



APPENDICES



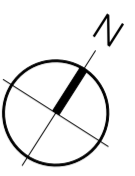
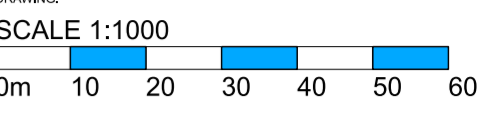
APPENDIX A

SITE LAYOUT

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SITE SPECIFIC HAZARDS

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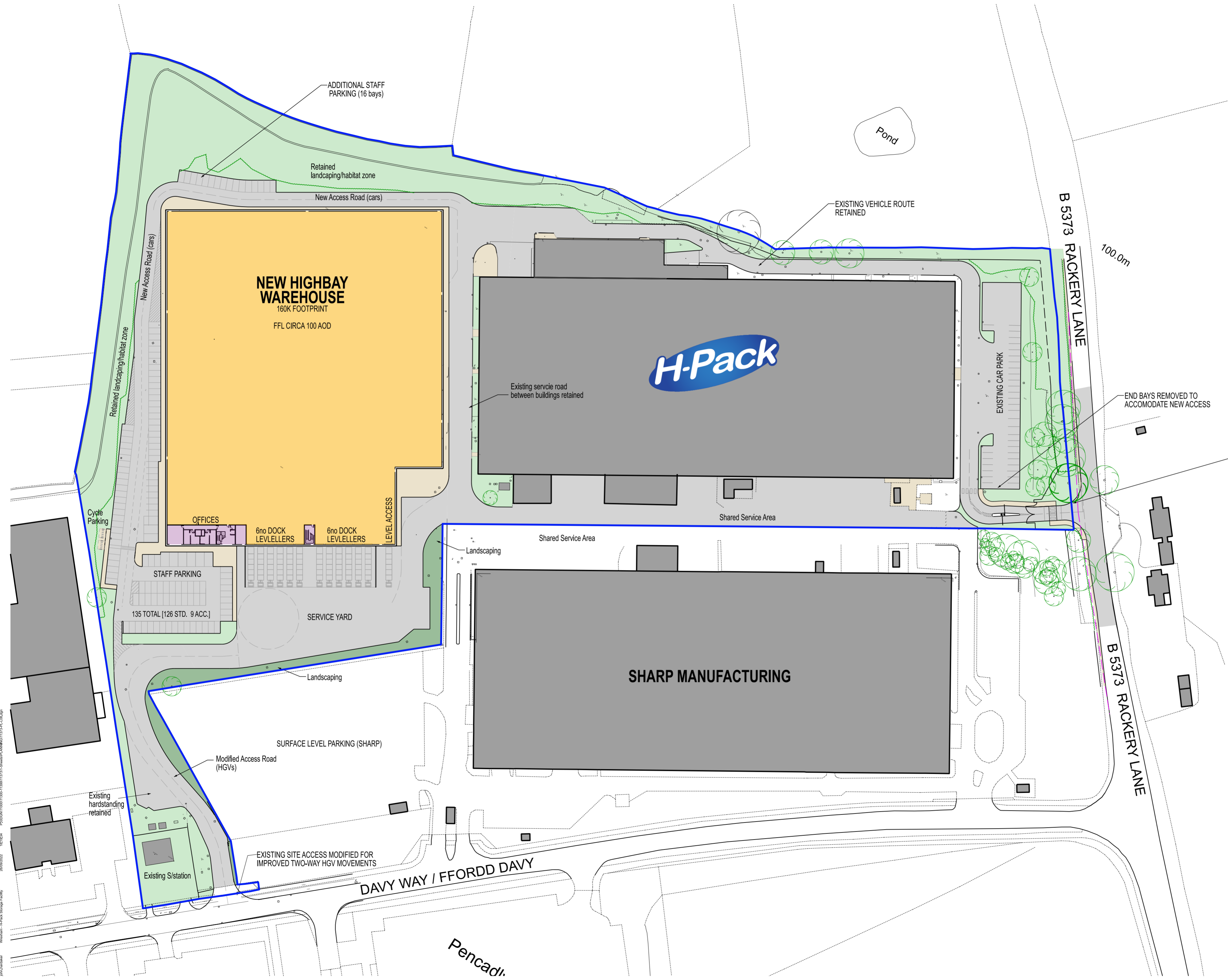


LEGEND

— OWNERSHIP BOUNDARY

NOTES

1. DRAWING PRODUCED BASED UPON OS AND TOPOGRAPHICAL SURVEY DATA.
2. LAYOUT SUBJECT HAS BEEN SUBJECT TO VEHICLE TRACKING
3. REFER TO DRAWING 11373-PL-L10 FOR DETAILED SITE PLAN TO WESTERN PORTION OF SITE
4. FOR PROPOSED LANDSCAPING REFER TO SEPARATE LANDSCAPE PROPOSALS SUBMITTED WITH THIS APPLICATION



REV.	DATE	NOTES	INIT.

CLIENT / PROJECT

H-Pack Liberty Properties

DAVY WAY, WREXHAM

DRAWING TITLE

WIDER SITE PLAN

STATUS

PLANNING

DATE	DRAWN	SCALE @ A2
SEPT. '22	AJP	1:1000

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
11373	PL	L08		

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix: Colour	C

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 26/09/2022 11:01:13:00:11373:11373:Shawna.JAN@11373.rgp
 11373:11373:11373:Shawna.JAN@11373.rgp



