

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/AC/P/P/2025/0594	Your Ref:	P/2025/0594
Date:	15/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

**PROPOSAL: GOSOD SEDDI YCHWANEGOL I GYNYDDU CAPASITI STAND Y KOP I 7,750 /
INSTALLATION OF ADDITIONAL SEATING TO INCREASE KOP STAND CAPACITY UP TO
7,750**

LOCATION: THE RACECOURSE, MOLD ROAD, WREXHAM, LL11 2AH

In reference to your consultation / email dated 04/08/2025 in respect of the above.

The Local Highway Authority (LHA) have reviewed the submitted Transport Assessment in considering the impact of this application from a highway perspective.

The Transport Assessment supports a planning application for Wrexham AFC's Kop Stand expansion. The proposal seeks to increase the permitted spectator capacity from 5,500 to 7,750, an increase of 2,250. This will raise the total stadium capacity to 17,750. This review is based on assessing the primary transport impact of the additional 2,250 spectators

Transport Assessment Scope

The TA scope includes updated baseline conditions, accident data, supporter travel surveys, and policy reviews. It also covers matchday access, car parking supply and demand, and proposed mitigation strategies.

Baseline Conditions

The report outlines the existing transport infrastructure and access arrangements. The highway network remains largely unchanged since the 2023 assessment, with Mold Road and the A483 continuing to serve as key routes to and from the stadium. The stadium is well-served by public transport. Wrexham General Station is just 300 metres away which is accessed via the existing footways on Mold Road, and several bus routes operate nearby.

On-site parking is limited to 38 spaces, with 15 reserved for VIPs on matchdays. The Transport Assessment (TA) submitted with the application, identifies a number of off-site car parks available for use, including 568 spaces at Wrexham University adjacent to the site and over a dozen public car parks in the city centre.

The applicant appears to have included all town centre car parks, including some privately owned / operated within their assessment of the available capacity with the city centre. This is despite the TA stating that many of these have restrictions on duration of stay, or are not available for match day traffic. **The applicant should clarify which car parks have been included in their assessment**

of the existing car parking capacity, clearly differentiating between public and private and identifying where restrictions apply.

The applicant has assessed collision data from the latest five-year period which has been extracted from CrashMap. The analysis covers key junctions and corridors around the stadium, including Mold Road roundabout and Crispin Lane. A total of 20 incidents were recorded, including 5 serious and 2 fatal collisions.

Non-Matchday Assessment

The LHA agree with the applicants view that the changes to the permitted scheme will not materially impact on any of the non-matchday functions at the site. Therefore the LHA agree that no assessment is required of this time period.

Match Day Access - Traffic Impact Assessment

The TA identifies an additional 535 one-way car trips will result from the proposals during match-day operations. This represents a substantial uplift in traffic volumes, particularly on local distributor roads and residential streets. Whilst it is recognised that the impact of this traffic on the operational performance of the network in capacity terms will be short lived and temporary, this level of additional vehicular traffic is likely to impact on existing on and off-street parking provision within the city centre.

Car Parking Supply and Demand Review Analysis

Section 8 of the TA evaluates the impact of the proposed increase in stadium capacity. It provides an assessment of off-street car parking demand and capacity in Wrexham City Centre. Analysis is based on surveys conducted on Saturday 26 April 2025, coinciding with a home match against Charlton Athletic (17:30 kick-off). The survey covered 16 off-street car parks, tracking vehicle occupancy from 09:00 throughout the day. At peak (17:30), 1,272 vehicles were recorded across the surveyed car parks, against a total off-street capacity of 2,973 spaces.

To assess the impact of the proposed increase in stadium capacity, the report models additional parking demand from 2,726 spectators (the difference between observed attendance and the permitted capacity of 15,550). Using a mode split derived from 2025 travel surveys and an assumed vehicle occupancy of 2.4 persons per car, the report estimates 648 additional vehicles for the consented capacity and 535 additional for the proposed increase. This brings the total projected demand to 2,455 vehicles which is below the suggested theoretical available car park capacity (notwithstanding concerns over the accuracy of this suggested capacity).

The report concludes that the city centre has sufficient off-street parking to accommodate the proposed increase in spectators. It recommends implementing measures to distribute parking demand more evenly and to encourage a shift away from car-based travel, such as promoting active travel and public transport. The TA states that these measures are to be integrated into the updated Travel Plan and Match Day Access Strategy. No specific details are provided in the TA to identify measures and strategies in this regard but it is difficult to see how spectator travel could be effectively managed when so much on-street parking is available around the stadium.

