BURO HAPPOLD

Wrexham AFC

Additional Capacity Application – Post Application Transport Response (WCBC Ref: P/2025/0594)

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19 March 2026

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author	**Dan Jackson**
date	**19.03.26**
approved	**Chris Mullett**
signature	
date	**19.03.26**

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Contents

1 Introduction **6**

1.1 Background 6

3 Off-Street Parking Surveys **9**

3.1 Methodology 9

4 On-street Parking Surveys **13**

4.1 Methodology 13

5 Cycle Comments **16**

6 Summary **17**

Appendix A – WCBC Response Letter

Appendix B – Survey Scope and WCBC Response

Appendix C – Parking Accumulation Tables

Appendix D – On-Street Car Parking Summary

Table of Tables

Table 3.1 Car Parks Surveyed (Wrexham v Millwall 7/02/26) **10**

Table 3.1 Car Parks Surveyed (Wrexham v Millwall 7/02/26) **11**

Table of Figures

Figure 1.1 Site Location **6**

Figure 1.2 Planning Application Boundary **7**

Figure 3.1 Off-Street Car Park Locations **9**

Figure 3.1 Off-Street Car Park Accumulation – All Surveyed Car Parks **10**

Figure 3.3 Parking Accumulation - Off-Street Car Park Locations Adjusted to WCBC Comments **12**

Figure 4.1 On-Street Parking Survey Extent **13**

Figure 4.2 On-Street Parking Stress – Zones >80% Stress @ 15:00 Kick-off Time **14**

Figure 4.3 On-Street Parking – Stress Streets and Parking Locations at 09:00 and 15:00 Kick-off Time **15**

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Glossary

Term	Definition
TA	Transport Assessment
WCBC	Wrexham County Borough Council

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1 Introduction

1.1 Background

1.1.1 Buro Happold is retained by Wrexham Association Football Club (WAFC) to provide Transport consultancy advice in support of a planning application to increase the consented capacity of the new Kop Stand at the Racecourse Ground.

1.1.2 The Racecourse Ground is located to the north-west of Wrexham city centre and is bounded to the south by Mold Road, to the east by Crispin Lane and to the north and west by Wrexham University. The Kop Stand is located on the east side of the stadium, adjacent to Crispin Lane. The site location is shown in Figure 1.1.

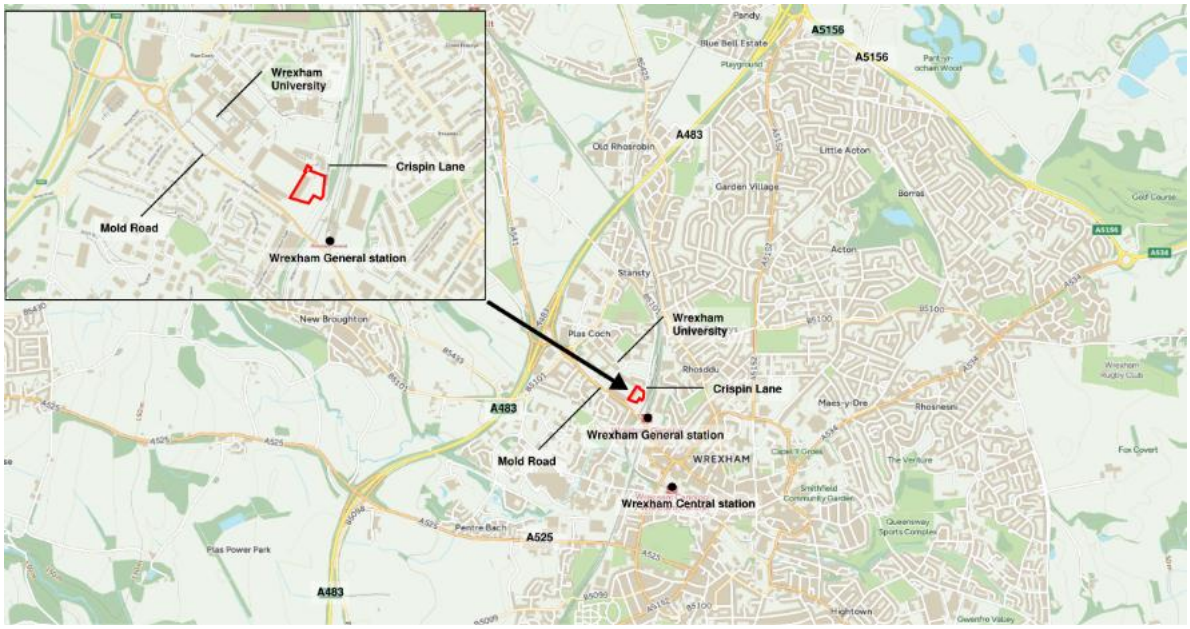


Figure 1.1 Site Location

1.1.3 In January 2023 planning permission was granted for a new Kop Stand at The Racecourse Ground by Wrexham County Borough Council (WCBC).

1.1.4 The consented development increases the capacity of the Kop Stand to 5,500 spectators and therefore the overall capacity of the stadium to approximately 15,500 for league games. It will also include provision for new hospitality space for both match and non-match days, club offices, community space and a club store.

1.1.5 Additional Capacity Planning Application

1.1.6 A Transport Assessment (TA) also by Buro Happold, was submitted with the 'additional capacity application' in July 2025 (Ref P/2025/0594) to increase the capacity of the new Kop Stand for up to 7,750 spectators – an increase of 2,250 spectators from the 2023 consented scheme. Buro Happold had sought to agree the scope of the Transport Assessment with WCBC Transport ahead of the Application submission but WCBC was unable to provide input.

1.1.7 The redline boundary for the application is shown in the following Figure.

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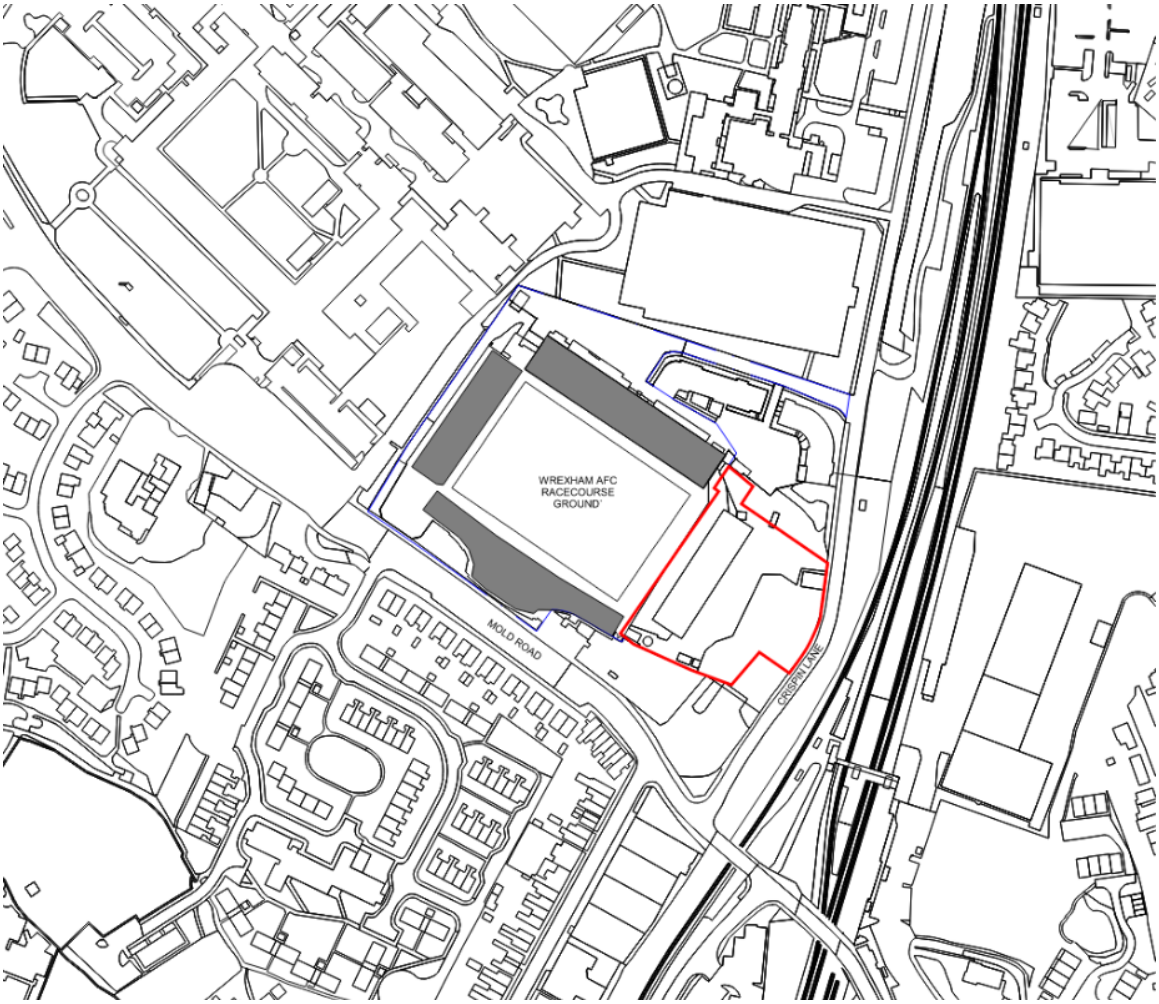


Figure 1.2 Planning Application Boundary

1.1.8 The Buro Happold Transport Assessment was based around a series of surveys undertaken in April 2025 during a WAFC home game with a 17.30 kick-off.

