Redpoint Holidays Ltd.

Design and Access Statement

Trinity Hall, Llangollen Road, Acrefair, LL14 3SF



Table of Contents

1. Introduction 3
1.1 Aims & Objectives 3
2. Design 3
2.1 Site Description 3
2.2 Proposed Improvements 4
2.21 Community Safety 4
2.22 Environmental Sustainability 4
2.3 Use 5
2.31 Previous Use 5
2.32 Current Use 6
2.33 Proposed Use 6
2.4 Proposed occupancy levels 7
2.5 Total floor areas 7
2.6 Proposed development timeline 7
3. Access 8
3.1 Access to the site 8
3.2 Movement to and from the site 9
3.21 By Active travel 9
3.22 By Public transport 11
3.23 By Car 12
3.3 Anticipated daily traffic generation 14
3.4 Delivery and Servicing Arrangements 15
3.6 Road Ownership 17
4. Attachments 19

CHANGE OF USE APPLICATION OUTLINE

1. Introduction

1.1 Aims & Objectives

The aim of this proposal is to enable several small businesses to use Trinity Hall and the Warehouse for office space and storage by subdividing the existing buildings. To make this possible we are applying for the use of all the buildings to be class B1, which is the same as the existing warehouse building has now. As per our previous applications, the scope of the existing planning permission condition 1 will also need to be considered.

The proposal has 3 main objectives:

1. To create an attractive workplace for local people to work within their community.
2. To restore the buildings and protect their historical features.
3. To create a sustainable business model that operates in harmony with residents.

2. Design

2.1 Site Description

Trinity Hall is a Ruabon red brick building dating back to the early 1900's. It is an imposing sight, bringing character to the area with its huge arched windows. It is linked to the warehouse, which was probably constructed in the 1950's, by a flat-roofed area.

The buildings are situated in an elevated location above Llangollen Road. There are steep banks dropping down to the roads along the front and west side of the buildings.

Along the opposite side of the unadopted road to the west there are four houses with their own driveways and off-street parking.

Across the Llangollen Road to the south there is a row of historic semi-detached Ruabon red brick terraced houses.

To the rear of the site is Acrefair Primary School playground.

To the east of the property is the Old Presbyterian Church, which is being converted into houses and has car parking with room for 6 cars neighboring the car park at Trinity Hall.

→ Please see Appendix 24 - Trinity Hall Diagram L1 - Car Parking Old Presbyterian Church

2.2 Proposed Improvements

Allowing Redpoint Holidays to collect a rental income from sharing the property with other small businesses will enable further work to be done to restore the buildings and continue the landscaping improvements along the boundaries.

2.21 Community Safety

The neighbours to the side and rear of the property are at elevated levels, providing natural surveillance of the car parking area and rear property. From the front, the property can be seen from the houses opposite and from the street.

There is already extensive street lighting at the front and lights from the school light up the back meaning that the site is already quite well-lit at night. On-site outdoor lighting will be added where needed to ensure safe access.

Increasing the use of the buildings will create a more occupied environment and better upkeep, discouraging anti-social behaviour in the area surrounding the property.

2.22 Environmental Sustainability

The office buildings will benefit from improvements in insulation levels and air tightness as part of the refurbishment.

Ventilation and lighting will be selected with sustainability in mind.

We have already installed a wood pellet boiler to provide a sustainable heat source. There is also built-in provision for the addition of solar panels.

Rainwater harvesting has already been installed.

A Wellness Garden has already been created to the side of the proposed warehouse offices to provide a secluded, healthy, green breakout space and encourage bees and wildlife. The front of the property has also been planted out with shrubs and ground cover.

We have started to add and retain topsoil to plant trees and shrubs on the steep banks along the roadside and aim to continue all the way round to join the brick wall at the front once permission has been granted.

We will operate a strict recycling policy on site, which will be contractually extended to all tenants. Recycling bins will be provided.

We are careful to reuse and repurpose as much as possible on site as we make improvements to the buildings.

Working in the community reduces the travel time to work and its environmental impact.

We have committed to promote active travel, to encourage walking and cycling to work, as part of our environmental goals.

