Report of the Chief Officer Economy and Planning

Application Reference
P/2025/0090

Applicant
Wrexham Association Football Club

Agent
Chris Potts

Site Address
THE RACECOURSE, MOLD ROAD, WREXHAM, LL11 2AH

Description of Development
AMRYWIO AMOD 2 CANIATÂD CYNLLUNIO P/2023/0776 I DDIWYGIO DYLUNIAD / VARIATION OF CONDITION 2 OF PLANNING PERMISSION P/2023/0776 TO AMEND DESIGN

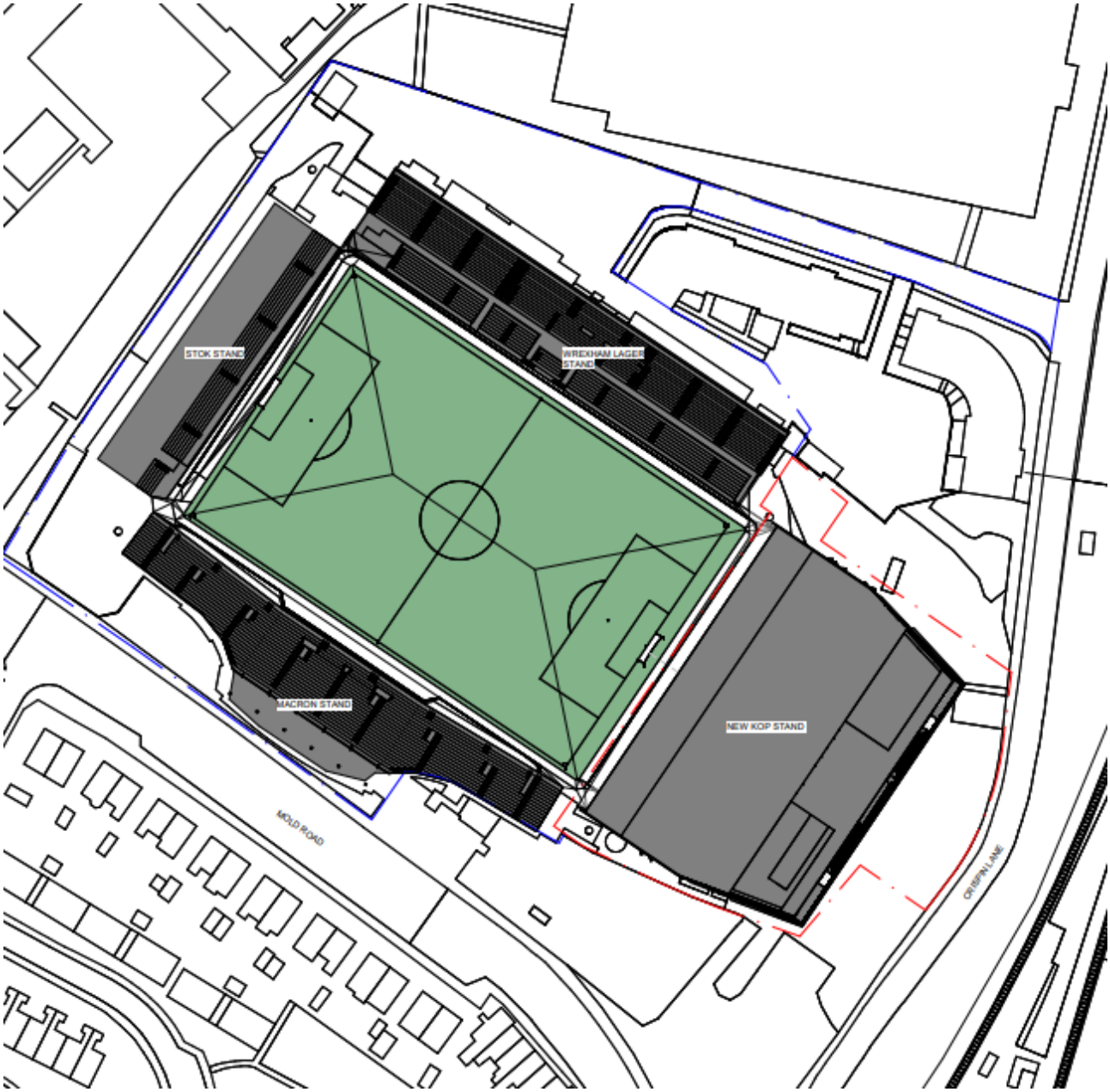
Ward
Grosvenor/Grosvenor

Community
Rhosddu/Rhos-ddu

Recommendation
Grant

Officer Report

Site Description
The application site forms part of the Racecourse football stadium and is situated close to the junctions of Mold Road and Crispin Lane.



Proposal

The application seeks permission for the variation of condition 2 of planning permission Ref. P/2023/0776 to substitute the approved plans for the new Kop stand at the STōK Cae Ras for amended plans.

Reason for Committee Determination

To facilitate the commencement of development of the new Kop stand as soon as possible.

Site History

P/2022/0725 DATBLYGU'R KOP AR GYFER 5,500 O SEDDI I WYLWYR, YN CYNNWYS ARDAL LLETYGARWCH I HYD AT 500 O BOBL, GYDA CHAPASITI I 600 AR GYFER GOFOD ARDDANGOS NAD YW AR DDIWRNOD GEM, PARTH CYHOEDDUS NEWYDD A GWAITH CYSYLTIEDIG / KOP DEVELOPMENT FOR 5,500 SPECTATOR SEATS, INCLUSIVE OF A 500

CAPACITY HOSPITALITY AREA, WITH A 600 CAPACITY NON-MATCH DAY EXHIBITION SPACE, NEW PUBLIC REALM AND ASSOCIATED WORKS. Granted 12.1.2023

P/2023/0247 RHYDDHAU AMOD 4 (CYNLLUN RHEOLI ADEILADU) , 5 (HALOGIAD) A 9 (PLANNU PYST) CANIATAD CYNLLUNIO P/2023/0776 / DISCHARGE OF CONDITIONS 4 (CONSTRUCTION MANAGEMENT PLAN), 5 (CONTAMINATION) AND 9 (PILING) OF PLANNING PERMISSION P/2023/0776. Approved 1.3.2024

P/2023/0248 AMRYWIO AMOD 7 (HALOGIAD) AR GANIATAD CYNLLUNIO P/2022/0725 ER MWYN DIWYGIO GEIRIAD YR AMOD / VARIATION OF CONDITION 7 (CONTAMINATION) OF PLANNING PERMISSION P/2022/0725 TO AMEND CONDITION WORDING. Granted 23.6.2023

P/2023/0325 RHYDDHAU AMOD 11 (DRAENIO) CANIATÂD CYNLLUNIO P/2023/0248 / DISCHARGE OF CONDITION 11 (DRAINAGE) OF PLANNING PERMISSION P/2023/0248. Approved 25.9.2023

P/2023/0675 - NON MATERIAL AMENDMENT TO REMOVE CONDITION 3 (CAPACITY) OF P/2023/0248. Refused 30.10.2023.

P/2023/0776 TYNNU AMOD 3 (CAPASITI ARFAETHEDIG EISTEDDLE KOP) O CANIATÂD CYNLLUNIO P/2023/0248 / REMOVAL OF CONDITION 3 (PROPOSED KOP STAND SPECTATOR CAPACITY) OF PLANNING PERMISSION P/2023/0248. Granted 9.1.2024

P/2023/0907 CODI EISTEDDLE DROS DRO (CAPASITI 2,289) GYDA LLE YCHWANEGOL I 20 O GADEIRIAU OLWYN (ÔL-WEITHREDOL) / ERECTION OF TEMPORARY STAND (CAPACITY 2,289) WITH ADDITIONAL 20 WHEELCHAIR SPACES (IN RETROSPECT). Granted 10.4.2024

P/2024/1323 ESTYNIAD I'R STAND DROS DRO PRESENNOL I GYNYDDU'R CAPASITI I 3,020 / EXTENSION TO CURRENT TEMPORARY STAND TO INCREASE CAPACITY TO 3,020. Granted 7.10.2024

P/2024/1462 CODI STONDINAU CONSESIWN, PABELL, LLWYFAN, FFENSYS A GWAITH CYSYLLTIEDIG / ERECTION OF CONCESSION STANDS, MARQUEE, STAGE, FENCING AND ASSOCIATED WORKS. Granted 10.12.2024

Development Plan

Local Development Plan
CF3 - Regional Sports Stadia
DM1 - Development Management Considerations
NE1 - International and National Nature Conservation Designations
NE6 - Waste Water Treatment and River Water Quality
R2 - Development within the Wrexham City Centre Masterplan Area
SP2 - Location of Development
SP8 - Economic Growth, Employment and Enterprise

SP11 - Transport and Accessibility
SP13 - Health and Wellbeing
SP14 - Natural Environment
SP18 - Climate Change
T1 - Managing Transport Impacts
T2 - Active Travel

Relevant National Policy
Planning Policy Wales
Future Wales
Technical Advice Notes 5, 12, 18

Consultation Responses
Community Council:
Consulted.

Local Member:
Notified.

Natural Resources Wales:
Has no comments.

Network Rail:
Raises no objections.

Dwr Cymru Welsh Water:
Consulted.

Highway Officer:
Consulted.

Contaminated Land Officer:
No comments.

Public Protection Officer:
Consulted.

Conservation Officer
Raises no objection. Comments that although the proportions of the building would change slightly, it would be of the same massing and form as the approved Kop stand.

Considers the use of red brick and terracotta detailing to reflect the links Wrexham has their manufacture to be positive. Comments that the asymmetric gaps between the rear elevation bays would introduce excitement and animation to the overall design. Does not consider the scheme now proposed would have any further effect on the nearby heritage assets.

Recommends that samples of the proposed brick, bond pattern and landscape/public realm elements be secured by way of a suitably worded condition.

Ecology Officer:
Consulted.

Flood and Water Management Officer:
Consulted.

Publicity Undertaken:
Site Notices: Expired 28.2.2025
Notification Letters: Sent 6.2.2025.

Responses to Publicity:
1 representation received commenting that:

- Not disturbed by noise or occasional crowds associated with football events. In fact the atmosphere is uplifting and adds to the vibrancy of the energy.

