



Wrexham Association Football Club

Kop Development

Design and Access Statement
August 2022 - Rev P02



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Introduction by Rob McElhenney and Ryan Reynolds, co-chairmen of Wrexham AFC Limited ('the Club')

"The Club is delighted to submit this planning application to Wrexham County Borough Council ('WCBC') for the Kop Development at the Racecourse Ground.

When we first became custodians of the Club, it was declared that returning the Racecourse Ground to a four-sided stadium was a priority for us. Not only will this increase the capacity and accessibility for our loyal fans but it is also the biggest step towards ensuring the Stadium meets the criteria of UEFA's Category 4 status, which will allow Men's international football to return to North Wales, with the support of the FA of Wales.

This planning application follows a great deal of work and consultation with WCBC, our loyal supporters, our neighbours, key stakeholders, and the local community in Wrexham. We are encouraged by the very positive feedback to date for our proposals from the huge number of people who have engaged through social media. This feedback only further endorses the excitement we feel for AFL Architect's design, which include hospitality, community facilities, Club Shop, and exhibition space. The Consultation will continue through the determination period to ensure all interested parties can have their voice heard.

The Club looks forward to working with WCBC during the determination period of this application which is submitted to be complimentary to the emerging Wrexham Gateway project "





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1. Introduction

1 Introduction

1.1 General Introduction

This Design and Access Statement (DAS) has been prepared in support of the Planning Application being submitted by Wrexham Association Football Club (Wrexham AFC), for the development of the new Kop stand at the Racecourse Ground.

This statement provides full details of the proposed changes, and describes the layout, scale, accessibility and appearance of the development.

This statement should be read in conjunction with the application's supporting documents and plans.

1.2 Background

Wrexham Association Football Club is a Welsh professional association football club located in the north-west of Wrexham, Wales (LL11 2AH).

Founded in 1864, Wrexham AFC is the oldest club in Wales and the third oldest professional association football team in the world.

The Kop Stand

1952 saw the laying down of concrete terracing on the ever-popular Kop end, which is now the oldest part of the ground.

The all-standing home stand is named after the Battle of Spion Kop, with many grounds in the UK also using this historic naming convention.

Known officially as the Crispin Lane End or "Town End", the Kop was the largest all-standing terrace in the English Football League, with a capacity of 5,000.

It is currently decommissioned and used for advertising purposes.

1.3 Project Goals

The development is being delivered to:

- Increase the quality of local sports for the local community.
- Create a better sense of place (both on matchdays and non-matchday) by making the buildings and the spaces around them more attractive for future visitors, filling a present need in the local market, and creating greater economic activity to benefit the city.
- Accommodate the faithful demand of supporters. 5,000 seats will be allocated for general admission in the form of a seat with a rail directly in front, helping the club meet the all-seater standards of UEFA's Category 4 classification while still enabling fans to stand for Wrexham AFC matches.
- Incorporate a hospitality lounge, office and retail space for the club within the new 5,500-capacity stand, as well as facilities for the Wrexham AFC Community Trust to enhance their activities.
- Provide a ground level exhibition space on non-match days, to attract visitors to the stadium and further support the local economy.
- Provide non-matchday banqueting.
- Help deliver UEFA Category 4 compliance at the Racecourse Ground.



Figure 1.1 Wrexham AFC Fans

Figure 1.2 Wrexham AFC Players



1.4 Planning History/Planning Policy Context

The section provides an overview of the planning context and planning history of the site and the Wrexham AFC Kop Development.

Please refer to the Planning Statement for information on the site's history and planning policy framework.

1.5 Planning History

The site has previously been the subject of a number of planning applications.

The applications range from advertisement consents to minor alterations or extensions, as well as various internal changes.

Please refer to the Planning Statement for an overview of the Planning History.

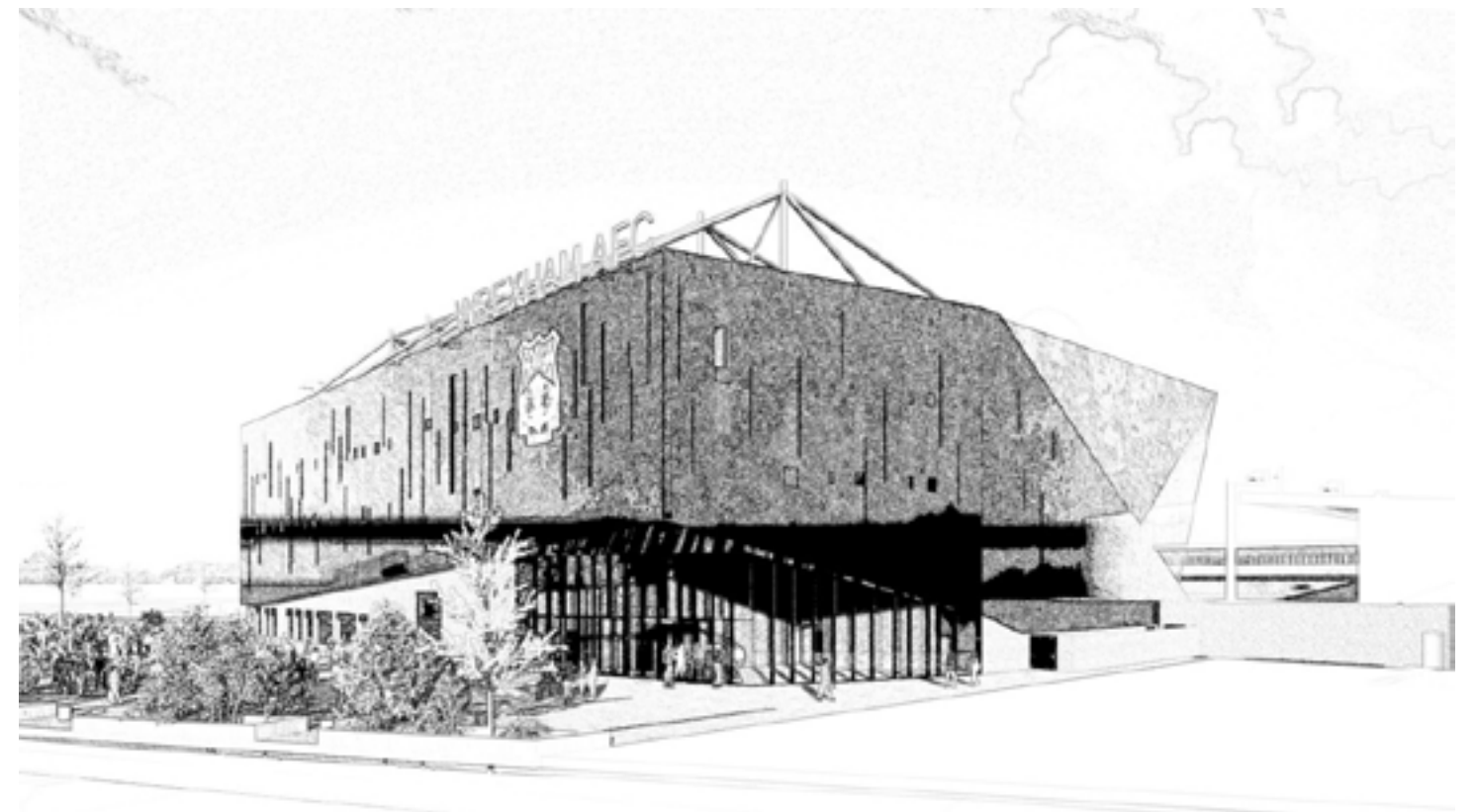


Figure 1.3 Image of Proposed Stand



1.6 Proposed Planning Process

The Kop development proposals have been informed by the club's brief to improve the quality of accommodation and expand the capacity in a modern new stand, to form part of the Wrexham Gateway regeneration and reflect the feedback and comments from various interested parties.

The proposals have been through the statutory pre-application consultation process ahead of this submission.

A screening request from an EIA perspective has been submitted to WCBC.

1.7 Scheme Summary

The proposal for a new Kop stand is to increase the capacity with the intention of making the stadium UEFA Category 4 compliant.

The single tier stand will provide 5,000 general admission (GA) seats and 500 hospitality seats, creating a total capacity of 5,500.

The ground floor level will provide the GA concourse as well as toilets and concessions.

This can also be used as an exhibition space for up to 600 attendees on non-matchdays.

The upper levels will consist of office, community and hospitality spaces.

The stand will also include the relocated club shop, community classroom and office space, which have been relocated from other stands to help towards the UEFA Category 4 compliance.

The top floor will provide hospitality lounges for both matchday and non-matchday use.

A large public realm space in front of the new stand provides a gathering space for both matchday and non-matchday use.

Following the recent announcement that safe standing will now be allowed in the Championship and Premier Leagues, the GA seats in the Kop Stand will have an integrated rail to allow both sitting and standing. This helps futureproof the stand if the club were to get promoted.

The Kop adds to existing capacity of circa 10,500 which is likely to be reduced by 500 seats relating to UEFA facilities, which will total circa 15,500 when all works are complete for UEFA Category 4 compliance.

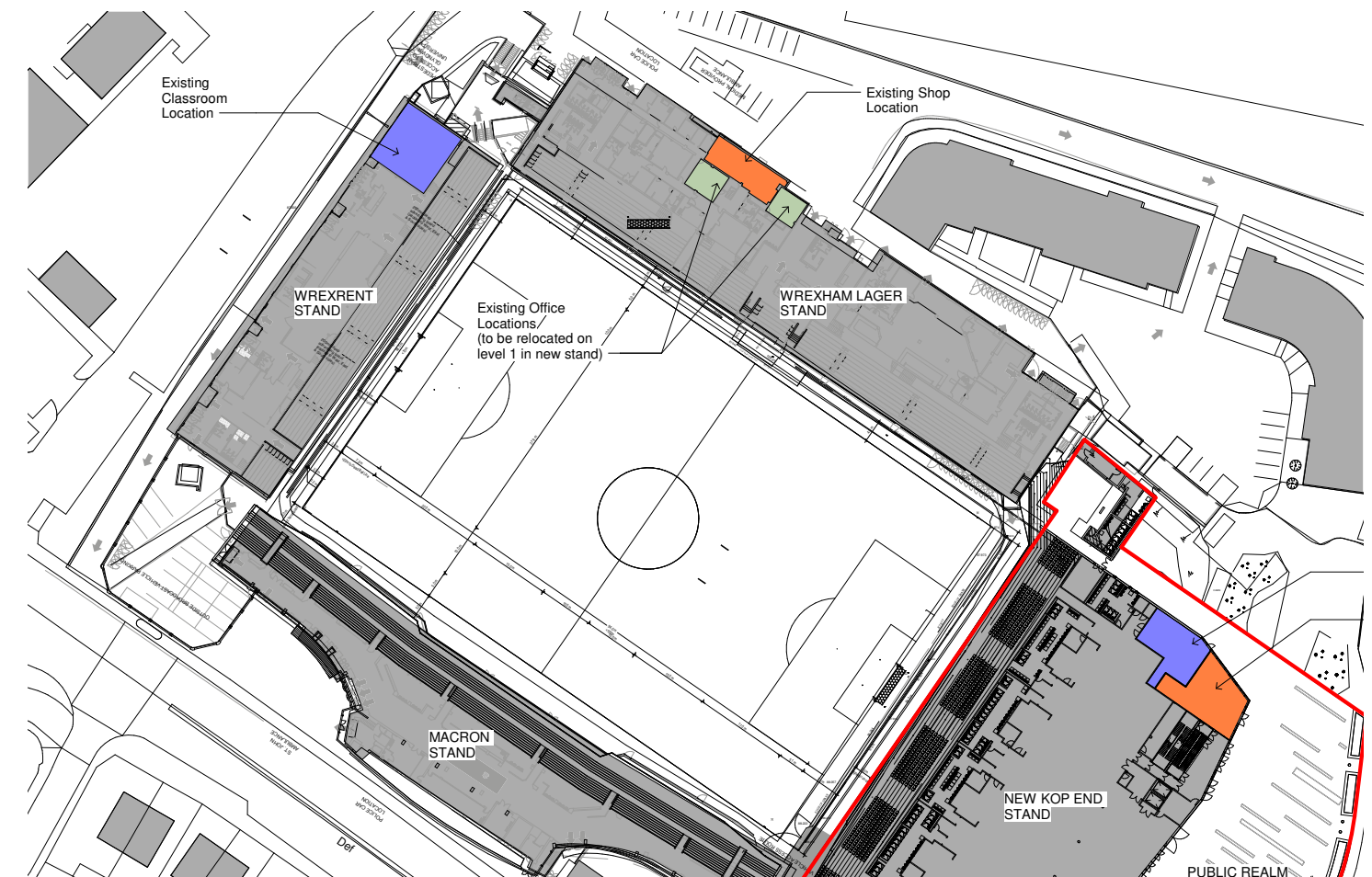


Figure 1.4 Above: Extract from drawing - 211509-AFL-ZZ-ZZ-DR-A-00209 - Relocated facilities from existing stands to the new stand, showing position of existing and relocated facilities. Below: Image of proposed scheme.





2. Site Context



2 Site Context

2.1 Scale

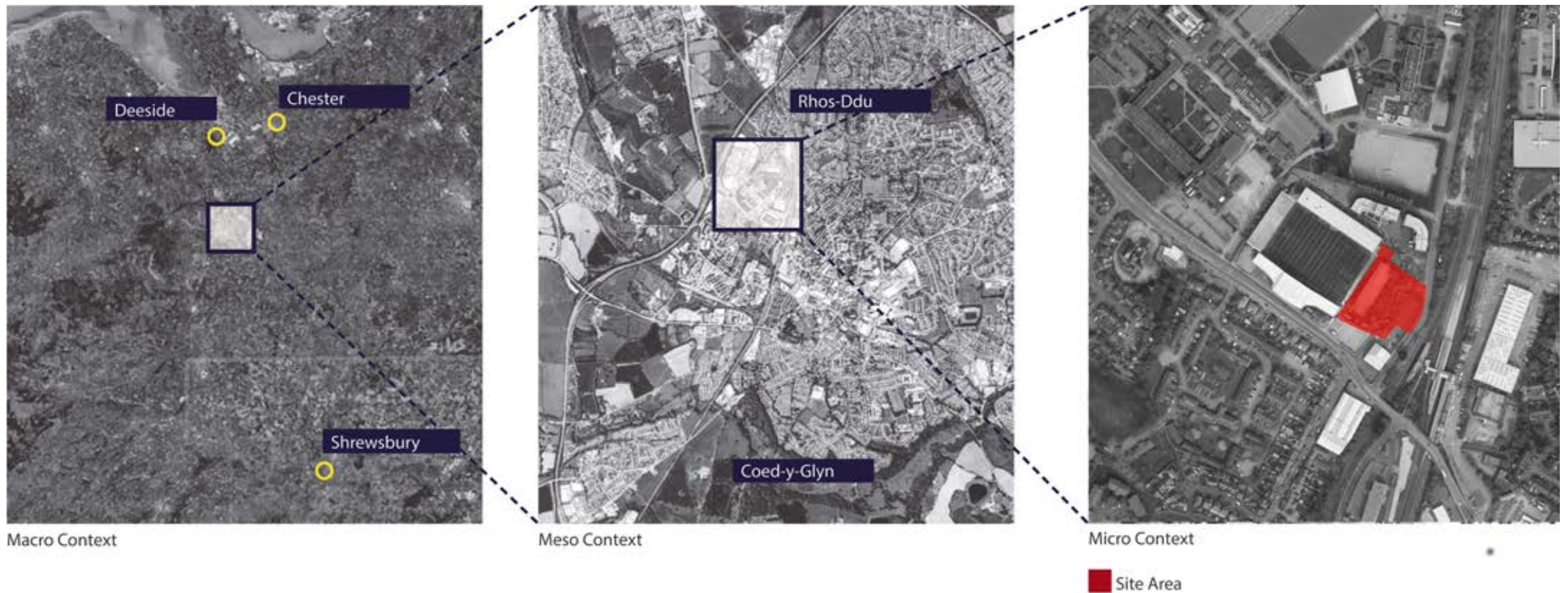


Figure 2.1 Ariel views of site in context of surrounding areas.

