

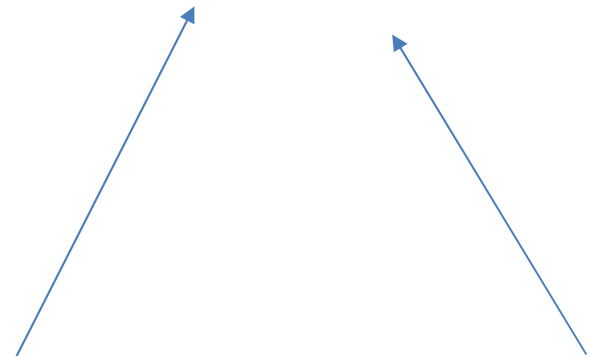
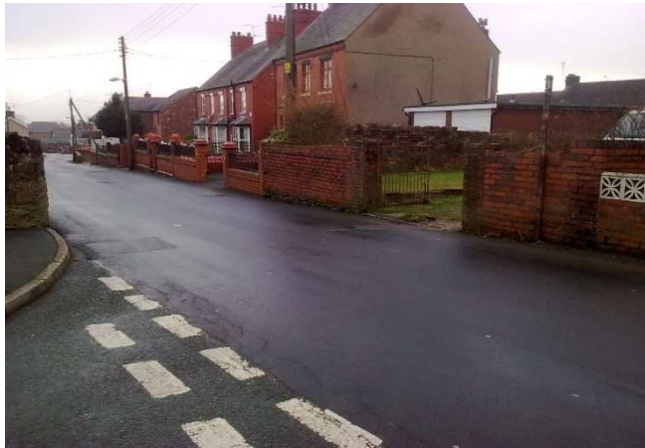
Design and Access Statements

For Proposed dwelling adjacent to No5

Chapel Street, Penrycae

1. Accessibility

The site has reasonably level existing access into the plot of the proposed dwelling and onto the main highway for all people who may use it. (See Fig1) There will be a reasonably level driveway to the approach of the proposed dwelling. The approach will be at least 900mm wide with a gradient no steeper than 1 in 20 and the surface will be firm and even in order to meet part M of the building regulations for people of limited mobility, wheelchair users and parents with prams/pushchairs (See Fig2).



The drive entrance will be widened by 1 metre to aid better access to and from the highway plus the walls on each side of the entrance will be reduced for better visibility.

Fig. 2



2. Environmental Sustainability

The proposed dwelling will enhance the current landscape by infilling between two properties and removing an unused parcel of land. It will be brick built with a slate roof to blend in with the other properties in the village setting. I will endeavour to minimise the energy demand and carbon emissions associated with the building of a single new dwelling being mindful of energy efficiency, carbon compliance and allowable solutions to deal with emissions from the dwelling. All materials will be sourced responsibly and bought from local building merchants. The dwelling has been planned to maximise the use of energy efficient lighting and heating solutions. The insulation, windows and building materials chosen will ensure that the dwelling meets the minimum level of carbon reduction required by Part L of the Building Regulations. Please refer to the attached documents, Building Regulation Compliance document, U-value calculator report, SAP calculations and proposed building regulations documents.

Water butts for rain water collecting will be installed at both front and rear gutter down pipes for garden irrigation during long dry spells.

The roof will be laid with reclaimed Welsh slate to match the buildings on each side of the proposed dwelling.

The existing plot does not have any existing tree or vegetation for habitat as its current use is as a hard standing for vehicles, plants and shrub borders will be planted around new dwelling where possible.

The property is 100 yards from the nearest local bus route to local amenities and 1.8 miles from the nearest train network.

There are no buildings currently on the site so no waste will be produced from demolition. Any top soil that is graded off the building plot will be used for garden and planting flower borders as shown on drawing 15-03-02.

The plot is situated in an elevated area and not in a low lying area where flooding could occur so the risk is minimal.

Energy saving photovoltaic panels will be fitted to the rear roof as shown in submitted drawing 15-03-08 Rear elevation (South).

Total resistance: Upper limit = 7.477 m² K/W Lower limit = 7.220 m² K/W Average = 7.348 m² K/W

U-value (unrounded) = 0.14 W/m² K

The main Gas line runs up the highway in front of the property as does the mains water line.

Electricity is already available on site via a pole in the corner of the plot.

3. Character

See drawing 15-03-02 which shows 5 green border area's around proposed dwelling, driveway can be either gravelled or brick pavers.

The proposed dwelling ridge is lower in height compared to the properties each side of the existing plot. There is a proposed driveway to the west side (See drawing 15-03-02) between proposed dwelling and No5. On the East side it is bordered by a single double garage. The front elevation will be in line with the property (TySalem) to the East of the plot.

The proposed dwelling will be in keeping with local character as it will be in red brick and slate roof laid.

4. Community safety

The highway to the front of the property is designated a 20 MPH zone, it has good vision when exiting the existing plot to each side and across the road. (See Fig1)

The proposed dwelling has adequate off street parking for vehicles plus a turn area for the vehicle to face the highway on exiting the plot. (See drawing 15-03-02).

There is no footpath on the current highway to the front, there is an un-adopted road to the rear.

5. Movement to, from and within the development

The village where the proposed dwelling is to be, there is a local infants and junior school, a local convenience store, a community centre and a local playgroup.

The surrounding areas of the village have many green areas and open spaces.

The village is on the local bus route and rail route is 1.8 miles away which has car parking for rail passengers.



Previous use of this land

This land was used as car parking area, garaging, workshop and yard belonging to No6 (next door but one to this land), this land was purchased at the same time as was the purchase of No6 itself.

No6 has its own garden, workshop and off street car parking space attached to the property so this was additional.