Background

The application site is currently occupied by a temporary Kop stand granted planning permission in April 2024 (Ref. P/2023/0907), with an extension to it being granted in October 2024 (Ref. P/2024/1323). This replaced the now demolished earlier Kop stand and will in turn be replaced by the proposed new, permanent, Kop stand.

Planning permission was granted on 12 January 2023 (Ref P/2022/0725) for election of a new, Kop stand with 5,500 spectator seats, inclusive of a 500 capacity hospitality area and a 600 capacity non-match day exhibition space, new public realm and associated works. Conditions 4, 5, 9 and 10 of the planning permission required certain details to be approved before development could commence. Those details were approved on 1 March 2023 under reference P/2023/0247. The extant planning permission does not expire until 12 January 2028. The development could therefore be lawfully commenced, subject to complying with condition 2 of the extant planning permission in respect of approved plans.

The planning permission was granted subject to a condition that limited the number of spectators that could use the development to 4,900, despite the building being designed for a capacity of 5,500. The condition was imposed to ensure foul water flows from the site and, in turn, the amount of phosphorous entering River Dee and Bala Lake Special Area of Conservation (SAC), having regard to the fallback position former Kop stand, which was still extant at that time, and the potential for it to be re-furbished and re-used. Following an updated Environmental Permit being issued by NRW, an application to vary the condition to enable the new Kop stand to be used to its full capacity was subsequently submitted (Ref P/2023/0776). Welsh Water confirmed that the Five Fords Wastewater Treatment Work had the capacity to accommodate the

additional wastewater in compliance with revised Permit limits. The application was therefore granted in January 2024.

The approved design of the Kop stand was the result of a design brief formulated in 2021, soon after the present owners acquired Wrexham AFC. The scheme reflected the vison of Wrexham AFC at that time and was focused on returning the STōK Cae Ras to a 4-sided Stadium. At this time, Wrexham AFC was competing in the National League. However, the club has since secured back-to-back promotions in 2023 and 2024, significantly increasing the profile of the club and also the City. This has resulted in a review of the design approach to the Kop stand.

The amended design seeks to future proof the Kop stand, including provision for additional seating to be added at a later date. However, the number of spectators that can occupy the approved stand is limited by condition 3 of planning permission Ref. P/2023/0776 to 5,500. This application does not seek to remove this restriction. This is because of the limits to the extent of amendments to planning permissions that can be granted under Section 73, as established by Case Law. It is only possible to grant planning permission under Section 73 where the resulting decision would not introduce a condition that creates conflict with or that is inconsistent with the wording of the original planning permission.

The description of development for the extant planning permission specifically refers to a development with 5,500 spectator easts. Varying condition 3 to permit the stand to be used by a higher figure would be in conflict with the description of development and therefore the wording of the original planning permission.

Notwithstanding the above, the revised design is intended to future proof the Kop stand so that it would be possible to increase its capacity without the need for extensive reconstruction at a later date. However, the installation and use of additional seating capacity would be the subject to a future planning application. Any such future application would be considered on its own merits.

The remainder of this report only addresses matters that are directly related to the proposed amendments. Therefore, for the benefit of Members, a copy of the Committee Report and Addendum Report dated 7 November 2022 in respect of application Ref. P/2022/0725 can be found at **Appendix 1** and **Appendix 2**. For matters that are not discussed in this report, the consideration set out in those earlier report are also applicable to the proposed amendments.

The publicity period for this application does not expire until 28 February. Any additional consultation responses and any representations received will therefore be presented in the Addendum.

Principle of Development

Current Status of the Local Development Plan

The Court of Appeal judgement handed down on the 20th of December 2024 concluded that the Planning and Compulsory Purchase Act 2004 (the 2004 Act)

does not impose a duty on a Local Planning Authority to adopt a Local Development Plan. It has the effect of overturning the High Court judgement of 29 November 2003, which had concluded to the contrary. The Welsh Ministers have subsequently made an application to the Supreme Court to challenge the Court of Appeal Decision and the outcome of this application is awaited.

The Wrexham Local Development Plan (2013-2028) (LDP) was adopted by Full Council on 20th December 2023. The judgement of the 20th December 2024 does not, by itself, alter the status of the LDP as 'the development plan', as defined in section 38(4)(c) of the 2004 Act. In accordance with section 38(6) of the 2004 Act, any planning applications or appeals must be determined in accordance with the development plan unless material considerations indicate otherwise.

The LDP therefore remains adopted and therefore the starting point for the determination of planning applications until the Court orders to the contrary.

When planning permission was first granted for the development, the UDP was still the adopted development plan for the purpose of section 38(4)c of the 2004 Act. However, regard was also had to relevant LDP policies given the advance stage it had reached in the Examination in Public process. In respect of the principle of development, LDP policies are broadly consistent with the policies of the former UDP, with the site being located within a defined settlement limit in both cases. Unlikely the former UDP, the LDP also has a specific policy, CF3, which safeguards regional sports stadia, including STōK Cae Ras, as well as offering general support for developments that enhances them.

Having regard to the above, the principle of development is acceptable and in accordance with policies SP2 and CF3.

Design

The overall scale massing of the amended Kop design would be comparable to that of the approved plans, as illustrated in the table below:

	Approved	**Proposed**
Width	78.4m	80.5m
Depth	52.6m	53.9m
Height	30.3m	27.2m
Footprint	3,990m²	4,165m²

The amended Kop would be set approximately 2m further to the south-east in order to accommodate an increase in the length of the football pitch. The internal layout of the amended design would also differ.

Notwithstanding similarities in the overall scale and massing between the approved and proposed amended Kop stand, their external appearance would be significantly different. From nearby vantage points, the amended design would significantly alter the appearance of the STōK Cae Ras ground, although as with the approved design, the general form of the building is, to a large extent, dictated by its intended use. Despite being larger, the general form and

appearance of new Kop would read as a football stand and would be broadly consistent with the form and appearance of the three existing stands.

The proposed amended Kop stand design would not result in the STōK Cae Ras being any more visible from medium or distant vantage points that the approved one. It would be viewed as an urban form of development within a large urban setting and would therefore be in keeping with the character of both its immediate and wider setting.

The Kop would also be visible from some longer distance and elevated vantage points to the west and south west of Wrexham. However, from here it would be viewed as an integral part of the built up area of Wrexham. The proposed amended design would not result in any materially different impacts on longer distance views of the built up area of Wrexham and that approved design.

The application proposes an amended building that would be of a contemporary design. The external elections would be constructed predominately of red brick. The rear elevation would be divided into 'bays', with the 3 central bays incorporating a perforated brick patter that would enable illumination from within the stadium to be visible from outside. At ground floor level, there would be large glazed opening provide the entrances to the ground floor concourse to the hospitality areas and to a club shop. The roof of the building would be utilised as a roof terrace, providing visitors with a view over Wrexham City.

The development would be a significant enhancement to the existing appearance of the STōK Cae Ras ground, particularly its south eastern part. As noted in the report of 7 November 2022, the Racecourse is a prominent landmark, situated adjacent to one of the primary routes into Wrexham city centre as well as the main rail routes to into Wrexham. The proposed design would provide a significant and positive gateway feature.

Having regard to the above, the proposed amended Kop design accords with policies SP12 and DM1.

Impact on Neighbouring Amenity

The nearest dwellings are approximately 50 metres away on the opposite side of Mold Road. There are also two blocks of student accommodation to the north-east. The nearest of these are some 30 metres away from the proposed Kop stand.

The amended position and additional depth of the amended Kop would not bring it any closer to either the dwellings or student accommodation.

The separation distance to dwellings on Mold Road and the relative position and orientation of the student accommodate are such that the proposed amended design of the Kop would not adversely impact upon the living conditions of either by way of loss of light or by being visually overbearing. There would also be sufficient screening provided around the edge of the roof terrace to prevent significant loss of privacy.

The application is accompanied by a Technical Note in respect of noise. This concludes that operational noise from the amended Kop stand is expected to be similar to noise levels from the approved design. The assessment of noise impacts set out in the Committee Report of 7 November 2022 therefore remains applicable.

Having regard to the above, the proposed development accords with policy DM1.

Historic Environment

The Grade II listed Glyndwr University campus buildings are situated to the north-west of the STōK Cae Ras site whilst Wrexham General railway station lies to the south-east on the opposite side of Crispin Lane. The station buildings are also Grade II listed. The new Kop would, by virtue of its overall size, be visible from the listed buildings, but not any more so than the approved design. The immediate surroundings of the listed buildings are also urban in context, including the existing sports stadia. The proposed amendments would have no greater effect on the setting of these listed buildings than the approved scheme.

Having regard to the above, the proposed amendments to the Kop stand accords with policy SP15.

Natural Environment

The application is accompanied by an Ecological Appraisal. This concludes that following the demolition of the former Kop stand and works undertaken in conjunction with the erection of the temporary Kop stand, the site offers low ecological value. However, as noted in the Planning Committee on 7 November 2022. the Preliminary Ecology Appraisal (PEA) that accompanied application Ref. P/2022/0725 had identified trees on the embankment to the rear of the former Kop as having some biodiversity value. It also identified some of the land surrounding the former Kop as comprising of open mosaic habitat, which is a Welsh Priority habitat. These features would have been lost had the extant planning permission been implemented and the proposed amended design of Kop stand would not give rise to any additional or materially different impacts from an ecological perspective than those outlined in the previous report.

The extant planning permission is subject to conditions requiring further details of landscaping and net benefit to biodiversity (NBB) to be submitted for approval and subsequent implementation. The applicants are not seeking permission to remove or vary the conditions, therefore they could be attached should this application being granted.

Having regard to the above, the proposed development accords with policy NE1 and Planning Policy Wales 12 paragraph 6.4.5.

Drainage

Foul water from the site would be disposed of via the mains sewerage system which connects to the Five Fords wastewater treatment works (WwTW). The extant planning permission permits a development with a maximum capacity of

5,500 spectators. Given that the application does not seek permission to increase the number of spectators that can use the Kop stand, the proposed revised design for the stand would not result in any additional foul water discharges from the site.