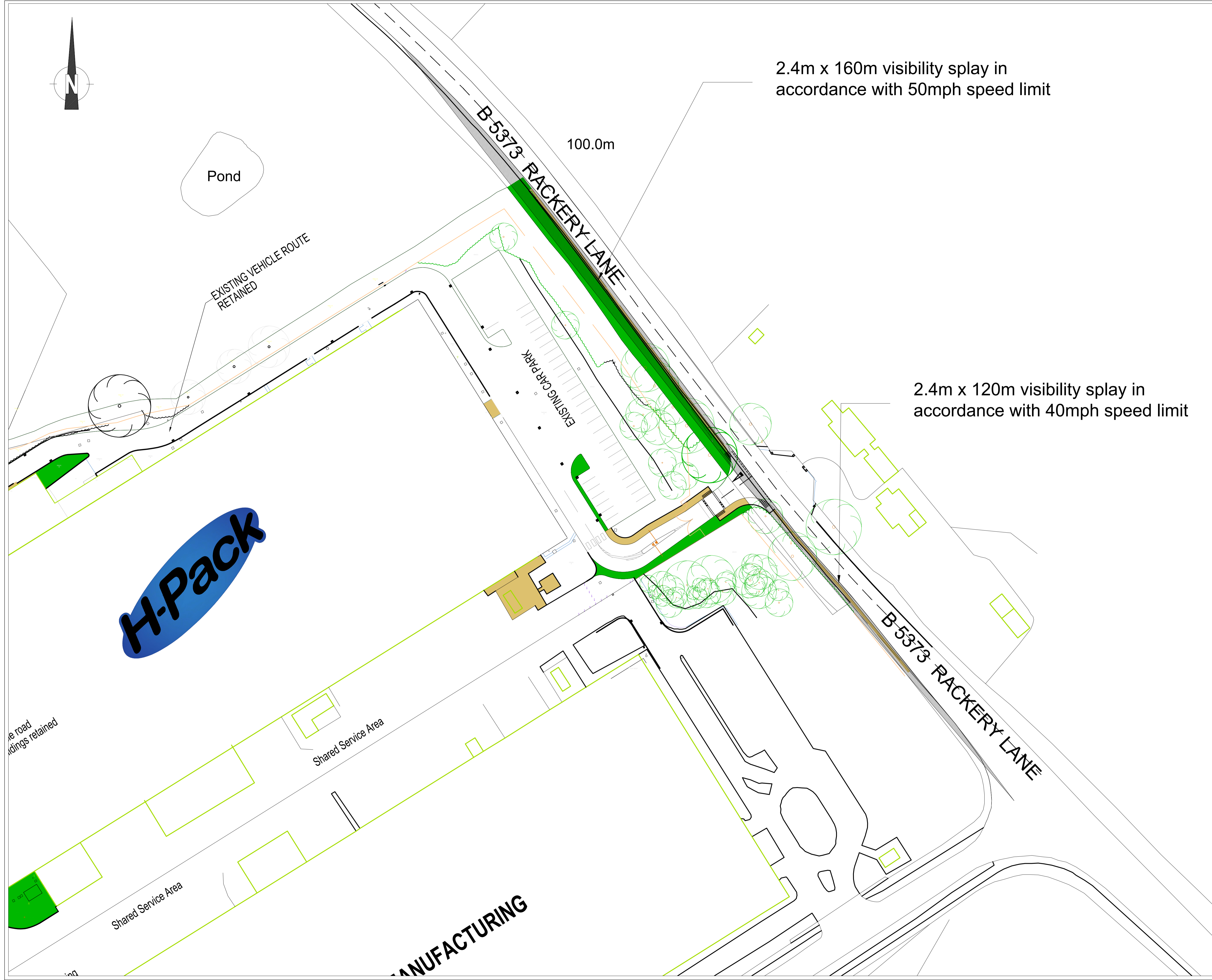
APPENDIX B

GENERAL ACCESS AND AUTOTRACK SWEEP PATH ANALYSIS

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2.4m x 160m visibility splay in accordance with 50mph speed limit

2.4m x 120m visibility splay in accordance with 40mph speed limit

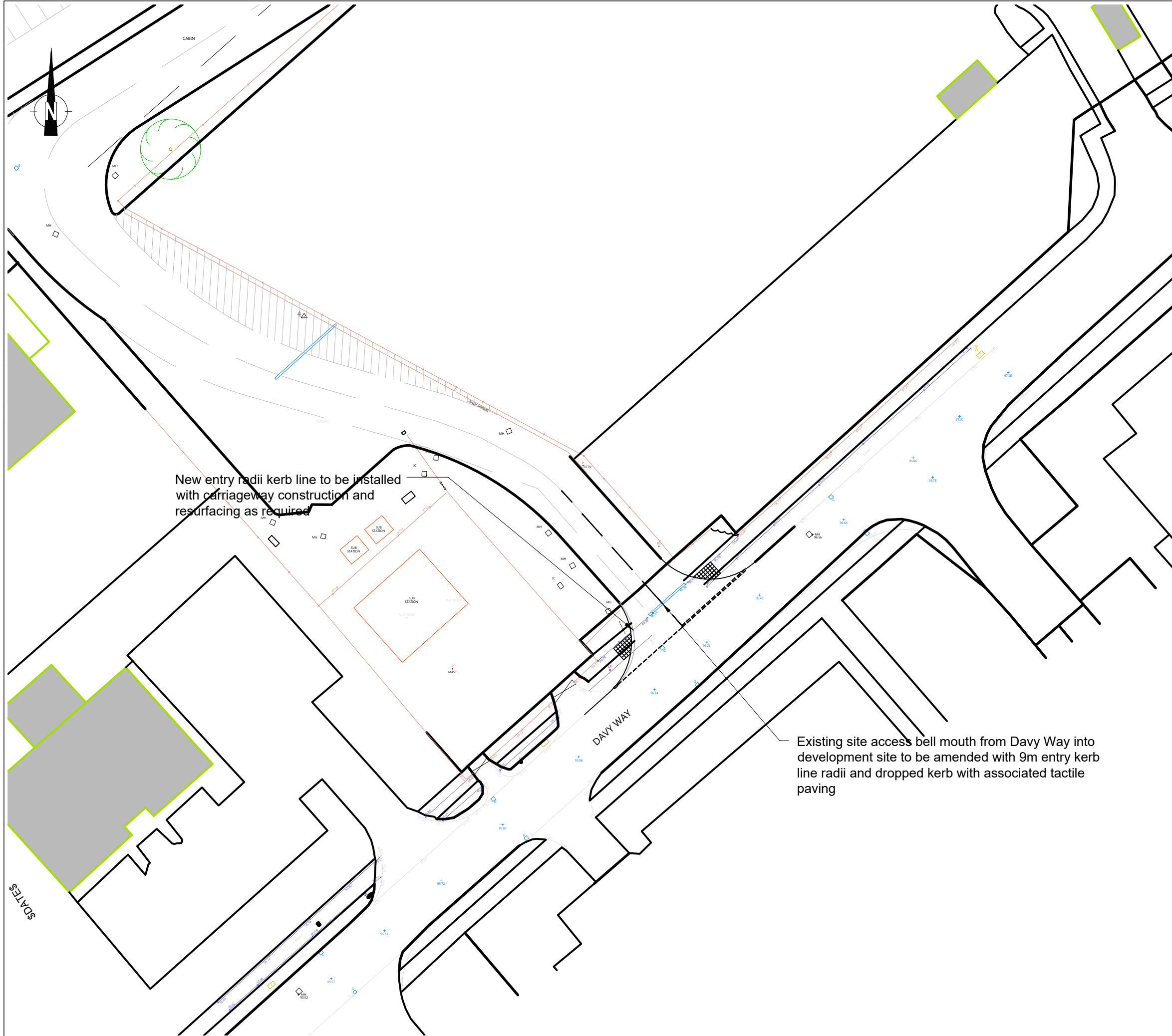
Revision History		Date
A	Revised Site Layout	29/09/22
B	RSA 1 Comments Incorporated	03/10/22
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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client:	H-Pack Wrexham		
project:	H-Pack Llay Industrial Estate		
drawing title:	Rackery Lane Site Access Proposal Visibility Splays		
scale(s):	1/500@A	date:	27/06/22
drawing number:	735-01/GA-02	drawn by:	IJM
xrefs:	status:	checked:	CAB
		Information	
rev:	B		