1.1.9 The Transport Assessment highlighted that there is sufficient capacity in the city centre car parks to accommodate additional car-borne traffic generated by the additional capacity (whilst highlighting the non-car travel options available which are encouraged).

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2 Post Application Feedback

2.1.1 WCBC issued a memorandum on 15 September 2025 providing comments on the TA. This is provided for information at Appendix A. WCBC requested 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). It is 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.
- Clarification of which car parks are included in the capacity assessment.
- Further information is required on the proposed cycle parking provision.

2.1.2 The following sections of this report provide a summary of the responses to WCBC's feedback set out above.

2.1.3 It is noted that this report only presents the feedback to the comments that have been given by WCBC on the planning application, which focus on car-based travel and parking impact. The original planning application for the Kop Stand included an Interim Travel Plan and the 2023 permission is dependent on a number of planning conditions, one of which requires an update of the Travel Plan within 6 months of occupation of the new Kop Stand.

2.1.4 The Matchday Access Strategy (MDAS) that was also submitted set out measures to strengthen the promotion of alternative modes of travel for supporters on match days. Since the 2023 permission WAFC has been reviewing how to deliver the proposals set out within these documents and will continue to do so towards the opening of the new Kop Stand. It is proposed to roll the MDAS into the Travel Plan to ensure consistency between measures to promote sustainable travel on matchdays and non-matchdays.

2.1.5 Travel Plan measures are currently being considered by the WAFC and the update and future development of the Travel Plan is seen as the key tool to monitor and manage the impact of travel to the stadium, including car trip generation and on-street parking.

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3 Off-Street Parking Surveys

3.1 Methodology

3.1.1 Off-street parking surveys were carried out at the Wrexham v Millwall home game on 7/02/26. The kick-off was 15:00.

3.1.2 Prior to carrying out the surveys, a Parking Survey Scope was issued to WCBC on the 15 January 2026. WCBC responded to the scoping note by email on 27 January 2026. The survey scope and WCBC response is provided in Appendix B.

3.1.3 The same car park locations were surveyed as presented in the last two TAs submitted for recent planning applications (2022 and 2025). The location of the car parks is shown below.

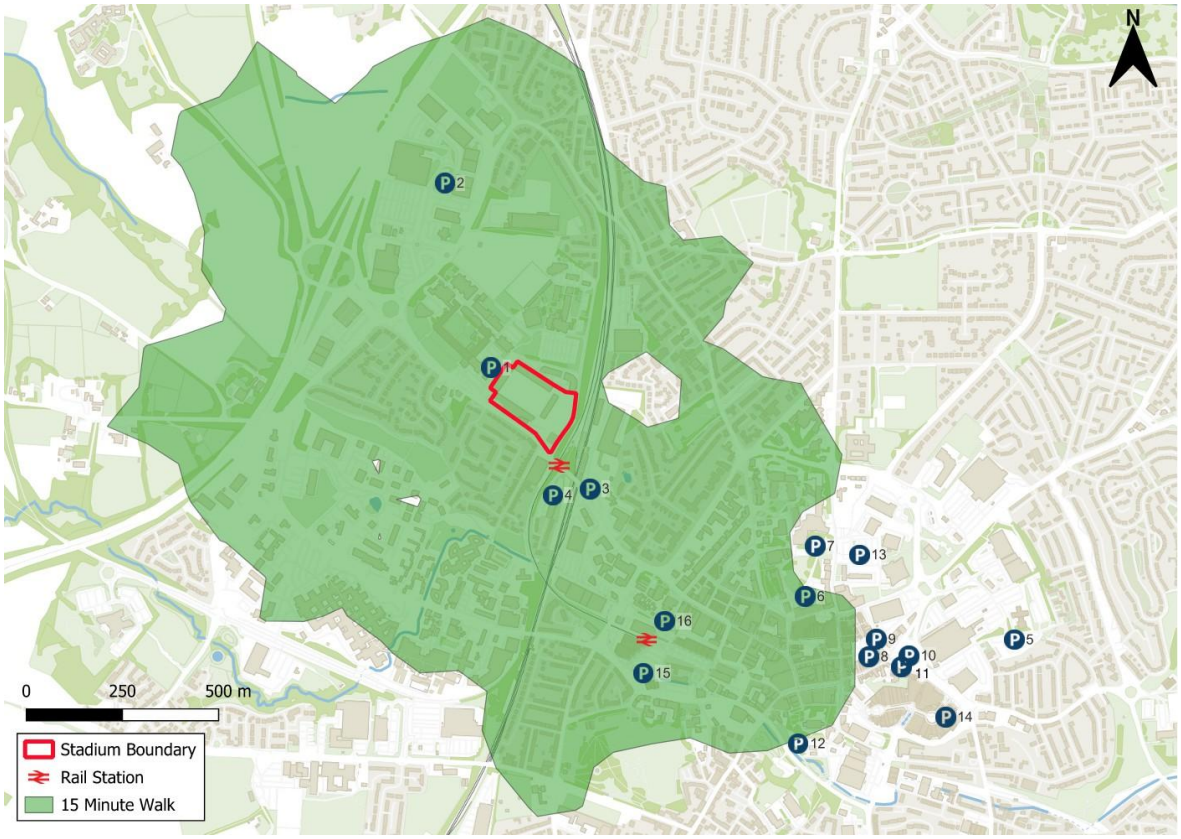


Figure 3.1 Off-street Car Park Locations

3.1.4 The car parks surveyed and their capacity recorded in 2026 are shown in the following Table.

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Table 3.1 Car Parks Surveyed (Wrexham v Millwall 7/02/26)

Ref	Car Park	Capacity
1	Wrexham University	858
2	Plas Coch Retail Park	387
3	Wrexham General	82
4	Premier Inn	75
5	Crescent Road	156
6	Guildhall	46
7	Library	97
8	Market Street	63
9	Ty Pawb	326
10	St Georges Crescent	74
11	St Georges Crescent South	19
12	St Giles	66
13	Waterworld	272
14	Eagles Meadow	996
15	Island Green	486
16	St Marks	24
Total		4,027

3.1.5 The following Figure shows the car park accumulation of all car parks surveyed. A summary of the accumulation is presented in full in Appendix C.

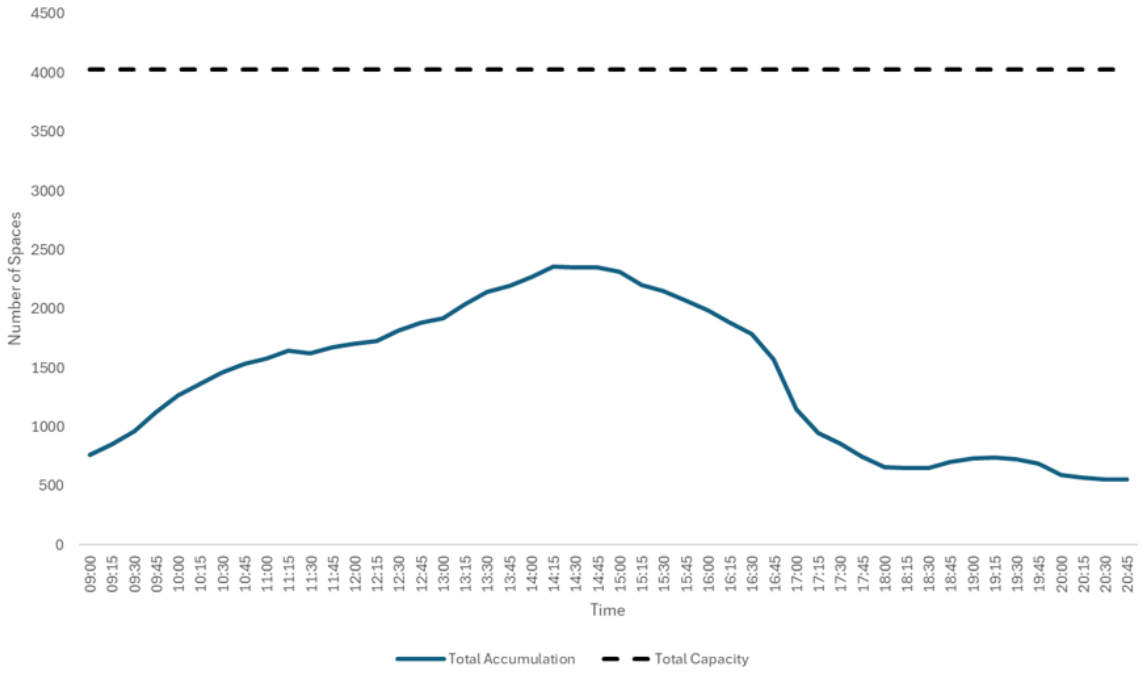


Figure 3.2 Off-street Car Park Accumulation – All Surveyed Car Parks

3.1.6 The analysis shows that there were a total of 4,027 spaces within all 16 car parks surveyed on the occasion of the Wrexham v Millwall home game on 7/02/26.