2.2 City-wide Context

The plan opposite shows the Wrexham city in context to the site and surrounding areas.

Key

-  Town Centre / Commercial Area
-  Township / Primarily Residential Area
-  Educational / Commercial / Healthcare/Sports
-  Site Location

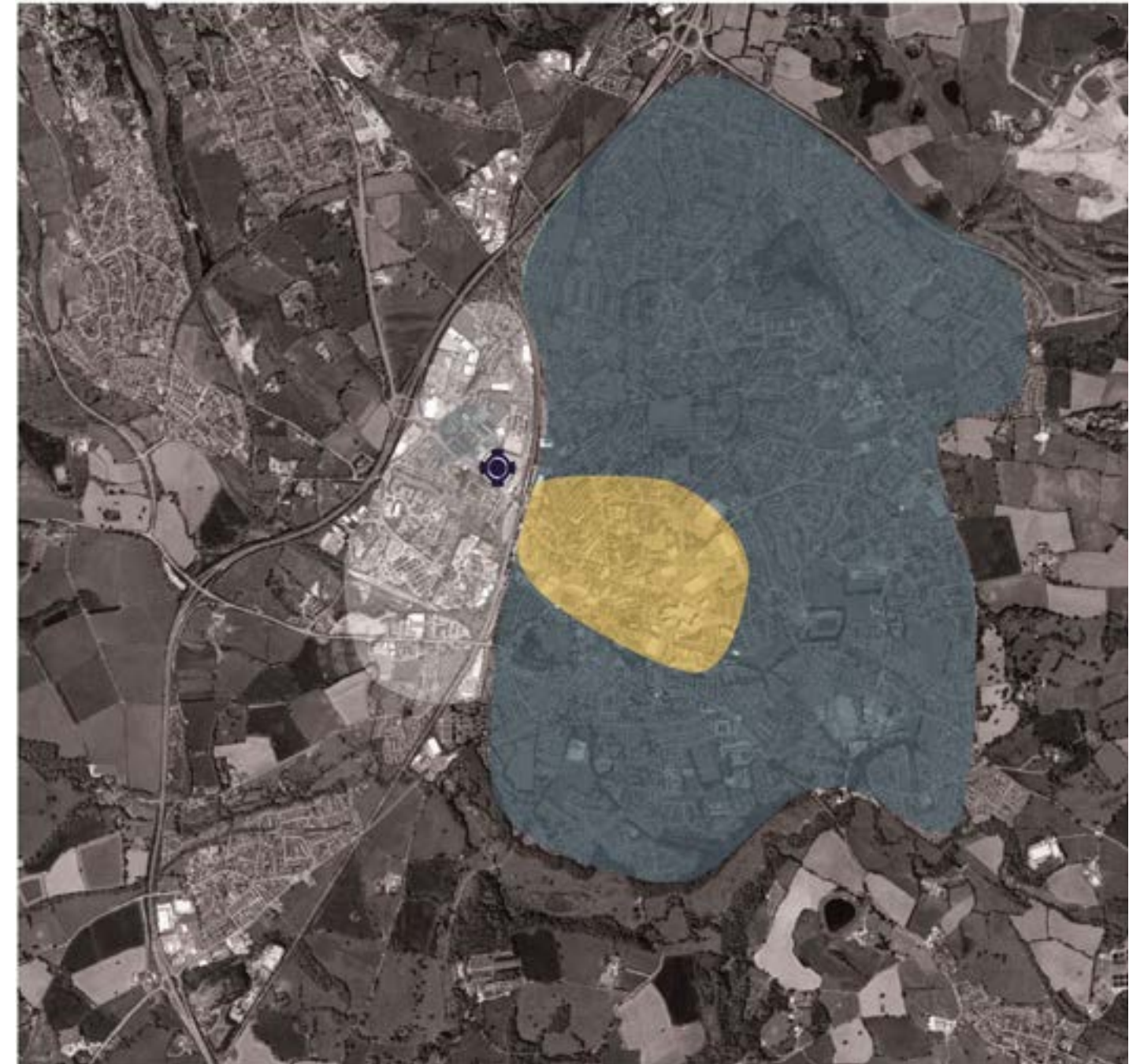


Figure 2.2 Site plan of surrounding areas.

2.3 Site Context and Local Landmarks

The plan opposite shows the site in context of some local landmarks.

Key

-  St Giles Church and Historic Centre (inc. Hope Street)
-  Wrexham Station
-  Bersham Ironworks
-  Erddig Hall
-  Acton Park
-  Site Location



Figure 2.3 Site Location plan

2.4 Surrounding Area Uses

The map opposite shows the site in context to the surrounding areas.

The stadium site shares a boundary with the university campus to the north.

To the south and far east are residential areas, with Wrexham General train station to the near east.



Figure 2.4 Site Plan showing surrounding areas

2.5 Key Influences To Design



Key Routes

- Bus Stop
- Trian Route
- - - Vehicular Route
- Cycle Path



Solar Influence

- ◐ Sunset
- ◑ Sunrise
- ◐... Sun Path



Key Views

- ◄ Key View

Figure 2.5 Diagrams showing Transport, Sun Path and Key Views

2.6 Location

Wrexham AFC is located on the Mold Road, the primary through road into Wrexham, around 1.5 kilometres north-west of the city centre.

The location is bordered by residential and educational uses.

Wrexham Village University Accommodation is situated to the north of the site.

Crispin Lane runs parallel to the east of the site and the train station further East.

The Maesgwyn residential community is located beyond Mold Road, directly opposite the stadium when approached from the north.

Wrexham Glyndwr University and its parking facilities are located to the west.

The stadium location is well connected to the A483 highway via the existing road network and local transport routes.

The site is also well served by public transportation, with bus stops located on Mold Road, approximately 200 meters south of the stadium.

Wrexham General railway station is situated around 200 metres to the east.

Please refer to figures 2.5 and 2.6.

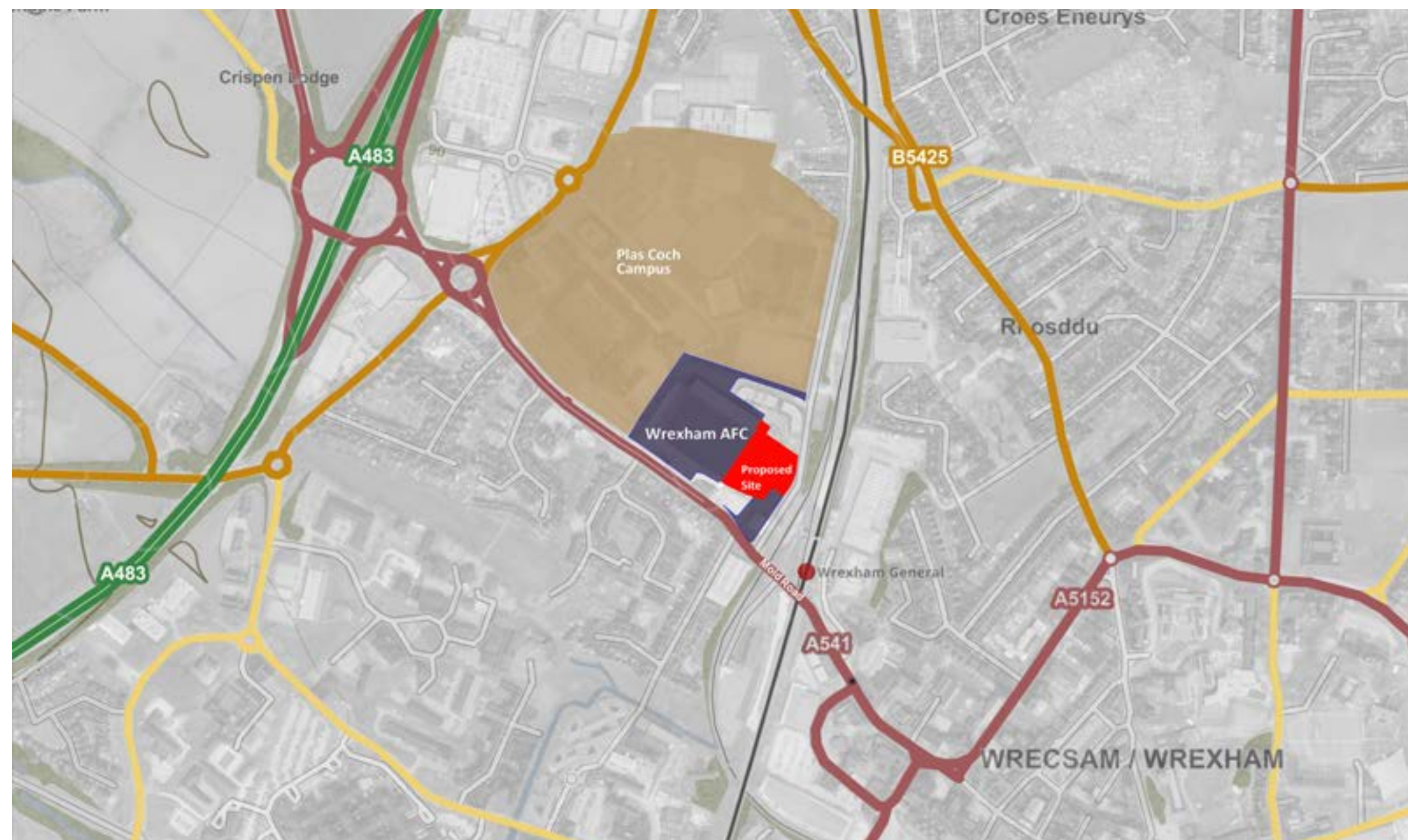


Figure 2.6 Site Context Plan

2.7 Site views

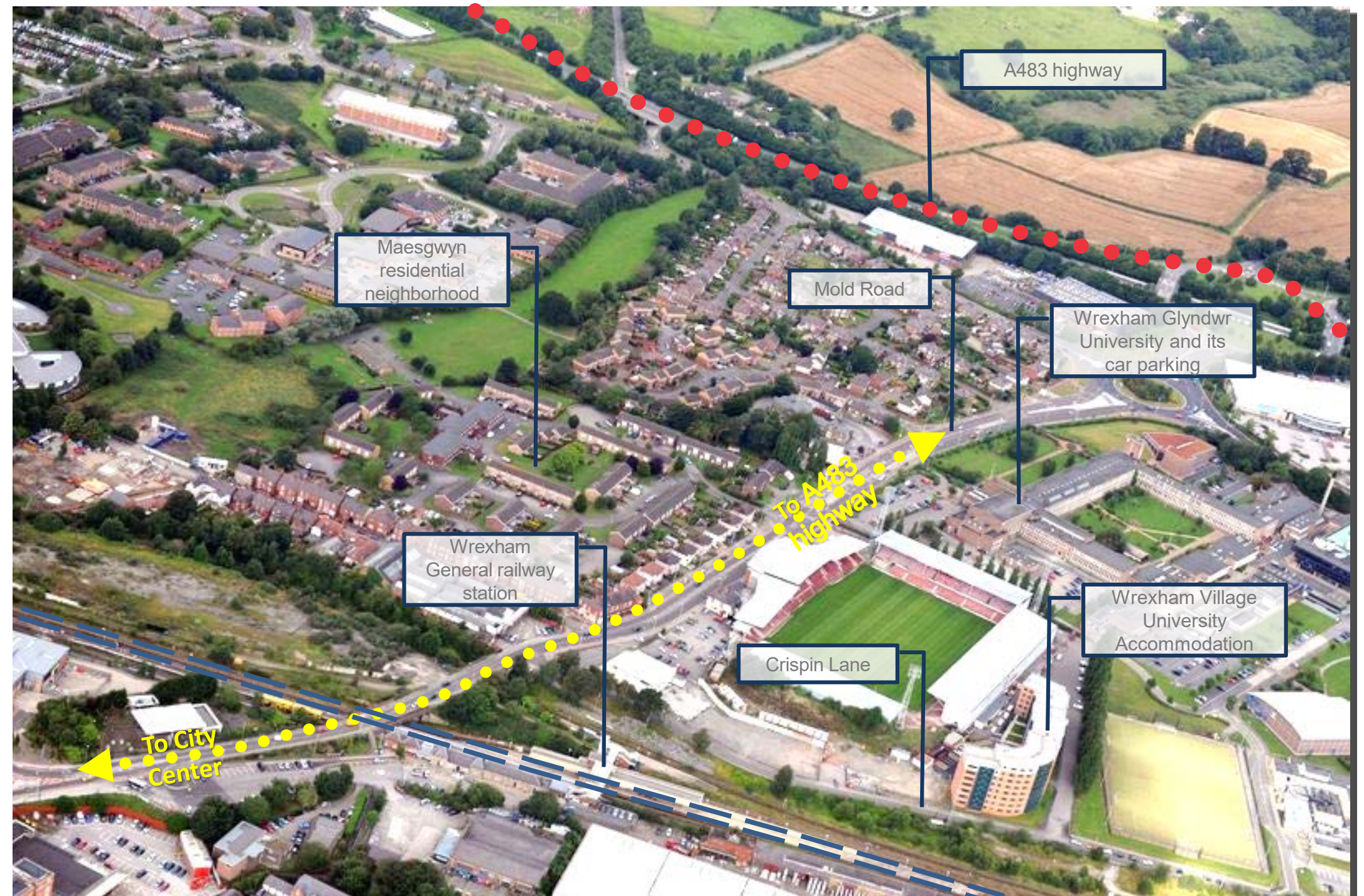


Figure 2.7 View of site from entrance on Garstang Road West

2.8 Site Photos



1



4



2



5



3



6



Figure 2.9 Site photos and location plan of the surrounding areas



7



8

2.9 Existing Elevations

The existing elevations opposite are taken from drawing 211509-AFL-ZZ-ZZ-DR-A-00201 - Existing Elevations

North East Elevation

Taken in front of the existing Wrexham Lager Stand, and showing (from left to right): The railway station; residential buildings on Mold Road; the existing Kop stand; the Wrexham Lager Stand; and, to the far right, the University campus.

