Report of the Chief Officer Economy and Planning

Application Reference
P/2025/0594

Applicant
Wrexham Association Football Club Limited

Agent
Mr Chris Potts

Site Address
THE RACECOURSE, MOLD ROAD, WREXHAM, LL11 2AH

Description of Development
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

Ward
Grosvenor/Grosvenor

Community
Rhosddu/Rhos-ddu

Recommendation
Recommendation A
That the Chief Officer Economy & Planning be given delegated authority to GRANT planning permission subject to the following, as well as the conditions below:

1) The completion of an assessment under the Conservation of Habitats and Species Regulations 2017 (as amended), in consultation with Natural Resources Wales, that concludes the development is not likely to have a significant effect on the integrity of the River Dee and Bala Lake; and
2) The completion of a Planning Obligation under Section 106 of the Town and Country Planning Act 1990 to secure financial contributions to fund the following in the event that the implementation of the Travel Plan does not secure a sufficient modal shift to off-set the additional parking demand likely to arise from the development within 12 months of its first use:
    a) Undertaking a consultation on a matchday parking scheme;
    b) The implementation of a matchday parking scheme, depending on the outcome of the consultation; and
    c) The on-going management of a matchday parking scheme.
3) The Chief Officer Economy & Planning be given delegated authority to determine the final form and content of the Obligation referred to in 2).

Recommendation B
That if the Obligation pursuant to Section 106 of the Town and Country Planning Act, as detailed above, is not completed within six months of the date of this

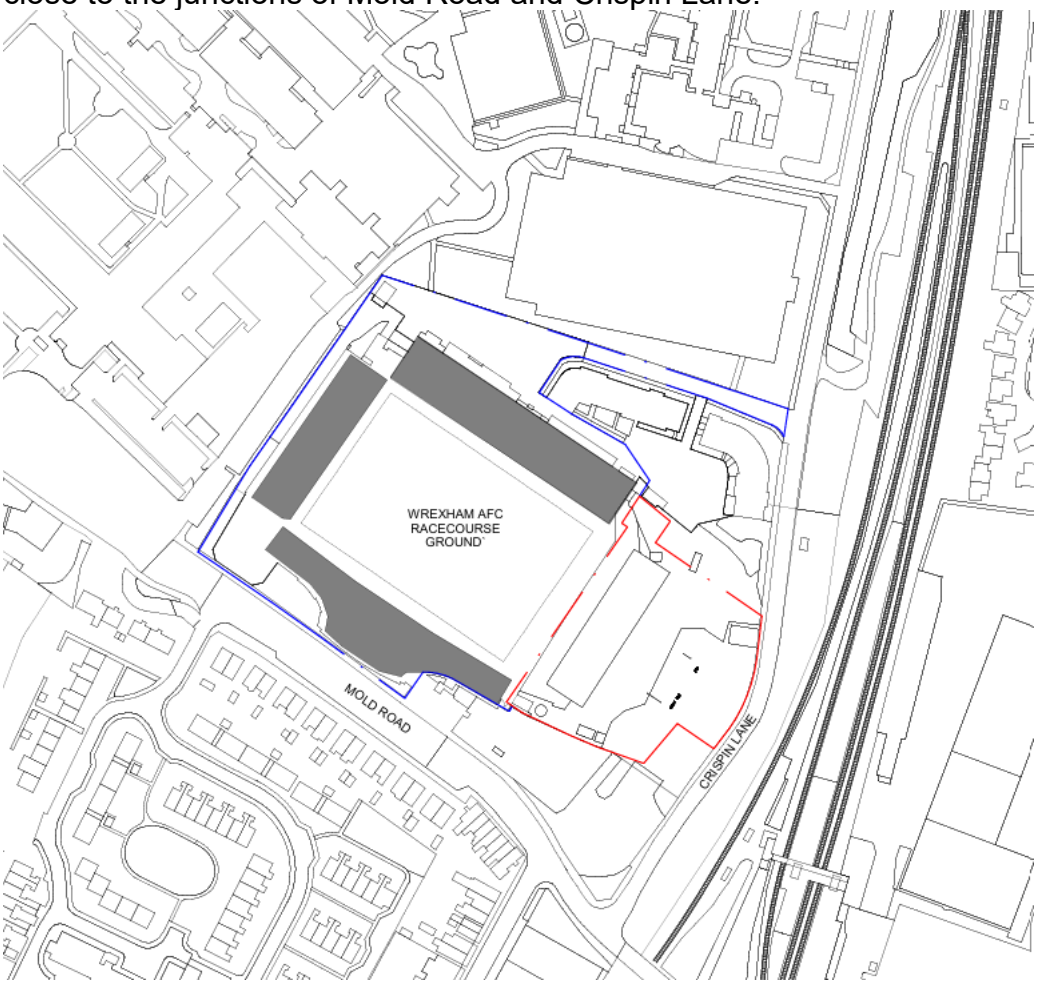
Committee resolution, the Chief Officer Economy and Planning be given delegated authority to REFUSE planning permission subject to the reason below.