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3.1.7 The peak utilisation occurred at 14.15hrs when 2,361 parking spaces were occupied. There were 1,666 spare parking spaces and therefore an overall utilisation of 59%.

3.1.8 This is broadly similar to the results of the parking surveys undertaken for the 2025 TA in terms of overall utilisation of all car parking spaces surveyed.

3.1.9 As reported in the 2025 TA, the 2026 surveys and corresponding analysis shows that there is sufficient capacity to accommodate more demand to these facilities. Shifting demand to these car parks would result in the further diffusing of vehicle trips on the network before and after a match, also reducing demand for on-street space and therefore impact on local residents. Additional supporters utilising city centre car parks will add to the likelihood of linked trips to city centre facilities and increased expenditure.

3.1.10 In their response to the survey scoping note, WCBC stated that, "The following car parks identified in the scope, while useful to monitor, cannot contribute to the calculation of spare capacity for fans:

- Car Park 2 – limited parking time on matchdays.
- Car Parks 6, 7, 8, 11, and 12 – all short-stay car parks.
- Car Park 16 – may not be accessible on matchdays.

3.1.11 BH responded to the comments that "Whilst these car parks might not provide a parking option for fans at present, they do present opportunities that could be explored by the Club for matchday parking in future, as part of an event management strategy, if required. "….Clubs often have commercial agreements with landowners to use their sites for matchday parking when they are not being used for their core purpose – like with the University. So we will survey them for this reason but split them out in our analysis".

3.1.12 The following Table shows the car parks that were removed from the analysis as requested by WCBC and the corresponding capacities.

Table 3.2 Car Parks Surveyed (Wrexham v Millwall 7/02/26)

Ref	Car Park	Capacity
1	Wrexham University	858
2	Plas Coch Retail Park	
3	Wrexham General	
4	Premier Inn	75
5	Crescent Road	156
6	Guildhall	
7	Library	
8	Market Street	
9	Ty Pawb	326
10	St Georges Crescent	
11	St Georges Crescent South	
12	St Giles	
13	Waterworld	272
14	Eagles Meadow	996
15	Island Green	486
16	St Marks	
Total		**3,169**

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3.1.13 The following Figure shows the car park accumulation of all the reduced number of car parks surveyed following WCBC comments. A summary of the accumulation is presented in full in Appendix C.

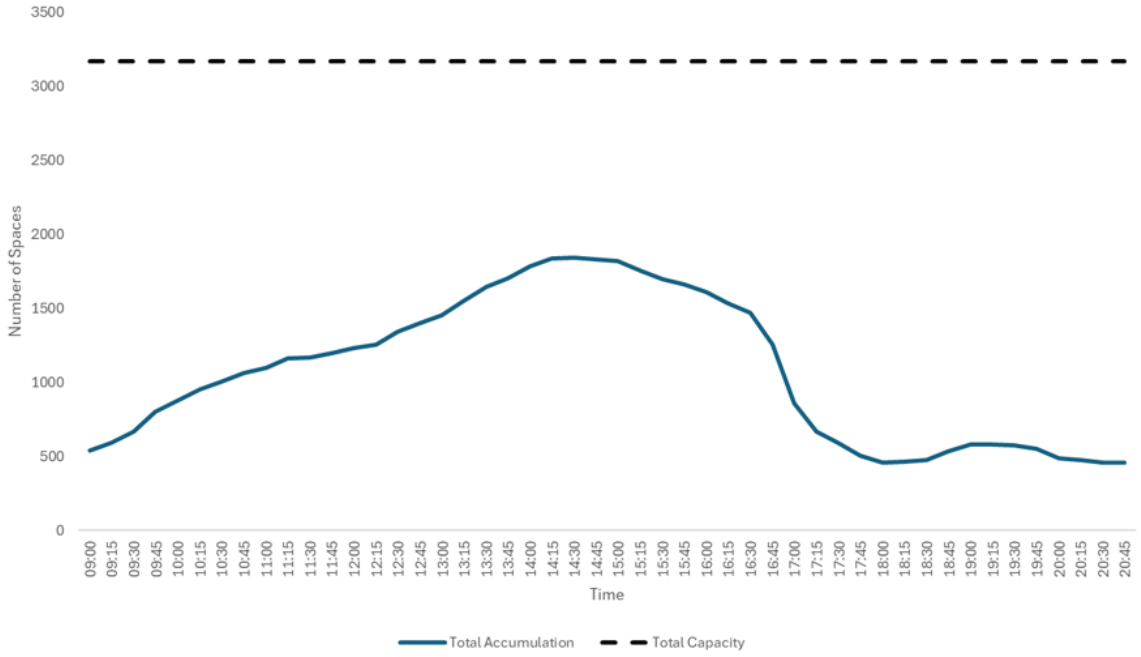


Figure 3.3 Parking Accumulation - Off-Street Car Park Locations Adjusted to WCBC Comments

3.1.14 The analysis shows that there were a total of 3,168 spaces within the car parks surveyed and not removed from the analysis as requested by WCBC.

3.1.15 The peak utilisation occurred at 14.30hrs when 1,840 parking spaces were occupied. There were 1,328 spare parking spaces and therefore an overall utilisation of 58%.

3.1.16 Again, this is broadly similar to the results of the parking surveys undertaken for the 2025 TA in terms of overall utilisation of all car parking spaces surveyed.

3.1.17 The 2026 surveys and corresponding analysis show that there is sufficient capacity to accommodate more demand at these facilities.

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4 On-street Parking Surveys

4.1 Methodology

4.1.1 On-street parking surveys were carried out at the Wrexham v Millwall home game on 7/02/26. The kick-off was 15:00.

4.1.2 Prior to carrying out the surveys, a Parking Survey Scope was issued to WCBC on the 15 January 2026. WCBC responded to the scoping note by email on 27 January 2026. The survey scope and WCBC response is provided in Appendix B.

4.1.3 Surveys were undertaken to determine the utilisation / parking 'stress' on all streets within 800m of the stadium at peak time for spectator parking.

4.1.4 The methodology for the survey follows the standard 'Lambeth Council Parking Survey Guidance Note' https://www.lambeth.gov.uk/sites/default/files/2021-10/lambeth-parking-survey-guidance-2021.pdf which has widely been adopted as the transport industry standard approach to parking surveys. The figure below shows the streets to be covered by the surveys which was updated to reflect comments received by email from WCBC requiring an extended area.

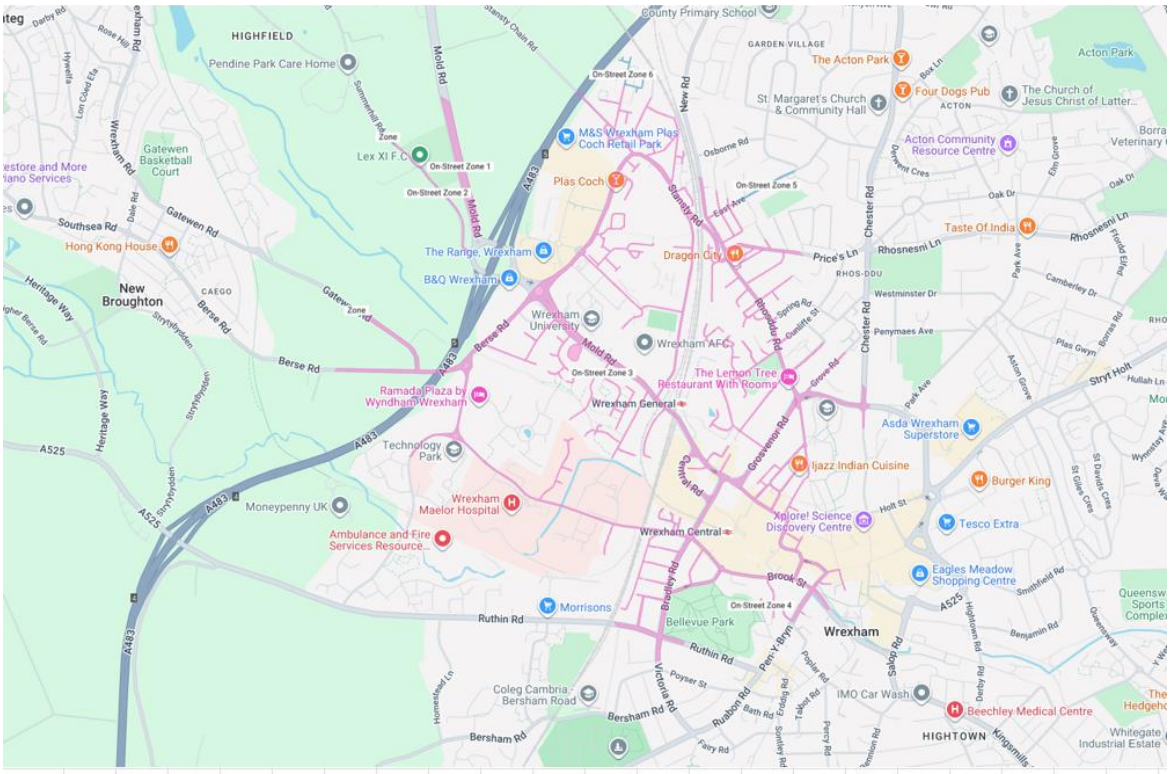


Figure 4.1 On-Street Parking Survey Extent

4.1.5 As requested by WCBC in their email response to the survey scoping, the on-street count was undertaken at three times of day: 9am, 3pm, and 7pm.