South East Elevation

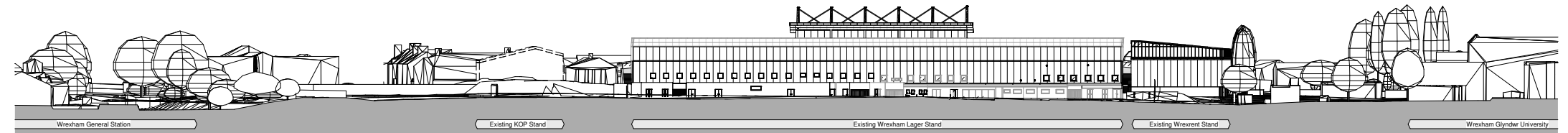
Taken from Crispin Lane, and showing (from left to right): Existing residential and commercial buildings; the eastern gable of the Macron Stand; the existing Kop Stand; the eastern gable of the Wrexham Lager Stand; the student village and university campus beyond.

North West Elevation

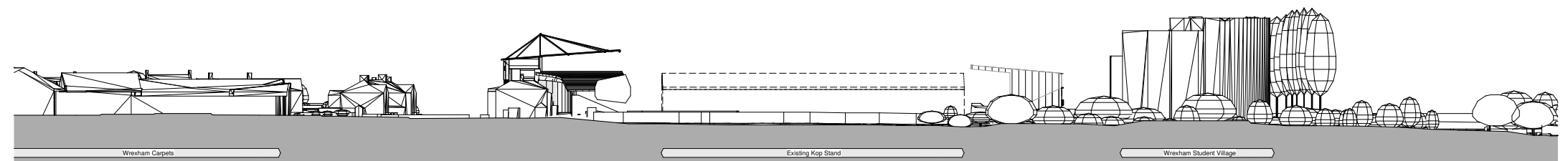
Taken from the university campus, looking at the Wrexrent Stand, and showing (from left to right): The university campus and the line of trees to the club boundary; the student village; the western gable of the Wrexham Lager stand; the Wrexrent Stand (N.B. the line of trees have been removed in front of the stand for graphic purposes); the western gable of the Macron Stand; Mold Road, and the residential buildings beyond.

South West Elevation

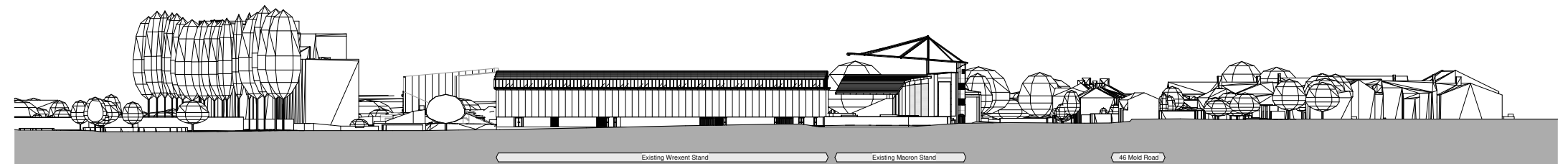
Taken from Mold Road, and showing (from left to right): The University campus; the southern gable of the Wrexrent Stand; the Macron Stand; the existing Kop; and the development site and railway station beyond.



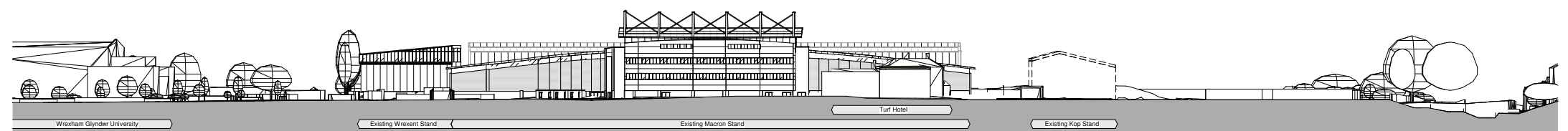
1 North East Elevation - Existing
1 : 500



2 South East Elevation - Existing
1 : 500



3 North West Elevation - Existing
1 : 500



4 South West Elevation - Existing
1 : 500

Figure 2.10 Extract from Drawing WRX-AFL-ZZ-ZZ-DR-A-00201 - Existing Elevations



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3. Concept and Design Development



3 Concept and Design Development

3.1 Mining History

The coal mining history of Wrexham was considered as part of the architectural concept.

In the 19th century, the Wrexham area was highly industrialised: At its peak, 38 different collieries operated within the area, producing over 2.5 million tonnes of coal annually, and supplying the numerous brickworks and steelworks in the area, including Brymbo Steel Works and Shotton Steel Works.[1]

Source: https://en.wikipedia.org/wiki/Bersham_Colliery#:~:text=Bersham%20Colliery%20Tip-,History,Works%20and%20Shotton%20Steel%20Works.



NEW BROUGHTON COLLIERY

The new Broughton Colliery was sunk by Thomas Clayton, of Brynmally Hall, in 1883 and was his most profitable venture. It remained in his possession until the turn of the century when it was taken [more]



Figure 3.1 Images of Local Collieries and Mining related images



BRYNKINALT COLLIERY, CHIRK

Sunk during the 1860s by a Mr Blakewell, an eminent mining engineer, who owned the Brynkinalt Coal Co Ltd. The mine was purchased in 1893 by Mr William Young Craig (formerly the MP for North [more])



3.2 Concept - Coal Forms

Various coal textures were studied to reflect the area's mining history.

As illustrated, various forms of coal set a strong influence for the development of the proposals.

Consideration of 3D textures at both close-up and even microscopic levels have influenced the cladding colour, texture and window positions.

The image on the bottom left shows burning coal, in turn reflecting Wrexham AFC's club colours.

This has also influenced the red brick plinth against the dark clad form above.



Figure 3.2 Images of Coal Textures Used as an Architectural Concept



3.3 Design Development - Initial Options

The local area's mining history informed several options for the new stand in the initial stages of the project.

The new stand's size and scale was reminiscent of the large industrial buildings that served the various mines in and around Wrexham.

Options to express the structure as a reflection of mining conveyor belts were explored, and the 'W' 'X' & 'M' from WreXaM were also considered as structural forms.

A clear built form was developed to house the upper offices and hospitality levels, with a double height internal concourse plinth being selected to house the exhibition space below.

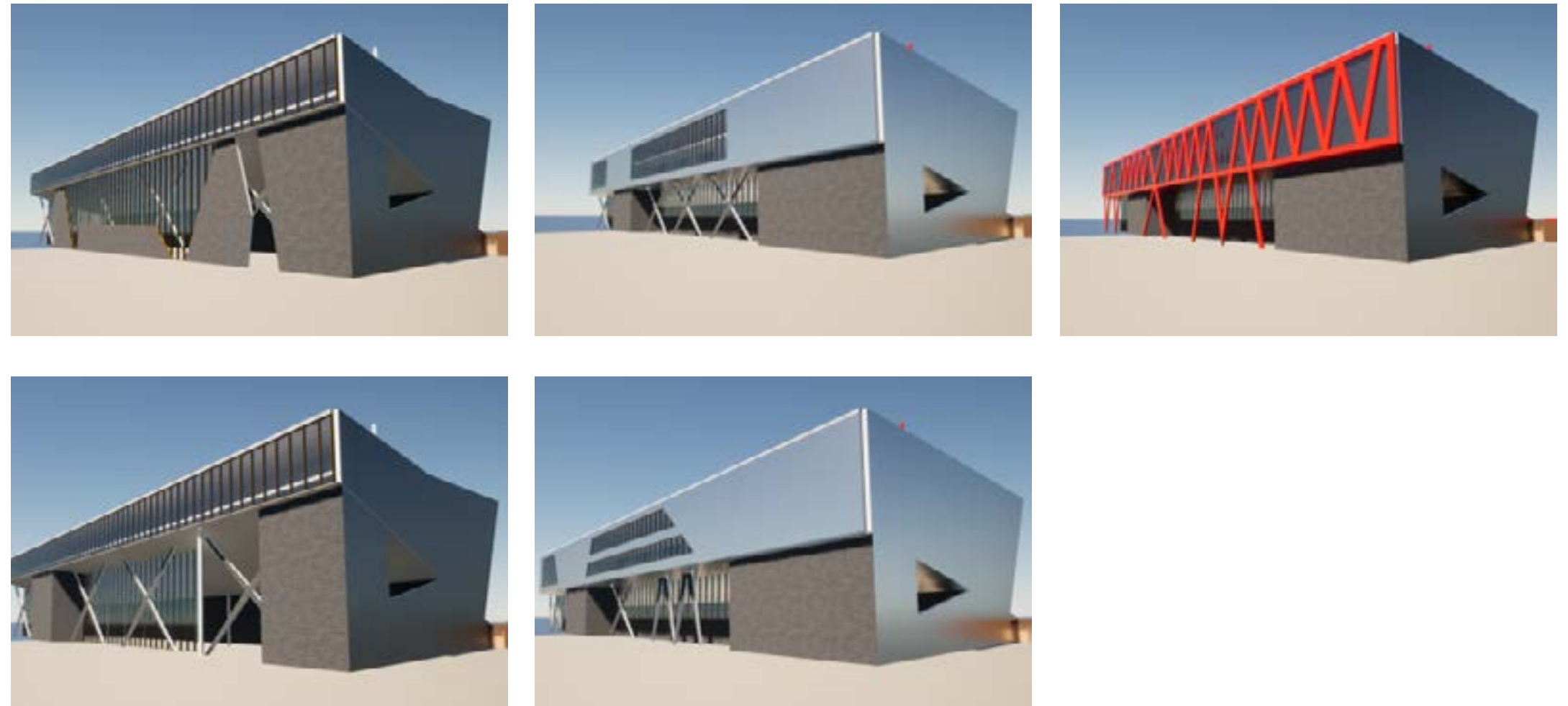


Figure 3.3 Above - Images from the design development which explored various forms inspired by the mining history. Below - Mining Precedent Image



3.4 Design Development - Coal Concept

The next step in the development was to bring in the coal element, by making the upper form that accommodates the offices and hospitality a dark textured form that rises over a local red brick plinth.

This then leads to the coal form starting from a lower level on the southern side, rising up to a double height space on the northern corner.

The coal form at this point cantilevers over the fully-glazed hospitality entrance and club shop.

The coal form steeply ramps down on the north and south gable ends, to express the seating terrace behind.

The roof is folded down at each end, creating a dramatic contrast between the coal form and the lightweight roof.

As part of the design development, potential future plans for the Wrexham Gateway Masterplan were considered in order to confirm the new stand and its public realm would work well alongside any adjoining development.

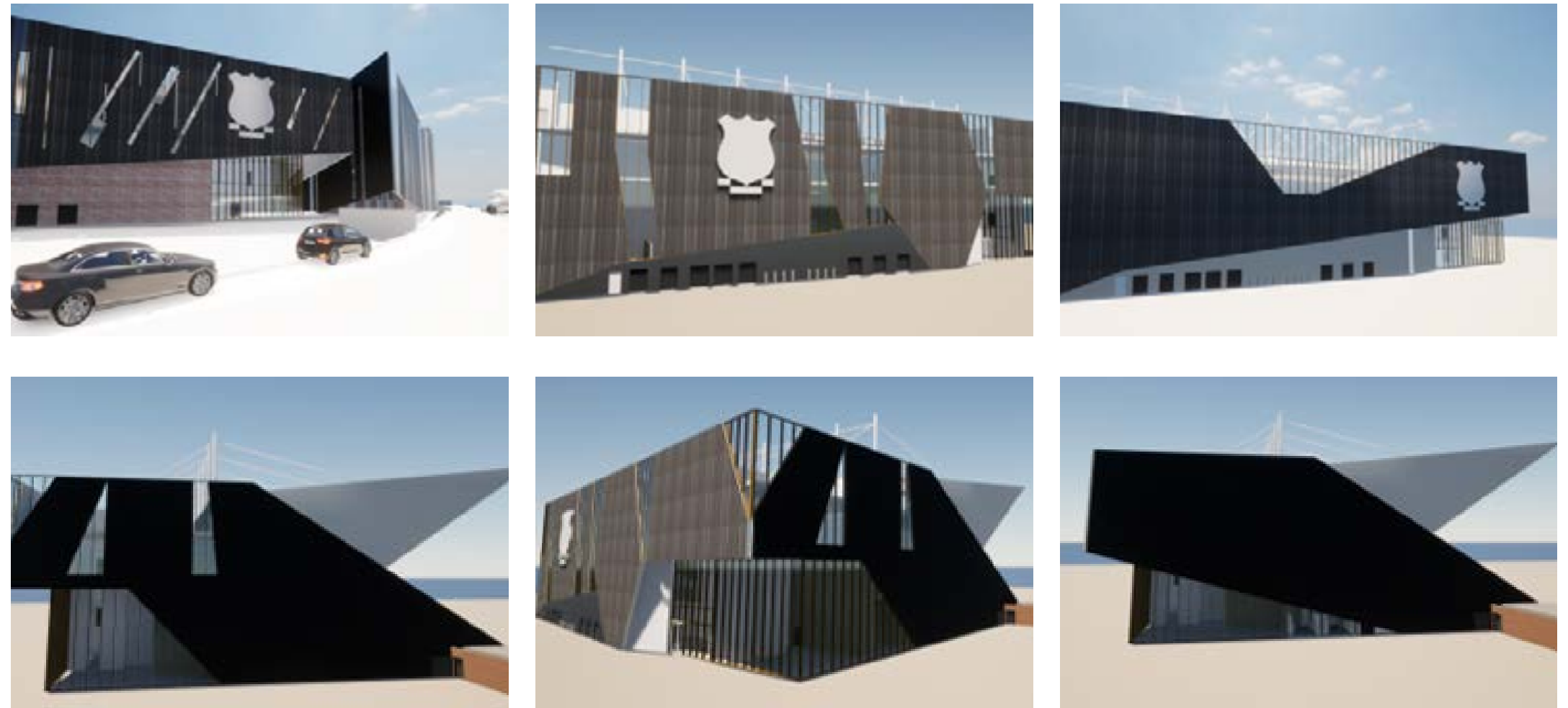


Figure 3.4 Above - Images from further design development exploring solid, void and materiality



4. The Proposals



4 The Proposals

4.1 Proposed Site Plan

The proposed site plan sits over the existing Kop stand, which is now approved for demolition in a separate application. (REF - P/2022/0515)

The site abuts the existing boundary wall on the South side facing the Turf Pub car park.

The site then steps out and extends to Crispin Lane to form a public realm between the new stand and the road.

