

## PLANNING STATEMENT

### **Description & Statement:**

The proposal at 66 First Avenue, SW14 8SR relates to alterations to the rear glazing and glass roof of the existing ground floor side infill extension and the erection of a rear dormer extension at loft level above the two-storey rear outrigger to a terraced house.

The proposed rear dormer extension above the two-storey rear outrigger will make valued new provisions for the 4<sup>th</sup> bedroom for the family, where the remaining property has been reconfigured internally for incorporating improved bathroom and bedroom layouts at first floor level and the existing loft level.

At ground floor level, internal reconfiguration works greatly improve the kitchen and dining space and the alterations to the rear glazing, consisting of a wider opening to the garden and a longer window to the existing side infill extension, allows for improved connection, access and views through to the rear garden space. A new double-glazed glass roof will replace the existing glass roof over the existing side infill extension at the same height and pitch, allowing for improved thermal comfort and reducing heat loss from the home, while allowing plenty of natural daylight into the home.

In the design of the proposal, we have been mindful of Richmond upon Thames's planning guidelines and the neighbouring context. The proposed rear dormer extension over the two-storey rear outrigger will not extend more than 50% of the length of the original outrigger, ensuring its scale is subordinate to the original property and is not overbearing or bulky in scale. The proposed dormer extension is also stepped in by 200mm from the eaves to the side of the two-storey rear outrigger, ensuring a small-scale appearance.

The proposed rear dormer extension connects to the existing rear dormer over the main house and is lower in height than this dormer and the ridge of the main house, as well as smaller in scale. Due to these design considerations, the proposed works are mindful and sensitive to the original house, ensuring the proposal is subordinate in scale and not overbearing or bulky. Due to its position and mindful scale, the proposed development will also have no impact to the neighbouring amenity at the nearby neighbouring properties.

As the proposed works are occurring to the rear of the property, the proposed rear dormer extension and ground floor glazing alterations will also not be visible from the front-facing elevation of the property facing the street along First Avenue.

The proposal will consist of materials that complement the existing house and the existing rear dormer over the main house, to ensure a harmonious appearance between the newer and older elements. The walls of the dormer extension will consist of slate tiles to match the existing dormer above the main house and a GRP resin roof. The new proposed glazing at ground level, consisting of the rear bi-folding doors, the rear window and the new glass roof will be of a similar style to the existing glazing, with Crittall-style mullions to match the style of the existing windows across the property.

Within the neighbouring context of the property, there are examples of similar developments at loft level, with rear dormer extensions extending out over the two-storey rear outriggers at varying lengths, in many examples greater than our proposal. Many examples of nearby developments at loft



## Planning Precedent

**Site Address:** 8 Second Avenue, London, SW14 8QE

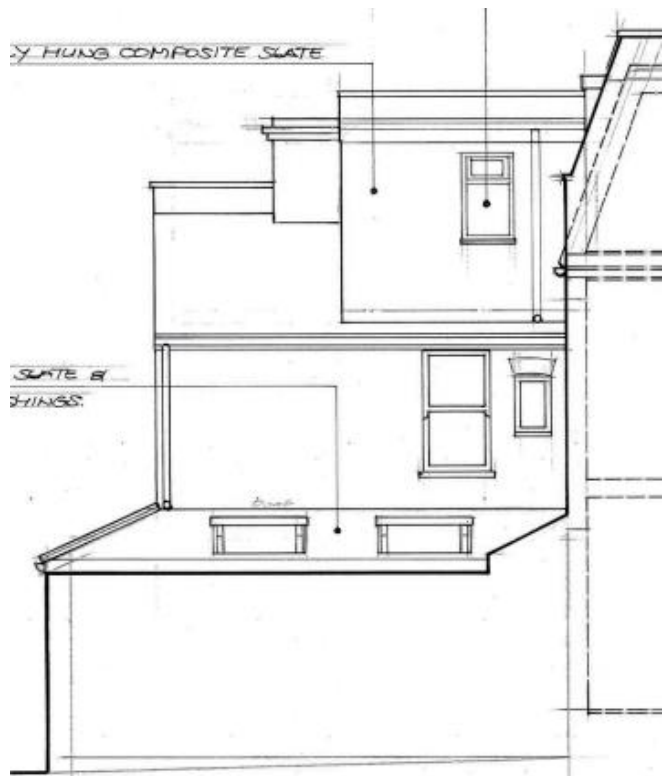
**Application Reference:** 18/3083/HOT

**Date Decision Granted:** 26/11/2018

The proposal at 8 Second Avenue consists of a rear roof extension above the main house and rear outrigger, which is very similar in scale and form to the proposal on site at 66 First Avenue. As with our proposal, the extension above the two-storey rear outrigger extends halfway over the length of the original roof; though with a longer original outrigger, the length of the approved extension appears to exceed 3m, whereas our proposal is not as long and extends out to 2.6m to be no more than 50% beyond the length of the original outrigger.



proposed rear elevation



proposed side elevation