Having regard to the above, the proposed development is unlikely to have a significant effect on the River Dee and Bala Lake SAC. In such terms it accords with LDP policies NE1 and NE6.

Conclusion

The proposed amended design would secure similar benefits as the approved plans in terms of being a significant investment in the STōK Cae Ras. Although differing significantly in external appearance to the approved plans, the proposed amendments would enhance the appearance of the site and improve the facilities offered at the STōK Cae Ras for football and other events, thus raising the profile of both Wrexham AFC and the City of Wrexham. The proposed amendments would not give rise to residential amenity, historic or natural environment concerns. Although the design of the building provides scope to increase the capacity of the stand at a later date, the capacity would remain as per the extant planning permission. A further planning permission would be required to increase the capacity of the stand and the mpacts of such an increase would be carefully assessed through the planning application process. The proposed amendments therefore do not give rise to any new or additional highway considerations or any additional impacts upon the River Dee and Bala Lake SAC.

Having regard to the above, the proposed amendments accord with the relevant LDP policies.

Conditions

1. The development hereby permitted shall be commenced before 12 January 2028.

2. The development shall only be carried out in strict accordance with the details shown on the following plan(s) and document(s):

   WRX-POP-ZZZ-ZZZ-DR-AR-021001 Revision P01 Site Location Plan
   WRX POP-ZZZ-ZZZ-DR-AR-021003 Revision P01 Site Plan: Proposed
   WRX-POP-KOP-LOO-DR-AR-021020 Revision P01 GA Plan Level 00 Proposed
   WRX-POP-KOP-LO1-DR-AR-021021 Revision P01 GA Plan Level 01 Proposed
   WRX-POP-KOP-LO2-DR-AR-021022 Revision P01 GA Plan Level 02 Proposed
   WRX-POP-KOP-LO3-DR-LA-021023 Revision P01 GA Plan Level 03 Proposed
   WRX-POP-KOP-LO4-DR-LA-021024 Revision P01 GA Plan Level 04 Proposed

WRX-POP-KOP-LORF-DR-LA-021025 Revision P01 GA Plan Level RF Proposed
WRX-POP-KOP-ZZZ-DR-AR-022030 Revision P01 GA Cross-Section (W-E) Proposed
WRX-POP-KOP-ZZZ-DR-AR-023045 Revision P01 GA North & South Elevations Proposed
WRX-POP-KOP-ZZZ-DR-AR-023046 Revision P01 GA East & West Elevations Proposed
WRX-POP-ZZZ-ZZZ-DR-AR-023041 Revision P01 GA Proposed Elevations
Interim Travel Plan (Ramboll) dated July 2022

3. The number of spectators using the development shall not exceed 5,500. For the avoidance of doubt, this applies to all football and non-football events held at the Racecourse.

4. The construction period of the development shall be carried out in accordance with the Construction Method Statement received on 27.2.2024 and approved on 1.3.2024 under reference number P/2023/0247.

5. The development shall be carried out in accordance with the following details approved on 1 March 2024 under reference number P/2023/0247:

· Letter from Ramboll to Matthew Phillips dated 23/06/05

· Wrexham AFC Kop Development, Interim Contaminated Land Interpretive Report, Ramboll, Issue 3, Dated 05/02/2024.

6. Prior to the first use of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

7. Prior to the occupation or operation of the development, a long-term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long-term monitoring plan should include:

· Details of the methods and triggers for action to be undertaken;

· Timescales for the long-term monitoring and curtailment mechanisms e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is not required;

· Timescales for submission of monitoring reports to the LPA e.g., annually; and

· Details of any necessary contingency and remedial actions and timescales for actions

· Details confirming that the contingency and remedial actions have been carried out.

The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

8. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

9. The development shall be carried out in accordance with the Wrexham AFC Kop Development, Interim Contaminated Land Interpretive Report, Ramboll, Issue 1 dated 7.4.2023 approved on 1.3.2024 under reference no. P/2023/0247

10. No infiltration of surface water drainage into the ground at the proposed Wrexham FC Kop stand location is permitted other than in accordance

with the details shown in the following documents and drawings approved on 25/09/2023 under reference P/2023/0325:

i. Wrexham AFC Kop Development – Contaminated Land Interpretative Report. Ramboll, Project Number: 1620012485, April 2023;

ii. Wrexham AFC Kop Development – Drainage Strategy Report. Ramboll, Project Number 1620012485, August 2023; and

iii. Drawings No. WRX-RAM-ZZ-ZZ-DR-CD-00101 Revision P04 and WRX-RAM-ZZ-ZZ-DR-CD-00102 Revision P04.

11. Prior to their use on the development hereby permitted, samples of the materials to be used in the construction of the external surfaces of the development shall be submitted for the written approval of the Local Planning Authority. Development shall be carried out in accordance with the details that are approved.

12. Before the development hereby permitted is substantially complete a scheme of public realm works, to include details of hard and soft landscaping shall be implemented in accordance with details first submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be retained thereafter.

13. Before the development hereby permitted is substantially complete a scheme of net biodiversity benefit shall be implemented in accordance with details first submitted to and approved in writing by the Local Planning Authority. The details shall include a scheme of long term management and maintenance. The approved measures for biodiversity gain shall thereafter be permanently retained and management and maintained in accordance with the approved scheme of long term management and maintenance.

14. No part of the development shall be used until a scheme of Public Realm Management Plan (PRMP) has been submitted to and approved in writing by the Local Planning Authority. The PRMP shall include, but not be limited to:

· Details of how public access to the external public realm areas will be managed when football and non-football events are held at the Racecourse;

· Details of any proposed Hostile Vehicle Management (HVM) migration zones.

The PRMP shall be implemented in full when all football and non-football events are held at The Racecourse.

15. Before the development hereby permitted is first used, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include but not be limited to:

i. Measures to reduce the impact of vehicle movements on the operation of Junction 5 of the A483 on match days and non-match day events (e.g staggering of events times);

ii. Measures to encourage sustainable transport options and reduce the need to travel to and from the football and non-football events held at the site by private motor vehicle; and

iii. The timing for the implementation of such measures.

iv. A scheme of annual monitoring or a period of 5 years to be undertaken on the anniversary of the first use of the stadium.

The development shall be undertaken in accordance with the approved Travel Plan. Annual monitoring reports shall be submitted to the Local Planning Authority within one month of their completion along with details of changes to the Travel Plan in light of the findings of the annual monitoring reports.

16. The rating level of any noise generated by any plant equipment shall not exceed the pre-existing background level at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

Reasons

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To comply with Section 71ZA(2) of the Town and Country Planning Act, 1990.

3. In the interests of public and highway safety in accordance with Policy DM1 of the Wrexham Local Development Plan.

4. In the interests of highway safety and the amenity of nearby residents in accordance with Policy DM1 of the Wrexham Local Development Plan.

5. To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination. At this stage it is not possible to determine whether or not contamination and hence remediation may be warranted until such time as a site investigation has been performed.

6. To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

7. A long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on controlled waters.

8. To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring

land, and to ensure that the development can be carried out safely without unacceptable risks.

9. Piling/foundation details should be submitted to ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development or phase of development.

10. To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution.

11. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies DM1, SP12 and SP14 of the Wrexham Local Development Plan.

12. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with policy DM1 of the Wrexham Local Development Plan.

13. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12

14. In the interests of public safety and to promote safe pedestrian access and egress to the development in accordance with policy DM1 of the Wrexham Local Development Plan.

15. To support a reduction in dependency on the motor vehicle in accordance with Policies DM1 and T1 of the Wrexham Local Development Plan.

16.

To protect the amenities of the occupiers of nearby properties in accordance with policy DM1 of the Wrexham Local Development Plan.

APPENDIX 1

REPORT OF THE CHIEF OFFICER ECONOMY AND PLANNING – 7 November 2022

APPLICATION NO:
P/2022 /0725

LOCATION:
THE RACECOURSE MOLD ROAD
WREXHAM
LL11 2AH

DATE RECEIVED:
04/08/2022

COMMUNITY:
Rhosddu

DESCRIPTION:
DATBLYGU'R KOP AR GYFER 5,500 O SEDDI I WYLWYR, YN CYNNWYS ARDAL LLETYGARWCH I HYD AT 500 O BOBL, GYDA CHAPASITI I 600 AR GYFER GOFOD ARDDANGOS NAD YW AR DDIWRNOD GEM, PARTH CYHOEDDUS NEWYDD A GWAITH CYSYLTIEDIG / KOP DEVELOPMENT FOR 5,500 SPECTATOR SEATS, INCLUSIVE OF A 500 CAPACITY HOSPITALITY AREA, WITH A 600 CAPACITY NON-MATCH DAY EXHIBITION SPACE, NEW PUBLIC REALM AND ASSOCIATED WORKS