1) Additional on-street parking demand arising from the development would harm the amenity of residents of the streets where it would occur as a result of additional noise and disturbance and would give rise to congestion and be detrimental to highway safety. The proposed development therefore conflicts with policies GDP1 and T8 of the Wrexham Unitary Development Plan.

Officer Report

Site Description

The application site forms part of the Racecourse football stadium and is situated close to the junctions of Mold Road and Crispin Lane.



Proposal

The application seeks planning permission to increase the permitted number of seats in the consented Kop stand from 5,500 spectator seats to 7,750 spectator seats, an increase of 2,250.

Reason for Committee Determination

Individual letters of objection received from the owners/occupiers of 3 or more properties.

Site History

P/2022/0725 DATBLYGU'R KOP AR GYFER 5,500 O SEDDI I WYLWYR, 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. Granted 12.1.2023

P/2023/0247 RHYDDHAU AMOD 4 (CYNLLUN RHEOLI ADEILADU) , 5 (HALOGIAD) A 9 (PLANNU PYST) CANIATAD CYNLLUNIO P/2023/0776 / DISCHARGE OF CONDITIONS 4 (CONSTRUCTION MANAGEMENT PLAN), 5 (CONTAMINATION) AND 9 (PILING) OF PLANNING PERMISSION P/2023/0776. Approved 1.3.2024

P/2023/0248 AMRYWIO AMOD 7 (HALOGIAD) AR GANIATAD CYNLLUNIO P/2022/0725 ER MWYN DIWYGIO GEIRIAD YR AMOD / VARIATION OF CONDITION 7 (CONTAMINATION) OF PLANNING PERMISSION P/2022/0725 TO AMEND CONDITION WORDING. Granted 23.6.2023

P/2023/0325 RHYDDHAU AMOD 11 (DRAENIO) CANIATÂD CYNLLUNIO P/2023/0248 / DISCHARGE OF CONDITION 11 (DRAINAGE) OF PLANNING PERMISSION P/2023/0248. Approved 25.9.2023

P/2023/0675 - NON MATERIAL AMENDMENT TO REMOVE CONDITION 3 (CAPACITY) OF P/2023/0248. Refused 30.10.2023.

P/2023/0776 TYNNU AMOD 3 (CAPASITI ARFAETHEDIG EISTEDDLE KOP) O CANIATÂD CYNLLUNIO P/2023/0248 / REMOVAL OF CONDITION 3 (PROPOSED KOP STAND SPECTATOR CAPACITY) OF PLANNING PERMISSION P/2023/0248. Granted 9.1.2024

P/2023/0907 CODI EISTEDDLE DROS DRO (CAPASITI 2,289) GYDA LLE YCHWANEGOL I 20 O GADEIRIAU OLWYN (ÔL-WEITHREDOL) / ERECTION OF TEMPORARY STAND (CAPACITY 2,289) WITH ADDITIONAL 20 WHEELCHAIR SPACES (IN RETROSPECT). Granted 10.4.2024

P/2024/1323 ESTYNIAD I'R STAND DROS DRO PRESENNOL I GYNYDDU'R CAPASITI I 3,020 / EXTENSION TO CURRENT TEMPORARY STAND TO INCREASE CAPACITY TO 3,020. Granted 7.10.2024

P/2024/1462 CODI STONDINAU CONSESIWN, PABELL, LLWYFAN, FFENSYS A GWAITH CYSYLLTIEDIG / ERECTION OF CONCESSION STANDS, MARQUEE, STAGE, FENCING AND ASSOCIATED WORKS. Granted 10.12.2024

