



**Cedar Hall, The Green
Gresford**

Highway Comment

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1. Project Brief
 - 1.1 To consider the highway implications of a change of use of an existing stable block for residential purposes.
 2. Planning History
 - 2.1 The stable block to the rear of the hall has previously been granted planning consent for a change of use to office accommodation, ancillary to the use of the house.
 - 2.2 A pre-application planning enquiry to convert the stable block for residential use was submitted to WCBC in 2012. This enquiry received a generally supportive response; the exception being concerns raised by the highway authority.
 - 2.3 The highway concerns were limited to the increased use of an existing access where the available visibility for exiting vehicles fell short of recommended standards.
 3. Discussion
 - 3.1 Following further discussion with the highway officer in 2018, a traffic survey was undertaken to verify traffic speeds and to establish appropriate visibility requirements (survey results are included within the appendices).
 - 3.2 The survey recorded the northwesterly traffic speed to be 25mph and the southeasterly to be 25.6mph. TAN18 Annex B suggests respective visibility requirements of 31m and 34.4m.
 - 3.3 It is agreed that visibility to the right on exit from the drive exceeds the
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required distance but visibility to the left of exit was restricted by the hedge and retaining wall bounding the adjacent property



- 3.4 Options to improve visibility were negotiated with owners of the neighbouring property. The height of the boundary retaining wall has been reduced and overgrowing vegetation has been removed; in addition, the highway authority has replaced a traffic sign, helping to reduce the level of obstruction.
- 3.5 The need to retain the level of land above that of the highway prevents the delivery of visibility to the nearside edge of the road however it can be seen from the following photograph that significant improvements to visibility have been delivered.



- 3.6 Section 10.5 of Manual For Streets 2 accepts that the provision of visibility to the nearside edge of road is frequently not required; the more relevant measurement being to the line of approaching traffic.
- 3.7 From the centre of the driveway, at the standard 2.4m setback distance, vehicles approaching up the hill, from the left, can now be seen at a distance in excess of 50m; clearly in excess of the suggested minimum distance.
- 3.8 The Griffin Inn lies immediately to the south of the site access; the access to the Griffin car park and to Cedar Hall being conjoined. The visibility improvements that have been delivered will benefit not only the residents

and visitors to Cedar Hall but also those accessing The Vicarage and anyone entering/leaving the Griffin Car Park. The Griffin Car Park has capacity for 29 vehicles and will generate significantly greater numbers of traffic movements than the adjacent residential access. The residential nature of the proposed change in use will generate a slight increase in the number of vehicular trips using the driveway but this will be insignificant in comparison to the number of vehicles entering and exiting the pub car park.



- 3.9 A search has been made of the Crash Map database of traffic accidents occurring in the area during the past ten years. As shown within the appendices, there were five recorded incidents but none within close proximity of the site access. The closest incidents occurred over 250m from the site entrance where, on separate occasions, single vehicles have failed to negotiate the bend in the road by the rail bridge. Other recorded incidents occurred on the High Street and A483, neither having a connection with the site access. The access is shown to have operated in a safe manner during this period.

4. Conclusions

- 4.1 Improvements to junction visibility have been delivered that will benefit not only those accessing Cedar Hall but also those accessing the vicarage and the car park of The Griffin.
- 4.2 Any increase in the number of vehicle movements associated with the proposed change of use will be insignificant in comparison to the use of the adjacent car park access.
- 4.3 The access has operated without incident and in a safe manner for at least the past ten years.
- 4.4 There is no indication that the proposed change of use will have a detrimental impact on the safe operation of the highway.

Appendices

Automatic Classified Counts, Llay Road, Gresford

DATE: 27/01/2018 TO 02/02/2018

LOCATION: LLAY ROAD

Direction : EASTBOUND



TIME PERIOD	AVERAGE SPEEDS						
	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
	27/01/2018	28/01/2018	29/01/2018	30/01/2018	31/01/2018	01/02/2018	02/02/2018
0:00 - 1:00	23.0	22.8	27.5	22.0	19.2	24.3	22.5
1:00 - 2:00	22.8	23.2	-	-	-	27.5	24.0
2:00 - 3:00	19.0	22.5	-	23.0	-	32.0	24.5
3:00 - 4:00	23.0	22.7	-	25.5	27.5	27.0	32.0
4:00 - 5:00	25.5	24.0	24.7	25.8	23.5	22.8	24.1
5:00 - 6:00	24.9	23.4	22.9	24.2	23.1	23.2	24.4
6:00 - 7:00	22.3	23.3	23.0	22.8	23.3	22.6	23.6
7:00 - 8:00	22.9	24.2	22.3	22.7	22.0	22.5	22.8
8:00 - 9:00	22.1	22.4	22.0	22.8	22.5	23.4	23.0
9:00 - 10:00	22.0	23.0	22.1	22.5	22.5	22.3	22.7
10:00 - 11:00	22.4	21.7	22.1	21.2	21.8	21.0	21.7
11:00 - 12:00	21.1	21.0	21.8	21.6	21.7	22.2	21.4
12:00 - 13:00	22.3	22.5	22.1	21.2	22.2	21.8	21.4
13:00 - 14:00	21.9	21.5	21.0	22.1	22.3	22.8	22.3
14:00 - 15:00	22.3	20.9	22.6	21.6	22.2	21.4	22.0
15:00 - 16:00	22.3	21.4	21.2	21.7	21.7	22.1	22.1
16:00 - 17:00	22.5	21.0	22.9	22.7	22.3	22.8	22.7
17:00 - 18:00	21.6	21.4	22.3	21.6	21.7	22.3	22.1
18:00 - 19:00	21.1	21.8	21.7	22.0	21.1	21.3	21.6
19:00 - 20:00	21.4	22.5	21.6	22.0	21.6	21.6	20.7
20:00 - 21:00	22.6	24.5	22.5	21.4	22.2	21.5	23.0
21:00 - 22:00	22.4	22.3	21.7	22.1	23.4	21.0	21.8
22:00 - 23:00	22.3	21.7	25.1	22.8	21.9	21.4	22.8
23:00 - 0:00	19.8	21.0	23.3	21.4	22.4	23.0	22.1