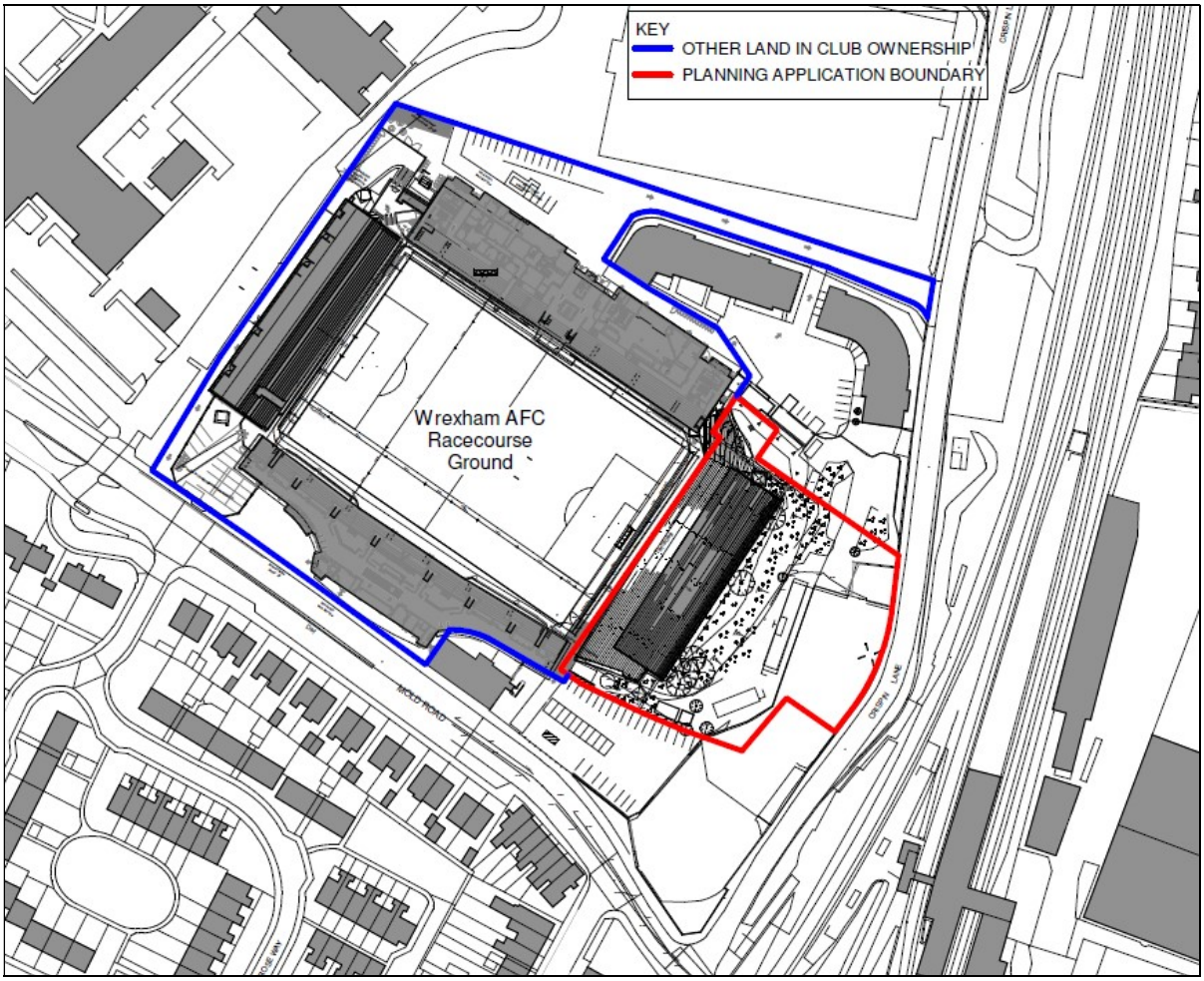
CASE OFFICER:
MP

WARD:
Grosvenor

AGENT NAME:
SAVILLS
MR CHRIS POTTS

APPLICANT(S) NAME:
WREXHAM ASSOCIATION FOOTBALL CLUB

THE SITE



PROPOSAL

The proposed development will replace the existing Kop stand with a new 5,500 seat stand and a 500 cover hospitality space. Not accounting for the capacity of the existing Kop, this will mean the existing capacity of the Racecourse will increase from 10,000 to 15,500 spectators. In addition, the ground floor of the building will provide a 600 space event/exhibition space available for use for events on non-match days.

HISTORY

History directly relevant to the Racecourse since 2000

P/2022/0515 HYSBYSIAD YMLAEN LLAW O DDYMCHWEL ADEILADAU / PRIOR NOTIFICATION OF DEMOLITION OF BUILDINGS. Determined prior approval not required 24.6.2022

P/2022/0548 GOSOD LLIFOLEUADAU SY'N SEFYLL AR EU PENNAU EU HUNAIN A RHAI AR STAND (A'R GWAITH CYSYLLTIEDIG) / ERECTION OF FREESTANDING AND STAND MOUNTED FLOODLIGHTS (AND ASSOCIATED WORKS). Granted 19.10.2022

P/2022/0686 ADDASIADAU I STAND BRESENNOL I GYNNWYS CREU DIHANGFA DAN, FFENESTRI NEWYDD SWYDDFA DOCYNNAU A RAMPIAU ALLANOL / ALTERATIONS TO EXISTING STAND TO INCLUDE ERECTION OF FIRE ESCAPE, NEW TICKET OFFICE WINDOWS AND EXTERNAL RAMPS. Granted 15.9.2022

Other history relevant to land within the application red line boundary since 2000

P/2006/0443 Outline application for demolition of existing east stand and existing car showroom to facilitate a mixed use development comprising private residential apartments, student accommodation units, retail, site for new stand and associated works. Granted 5.6.2006

P/2007/0125 Submission of reserved matters pursuant to outline planning permission ref no. P/2006/0443 providing for a mixed use development comprising private residential apartments, student accommodation units, retail, site for new stand and associated works. Pending

P/2008/0164 CHANGE OF WORDING OF CONDITION NO. 15 OF PLANNING PERMISSION P/2006/0443 TO STATE THE FOLLOWING:
NO PART OF THE DEVELOPMENT (EXCEPT FOR THE PROPOSED STUDENT ACCOMMODATION) SHALL BE OCCUPIED UNTIL TRAFFIC SIGNALS HAVE BEEN INSTALLED AND ARE OPERATIONAL AT CRISPIN LANE/MAESGWYN ROAD/MOLD ROAD JUNCTION AND THESE CO-ORDINATED WITH THE SIGNS AT MOLD ROAD/REGENT STREET. Pending.

P/2008/1295 OUTLINE APPLICATION FOR ERECTION OF STUDENT BEDROOM DEVELOPMENT AND ACCESS ROAD, PARKING AND LANDSCAPING AND DEVELOPMENT OF EAST STAND/MULTI FUNCTION ARENA. Granted 6.4.2009

P/2008/1296 ERECTION OF 521 STUDENT BEDROOM DEVELOPMENT / CONSTRUCTION IN TWO BLOCKS, TOGETHER WITH ACCESS ROAD, PARKING AND LANDSCAPING. Granted 6.4.2009

P/2018/0672 OUTLINE APPLICATION FOR STUDENT ACCOMMODATION FACILITY OF UP TO 197 BED SPACES, PARKING AND LANDSCAPING. Granted 1.7.2019.

P/2021/0969 TYNNU AMOD 9 CANIATAD CYNLLUNIO P/2018/0672 / REMOVAL OF CONDITION 9 OF PLANNING PERMISSION P/2018/0672. Withdrawn.

P/2021/1195 TYNNU AMOD 09 AC AMRYWIAD 09 (PRFFYRDD) A AMRYWIO AMODAU 02 A 03 CANIATAD CYNLLUNIO P/2018/0672 I YMESTYN TERFYN AMSER AR GYFER CYFLWYNO MATERION A GADWYD YN OL A CHYCHWYN DATBLYGIAD / REMOVAL OF CONDITION 09 (HIGHWAYS) AND VARIATION OF CONDITIONS 02 AND 03 OF PLANNING PERMISSION P/2018/0672 TO EXTEND TIME LIMIT FOR TO SUBMISSION OF RESERVED MATTERS AND COMENCEMENT OF DEVELOPMENT. Pending

P/2022/0551 MATERION A GADWYD YN OL YN DILYN CANIATAD CAIS AMLINELLOL P/2018/0672 (MYNEDIAD, YMDDANGOSIAD, TIRLUNIO, CYNLLUN A GRADDFA) – ADEILADU LLETY I FYFYRWYR - 197 O WELYAU / RESERVED MATTERS PERSUANT TO OUTLINE PLANNING PERMISSION P/2018/0672 (ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) – ERECTION OF STUDENT ACCOMMODATION - 197 BEDS. Pending.

DEVELOPMENT PLAN

Unitary Development Plan

Within settlement. Policies PS1, PS2, PS3, GDP1, GDP2, EC6, E4 and T8 apply.

Local Development Plan

Within settlement. Policies SP2, SP6, SP8, SP9, SP12, SP13, SP14, SP15, SP16, SP19, DM1, NE6, T1, T2, R2 and CF3 are applicable.

CONSULTATIONS

Rhosddu Community Council
Consulted 15.8.22

Offa Community Council (adjoining Community Council)

Advises that the application is welcomed and supported, but raises concerns. Explains that on match days, the existing current level of additional on-street parking is putting enormous pressure on local residents in the immediate vicinity of the grounds. Suggests that a residents' parking scheme is required to be delivered preferably outside of the planning process and if this is not achievable then it should be conditioned as part of any planning approval.

Considers that better signing of existing car parks is not an adequate response to the underlying problem of large numbers of vehicles converging on the general vicinity of the Racecourse with nowhere to park. Suggests that a park and ride scheme should be investigated further.

Councillor Marc Jones
Notified 15.8.22

Councillor Phil Wynn (adjoining local member)
Notified 15.8.22

Highways

Notes the surrounding highway peaks are weekday evenings 17:00 to 18:00 and at the weekend a Saturday morning between 11:00 and 12:00.

Advises that the suggested trip rates, mode choice and distribution have been determined from existing usage and a review of similar sites which is a sound approach and is well evidenced. Notes that the Assessment indicates that the majority of the car base traffic will use the A483 to access/egress the site which is considered reasonable.

Supports the hypothesis that as the proposal seeks to replace an existing stand, limited mitigation is required. Considers that although the exhibition space is a new element, it is small scale and its use could be restricted in terms of time and frequency by planning conditions.

Recommended conditions and actions:

- Condition: Match Day Access Strategy (to extend to all events)
- Condition: On-street parking restrictions near to the racecourse – either permanently or on match day only.
- Condition: Travel Plan
- Condition: Agreement with University that Plas Coch Campus parking arrangements will continue and also with car park operators in Wrexham

Public Protection

No objection subject to conditions in respect of noise and dust management. Advisory notices also recommended.

Recommends the capacity of the new stand shall not exceed 5500 spectators for any event.

Advises that details of any proposed Hostile Vehicle Management (HVM) mitigation measures should be designed in dialogue with Police Counter Terrorism Security Advisors (CTSA), with North Wales Police, North Wales Fire Service and the Public Protection Service Manager at Wrexham County Borough Council.

Recommends that a Security Strategy/Report shall be prepared and submitted to the Council to support the application.

Recommends that a Public Realm Management Plan is required.

Recommends that a Fire Safety Strategy is required.

