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Planning Statement

111 Rodenhurst Road
London,
SW4 8AF

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Chartered Architect

1. Introduction

This Planning Statement is submitted in support of a householder planning application for alterations and extensions at 111 Rodenhurst Road, London SW4 8AF.

The property is a substantial semi-detached residential dwelling which has previously been extended at basement, ground-floor and roof levels. The existing house includes a basement, a single-storey rear extension and an existing loft conversion incorporating a rear dormer.

The proposals seek to improve the quality and functionality of the existing accommodation through a combination of internal reconfiguration and carefully considered external alterations.

The proposal comprises:

- Internal reconfiguration at basement level;
- Internal reconfiguration throughout the ground and first floors;
- Alterations to the rear elevation of the existing ground-floor extension, replacing the two existing sets of doors with a single wider set of aluminium sliding doors;
- Installation of a new rooflight within the existing ground-floor rear extension;
- Construction of a second-floor extension above the existing rear outrigger, built in brickwork to match the existing building;
- Reconstruction and enlargement of the existing rear loft dormer;
- Installation of new glazed doors with Juliet balcony within the rear dormer;
- Installation of new rooflights;
- Installation of a new Velux window to the front roof slope and enlargement/replacement of an existing rooflight;
- Installation of photovoltaic panels at roof level; and
- Associated internal and external alterations.

The principal additional built form is concentrated at second-floor and roof level. The design has been informed by the established pattern of roof and outrigger extensions along Rodenhurst Road, including a number of comparable schemes previously granted planning permission by the London Borough of Lambeth.

2. Site and Existing Context

111 Rodenhurst Road is a period residential property forming part of the established residential character of Rodenhurst Road.

The house retains a traditional principal elevation facing Rodenhurst Road. At the rear, the original house has been altered over time and currently incorporates:

- A large single-storey ground-floor extension;
- A traditional rear outrigger;
- An existing converted loft;
- An existing rear box dormer; and

- A 2 rooflights within the principal roof slopes.

The existing rear elevation of the ground-floor extension contains two separate sets of metal-framed doors. Above, the rear elevation retains traditional yellow stock brickwork and timber sash windows, with the existing loft dormer forming a prominent part of the established rear roofscape.

The adjoining property at No. 109 has also been altered at roof level. Its existing roof form and rear dormer provide important immediate context for the proposed works at No. 111.

Rodenhurst Road more widely contains numerous examples of roof extensions, rear dormers and additional storeys constructed over existing rear outriggers. These alterations now form an established characteristic of this part of the street.

3. Description of the Proposal

3.1 Basement and Internal Reconfiguration

Internal alterations are proposed at basement level to rationalise the existing accommodation and improve its functionality.

The existing principal basement spaces are retained, including the multipurpose room, gym and plant/storage accommodation. The internal arrangement is adjusted to provide improved circulation together with revised WC, shower and sauna accommodation.

These works are predominantly internal and would not materially alter the external appearance of the property.

Internal alterations are also proposed throughout the ground and first floors to improve circulation and provide accommodation more appropriate to contemporary family living.

3.2 Ground-Floor Rear Elevation

The existing ground-floor rear extension is retained.

The present rear elevation incorporates two separate sets of metal-framed doors divided by a central section of masonry. It is proposed to rationalise this arrangement through the installation of a single, wider set of aluminium sliding doors.

The new opening would provide:

- A stronger relationship between the main family living accommodation and rear garden;
- Improved levels of natural daylight;
- A simpler and more coherent rear elevation; and
- Greater flexibility in the use of the principal ground-floor living spaces.

Large glazed openings are already characteristic of residential extensions of this type and the proposal does not increase the depth, height or footprint of the existing ground-floor extension.

The proposed drawings clearly demonstrate that the alteration is confined to the existing rear elevation.

A new rooflight is also proposed within the roof of the existing extension to increase daylight to the internal accommodation.

The recently approved development at No. 63 Rodenhurst Road similarly included new sliding doors at ground-floor rear level. In determining that application, Lambeth concluded that this type of opening is common at ground-floor level and would not be harmful.

3.3 First Floor Alterations

The first floor is principally subject to internal reconfiguration.

The proposals rationalise the bedroom, dressing, bathroom and utility accommodation.

A new timber sash window is proposed to the side/rear accommodation. The window would follow the proportions and character of the traditional windows already present on the building and would therefore integrate appropriately with the existing elevation.

3.4 Second Floor Rear Outrigger Extension

The principal extension comprises the construction of an additional storey above the existing rear outrigger.

The extension follows the footprint and established architectural form of the existing outrigger below, allowing the original rear projection to remain clearly legible as a vertically composed element of the house.

The new walls would be constructed in brickwork selected to match the existing yellow stock brickwork. The roof finish would similarly relate directly to the existing roof materials.