The methodologically used in the assessment is generally sound, using recent and relevant data to support its conclusions. However, there are significant limitations to the assessment which need to be reviewed. The surveys upon which this assessment is based were collected for a match with a 17:30 kick-off time. This is not considered a robust time-period as there would have been limited overlap / interface with the wider retail / leisure activities in the city centre as this kick-off time does not coincide with the likely peak shopping periods and the resulting competing parking demand from those uses. The survey therefore may overestimate the spare capacity within the car parks for a Saturday match that starts at the more conventional 15:00 (or earlier).

The analysis assumes that spectators are willing to walk more than 15 minutes from car parks to the stadium, which may not hold true for all users, especially given the level of existing on-street parking provision. It also does not fully explore the potential for future reductions in parking capacity or the impact of overlapping events (e.g., university open days or city centre festivals). Many of the car parks included are private and are not in the control of the applicant and therefore cannot be

considered as available. An example of this is the applicant's own acknowledgment of the reduction in spaces at the university campus car park from 947 spaces to 568 spaces.

Moreover, while the data is granular and tracks vehicle count by type and capacity in each car park. The assessment considers the car parking capacity available at an aggregated level and has not, for example, provided an assessment of individual car parks or provided details like length of stay etc.

The applicant has not provided an assessment of the existing or future on-street parking demand within the vicinity of the stadium. The LHA view that this is a crucial piece of analysis and assessment. This is especially pertinent since a large number of roads within the 800m (10 minute walk) of the stadium have no parking restrictions in force and therefore it is highly probable that a large proportion of the additional 535 vehicles will seek to park on-street using locations that are closer to the stadium than formal car parks and which have no restriction or charge .

Given the concerns highlighted, the applicant is required to provide further detail and car parking assessments as follows:

- Data collection during mid-afternoon kick-off times, which typically generate higher traffic volumes and overlap with general weekend activity. The surveys conducted at 5:30pm are not considered to adequately represent peak conditions.
- Comprehensive on-street parking surveys. These must include coverage of all streets within an 800m radius of the stadium. A scope of the survey must be provided to and agreed with the LHA prior to undertaking the surveys.
- Updated off-street car parking surveys to be undertaken during the peak period (see above). Is it recommended that the scope of these be provided to the LHA prior to undertaking the surveys. The scope of the survey must be provided to and agreed with the LHA prior to undertaking the surveys.
- Analysis of the car parking survey results should be disaggregated by location and car park.

Cycle Parking Provision

The TA does not provide details of any new cycle parking provision provided as part of the proposals. As set out in the TA, the proposals will generate an additional 34 'cycle / m'cycle or other trips'. The applicant must provide appropriate cycle parking facilities which should be secure and located as close to the stadium as possible. The monitoring and maintenance of this parking should be included as part of the Travel Plan (which will be required by condition).

Mitigation Measures

Given the importance of a comprehensive understanding of the existing situation regarding on street and off-street parking, the LHA cannot comment on potential mitigation options until further information has been provided.

Summary

The Local Highway Authority (LHA) has reviewed the submitted Transport Assessment (TA). The proposals are to increase the Kop Stand capacity from 5,500 to 7,750 seats, raising the overall stadium capacity to 17,750 seats. The review has been based on assessing the primary transport impact of the additional 2,250 spectators

Having reviewed the information provided, it is considered that the information submitted does not provide sufficient detail to allow the LHA to fully understand what impact the proposals will have on the transport network or to inform what mitigation measures may be required. Therefore, the following additional survey and assessments are required:

- Comprehensive on-street parking surveys within an 800m radius.
- Updated off-street parking surveys during peak periods (e.g., 3:00pm kick-offs).
- Disaggregated analysis of car park usage and capacity.
- Clarification of which car parks are included in the capacity assessment.
- Further information is required on the proposed cycle parking provision.

It is recommended that the survey scopes be provided to and agreed with the LHA for comment prior to any surveys being undertaken.

Until this additional information is provided and the adequacy of proposed mitigation measures can be understood, the LHA cannot support the applicant.

On behalf of Chief Officer, Environment & Technical

A handwritten signature in blue ink, appearing to read 'K. O'Neill', is written over a horizontal line.