Highways Note

Rossett Park Farm, Rossett Road, Holt, Wrexham (Phase 2)

Client: Rossett Park Farming



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CONTENTS

1 INTRODUCTION 2
1.1 Background 2
1.2 Purpose of Report 2
2 SUPPORTING INFORMATION 3
2.1 Development Proposals 3
2.2 Car Park Design and Capacity 3
2.3 Trip Generation 4
3 SUMMARY AND CONCLUSION 6
3.1 Summary 6
3.2 Conclusion 6

APPENDICES

Appendix I – Technical Drawing

Appendix II – CCTV

1 INTRODUCTION

1.1 Background

1.1.1 This Highways Note (HN) forms part of the supporting documentation for Phase 2 of the Rossett Park Farm *'Tail Trail'* development, which contributes to the farm's wider diversification strategy. The application seeks approval for the extension of the existing car park, along with the provision of a farm shop, a seating area and associated landscaping.

1.1.2 In March 2025, the site was granted retrospective planning permission (Ref. P/2024/1167) for the creation of a hardstanding area and a 2.0m wide educational trail/agricultural track, which was supported by a HN prepared by Prime.

1.2 Purpose of Report

1.2.1 This HN provides information in support of Phase 2 of the development, with the report structure summarised as follows:

- Development Proposals;
- Details of the car park extension and its capacity; and
- Details of traffic generation and parking demand.

1.2.2 Reasonable checks have been carried out on any third party information used in the preparation of this report, but, nonetheless, Prime accept no liability for the accuracy or otherwise of this data.

1.2.3 Third-party rights are excluded for the use of information contained within this report.

2 SUPPORTING INFORMATION

2.1 Development Proposals

2.1.1 As previously mentioned, the site was recently granted retrospective planning permission for the creation of hardstanding and 2.0m wide educational/agricultural track known as the '*Tail Trail*'. The car park currently provides approximately 26 car parking spaces and is accessed via an existing point off Rossett Road (approved as part of the retrospective permission discussed above).

2.1.2 It should be noted that the preceding HN demonstrated that the car park can be safely accessed/egressed with suitable visibility splays shown to be achievable from the access onto Rossett Road.

2.1.3 As part of the farm's diversification strategy, this application proposes the extension of the car park to provide an additional 26 spaces, bringing the total provision to 52. A farm shop, public seating area, and associated landscaping also form part of the proposals. The farm shop will be self-contained within a custom-made container, consisting of self service vending machines and a small storage area.

2.2 Car Park Design and Capacity

2.2.1 The current car park consists of hardstanding; the access is gated however it always remains open during operation. The access reduces in width from 10.6m at the bell mouth to 5.0m at the gate. This arrangement formed part of the previous retrospective planning permission (Ref. P/2024/1167) and was considered acceptable by WCBC.

2.2.2 As stated previously, 26 car parking spaces are currently provided on site (although these spaces are not formally marked). Phase 2 proposes to provide an additional 26 spaces, bringing the total provision to 52 (an increase of 100%) as shown in Drawing P24092-001A in Appendix I.

2.2.3 A total of five disabled car parking spaces have been shown adjacent to the farm shop container and will be marked with a mobility space sign. A cycle storage area will also be provided, accommodating up to 6 bicycles. All parking bays will reflect the dimensions which have previously been accepted by WCBC, i.e. 2.4m x 5.0m, with a 6.0m aisle width.

2.2.4 Drawing P24092-001A shows that a large car (5.0m long) can easily navigate the car park and manoeuvre with ease. The drawing also shows that two large cars can safely pass at the access, although it is anticipated that this occurrence is likely to be rare due to limited parking demand. Again, the access proposals remain the same as those previously approved by WCBC as part of the previous retrospective planning permission.

2.3 Trip Generation

2.3.1 Since the last application, the *'Tail Trail'* has seen increased patronage and continues to experience steady growth. The applicant acknowledges the steady increase in visitor numbers and remains committed to maintaining the site's safe operation. Recent media coverage has also contributed to the site's growing popularity, further driving the need for this proposal.