Agrees with the findings and recommendations of the 'Wrexham Association Football Club Kop Development, Geotechnical and Contaminated Land Desk Study Report' prepared by Ramboll, dated 04 August 2022

Conservation Officer

Notes that the Racecourse stadium is bordered on two sides by Grade II listed buildings; Wrexham General Station and the Glyndwr University Mold Road campus (former technical college). Explains that the proposed new stand is significant in size and will be visible from both of the listed building, however it only effects the setting of the General Station.

Advises that the current setting along Crispin Lane clearly adds very little to setting of the listed buildings. Explains that although the new stand will be a very modern, dominating structure, its design does reflect the local area and proposes the use of a red brick to replicate the local Ruabon Reds which are used throughout this area of Wrexham, including on the station. Considers that as a new landmark building, the stand will enhance the area in general which will be of benefit to the setting of the listed buildings.

Concern expressed that the proposed public realm to the front of the proposed stand would be a little stark. Recommends an alternative materials pallet for the planters to soften this. Advises that any proposal for a 'heritage sculpture' requires the submission of further detail.

No objection to the proposal, subject to a condition relating to facing materials in order to ensure that the proposed brick matches in with the local Ruabon red brick.

Fire and Rescue Service

The Fire Authority will have an opportunity to comment on the proposed fire safety
measures within the premises during the Building Regulations Consultation process.

North Wales Police

Consulted 30.8.22

NRW

Foul Drainage and Protected Sites

Advises that the application site is within the catchment of the River Dee and Bala Lake Special Area of Conservation (SAC) and the development has the

potential to increase the amount of phosphorus being discharged from the site. Explains that if the NRW Planning Advice is followed and the LPA is able to conclude that the development is not likely to have a significant effect on the SAC, there would be no objection to the proposal.

Advises that should the LPA conclude the proposed development is likely to have a significant effect on the SAC, NRW would expect to be consulted on their Appropriate Assessment under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended).

Land Contamination

Advises that the submitted Land Contamination Report records several potential contamination sources within 250m of the site, which include a vehicle repair and servicing unit, railway station, electricity substations, service station, garages, water pumping station, chimney and sewage pumping station.

Advises that a site investigation should assess the geo-environmental conditions at the proposed development site including the nature and quality of any 'Made Ground' and groundwater conditions present at the site. Explains that the site investigation should provide greater certainty to the submitted desk study risk assessment (referenced above) and should provide information on the infiltration potential for near-surface materials to be used for the discharge of stormwater and information on construction works, including if dewatering may be required.

Explains that if dewatering is required, a permit may be needed if more than 20m³/day is abstracted. In addition, advises that care should be taken to avoid 'pulling' contaminants into the site, e.g., from local chemical tanks. Notes that the degree to which off-site contamination sources have impacted the proposed development site is unknown and advises that this should be assessed as part of the site investigation.

Notes that the proposed storm water management has not been detailed.

Notes that the load-bearing design for the proposed stand has not been determined and a Piling/Foundation Risk Assessment may be required if contamination is found at the site.

Advises that the proposed development is not likely to harm or disturb bats or their breeding sites and resting places at this site, provided the avoidance measures described in the submitted Ecology Report are implemented.

Recommends conditions to cover the above issues.

Welsh Water

Confirms capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site.

Recommends that a drainage strategy for the site be appropriately conditioned, implemented in full and retained for the lifetime of the development.

Advises that the proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010 and requires SuSDs approval.

Advises that no surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage should drain directly or indirectly to the public sewerage system.

Welsh Government (Trunk Roads)

As Highway Authority for the A483 trunk road, WG directs that any permission granted shall include the following conditions:

1. The Match Day Access Strategy must be extended to cover all events held at the stadium until a time that is agreed with the Local Planning Authority in consultation with the Welsh Government.

2. The applicant must include North and Mid Wales Trunk Road Agent (NMWTRA) in the Transport Working Group to directly contribute to the Match Day Access Strategy.

3. The Travel Plan must be implemented and kept up to date.

Network Rail

No objection to the proposal noting that it should benefit the railway with increased passenger numbers to the nearby station.

Recommends a series of Advisory Notes to ensure that the development does not adversely impact on the safety, operation and integrity of the railway.

Press Notice
Expired 14.9.22

Site Notice
Expired 8.9.22

Wrexham AFC Disabled Supporters Association

Pledges support to Wrexham AFC's plans for the new Kop Stand. Notes that Wrexham AFC & Wrexham DSA and Wrexham AFC have been named as "exemplars of best practice" in terms of providing access for disabled supporters.

Representation by Glyndwr University

The key points in the representation are as follows:

- WAFC purchased the Racecourse Ground freehold from WGU in June 2022;

- Whilst the University endorse the aspirations of WAFC for the Club and the Racecourse Ground, their own position must be protected and that of any extant, or future WGU planning applications.

- This representation statement is purely a response statement and not an objection to the proposed new Kop development.

- The proposed new kop stand occupies a large parcel of land in the ownership of WGU.

- The University has Outline permission under application ref. P/2018/0672 for an extension to the existing student accommodation. The Reserved Matters for this permission have been submitted (application ref. P/2022/0551), which is presently a live application.

- The land subject to P/2018/0672 is within the ownership of Wrexham Glyndwr University and is immediately adjacent to the academic campus and existing student accommodation at the Crispin Lane site.

- The proposed Kop development renders the Crispin Lane Student Village undeliverable.

- A reduced scale student accommodation scheme may be achievable, on a reduced size site, however this would not achieve the approved student-bed numbers and ultimately would appear as a compromised form of development.

- WGU require a commitment that alternative opportunity will be facilitated for the build of additional student accommodation on or in close proximity to the University campus. This could be secured through the appropriate use of planning conditions (pre-commencement and/or Grampian) or unilateral undertaking. Whether this commitment is secured through WAFC's application, or alternatively through the Wrexham Gateway Partnership, is open to negotiation.

- It is noted that the submitted Transport Assessment / Travel Plan / Match Day Access Strategy references use of WGU car parking facilities.

- For the purpose of preserving the rights of WGU, the integrity of their own extant planning permissions, and any potential future applications, the extent of such use must be clarified.

- The University are satisfied with the agreement in practice at present and are not considering termination. However, this is reviewed on an annual basis. The following points must be clarified to prevent contradicting any present or future WGU applications:
    - The Supporters Association have access to a limited number of the campus' car parking spaces, where available. This is not exclusive and is a season-by-season agreement between WGU and the Supporters Association.
    - Coach parking is not accommodated on campus

- Costs of junction improvement works at the Crispin Lane / Mold Road junction, have been aligned with historic planning permissions achieved by Wrexham Glyndwr University. In light of the Kop stand application submitted by WAFC and, in consideration of the intrinsic connection with the Wrexham Gateway Partnership proposals, we submit that these costs should be allocated to the wider Wrexham Gateway Partnership development projects.

- **Policy SP6** of the emerging Wrexham LDP states that planning obligations – inclusive of Highway improvements - will be sought to mitigate any impacts directly related to the development and will be assessed on a case by case basis.

- Considering the intensity of highway impact associated with a new stand (5,500 person capacity increase), in comparison to the operation of the University campus, in reasonable highways and planning terms, the application should bear the cost for such works.

Neighbours

A total of 29 notification letters sent between 16.8.22 and 19.8.22

2 representation received in support observing that the development will benefit all supporters, Wrexham AFC and in Wrexham in general.

2 representations received in support but commenting on the following:
- Lack of secure and weather proof cycle storage;
- Soft feeling may occur on the steep embankment on the railway cutting where there is a Scheduled Ancient Monument (Wat's Dyke) present.

SPECIAL CONSIDERATIONS

Background: The Racecourse is a key site in the emerging Wrexham Gateway regeneration project. The Wrexham Gateway is a £100m regeneration project which is focussed on sites along Mold Road and centred around Wrexham General railway station. It is a key gateway into the city centre for visitors arriving by road and rail.

In addition to developing a multi-model transport hub at Wrexham General railway station, the project envisages new residential, student

accommodation, hotel, conference and exhibition space on sites in close proximity to the railway station. The redevelopment of the Kop at the Racecourse is a key element of the Wrexham Gateway Project.

The proposed development would deliver a state of the art spectator stand in place of the old stand and includes enhanced hospitality provision. The development would enhance the facilities available for supporters watching Wrexham AFC matches but would also improve the ability of the Racecourse ground to hold other football and sporting events as well as non-sporting events. The effect would raise profile of the football club but also the city of Wrexham itself.

In addition to the hospitality facilities, the ground floor space of the proposed new Kop could be used for event/exhibition space on non-match days.

Finally, the proposal would deliver a 'landmark' building that would enhance the appearance of the existing Racecourse and the surrounding area, particularly when viewed from Mold Road and approaches to the city by rail from the north.

Principle of development:

Unitary Development Plan

The site is situated within the settlement boundary of Wrexham and is not subject to any specific UDP designations or allocations. The UDP does not have specific policies regarding development at The Racecourse. Given that the development will redevelop land occupied by an existing football stand and associated hard surfacing, the proposal amounts to the re-use of previously developed land.

Policy PS1 of the UDP directs developments to within settlement limits whilst policy PS3 supports the re-use of previously development land. The proposals accord with both policies and therefore it is acceptable in principle.

The ground floor of the building would incorporate an event/exhibition space that would be available for use on non-match days (this space being integral to access to the stadium on match days). The hospitality facility would also be available for use on non-match days. Whilst neither space is specifically an employment use, it would provide facilities for businesses and organisations to hold events. The events and exhibitions could generate some job opportunities at the Racecourse and also within the wider County through visitors using facilities such as retail, leisure and visitor accommodation.

Matters relevant to policies PS2, GDP1, GDP2 and T8 will be discussed in more detail below.

Local Development Plan

The LDP is not yet adopted, although it is at an advanced stage in the Examination in Public, with the Matters Arising Change consultation having concluded on 6 July 2022. The Council is now waiting receipt of the report LDP Inspectors which will confirm whether or not the LDP can proceed to adoption.

In respect of the principle of development as well as more detailed matters such as design, LDP policies are broadly consistent with those of the UDP. There are also a number of specific policies that are worthy of mention in the context of this application. LDP policy SP2 allocated settlements to one of 5 tiers based on an assessment of the availability of employment, local services and accessibility by non-car modes:

Tier 1: Primary Settlement
Tier 2: Key Settlement
Tier 3: Local Service Centres
Tier 4: Minor Villages
Tier 5: Hamlets.