DATE PRINTED:



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● Revision History ● Date

Rev	desc	date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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client: H-Pack Wrexham

project: H_Pack Llay Industrial Park

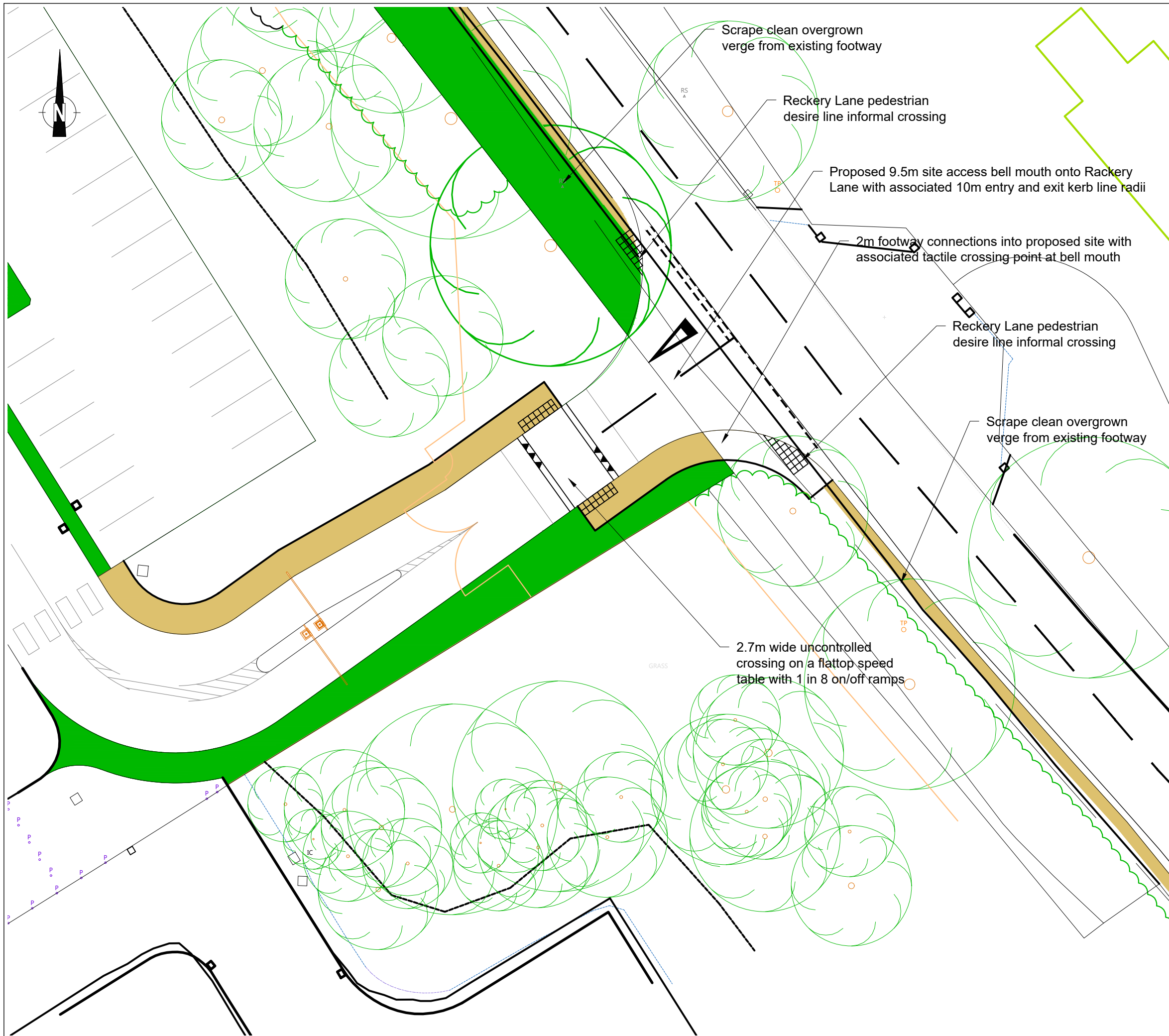
drawing title: Davy Way Site Access Amendments Preliminary Design

scale(s): 1/500 date: 27/06/22 drawn by: IJM checked: CAB

drawing number: 735-01/GA-03

xrefs: status: Information rev: -

DATE PRINTED:



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● **Revision History** ● **Date**

A	Revised Site Layout	29/09/22
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J	desc	date j