2.3.2 The applicant has not reported any instances of overspill parking onto Rossett Road and Prime is unaware of any related complaints to the Local Authority. Accordingly, it can be inferred that the current car park still accommodates all on-site vehicles. However, recent CCTV footage of the car park, presented in Appendix II, indicates that it is operating near capacity. In response, the applicant proposes this expansion to ensure the site's continued safe operation.

2.3.3 As mentioned previously, the proposals, in addition to the increase in parking, will also provide a seating area and farm shop. As indicated, the farm shop will be limited to vending machines and a modest storage area. The shop will not be staffed permanently. Although not proposed as part of this application, it is worth noting that the farm is continuing with its diversification project, which could see additional amenities or services provided in the future. The farm shop is unable to be accommodated away from the *'Tail Trail'* site, as there is limited space within the existing farmstead. The location also ensures visitors do not conflict with heavy machinery, or the daily movement of livestock.

2.3.4 It is envisaged that the proposals will largely benefit existing users to the site, although as mentioned, the site continues with its success and a steady increase in visitors. In the interests of ensuring the development's safe operation, a robust assessment has been completed below.

Trip Generation

2.3.5 For assessment purposes, the previously observed 15 vehicle peak demand, given the sites success and increase in visitors, would no longer constitute a robust method of assessment.

2.3.6 Should we consider a particularly robust 100% uplift in peak parking demand for the near future (with the site's continuing success - approximately 15 further vehicles) the existing provision of 26 parking spaces would be exceeded. The applicant is keen to accommodate and internalise all vehicles away from Rossett Road and the adopted highway. Although the proposed farm shop and vending machines are likely to cater for existing (and increasing) visitors, the diversification of the farm could see further people attend the site in the future.

2.3.7 The proposal to expand vehicular parking to 52 spaces demonstrates the applicant's commitment to maintaining the site's safe operation now and in the future. It is anticipated that the farm shop's parking requirements will be fully met, with a 100% uplift estimating a peak demand of around 30 vehicles. Additional capacity will help prevent any overspill onto Rossett Road, particularly during

peak periods such as bank holidays and half terms. Consequently, the proposed development will not compromise the site's ongoing safe operation.

3 SUMMARY AND CONCLUSION

3.1 Summary

3.1.1 This HN provides supporting information for Phase 2 of the Rossett Park Farm '*Tail Trail'* development. The application seeks approval for the extension of the existing car park, along with the provision of a farm shop, a seating area and associated landscaping.

3.1.2 The following information has been provided:

- An outline of the development proposals;
- Details of the car park extension and its capacity; and
- Details of traffic generation and parking demand.