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4.1.6 In total the surveys captured the number of cars parked in 102 zones within the study area during the three survey time periods. The survey results are summarised in the Tables provided in Appendix D. As the dataset is significant the results cannot be re-produced here.

4.1.7 However, the following Table shows the summary dataset sorted and truncated to only show zones where parking stress was recorded to be >80% at 15:00 which is the kick-off time for the match and therefore likely to be the peak time for spectator parking.

Parking Stress

	0% - 49.99%
	50% - 59.99%
	60% - 69.99%
	70% - 79.99%
	>= 80%

Street	Zone	Capacity	09:00	Stress	15:00	Stress	19:00	Stress
Trinity St	Zone 87	10	8	80%	8	80%	5	50%
Yale Park	Zone 81	61	19	31%	50	82%	24	39%
Jubilee Rd	Zone 73	35	28	80%	29	83%	31	89%
Park St	Zone 25	19	17	89%	16	84%	16	84%
Gibson St	Zone 65	35	30	86%	32	91%	33	94%
Peel St	Zone 66	28	27	96%	26	93%	27	96%
Cunliffe St	Zone 31	21	18	86%	20	95%	23	110%
Egerton St	Zone 88	25	25	100%	24	96%	23	92%
Villiers St	Zone 69	27	28	104%	26	96%	28	104%
Bellevue Rd	Zone 68	37	38	103%	36	97%	28	76%
Vernon St	Zone 35	80	76	95%	79	99%	79	99%
Dolydd Rd	Zone 75	8	4	50%	8	100%	6	75%
Bridge St	Zone 101	4	2	50%	4	100%	3	75%
Fleming Dr	Zone 44	25	16	64%	28	112%	12	48%
Caxton Pl	Zone 41	6	5	83%	7	117%	5	83%
Belvedere Dr	Zone 77	23	11	48%	28	122%	16	70%
Lea Rd	Zone 49	27	30	111%	33	122%	32	119%
Bright St	Zone 70	22	21	95%	28	127%	26	118%
Cobden Rd	Zone 71	21	25	119%	30	143%	27	129%
Mayville Ave	Zone 27	9	7	78%	14	156%	11	122%
Mawddwy Ave	Zone 22	19	29	153%	30	158%	29	153%
East Ave	Zone 20	9	12	133%	15	167%	11	122%
Spring Rd	Zone 30	2	4	200%	4	200%	4	200%
	TOTAL	3140	1341	43%	1693	54%	1178	38%

Figure 4.2 On-street Parking Stress – Zones >80% Stress @ 15:00 Kick-off Time

4.1.8 It is interesting to note that in the survey area as a whole, the maximum parking stress recorded was 54%, at the time of kick off at the Racecourse Ground some way short of the 80% stress level.

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4.1.9 It is also interesting to note that out of the 102 zones covered by the surveys, 23 zones recorded stress levels above 80% at kick-off time. Only 6 of these 23 zones had stress levels less than 80% at 09.00, when we can reasonably assume there would not be many fans parking for the match.

4.1.10 The Figure below shows the location of stress streets with 80% or more levels at 09:00 and 15:00 at the time of kick off at the Racecourse Ground. It is clear from this where the hot spots for spectator parking is located.



Figure 4.3 On-street Parking – Stress Streets and Parking Locations at 09:00 and 15:00 Kick-off Time

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5 Cycle Comments

5.1.1 WCBC has request that further information is required on the proposed cycle parking provision.

5.1.2 As advised by WAFC, there is no proposal for new cycle parking as part of the Kop Stand project. It is not demonstrably 'essential' that this provision is provided in the stadium project (rather than a visitor parking close to the site and walking in).

5.1.3 It is noted that the "34 trips" figure quoted in the 2025 TA represents 2% of trips via any of cycle/motorcycle/other mode share. The number of actual cycle trips is therefore less than 34.

5.1.4 The cycle mode share and the use of cycle parking can be monitored through the Travel Plan.

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6 Summary

6.1.1 Buro Happold is retained by Wrexham Association Football Club (WAFC) to provide Transport consultancy advice in support of a planning application to increase the consented capacity of the new Kop Stand at the Racecourse Ground.

6.1.2 In January 2023 planning permission was given for a new Kop Stand at The Racecourse Ground by Wrexham County Borough Council (WCBC).

6.1.3 The consented development increases the capacity of the Kop Stand to 5,500 spectators and therefore the overall capacity of the stadium to approximately 15,500 for league games. It will also include provision for new hospitality space for both match and non-match days, club offices, community space and a club store.

6.1.4 Additional Capacity Planning Application

6.1.5 A Transport Assessment (TA) also by Buro Happold, was submitted with the 'additional capacity application' in July 2025 (Ref P/2025/0594) to increase the capacity of the new Kop Stand for up to 7,750 spectators – an increase of 2,250 spectators from the 2023 consented scheme.

6.1.6 WCBC issued a memorandum on 15 September 2025 providing comments on the TA. It is important to note that the 2025 TA was based on a home game survey with a 5:30pm kick-off which identified significant parking capacity available in the city centre. The WCBC comments on the TA stated that:

- 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.
- Clarification of which car parks are included in the capacity assessment.
- Further information is required on the proposed cycle parking provision.

6.1.7 The analysis of the survey results for the Wrexham v Millwall home game on 7/02/26 with a 15:00 kick-off shows that there were a total of 4,027 spaces within all 16 car parks surveyed.

6.1.8 The peak utilisation occurred at 14.15hrs when 2,361 parking spaces were occupied. There were 1,666 spare parking spaces and therefore an overall utilisation of 59%.

6.1.9 This is broadly similar to the results of the parking surveys undertaken for the 2025 TA in terms of overall utilisation of all car parking spaces surveyed.

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6.1.10 As reported in the 2025 TA, the 2026 surveys and corresponding analysis shows that there is sufficient capacity to accommodate more demand to these facilities. Shifting demand to these car parks would result in the further diffusing of vehicle trips on the network before and after a match, also reducing demand for on-street space and therefore impact on local residents.

6.1.11 When the 9 car parks are excluded from the analysis as requested by WCBC, the analysis shows that there were a total of 3,168 spaces within the car parks surveyed and not removed from the analysis.

6.1.12 The peak utilisation occurred at 14.30hrs when 1,840 parking spaces were occupied. There were 1,328 spare parking spaces and therefore an overall utilisation of 58%.

6.1.13 Again, this is broadly similar to the results of the parking surveys undertaken for the 2025 TA in terms of overall utilisation of all car parking spaces surveyed.

6.1.14 The 2026 surveys and corresponding analysis show that there is sufficient capacity to accommodate more demand to these facilities. It is also noted that whilst the car parks removed from the analysis by WCBC might not provide a parking option for fans at present, they do present opportunities that could be explored by the WAFC for matchday parking in future, as part of an event management strategy, if required. Football clubs often have commercial agreements with landowners to use their sites for matchday parking when they are not being used for their core purpose.

6.1.15 The on-street parking surveys show that in the survey area as a whole, the maximum parking stress recorded was 54%, at the time of kick off at the Racecourse Ground, some way short of the 80% stress level.

6.1.16 It is also interesting to note that out of the 102 zones covered by the surveys, 23 zones recorded stress levels above 80% at kick-off time. Only 6 of these 23 zones had stress levels less than 80% at 09.00, when we can reasonably assume there would not be many fans parking for the match.

6.1.17 It is noted that this report only presents the feedback to the comments that have been given by WCBC on the planning application, which focus on car-based travel and parking impact. The original planning application for the Kop Stand included an Interim Travel Plan and the 2023 permission is dependent on a number of planning conditions, one of which requires an update of the Travel Plan within 6 months of occupation of the new Kop Stand.

6.1.18 The Matchday Access Strategy (MDAS) that was also submitted set out measures to strengthen the promotion of alternative modes of travel for supporters on match days. Since the 2023 permission WAFC has been reviewing how to deliver the proposals set out within these documents and will continue to do so towards the opening of the new Kop Stand. It is proposed to roll the MDAS into the Travel Plan to ensure consistency between measures to promote sustainable travel on matchdays and non-matchdays.

6.1.19 Travel Plan measures are currently being considered by WAFC and the update and future development of the Travel Plan is seen as the key tool to monitor and manage the impact of travel to the stadium, including car trip generation and on-street parking.