2.3 Use

2.31 Previous Use

The site was used as a church hall and a youth centre prior to 1966, when it was sold to the Rural District Council of Wrexham (Appendix 1 – the conveyance document from 1966).

In 1968 the site was sold by Wrexham Council to W.J. Parry & Co (Nottingham) Ltd. for light industrial use. (Appendix 2 - the Conveyance Document from 16th January 1968, which includes a detailed scaled plan of the property boundaries that were drawn up by Wrexham Council as part of the conveyance agreement).

The original access to the rear of the property was via a bridlepath, now Footpath no. 5 (Appendix 3). During this period the bridlepath was widened onto the property to become a gravel road with footpath. (Appendix 4).

In 1980 the use of the site for wholesale and retail distribution of bedding and furniture was first approved (Appendix 5, page 16). It continued to be used as a bed showroom and retail outlet until it was purchased by Redpoint Holidays Ltd. in April 2015.

All the buildings (Trinity Hall, the warehouse, and the flat-roofed area in between the two buildings) were previously occupied by the furniture business.

When the site was used by Border Beds:

- the total floor area of all the buildings was 800 m^2 (which included mezzanine showroom display areas that have since been dismantled).
- The Warehouse had 311.65 m^2 storage and 34.40 m^2 office space.

Warehouse floor areas

	Description	Relativity	Area m^2/unit	£ per m^2/unit	Adjustments	Adjustments %	Value
1	Ground floor warehouse	1	311.65	£26.81			£8,355
2	Ground floor works office	1	34.40	£26.81			£922
Total			**346.05**				**£9,277**

- Trinity Hall was classed as mainly a showroom, with a storage area and toilets, totalling 455.82 m^2.

Warehouse floor areas

	Description	Relativity	Area m^2/unit	£ per m^2/unit	Adjustments	Adjustments %	Value
1	Ground floor showroom	1.2	72.03	£35.10	Standard adjustment	+20.0%	£2,528
2	Ground floor warehouse	1	3.86	£29.25			£113
3	Mezzanine floor (between gf and 01) internal storage	0.5	39.95	£14.63	Standard adjustment	-50.0%	£584
4	Ground floor area under supported floor	0.7	46.24	£20.48	Standard adjustment	-30.0%	£947
5	Ground floor area under supported floor	0.7	140.49	£20.48	Standard adjustment	-30.0%	£2,877
6	Mezzanine floor (between gf and 01) retail area	1.1	140.49	£32.18	Standard adjustment	+10.0%	£4,521
7	Ground floor staff toilets	1	12.76	£29.25			£373
Total			**455.82**				**£11,943**

- The site was classed as B1 (Business and light industry) by LPGN 16.

Multiple applications were approved for continued use as a bed shop, until in 1989 the types of vehicles delivering to the property became too large for the access facilities. This created many objections from the neighbors. Continued use was finally granted in 1990, subject to road widening and car parking improvements (Appendix 6). The road was widened further onto the property to the size it is today.

Following the road improvements, the furniture business grew and according to the previous owner of Border Beds, average daily traffic increased to **51 journeys per day**. (Appendix 7)

- 5 staff (10 journeys per day, plus 5 more journeys if half of them went out for lunch = 15 journeys).
- 10 reps visits per week (2 per day would be 4 journeys per day).
- 50 customers per week (10 per day would be 20 journeys per day).
- 20 deliveries/ collections a week. Most of the deliveries were in large lorries. (4 per day would be 8 journeys per day).
- Plus, other visitors, such as builders, painters, carpet fitters, meter readers, accountant, IT help, etc. (Estimated at 2 per day, would be 4 journeys per day).

2.32 Current Use

REDPOINT HOLIDAYS LTD. is under-occupying the site, with only 2 people using the site.

Redpoint Holidays is not a travel agency and does not have any customers visiting the site.

The intention is for Redpoint Holidays to retain use of the storage space in Trinity Hall (Appendix 8), with a gross floor area of 198 m^2, and occupy Office 1 in the warehouse (Appendix 9), which has a gross floor area of 12m^2 and has capacity for 2 staff.

2.33 Proposed Use

Widening the scope of planning permission condition 1 will enable Redpoint Holidays to share the proposed Warehouse and Annex offices with a small number of like-minded microbusinesses and freelancers.