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client: H-Pack Wrexham

project: H_Pack Llay Industrial Park

drawing title: Rackery Lane Site Access Proposal Design Review

scale(s): 1/250	date: 27/06/22	drawn by: IJM	checked: CAB
drawing number: 735-01/GA-01	status: Information		
xrefs:	rev: B		

DATE PRINTED:



APPENDIX C

FRAMEWORK TRAVEL PLAN

**ERECTION OF 1NO B8 STORAGE AND DISTRIBUTION BUILDING AND
ASSOCIATED ACCESS AND EXTERNAL WORKS AT LAND ADJACENT
TO H-PACK, DAVY WAY, LLAY
FRAMEWORK TRAVEL PLAN**

**PREPARED ON BEHALF OF:
H-PACK PACKAGING UK LTD**



Lymedale Business Centre,
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1.0 INTRODUCTION

- 1.1.1 Cameron Rose Associates on behalf of H-Pack Packaging UK Ltd, to examine the highway and transportation issues associated with the erection of 1no B8 Storage and Distribution building and associated access and external works at Land adjacent to H-Pack, Davy Way, Llay.
- 1.1.2 The project would see the erection of a storage and distribution building (Class B8) with circa 14,865 Sqm (160,000 Sqft) footprint including ancillary (integral) offices over two floors, creation of a service yard and dedicated parking areas for cars, with associated access and servicing including new vehicle access points from Rackery Lane (for cars only) and modified vehicle access work to Davy Way (for HGVs only), new landscaping and other works.
- 1.1.3 The development site is located in Llay, approximately nine kilometres to the north of Wrexham. The site is a parcel of grassed and hard-standing land to the south-west of the existing H-Pack unit; to the south-west of the B5373 Rackery Lane and north of Davy Way.
- 1.1.4 H-Pack Packaging UK Ltd was established in 2016 as the UK & European arm of Hotpack Packaging Industries LLC Group (Dubai, United Arab Emirates). Incorporated in 1995, Hotpack UAE has, over the last 22 years, grown to become the largest manufacturer & distributor of food packaging materials and solutions in the Middle East.
- 1.1.5 This document is relevant to both staff and visitors of the proposed development and will suggest initiatives to maximise the sustainable transport opportunities of the site and will, prior to trading, be developed as a stand-alone document.
- 1.1.6** This Framework Travel Plan sets out the overall outcomes, targets, and indicators for the site. The end operator will administer the Plan centrally. The final Travel Plan will be consistent with the wider targets and requirements set out in the Framework Travel Plan. The final Travel Plan will be completed within six months of occupation of the site, to allow time for travel characteristic surveys to be undertaken and suitable consultation with Wrexham Borough Council.

2.0 DEVELOPMENT PROPOSALS

- 2.1.1 The project would see the construction of a warehouse with a Gross Floor Area of 14,865 sqm, associated with the existing H-Pack Packaging UK Ltd unit off Davy Way.
- 2.1.2 The proposed warehouse is classified as a 'dark warehouse'. A dark warehouse is defined as a fully automated warehouse that operates without the use of human labour; you can simply turn the lights out and operation will continue to run.
- 2.1.3 The operator has confirmed that there will be a total of 150 staff employed on-site; split over two 8-hour shifts. Shift patterns will be 06:00 – 14:00 and 14:00 – 22:00. Shift changes therefore do not coincide with the highway peaks. There will however be trips associated with the distribution of products and the arrival of materials. Based on mode split data obtained from the operator for the existing warehouse, it is estimated that approximated 20% of employees will travel by private car and 80% will travel via sustainable modes; resulting in a two-way daily trip generation associated with staff of approximately 60 vehicles.
- 2.1.4 The site is currently accessed off Davy Way via a priority controlled T-junction. This access will be retained as part of the development proposals; with an additional access proposed off the B5373 Rackery Lane.
- 2.1.5 The proposed development will be accompanied by 135 car parking space, comprising 126 standard spaces and nine accessible spaces. While H-Pack propose to use the warehouse as a 'dark warehouse', where staffing numbers will be minimal, the proposed car parking provision will future proof the site for any further commercial warehouse use.
- 2.1.6 The proposed site layout is included as **Appendix A** to the Transport Assessment (TA).
- 2.1.7 The existing highway infrastructure has been discussed in **Section 2.0** of the TA and the full details of the development proposal in **Section 3.0**. The development proposal includes provision for on-site cycle parking for staff and visitors, showers, changing and locker facilities will also be provided for staff.

- 2.1.8 Bus services to a range of local destinations can be accessed within a short walk of the site, with services operating from Davy Way, with further services accessible from Gresford Road and Llay Road.

3.0 PROPOSED TRAVEL PLAN INITIATIVES

3.1.1 The primary source of traffic generation and therefore greatest opportunity for modal shift is employees. The end users will seek to influence travel behaviour by provision of adequate facilities and information.

3.1.2 Features of the development proposal that would encourage non-car trips to the site include:

- Bus services to several local destinations are available within a short walking distance of the site;
- 16 covered cycle parking spaces, through the provision of eight Sheffield loop stands with a cycle shelter;
- Showers, changing and locker facilities would be provided for staff; and
- Pedestrian and cycle links from the unit to the local highway network.

3.2 Other Initiatives

3.2.1 Staff and visitors will be encouraged to use sustainable forms of transport such as walking, cycling and bus travel to access the unit by the provision of appropriate facilities and providing the relevant information on-site.

3.2.2 To further encourage travel to the site by modes other than the private car, the end user will consider other modal initiatives including:

3.3 Cycling

3.3.1 Cycling is a key mode of sustainable transport, and it is therefore important to encourage cycling as part of the sites Travel Plan; this will be achieved by implementing the initiatives detailed below;

- The provision of safe and convenient cycle parking facilities, as described above;
- The provision of direct links from the unit to the wider cycle network

- Provision for cycle equipment storage facilities for employees on site; and
- Promote www.bikebudi.liftshare.com as a means of encouraging individuals to cycle to work together.