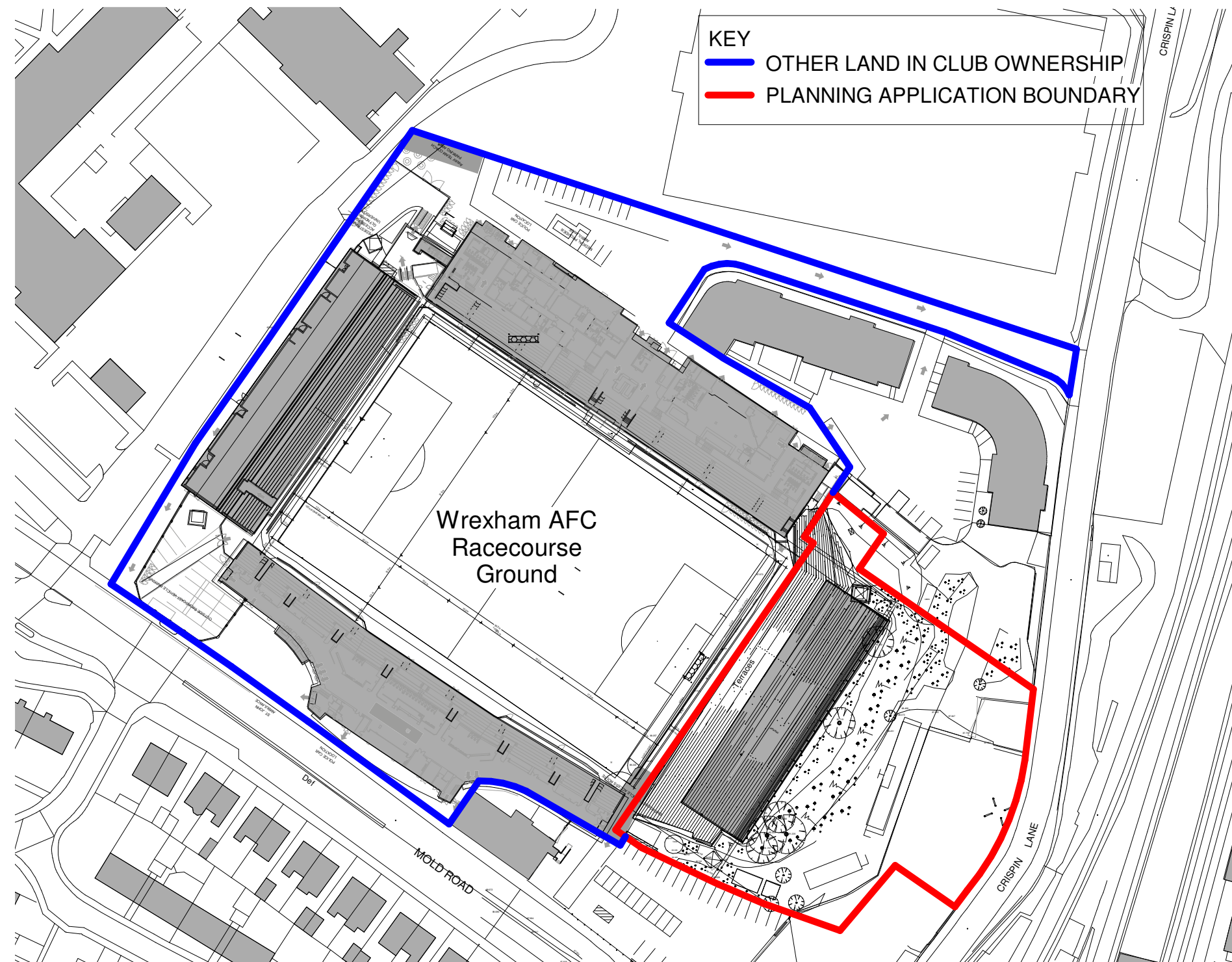


Figure 4.1 Site Location Plan showing Application Boundary in red and adjacent ownerships in blue - Extract from drawing - WRX-AFL-ZZ-ZZ-DR-A-00100 - Site Location Plan

4.2 Proposed Contextual Elevations

North East Elevation

Taken in front of the Wrexham Lager stand - The scale of the new stand is driven by the 5,500 capacity and, as a result, is higher than the existing stands. We see this as a positive as it creates a new focal point in the surrounding area.

The form helps break down the mass with the cladding line steeply descending down towards the pitch.

South East Elevation

Taken from Crispin Lane, looking towards the east elevation of the new stand - There is a clear step in height from the residential buildings on the left/south to the new stand, which is also helped by the large distance between the buildings.

The eaves of the new stand sits at a similar level to the student accommodation.

North West Elevation

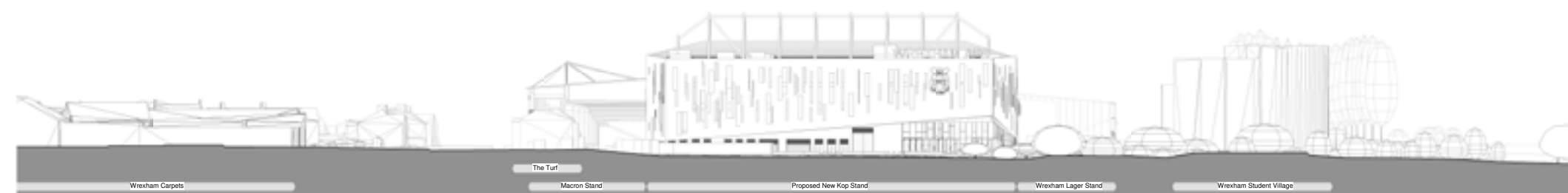
Taken in front of the Wrexrent Stand, from the east - The line of trees in front of the stand (removed from this image for clarity) help disguise the stand beyond. To the right is the west gable elevation of the Macron Stand, Mold Road and residential area beyond. From ground level there are only restricted views of the new stand from this area.

South West Elevation

Taken from Mold Road looking North, showing (from left to right): The University campus; the south elevation of the Wrexrent Stand; the Macron Stand; the Turf Pub/Hotel and car park; the proposed stand, public realm, Crispin Lane, and the railway station beyond.



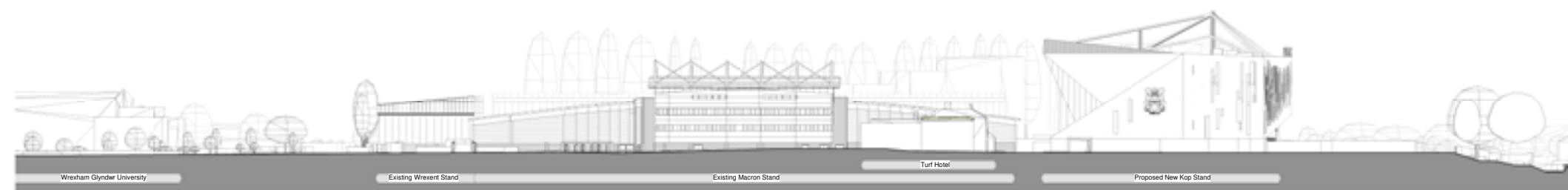
1 North East Elevation
1 : 500



2 South East Elevation
1 : 500



3 North West Elevation
1 : 500



4 South West Elevation
1 : 500

Figure 4.2 Extract from drawing - WRX-AFL-ZZ-ZZ-DR-A-00200 - Proposed Elevations

4.3 Approach and Distant Views

The views opposite are included to express the massing within the local context, as well as the approach to the stadium.

1. View from Mold Road, looking east towards the new stand: When approaching from this direction the Macron Stand and Wrexrent Stand conceal most of the new stand. There are some key views between the two stands, as well as a small strip of the roof rising above. Whilst this allows the new stand to be seen, the view is not overbearing.

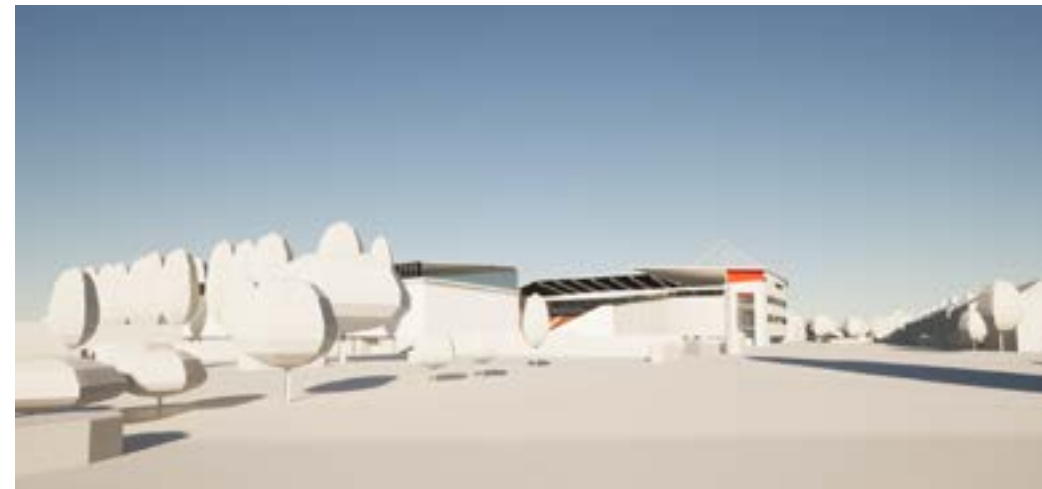
2. View from Mold Road, looking west towards the new stand: From this direction the new stand is a more prominent focal point from the city centre.

3. View from Crispin Lane, looking south towards the new stand: From the northern part of Crispin Lane, the student village buildings disguise the new stand.

4. View from Maesgwyn Road, looking north towards the new stand: From this direction the rows of buildings frame the south elevation of the new stand, making the new stand a key focal point in the area.

5. View from University Campus, looking east towards the new stand: From this view (at ground level) the existing Wrexrent Stand covers the new stand.

6. View from University Campus, looking south-east towards the new stand: From this direction a small part of the stand is visible above the existing Wrexham Lager Stand.



1. View from Mold Road, looking east towards the new stand.



2. View from Mold Road, looking west towards the new stand.



3. View from Crispin Lane, looking south towards the new stand.



4. View from Maesgwyn Road, looking north towards the new stand.



5. View from University Campus, looking east towards the new stand.



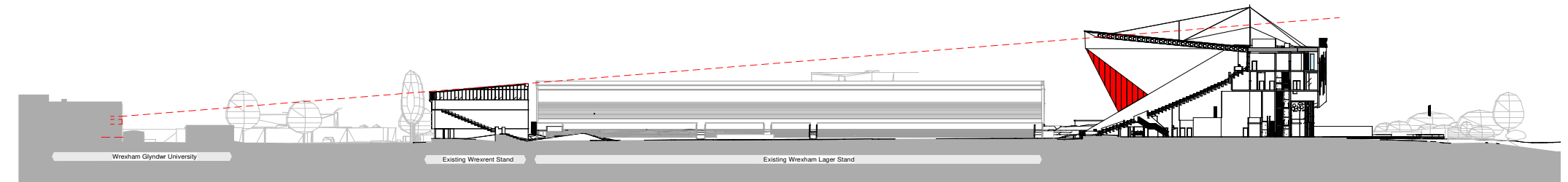
6. View from University Campus, looking south-east towards the new stand.

Figure 4.3 3D Views from around site looking back at the new stand to assess massing against local context

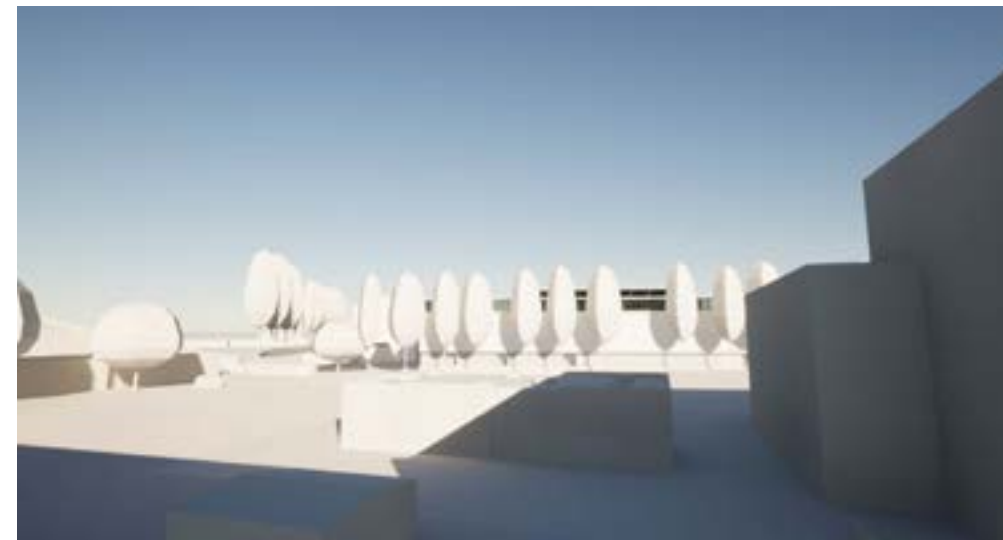
4.4 View from Listed University Building

As well as the approach views in section 4.3, we also reviewed the views from the upper floors of the listed building within the University campus.

The Wrexrent Stand and a line of trees disguise most of the new stand, revealing only a small strip of the roof form and supporting structure.



1 Section - View of North Stand from existing buildings
1 : 500



View from first floor of university building opposite Wrexrent Stand



View from first floor of university building opposite Wrexrent Stand

Figure 4.4 Extract from drawing - WRX-AFL-Z4-ZZ-DR-A-00001 - Views from existing Building to New Kop Stand



4.5 Ground Floor Plan

The ground floor plan consists of a large concourse, which serves the football offering and also doubles as an exhibition space for non-matchday purposes.

On the left-hand side of the plan illustrated opposite, a stairway and lift core includes a service lift: Above this are two existing sub-stations, which are brought into the building as part of the proposals with some plant space above.

The existing boundary wall to the Turf Pub/Hotel is shown on the left-hand side, with gated access.

General admission turnstiles and exit doors are present at the right of the stairway core.

Illustrated further right is a front-of-house stairway and lift core, serving as a hospitality entrance: To the right of this is the club shop and community classroom.

Toilets and concessions are against the terrace, and separated by principal access points to the seating terrace.

Externally on the far right-hand side is a small toilet block and concession, which also forms part of this application.

By Department Legend

- CIRCULATION
- COMERCIAL
- CONCESSIONS
- HOSPITALITY
- OFFICES
- SANITARY
- SERVICES
- SPECTATORS



Figure 4.5 Extract from Drawing - WRX-AFL-Z4-00-DR-A-20110 - GA Level 0 Plan

4.6 First Floor Plan

The plan opposite shows the Level 1 office plan, which has a large open plan office with smaller cellular spaces above.

The service lift in the core provides access and escape, with some additional storage on the left.

On the right-hand side (and accessed from the lift and stairway core) is a reception and lobby space, which provides the main access to the large office: Off this space is a community fit-out space and some smaller offices above.

The toilets located above the stairway core have been calculated to provide sufficient facilities.