We anticipate office workers will generally work office hours from 9am – 5pm, Monday to Friday.

We propose to target digital services micro businesses, and freelancers that work online. Examples of such businesses are web designers, technology specialists, and translation agencies. As more people are hybrid working, we are also hoping to attract people who are currently 'working from home' to the offices, who work for larger companies based elsewhere. As business is done online, there is no expectation that customers would visit the site.

There are no plans to alter the use of Trinity Hall, which will continue to be used by Redpoint Holidays for storage.

There are no plans to alter the scale or existing footprint of the buildings.

There are no plans to alter the foul drainage facilities, as we are proposing to use only 4 toilets that will use the existing drainage. When it was used as a church hall and a youth centre, the buildings had at least 6 toilets.

2.4 Proposed occupancy levels

Facilities will include furnished office spaces, breakout spaces, meeting rooms and storage for tenants, accommodating up to a **maximum of 17 people** (including the 2 people from Redpoint Holidays who are currently at the premises).

The total area of 187 m^2 (comprising of the Annexe, Warehouse office units and shared facilities) equates to 11m^2 per person, which is in line with the British Council for Offices recommendations of 2023, which recommend 10 – 12m^2 per person.

→ Please see the attached existing floor plan of Trinity Hall and The Annexe (Appendix 8).
→ Please see the attached proposed floor plan for the Warehouse (Appendix 9).

2.5 Total floor areas

The total floor area of **620 m^2**, used by a maximum total of **17 people**, includes:

- The Annex (Office number 8, entrance, toilet, and storeroom), max. occupancy 3 people, 48 m^2
- The Warehouse office units (Offices 1 – 7), max. occupancy 14 people, 91 m^2
- The Warehouse shared spaces (kitchen, breakout space, meeting room, phone booth) 70 m^2
- Other Warehouse facilities (plant room, toilets, cycle store etc.) 115 m^2
- Warehouse storage areas (site maintenance area) 78 m^2
- Trinity Hall (Storage & hallway) 218 m^2

→ Please see the attached floor plan calculations spreadsheet (Appendix 10) for a full breakdown of the floor areas.

2.6 Proposed development timeline

Development of the site will take place over the next 10 years and be in three main phases.

Phase 1 (2026-27) Rent out the existing office known as The Annex (Office 8). Occupied by max. 3 people. (This office has its own access, toilet and storage area, which could be used for cycle storage).

- ✓ Improvements to the rear of the buildings facing the car park, the gate and car parking area.

Phase 2 (2029-2030) Create 3 offices in the area under the flat roof between the Hall and the Warehouse (Offices 1 – 3). Occupied by max. 8 people.

- ✓ Addition of the toilets, kitchen and cycle store facilities in the warehouse, upgrade the rear entrances.

Phase 3 (2032-2035) Add offices 4 – 7, as shown on the floor plan. Complete the warehouse renovation. Occupied by max. 6 people.

- ✓ Renovation of the rest of the property.

3. Access

3.1 Access to the site

3.11 Access description

Vehicular access is via an unadopted road leading to the rear of the property. (See section 3.6 Road Ownership below).

This unadopted road is also used by the four neighbouring properties along the opposite side of the road, who all have their own off-road parking driveways.

There is currently no vehicular access to the primary school behind the property.

Pedestrians and cyclists can enter the Trinity Hall site via the pedestrian gate next to the vehicular access gate at the rear of the property.

Pedestrians can also access the premises from the front, directly from the main Llangollen Road, by the steps at the front of the buildings.

3.12 Access Arrangements at site entrance

Please see the attached to-scale plan (Appendix 11) showing the site entrance width and kerbing, diagrams showing swept path analyses for various vehicle types (Appendices 12 - 19), and a diagram showing the visibility splays at the entrance (Appendix 20).

→ Please note that **site dimensions** are shown on Diagram A1 (Appendix 11).

The swept path analysis diagrams (Appendices 12 & 13) show a medium-sized refuse vehicle (8 meters long, 2.44 meters wide, turning radius 8.5 kerb to kerb, 9.4 wall to wall, wheelbase 4 meters) and diagrams

(Appendices 14 & 15) show a long wheel base Mercedes Sprinter van (up to 3.5 tonne, length 7 meters, long wheelbase 4.3 meters) entering and exiting the site, with a 200mm clearance around the vehicles.