10-12	21.7	21.3	22.0	21.4	21.8	21.5	21.5
14-16	22.3	21.1	21.8	21.7	21.9	21.8	22.1
0-24	22.0	21.8	22.1	22.1	22.1	22.2	22.3

TIME PERIOD	85TH PERCENTILE						
	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
	27/01/2018	28/01/2018	29/01/2018	30/01/2018	31/01/2018	01/02/2018	02/02/2018
0:00 - 1:00	27.3	27.1	28.2	26.6	25.0	26.6	26.0
1:00 - 2:00	27.3	27.3	-	-	-	32.4	24.0
2:00 - 3:00	23.0	27.2	-	23.0	-	32.0	26.6
3:00 - 4:00	23.0	25.6	-	26.2	29.6	27.0	32.0
4:00 - 5:00	26.2	27.0	28.9	28.0	24.8	25.2	28.2
5:00 - 6:00	28.9	25.9	27.3	27.2	27.6	26.6	28.3
6:00 - 7:00	26.1	31.5	26.8	25.7	26.4	25.5	27.4
7:00 - 8:00	25.4	28.2	25.5	25.9	25.3	26.2	26.1
8:00 - 9:00	25.1	26.3	25.2	25.6	25.6	26.5	26.1
9:00 - 10:00	25.8	26.1	25.8	25.8	25.9	26.0	26.4
10:00 - 11:00	25.9	25.0	25.6	24.5	25.0	23.7	24.5
11:00 - 12:00	24.3	24.8	24.9	25.1	24.8	25.7	24.6
12:00 - 13:00	25.6	26.1	25.4	25.3	25.7	25.4	24.8
13:00 - 14:00	25.3	24.9	25.0	25.9	25.8	26.6	25.7
14:00 - 15:00	25.4	24.0	27.3	24.8	25.2	25.0	25.3
15:00 - 16:00	25.8	25.0	24.7	25.3	25.0	25.1	25.6
16:00 - 17:00	26.1	24.4	25.8	26.1	25.5	26.2	26.1
17:00 - 18:00	25.2	24.5	25.4	24.5	24.7	25.6	25.5
18:00 - 19:00	24.6	25.4	24.9	25.0	24.7	24.6	24.8
19:00 - 20:00	25.5	27.2	25.1	26.0	25.0	25.2	24.5
20:00 - 21:00	26.8	28.8	26.1	25.1	26.2	25.7	26.8
21:00 - 22:00	26.9	25.6	24.8	26.6	27.9	24.5	25.3
22:00 - 23:00	26.2	26.1	29.8	24.8	26.2	26.3	27.2
23:00 - 0:00	24.5	30.2	25.2	24.8	27.5	25.6	25.2
10-12	25.1	24.9	25.2	24.8	24.9	24.7	24.5
14-16	26.0	24.3	26.3	25.6	25.7	25.5	25.8
0-24	25.6	25.5	25.6	25.5	25.4	25.7	25.7