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Appendix A – WCBC Response Letter

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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 with 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 probably 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



Appendix B – Survey Scope and WCBC Response

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Design Note

Project	Wrexham AFC Expansion
Subject	Parking Survey Scope
Project no	[Project no]
Date	15 January 2026

Revision	Description	Issued by	Date	Approved (signature)
01	Draft to Council	CM	15/01/23	CM

1 Background

Comments have been received from WCBC on the Transport Assessment (TA) submitted for the planning application in July 2025 for the increase in seating capacity of the Kop Stand at The STōK Cae Ras. The stadium has an approved capacity of 15,500 and the present application is to uplift to 17,750 (so the application is solely for up to 2,250).

Following a meeting with WCBC on 2/12/25 it has been agreed to repeat the off-street parking surveys reported in the TA during a Saturday home game, with a mid-afternoon kick-off and carry out on-street parking utilisation surveys on the same occasion.

This note sets out the proposed survey scope and analysis to respond to WCBC comments, for agreement with Officers.

Subject to confirmation of the survey scope by WCBC, it is proposed to carry out the surveys at the next available home game against Millwall F.C. on Sat 7/02/26 at 15.00.

2 Off-Street Parking Surveys

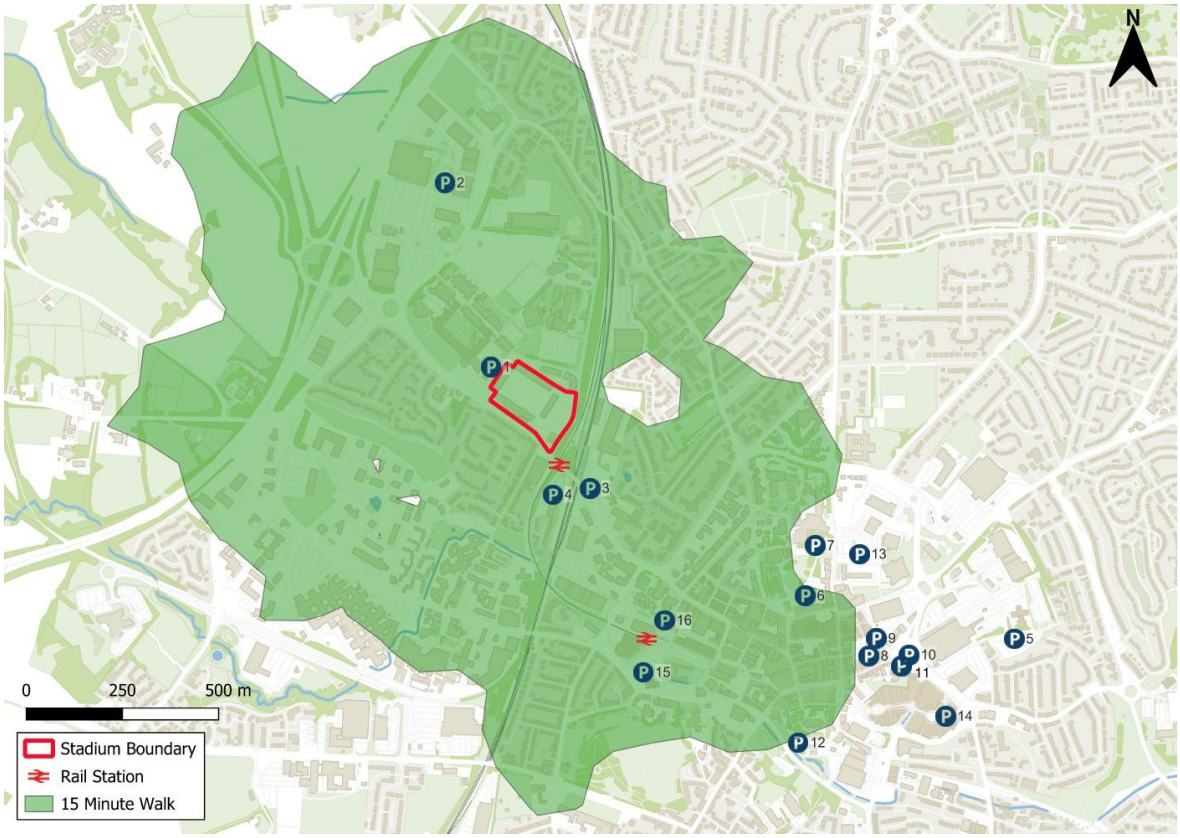
Surveys will be carried out at the same car park locations as presented in the last two TA's submitted for recent planning applications (2022 and 2025). The location of the car parks is shown overleaf.

Parking occupancy surveys will be carried out to provide a snapshot of occupancy (and free spaces) at the theoretical peak time of spectator demand at kick-off at The STōK Cae Ras.

It is not proposed to collect length of stay data (which would involve ANPR cameras) as it is not felt that this is relevant to determine whether there is spare capacity to accommodate additional spectator demand.

This Design Note has been prepared for the sole benefit, use and information of Wrexham FC for the purposes set out in the Design Note or instructions commissioning it and shall be subject to the express contract terms with Wrexham FC. BH assumes no liability or responsibility for any reliance placed on this Design Note by any third party. All concepts and proposals are copyright © 1976 – 2026 Buro Happold. All rights reserved. Issued in commercial confidence.

Survey results will be analysed with a full breakdown identifying which car parks have been included in the capacity assessment differentiating between public and private and where restrictions apply.

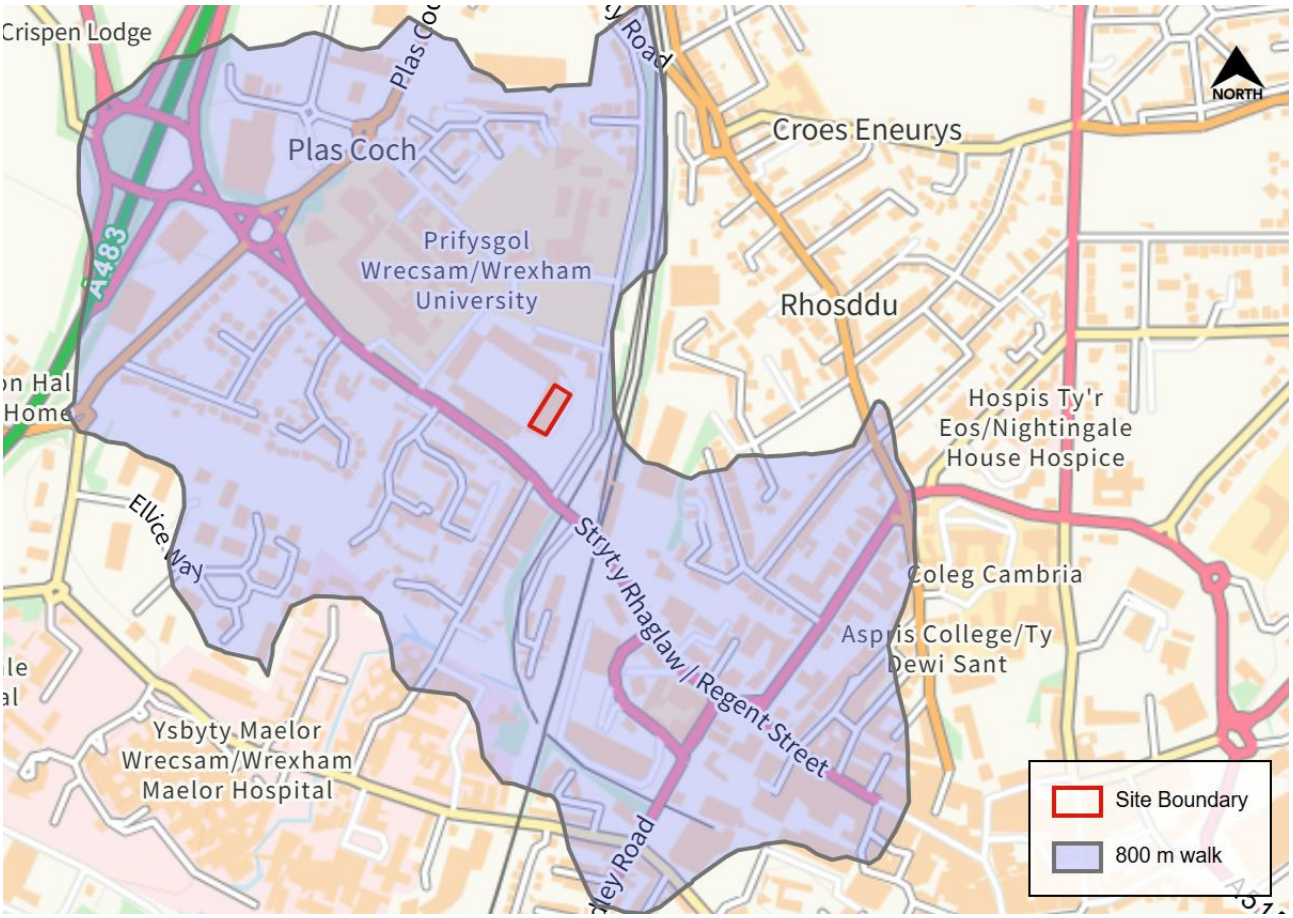


Ref	Car Park	Capacity
1	Wrexham University	568
2	Plas Coch Retail Park	387
3	Wrexham General	82
4	Premier Inn	75
5	Crescent Road	156
6	Guildhall	46
7	Library	97
8	Market Street	63
9	Ty Pawb	326
10	St Georges Crescent	24
11	St Georges Crescent South	14
12	St Giles	66
13	Waterworld	272
14	Eagles Meadow	996
15	Island Green	284
16	St Marks	24

3 On-Street Parking Surveys

Surveys will be undertaken to determine the utilisation / parking 'stress' on all streets within 800m of the stadium at peak time for spectator parking.