The visibility splay diagram (Appendix 20) shows clear lines of sight from the entrance junction down the unadopted road and up the footpath that comply with the Highways requirement, “Based on these typical speeds, the existing access would require visibility splays of 2.4 x 18m to the south and 2.4 x 11m to the north measured to the nearside edge of the adjoining highway”.

The gate (Appendix 11) will have a 5-meter opening and cross from the edge of the kerb to the fence leading to the Northern boundary of the property.

The existing roadside standard-sized kerb bends around to be parallel with the building. We will add a dropped kerb opposite the building to allow pedestrians and cyclists easy access through a pedestrian gate. We are not adding any other new kerbs.

The kerbside area by the pedestrian entrance will have ground cover vegetation (as existing) not exceeding 1 meter in height, so as not to impede the view of the road along the splays.

The surfaces at the entrance will remain as existing, with some repairs. The road surface and car park areas are asphalt, the pedestrian access path is asphalt, the path into the garden is granite dust. The loading area is a concrete slab.

→ Please see the site plan (Appendix 11)

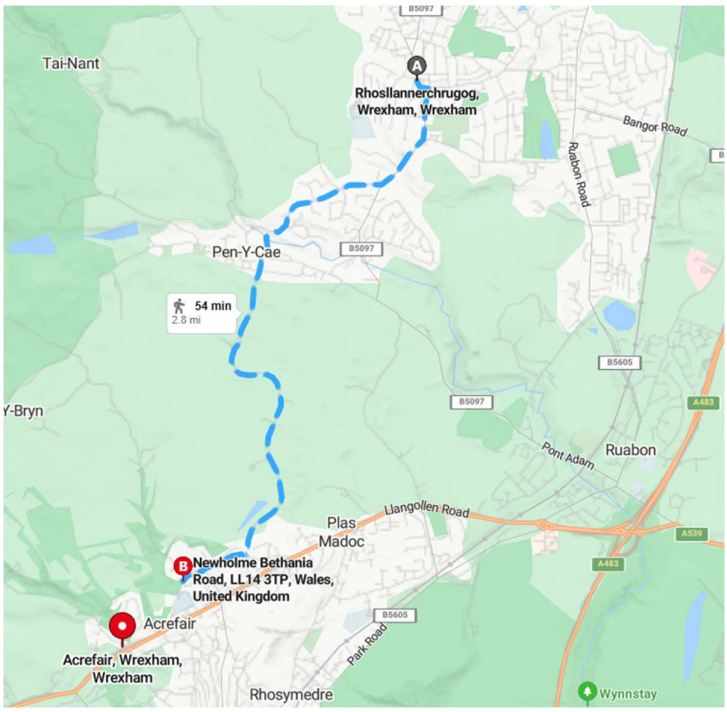
3.2 Movement to and from the site

3.21 By Active travel

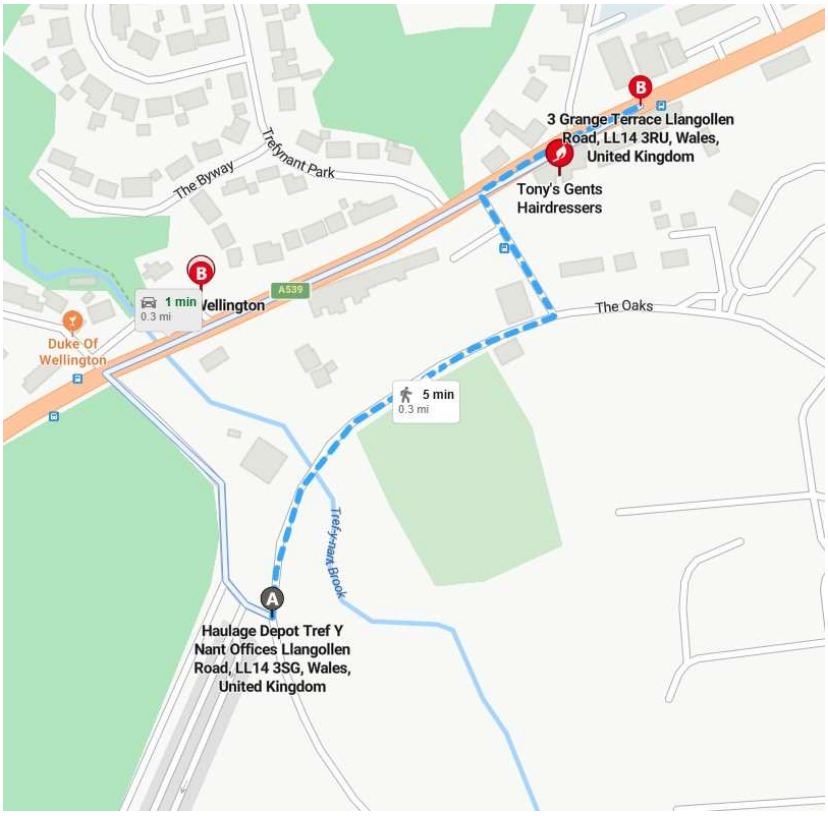
As part of our commitment to sustainability, and to the concept of working within the community, we aim to promote active travel and see our location as a benefit for people who want to walk or cycle to work.