3.4 Walking

3.4.1 The pedestrian environment must be such that it provides pedestrians with safe and convenient routes to and from their origin/ destinations. To encourage this mode of transport, the end user will provide the following:

- Direct pedestrian links within the site by means of suitable footpaths and pedestrian crossings;
- Pedestrian connections to the existing network of footways;
- The provision of adequate street lighting and lighting within the site to provide pedestrians with a well-lit environment hence enhancing safety and encouraging pedestrian movements; and
- Promote www.walkbudi.liftshare.com as a database link for individuals to walk to work together in the local area.

3.5 Car Sharing Scheme

3.5.1 Employees will be supported and encouraged to car-share if another member of staff lives close by.

3.5.2 The Travel Plan Co-ordinator will promote the use of car sharing amongst employees and will promote national car sharing schemes such as Lift Share (www.liftshare.com). This scheme will be promoted to employees upon commencement of employment and continually promoted through promotional material displayed on notice boards. This information will be provided by the Travel Plan Co-ordinator within three months of the unit becoming occupied and continually monitored to ensure the information provided is up to date.

3.6 Provision of Information

3.6.1 Each new member of staff will be briefed on all aspects of the Travel Plan as part of their staff induction. In this way, each new member of staff will be aware of the advantages, accessibility, and convenience of non-car modes of transport to and from the site, given its location and therefore abundance of public transport alternatives.

3.6.2 If the message is to be portrayed to staff and visitors that sustainable forms of transport are preferable to the private car, then it is essential that adequate information is available; to this end:

- Bus stop location, timetable information and route plans will be provided;
- The above information will be provided to new employees as part of the staff induction process;
- Information on the beneficial effects of cycling on both health and the environment will be provided in the form of leaflets to all staff; and
- Copies of relevant cycle maps will be provided, thus encouraging sustainable forms of transport.

3.6.3 The Travel Plan Co-ordinator will be responsible for co-ordinating the Travel Plan and ensuring that the information is up to date and located in the appropriate location.

4.0 IMPLEMENTATION AND REVIEW

- 4.1.1 To establish an effective Travel Plan, a coherent understanding of staff travel patterns and attitudes to travel will need to be collected. A Travel Plan Co-ordinator will be appointed who will be responsible for on-going monitoring and annual surveys. Information gathered will be submitted to Wrexham Borough Council.
- 4.1.2 A Travel Plan Co-ordinator will be appointed prior to the unit becoming occupied, to implement the Travel Plan and to promote the aims and objectives of the Plan amongst employees and visitors of the site. The Travel Plan Co-ordinator will play a key role in the promotion of the Plan across the unit and in the delivery of the Plan measures.
- 4.1.3 The Final Travel Plan will set out specific details on the role of the Travel Plan Co-ordinator.
- 4.1.4 The Travel Plan Co-ordinator will oversee the overall operation of the Travel Plan and be responsible for monitoring the effectiveness of the Plan and liaising with Wrexham Borough Council.
- 4.1.5 The Travel Plan Co-ordinator will be responsible for the preparation of the Final Travel Plan and will be required to develop and implement the Travel Plan and to monitor the effectiveness of the Plan.
- 4.1.6 Wrexham Borough Council will be notified of the name of the Travel Plan Co-ordinator upon their appointment and similarly the Travel Plan Co-ordinator will be advised of the names of the relevant contact details at the various organisations with whom they will be required to consult, including Wrexham Borough Council Travel Planning officers, public transport operators and other key stakeholders.
- 4.1.7 It is envisaged that the Travel Plan Co-ordinators role will be fulfilled by a member of staff at the unit. The contact details of the staff member will be provided to Wrexham Borough Council, prior to the unit becoming occupied.
- 4.1.8 The Travel Plan Co-ordinator will be the first point of contact for employees, visitors, and other outside organisations in all matters regarding the detailed Travel Plan that will be developed.

4.1.9 The general responsibilities of the Travel Plan Co-ordinator will include:

- Implementing Travel Plan measures across the site and for ensuring that these measures are realistic and achievable, through continued review and assessment of their success;
- Developing, managing, and implementing the Travel Plan strategy so that effective sustainable transport solutions can be achieved;
- On-going review and assessment of the Travel Plan to determine if objectives are being achieved and initiating new measures when required. The Travel Plan Co-ordinator will also be expected to update the Travel Plan to ensure their success;
- Ensuring that all employees and visitors have good travel information and are made aware of all the travel choices they have available to them, to promote sustainable travel;
- To use effective marketing and awareness-raising schemes to assist in the promotion of the Travel Plan and sustainable travel across the site; and
- To work together with the local highway authority to ensure that the management and monitoring of the Travel Plan is efficiently and effectively undertaken and that the Travel Plan measures are being delivered.

4.1.10 The Travel Plan will be implemented and monitored as set out below:

- Prior to development occupation a final travel plan and staff travel survey pro-forma will be agreed;
- Three months after occupation the initial staff travel survey will be undertaken and reported to Wrexham Borough Council within two months (this information will be gathered after this time to ensure representative data once staff have established themselves into their new travel routine); and

- Annually thereafter for a period of five year after occupation the staff travel survey will be undertaken and reported to Wrexham Borough Council within two months of survey completion.

4.2 Summary of Framework for Implementation

4.2.1 There are several elements of the Travel Plan which will need to be submitted, agreed, and implemented at different timescales.

4.2.2 The following table therefore summarises the key areas of implementation and sets the framework which will form the basis of the agreement between the end user and Wrexham Borough Council.

Table 4.1: Framework for Implementation

Item/Measure	Timescale
Agreement of Framework Travel Plan	Prior to issue of planning permission
Undertake staff travel surveys	Within 3 months of occupation of unit. Then annually for a period of five years.
Issue Travel Plan with staff travel patterns and set targets	Within 2 months of undertaking surveys
Infrastructure measures (cycle parking) to be implemented	Prior to occupation of the development
Appointment of Travel Plan Co-ordinator	3 months prior to occupation of the development
Issue 'Employee Travel Packs' to all employees	At commencement of employment
Develop/ promote car-share scheme	Within travel packs & on notice boards.
Period of formal monitoring of Travel Plan by the Developer	5 years from Occupation of the Development

5.0 TARGETS - STAFF

- 5.1.1 Travel Plan targets will be formally set following the initial employee surveys and updated annually. The Travel Plan Co-ordinator will liaise with the Council to set suitable targets.
- 5.1.2 Travel Plans evolve over time and adapt to changing conditions. As the staff travel patterns may be liable to change over time, it will be necessary to carry out reviews of staff travel behaviour. The results from these reviews will enable the Travel Plan initiatives to be adapted as necessary.
- 5.1.3 It should be recognised that a genuine modal shift ultimately relates to an individual choosing an alternative means of travel to the private car rather than any apparent modal shifts caused by staff turnover (i.e., a cyclist replaced by a car driver or vice versa). Specific circumstances will be considered at the time of the annual reviews.

