

DESIGN AND ACCESS STATEMENT IN SUPPORT OF THE PLANNING APPLICATION TO 43 & 43A KING STREET, WREXHAM.

Revised scheme 30-04-2014.

The application relates to proposed refurbishment of the existing property and demolition of the existing single storey extension and replacement with new build 2 storey extension to the rear of the above commercial properties.

Accessibility.

Currently access the building are via shop front directly of King Street or via access road to the side of the properties to the rear entrance doors of the retail units. This arrangement is to remain with a new entrance formed to provide a more formal entrance to the propose offices and rear of the retail units. The current door to one of retail units which opens directly to the rear will remain.

Environmental Sustainability.

All the existing structure will be upgraded where possible. All new structures will be built using as much insulation as possible to achieve standards in excess of current building regulations as is the policy of Miles Designs Ltd.

The new roof to the first floor extension will be covered in second hand Welsh slates.

Character.

The current single storey extension is block construction with render finish. The building is in a poor state of repair it is therefore proposed to demolish the building and replace it with a new build 2 storey extension. The new walls will be block with through coloured render finish, windows will be white upvc with second hand Welsh slate to the roof. The new wall to the boundary of the adjacent property will be adjusted to align with the gable of the main building.

The main building is to remain as current except for replacement of softwood windows to the side elevation which are in a poor state of repair with new upvc windows. The front windows will remain and be refurbished. The shop front will be modified and replaced as indicated on the elevations, the replacement will be formed out of painted softwood to a pattern similar to the new shop front to the adjacent property.

Community Safety.

Being on busy road in the centre of town and with other properties adjacent and opposite ensures good surveillance to the front. The side and rear are secure during the day as there is a currently and this will increase as the offices and retail units are occupied, a steady flow of traffic in and out from the car park serving the rear of the adjacent retail / offices.

Movement.

The current car parking spaces are to remain and will not be effected by the proposals. Being situated in the centre of town and directly opposite the main bus station links to sustainable transport is idea and the proposal is well served by public transport.