3.21a Footpaths & Vehicle-free Routes

Footpath number 5 passes up the pavement running alongside the unadopted road and continues uphill to join the residential area at Bowers Road, providing pedestrians and cyclists with a vehicle free route from above, as well as access to smaller country roads (Delph Road) in the direction of Rhosllanerchrugog towards Wrexham, avoiding the main roads.



From below, the canal path provides vehicle free routes from the opposing directions of Chirk and Llangollen to within 0.3 miles (5 minutes' walk) of the property.



3.21b Cycle Parking and Storage

2 no. Sheffield cycle stands will be provided within the cycle storage room which will allow for the parking / storage of 4 cycles, as recommended by the WCBC Active Travel Section.

Please see an example of the proposed Sheffield cycle storage solution below.



Lockers (added in phase 2) and a shower facility (added during phase 3) will be provided.

→ See Appendix 21 – Diag. K2 - Detailed Bin and Cycle Storage.

3.22 By Public transport

There is a bus stop approximately 100 meters from the site going towards Wrexham and a bus stop directly opposite Trinity Hall going towards Llangollen, Chirk and Corwen. Pedestrians arriving by bus can access the buildings directly from the front steps on the Llangollen Road.

There are regular bus services by bus route number 5 (Corwen/Llangollen to Wrexham) and bus number 2 and 2A (Oswestry/ Chirk to Wrexham), as well as the T3 from Barmouth via Dolgellau, Bala and Corwen.

The nearest train station is Ruabon, which is 1.8 miles away, and can be reached by a 7-minute bus journey.

3.22a Bus Timetable

Buses Stopping at Trinity Hall - Routes with no changes

Bus Number	Route	Stop	First Arrival					Last depart	Via these towns with no changes
5	Wrexham - Ilangollen	Acrefair Trinity	06:21	07:27	Then every 30min until	19:52	21:48	23:15	Rhostyllen, Johnstown, Ruabon Train
5	Llangollen - Wrexham	Acrefair Trinity	06:57	07:53		20:22	22:17	23:47	Trevor
2	Wrexham - Oswestry	Acrefair Trinity	07:30	08:24	Then every hour until	18:49	20:23	22:40	Rhostyllen, Johnstown, Ruabon Train
2	Oswestry - Wrexham	Acrefair Trinity	07:23	08:26		19:35	20:29	21:43	Gobowen, St Martins, Chirk
2a	Wrexham - Oswestry	Acrefair Trinity	06:51	07:50	Then every hour until			17:24	Rhostyllen, Johnstown, Ruabon
2a	Oswestry - Wrexham	Acrefair Trinity	07:55	09:05				19:05	Cefn, Chirk, Weston Rhyn
T3	Wrexham - Barmouth	Acrefair Trinity	10:32	12:32	Then every 2 hours until	16:44		20:32	Ruabon
T3	Barmouth - Wrexham	Acrefair Trinity	09:27	11:27		19:32			Dolgellau, Bala, Corwen

3.23 By Car

Movement to and from the site by car will use the existing road network, which will remain unchanged.