This level also gives access to a viewing platform for wheelchair users and those with restricted mobility.

These are serviced by the same accessible toilets and a concessions/tea room.

By Department Legend

	CIRCULATION
	COMERCIAL
	CONCESSIONS
	HOSPITALITY
	OFFICES
	SANITARY
	SERVICES
	SPECTATORS

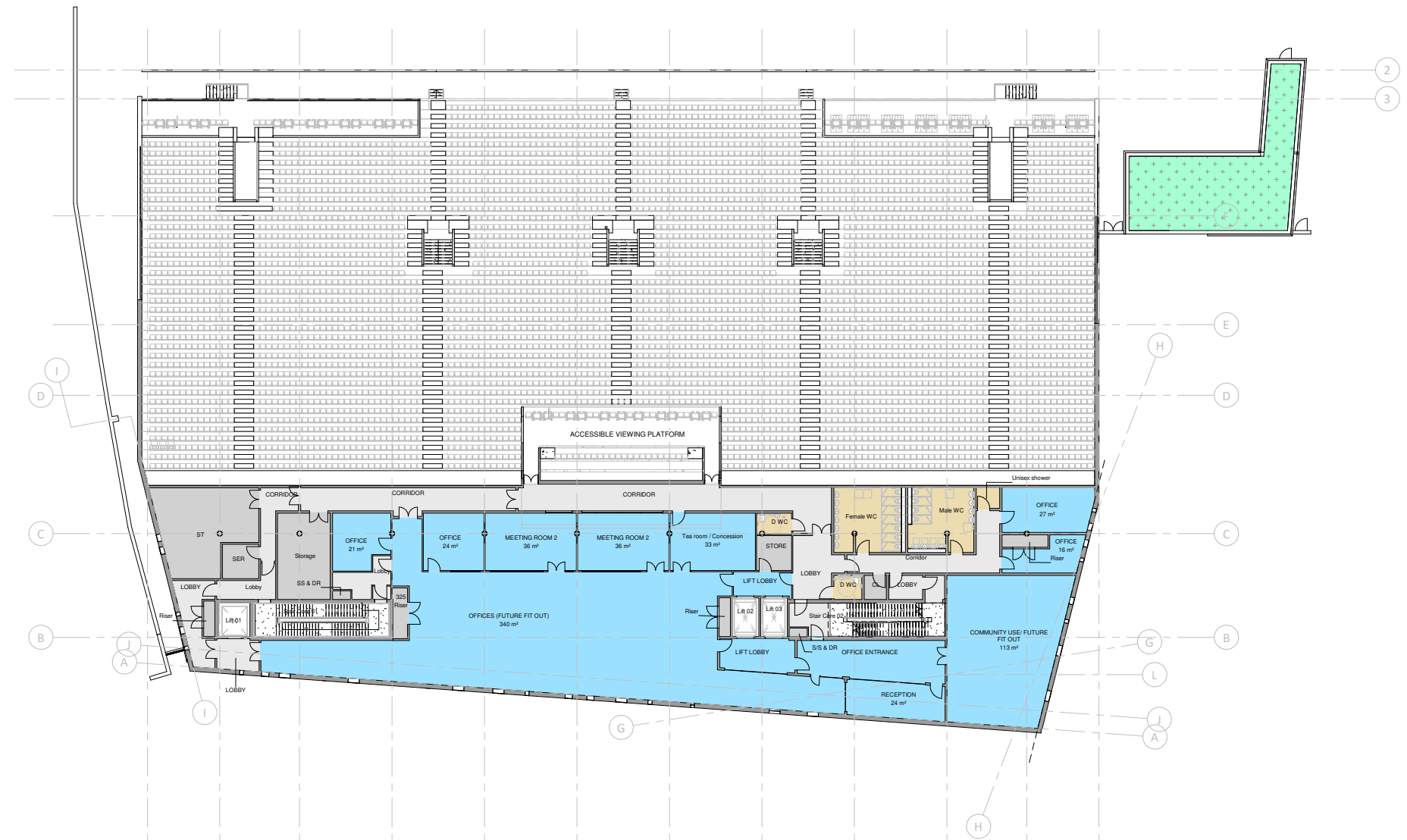


Figure 4.6 Extract from Drawing - WRX-AFL-Z4-01-DR-A-20111 - GA Level 1 Plan

4.7 Second Floor Plan

The plan opposite illustrates the second-floor level, which serves the hospitality seating in front of a fully glazed wall with views onto the pitch.

A kitchen wraps around the lift and stairway core on the left, with female toilets situated above.

The core on the opposite side of the floorplate gives access to the lounge, with a bar adjacent: A cellar also serves the lounge.

Male toilets and storage are situated to the right of the core.

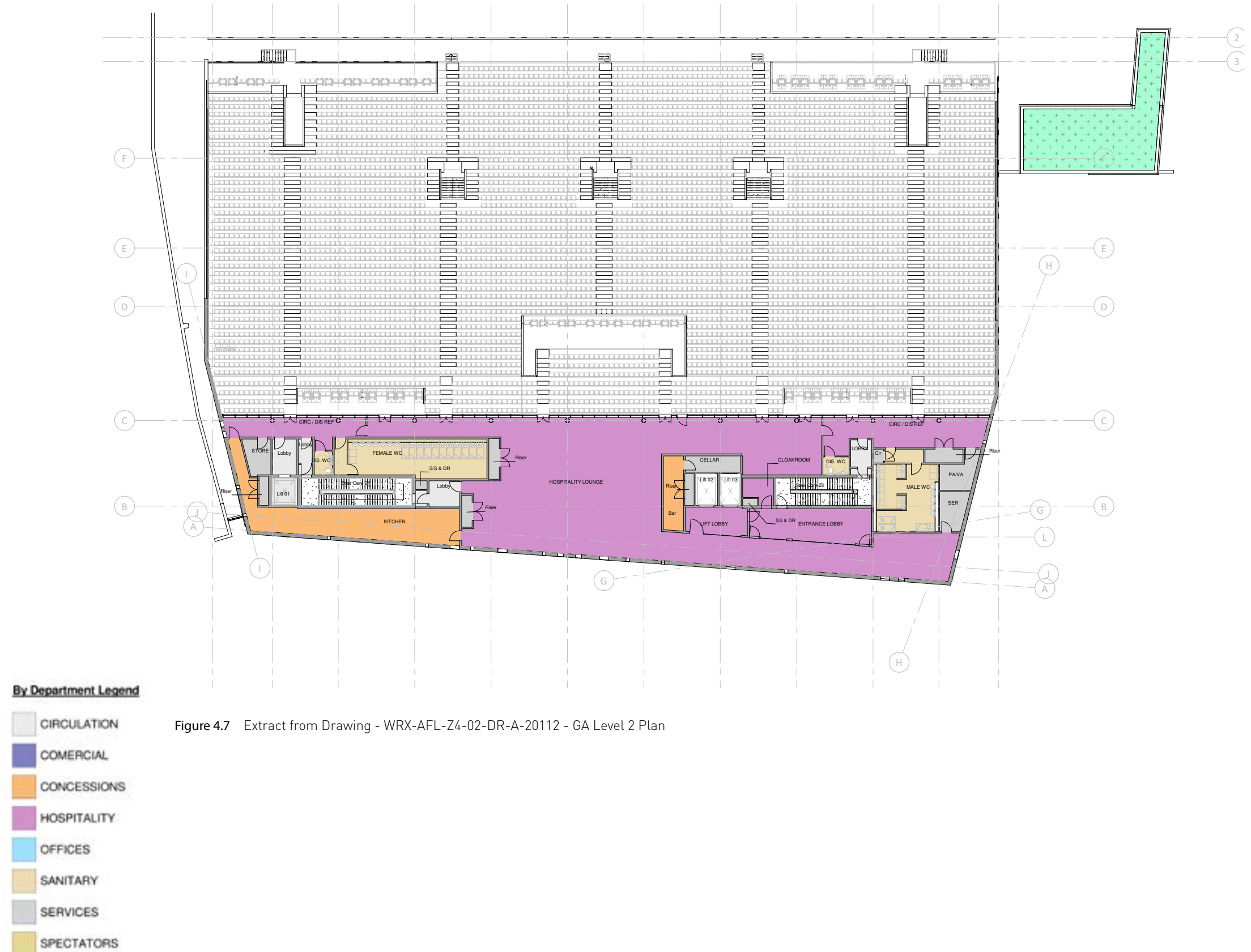


Figure 4.7 Extract from Drawing - WRX-AFL-Z4-02-DR-A-20112 - GA Level 2 Plan

4.8 Roof Plan

The roof plan opposite consists of a large aluminium finish sheet over the seating terrace below.

Two triangular portions of the roof slope down at each side to help reduce the mass.

The seating terrace roof slopes back onto the roof above the hospitality lounge, which will comprise of part green roofing and plant space.

The roof also acts as a blue roof below, in alignment with ecology requirements.

Access to the roof is via two roof hatches over each stairway: Each stairway also has an automatic opening vent and smoke shafts in alignment with the fire strategy.

An access walkway links the two access hatches, enabling access to the plant as well as maintenance of drainage outlets.

The structure rises above the roof, with columns and steel supports tied into the roof beams above the seating terrace.

These columns also tie back into the main structure of the stand below.

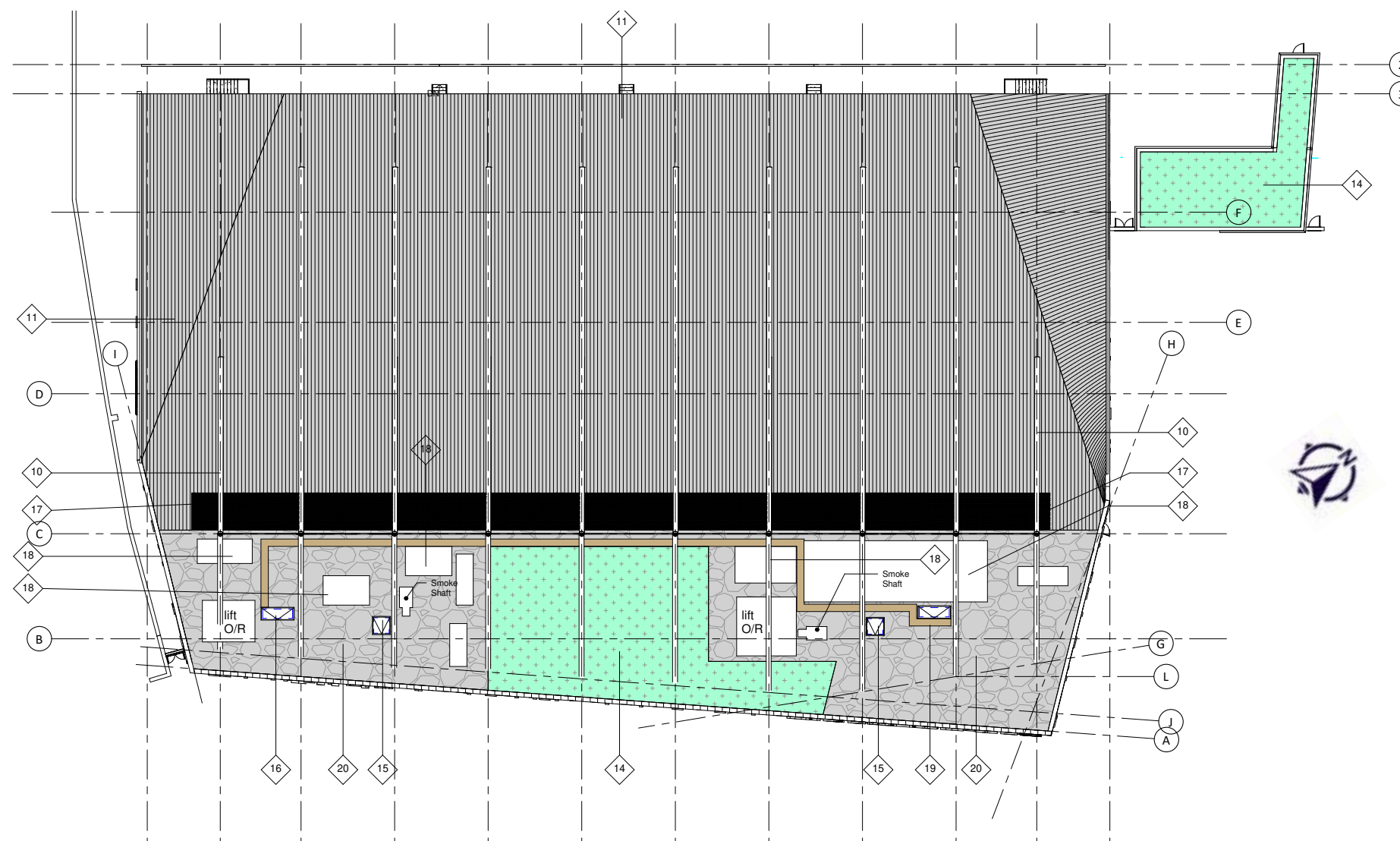
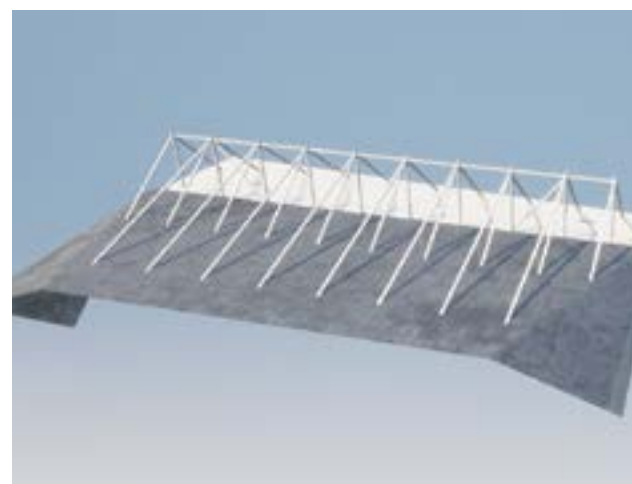
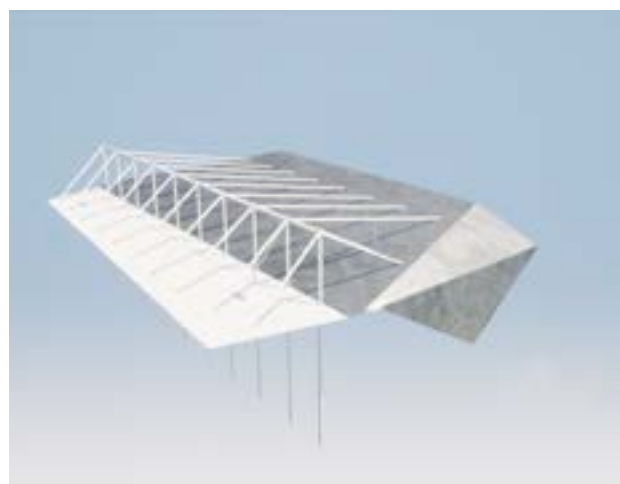


Figure 4.8 Extract from Drawing - WRX-AFL-Z4-ZZ-DR-A-20135 Proposed Roof Plan & 3D Views of roof form



EXTERNAL MATERIALS KEYNOTE

10. Painted structural steel (White)
11. Aluminium roof sheet
12. Indicative signage (to separate application)
13. Red polycarbonate sheet
14. Green roof
15. Head of Stair AOV
16. Access hatch
15. Head of Stair AOV
16. Access Hatch
17. PV Panels
18. Rooftop Plant
19. Metal Louvre - Col Dark grey
20. Blue roof with gravel finish

4.9 Proposed Section

The section opposite is taken centrally through the seating terrace, and shows the rows of seats required to achieve the 5,500 capacity.