6.0 CONCLUSIONS

- 6.1.1 To achieve the target set out within this Travel Plan, the end user will encourage its employees and visitors alike, to consider the benefits of sustainable forms of transport that are available to them given the highly accessible location of the site.
- 6.1.2 The end user will undertake local infrastructure improvements to further enhance sustainable transport options in the vicinity of the site. This, allied with progressive management practices and the provision of adequate information, will influence, and encourage staff and visitors to choose sustainable transport options in preference to the private car.
- 6.1.3 The Travel Plan will seek to achieve significant reductions in car usage for journeys to and from the employment unit. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic generation associated with the development.



APPENDIX D

STAGE 1 ROAD SAFETY AUDIT AND DESIGNERS RESPONSE

**B5373 Rackery Lane, Llay
Proposed Highway Access Works
Interim Stage 1 Road Safety Audit**

Prepared by



Distribution List

1. Cheryl Barratt – Cameron Rose Associates
2. File Copy

REPORT NUMBER 2022/CR/1705

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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
FINAL	30/09/22	N Madhavan	R Sawczyn	NS Madhavan	For Issue

CONTENTS

1 INTRODUCTION 1

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3 ITEMS RAISED BY THIS AUDIT 4

4 AUDIT TEAM STATEMENT..... 7

- Appendix A: Drawings and documents provided
- Appendix B: Plans of items raised by this audit

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1 INTRODUCTION

1.1 This report results from an interim Stage 1 Road Safety Audit carried out relating to the proposed highway works in the form of new junction access of B5373 Rackery Lane Llay, together with access improvement works off Davy Way. The audit was carried out during September 2022.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp
Director
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Cheryl Barratt of Cameron Rose Associates. The Road Safety Audit comprised an examination of the documents provided and these are listed in Appendix A.

The site was visited by the audit team at the following times/conditions:

Day/Date	Time	Weather Con	Traffic Flow
Fri 30 th Sep 2022	11:00 – 11:30hrs	Wet/Cloudy	Ave

1.4 The terms of reference for this audit are as given in GG119, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people

with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.

- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible geometric departures or relaxations from standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area. Section 3 of this report lists 'Problems' identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.

2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 A previous road safety audit stage 1 was undertaken during July 2022 however due to a redesign an interim stage 1 audit has been requested. Any relevant items from the original stage 1 audit considered to remain outstanding are mentioned again within Section 3 of this report.

3 ITEMS RAISED BY THIS AUDIT

3.1 General

3.1.1 PROBLEM

LOCATION: Proposed junction accesses

SUMMARY: Insufficient manoeuvring space

Whilst some tracking has been provided showing cars entering and leaving the Rackery Lane entrance, it is unclear as to whether large HGV vehicles can negotiate the proposed junction and junction improvement works without increased risk of kerb over-running which may result in loss of control or significant encroachment into opposing traffic lanes risking head-on conflicts.

RECOMMENDATION

Undertake swept path analysis to determine the exact nature of the problem. If necessary, the proposed alignments should be adjusted to allow for sufficient manoeuvring space for all likely type of visiting vehicles.

3.1.2 PROBLEM

LOCATION: Rackery Lane – Proposed junction access

SUMMARY: Proximity to speed limit change could result in conflict

Concern is expressed that due to the close proximity of the change of speed limit between 40 and 50 mph that mainline vehicles travelling in a north westerly direction will be encouraged to accelerate on the approach to the proposed junction making it difficult for drivers turning out of the junction or turning right into the junction to assess approach speeds and increase the potential for junction conflicts.

RECOMMENDATION

The speed limit terminal should be repositioned to a suitable location away from the proposed junction.

3.2 Non Motorised Road User Provision

3.2.1 PROBLEM

LOCATION: Rackery Lane – Proposed junction

SUMMARY: Insufficient pedestrian facilities

Whilst a footway link into the site has been provided from the south, there is no connectivity proposed between the existing footpath to the north side of the site and the development site and the proposed uncontrolled crossing at the development site entrance. Insufficient pedestrian facilities such as this could encourage pedestrians to walk along the adjacent grass

verge to access the proposed crossing or development site risking trips or falls or walking within the adjacent live carriageway risking conflicts with passing traffic.

RECOMMENDATION

A suitable pedestrian link should be provided between the existing footway along Rackery Lane and the proposed footway interface at the development site entrance.

3.2.2 PROBLEM

LOCATION: Rackery Lane – Proposed Uncontrolled crossing

SUMMARY: Location of crossing could cause conflicts

The proposed crossing has been inset significantly from the proposed junction bellmouth. As such it is unlikely to be used by pedestrians travelling along Rackery Lane wishing to cross the development site entrance and could increase the risk of trips or falls at the junction bellmouth as pedestrians attempt to negotiate a full height kerb or encourage crossing in unsafe locations risking conflicts with passing traffic. Furthermore, due to the location of the crossing, visibility towards Rackery Lane may be reduced by boundary treatment increasing the risk of pedestrian conflicts with traffic turning into the site.

RECOMMENDATION

The proposed crossing should be relocated to a suitable position closer to the likely pedestrian desire line paying particular attention to visibility requirements.

3.2.3 PROBLEM

LOCATION: Davy Way – Proposed junction improvement

SUMMARY: Excessive crossing width could increase the potential for pedestrian to vehicular conflict

The proposed uncontrolled inline pedestrian crossing facility across the junction bellmouth measures over 13 metres wide. This is deemed to be excessive and may increase the likelihood of pedestrians, particularly those who are less mobile, becoming stranded midway within the crossing should a vehicle attempt to turn in or out, increasing the potential for pedestrian to vehicular conflict within the bellmouth.