There is a car park next to the site (behind the Old Presbyterian Church next door), and another car park a 3-minute walk away further up the Llangollen Road.

There is a large paid car park, which is a 6-minute walk away towards the canal path.

3.23a Justification for the Number of Parking Spaces

As per section 2.4, the proposed maximum occupancy is 17 people (including Redpoint Holidays). However, it is unlikely that full rental occupancy will be achieved. Research suggests we should estimate a rental occupancy rate of 80%. At 80% occupancy there would be a maximum of 14 people.

According to Wrexham Council's active travel department, the national average is between 25 – 30% of people walking and 2% cycling to work. If we estimate that 30% of the remaining 14 people will choose active travel, it leaves up to **10 people travelling to the site by car**.

The current trend of hybrid working could mean that the number of people travelling to the site by car may be less than this estimated maximum on any given day.

→ 42% of office workers spend their lunch break at their desk every day. https://business.just-eat.co.uk/hubfs/2020_Pdfs/Desk_eating_habits_whitepaper.pdf

→ 80% Occupancy rates for office spaces 2024 Flex Space Occupancy Rates Across the UK Hold Strong at 80% as Flexibility and Quality Preferences Reshape the Market (theinstantgroup.com)

→ I spoke to Gwen Thomas at Wrexham Council Active Travel department on the 12.09.2024 regarding promoting Active Travel and the average engagement levels in the UK at 25 – 30% on foot and 2% by bike.

3.23b Car Parking Provision

There is room to park **9 cars** in the car park at the rear of the buildings, with one allocated disabled space.

The six spaces along the northern boundary have a minimum of 6 meters clearance, with the shortest distance being 6.085 meters from the building. Four of the cars have more than 8 meters clearance, the other one has 6.522 meters.

→ Please see the site plan (Appendix 11).

→ Please reference diagrams D1 & D2, E1 & E2 (Appendices 16 – 19), which show the swept path analysis for a car with 200mm clearances arriving and departing from each of the two tightest spaces.

All parking bay dimensions shown are 4.8 meters x 2.4 meters, except the disabled space, which is 4.8 x 3.6 meters, as per LPGN No. 16.

Although the ownership of the road is currently being disputed (see section 3.6), the four parking spaces on our property on the road are currently being used for parking and are generally vacated during the day, so could be available for up to **4 additional cars** that we may need to provide.

3.23c Additional Car Parking on our land

The **4 car parking spaces** along the side of the unadopted road may provide additional parking, as they are on land owned by this property. (See road ownership section 3.6 below for further details).

The first parking space is situated over 10 meters from the junction with the main road, as per the highway code. The layout and dimensions are designed in accordance with LPGN No.16 - Layout of Parking Space – Parallel Parking. The swept path analysis shows vehicles departing the site are not impaired by the parked cars and the line of sight of the visibility splays are not restricted.

→ The visibility splays are shown on diag. G1 (Appendix 20) – Visibility Splays and Access.
→ For swept path analysis for a car see Appendices 18 & 19.

Restricting parking to four cars and re-establishing the existing double yellow lines along the rest of the road will help regulate the parking situation to discourage over-parking. Enforcing road safety 10 meters from the intersection with the main road, will improve road safety and provide better access for residents. The highways officer has suggested that there is already an existing traffic regulation order in place.

3.23d Car Park Management

Car Parking will be managed by designated staff, who will be responsible for the communal spaces, facilities and car parking areas.

They will:

- Issue each office that is entitled to a parking space with a parking permit, which must be displayed in the car.
- Carry out bi-yearly inspections to inspect the condition of the car parking spaces and accessways to ensure that they are in good condition and being used as intended.
- Provide occupants with 'Travel Information packs' which encourage the use of public transport or active travel.
- Prevent misuse of the parking areas, by issuing parking guidance/restrictions as part of their tenancy agreements. These restrictions will be enforceable under contract.
- Enforce appropriate use of the car parking to ensure that only those eligible make use of the facilities.
- Ensure that no vehicles associated with the site shall park/wait on the adjoining highway.
- Prevent customers and clients from visiting the business units as part of their tenancy agreements. These restrictions will be enforceable under contract.