A traditionally proportioned timber sash window is proposed within the rear-facing elevation, aligned with the fenestration below. The extension would provide an additional bedroom.

Importantly, second-floor extensions above rear outriggers are now an established form of development on Rodenhurst Road. This is considered in greater detail within Section 5 of this Statement.

3.5 Reconstruction of Existing Rear Dormer

The house already contains a rear loft dormer.

It is proposed to reconstruct and enlarge this existing element to improve the usability of the second-floor accommodation.

The rear face of the dormer has been designed to correspond with the established plane of the adjacent dormer at No. 109 Rodenhurst Road. This allows the two adjoining properties to relate more closely when viewed from the rear and reduces the appearance of an arbitrary or isolated roof

addition. The proposed drawings expressly show the rebuilt dormer in the same plane as the loft conversion at No. 109.

The dormer remains contained within the established roof form and does not alter the principal architectural composition of the street-facing elevation.

New glazed doors and Juliet balcony are proposed within the rear dormer. The Juliet element would provide additional daylight, ventilation and outlook without creating an external terrace or usable raised amenity platform.

The resulting composition is illustrated on the proposed rear elevation and 3D visual, which demonstrate the relationship between the dormer, extended outrigger and existing house.

3.6 Rooflights

A limited number of new and replacement rooflights are proposed.

To the front roof slope, a new Velux window is introduced and an existing rooflight is replaced/enlarged.

Additional rooflights are incorporated within the proposed upper-floor roof arrangement to improve daylight and ventilation to the second-floor accommodation.

The rooflights are contained within the respective roof planes and remain subordinate to the overall roof form.

Rooflights are already an established feature of the application property and surrounding houses on Rodenhurst Road.

3.7 Solar Panels

Photovoltaic panels are proposed at roof level as part of the environmental improvement of the property.

The panels would be concentrated at upper-roof level and integrated with the altered roof arrangement.

Their position limits their effect on the principal architecture of the house while allowing the existing dwelling to generate renewable energy and reduce its operational carbon emissions.

Solar panels have also been incorporated within other recently approved roof schemes on Rodenhurst Road, further demonstrating their compatibility with the established residential character of the street.

4. Design Rationale

The design has developed from a detailed assessment of the existing property and the established pattern of development along Rodenhurst Road.

The principal design objectives are:

- To retain the original house as the dominant architectural element;
- To improve the functionality of the existing dwelling without unnecessary new built form;
- To retain the existing ground-floor rear extension rather than replace or enlarge it;
- To rationalise the rear ground-floor elevation;
- To follow the established form of the existing rear outrigger;
- To use matching brickwork and sympathetic roofing materials for the upper-floor extension;
- To improve the relationship between the existing rear dormer and adjoining property;
- To ensure new roof-level elements remain integrated into the established roofscape;
- To protect neighbouring privacy, daylight and outlook; and
- To improve the environmental performance of the property through renewable energy generation and upgraded building fabric.

The proposal does not seek to introduce an unfamiliar form of development to Rodenhurst Road. Rather, the principal external alterations reflect forms which have been repeatedly permitted and constructed elsewhere on the street.

The resulting design is therefore contextual rather than speculative.

5. Planning History and Rodenhurst Road Precedents

A particularly important consideration is the extensive pattern of comparable development already approved along Rodenhurst Road.

The following permissions demonstrate the established acceptability of upper-floor outrigger extensions, rear dormers and associated roof alterations within the immediate street.

5.1 No.45 Rodenhurst Road - 17/05622/FUL

Planning permission was granted for:

- A hip-to-gable roof extension;
- Rear mansard extension;
- Extension above the existing two-storey rear addition;
- Front rooflights; and
- Side windows.

The application was granted permission by Lambeth.

This is an early example of the established pattern of extending above the rear outrigger.

5.2 No. 43 Rodenhurst Road – 18/03157/FUL

Permission was granted in 2018 for a hip-to-gable roof extension, rear dormer, outrigger extension, side-elevation alterations and rooflight addition.

The approval provides a further direct precedent for additional accommodation above the rear outrigger combined with alterations at roof level.

5.3 No. 35 Rodenhurst Road – 21/03784/FUL

Permission was granted in 2021 for:

- Hip-to-gable roof extension;
- Rear dormer;
- Extension of the rear outrigger to form an additional storey;
- Four front rooflights; and
- Three side windows.

This application is particularly relevant because the development explicitly comprised an additional storey above the rear outrigger.

5.4 No. 37 Rodenhurst Road – 23/00927/FUL

Permission was granted in 2023 for:

- Hip-to-gable roof extension;
- Rear dormer;
- Second-floor rear extension;
- Front rooflight;
- Juliet balcony; and
- Ground-floor rear sliding doors.