P/2025/0090 VARIATION OF CONDITION 2 OF PLANNING PERMISSION P/2023/0776 TO AMEND DESIGN. Granted 3.3.2025

P/2025/0593 NON-MATERIAL AMENDMENT TO PLANNING PERMISSION P/2025/0090 TO AMEND PLANS INCLUDING PROVISION OF PHOTOVOLTAIC (PV) PANELS AT ROOF LEVEL

P/2025/0943 DISCHARGE OF CONDITION 13 (BIODIVERSITY) OF PLANNING PERMISSION P/2025/0090. Approved 15.1.2026

P/2026/0294 DISCHARGE OF CONDITION 11 (SAMPLES) OF PLANNING PERMISSION P/2025/0090. Approved 2.6.2026

P/2026/0411 DISCHARGE OF CONDITIONS 6 (VERIFICATION REPORT) AND 7 (CONTAMINATION) OF PLANNING PERMISSION P/2025/0090. Approved 21.7.2026

Development Plan
Future Wales
Policies 1, 2 and 20

Unitary Development Plan
UDP PS1 - The Broad Location Of Development
UDP PS2 - The Broad Location of Development
UDP PS3 - The Broad Location of Development
UDP Policy EC9 - Listed Buildings of Special Architectural or Historic Interest
UDP Policy GDP1 - Development Objectives
UDP Policy GDP2 - Capacity of Infrastructure and Community Facilities
UDP Policy EC6 - Biodiversity Conservation
UDP Policy T8 – Parking

Relevant National Policy
Planning Policy Wales, Edition 12
Technical Advice Note 5: Nature Conservation and Planning
Technical Advice Note 11: Noise
Technical Advice Note 12: Design
Technical Advice Note 18: Transport
Technical Advice Note 24: Historic Environment

Consultation Responses
Community Council:
Would accept the proposals once parking conditions within the Grosvenor Ward are sorted.

Local Member:
Notified.

Adjoining Local Member:
Comments on matchday parking issues in the vicinity of the site and has raised concerns about additional parking demand that would arise from the new stand. Supports planning permission being granted subject to a match day residents parking scheme.

Natural Resources Wales:
Raises concerns regarding foul drainage, commenting that the majority of the River Dee and Bala Lake catchment is currently failing to meet water quality targets for phosphorous.

Dwr Cymru Welsh Water:
No objection.

Highway Officer:
Raises no objection subject to:

1. A suitably worded Travel Plan condition requiring the submission, approval, implementation and monitoring of a Full Travel Plan incorporating baseline surveys, measurable targets, monitoring arrangements, review procedures, trigger thresholds and remedial measures; and
2. A Planning Obligation securing a mechanism for reviewing, funding and implementing additional mitigation measures where future monitoring demonstrates that the agreed Travel Plan objectives are not being achieved.

Comments that applicant has assessed the cumulative impacts associated with the proposed increase in stadium capacity to 17,750 spectators. Notes that parking demand is forecast to increase to approximately 3,580 vehicles, exceeding the approved off-street parking supply of 3,325 spaces by approximately 255 vehicles.

Notes that in recognition that not all spectators would seek to park in formal off-street parking facilities, the applicant undertook further assessments whereby between 10% and 20% of parking demand would be accommodated within the surrounding streets. With 80% utilisation of parking facilities, 592 vehicles are assumed to park on surrounding streets.

Notes that the assessment concludes that in the absence of Travel Plan measures, the proposed development could result in a substantial increase in parking demand and an increase in on-street parking.

Notes the applicant has undertaken surveys across 103 on street parking areas surrounding the stadium and that identified matchday parking are located with residential areas.

The applicant concludes that these locations provide approximately 1,464 parking spaces. The applicant forecasts that 592 displaced vehicles would increase parking to 1,415 vehicles or 97% utilisation of the identified parking spaces. On this basis, the applicant concludes that there is sufficient capacity to accommodate forecast demand.

Comments that the Local Highway Authority does not fully agree with the applicant's conclusion that the proposed development can be accommodated without reliance upon additional mitigation measures or parking management controls. Comments that the applicant's conclusions are heavily dependent upon assumptions regarding the capacity of individual streets and the redistribution of displaced vehicles across a large number of streets. Advises that there remains potential for localised parking

stress, parking displacement and associated residential amenity impacts within those streets located closest to the stadium.