→ See the Trinity Hall Car Parking Management Plan (CPMP)

3.3 Anticipated daily traffic generation

3.31 Number of journeys

If we assume (from section 3.23a that **10 people** travel to work and home again by car, they make a total of 20 journeys.

There are kitchen facilities, breakout spaces, and a wellness garden on site, where workers can have their lunch break, however, as an average of 42% of office workers spend their lunch break at their desks (Appendix 23), we estimate that up to half of them could travel off-site for lunch, which adds another 9 journeys.

There may be a refuse collection, or other occasional deliveries to the offices, so we could estimate 3 deliveries/collections per day adding an additional 6 journeys each day.

The total estimated daily traffic of up to 35 journeys is not only significantly less than the 51 journeys per day that the site had under the previous occupant (Section 2.31) but the nature of the businesses on site will mean that more appropriately sized vehicles will come to the site.

3.4 Delivery and Servicing Arrangements

The types of delivery/service movements associated with the proposed offices will mainly comprise of postal delivery vehicles, with occasional infrequent delivery of bulky items.

Delivery arrangements will take place from the car park.

According to the swept path analysis (Appendix 12 & 13) the maximum size vehicle that could enter, turn and exit the site is a vehicle, over 7.5 tonne, which is 8 meters long, 2.44 meters wide, turning radius 8.5 kerb to kerb, 9.4 wall to wall, wheelbase 4 meters.

However, large vehicles of this type shall be avoided wherever possible, as we prefer to limit access to the site to smaller vehicles, (Appendix 14 & 15), to provide a more pleasant environment.

It is more likely that we will accept delivery vehicles, such as a long wheelbase Mercedes Sprinter type vehicle, up to 3.5 tonne, length 7 meters, long wheelbase 4.3 meters, and postal deliveries are now also common in smaller transit vans.

→ See the Service and Delivery Management Plan (SDMP)

→ See the swept path analysis (Appendix 14 & 15).

→ See example survey for deliveries and servicing (Appendix 22)

3.5 Tonne Box Van	2.2m Transit Van	7.5 Tonne Van
		

3.41 Waste Management

Four separate wheelie bins allocated for paper/cardboard, glass, metal/plastic/cartons, non-recyclable waste will be situated at the back of the loading area, in an enclosure as shown in the example below.



We will contract a private waste contractor to collect business recycling waste in a van-sized vehicle (up to 3.5 tonnes), as described above.

Bins are located at the back of the loading area, so that a van can reverse into the loading bay on site to collect the refuse from directly behind it. Collections will be arranged at off-peak times out of office hours.

Food waste will be collected directly from the kitchen and composted on site, together with some of the paper and cardboard.

We do not anticipate needing collections very often, due to the types of businesses on site not producing commercial waste other than personal consumption and paper, and because we compost food and paper/cardboard on site.

→ See Diagram K1 – Bin Storage and Cycle Provision (Appendix 21).

[Note: Currently the council bin lorry reverses up the road once a week to collect from the neighbouring properties without needing to come onto our site, or disturb the cars parked along the side of the property.]

3.42 Mitigation Measures

We are conscious of our location in a residential neighbourhood near a school and will therefore implement measures to mitigate any disruption to residents. Measures will include:

- Deliveries to site will be strongly discouraged during the AM and PM school arrival/departure times when the surrounding roads are busier than usual. (In our experience most deliveries arrive during the day, outside of these times, and delivery drivers are usually keen to avoid these peak times themselves).
- Tenants will be notified of the maximum vehicle sizes in the tenancy contract and that breach of the agreement could lead to the termination of their tenancy.
- Tenants will be made aware of the impact of their journeys, and the impact of their potential deliveries, on the neighbourhood and encouraged to be mindful of their travel activity and avoid peak times.
- A travel and service management survey will be used to monitor deliveries and servicing for the premises. The survey would be logged for two weeks every 6 months to monitor vehicle movements to the site. Any variation from the intended use would be investigated and countermeasures enforced. (See Appendix 22). We would complete the Survey for 5 Years from the completion of Phase 1.