Wrexham is the only Tier 1 Primary Settlement. This reflects the fact that it is the largest settlement in the County Borough and is the main service and employment centre for surrounding settlements and rural hinterlands. It also a regionally important settlement with a high level of service provision and connectivity (i.e. good transport links). Consistent with the settlement hierarchy set out in policy SP2, policy SP8 identifies Wrexham as the focus for new housing, employment, commercial, retail, leisure and development.

Unlike the UDP, the LDP also has a specific policy for regional sports stadia, including the Racecourse:

Policy CF3: Regional Sports Stadia

The continued use of sports stadia, including the Racecourse Stadium, the North Wales Tennis Centre, the Queensway Athletic Stadium and Bangor on Dee racecourse will be safeguarded and any development which would result in the loss of all or part of the principal use of the site for other uses will not be permitted. Development which enhances existing facilities and the introduction of additional uses complementary to the site's principal use are supported.

The proposed development is consistent with the overall LDP strategy and is supported by CF3.

Design: The new Kop stand will replace the existing structure, which is to be demolished. The existing structure formed an integral part of the existing ground. However, it is of no particular architectural merit and as such, its demolition would not detract from overall character and appearance of the Racecourse or the immediate locality.

The new Kop stand would be considerably larger than the existing one. The rear elevation would project about 21m further to the south-east and would be much closer to Crispin Lane. The highest part of the new Kop would be nearly 20m higher than the existing one. It would also be the highest and most prominent building on the site, exceeding the highest part of the Macron Stand by around 10 metres.

From nearby vantage points, the proposed structure would inevitably represent a significant change to the appearance of the wider Racecourse ground. The general form of the building is, to a large extent, dictated by its intended use. The appearance of the structure would broadly consistent with the appearance of the other stands, although it would be much larger, as explained.

The proposed development would result in the Racecourse being more visible from some medium and longer distance vantage points. Views of the site at present are typically from gaps between buildings or other structures within the built up area of Wrexham. Whilst the additional height of the structure would mean it would be visible from parts of the city that the existing Kop stand is not, the overall context within which it is viewed would not materially change. It would be viewed as an urban form of development and give that large sports stadia are typically located within large urban settings, it is considered that the proposal would be in keeping with is location and wider setting.

The Kop would also be visible from some longer distance and elevated vantage points to the west and south west of Wrexham. However, from here it would be viewed as an integral part of the built up area of Wrexham.

The elevations of the building would be of a contemporary design, with the most prominent and visible elevation comprising of mix of local brick at lower level and dark grey metal cladding at higher levels. The metal cladding would consist of metal cassettes with different thickness to give a coal like effect finish. This would add interest to the overall appearance of the building, whilst also incorporating an architectural feature that acknowledges the industrial heritage of Wrexham.

The new Kop would represent a significant enhancement of not only the south eastern part of the Racecourse ground but the whole site. The Racecourse is also a prominent landmark situated adjacent to one of the primary routes into Wrexham city centre as well as the main rail routes to into Wrexham. The development will provide a significant and positive gateway feature.

The Grade II listed Glyndwr University campus buildings are situated to the north-west of the Racecourse site whilst Wrexham General railway station lies to the south-east on the opposite side of Crispin Lane. The station buildings are also Grade II listed.

The new Kop would, by virtue of its overall size, be more visible from the listed buildings than the existing stand. Nevertheless, the immediate surroundings

of the listed buildings are urban in context, including the existing sports stadia. It is considered that the additional scale of the development would not detract from the setting of these listed buildings.

The application includes proposals for an area of public realm between the south-eastern facing elevation of the new Kop and Crispin Lane. The landscape plan, as submitted, proposes that this area would have a black tarmac finish. It also proposes raised planters along the boundary with Crispin Lane. Whilst it is recognised that the space will need to be largely open to facilitate easy pedestrian access to and from the Kop, the overall design is considered to be relatively bland. Given the prominence of the site, it is considered that improvements to the design of this area are required. However this is a matter than could be dealt with by way of a suitably worded planning condition.

Residential Amenity: The nearest dwellings are approximately 50 metres away on the opposite side of Mold Road. There are also two blocks of student accommodation to the north-east. The nearest of these are some 30 metres away from the proposed Kop stand and around 25m from the proposed WC and concessions stand building; with the latter being around 5 metres in height.

In respect of the dwellings on Mold Road, the separation distance is considered sufficient to ensure no adverse impact upon amenity by way off loss of light or by being visually overbearing.

The relative position and orientation of the student accommodation is considered such that the development would not be harmful by way of loss of light or by being visually overbearing.

The nature of the proposal will result in the generation of noise when football matches and other events are held. However, the site is not a source of new noise. Crowd noise, music noise and noise from PA systems will occur irrespective of whether this development takes place or not from the use of the other stands within the Racecourse. The application is accompanied by a Noise Impact Assessment (NIA) which has modelled the impact of existing noise levels as well as predicted noise levels once the new stand is in use. The NIA concludes that noise levels at the nearest properties (Wrexham Student Village, the Turf public house, the houses directly opposite the stadium on Mold Road and Glyndwr University) are not expected to change.

It is accepted that the use of the existing Racecourse ground on match days does have the potential to impact upon residential amenity in the wider locality primarily as a result of on-street parking as well as noise from spectators walking to/from the ground. These impacts could occur irrespective of whether the new Kop development is granted planning permission or not, given that the Racecourse has a capacity for 10,000 spectators.

Furthermore, whilst the existing Kop is currently out of use, it could be re-furbished and brought back into use without the need for planning permission

and its capacity is comparable to the new Kop stand. It is considered that the proposed development would not give rise to an increased risk of impacts upon residential amenity in the wider locality than this identified fallback position.

Highways:

Match Day Traffic Generation and Parking

The existing modes of transport used to travel to the Racecourse are shown below:

Primary Mode		%	Notes
Away Supporters			
Coach		50%	Supporter and team coaches park at the campus car park
Car (Drive + Passenger)		50%	Park at campus or City Centre/elsewhere
Home Supporters			
Walk		12%	-
Bus		4%	Alight in city centre then walk to stadium
Rail		10%	To either Wrexham General or Central
Other		1%	Not defined
CAR	Car (Driver/Passenger)	56%	Park at campus or City Centre/elsewhere
	Drop-Off	15%	9% dropped off in city/ 6% close to stadium
	Taxi	2%	1% to stadium/ 1% to city then walk to Stadium
Car Mode share		73%	

Weekend home matches normally kick off a 3pm and midweek matches normally kick off at 8pm.

The estimated additional numbers of supporter trips are summarised as follows;
Overall, an additional 6,860 person arrivals;

- An estimated additional 2 away supporter coaches;
- An estimated additional 67 taxi drop-offs and 334 private drop-offs; and
- An estimated additional 1,596 vehicle car parking demand on campus and in the city centre.

The majority of supporters for weekend matches arrive at the ground up to two hours before kick-off, meaning that they arrive outside of the PM peak of

11am-12pm. The weekday peak is 5pm-6pm, however accounting for supporters typically travelling from home or work to the Racecourse, traffic associated with weekday matches will generally avoid the PM peak.

Whilst the development will represent an increase in trips to and from Wrexham over and above the existing situation, as already explained, the proposal would replace an existing Kop stand which has a comparable capacity. From a planning perspective, the existing Kop represents a credible fallback position in so far as it could be re-furbished and brought back into use without the need for planning permission. If this was to occur, the traffic generation would be comparable to that predicted in the TA for this application. It is therefore considered that the proposed development will not materially increase traffic over the existing capacity of the ground when the existing Kop stand is taken into account.

The Racecourse has 38 parking spaces on-site. No changes to the existing on-site parking provision is proposed.

Car parking demand on match days is currently primarily met by off-set car parks that are outside of the control of Wrexham AFC. These include:

- Glyndwr University
- Premier Inn
- St Marks
- Island Green
- Ty Pawb
- Eagles Meadow

It should be noted that St Marks was closed at the time Wrexham Gateway Access and Movement Study being conducted in May 2022.

Based on observed occupancy rates, the TA has identified 1,615 long stay spaces available within Wrexham on match days, including 306 spaces at St Marks. 345 of these spaces lie within 800m of the Racecourse with the remainder all being within a 16 minute walk.

The TA also refers to 776 on-street parking spaces in the vicinity of the Racecourse, although these are mostly likely to be within residential streets.

The proposed Kop is estimated as likely to generate demand for 1,596 parking spaces. Based on the availability of long stay parking spaces in the city centre and excluding on-street parking spaces, there is sufficient parking provision to cater for this demand.

The Council's Highway Officer has recommended a condition that restricts on-street parking near to the Racecourse either permanently or on match days only along with a condition requiring a letter of agreement between with third parties, notably the University regarding continued use of their on-campus car parks.

In light of the fallback position outlined above, it is considered unreasonable, in planning terms, to require the Applicant to secure the implementation permanent restrictions or controls of on-street parking in residential streets within the vicinity of the site.

Notwithstanding the above, it would be possible for Wrexham AFC, the Council (as Highways Authority) and local residents to reach an agreement, beyond the scope of the planning process, over the implementation of match day parking restrictions in order to prevent visitors to the stadium from parking in residential areas in the locality of the Racecourse.

It is accepted that the use of the parking areas in Glyndwr University Campus makes a significant contribution to the overall number of parking spaces available close to the Racecourse. However, this is a private matter for the University and Wrexham AFC. A condition requiring third party agreements in relation to the use of off-site car parks would be neither reasonable nor enforceable in planning terms.

The list of other car parking facilities identified in the TA are either Council public car parks or privately owned pay and display car parks, mostly located within retail developments on the edge of the City centre. Given that these parking areas are available for use subject to adhering any other specific restrictions on use, there is no reason to believe that these parking areas will not remain available for use for the foreseeable future.

