

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: MM/P/2022/0725 **Your Ref:** MP/P/2022/0725

Date: 14 September 2022

TOWN AND COUNTRY PLANNING ACT 1990

DATBLYGU'R KOP AR GYFER 5,500 O SEDDI I WYLOWYR, 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
THE RACECOURSE MOLD ROAD WREXHAM

Grid Ref: E 332779.19 N 350947.35

Further to your email / consultation dated 16/08/22 in respect of the above, I comment as follows:-

I have reviewed the Transport Assessment, MDAS example document and Travel Plan for the KOP and associated additional developments.

The proposal is for a 5500 spectator stand (replacement and extension by 500 seats), 500 hospitality area (expansion from 300 to 500) and a small exhibition space (new for 600 people).

Usage: The stand and hospitality area would be used on match days (regularly mid-week evenings and weekends) while the exhibition space is for use on non-match days, but would have an ad-hoc usage.

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.

Trip rates, mode choice and distribution have been determined from existing usage and a review of similar sites. This is sound and although Consultants will differ on the detail the approach is acceptable and well evidenced. The majority of the car base traffic will use the A483 to access/egress the site which is reasonable.

Parking may be an issue as it assumes that the current advertised event parking options at the University will remain. The TA confirms there is sufficient parking currently and in the future even when taking account of the University Expansion Plans and the reduction in parking that will have, but this assumes that the level of excess parking provision in Wrexham remains unchanged and that there are no other events coinciding with match times.

TA Conclusion: Broadly speaking it concludes that the junctions impacted by the proposed improvements are already at capacity and with committed developments this would be exacerbated. This effectively allows the developer to state that the existing and future congestion issues in

Wrexham are not the fault of their proposal and therefore that there is no mitigation required by them.

Mitigation and Highway Changes: No significant mitigation is proposed, although there is a comment that events at the exhibition centre could be timed to avoid the prevailing highway peak hours. Similarly, the match day visitors will be encouraged to park in carparks across the city and walk to the venue where necessary. A Match Day Access Strategy has been suggested by the Developer that would be seen as a dynamic document to be altered as knowledge from events is gained - this is a common way of delivering a good high quality event management plan. A currently closed up pedestrian access in Crispin Lane will be opened up.

Comments on the TA assessment: I would support this general hypothesis that there is little that the developer has to provide in mitigation and very little WCBC highways can push for. At any appeal I would advise the Planning Inspectors would be most likely to find in favour of the developer if WCBC Highways recommended refusal. It should be noted that the stand is a replacement for a defunct one and it would be a reasonable argument that if kept to the same footprint that it has extant planning in place already and the hospitality area appears to just cover the additional spectators as it will not be open to the public. The exhibition space is new and this could be challenged on its need and impact, but it is small and I would advise it may be pragmatic to accept it and restrict its use (times and frequency) through carefully worded conditions.

Recommended conditions and actions:

- Condition: Match Day Access Strategy example – to extend to all events on every occasion
- Condition: Ban/restrict on-street parking near to the KOP to ensure residents are not inconvenienced – either permanently or on match day only.
- Condition: Travel Plan must be implemented and kept up to date
- Condition: Letters of agreement with University that Plas Coch Campus parking arrangements will continue and also with car park operators in Wrexham

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to be 'R. Owen' or similar, written in a cursive style.

Chief Officer, Environment & Technical