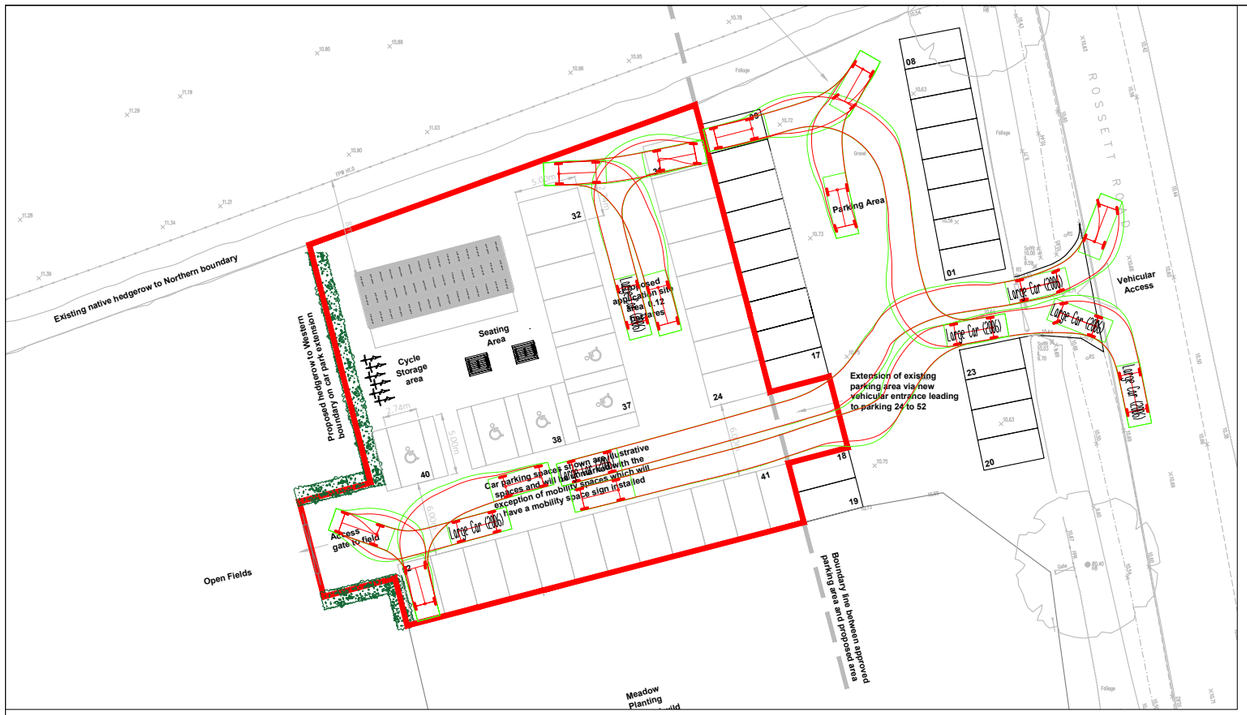
3.2 Conclusion

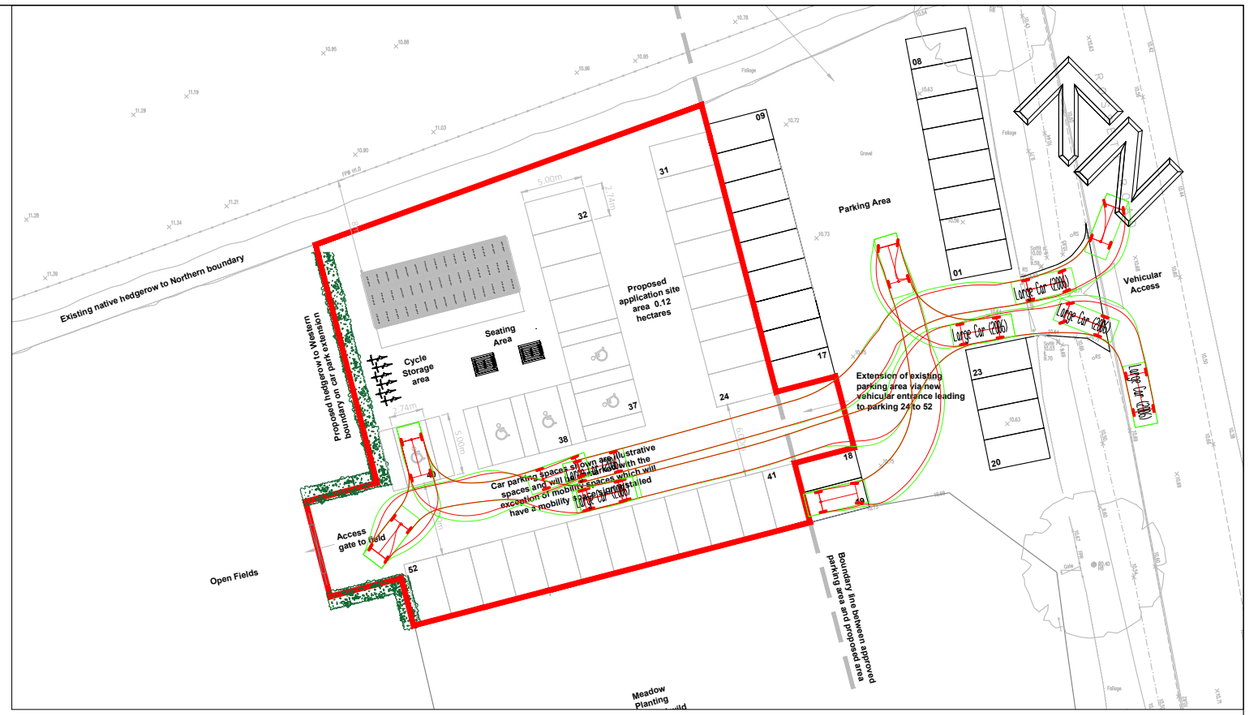
3.2.1 A sufficient level of information has been provided to support Phase 2 of the application from a highway's perspective, with any likely vehicular parking demand to remain contained within the development boundaries. It is concluded that the proposed development would not result in an *'unacceptable impact on highway safety'* nor have a *'severe'* impact on the operation of the highway network terms of capacity. The impact is best described as negligible