This approval combines several elements directly comparable with the present application at No. 111, including the second-floor rear extension, altered roof accommodation, Juliet arrangement and rear sliding doors.

5.5 No. 33 Rodenhurst Road – 25/00217/FUL

Planning permission was granted for a roof scheme comprising a hip-to-gable extension, rear roof extension, extension above the rear outrigger, front rooflights, side windows and twelve photovoltaic panels.

This provides a recent precedent not only for the upper-floor outrigger extension but also for the incorporation of a substantial photovoltaic array alongside residential roof alterations.

5.6 Nos. 53 and 55 Rodenhurst Road – 25/03100/FUL

Permission was granted in November 2025 for rear outrigger extensions to both properties together with an enlarged rear dormer at No. 55.

The supporting planning case for that development specifically identified the series of similar permitted schemes on this side of Rodenhurst Road and concluded that they had established an acceptable pattern in terms of both character and neighbouring amenity.

5.7 No. 63 Rodenhurst Road – 25/03997/FUL

The most recent and particularly relevant precedent is No. 63 Rodenhurst Road.

Planning permission was granted in February 2026 for:

- Hip-to-gable roof extension;
- Replacement rear dormer;
- Extension above the existing outrigger;
- New rooflights;
- Replacement windows;
- Ground-floor rear sliding doors; and
- Side-elevation fenestration.

The permission was granted subject to conditions.

Of particular relevance is the Council's officer assessment.

The officer expressly recognised that box dormers are prevalent on this side of Rodenhurst Road and concluded that the proposed dormer at No. 63 would not be harmful within this particular context.

More importantly, in relation to the rear outrigger, the officer stated that:

> "*The proposed outrigger extension follows a pattern of development that has been established at nos. 45, 43, 37 and 35.*"

The officer further noted that the design reflected the original outrigger and that the rear-facing window aligned with the lower fenestration, concluding that the development would not be harmful in this context.

The officer also considered the proposed front rooflights acceptable in quantity and position and found the rear ground-floor sliding doors to be a common and acceptable form of alteration.

The Council ultimately concluded that the scheme complied with Policies Q5, Q8 and Q11 of the Lambeth Local Plan and the Lambeth Design Guide SPD.

5.8 Relevance to No. 111

Taken collectively, these approvals demonstrate that the proposed development at No. 111 does not represent an isolated or unprecedented form of alteration.

There is now a clear and established pattern on Rodenhurst Road of:

- Extending existing rear outriggers at upper-floor level;
- Enlarging or reconstructing rear dormers;
- Introducing additional rooflights;
- Incorporating Juliet balconies and enlarged rear openings;
- Introducing large glazed openings at ground-floor rear level; and
- Incorporating photovoltaic panels within altered roof forms.

The proposal at No. 111 follows these established principles while responding specifically to the architecture of the application property and its relationship with adjoining No. 109.

6. Impact on the Host Building and Surrounding Area

The development has been designed so that the original property remains readily identifiable.

At ground floor, no additional extension is proposed. Instead, the existing built form is retained and its rear elevation rationalised.

At first-floor level, alterations are predominantly internal.

The principal additional volume is therefore limited to the area above the existing rear outrigger.

This arrangement has several benefits:

- It uses an established part of the building footprint;
- It retains the hierarchy between the main house and rear addition;
- It avoids further projection into the garden;
- It follows an established form of development elsewhere on Rodenhurst Road;
- Matching brickwork provides continuity with the existing outrigger; and
- The rear sash window reinforces the established vertical alignment of openings.

The reconstructed dormer similarly occupies an already developed part of the existing roof rather than introducing an entirely new roof extension.

The relationship with No. 109 has been directly considered, with the rear dormer designed to relate to the established plane of the neighbouring loft conversion.

The proposal therefore represents an incremental and contextual evolution of a house which has already been substantially extended.

7. Neighbouring Amenity

7.1 Daylight and Sunlight

The proposed ground-floor works do not increase the footprint, depth or height of the existing rear extension.

The second-floor addition is constructed directly above the established rear outrigger rather than extending laterally or further into the rear garden.

Its position within the established built footprint significantly limits its potential impact upon adjoining properties.

The pattern of comparable upper-floor outrigger extensions elsewhere on Rodenhurst Road has previously been considered acceptable by Lambeth in relation to neighbouring daylight and outlook.

In the most recent assessment at No. 63, the Council concluded that the proposed outrigger extension would not result in an adverse daylight or outlook impact despite its proximity to neighbouring windows.

The development at No. 111 is similarly not considered likely to result in an unacceptable reduction in neighbouring daylight or sunlight.

7.2 Outlook and Sense of Enclosure

The new upper-floor accommodation follows the existing outrigger rather than introducing an unrelated projecting volume.