Notes the application is accompanied by an Interim Travel Plan which identifies initiatives to encourage travel by sustainable modes and reduce reliance upon private car travel. The document includes measures relating to walking and cycling, public transport improvements, park and ride opportunities, coach travel, car sharing initiatives, travel information and ongoing engagement with key stakeholders including the Council, Transport for Wales, public transport operators and the wider Wrexham Gateway partnership. Acknowledges that these measures have the potential to reduce parking demand and notes that under these measures, parking demand would reduce to 2,914 vehicles, leaving 411 spaces available within off-street car parks.

Does not agree with the applicant's conclusion that the proposed increase in stadium capacity can be accommodated without reliance upon additional parking controls or mitigation measures.

Contaminated Land Officer:
No comments to make provided Condition 6 on Planning Permission P/2025/0090 will remains.

Public Protection Officer:
Notes the findings of the Air Quality Technical Note. Accepts the findings of the report in terms of construction and operational impacts, noting mitigation measures are proposed for the former and there would be no adverse impacts during the latter.

Conservation Officer
No objection.

Ecology Officer:
Comments that the landscaping scheme is poor and offers little biodiversity benefit.

Publicity Undertaken:
Site Notice
Notification Letters

Responses to Publicity:
1 representation received supporting the development but commenting that the Council should encourage the use of a cantilevered roof rather than a 'goal post' design which would prohibit filling of the corner between the Kop and Wrexham Larger Stand with additional seats.

123 representations raising concerns about the following:

- Match day parking issues;
- Restricted access to emergency services to nearby streets due to matchday parking;
- Behaviour of fans towards residents;

- Highway safety concerns;
- Need for a residents' parking scheme.

Principle of Development
The site is situated within the settlement boundary of Wrexham and is not subject to any specific UDP designations or allocations. The UDP also does not have specific policies regarding development at The Racecourse.

The proposed development would introduce additional seats into an already consented and under construction football stand which is being built on previously developed land. Policy PS1 of the UDP directs developments to within settlement limits whilst policy PS3 supports the re-use of previously development land. The proposed development accords with both policies. The principle of development is therefore acceptable.

Design
An amended design for the new Kop stand was granted planning permission under section 73 of the Town and Country Planning Act 1990 in March 2025 (Ref: P/2025/0090). The proposed development would not increase the length, width or height of the new Kop stand.

The amended design sought to future proof the Kop stand and therefore included provision for additional seating to be added at a later date. However, the number of spectators that can occupy the approved stand is limited by condition 3 of planning permission Ref: P/2023/0776 to 5,500. Application Ref: P/2025/0090 did not seek to remove this restriction. This is because of the limits to the extent of amendments to planning permissions that can be granted under Section 73 of the Town and Country Planning Act 1990, as established by Case Law. It is only possible to grant planning permission under Section 73 where the resulting decision would not introduce a condition that creates conflict with or that is inconsistent with the wording of the original planning permission. Full planning permission is therefore required for the additional seats.

Other than the introduction of additional seats, this application proposes no other changes to the new Kop Stand. The additional seats would not be prominent additions from outside of STōK Cae Ras. Moreover, they would be viewed in the context of an existing football stadia and would therefore not alter or detract from the character of either the new Kop Stand or the wider stadia.

Having regard to the above, the proposed development accords with policies PS2 and GDP1.

Impact on Neighbouring Amenity
The nearest dwellings are approximately 50 metres away on the opposite side of Mold Road. There are also two blocks of student accommodation to the north-east. The nearest of these are some 30 metres away from the proposed Kop stand.

The proposed development would not result in any external changes to the building and as such there would be no impact on the living conditions of the

properties referred to by way of loss of light visual overdominance or loss of privacy.

Although the proposed development would permit an increase in spectator numbers by 2,250, any noise associated with them would be heard in the context of the 5,500 spectators the Kop stand is already permitted to hold, together with spectators in the wider STōK Cae Ras stadium. Crown noise, music noise, noise from PA systems would occur irrespective the additional capacity is permitted or not. The Noise Impact Assessment accompanying the original planning application for the new Kop concluded that the noise levels at the nearest properties were not expected to change. The Public Protection Officer has confirmed that no additional noise assessments are required and therefore it is reasonable to conclude that the conclusions of the original Noise Impact Assessment are valid in the context of the proposed additional capacity.

Having regard to the above, the proposed development accords with policy GDP1.