Event/exhibition Traffic

The TA has assumed that 62% of attendees to any events held in the event/exhibition space would arrive by car. The Racecourse is well located to enable attendees at events to arrive by non-car means. The site is a short walking distance from Wrexham General station is served by direct rail regular rail services to Chester and designations along the North Wales coast, Shrewsbury, Birmingham and Cardiff, which connections available at Chester, Shrewsbury and Birmingham and to designations across the UK. The site is also within walking distance of Wrexham bus station thus affording non-car access from designations across the County Borough as well as designations such as Chester, Oswestry and Llangollen.

The TA has assumed that all traffic will use Junction 5 of the A483 in order to access car parks in the city centre and that no vehicles will use Crispin Lane. The TA has modelled the impact of the development on this junction and the Mold Road/B5101 roundabout.

The TA has taken account of other committed developments, including:

- the proposed Glyndwr Campus redevelopment (P/2018/0666)
- the outline planning permission for 410 dwellings at the northern end of the Glyndwr Campus (P/2018/0671)
- the proposed 197 bed student accommodation (P/2018/0672);

- the pending application of land between Mold Road and the A483 for 455 dwellings (P/2019/0923). The site is a proposed LDP housing allocation for 375 dwelling.

The TA suggests that with the traffic associated with the event/exhibition space the junctions would be operating at capacity by 2028 in the AM peak and in excess of capacity in the PM peak. The TA does, however, point out that the latter would be the case even if the proposed event/exhibition space were not to go ahead – the majority of traffic growth being associated with other consented developments. The TA does suggest that some measures could be put in place to limit the impact of the use of the event/exhibition space on peak time traffic flows, such as timing events to start after the AM peak and having staggered finished times to reduce traffic flows during the PM peak.

It is acknowledged there is the potential for the use to contribute towards traffic congestion. However, it is also the case that events are unlikely to be held every day, that all events would utilise the full capacity of the venue and/or that all events would require attendees to arrive in Wrexham during the AM peak or result in them leaving during the PM peak. It is considered the risk of events having a significant impact upon the highway, including the A483, would be low. Nevertheless, it is considered appropriate that attendees to any non-match day events are encouraged to travel by non-car means or at non-peak times. This is a matter that can be addressed by a condition that secures the implementation of a Travel Plan.

Welsh Government - Trunk Road

Whilst the conditions recommended by Welsh Government are noted, the Match Day Access Strategy does not, in its current from, include any specific evidence that indicates traffic numbers on either the trunk road or highway will alter and nor does it deal specifically with traffic on non-match days. Furthermore, it is unclear if Welsh Government has given due consideration to the fallback position with regards to the capacity of the existing Kop stand.

On this basis, it is considered that further discussions with Welsh Government (Trunk Roads) are required in order to clarify the position and to ensure that any highway related conditions that may be imposed are appropriate and address matters directly related to mitigating impacts on the A483.

Pedestrian Access and Public Safety

The main entrance to the stand would be from Crispin Lane, with pedestrians likely to seek to enter the stand having walked along Mold Road or Crispin Lane from the City Centre and the residential areas surrounding it. The surrounding highway network is well served by pedestrian footways and thus facilitates pedestrian access to the site.

The Council's Public Protection Team, in its capacity as Safety at Sports Grounds Regulator, recommends conditions to ensure the safe management

of the areas surrounding the new Kop where pedestrians will be accessing or egressing.

It is noted that the Match Day Access Strategy proposes no changes to walking or cycling routes. Nevertheless, the development is likely to change pedestrian flows to/from the site in the immediate vicinity by increasing the concentrations of pedestrians on Crispin Lane, particularly at the end of matches and other large events. Given the general layout and access routes to the existing Kop, the proposed development is likely to change pedestrian flows and concentrations in the vicinity of the stadium compared to the fallback position of refurbishing and reusing the existing stand. It is therefore considered necessary to impose a condition which requires the implementation of measures to ensure the safe access and egress of the new Kop.

Protected Species: The application is accompanied by a Preliminary Ecology Appraisal (PEA). This acknowledges that the proposed development would result in the loss of trees on the embankment immediately to the rear of the existing Kop which have some value by contributing to biodiversity. It also highlights the fact that the land around the existing Kop comprises open mosaic habitat (which is a Welsh Priority Habitat) and this would also be lost. The PEA recommends a number of measures including the provision of a biodiverse roof on the new building and the provision of bird and boxes. The submitted plans confirm the provision of a 'green roofs' on part of the Kop stand and the new WC/concessions stand building. In addition, there is scope to undertake further biodiversity enhancement measures within the area of the public realm.

NRW raise no objection to the proposal in Ecological terms. Suitably worded planning conditions could secure a detailed scheme of biodiversity benefit, its implementation and long term management and maintenance.

Phosphorous: Foul water from the site would be disposed of via the mains sewerage system which connects to the Five Fords wastewater treatment works (WwTW). This has provision to remove a percentage of phosphorous from wastewater and consents to discharge treated water into adjacent watercourses (and therefore directly or indirectly into the River Dee), subject to specific limits on the amount of phosphorous within the treated water.

Whilst the WwTW is currently operating within its consented limits, the existing discharge consent is around 10 years old and pre-date recent case law, and as such need to be reviewed using new data and specially developed models. Whilst the existing provisions in place at the WwTW remove the vast majority of phosphorous from waste water, a residual amount remains. Development which increases foul water flows to the WwTW will therefore also result in an increase of phosphorous discharges into the SAC.

NRW advises that developments can be screened out as not likely to have a significant effect on the SAC in relation to phosphorous inputs if that development does not increase the volume and phosphorous concentrations

of waste water. The fallback position of the existing Kop stand and the potential for it to be refurbished and re-used without the need for planning permission means that in terms of match day spectator capacity, the development would not facilitate a material net increase in the numbers of people on-site (and therefore would not result in a net increase in foul water discharges from the site). Match day use of the new Kop is therefore unlikely to result in an increase in waste water or phosphorous volumes. Accordingly it is reasonable to conclude that match day use will not adversely impact upon the SAC, having regard to the comparable impact that would occur if the existing Kop was brought back into use.

Welsh Government (WG) has recently informally expressed some reservation about the robustness of such an approach, suggesting that if Wrexham Association Football Club was to be promoted at any time in the future, standing areas could not be used, whilst seating is required for international football. It should be noted that some standing is allowed at lower football league clubs, whilst at this point in time, hosting senior international football matches is not guaranteed.

Notwithstanding these concerns, WG have suggested an alternative approach of acknowledging that the proposed development could result in a small increase in foul water discharges (with an Appropriate Assessment under the Habitat Regulations undertaken to quantify this) with the justification for the grant of planning permission being on the basis of imperative reasons of overriding public importance i.e. the regeneration and place shaping benefits. If such an approach was taken, NRW and WG would be consulted upon the production of an Appropriate Assessment.

Turning to the proposed event space, the Applicant has submitted a technical report which seeks to demonstrate that non-match day use of the event/exhibition space would not adversely impact upon the SAC. It is suggested that this space would be mainly used by local companies/events due to a lack of similarly available space in the local area.

Whilst it may well be the case that the development would offer exhibition and event space that is not currently available in the wider County Borough, it is not possible to conclude that this would mainly be used by local businesses or events. Firstly, it would not be possible for the Local Planning Authority to impose any limits or control over where visitors to the events come from. Visitors can be attracted from an area much wider than an immediate locality depending on the specific exhibition or event.

In addition to the event/exhibition space, the hospitality facilities have the potential to allow the Racecourse to host more non-match day events which could also attract more visitors from outside of the County Borough and River Dee catchment.

Taken together, the proposed development increases the potential for the Racecourse to be used on non-match days and to increase the foul water discharges from the site as a result of those events. The potential for such

events to attract additional visitors to the Racecourse from outside of the County Borough (and River Dee catchment) means that non-match day use of the Kop would be likely to increase the volume of phosphorous entering the River Dee SAC and in turn, has the potential to adversely impact upon the SAC.

In the absence of any detailed scheme of mitigation that would sufficiently off-set the additional phosphorous generated by non-match day use, it is considered that the use of the event/exhibition space and the hospitality facilities on non-match days may need to be restricted until such time as this matter is satisfactorily resolved.

This approach would enable the wider planning permission to be granted, subject to an Appropriate Assessment being undertaken and further consultation with WG and NRW.

Glyndwr University: The application site is currently in multiple ownerships. Wrexham AFC's ownership coincides with footprint of the existing Kop stand. Land immediately behind and to the east and north-east of the existing Kop is owned by Glyndwr University. The proposed Kop would also occupy land currently owned by the Welsh Government.

Part of land occupied by the development that is owned by Glyndwr University is subject to an extant outline planning permission (P/2018/0672) for student accommodation. Glyndwr University have applied for reserved matters approval for the layout, scale, appearance access and landscaping for that development (P/2022/0551). The proposed Kop development would render the student accommodation proposals no longer implementable.

The comments made by Glyndwr University are noted, in particular their desire to deliver additional student accommodate by alternative means. Identifying alternative proposals/sites is a matter outside of the scope of this planning application. Given that the implementation of a new Kop stand in the form proposed by this application relies on land within the University's ownership, it is a private matter for Wrexham AFC and the University to reach an agreed position regarding the use or sale of the land as well as alternative options for the delivery of student accommodation.

CONCLUSION

The development proposed represents a significant investment in the Racecourse ground. It would enhance the appearance of the site and improve the facilities offered by the Racecourse for football and other events, thus raising the overall profile of both Wrexham AFC and the City of Wrexham. Clearly, this proposal is of some considerable public importance.

It is acknowledged that the proposed development would increase the current capacity of the existing stadia. However, it involves the replacement of an existing stand, which is currently out of use. The existing stand retains a lawful use and could be refurbished and brought back into use without the

need for planning permission. This would result in a comparable spectator capacity at the Recourse to that which arise from the current proposal.

On this basis, the impact of the proposed development in terms of parking and traffic generation and in terms of noise and disturbance, would be broadly comparable to the effect of refurbishing the existing stand, save for the events space, which would not be available for use on match days.

This fallback position means that the new Kop stand itself would not result in a material increase in phosphorous discharges to the River Dee and Bala Lake SAC. Even a different approach was taken, as suggested by WG, and a marginal increase in foul water discharges on match days was accepted, it could be argued that subject to an Appropriate Assessment, the proposal could be justified on the basis of imperative reasons of overriding public importance. The appropriateness of either approach requires further clarification with NRW and WG.