This also shows the accessible platform that ties into Level 1 and its associated office space.

On the ground level this creates a double height space in the concourse exhibition area, enabling a greater number of exhibition uses and increasing the potential uses of the space.

The mass and the form of the stand is driven by the capacity and terrace, plus the hospitality situated on Level 2.

This in turn creates the footprint and height of the stand.

From this section the roof structure rises above and suspends the large roof over the seating area.

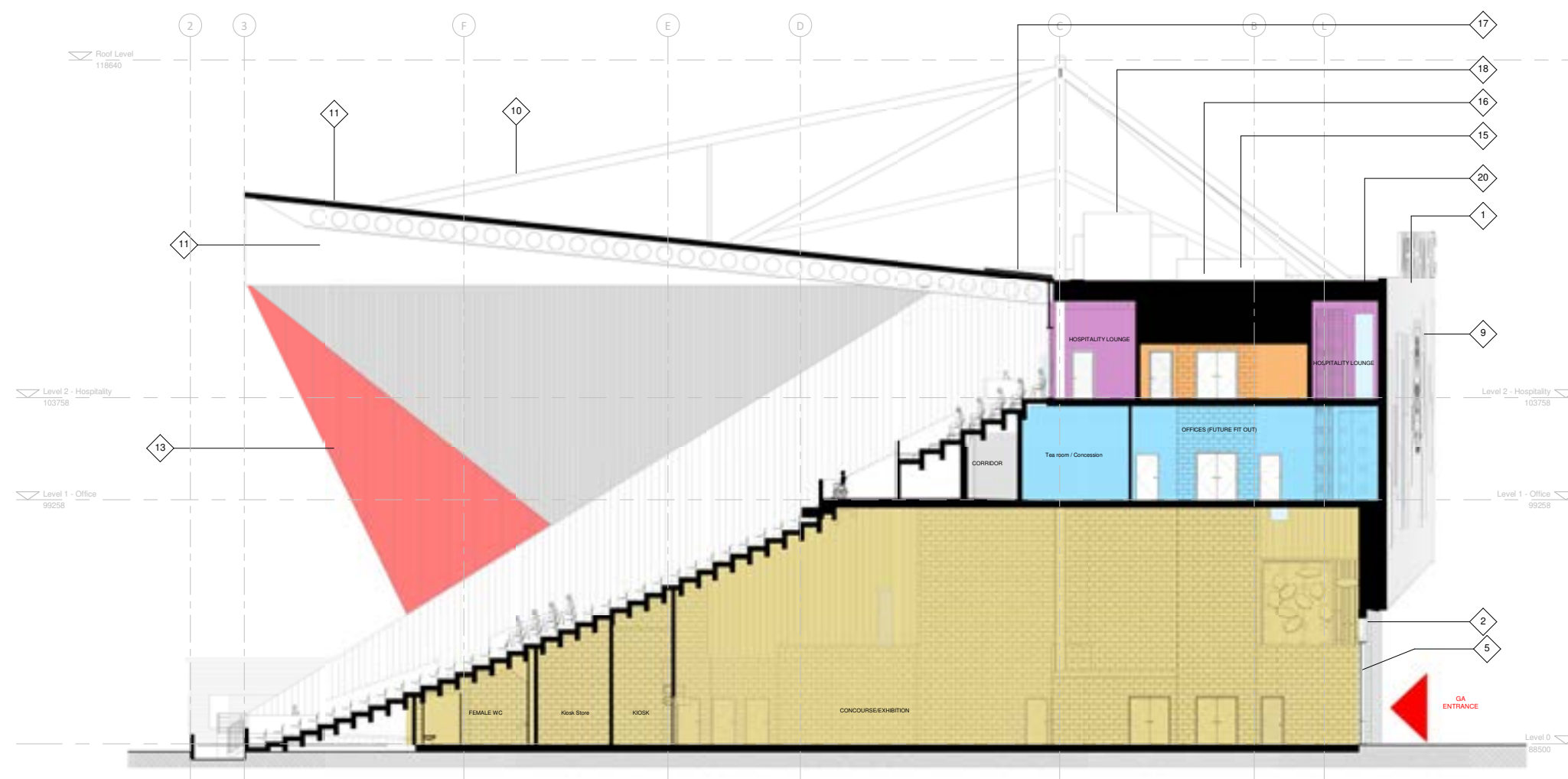


Figure 4.9 Extract from Drawing - WRX-AFL-Z4-ZZ-DR-A-20130 - GA Section





4.10 East Elevation

The east elevation (illustrated below - Figure 4.10) shows the elevation facing Crispin Lane and, in turn, the elevation that faces the public realm.

A red brick plinth rises from south to north, housing the service and GA access points: This then opens up to a fully glazed wall which encloses the hospitality entrance and club shop.

Above the brick plinth the coal like form floats above and cantilevers out to provide some weather protection below.

Slot windows (with dark tinted glass), and 3D textured cladding further reflect the coal concept. The form cantilevers over the glazing to the hospitality entrance and club shop, before the glazing steps back.

Indicative signage, which will be to a separate application, has been placed on the right hand side.

The roof structure supports sit above and away from the edge, to support the roof over the terrace beyond.



EXTERNAL MATERIALS KEYNOTE

1. Metal cladding consisting of metal cassettes with differing thickness to give coal like effect finished in dark grey
2. Local red brick
3. Curtain wall with clear glass panels and integral doors
4. Roller shutter in same colour as cladding (dark grey)
5. Metal door in same colour as cladding (dark grey)
6. Metal louvre in same colour as cladding (dark grey)
7. Existing rendered boundary wall
8. Metal louvred door in same colour as cladding (dark grey)
9. Dark grey tinted glazing and spandrel panels
10. Painted structural steel (White)
11. Aluminium roof sheet
12. Indicative signage (to separate application)

Figure 4.10 Above - 3D View of East Elevation. Below - Extract from Drawing -WRX-AFL-Z4-ZZ-DR-A-20200 GA Elevations showing the East Elevation.



4.11 Pitch Side/West Elevation

The pitch side elevation (illustrated below) encloses the seating terrace.

The roof plane is folded down at each end to reduce the massing of the stand and help reduce wind loads on the gable ends: This also provides a dynamic roof form.

The roof structure rises above, but is set far back with only selected views of the structure above.



Figure 4.11 Above - 3D View of Pitch side Elevation. Below - Extract from Drawing -WRX-AFL-Z4-ZZ-DR-A-20200 GA Elevations showing the Pitch side Elevation.

EXTERNAL MATERIALS KEYNOTE

1. Metal cladding consisting of metal cassettes with differing thickness to give coal like effect finished in dark grey
2. Local red brick
3. Curtain wall with clear glass panels and integral doors
4. Roller shutter in same colour as cladding (dark grey)
5. Metal door in same colour as cladding (dark grey)
6. Metal louvre in same colour as cladding (dark grey)
7. Existing rendered boundary wall
8. Metal louvred door in same colour as cladding (dark grey)
9. Dark grey tinted glazing and spandrel panels
10. Painted structural steel (White)
11. Aluminium roof sheet
12. Indicative signage (to separate application)



4.12 North Elevation

The north elevation (illustrated below) shows how the coal-like form slopes down from the glazed corner on the lower side (and, in addition, from the eaves) to express the seating terrace behind.

A brick plinth sits below, past the glazed wall.

The roof sheet is folded down on the gable as a contrast to the dark cladded wall: Some red polycarbonate is used to allow light into the terrace and provide weather protection.

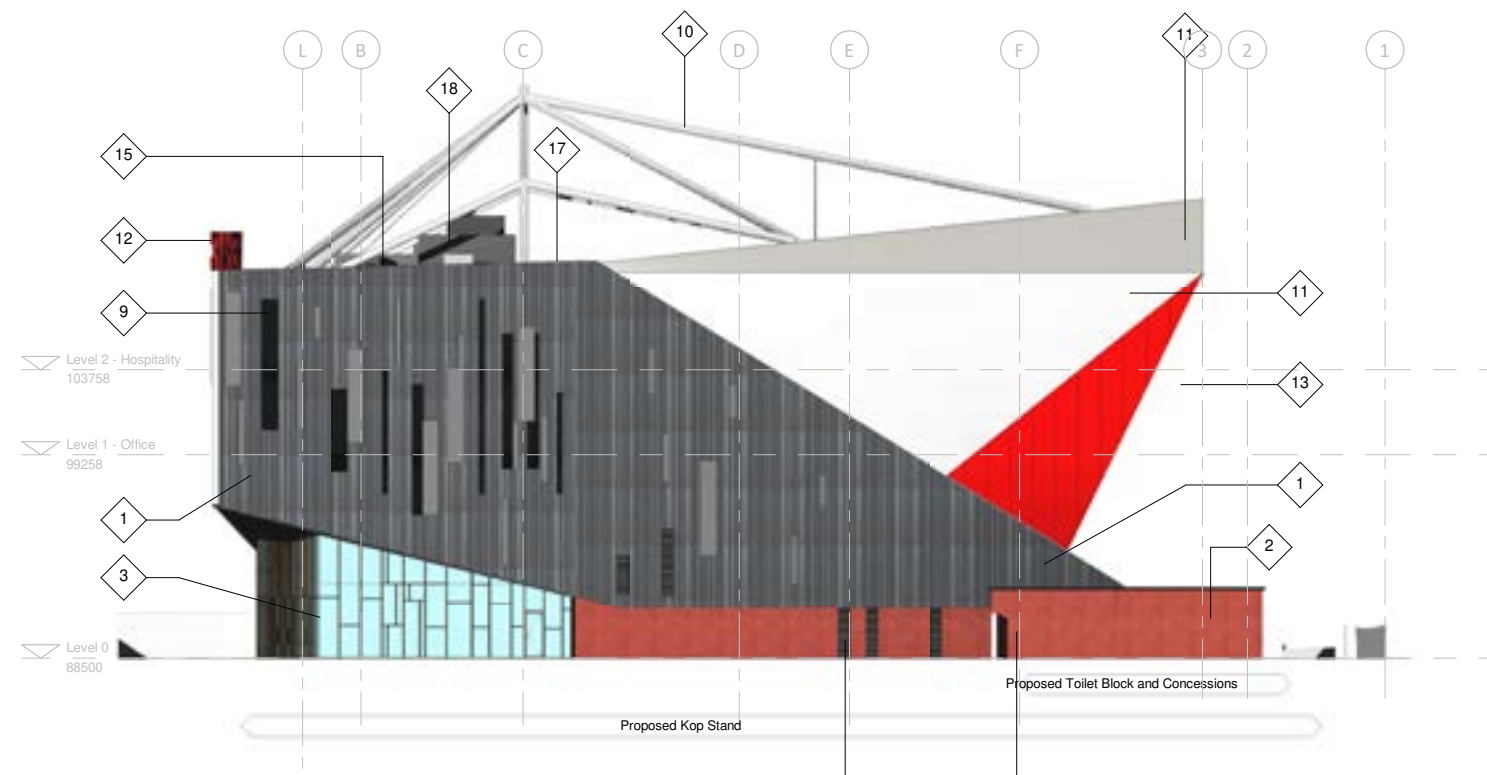
The brick toilet and concessions building, a simple brick box form to tie in with the brick plinth, also appears on this elevation.



Figure 4.12 Above - 3D View of North Elevation. Below - Extract from Drawing -WRX-AFL-Z4-ZZ-DR-A-20200 GA Elevations showing the North Elevation.

EXTERNAL MATERIALS KEYNOTE

1. Metal cladding consisting of metal cassettes with differing thickness to give coal like effect finished in dark grey
2. Local red brick
3. Curtain wall with clear glass panels and integral doors
4. Roller shutter in same colour as cladding (dark grey)
5. Metal door in same colour as cladding (dark grey)
6. Metal louvre in same colour as cladding (dark grey)
7. Existing rendered boundary wall
8. Metal louvred door in same colour as cladding (dark grey)
9. Dark grey tinted glazing and spandrel panels
10. Painted structural Steel (White)
11. Aluminium roof sheet
12. Indicative signage (to separate application)



4.13 South Elevation

The south elevation (illustrated below) faces Mold Road, and is similar to the north elevation on the pitch side, with its section of red polycarbonate, the roof sheet folding down, and the cladded line falling from eaves down to floor level.

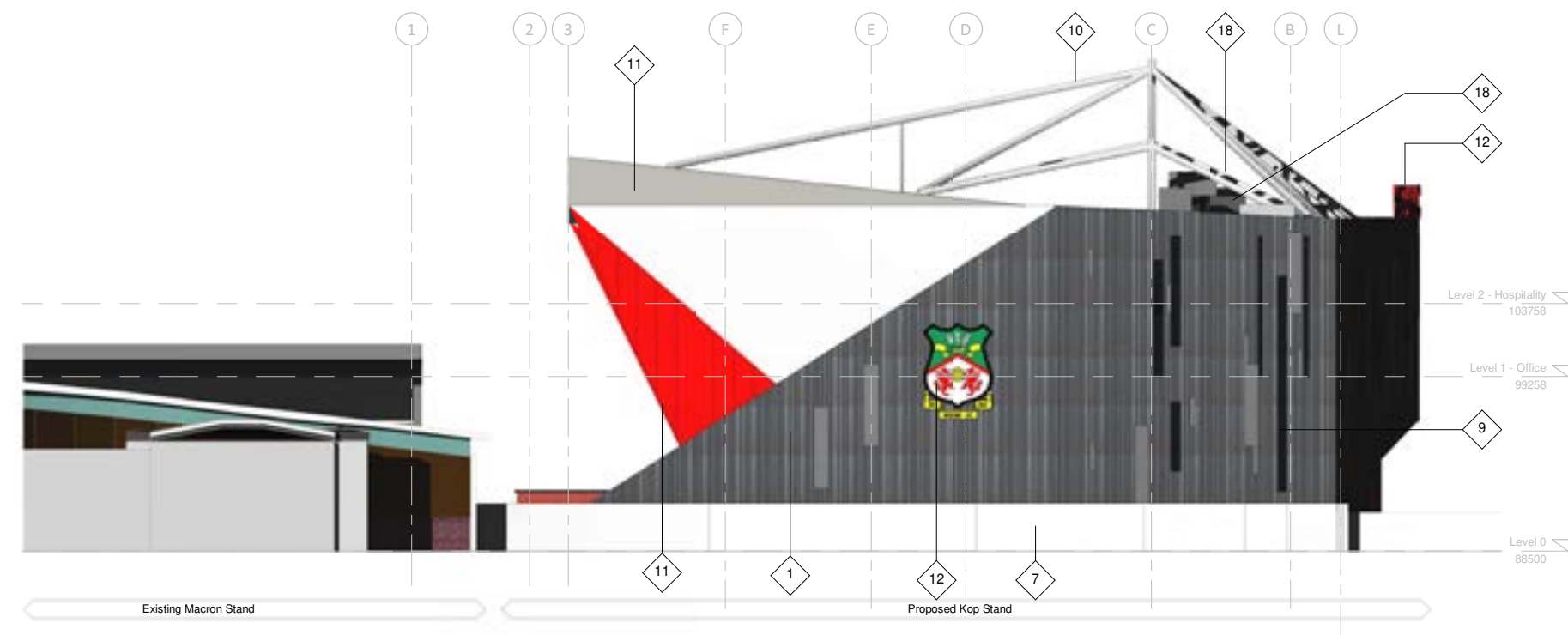
The existing boundary wall to the Turf Pub car park sits in front of the new stand disguising the red brick plinth behind.