The methodology for the survey will follow the standard 'Lambeth Council Parking Survey Guidance Note' https://www.lambeth.gov.uk/sites/default/files/2021-10/lambeth-parking-survey-guidance-2021.pdf which has widely been adopted as the transport industry standard approach to parking surveys. The survey results will be presented in full and summary with the parking stress levels recorded. The figure below shows the streets to be covered by the surveys.



Chris Mullett

From: Andy Carpenter <Andy.Carpenter@wrexham.gov.uk>
Sent: 02 February 2026 14:09
To: Chris Mullett; Keith Edwards; Jamie Edge
Cc: Annabelle Miller; Matthew Phillips; Chris Potts; Andy Oates; Cerys Jones; Kerry Williams
Subject: Re: P/2025/0594 - WAFC Additional Capacity

External Email. This email originated from outside Buro Happold.

Hi Chris

Thank you for your email.

The rationale for undertaking on-street parking surveys at the three specified times is to enable the LHA to build an accurate picture of how spectator activity affects local roads throughout a match day, including both pre-match arrivals and post-match dispersal. This approach ensures that the assessment captures the full pattern of demand generated by spectators across the day rather than at a single point in time. In addition, the request for surveys at all three time periods reflects representations received from local Members.

With regard to the Lambeth Parking Survey Guidance, while this methodology has been accepted in principle as a helpful point of reference, it is important to note that the document is London-specific and primarily intended for more conventional residential or commercial development types. It is therefore not entirely comparable to a proposal involving event-related or spectator-driven parking patterns.

You have referred to the baseline being taken only once in the morning; however, on review of Chapter 2, the guidance states that surveys should be undertaken on two separate occasions between 00:30 and 05:30 and acknowledges that additional survey times may be required, with the scope to be agreed with the case officer. This indicates that the methodology includes built-in flexibility and recognises that some developments may require a bespoke approach. Given the atypical nature of this application, a tailored survey methodology is considered appropriate to ensure the assessment is proportionate and fit for purpose. Therefore the LHA requires that the full set of three surveys to be undertaken on this this occasion.

Kind Regards

Andy Carpenter

From: Chris Mullett <chris.mullett@burohappold.com>
Sent: 02 February 2026 11:55
To: Andy Carpenter <Andy.Carpenter@wrexham.gov.uk>; Keith Edwards <Keith.Edwards@wrexham.gov.uk>; Jamie Edge <Jamie.Edge@wrexham.gov.uk>
Cc: Annabelle Miller <annabelle.miller@savills.com>; Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>; Chris Potts <CPotts@savills.com>; Andy Oates <Andy.Oates@wrexham.gov.uk>; Cerys Jones

<Cerys.Jones@wrexham.gov.uk>; Kerry Williams <Kerry.Williams@wrexham.gov.uk>
Subject: RE: P/2025/0594 - WAFC Additional Capacity

Hi Andy

Thanks for the feedback – please see my comments in red below.

We are right up to the deadline now to do the surveys this weekend. If we don't cover this Saturday's match then the next viable match won't be until mid-March. Please can you come back to me urgently on the points raised below. If its quicker to speak, then please call my mobile below - thanks

Regards
Chris

Chris Mullett
Director
Buro Happold | Transport & Mobility
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From: Andy Carpenter <Andy.Carpenter@wrexham.gov.uk>
Sent: 27 January 2026 09:32
To: Chris Mullett <chris.mullett@burohappold.com>; Keith Edwards <Keith.Edwards@wrexham.gov.uk>; Jamie Edge <Jamie.Edge@wrexham.gov.uk>
Cc: Annabelle Miller <annabelle.miller@savills.com>; Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>; Chris Potts <CPotts@savills.com>; Andy Oates <Andy.Oates@wrexham.gov.uk>; Cerys Jones <Cerys.Jones@wrexham.gov.uk>; Kerry Williams <Kerry.Williams@wrexham.gov.uk>
Subject: Re: P/2025/0594 - WAFC Additional Capacity

External Email. This email originated from outside Buro Happold.

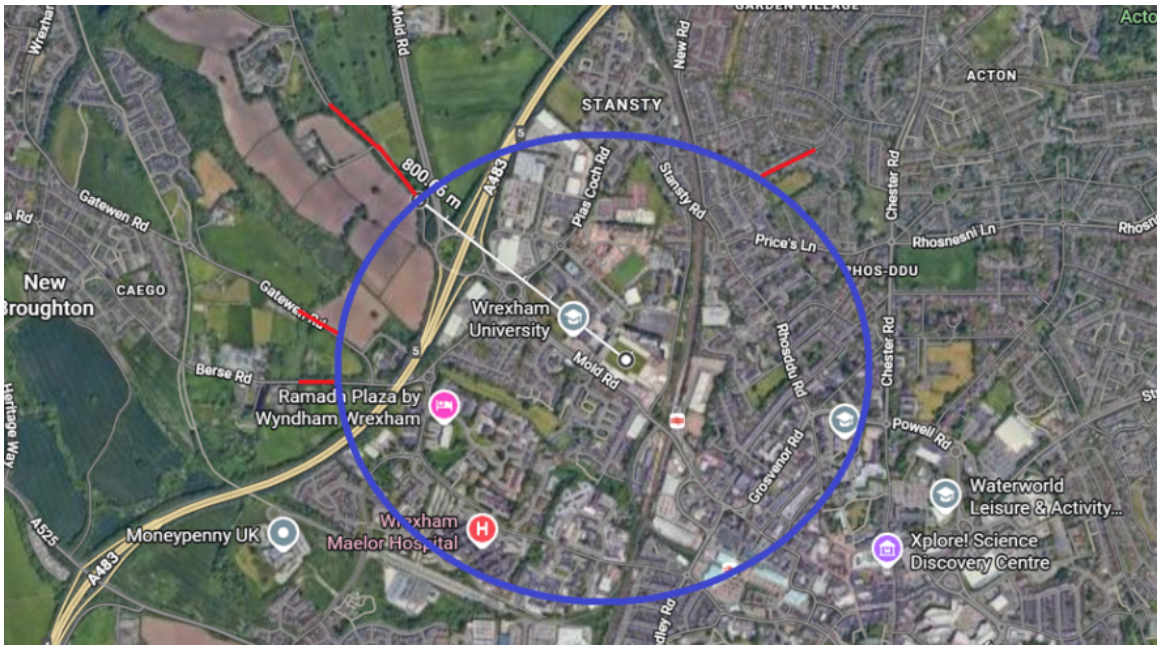
Hi Chris

Apologies for the delay in getting back to you. I've discussed the scope with internal colleagues and have also sought councillor comments. I've set out the key points below:

- The following car parks identified in the scope, while useful to monitor, cannot contribute to the calculation of spare capacity for fans: Whilst these car parks might not provide a parking option for fans at present, they do present opportunities that could be explored by the Club for matchday parking in future, as part of an event management strategy, if required. As you know, Clubs often have commercial agreements with landowners to use their sites for matchday parking when they are not being used for their core purpose – like with the University. So we will survey them for this reason but split them out in our analysis
    - **Car Park 2** – limited parking time on matchdays.
    - **Car Parks 6, 7, 8, 11, and 12** – all short-stay car parks.
    - **Car Park 16** – may not be accessible on matchdays.

- The stress testing and car parking analysis will need to consider any restrictions on fan parking within the university campus if there is a clash with a university event. If restrictions exist, please set out how this will be managed and what the implications would be. Okay

- The purpose of the on-street parking survey is to understand the impact on local residents. There are a couple of know problem roads (Red) that that fall slightly outside the proposed 800-metre scope, so ideally, we would prefer the scope to be extended to 900-1000 meters to cover these as well as including the residential side streets west of the railway line, extending to include the houses around the Railway Inn, Fleming Close, and Stansty Close. We will extend the scope to cover the roads in red



- The on-street count should be undertaken at **three times of day**: 9am, 3pm, and 7pm. This will allow you to establish a baseline so you can estimate how many parked vehicles at 3pm are generated by fans. I don't believe that this is an entirely robust way of estimating this – we'd normally use the travel survey data / mode share calculations; but it will give a broad picture of the different stress levels. My main concern is that I don't believe its necessary to carry out the surveys at all three times you have identified. Normally the 'baseline' parking stress (maximum demand from residents) is taken once, early in the morning, as per the Lambeth methodology and I believe that we should stick with this. Also, spectator parking is more likely to be present in the early evening than it is in the early morning as some fans will stay in the area after the game to eat/drink/etc so we should not cover the 7pm time
- The LHA is happy for the methodology used in the Lambeth Council document to be applied when establishing the number of on-street spaces. Okay

Please note, I have not received comments from head of service, however I am not expecting any major additional comments to the above. Okay. We will proceed on this basis as they surveys need instructing now otherwise we will miss the opportunity for this event – the next opportunity wouldn't be until the middle of March.

