

## **DESIGN & ACCESS STATEMENT**

**PROPOSAL:** ERECTION OF SINGLE-STOREY REAR EXTENSION TO PROVIDE ADDITIONAL ANCILLARY SEATING TO THE EXISTING RESTAURANT (CLASS A3)



**SITE:** 23 HIGH STREET, WHITTON, TW2 7LB

### **1.0 The Site**

#### **1.1**

The site is located on the east side of Kilburn High Road, south of the rail bridge serving Brondesbury Station on the North London Line.

#### **1.2**

The application property is sited on the ground floor of a five storey mid-terraced property comprising a restaurant unit and associated single storey rear element with recently built independent self contained residential flats above.

#### **1.3**

The site is within the Kilburn major shopping and service centre but not within the 'primary' zone. The open land to the rear of the site is designated as Open Space; the 'Railway embankment, Netherwood Street' – an urban forest and site of nature conservation importance. The site is not in a conservation area.

#### **1.4**

Recent approval for the discharge of condition for the kitchen extract system has been implemented and development completed.

## **2.0 The Proposal**

### **2.1**

The proposal involves the erection of a single-storey rear extension to provide additional ancillary seating to the existing restaurant (Use Class A3).

## **3.0 Design Principle**

1). The development of the property should be in keeping with the style and character of the area.

2). The development should respect the amenity of neighbouring properties in terms of privacy, day lighting and disturbance due to noise from adjacent living areas.

3). The design of the proposed development should be in keeping with the general standards of the area in terms of design, amenity, layout, facilities and convenience.

## **4.0 Design Solution**

### **4.1**

The existing site currently consists of the front element as approved for restaurant use with customer seating and kitchen facilities. To the rear is a recently built single storey timber extension accommodating further customer seating as ancillary use to the existing restaurant.

### **4.2**

There existed an original extension of 6.8m before the shop unit was occupied by the current owners. A further extension measuring 5.45m was added bringing the overall depth of the extension to approximately 12m.

### **4.3**

Due to the current and prolonged declining economic climate, the extension has been necessitated in order to maximise the floor space for customer seating to maintain and sustain the current business, as the sales area to the front of the shop unit has now somewhat become redundant.

### **4.4**

The current owner was unaware of planning regulations and subsequent steps have been taken to regularise the build.

### **4.5**

The current timber extension is proposed to be modified to be in line with the width of the shop unit. Due to the size of the flat roof it is also proposed that the flat roof consist of a green/living roof (see detailed plans and supporting documents).

#### 4.6

It is considered that green roofs last longer than conventional roofs, reduce energy costs with natural insulation, create peaceful retreats for people and animals, and absorb storm water, potentially lessening the need for complex and expensive drainage systems. On a wider scale, green roofs improve air quality and help reduce the Urban Heat Island Effect, a condition in which city and suburban developments absorb and trap heat.

#### 4.7

It is thus considered that the level of activity resulting from the use would be significantly mitigated and would not adversely impact on the character of the area nor would it be harmful to the living conditions of nearby neighbours. Besides, any activity associated with the premises would be subsumed into general background noise levels.

#### 4.8

Furthermore, access to, and views of, the rear are limited. The extension is flanked by the adjoining building with bricked up windows on the same level. The upper window of this building are not in use as the rear part of this building is in redundant commercial use.

#### 4.9

The above parts consist of residential flats with extensive views of the extension and the surrounding landscape. As the extension is grossly subservient to these adjoining tall buildings, the impact of the extension is considered to be minimal with no harm to visual amenity especially with respect to the proposed green/living roof and the proposed landscaping to surround the extension, not to mention the landscaped railway embankment that flanks the extension on the opposite side with further open landscaped area to the rear of the site.

### **5.0 Design Impact**

#### 5.1

The rear of the host building is not readily visible from public viewpoints which mitigate its impact on the eclectic built form of the rear of this parade.

#### 5.2

Overall, the proposal is void of overlooking issues directly affecting neighbours, and day lighting/overshadowing and issues relating to its relationship to its site and the surrounding development are not applicable here.

#### 5.3

It is therefore considered that the impact of the development upon the wider locality is limited and its character not harmed. In fact the proposed development complements the host building and the locality.

## **6.0 Access**

### **6.1**

Existing access arrangements will be maintained with access from the main entrance fronting Kilburn High Road with provision for full accessibility for wheel borne access into the premises by maintaining a flush entry.

### **6.2**

The site is well served by public transport facilities with major bus routes servicing Kilburn High Road with adjoining Brondesbury Tube Station and Kilburn Tube Station within 2 minutes walking distance due north. The local town centre is also supported by pay & display parking bays on Netherwood Street with unrestricted/free parking on the weekends and after 6pm daily.

### **6.3**

The site is located in a sustainable location with close linked public transport facilities and will enhance the vitality and viability of this locality by providing appropriate use of the unit.

## **7.0 Conclusion**

### **7.1**

In effect, the use of the unit in this way would revitalise this shopping centre. It will have both individual and cumulative benefits by preventing an otherwise dead frontage and it would thus prevent a detrimental impact on this shopping frontage and the character and vitality of this area.

### **7.2**

It is considered that the development as proposed will not adversely impact on the character of the area or be harmful to the living conditions of nearby neighbours.