Unlike the north elevation, there is no glazing on this side and the cladding comes down to a lower point.

Indicative club badge/signage, which will be subject to a separate application, is included in this location, due to its particular suitability for signage.



Figure 4.13 Above - 3D View of the South Elevation. Below - Extract from Drawing - WRX-AFL-Z4-ZZ-DR-A-20200 GA Elevations showing the South Elevation.



EXTERNAL MATERIALS KEYNOTE

1. Metal cladding consisting of metal cassettes with differing thickness to give coal like effect finished in dark grey
2. Local red brick
3. Curtain wall with clear glass panels and integral doors
4. Roller shutter in same colour as cladding (dark grey)
5. Metal door in same colour as cladding (dark grey)
6. Metal louvre in same colour as cladding (dark grey)
7. Existing rendered boundary wall
8. Metal louvered door in same colour as cladding (dark grey)
9. Dark grey tinted glazing and spandrel panels
10. Painted structural steel (White)
11. Aluminium roof sheet
12. Indicative signage (subject to separate application)

4.14 North East Corner Approach and Entrance

The North East corner is a key part of the design, as the large monolithic form rises and cantilevers over the hospitality entrance.

This dramatic form (and the public realm situated in front) give a clear sense of entrance and arrival.

The cantilevered corner also gives weather protection to the entrance points below.

This entrance will also be lit in the winter, to further enhance the sense of entrance and arrival.



Figure 4.14 3D Views of the North-East corner.



4.15 South East Approach

The majority of approaches to the stadium will be made from the south, with most visitors arriving from Mold Road, before walking up to Crispin Lane.

The roller shutters situated in the brick plinth will open on matchdays to provide a clear access point for GA spectators, and the metal doors will open at the end of games for egress onto the public realm.

The simple form rises up to the north, floating over the club shop and hospitality entrance.

A series of slot windows (with tinted glass) overlook the public realm.

The simple form and public realm create a focal point and architectural statement.



Figure 4.15 3D View of the South-East approach area



4.16 Materials and Concept

When looking at the coal and mining concept it became clear that the form and detail can be expressed in a way to provide architectural interest in a simple form.

Some buildings that were examined as precedent images during the design process are illustrated opposite.

The cladding detail and windows were an important part to express architecturally, as well as the overall form of the stand

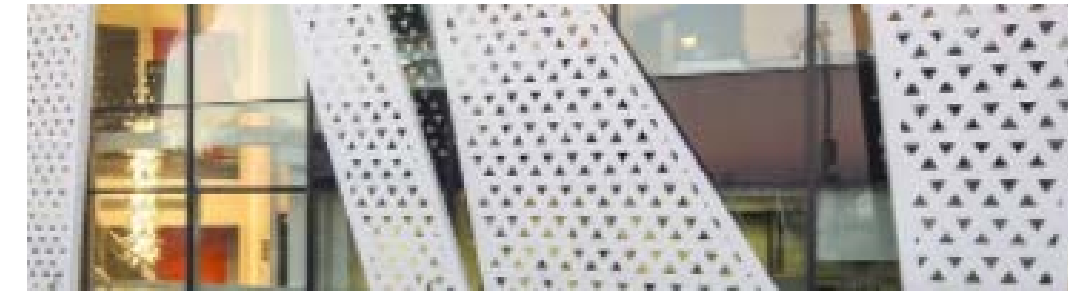
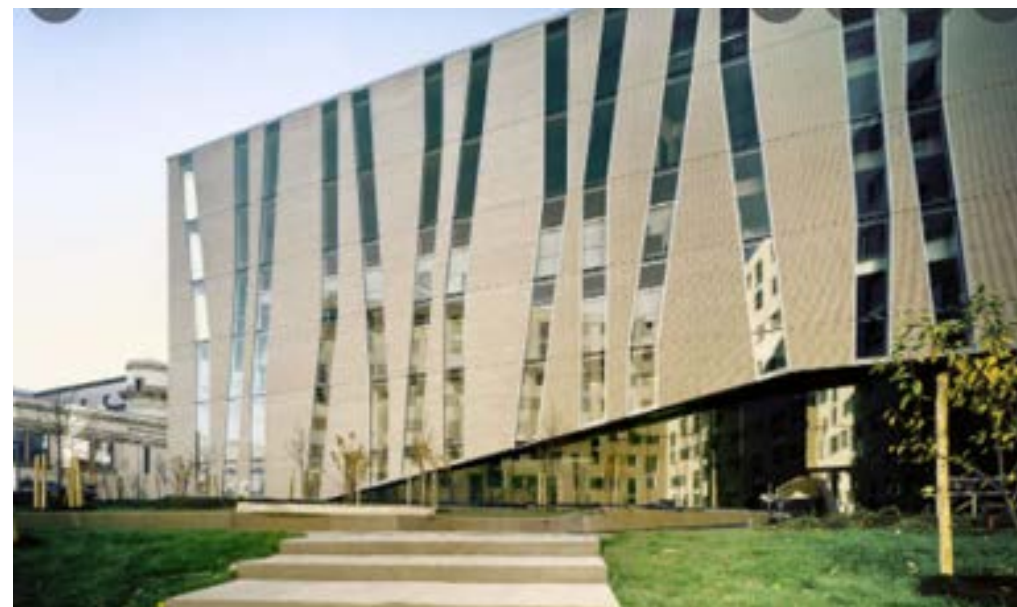


Figure 4.16 Precedent images used to influence the form, detail and cladding



4.17 Materials

Brickwork

At ground level a brickwork plinth was selected to tie into the local context as well as provide a robust finish at ground level.

Cladding & windows

A dark grey rain-screen cladding was selected to reflect the mining history and coal textures.

Some of the panels will protrude 100-200mm out to create a 3D texture.

This detail will give a textured appearance to the very simple form with vertical panels ranging in width to give an interesting texture - Some examples of this are illustrated at left.

Within this dark grey form vertical dark tinted windows in varying widths and heights will continue the coal texture concept as well as providing light in and views out.

Polycarbonate

Red polycarbonate is used on the gable ends along with the roof sheet to express the Wrexham AFC colours, as well as letting light into the seating terrace.

Glazing

Full height curtain walling is used to the hospitality entrance and club shop as a clear entrance point.

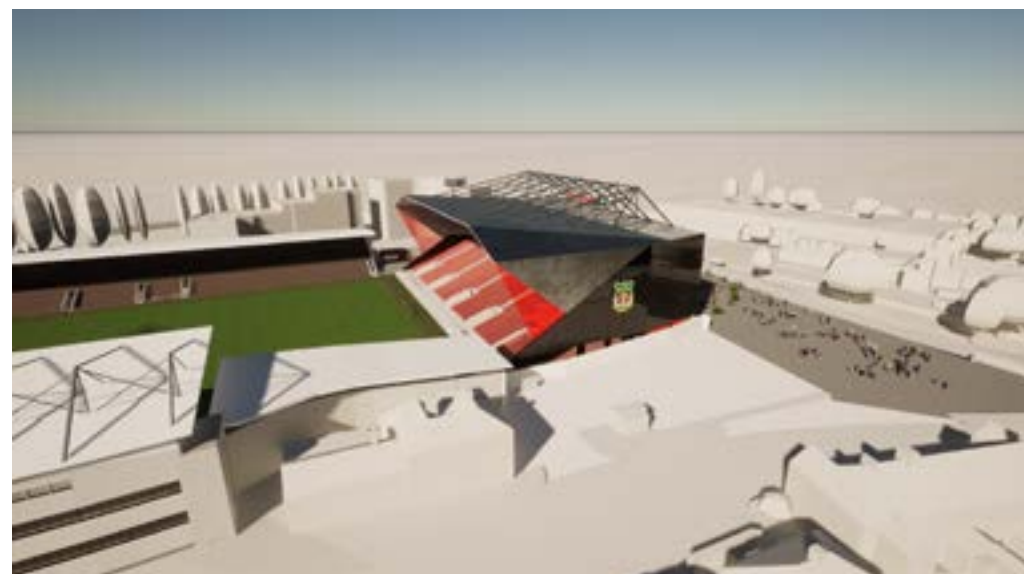
Roof Sheet

An aluminium roof sheet is used over the main roof, which folds down at each end to provide weather protection to the seats beyond.

This light material contrasts the dark cladded material below.



Figure 4.17 Precedent Images of coal face and cladding to represent this concept, precedent of red polycarbonate and 3D image of new stand for reference



4.18 Wheelchair Spaces

The stadium has been designed to provide sufficient wheelchair user and companion spaces in accordance with the Green Guide to Stadium Design.

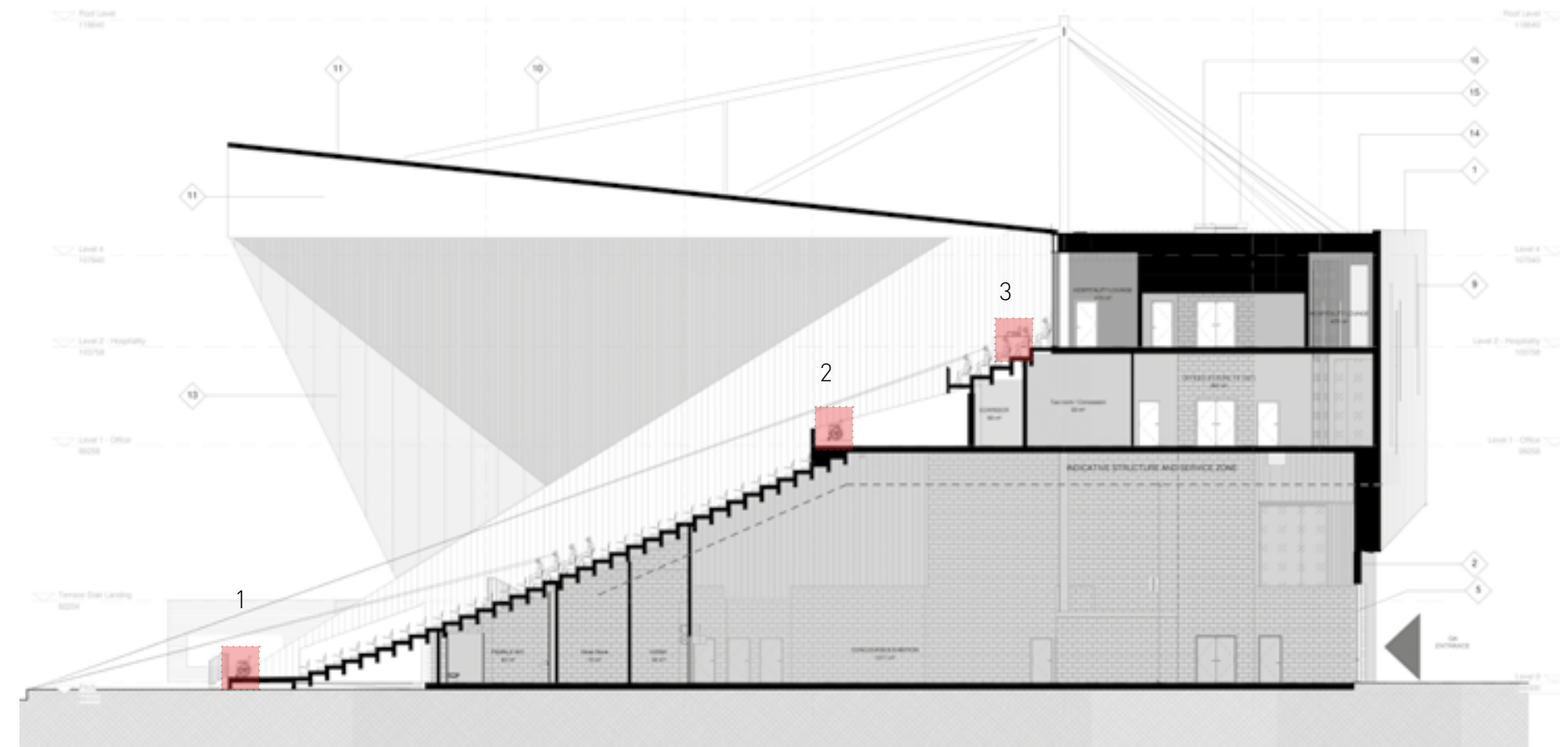
Each stand has a mixture of wheelchair spaces on offer.

The use of super risers ensures all spectators using a wheelchair have an unobstructed view, even if the person in front is standing.

The stand has been designed to provide elevated accessible viewing platforms at all levels.