If you have any questions on the above, please let me know.

Kind regards,
Andy Carpenter

Appendix C – Parking Accumulation Tables

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

Car Park Accumulation – All Car Parks

	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP10	CP11	CP12	CP13	CP14	CP15	CP16	Total Capacity		
Capacity:	858	387	82	75	156	46	97	63	326	74	19	66	272	996	486	24	4027		
TIME	Glyndwr Uni	Plas Coch	Wrexham General	Premier Inn	Crescent Rd	Guildhall	Library	Market St	Ty Pawb	St Georges Cres	St Georges Cres South	St Giles	Waterworld	Eagles Meadow	Island Green	St Marks	Total Accum.	Total Capacity	% Capacity
09:00	177	106	14	34	6	11	23	24	39	15	16	9	61	137	85	3	760	4027	19%
09:15	168	114	15	32	7	14	36	33	48	20	13	11	66	159	111	3	850	4027	21%
09:30	166	129	15	30	7	14	37	45	60	23	16	15	78	180	145	3	963	4027	24%
09:45	198	141	18	30	7	17	46	49	66	23	18	15	90	232	176	3	1129	4027	28%
10:00	197	190	25	31	8	18	48	49	80	27	15	20	109	250	199	3	1269	4027	32%
10:15	205	197	30	32	9	15	52	47	92	29	17	22	124	255	235	3	1364	4027	34%
10:30	218	213	36	28	10	15	60	48	100	32	17	28	133	257	261	3	1459	4027	36%
10:45	239	231	35	28	10	13	59	48	101	31	20	29	140	271	276	3	1534	4027	38%
11:00	209	238	31	29	10	12	60	47	105	37	19	31	159	283	305	3	1578	4027	39%
11:15	221	233	34	32	10	10	67	50	106	33	19	36	168	300	326	3	1648	4027	41%
11:30	229	219	34	31	11	11	47	47	110	40	19	35	168	301	315	3	1620	4027	40%
11:45	251	226	32	34	12	15	56	48	116	41	17	40	169	309	303	3	1672	4027	42%
12:00	284	226	32	37	13	17	58	48	118	42	12	36	174	299	305	3	1704	4027	42%
12:15	327	216	29	38	13	16	53	46	118	48	20	42	178	279	303	3	1729	4027	43%
12:30	375	207	30	40	13	14	62	49	121	46	17	44	181	301	310	3	1813	4027	45%
12:45	426	212	31	41	13	14	72	53	125	41	13	43	182	303	311	3	1883	4027	47%
13:00	485	200	28	41	14	14	63	49	114	46	19	47	181	310	309	3	1923	4027	48%
13:15	545	205	31	44	16	15	63	48	112	49	23	47	191	329	315	3	2036	4027	51%
13:30	592	218	34	49	17	18	62	45	113	52	21	48	213	349	310	3	2144	4027	53%
13:45	640	212	35	49	18	17	70	47	115	47	18	42	214	358	311	3	2196	4027	55%
14:00	690	211	32	51	20	16	68	47	106	48	20	44	214	363	337	3	2270	4027	56%
14:15	738	244	32	55	21	20	65	49	107	50	21	41	222	354	339	3	2361	4027	59%
14:30	745	238	33	56	21	23	66	46	99	50	14	39	218	348	353	2	2351	4027	58%
14:45	749	243	33	58	21	24	63	50	94	52	16	36	210	351	348	2	2350	4027	58%
15:00	746	249	29	59	19	20	54	43	93	48	20	32	212	349	339	1	2313	4027	57%
15:15	740	222	24	60	19	17	45	49	85	46	19	27	195	341	312	1	2202	4027	55%
15:30	738	226	28	60	20	16	43	49	75	48	17	25	193	313	298	1	2150	4027	53%
15:45	729	198	26	64	20	13	38	44	65	43	20	26	189	303	291	1	2070	4027	51%
16:00	721	179	26	64	20	12	33	42	53	40	22	23	176	296	279	1	1987	4027	49%
16:15	708	171	26	63	20	11	27	42	44	34	17	21	166	267	263	1	1881	4027	47%
16:30	699	151	28	62	19	11	27	30	38	34	13	21	152	254	248	1	1788	4027	44%
16:45	545	142	30	57	19	12	29	37	33	26	19	25	138	242	219	1	1574	4027	39%
17:00	354	125	30	57	18	10	13	37	27	26	18	29	69	214	122	0	1149	4027	29%
17:15	285	120	25	42	17	8	14	36	18	25	19	29	50	184	72	0	944	4027	23%
17:30	234	122	22	39	17	7	12	38	16	24	16	26	42	182	60	0	857	4027	21%
17:45	173	109	18	41	16	8	9	38	14	21	12	28	38	178	44	0	747	4027	19%
18:00	138	87	14	41	16	8	8	32	14	22	10	24	39	177	31	0	661	4027	16%
18:15	136	69	14	42	16	8	10	29	13	26	11	19	38	178	40	0	649	4027	16%
18:30	146	56	6	42	16	8	11	34	13	28	16	16	34	181	43	0	650	4027	16%
18:45	195	51	10	43	16	8	9	32	10	28	12	18	34	182	52	0	700	4027	17%
19:00	234	34	12	43	16	9	8	32	10	22	9	26	35	185	55	0	730	4027	18%
19:15	238	39	8	43	16	7	8	32	7	21	10	30	41	185	51	0	736	4027	18%
19:30	237	28	7	43	16	8	7	31	3	22	13	32	43	181	52	0	723	4027	18%
19:45	236	18	9	43	0	8	8	30	4	22	12	31	40	180	46	0	687	4027	17%
20:00	231	0	0	0	0	7	7	27	3	23	9	29	43	162	49	0	590	4027	15%
20:15	232	0	0	0	0	6	7	24	3	22	5	33	39	153	48	0	572	4027	14%
20:30	231	0	0	0	0	6	7	26	2	16	7	34	37	141	49	0	556	4027	14%
20:45	232	0	0	0	0	6	7	25	2	15	6	34	36	140	49	0	552	4027	14%

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

Car Park Accumulation – Available Car Parks (Car parks removed as requested by WCBC)

	CP1			CP4	CP5				CP9				CP13	CP14	CP15	Total Capacity			
Capacity:	858			75	156				326				272	996	486	3169			
TIME	Glyndwr Uni	Plas Coch	Wrexham General	Premier Inn	Crescent Rd	Guildhall	Library	Market St	Ty Pawb	St Georges Cres	St Georges Cres South	St Giles	Waterworld	Eagles Meadow	Island Green	St Marks	Total Accumulation	Total Capacity	% Capacity
09:00	177			34	6				39				61	137	85		539	3169	17%
09:15	168			32	7				48				66	159	111		591	3169	19%
09:30	166			30	7				60				78	180	145		666	3169	21%
09:45	198			30	7				66				90	232	176		799	3169	25%
10:00	197			31	8				80				109	250	199		874	3169	28%
10:15	205			32	9				92				124	255	235		952	3169	30%
10:30	218			28	10				100				133	257	261		1007	3169	32%
10:45	239			28	10				101				140	271	276		1065	3169	34%
11:00	209			29	10				105				159	283	305		1100	3169	35%
11:15	221			32	10				106				168	300	326		1163	3169	37%
11:30	229			31	11				110				168	301	315		1165	3169	37%
11:45	251			34	12				116				169	309	303		1194	3169	38%
12:00	284			37	13				118				174	299	305		1230	3169	39%
12:15	327			38	13				118				178	279	303		1256	3169	40%
12:30	375			40	13				121				181	301	310		1341	3169	42%
12:45	426			41	13				125				182	303	311		1401	3169	44%
13:00	485			41	14				114				181	310	309		1454	3169	46%
13:15	545			44	16				112				191	329	315		1552	3169	49%
13:30	592			49	17				113				213	349	310		1643	3169	52%
13:45	640			49	18				115				214	358	311		1705	3169	54%
14:00	690			51	20				106				214	363	337		1781	3169	56%
14:15	738			55	21				107				222	354	339		1836	3169	58%
14:30	745			56	21				99				218	348	353		1840	3169	58%
14:45	749			58	21				94				210	351	348		1831	3169	58%
15:00	746			59	19				93				212	349	339		1817	3169	57%
15:15	740			60	19				85				195	341	312		1752	3169	55%
15:30	738			60	20				75				193	313	298		1697	3169	54%
15:45	729			64	20				65				189	303	291		1661	3169	52%
16:00	721			64	20				53				176	296	279		1609	3169	51%
16:15	708			63	20				44				166	267	263		1531	3169	48%
16:30	699			62	19				38				152	254	248		1472	3169	46%
16:45	545			57	19				33				138	242	219		1253	3169	40%
17:00	354			57	18				27				69	214	122		861	3169	27%
17:15	285			42	17				18				50	184	72		668	3169	21%
17:30	234			39	17				16				42	182	60		590	3169	19%
17:45	173			41	16				14				38	178	44		504	3169	16%
18:00	138			41	16				14				39	177	31		456	3169	14%
18:15	136			42	16				13				38	178	40		463	3169	15%
18:30	146			42	16				13				34	181	43		475	3169	15%
18:45	195			43	16				10				34	182	52		532	3169	17%
19:00	234			43	16				10				35	185	55		578	3169	18%
19:15	238			43	16				7				41	185	51		581	3169	18%
19:30	237			43	16				3				43	181	52		575	3169	18%
19:45	236			43	0				4				40	180	46		549	3169	17%
20:00	231			0	0				3				43	162	49		488	3169	15%
20:15	232			0	0				3				39	153	48		475	3169	15%
20:30	231			0	0				2				37	141	49		460	3169	15%
20:45	232			0	0				2				36	140	49		459	3169	14%