3.6 Road Ownership

We have several historical documents, some with the original hand-drawn to-scale plans, which can verify the boundaries of the land on this property. Please refer to the original conveyance document 1968 (Appendix 2) agreeing the sale from Wrexham council to W.J. Parry & Co (Nottingham) Ltd. This clearly outlines the property boundary. The boundary extends to the edge of the historic bridle path which was 10ft (3m) wide from the properties on the western side of the road (Appendix 4).

The road has been widened twice using land on our property. It was first extended from the bridleway to a one-lane road with a footpath (Appendix 3). The road was extended again by the previous owner of our property to create a road that was 5.5m wide in the 1990's (Appendix 6). The road has not been modified since.

The result is that our land does not follow the boundaries of the existing road but extends to the edge of the historic bridle path which was 10ft (3m) wide from the properties on the western side of the road.

Currently it is the opinion of the Wrexham Council Assets Department that the road is owned by the Education Department. We understand how this misunderstanding could have occurred but believe that the evidence proves otherwise.

The bridleway width (10ft) of the road may be under the control of the WCBC Assets Section, but we cannot find any evidence of any of our land that accounts for the remaining width of the road being sold or divested. If required, we have witnesses (the previous owner and the company contracted to widen the road in the 1990's) who verify that it was widened for the benefit of this property on this property's land. Since their involvement there have been no other subsequent owners except us, so there has not been anyone else who could have sold it to Wrexham council / education department without our knowledge.

We have been in contact with Steve Plack from the Council Assets Department regarding this issue, which we are eager to resolve. But since we challenged the ownership by providing the original conveyance documents and original drawings on the 23.02.2025 he has not replied.

Please see the following attachments which relate to the road ownership:

→ Copies of the conveyance documents from 1966 and 1968 with drawings (Appendices 1 & 2)

→ A planning permission document showing planning was approved to widen the road to 5.5m in the 1990's (Appendix 6).

→ An earlier photograph of the bridleway before it was first widened (Appendix 4)

→ A photograph from 1991 showing the width of the road before it was widened the second time (Appendix 3)

4. Attachments

1. Trinity Hall Design and Access Statement (DAS) July 2025
2. Trinity Hall Car Parking Management Plan (CPMP) July 2025
3. Trinity Hall Service and Delivery management Plan (SDMP) July 2025
4. Trinity Hall Green Infrastructure Statement and Net Biodiversity (GIS) July 2025

Appendix 1 - Conveyance Doc 1966

Appendix 2 - Conveyance 1968

Appendix 3 - Photograph from 1990 of road before widening

Appendix 4 - Bridleway

Appendix 5 - Wrexham Planning Permission Border Beds

Appendix 6 - Permission for widening of the road to 5.5m approved 1990

Appendix 7 - Previous Number of Journeys Bed Shop

Appendix 8 - Trinity Hall - Diagram J - Trinity Hall - Existing & Proposed Floor Plan

Appendix 9 - Diagram F1 - The Warehouse - Proposed Floor Plan

Appendix 10 - Trinity Hall and Warehouse Floor plan calculations 05.06.2024

Appendix 11 - Trinity Hall Diagram A1 - To Scale Site Plan

Appendix 12 - Trinity Hall - Diagram B1 - Swept Path Refuse Vehicle - Arrival

Appendix 13 - Trinity Hall - Diagram B2 - Swept Path Refuse Vehicle - Departure

Appendix 14 - Trinity Hall - Diagram C1 - Swept Path XLarge Delivery Van - Arrival

Appendix 15 - Trinity Hall - Diagram C2 - Swept Path XLarge Delivery Van - Departure

Appendix 16 - Trinity Hall - Diagram D1 - Swept Path Disabled Space - Arrival

Appendix 17 - Trinity Hall - Diagram D2 - Swept Path Disabled Space - Departure

Appendix 18 - Trinity Hall - Diagram E1 - Swept Path Car Arrival

Appendix 19 - Trinity Hall - Diagram E2 - Swept Path Car - Departure

Appendix 20 - Trinity Hall - Diagram G1 - Visability Splays and Access

Appendix 21 - Diagram K2 - The Warehouse - Detailed Bin storage and Cycle Storage

Appendix 22 - Delivery and Service Survey

Appendix 23 - Desk_eating_habits_whitepaper

Appendix 24 - Trinity Hall Diagram L1 - Car Parking Old Presbyterian Church