The principal rear building line remains unchanged at ground and first-floor level, and the extension does not project further into the garden.

Given its siting, established context and the significant number of comparable approved extensions along Rodenhurst Road, the proposal would not result in an unacceptable sense of enclosure.

7.3 Privacy and Overlooking

The principal new upper-floor openings face towards the application property's rear garden, maintaining the established relationship between residential upper-floor windows and private rear gardens.

The Juliet balcony does not provide a usable external terrace and therefore would not materially alter overlooking opportunities compared with a conventional upper-floor window.

Where a flank window is introduced at second-floor level, this is shown as frosted glazing, thereby preventing harmful overlooking towards the adjoining property.

This approach is consistent with the treatment accepted at No. 63 Rodenhurst Road, where Lambeth required flank windows to be obscure glazed and restricted in opening in order to safeguard neighbouring privacy.

The proposal would therefore maintain appropriate privacy for adjoining occupiers.

8. Access

No changes are proposed to the principal pedestrian access from Rodenhurst Road.

The established residential use of the property remains unchanged.

Internally, circulation and accessibility between the principal family spaces would be improved through the proposed reconfiguration.

The replacement rear doors would provide a stronger and more direct physical connection between the ground-floor family accommodation and rear garden.

9. Sustainability and Energy

The proposals make efficient use of an existing residential building rather than relying upon extensive demolition or substantial additional floor area.

Sustainability improvements include:

- Retention and adaptation of the existing building fabric;
- Retention of the substantial existing ground-floor extension;
- Improved natural daylight through additional rooflights and glazing;
- Improved natural ventilation;
- Upgrading of altered elements of the external envelope to current Building Regulations standards;
- Improved glazing where works are undertaken;
- Installation of photovoltaic panels to generate renewable electricity; and
- Improved efficiency and functionality of the existing accommodation.

The proposed photovoltaic array is clearly incorporated into the roof design.

The works therefore provide an opportunity to improve both the functionality and environmental performance of the existing house while limiting unnecessary additional construction.

10. Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The relevant planning framework includes:

- The National Planning Policy Framework;
- The London Plan 2021;
- The Lambeth Local Plan 2021; and
- The Lambeth Design Guide SPD 2023.

The Lambeth Local Plan was adopted in September 2021 and, together with the London Plan and relevant neighbourhood plans, forms part of the statutory development plan for the borough.

The Lambeth Design Guide SPD was adopted in August 2023 and is a material consideration in the determination of planning applications. Part 4 specifically addresses building alterations, extensions and retrofit.

The principal Lambeth Local Plan policies relevant to the proposal include:

- **Policy Q2 – Amenity**, concerning the protection of neighbouring residential amenity;
- **Policy Q5 – Local Distinctiveness**, requiring development to respond appropriately to its context;
- **Policy Q8 – Design Quality**, requiring high-quality and appropriately detailed development;
- **Policy Q11 – Building Alterations and Extensions**, concerning alterations to existing buildings; and
- **Policy EN4 – Sustainable Design and Construction**, supporting improved environmental performance.

The proposed use of matching materials accords with the Design Guide's advice that the colour, texture and size of materials on the host building should be taken into account when designing extensions.

The proposal has been developed with these principles in mind.

11. Conclusion

The proposals at 111 Rodenhurst Road represent a carefully considered evolution of an existing family home.

The scheme makes effective use of the generous accommodation already available, with the majority of works comprising internal reconfiguration and targeted alterations to existing built form.

At ground-floor level, the existing rear extension is retained and its elevation rationalised through a wider glazed opening and additional rooflight.

The principal additional built form comprises the extension above the existing rear outrigger. This follows an established pattern of development along Rodenhurst Road which has been repeatedly accepted by the London Borough of Lambeth.

The recently approved scheme at No. 63 is particularly relevant, with the Council expressly recognising that extensions above rear outriggers have become an established form of development at Nos. 35, 37, 43 and 45 Rodenhurst Road. More recent permissions at Nos. 33, 53 and 55 further reinforce this established pattern.

The proposed rebuilt dormer responds to the existing roof conversion at No. 111 and its immediate relationship with No. 109, while the rooflights, Juliet arrangement and solar panels are proportionate additions within an already altered roofscape.

Matching brickwork, sympathetic roofing materials and traditionally proportioned fenestration ensure that the extended outrigger remains visually integrated with the original property.

The proposal would not result in an unacceptable impact upon neighbouring daylight, outlook or privacy and would provide improved, high-quality family accommodation alongside enhanced environmental performance.

The development is therefore considered to accord with the relevant objectives of the Lambeth Local Plan, London Plan and Lambeth Design Guide SPD.

Planning permission should therefore be granted.

Malone + Pike 2026