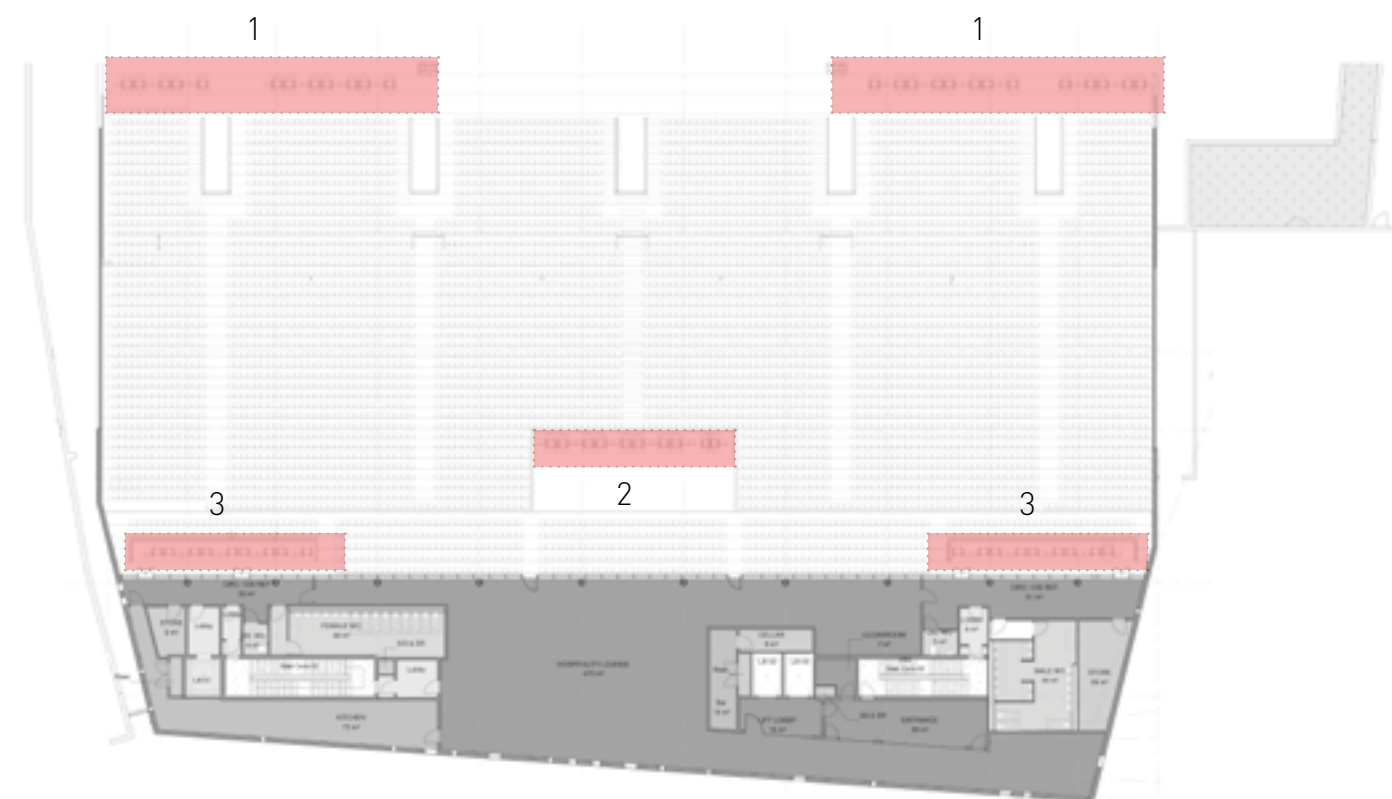
The pitch side platforms are situated to each side of the stand and are 1m above the pitch level.

The platform at level 1 is accessed via lift from the hospitality entrance and gives elevated central positions.



1. Viewing Platform at Level 0
2. Viewing Platform at Level 1
3. Viewing Platform at Level 2

Figure 4.18 Plan and Section Highlighting the location of the elevated Accessible Platforms





4.19 Accessibility

Please refer to the transport plan by Ramboll for further details on transport and servicing of the stadium.

Vehicular & transport links

The site is located very close to the Wrexham Central Station to the south which will help encourage public transport use. Please refer to the transport statement for more details.

Car Parking

There is no additional car parking in these proposals. Service and fire fighter access will be provided via the public realm.

Access routes to and around the building

The route to all building entrances is accessible throughout with drop kerbs provided as required. All external access routes are in excess of 1800mm.

Gradients on external access routes are no steeper than 1:21. The detailed design of these has not yet been carried out, but the intention is to include resting/passing places along the routes. Handrails to external steps will be set out in accordance with BS 8300.

Inclusive access within the stadium

The following provides a specific written commentary on how the design of the stadium meets the requirements of BS 8300, and incorporates advice given in Accessible Stadia (2nd edition).

Terrace designs are based on the advice given within the Guide to Safety at Sports Grounds (sixth edition).

It should be noted that the general operation of a stadium involves job functions (such as stewarding, ground maintenance, food preparation etc) that can generally and reasonably only be expected to be undertaken by an able bodied person.

Entering the Stadium

All entrances to the stadium are level with a nominal threshold, doors throughout will be in accordance with BS8300.

Disabled spectators are assisted by stewards from entry to the stadium to concourses.

Entrance lobbies are designed in accordance with BS8300.

Access from the main disabled entrance to the relevant concourse is either via level access or lifts, which are stewarded on match days.

Disabled access will be separate from (but adjacent to) the general admission turnstiles.

Access from concourse to disabled spectator platforms is through shared vomitories on the lower tier, and by lift to the upper levels.

Vertical circulation

Internal steps and stairs are designed in accordance with the Guide to Safety at Sports Grounds and comply with requirements for assembly buildings.

Internal ramps are designed with handrails in accordance with BS8300.

Surfaces and communication aids

All finishes, fitting, equipment including signage and lighting will be designed in accordance with the latest guidance.

Hearing enhancement systems will be provided at the reception desk and the disabled spectator platforms.

Facilities

All counters (including the main reception desk, ticket office, catering kiosks and bars) will incorporate a low level section, have adequate manoeuvring space, and will be located to be easily identifiable.

Toilet accommodation includes unisex accessible WCs in accordance with Fig 51 of BS 8300, to a minimum of one per 15 persons, which are located so that a user does not have to travel more than 40m from the viewing area.

Each block of toilet accommodation includes a minimum of one accessible WC compartment and one accessible urinal for ambulant disabled users.

'Changing places' accessible toilets are provided within the general admission concourses.

Each area of wheelchair seating is provided with these facilities allowing for flexibility of use: For instance, if a stand were not to be opened for a match, matching facilities are provided in the adjacent stand.

Viewing areas

An over-provision of wheelchair accessible spaces are provided at various locations throughout the stand, with the number exceeding the guidance within Accessible Stadia. Each wheelchair position has a companion seat at the side. As well as this in the seating terrace easy access and ambulant spaces will be positioned in suitable locations.

The design of the stadium incorporates flexibility to construct permanent wheelchair spectators and provide additional spaces as demand increases.

A wheelchair accessible WC will be provided within 40m of each disabled platform, with a ratio of one per 15 spectators as per guidance within Accessible Stadia.

Kiosks will be included to all larger disabled platforms, with smaller platforms having access to main concourse kiosks.

4.20 Public Realm

In front of the new stand is a public realm which is reduced on the south side.

A temporary hoarding will be in place to enclose this side of the site.

The public realm extends onto Crispin Lane, where the back of the pavement is enclosed by raised planters which provide a vehicle barrier and act as rain gardens.

Bollards that drop to allow service and fire access are situated between these planters; additional bollards are fixed in other locations.

The coal textures will be mirrored with contrasting strips in the landscape and formed textures on the raised planters.

A mine wheel will be raised on columns and displayed in the public realm, which will be subject to additional details as part of a post-permission condition.

The details of the hard landscape will be developed and co-ordinated along with the gateway proposals at a later date.

Cultural Heritage Feature

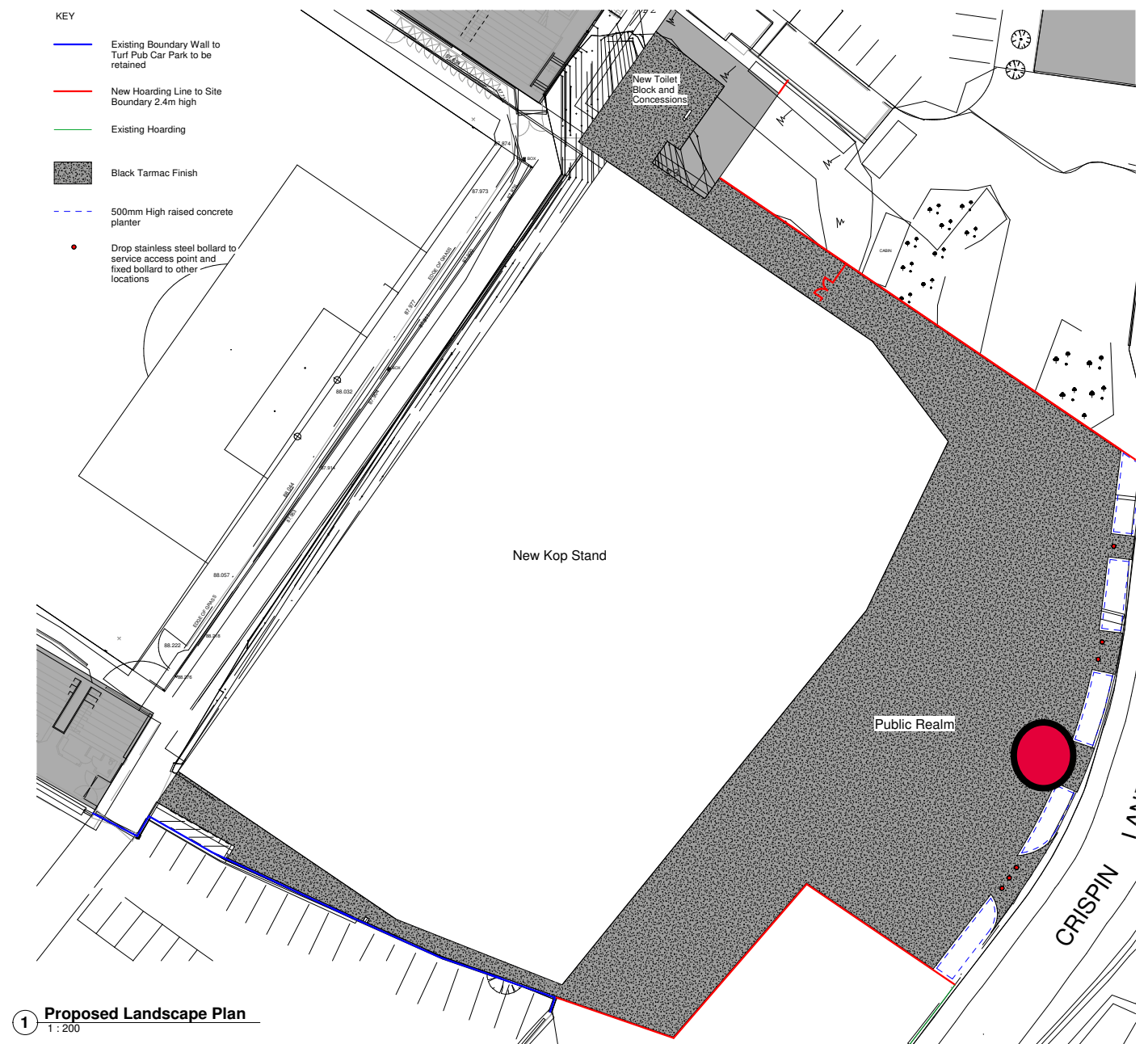


Figure 4.19 Extract from Drawing - WRX-AFL-Z4-ZZ-DR-A-00210 - Proposed Landscape Plan & 3D Images of Public Realm



4.21 Overshadowing on adjacent buildings

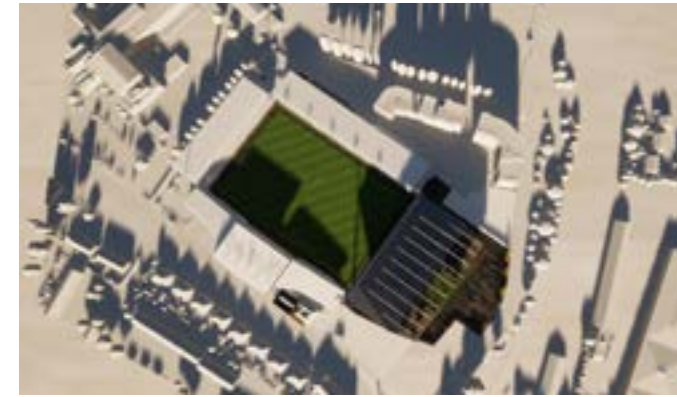
The images opposite are taken from different times of the day at different times of the year.

At 9am and 1pm the new stand has no effect on the surrounding buildings in terms of overshadowing.

It is only in the winter months that the new stand has a minor impact on the student residential buildings to the north.



December 9am



December 1pm



December 4pm



March 9am



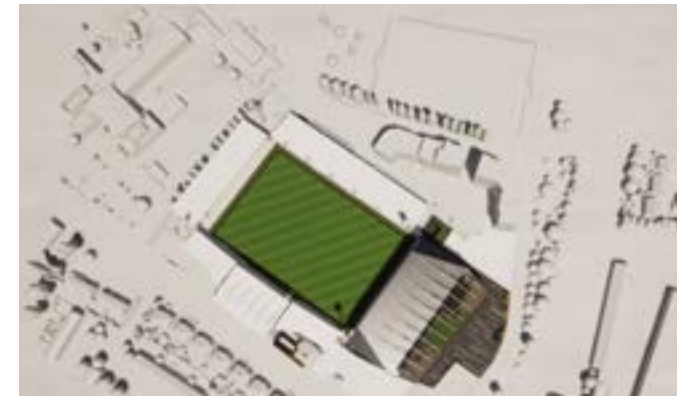
March 1pm



March 5pm



June 9am



June 1pm



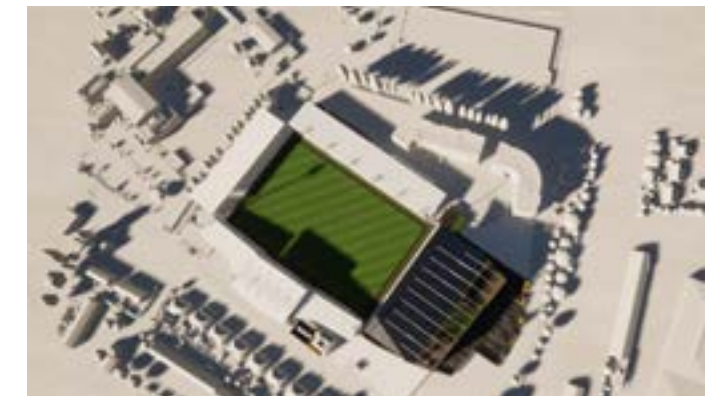
June 5pm



September 9am



September 1pm



September 5pm

Figure 4.20 Images taken at different times of the day and year to assess impact of stadium on adjacent Developments



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5. Conclusion



5 Conclusion

This Design and Access Statement provides full design details and the rationale behind the proposed new Kop Stand at Wrexham AFC.

We believe these proposals provide a new key building and focal point in Wrexham, by delivering an exciting architectural design that carefully considers accessibility and sustainability, and leverages the city's excellent transport links.

These proposals are a big part of securing UEFA category football at Wrexham AFC, and, in turn, bringing international football back to North Wales.

The Kop development is a transformational scheme for Wrexham AFC, the Wrexham Gateway initiative, the city and the region.

The Kop development provides increased capacity, hospitality, and exhibition space whilst drawing design inspiration from the area's history.

The Kop development has been very carefully considered to accommodate the club's brief, the site's characteristics and technical requirements, and respecting future adjoining development opportunities.





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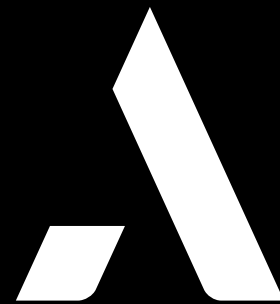
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