RECOMMENDATION

A suitable splitter island should be installed within the junction bellmouth paying particular attention to swept path analysis.

3.3 **Road Signs and Markings**

3.3.1 PROBLEM

LOCATION: Rackery Lane – Proposed junction

SUMMARY: Existing signage could cause confusion

It is noted that there is an existing stack type ADS located to the north-west of the proposed junction relating to Davy Way. Concern is expressed that once the proposed junction is installed that the signage could become misleading due to the proximity of the proposed junction and Davy Way increasing the likelihood of sudden braking or loss of control conflicts at the new junction.

RECOMMENDATION

The existing signage should be revised to suit the new road layout.

3.4 **Lighting and Signals**

No comments at this stage

3.5 **Landscaping**

No comments at this stage

3.6 **Protective Aids**

No comments at this stage

3.7 **Surface Characteristics and Drainage**

No comments at this stage

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with the guidelines in GG119.

AUDIT TEAM LEADER

Naresh Madhavan MCIHT MSoRSA EU RSA Cert. Comp
Director
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed: 

Date: 30/09/22

AUDIT TEAM MEMBER






Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates
International House
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Chester
CH4 0GZ

Signed: 

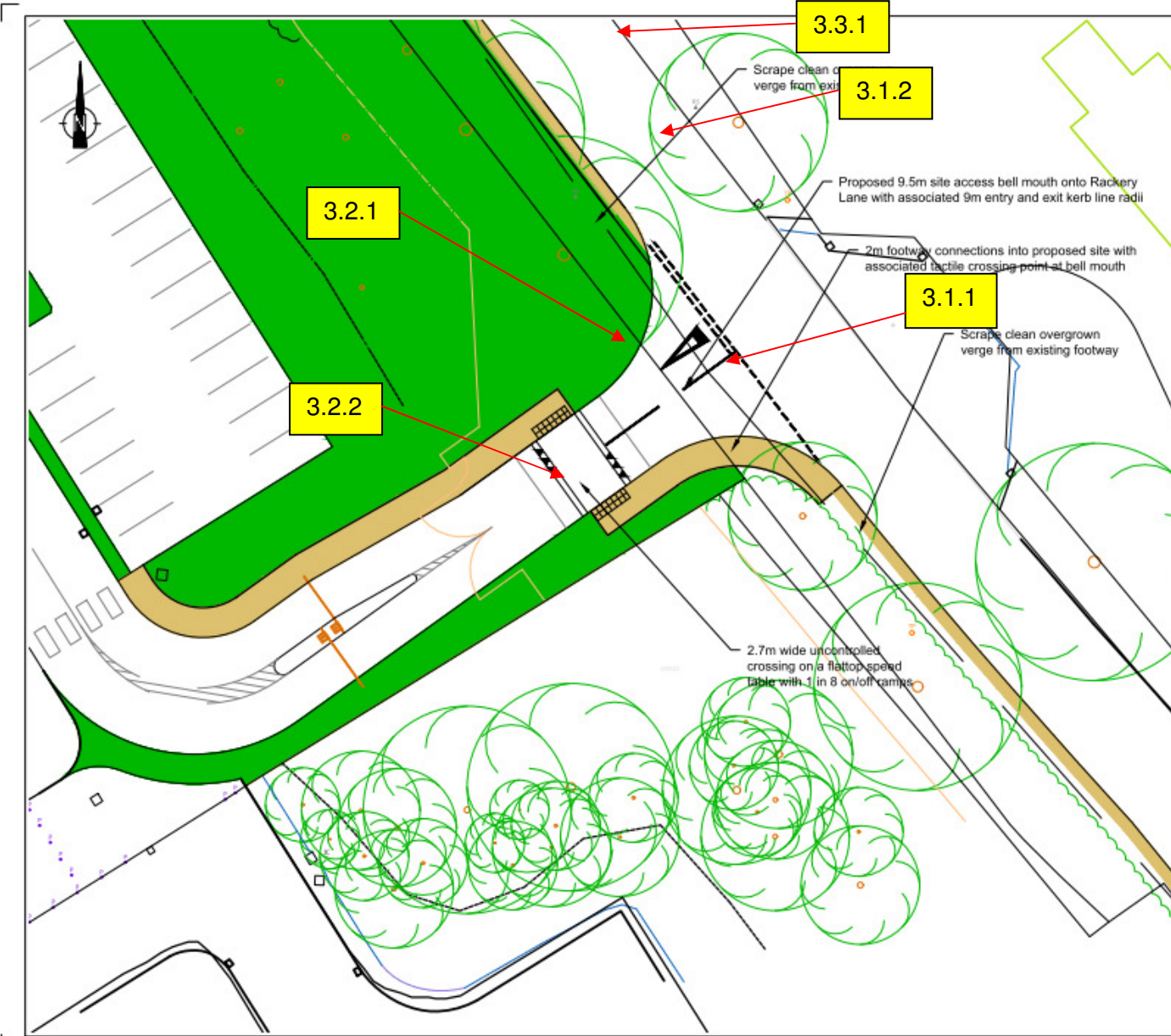
Date: 30/09/22

APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

-  220929_735-01-ATR-02 Rev A_Rackery Lane Access Proposals Track Plot.pdf
-  220929_735-01-GA-01 Rev A_Rackery Lane Access Proposals.pdf
-  220929_735-01-GA-02 Rev A_Rackery Lane Visibility Splays.pdf
-  220929_735-01-GA-03 Rev A_Davy Way Access Amendments.pdf
-  220929_Site Layout Track Plot Analysis_735-01_ATR-01 Rev A.pdf

