

**DESIGN AND ACCESS STATEMENT IN SUPPORT OF THE PLANNING APPLICATION FOR THE CONVERSION OF EXISTING DWELLING INTO A DORMER BUNGALOW, WITH SIDE AND REAR EXTENSION AND THE ERECTION OF A NEW 3 BAY TIMBER CLAD CAR PORT / STORE, TO LABURNUM COTTAGE, WREXHAM ROAD, WILLINGTON, WREXHAM. SY14. 7LX. FOR MR. & MRS. D. LEWIS.**

**Accessibility.**

The site is situated on a plot bounded on one side by the A525, minor road of the A525 and to 2 sides by open agricultural land in the ownership of the applicant. The dwelling will include parking and turning area which fully comply with all current policies, this area will have a gravel finish, except for the area of footpath to serving the main entrance door which will have a hard surface finish to comply with building regulations for access for disabled.

**Environmental Sustainability.**

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.

With regard to new roofs it is proposed to use second hand slate. The resurfacing of the track and hardcore base to the parking / turning area will be formed from recycled crushed concrete / chippings.

**Character.**

It is proposed to build the extension in block and render to match the existing property, with Welsh slate roof and timber / upvc windows and doors.

**Community and Personal Safety.**

The property is set on its own, the nearest property is approximately 500 metres away. The property is visible from both the A525 and the minor road to the side. The development will have no impact on the surrounding properties. The current situation of being an isolated property and potential vulnerability does not change with the proposals. Security of the boundary and windows and doors will be upgraded.

**Accessibility-Vehicle and Pedestrians**

Vehicular access to the property is off the minor road from the A525, via an existing gate. This will remain. As for pedestrians because of its location there is limited need for pedestrian access, but any would be from the main gate.

**Accessibility-Movement to, from and within the site.**

Oil or gas deliveries will be by small tanker which can use the proposed access without the need for increasing in width and refuse collection will remain as present so no requirement for access by refuse vehicles. Parking and turning areas provide space for 3 number cars as required under guidance note 16, access and egress to the site can be safely achieved in a forward motion.