Highway Considerations
Condition 15 of the extant planning permission requires the submission and implementation of a Travel Plan. However, there are no conditions or a Planning Obligation to require specific off-site traffic or parking mitigation measures. This is because the development replaced the, albeit out of use, old Kop stand which had a broadly similar capacity to the new stand. This represented a credible fallback position in so far as the former stand was extant, retained a lawful use and could have been refurbished and brought back into use without planning permission. It would therefore have been unreasonable to require the applicant to implement or contribute towards measures to mitigate for the above additional traffic or parking demands.

The proposed development would increase the number of seats in the new Kop stand by a further 2,250. The Transport Assessments accompanying the application indicates that this would generate further 2,250 trips, with 1273 or 57% bring by car, with a further 199 or 9% as drop offs. These trips being mostly on Saturdays or weekday evenings are unlikely to have a significant impact on the capacity of or operation of the local highway network.

The proposed development would give rise to additional demand for parking. The applicants have undertaken an assessment of parking demand. Based on surveys undertaken during a Wrexham v Millwall match on 7 February 2026, occupancy of parking spaces across 9 car parks within and on the edge of the City Centre was 1894 spaces against a total provision of 3,325 spaces. Meaning that there were 1431 spaces available, or spare capacity of 43%. Assuming the same travel patterns, the existing approved Kop stand would increase parking demand to 3045, leaving 280 spaces free, or spare capacity of 8%. With the additional 2,250 seats proposed, and also assuming the same travel patterns, there would be a total demand for 3580 parking spaces, which exceeds the available parking capacity by between 255-592 spaces, depending on utilisation of existing car park capacity. The worst case scenario is that all of these vehicles would park on streets within easy walking distance of the stadium.

The application is accompanied by an Interim Travel Plan which outlines a number of measures which, if implemented, would reduce match day travel by car, including improving pedestrian access to the site, providing information to aid access on foot and by bicycle, incentives to encourage public transport use, working with key stakeholders, including the Council, Transport for Wales and public transport providers to identify improvements to public transport.

Maintaining the existing park and ride serve from Ruthin Road is also a proposed measure. The implementation of the proposed Travel Plan measures is intended to support a reduction in car borne travel during matchdays such that peak parking demand would be 2914, leaving 411 parking spaces free.

Achieving a modal shift in the way people travel to the site would ensure that the proposed development did not give rise to or exacerbate parking issues in the vicinity. However, if the measures proposed were not successful, there is a risk that this would not be the case. The evidence submitted by the applicants demonstrates relatively high level of on-street parking demand in some locations. Increasing this demand would potentially give rise access and highway safety issues in those streets, as well as proving disruptive for local residents. As such, a scheme to help manage matchday parking demands is needed in case the implementation of the Travel Plan does not achieve the modal shift required achieve the outputs referred to above. It is therefore proposed that in addition to a planning condition to secure the submission and implementation of a Travel Plan, a Planning Obligation will also be necessary to secure financial contributions towards the following:

- Consultation with residents in streets surrounding the stadium regarding the establishment of a match day residents parking scheme;
- In the event that residents support 1. the implementation of such a scheme.
- The on-going management of the scheme.

Subject to the matters outlined above, the proposed development would not give rise to parking or highway safety concerns and as such, would accord with policies GDP1 and T8.

Historic Environment

The Grade II listed Glyndwr University campus buildings are situated to the north-west of the STōK Cae Ras site whilst Wrexham General railway station lies to the south-east on the opposite side of Crispin Lane. The station buildings are also Grade II listed. The new Kop would, by virtue of its overall size, be visible from the listed buildings, but not any more so than the approved design. The immediate surroundings of the listed buildings are also urban in context, including the existing sports stadia. The proposed additional seating would have no greater effect on the setting of these listed buildings than the approved scheme.

Having regard to the above, the proposed development would accord with policy EC9.

Natural Environment

The Ecology Reports accompanying previous applications concluded that the site the new Kop Stand is being built on offered low ecological value. Whilst noting the

comments made by the Ecology Officer, no changes area proposed to the external area between the stand and Crispin Lane compared to the consented scheme. The extant planning permission is subject to a condition requiring further details of net benefit to biodiversity (NBB) to be submitted for approval and subsequent implementation. The details for the latter were approved under reference P/2025/0943. A condition to require the development to be carried out with the approved measures could also be attached to this development should planning permission be granted.