Notwithstanding this, the use of the proposed hospitality facilities and the proposed event/exhibition space on non-match days would be likely to result in a net increase phosphorous discharges. Subject the outcome of further consultation with NRW, it may be that a condition is necessary to restrict the use of these spaces until such time that a scheme of phosphorous mitigation can be secured.

Subject to these outstanding matters being satisfactorily addressed, the development accords with the relevant UDP policies.

RECOMMENDATION That the Chief Officer Economy and Planning be given delegated authority to GRANT planning permission subject to the following:

a) The satisfactory resolution of the outstanding matters referred to the in the report in consultation with Welsh Government and NRW
b) The summary of conditions below; and
c) additional or amended conditions in light of any further responses from Welsh Government and NRW.

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall be carried out in strict accordance with the following:

WRX-AFL-ZZ-ZZ-DR-A-00100 Revision P4 Site Location Plan
WRX-AFL-ZZ-ZZ-DR-A-00101 Revision P8 Proposed Site Plan
WRX-AFL-Z4-ZZ-DR-A-00135 Revision P5 Proposed Roof Plan
WRX-AFL-ZZ-ZZ-DR-A-00200 Revision P4 Proposed Elevations
WRX-AFL-Z4-ZZ-DR-A-00135 Revision P5 Proposed Roof Plan
WRX-AFL-Z4-00-DR-A-20110 Revision P7 GA, Level 0, Plan, Concourse/Exhibition.
WRX-AFL-Z4-01-DR-A-20111 Revision P7 GA, Level 1, Plan, Office.
WRX-AFL-Z4-02-DR-A-20112 Revision P7 GA, Level 2, Plan, Hospitality

WRX-AFL-ZZ-ZZ-DR-A-00209 Revision P3 Relocated Facilities from Existing Stands to New Stand.
Interim Travel Plan (Ramboll) dated July 2002

3. The capacity of the development hereby granted planning permission shall not exceed 5,500 spectators. For the avoidance of doubt this applies to all football and non-football events held at The Racecourse.

4. No part of the spaces referred to as Concourse/Exhibition on drawing no. WRX-AFL-Z4-00-DR-A-20110 Revision P7 and Hospitality Lounge on drawing no. WRX-AFL-Z4-02-DR-A-20112 Revision P7 shall be used at any time other than when football matches are held at The Racecourse.

5. No development shall commence, including any works of demolition, until a
Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

i. hours of working
ii. the parking of vehicles of site operatives and visitors;
iii. loading and unloading of plant and materials;
iv. storage of plant and materials used in constructing the development;
v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
vi. measures to control the emission of dust and dirt during construction;
vii. a scheme for recycling/disposing of waste resulting from construction works.

6. No development or phase of development, shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
    - o all previous uses
    - o potential contaminants associated with those uses
    - o a conceptual model of the site indicating sources, pathways and receptors
    - o potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

7. Prior to commencement of development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

8. Prior to the occupation or operation of the development, a long-term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long-term monitoring plan should include:

o o Details of the methods and triggers for action to be undertaken

o o Timescales for the long-term monitoring and curtailment mechanisms e.g., a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required (for x years)

o Timescales for submission of monitoring reports to the LPA e.g., annually

o Details of any necessary contingency and remedial actions and timescales for actions

o Details confirming that the contingency and remedial actions have been carried out.

The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

10. No development or phase of development, shall commence until details of piling or any other foundation designs using penetrative methods sufficient to demonstrate that there is no unacceptable risk to groundwater have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the approved details.

11. No infiltration of surface water drainage into the ground at the proposed Wrexham FC Kop stand location is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

12. Prior to their use on the development samples of all external facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with such details as are approved.

13. Within three months of commencement of development a scheme of public realm works, to include details of hard and soft landscaping and

timetable(s) for implementation of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in full in accordance with the approved timetable(s).

14. Within three months of commencement of development a scheme of net biodiversity benefit shall be submitted to and approved in writing by the Local Planning Authority, to include timetable(s) for implementation of the scheme and a scheme of long term management and maintenance. The approved scheme shall thereafter be implemented in full in accordance with the approved timetable(s). The measures for biodiversity gain shall thereafter be permanently retained and management and maintained in accordance with the approved scheme of long term management and maintenance.

15. No part of the development shall be used until a scheme of Public Realm Management Plan (PRMP) has been submitted to and approved in writing by the Local Planning Authority. The PRMP shall include, but not be limited to:

Details of how public access to the external public realm areas will be managed when football and non-football events are held at the Racecourse;
Details of any proposed Hostile Vehicle Management (HVM) migration zones.
The PRMP shall be implemented in full when all football and non-football events are held at The Racecourse.

16. Before the development hereby permitted is first used, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include but not be limited to

i. Measures to encourage sustainable transport options and reduce the need to travel to and from the football and non-football events held at the site by private motor vehicle; and
ii. The timing for the implementation of such measures.
iii. A scheme of annual monitoring or a period of 5 years to be undertaken on the anniversary of the first use of the stadium.

The development shall be undertaken in accordance with the approved Travel Plan. Annual monitoring reports shall be submitted to the Local Planning Authority within one month of their completion along with details of changes to the Travel Plan in light of the findings of the annual monitoring reports.

17. The rating level of any noise generated by reason of this development shall not exceed the pre-existing background level at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142:2014 Method for rating and assessing industrial and commercial sound.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. This is a non-standard reason
3. In the interests public safety, highway safety and in the interests of protecting River Dee and Bala Lake Special Area of Conservation in accordance with policies GDP1 and EC6 of the Wrexham Unitary

Development Plan and Technical Advice Note 5: Nature Conservation and Planning.

4. In the interests of protecting the River Dee and Bala Lake Special Area of Conservation in accordance with policies GDP1 and EC6 of the Wrexham Unitary Development Plan and Technical Advice Note 5: Nature Conservation and Planning

5. In the interests of highway safety and the amenity of nearby residents in accordance with policy GDP1 of the Wrexham Unitary Development Plan.

6. To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination. At this stage it is not possible to determine whether or not contamination and hence remediation may be warranted until such time as a site investigation has been performed.

7. To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. A long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on controlled waters.

9. To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

10. Piling/foundation details should be submitted to ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development or phase of development.

11. To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution.

12. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.

13. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.

14. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 11

15. In the interests of public safety and to promote safe pedestrian access and egress to the development in accordance with policy GDP1 of the Wrexham Unitary Development Plan.

16. To support a reduction in dependency on the motor vehicle in accordance with Policies GDP1 and PS4 of the Wrexham Unitary Development Plan.

17. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

APPENDIX 2:

ADDENDUM TO THE REPORT OF THE CHIEF OFFICER ECONOMY AND PLANNING – 7 NOVEMBER 2022

Pages
93-119

Code Number
P/2022/0725

Applicant Submission
Have suggested amendment to some of the planning conditions.

Consultations
Rhosddu Community Council: No objection

Representations
A petition has been submitted with 10722 signatures in support of the application.

1 representation objecting on the following grounds:

- *Should not be granted without a robust transport plan*
- *Anti-social parking is getting worse;*
- *Increasing ground capacity will cause more problems*
- *Signs and cones are moved or ignored;*
- *Pavements are blocked;*
- *Deliveries are not possible on match days;*
- *A residents parking scheme should be put in place and funded to by the club.*

Observations
The changes suggested by the applicants are accepted and set out below.

The matters raised by the objector are addressed in the main report.

Recommendation
The following conditions are amended as follows:

Condition 02
The development shall be carried out in strict accordance with the following:
WRX-AFL-ZZ-ZZ-DR-A-00100 Revision P4 Site Location Plan
WRX-AFL-ZZ-ZZ-DR-A-00101 Revision P8 Proposed Site Plan
WRX-AFL-Z4-ZZ-DR-A-00135 Revision P5 Proposed Roof Plan
WRX-AFL-ZZ-ZZ-DR-A-00200 Revision P4 Proposed Elevations
WRX-AFL-Z4-ZZ-DR-A-00135 Revision P5 Proposed Roof Plan
WRX-AFL-Z4-00-DR-A-20110 Revision P7 GA, Level 0, Plan, Concourse/Exhibition.
WRX-AFL-Z4-01-DR-A-20111 Revision P7 GA, Level 1, Plan, Office.
WRX-AFL-Z4-02-DR-A-20112 Revision P7 GA, Level 2, Plan, Hospitality
WRX-AFL-ZZ-ZZ-DR-A-00209 Revision P3 Relocated Facilities from Existing Stands to New Stand.
WRX-AFL-Z4-00-DR-A-20136 Revision P2 Proposed toilet and concessions building
WRX-AFL-Z4-ZZ-DR-A-20130 Revision P7 GA Section

WRX-AFL-Z4-ZZ-DR-A-20200 Revision P6 GA Elevations
Interim Travel Plan (Ramboll) dated July 2002

Condition 04
No part of the spaces referred to as Concourse/Exhibition on drawing no. WRX-AFL-Z4-00-DR-A-20110 Revision P7 and Hospitality Lounge on drawing no. WRX-AFL-Z4-02-DR-A-20112 Revision P7 shall be used at any time other than when football matches and other sporting events are held at The Racecourse.

Condition 05
No development shall commence until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

i. hours of working
ii. the parking of vehicles of site operatives and visitors;
iii. loading and unloading of plant and materials;
iv. storage of plant and materials used in constructing the development;
v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
vi. measures to control the emission of dust and dirt during construction;
vii. a scheme for recycling/disposing of waste resulting from construction works.

Condition 13
Within six months of commencement of development a scheme of public realm works, to include details of hard and soft landscaping and timetable(s) for implementation of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in full in accordance with the approved timetable(s).

Condition 14
Within six months of commencement of development a scheme of net biodiversity benefit shall be submitted to and approved in writing by the Local Planning Authority, to include timetable(s) for implementation of the scheme and a scheme of long term management and maintenance. The approved scheme shall thereafter be implemented in full in accordance with the approved timetable(s). The measures for biodiversity gain shall thereafter be permanently retained and management and maintained in accordance with the approved scheme of long term management and maintenance.