

Technical Note – WAFC Temporary Spectator Stand

Project name **Wrexham Association Football Kop Development**
Project no. **1620012485**
Client **Wrexham AFC**
Memo no. **RAM-TP-WAFC-TN01 P02**
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1 Introduction

1.1 Consented Permanent Stand

Wrexham County Borough Council planning application P/2022/0725 was granted permission 04/08/2022. The development comprises Kop Development for 5,500 seats, inclusive of a 500 capacity hospitality area, with a 600 capacity non-match day exhibition space, new public realm and associated works.

1.2 Proposed Temporary Stand

Planning consent is now sought for the proposed construction of a temporary spectator stand, interim to full construction of the consented permanent development. The temporary stand will accommodate 2,289 seats plus space for 20 additional wheelchairs. No hospitality / exhibition space is proposed as part of the temporary construction.

Drawing 31547-AFL-Z4-ZZ-DR-A-20006 P1 illustrates the proposed temporary development and is attached as Appendix 1.

1.3 Structure of Technical Note

This Technical Note first presents a review of the transport reports submitted in support of the consented permanent stand.

The transport features of the proposed temporary stand are then compared, with the conclusion that – in transport terms – the proposed temporary stand falls ‘within’ the parameters of the consented permanent stand and, therefore, no additional transport reports are required to support the temporary stand planning application.

Whilst the consented permanent stand will be operational on non-match days (e.g. for exhibitions), this note considers only match-day impacts because the proposed temporary stand will be operational on match days only.

2 Review of Transport Reports Supporting the Consented Permanent Stand

The following Wrexham Association Football Club Kop Development transport reports were submitted in support of planning application P/2022/0725:

- Transport Assessment 27/07/2022;
- Match Day Access Strategy 03/08/2022; and
- Interim Travel Plan 03/08/2020.

Transport features of the consented permanent stand include:

- **On-site parking** – No changes to existing car park provision;
- **Pedestrian access** – A new entrance to the Kop Stand is proposed from Crispin Lane, otherwise no significant changes to access by foot;
- **Cycle access** – No changes to the cycle parking facilities; and
- **Rail and bus access** – No significant changes to access by public transport.

2.1 Transport Assessment

The Transport Assessment provided a robust assessment of the transport impacts of the consented permanent stand, with the findings that:

- Peak match day traffic impacts can be accommodated subject to implementation of a Match Day Access Strategy; and
- Car parking available within a 16 minute walk to the stadium could accommodate additional match day demand for parking of 1,596 vehicles associated with the new stand.

2.2 Match Day Access Strategy

The purpose of the Match Day Access Strategy (MDAS) is to minimise the number of cars in the Mold Road and Plas Coch area on match days, with specific objectives to:

- Promote access to the stadium by walking and public transport;
- Minimise car parking close to the stadium;
- Protect the amenity of local residents by better managing on-street parking;
- Market the access strategy to supporters and staff; and
- Facilitate park-and-walk to car parks within the city centre.

Based on travel surveys, consultation data and information from the season ticket holder database, the MDAS robustly estimated the likely transport impacts of the proposed new 5,500 capacity stand

compared to the transport baseline conditions and available transport facilities in the site vicinity. In response, a strategy for measures to manage transport during WAFC home matches includes a road closure strategy, spectator coach arrangements, pedestrian signage etc.

The MDAS also includes a monitoring and review strategy to ensure it remains relevant and effective.

2.3 Interim Travel Plan

The aim of the Interim Travel Plan is to facilitate and promote sustainable travel choices to and from the stadium to staff, supporters and exhibition visitors.

The Travel Plan purpose is to help reach these goals by setting out a package of measures to encourage site occupants to find alternatives to single occupancy car journeys. Where a development has not yet been occupied, detailed data on the travel characteristics of the end user are unknown. An Interim Travel Plan, therefore, identifies as far as possible an action plan of measures and includes a commitment to prepare an approved 'full' Travel Plan at an appropriate time.

3 Comparison of Temporary Proposals with Consented Development

Table 3-1 summarises a comparison of the transport features of the proposed temporary spectator stand with the consented development.

Table 3-1 – Comparison of Temporary Proposals with Consented Development

Feature	Consented Development	Temporary Stand Proposals
Seats	5,500 seats.	2,289 seats plus space for 20 additional wheelchairs.
Hospitality / exhibition space	500 person hospitality area / 600 person non-match day exhibition space.	None.
On-site parking	No changes to existing car park provision.	
Pedestrian access	A new entrance is proposed from Crispin Lane, otherwise no significant changes to access by foot.	Pedestrians will use the existing entrance from Crispin Lane. The route to the stand will be tarmacked and tickets will be checked close to the temporary stand, so as to minimise queuing on Crispin Lane. (There will be no vehicular access via this route.)
Cycle access	No changes to the cycle parking facilities.	
Rail and bus access	No significant changes to access by public transport.	

Additionally, emergency vehicle access to the temporary stand will be via the restoration of a second access from Crispin Lane that was previously used for concerts in May 2023. This will be a stoned surface and there will be no pedestrian access via this route.

In transport terms therefore, the only material difference in the temporary proposals compared to the consented development is the much lower proposed total seating capacity (approx. 42%) and absence of hospitality / exhibition facilities.

On this basis, it is considered that the proposed temporary stand falls 'within' the parameters of the consented development and, therefore, no additional transport reports are required to support the temporary stand planning application.

Appendix 1 – Proposed Temporary Stand

All dimensions and levels to be checked on site

Any discrepancies are to be reported to the Architect before any work commences

This drawing shall not be scaled to ascertain any dimensions, work to figured dimensions only

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Kop Development

location

Racecourse Ground

Employer



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key plan

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 Temporary Stand Planning Boundary

 Other land in Wrexham AFC Ownership

 Temporary Stand Footprint
  Tarmac Finish
  Compacted Stone Finish

1 Temporary Stand Landscape Plan

drawing title

Temporary Stand Landscape Plan

AFL job number	scale @ A1	drawn	WR	checked	JR
231547	1 : 250	rev date	05.12.23		
dwg purpose			status	rev	
PLANNING			S2	P1	
bim project origin zone level type role 5-digit no.					
231547-AFL-Z4-ZZ-DR-A-20006					