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Appendix D – On-Street Car Parking Summary

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

On-street Parking Stress

Parking Stress – Table 1

Street	Zone	Capacity	09:00	Stress	15:00	Stress	19:00	Stress
Mold Rd	Zone 1	0	0	0%	0	0%	0	0%
Summerhill Rd	Zone 2.1	0	0	0%	0	0%	0	0%
Summerhill Rd	Zone 2.2	0	0	0%	0	0%	0	0%
Morgan Ave	Zone 21	0	0	0%	2	0%	2	0%
Grove Rd	Zone 33	0	1	0%	2	0%	0	0%
Plas Coch Rd	Zone 43	41	0	0%	0	0%	0	0%
Loverose Wy	Zone 46	0	0	0%	0	0%	0	0%
St Giles Way	Zone 48	0	0	0%	0	0%	0	0%
Union Rd	Zone 51	0	0	0%	0	0%	0	0%
Central Rd	Zone 52	0	0	0%	0	0%	0	0%
Jacques Wy	Zone 53	0	0	0%	1	0%	2	0%
Gatewen Rd 1.1	Zone 58	27	0	0%	0	0%	0	0%
Rhyd Broughton Ln	Zone 60	4	0	0%	0	0%	0	0%
Victoria Rd	Zone 63	0	0	0%	0	0%	0	0%
Grosvenor Rd	Zone 83	0	0	0%	0	0%	0	0%
Chester Rd	Zone 84	0	0	0%	0	0%	0	0%
A5152	Zone 85	3	0	0%	0	0%	0	0%
Duke St	Zone 90	0	5	0%	5	0%	2	0%
Regent St	Zone 91	0	6	0%	2	0%	3	0%
Brynyffynnon	Zone 93	0	1	0%	1	0%	0	0%
Priory St	Zone 94	0	3	0%	0	0%	3	0%
Vicarage Hill	Zone 95	1	0	0%	0	0%	0	0%
Abbot St	Zone 96	0	3	0%	6	0%	6	0%
College St	Zone 99	0	0	0%	0	0%	1	0%
Church St	Zone 100	0	0	0%	0	0%	0	0%

Parking Stress – Table 2

Street	Zone	Capacity	09:00	Stress	15:00	Stress	19:00	Stress
Berse Rd	Zone 57	183	0	0%	1	1%	0	0%
Rhosddu Rd	Zone 26	50	5	10%	2	4%	2	4%
Bradley Rd	Zone 64	12	2	17%	1	8%	13	108%
Gatewen Rd 1.2	Zone 59	92	0	0%	9	10%	0	0%
Ashfield Rd	Zone 16	14	3	21%	2	14%	2	14%
Highgate Ct	Zone 47	18	2	11%	3	17%	3	17%
Pentre Felin	Zone 50	12	0	0%	2	17%	0	0%
Greenfield	Zone 29	32	5	16%	6	19%	5	16%
Crispin Ln	Zone 15	65	15	23%	13	20%	6	9%
Lord St	Zone 89	5	1	20%	1	20%	0	0%
Town Hill	Zone 98	16	5	31%	4	25%	7	44%
Mold Rd	Zone 55	95	8	8%	26	27%	3	3%
West St	Zone 17	10	5	50%	3	30%	3	30%
Watery Rd	Zone 72	20	7	35%	6	30%	7	35%
Bron-Y-Nant	Zone 76	96	29	30%	31	32%	29	30%
Stansty Dr	Zone 40	6	1	17%	2	33%	2	33%
Hill St	Zone 92	3	0	0%	1	33%	0	0%
Maes Glyndwr	Zone 45	187	34	18%	66	35%	31	17%
Llys David Lord	Zone 67	53	19	36%	19	36%	14	26%
Weston Dr	Zone 9	60	9	15%	22	37%	6	10%
Grosvenor Gardens	Zone 36	24	9	38%	9	38%	7	29%
Plas Y Ffynnon	Zone 79	21	6	29%	8	38%	8	38%
Shellbark Cl	Zone 18	198	131	66%	83	42%	21	11%
Dol Acton	Zone 6	7	4	57%	3	43%	3	43%
Stansty Rd	Zone 8	157	13	8%	76	48%	8	5%
Stansty Cl	Zone 42	2	1	50%	1	50%	3	150%
Ruthin Rd	Zone 62	10	6	60%	5	50%	2	20%
Lorne St	Zone 34	32	11	34%	17	53%	12	38%
Gloucester Dr	Zone 82	9	4	44%	5	56%	3	33%

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

On-street Parking Stress

Parking Stress – Table 3

Street	Zone	Capacity	09:00	Stress	15:00	Stress	19:00	Stress
Llys Nantgarw	Zone 74	141	74	52%	79	56%	80	57%
Lodge Rd	Zone 11	14	3	21%	8	57%	1	7%
Price's Ln	Zone 23	28	9	32%	16	57%	14	50%
Croesnewydd Rd	Zone 61	7	1	14%	4	57%	3	43%
Primrose Way	Zone 56	82	32	39%	48	59%	34	41%
Brunel Ct	Zone 14	39	18	46%	23	59%	21	54%
Colliery Rd	Zone 5	61	30	49%	36	59%	30	49%
Brook St	Zone 97	26	14	54%	16	62%	11	42%
Colliery Rd	Zone 3	34	12	35%	21	62%	11	32%
East Ave	Zone 4	21	12	57%	13	62%	12	57%
Brunswick Ct	Zone 13	17	10	59%	11	65%	11	65%
St James Ct	Zone 28	6	2	33%	4	67%	2	33%
George St	Zone 32	6	3	50%	4	67%	3	50%
Spring Gardens	Zone 38	37	20	54%	25	68%	18	49%
Maesgwyn Hall	Zone 102	74	36	49%	50	68%	14	19%
King St	Zone 86	31	18	58%	21	68%	12	39%
Garden Rd	Zone 37	50	29	58%	34	68%	18	36%
Walnut St	Zone 24	16	7	44%	11	69%	12	75%
Windsor Dr	Zone 78	13	5	38%	9	69%	7	54%
Lilac Way	Zone 80	90	51	57%	63	70%	32	36%
Clarendon Ave	Zone 10	14	1	7%	10	71%	1	7%
New Rd	Zone 19	47	18	38%	35	74%	27	57%
Maesgwyn Rd	Zone 54	70	44	63%	54	77%	31	44%
Finney Cl	Zone 7	18	6	33%	14	78%	6	33%
Railway Rd	Zone 12	27	12	44%	21	78%	10	37%

Parking Stress – Table 4

Street	Zone	Capacity	09:00	Stress	15:00	Stress	19:00	Stress
Trinity St	Zone 87	10	8	80%	8	80%	5	50%
Yale Park	Zone 81	61	19	31%	50	82%	24	39%
Jubilee Rd	Zone 73	35	28	80%	29	83%	31	89%
Park St	Zone 25	19	17	89%	16	84%	16	84%
Gibson St	Zone 65	35	30	86%	32	91%	33	94%
Peel St	Zone 66	28	27	96%	26	93%	27	96%
Cunliffe St	Zone 31	21	18	86%	20	95%	23	110%
Egerton St	Zone 88	25	25	100%	24	96%	23	92%
Villiers St	Zone 69	27	28	104%	26	96%	28	104%
Bellevue Rd	Zone 68	37	38	103%	36	97%	28	76%
Vernon St	Zone 35	80	76	95%	79	99%	79	99%
Dolydd Rd	Zone 75	8	4	50%	8	100%	6	75%
Bridge St	Zone 101	4	2	50%	4	100%	3	75%
Fleming Dr	Zone 44	25	16	64%	28	112%	12	48%
Caxton Pl	Zone 41	6	5	83%	7	117%	5	83%
Belvedere Dr	Zone 77	23	11	48%	28	122%	16	70%
Lea Rd	Zone 49	27	30	111%	33	122%	32	119%
Bright St	Zone 70	22	21	95%	28	127%	26	118%
Cobden Rd	Zone 71	21	25	119%	30	143%	27	129%
Mayville Ave	Zone 27	9	7	78%	14	156%	11	122%
Mawddwy Ave	Zone 22	19	29	153%	30	158%	29	153%
East Ave	Zone 20	9	12	133%	15	167%	11	122%
Spring Rd	Zone 30	2	4	200%	4	200%	4	200%
	TOTAL	**3140**	1341	43%	1693	54%	1178	38%

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