

HERITAGE STATEMENT

PROPOSAL FOR DORMER WINDOW AND REPLACEMENT WINDOWS

At 21 Southwood Lawn Road, London N6 5SD

September 2022

1. INTRODUCTION

- 1.1. This statement has been prepared to support a Planning Application the addition of a rear dormer window, removal of a window on the side elevation and replacement of existing windows with matching double glazed windows.

2. SITE DESCRIPTION

- 2.1. 21 Southwood Lawn Road is a 3 storey Edwardian semi-detached dwelling house on the south side of Southwood Lawn Road. It is located in the Highgate Conservation Area. It is not listed.
- 2.2. The street is characterised by similar properties from the same era, resulting in a consistent streetscape.
- 2.3. The front elevation of the property is constructed from red stock brickwork with a painted pebble dash rendered bay. The side and rear elevations are faced in painted pebble dash render. Windows are painted timber, a mixture of double glazed on the side and rear elevations and single glazed to the front elevation.
- 2.4. The roof is clay tiled with a pitched front dormer over the front bay, and a side pitched dormer window added by the current owners in 1994, and velux windows on the rear elevation.
- 2.5. The rear elevations of adjacent properties generally have added dormers with a variety of styles. The three houses to the left (looking at the rear of the property) have 2 flat dormers and one hipped dormer. To the right one has Velux windows, one a flat dormer and one a hipped dormer. Materials also vary.

3. HERITAGE IMPACT OF THE PROPOSALS

- 3.1. The only proposals to the front elevation are the changes of the bay window glazing to slimline double glazing within timber frames to match the existing. This is consistent with other properties on the street and does not affect the character of the conservation area.
- 3.2. The proposed dormer to the rear is consistent with the variety of the rear elevations of neighbouring properties. The heritage assets of the rear elevations of these buildings is far more limited than the front elevation and with the variety of interventions to the rear, the current proposals are consistent with the existing character.