APPENDIX B
PLANS OF ITEMS RAISED BY THIS AUDIT



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This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Revision History		Date
A	Revised Site Layout	29/09/22
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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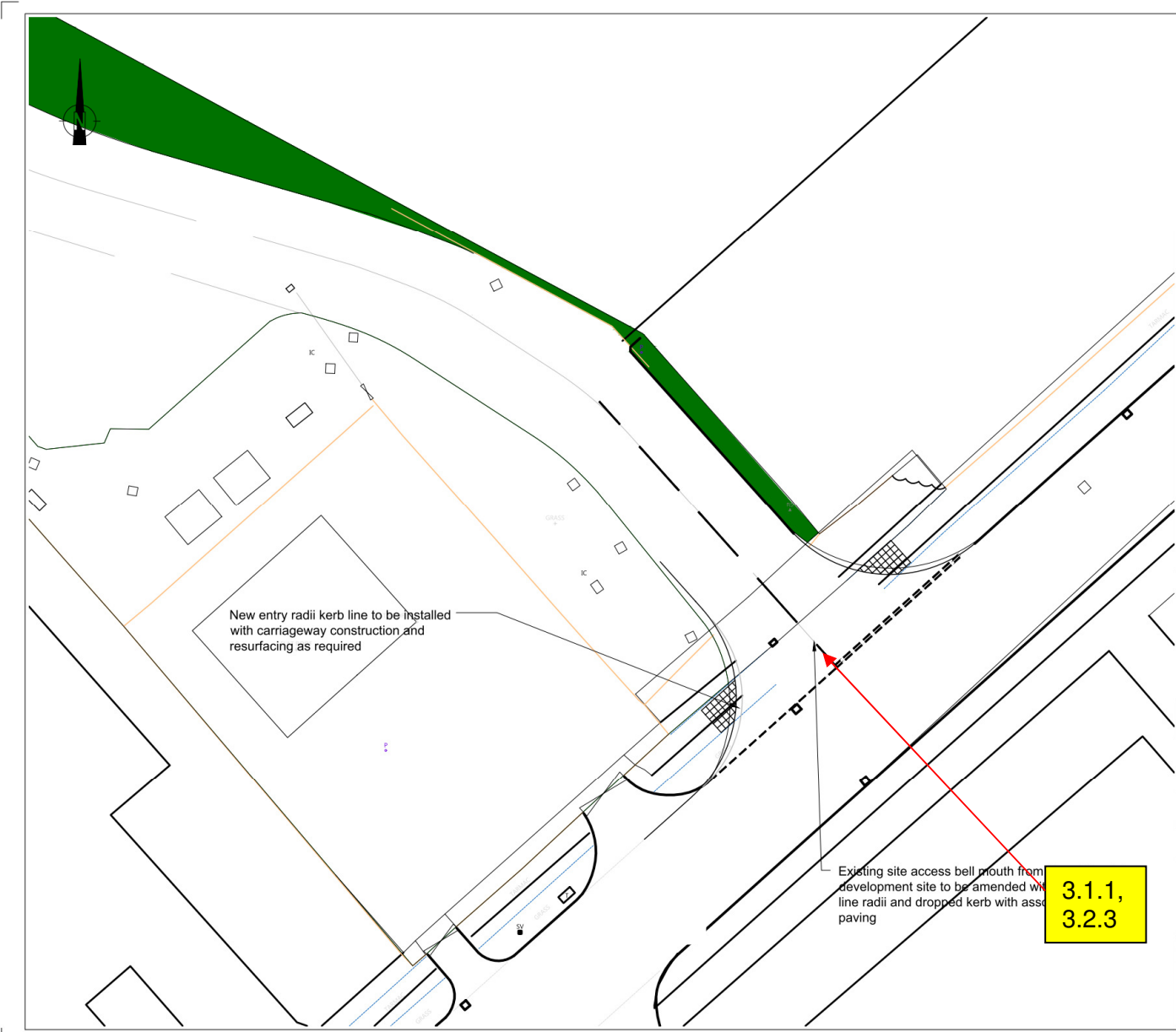
client: H-Pack Wrexham

project: H-Pack Llay Industrial Park

drawing title: Rackery Lane Site Access Proposal Design Review

scale(s): 1/250	date: 27/06/22	drawn by: LM	checked: CAD
drawing number: 735-01/GA-01	status: Information		
date:	rev: A		

DATE PRINTED:



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• Revision History		• Date
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CAMERON ROSE
ASSOCIATES

client: H-Pack Wrexham
 project: H-Pack Llay Industrial Park
 drawing title: Davy Way Amendments Preliminary Design

scale(s): 1/500	date: 27/06/22	drawn by: LIM	checked: CAB
drawing number: 735-01/GA-03	status: Information		
xrefs:		rev: A	


DATE PRINTED:

Designers Response

ROAD SAFETY AUDIT STAGE 1

Scheme Title	B5373 Rackery Lane, Llay
Client	Liberty Properties / H-Pack
RSA Report Ref No:	Highway Associates 2022/CR/1705
Road Safety Audit Team	NM/RS

Problem Identified (Paragraph No)	Problem Accepted (YES/NO)	Recommendation Accepted (YES/NO)	Alternative measure (describe)
3.1.1	No	No	The Rackery Lane is not an HGV access and is only provided for the private motor cars of staff and visitors
3.1.2	Yes	Yes	Consultation with LHA through planning application to determine whether the 50mph should be relocated northwest along Rackery Lane
3.2.1	No	No	A footway link from the site access on Rackery Lane has been included in drawings 7350-01/GA-01 Rev A.
3.2.2	No	No	The proposed crossing will act as an internal pedestrian route for the development site and will not be located. However a second dropping crossing provision has been included along the Rackery Lane desire line for pedestrians as illustrated in the updated drawing 735-01/GA-01 Rev B
3.2.3	No	No	The crossing width is 12m and is consistent with the Llay Industrial Estate access arrangements. and is an existing crossing position that has been in operation for over 15 years without any recorded PIA's. Given the low vehicular and pedestrian flows it is considered that the risk is de minimis
3.3.1	No	No	The black on white sign is relevant and correct as it indicates direction associated with the road network not private entrances. It is not common and consistent with TSRGD to include private access points on ADS's

Signed	
Job Title	735-01 H-Pack, Llay Industrial Estate
Date	3 rd October 2022

**The completed Designers' Response Form should be issued to the Overseeing Authority
for their comments**