Having regard to the above, the proposed development accords with policies PS11, EC6 and Planning Policy Wales 12 paragraph 6.4.5.

Drainage
Foul water from the site would be disposed of via the mains sewerage system which connects to the Five Fords wastewater treatment works (WwTW). The extant planning permission permits a development with a maximum capacity of 5,500 spectators. Given that the application seeks permission to increase the of seats to be installed in the new Kop stand and therefore the number of spectators it could accommodate, it would, in turn, result in additional foul water discharges from the site.

Notwithstanding the report presented to Planning Committee on 6 July 2026, the Council is not yet in a position to conclude that this development would not have a significant effect on the River Dee and Bala Lake Special Area of Conservation (SAC) as a result of the additional phosphorous that would be discharged into it as a result of the foul drainage arising from the development. However work is on-going to enable the necessary assessments to be undertaken and reach a robust conclusion regarding the impact of this, and other developments, on the SAC.

Conclusion
The proposed additional seating would not give rise to design, residential amenity, historic environment or natural environment concerns and this regard of these matters, the proposed development therefore accords with the relevant UDP policies. Further work is required before it is possible to conclude no adverse effect on the River Dee and Bala Lake SAC. However, delegated authority is sought to grant planning permission pending the completion of this work and a Habitat Regulations Assessment.

Condition(s)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.

2. The development shall only be carried out in strict accordance with the details shown on the following plan(s) and document(s): WRX-POP-ZZZ-ZZZ-DR-AR-021001 Revision P02 Site Location Plan

WRX POP-ZZZ-ZZZ-DR-AR-021003 Revision P02 Site Plan: Proposed
WRX-POP-KOP-L00-DR-AR-021020 Revision P03 General Arrangement Level 00 Proposed
WRX-POP-KOP-L01-DR-AR-021021 Revision P03 General Arrangement Plan Level 01 Proposed
WRX-POP-KOP-L02-DR-AR-021022 Revision P03 General Arrangement Plan Level 02 Proposed
WRX-POP-KOP-L03-DR-LA-021023 Revision P03 General Arrangement Plan Level 03 Proposed
WRX-POP-KOP-L04-DR-LA-021024 Revision P03 General Arrangement Plan Level 04 Proposed
WRX-POP-KOP-LORF-DR-LA-021025 Revision P03 General Arrangement Plan Level RF Proposed
WRX-POP-KOP-ZZZ-DR-AR-022030 Revision P02 General Arrangement Cross-Section (W-E) Proposed
WRX-POP-KOP-ZZZ-DR-AR-023045 Revision P02 General Arrangement North & South Elevations Proposed
WRX-POP-KOP-ZZZ-DR-AR-023046 Revision P02 General Arrangement East & West Elevations Proposed
WRX-POP-ZZZ-ZZZ-DR-AR-023041 Revision P02 General Arrangement Proposed Elevations

3. The number of spectators using the development hereby permitted and the development granted planning permission under reference P/2025/0090, when taken together, shall not exceed 7,750. For the avoidance of doubt, this applies to all football and non-football events held at the Racecourse.

4. The construction period of the development shall be carried out in accordance with the McLaren Construction Environmental Management Plan Revision dated October 2025, approved on 7 November 2025 under reference P/2025/0678.

5. The development shall be carried out in accordance with the following details approved on 1 March 2024 under reference number P/2023/0247:
· Letter from Ramboll to Matthew Phillips dated 23/06/05
· Wrexham AFC Kop Development, Interim Contaminated Land Interpretive Report, Ramboll, Issue 3, Dated 05/02/2024.

6. The development shall be carried out in accordance with the Verification Report (Part A – Groundworks) Rev P02 prepared by Buro Happold dated 16 June 2026 (WRX-BHX-KOP-ZZZ-GE-000301) approved on 21/07/2026 under reference no. P/2026/0411.

7.

In respect of long-term monitoring for land contamination, the development shall be carried out in accordance with the Verification Report (Part A – Groundworks) Rev P02 prepared by Buro Happold dated 16 June 2026 (WRX-BHX-KOP-ZZZ-GE-000301) approved on 21/07/2026 under reference no. P/2026/0411.

8. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

9. The development shall be carried out in accordance with the Wrexham AFC Kop Development, Interim Contaminated Land Interpretive Report, Ramboll, Issue 1 dated 7.4.2023 approved on 1.3.2024 under reference no. P/2023/0247

10. No infiltration of surface water drainage into the ground at the proposed Wrexham FC Kop stand location is permitted other than in accordance with the details shown in the Wrexham AFC Kop Development – Drainage Strategy, (Buro Happold WRX-BHE-KOP-ZZZ-RP-CI- 000002 Rev P02) July 2025 and the Wrexham AFC Kop Development – Contaminated Land Interpretative Report. Ramboll, Project Number: 1620012485, April 2023 approved on 25/09/2023 under reference P/2023/0325.

11. The development shall be carried out in accordance with the details SToK CAE RAS REDEVELOPMENT PROJECT - PLANNING OFFICER GUIDE DOCUMENT 13/04/2026, approved on 2 June 2026 under reference P/2026/0294 in respect of external facing materials.

12. Before the development hereby permitted is substantially complete a scheme of public realm works, to include details of hard and soft landscaping shall be implemented in accordance with details first submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be retained thereafter.

13. In respect of measures to deliver a net biodiversity benefit, the development shall be carried out in accordance with the following documents approved on 15/01/2026 under reference no. P/2025/0943:

• Landscape Planting Plan - dated 19.09.25 - WRX-POP-ZZZ-ZZZ-DR-LA - Drawing Number 701005 - Rev P05

• Landscape General Arrangement Plan - dated 17.10.25 - WRX-POP-ZZZ-ZZZ-DR-LA - Drawing Number 701001 - Rev P06

• Landscape Management Plan - dated 09.10.25 - Rev P01

• General Arrangement Level 05 Proposed - dated 12.09.25 - WRX-POP-KOP-L05-DR-AR - Drawing Number 011005 - Rev P10

• Accompanying Application Form

• Accompanying Site Location Plan - dated 03.02.25 - WRX-POP-ZZZ-ZZZ-DR-AR - Drawing Number 021001 - Rev P01

• Accompanying Proposed Site Plan & Ecological Appraisal - dated 28th Jan 2025 - Rev P02

• Accompanying Nature & Biodiversity Report - dated 4th Nov 2025 - Rev P03

14. No part of the development shall be used until a scheme of Public Realm Management Plan (PRMP) has been submitted to and approved in writing by the Local Planning Authority. The PRMP shall include, but not be limited to:
· Details of how public access to the external public realm areas will be managed when football and non-football events are held at the Racecourse;
· Details of any proposed Hostile Vehicle Management (HVM) migration zones.
The PRMP shall be implemented in full when all football and non-football events are held at The Racecourse.

15. Before the development hereby permitted is first used, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include but not be limited to:
i. Measures to reduce the impact of vehicle movements on the operation of Junction 5 of the A483 on match days and non-match day events (e.g staggering of events times);
ii. Measures to encourage sustainable transport options and reduce the need to travel to and from the football and non-football events held at the site by private motor vehicle;
iii. The timing for the implementation of such measures.
iv. Targets for a modal shift in travel to and from football and non-football events held at the site by modes of other than the private motor vehicle;

v. A scheme of annual monitoring or a period of 5 years to be undertaken on the anniversary of the first use of the stadium. The development shall be undertaken in accordance with the approved Travel Plan. Annual monitoring reports shall be submitted to the Local Planning Authority within one month of their completion along with details of changes to the Travel Plan in light of the findings of the annual monitoring reports.

16. The rating level of any noise generated by any plant equipment shall not exceed the pre-existing background level at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

Reason(s)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To comply with Section 71ZA(2) of the Town and Country Planning Act, 1990.

3. In the interests of public and highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

4. In the interests of highway safety and the amenity of nearby residents in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

5. To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination. At this stage it is not possible to determine whether or not contamination and hence remediation may be warranted until such time as a site investigation has been performed.

6. To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and

neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

7. A long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on controlled waters.

8. To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

9. Piling/foundation details should be submitted to ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development or phase of development.

10. To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution.

11. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policy GDP1 of the Wrexham Unitary Development Plan

12. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with policy GDP1 of the Wrexham Unitary Development Plan.

13. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12

14. In the interests of public safety and to promote safe pedestrian access and egress to the development in accordance with policy GDP1 of the Wrexham Unitary Development Plan.

15. To maximise opportunities for travel by means other that the motor vehicle in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

16. To protect the amenities of the occupiers of nearby properties in accordance with policy GDP1 of the Wrexham Unitary Development Plan.