

APPENDIX 2

Precedent study - Dormers

A1.3 Existing precedent study of dormers along Balmore Drive

Following concerns surrounding the proposed dormer to the rear of no.87 Balmore Drive, it was considered appropriate to undertake a precedent study of the existing dormers noted along the road. The following highlights the varied approach to loft space extensions and the average bulk, mass and design style which is considered far greater than that proposed. The planned dormer design is considered far more harmonious when compared to the full design scheme of no.87 but also to the wider context. It should be noted that the proffered approach from the planning authority is to reflect the diagram shown p.15 Design Guide to House Extensions SPD, 2021. However this style is not seen anywhere along the road, and considered far more incongruous than that demonstrated within this document.

The proposed dormer forms a larger design entity from the ground to the roof space which is harmonious and central to the holistic design. It sits at the rear elevation and offers much less bulk and mass when compared to the following examples, all seen along Balmore Drive. This is considered fundamental when looking to reduce possible impact on the neighbouring amenity space. The impact would be insignificant due to the extent this dormer is set aside from the boundary and the overall height which is lower than almost all examples shown. The dormer shown to the attached property at no.86 is substantially greater in mass and bulk, its appearance is overwhelming and greatly impacts on the garden of no.87. As a result with this precedent set, an alternative would be to mimic this and in turn impact the crisp appearance of the proposed, adding far greater high level mass and greatly impact the appearance and possible shading to the rear of no.87 and no.88 (directly going against Policy CC8: Safeguarding Amenity). The proposed scheme is considered minimal and only offers the bulk required to achieve the internal space without attempting to gain as much as possible and argue a mimicked reflection of the neighbour directly attached.

It is clear a single harmonious approach along the road has not been achieved, in fact the approaches seem to vary enormously and therefore leaves the opportunity for a slight differing style to be executed, especially when considering the design quality and minimal impact on neighbouring properties, size, scale, street scene and overall style of the proposal which represents a robust yet minimal design intervention.

As noted in the Design Guide SPD 2021, *"It is important that dormers and rooflights reflect the pattern of existing window openings by being positioned to line through vertically with the window openings below"*. It is felt the proposed scheme achieves this very well.



Photo 1. Side dormer offering a large and bulky addition to the roof. Also note the proximity to the neighbouring residence, much closer than the proposal at no.87 which is over 6m to the boundary alone.



Photo 2. This example shows an incongruous series of dormers to the same property. The incorporation of flat roof, pitched roof and differing ridges heights is considered a far greater intervention than that proposed to no.87.



Photo 3. This is a further image of the dormer noted above showing the impact on the existing and neighbouring properties.

Photo 4. Another example of the large and bulky box dormers which this proposal wished to move away from and ensure the slightest impact on the existing property, those directly next to it and the wider street scene.



Photo 5. This example is something that helped form a more comparable expression of design to existing structures along the road. This is vertical in nature, lines through with the glazing below and uses a flat roof to achieve a crisp, efficient design.

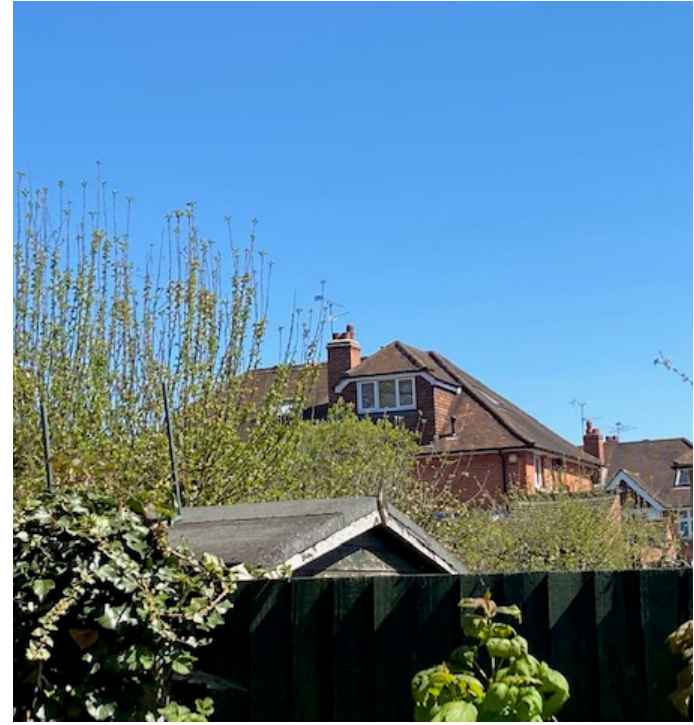


Photo 6. A similar approach to photo no.5 but with a pitched, hipped roof.



Photo 7. Unfortunately this image is not clear, but looking through the tree to the roof beyond there is a notable and substantial box dormer, effectively adding an entire third storey. The glazing does not line through and the proportions differ greatly.



Photo 8. This is an example showing a pair of semi-detached properties with very different approaches to extending the living space within the loft area. The proposed scheme is different to the neighboring property at no.86, but it has been carefully considered as to not just mimic the neighbours' approach which would detrimentally impact the surrounding properties and street scene and be far more substantial than the crisp, minimal dormer proposed.



- Photo 9. This photo is taken from the rear of no.87 and highlights the approach from the attached neighbour. It is very bulky, massive in appearance and directly against the boundary line. It does impact greatly on the amenity space of no.87 and unfortunately looks overbearing and unsympathetic when compared to the proposal next to it.
- Image 10. This drawing shows the proposed dormer which has been brought into question but is considered different for all of the right reasons. The mass is minimal yet functional, the material palette is in-keeping, with render being observed along the road generally and directly next door. The glazing lines through offering a clear and well thought out design. The side is over 6m from the neighbouring boundary ensuring no impact on the external amenity space in terms of shading, overlooking or visual bulk.



Proposed rear elevation

Image 11. This is the proposed rear elevation showing the proposed dormer with the neighbouring dormer 'greyed out' to show how a direct reflection of the existing dormer next door would be feasible in terms of planning but detrimental in terms of impact. The neighbours dormer is much closer to its neighbouring boundary when compared to no.87. As a result the proposed is slightly different than existing dormers, however based on the multitude of styles, materials and design approaches and the minimal intervention required to achieve the proposed to the rear elevation, this is considered appropriate in terms of planning policy and extensive existing local precedent.

Please note, all of the examples shown are located directly on Balmore Drive, with most key examples very close or directly next to, or opposite the site.