7 DAY AVERAGE SPEED	22.1
7 DAY AVERAGE 85th PERCENTILE	25.6

Automatic Classified Counts, Llay Road, Gresford

DATE: 27/01/2018 TO 02/02/2018

LOCATION: LLAY ROAD

Direction : WESTBOUND



TIME PERIOD	AVERAGE SPEEDS						
	Saturday 27/01/2018	Sunday 28/01/2018	Monday 29/01/2018	Tuesday 30/01/2018	Wednesday 31/01/2018	Thursday 01/02/2018	Friday 02/02/2018
0:00 - 1:00	22.1	20.3	24.0	25.5	22.0	23.2	21.0
1:00 - 2:00	20.0	22.3	29.5	24.0	20.0	22.1	25.8
2:00 - 3:00	21.0	25.8	23.5	29.0	22.5	-	27.0
3:00 - 4:00	21.0	24.0	20.0	32.0	30.5	26.3	28.2
4:00 - 5:00	22.0	23.5	22.8	25.6	25.5	28.4	25.0
5:00 - 6:00	24.4	24.0	23.9	25.5	25.0	25.2	25.0
6:00 - 7:00	25.9	21.1	23.5	24.9	22.9	24.9	24.1
7:00 - 8:00	22.6	22.6	21.9	23.1	22.8	22.2	23.0
8:00 - 9:00	23.0	22.4	21.4	21.5	21.9	22.4	21.3
9:00 - 10:00	21.7	21.9	21.1	21.7	21.4	20.4	21.5
10:00 - 11:00	21.4	20.7	21.1	20.6	20.8	22.2	21.7
11:00 - 12:00	21.3	22.0	20.3	21.8	21.3	20.7	21.7
12:00 - 13:00	21.7	21.8	20.8	19.9	21.9	20.7	21.4
13:00 - 14:00	20.3	20.7	20.0	21.5	22.1	22.4	21.5
14:00 - 15:00	22.2	21.6	21.5	21.8	22.0	21.5	21.5
15:00 - 16:00	22.1	22.0	20.4	21.5	22.5	22.0	21.2
16:00 - 17:00	22.1	21.9	21.9	21.9	22.2	21.7	21.7
17:00 - 18:00	21.4	21.2	20.5	20.9	20.9	22.2	21.6
18:00 - 19:00	22.3	22.2	22.1	21.0	21.0	21.1	21.9
19:00 - 20:00	21.8	23.0	21.7	23.1	22.2	21.7	21.7
20:00 - 21:00	19.8	24.6	25.0	22.1	24.8	23.9	21.6
21:00 - 22:00	20.6	23.6	23.1	23.5	23.0	24.7	22.6
22:00 - 23:00	23.0	22.6	23.0	22.8	21.8	23.3	25.0
23:00 - 0:00	21.5	25.0	23.2	20.4	27.1	24.0	21.9
10-12	21.3	21.3	20.8	21.2	21.1	21.6	21.7
14-16	22.1	21.8	20.9	21.6	22.3	21.8	21.4
0-24	21.8	21.8	21.4	21.8	22.0	22.1	21.9

TIME PERIOD	85TH PERCENTILE						
	Saturday 27/01/2018	Sunday 28/01/2018	Monday 29/01/2018	Tuesday 30/01/2018	Wednesday 31/01/2018	Thursday 01/02/2018	Friday 02/02/2018
0:00 - 1:00	25.8	26.4	26.2	30.4	26.1	25.3	23.8
1:00 - 2:00	20.0	23.7	30.2	24.0	20.0	22.5	29.5
2:00 - 3:00	21.0	27.6	25.6	29.0	23.2	-	27.0
3:00 - 4:00	21.0	24.0	25.2	39.1	34.0	31.9	28.6
4:00 - 5:00	22.0	24.2	29.1	26.9	29.9	29.5	26.1
5:00 - 6:00	28.7	27.1	28.7	28.5	28.2	28.3	26.9
6:00 - 7:00	30.3	24.1	26.0	27.7	26.1	28.4	28.3
7:00 - 8:00	25.8	26.0	24.7	25.6	25.1	24.8	25.7
8:00 - 9:00	26.0	25.6	23.8	23.7	24.2	24.8	23.4
9:00 - 10:00	24.7	24.6	24.7	23.7	23.9	23.4	24.2
10:00 - 11:00	23.6	24.0	23.5	24.6	23.8	24.7	25.2
11:00 - 12:00	24.9	25.2	23.7	25.2	24.3	23.8	24.5
12:00 - 13:00	25.0	25.3	24.2	23.1	25.2	23.6	24.2
13:00 - 14:00	25.6	25.2	23.0	24.3	24.7	24.9	24.5
14:00 - 15:00	25.2	24.6	24.0	24.7	24.8	24.1	24.2
15:00 - 16:00	25.1	25.6	23.9	24.3	24.8	24.3	24.0
16:00 - 17:00	25.8	25.3	25.0	24.3	24.8	23.9	24.5
17:00 - 18:00	24.9	24.7	23.0	24.1	23.3	25.3	24.0
18:00 - 19:00	26.2	25.4	24.4	24.2	24.2	24.1	24.1
19:00 - 20:00	25.7	26.8	25.0	26.8	24.9	24.2	24.8
20:00 - 21:00	23.4	29.0	30.4	24.9	28.5	26.6	23.7
21:00 - 22:00	24.7	25.5	25.2	26.7	25.7	27.4	26.0
22:00 - 23:00	26.1	28.3	24.4	26.4	23.4	25.2	28.4
23:00 - 0:00	24.7	25.0	23.6	22.2	29.2	26.2	24.5
10-12	24.3	24.6	23.7	24.9	24.0	24.4	24.8
14-16	24.9	24.9	24.4	24.6	25.1	24.4	24.2
0-24	25.4	25.4	24.6	24.9	24.9	25.0	24.8

7 DAY AVERAGE SPEED	21.9
7 DAY AVERAGE 85th PERCENTILE	25.0