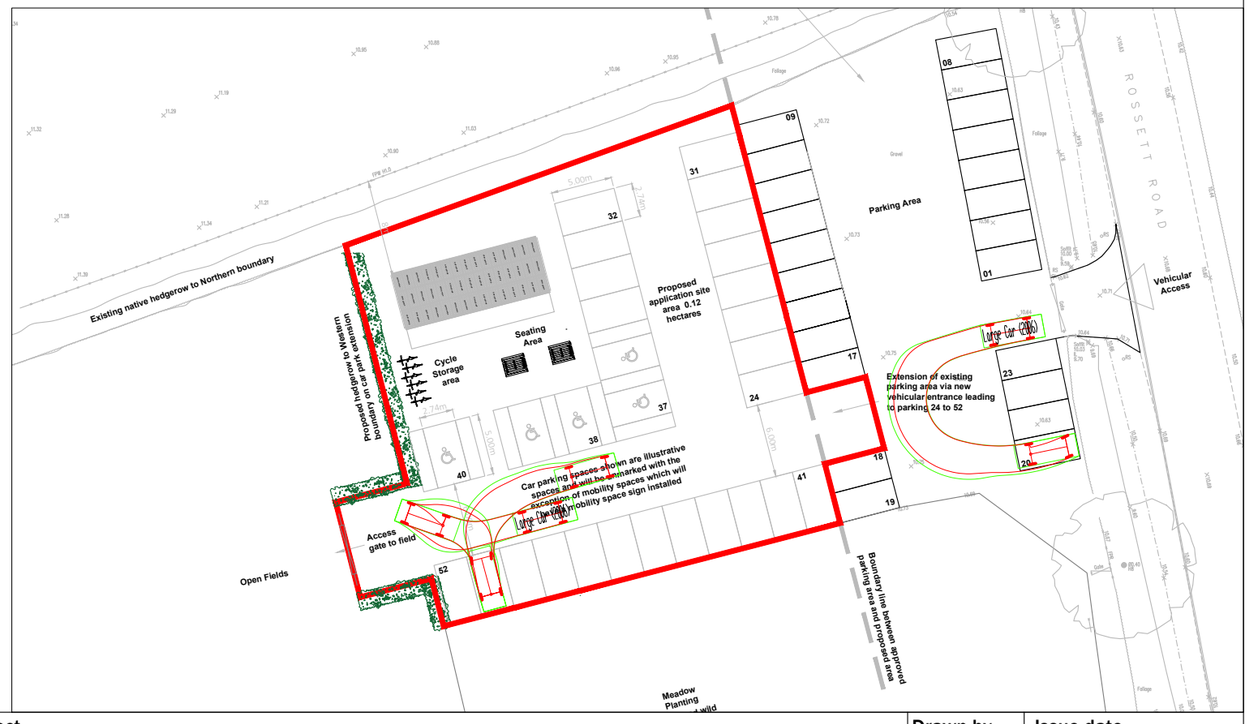
3.2.2 Should any concerns remain, we would be happy to consult further the highways department.

APPENDIX I

TECHNICAL DRAWING







0m 10m 20m

SCALE BAR (1:500)

VEHICLE MODEL USED IN SWEPT PATH ANALYSIS



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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Rev	Date	By	Revision notes
A	25/06/25	RO	SITE LAYOUT UPDATED

Status

INFORMATION

Project

ROSSETT PARK FARM, ROSSETT ROAD, HOLT, WREXHAM (PHASE 2)

Title

SWEPT PATH ANALYSIS OF LARGE CAR

Drawn by	Issue date
RO	04 JUNE 2025

Scale(s)

1:500 @ A3

Drawing No

P24092-001A

APPENDIX II

CCTV IMAGES

Appendix II – CCTV Images

