





Double/L-shaped dormer conversion



Single dormer conversion

8. OUTRIGGER DEVELOPMENT

8.1 The first Officer's Report states that:

6.6 The proposed outrigger will equally have an excessive scale, height and bulk, and would have a dominant and top-heavy impact. Officers are aware that within the immediate terrace there are some examples of the proposed development however these are not so common therefore it is not considered this is now the established character of the terrace.

8.2 The outrigger extension has been reduced as part of this new application.

8.3 To set the presence of a dormer outrigger in broader context, there have, since 2019, been 9 approved dormer loft conversion proposals featuring outrigger dormers that are identical/larger/closely comparable to the refused proposal.

Several of these have been of larger scale and height. They are all for upper-floor flats (not houses).

Outrigger/L-shaped dormer conversions account for over 80% of all approved loft conversions (9 out of 11) since 2019. In this same period, there have been 0 planning refusals for loft conversion proposals on Albert Road.

8.4 Most recently, 61 Albert Road ([HGY/2021/2336](#)) was granted planning approval for an L-shaped dormer conversion. The development is of equivalent height and width and includes an outrigger dormer that projects 4.98 metres in length externally (significantly longer than our originally proposed length of 4.56m - now reduced to 3.92m).

8.5 61 Albert Road is an identical property in an identical location (relative to the nearby side street - Outram Road). Specifically, like 101 Albert Road, it is a mid-terrace property set back one terrace from a side street. Like 101 Albert Road, it is an Edwardian upper-floor flat of the same period, layout and appearance.

8.6 Many of the Planning Officers' reports from other approved applications make specific reference to the established presence of L-shaped dormer conversions of comparable scale and height in the area. Explicitly stating that this design is now an 'established form of approved development' of the terrace.

8.6.1 69 Albert Road - [HGY/2019/2662](#) // Samuel Uff - Planning Officer's Report // 20/11/2019 // Full copy of Officer's Report enclosed as [Annex 15.6.7](#). Specifically, it says:

*3.3 The proposed roof extension would cover the majority of the main rear roofslope and would extend partially onto the rear outrigger. **This has become an established form of approved development on this side of Albert Road** following the appeal decision to allow a rear outrigger roof extension at no.45.*

8.6.2 37 Albert Road - [HGY/2019/2064](#) // Kwaku Bossman-Gyamera - Planning Officer's Report // 16/09/2019 // Full copy of Officer's Report enclosed as [Annex 15.6.9](#)

3.4 *It is also noted that during site inspection it was apparent that **there are numerous properties within the wider area have incorporated rear dormer extensions, some of which are similar in scale and design to the current proposal whilst being more prominently located.***

8.6.3 61 Albert Road - [HGY/2021/2336](#) // Fatema Begum - Planning Officer's Report // 06/10/2021 // Full copy of Officer's Report is enclosed as [Annex 15.6.1](#)

3.6 *The proposal is considered proportionate and subordinate to the host building and is **in keeping with the pattern of development in the area.** Therefore, the local character and visual amenity of the area will be protected.*

8.6.4 85 Albert Road - [HGY/2019/2908](#) // Tania Skelli - Planning Officer's Report // 08/01/2020 // Full copy of Officer's Report is enclosed as [Annex 15.6.6](#)

6.1 *The proposal is similar to recent developments allowed on appeal at nos. 45 and 157. Therefore, **the local character and visual amenity of the area will be protected.***

8.7 This established pattern of development along Albert Road follows the guidance given in two relevant cases of planning permission for L-shaped dormers won on appeal. Specifically, 157 Albert Road (APP/Y5420/D/19/3220311) and 45 Albert Road (APP/Y5420/W/16/3166368).

8.7.1 45 Albert Road - [APP/Y5420/W/16/3166368](#) // Roy Merrett BSc(Hons) DipTP MRTPI, Appeal Decision // 05/04/2017 // Full copy of the Appeal Decision enclosed as [Annex 15.7.1](#)

6. *... the [outrigger] development would be viewed **in the context of other full width rear dormer extensions including the roofs of the neighbouring dwelling and those in the surrounding area such as along Outram Road.** During my visit, it was apparent that **numerous properties within the wider area have incorporated rear dormer extensions, some of which are similar in scale and design to the current proposal whilst being more prominently located.***

7. *I therefore conclude, taking the above factors into account, that **the proposed roof extension would not appear incongruous or dominant and would not result in harm to the character and appearance of the host building and wider street scene...***

9. SCALE AND DESIGN

9.1 The first Officer's report states that:

6.5 The proposed dormer and outrigger roof extension will represent a dominant addition to the rear roof slope given its excessive scale and bulk. The proposed dormer rear dormer would extend across the full width of the property and would cover the whole slope of the roof from eaves to ridge. There would no significant set back from the eaves, roof ridge or side parapets.

9.2 The scale and design of this proposal has been reduced for this second application.

9.3 We recognise that the proposed conversion is a not insignificant addition to the property.

9.4 It is, though, neither negatively impactful upon our immediate neighbours, other residents or users of the street nor out of keeping with the overall street scene.

9.5 The National Planning Policy Framework states:

National Planning Policy Framework (July 2021)

120. Planning policies and decisions should:

[...]

e) Support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well- designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

9.6 Further, the proposal is similar in design whilst being, in several cases, smaller in scale and bulk to many other recently approved proposals in the area.

61 Albert Road

Most closely comparable to our development is 61 Albert Road ([HGY/2021/2336](#)) - which occupies the same siting (relative to a side road - Outram Road) as does ours (relative to Clyde Road). The application for 61 Albert Road (which was approved in 2021) is larger in scale and bulk.

Specifically, the development at 61 Albert Road is of equivalent width and height in both dormers - covering the whole slope of the roof from eaves to ridge without set back from the eaves, roof ridge or side parapets - whilst the outrigger dormer is of a longer projection.

Of this development, the Planning Officer wrote:

- 9.7.1 61 Albert Road - [HGY/2021/2336](#) // Fatema Begum - Planning Officer's Report // 06/10/2021
// Full copy of Officer's Report enclosed as [Annex 15.6.1](#).

3.6 ***The proposal is considered proportionate and subordinate to the host building and is in keeping with the pattern of development in the area.*** Therefore, the local character and visual amenity of the area will be protected.

3.7 *The height and depth of the proposed dormers would not result in a material loss of sunlight or daylight, or have an overbearing appearance to the neighbouring property. There will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.*

45 Albert Road

Also 45 Albert Road - which was approved on appeal - is again larger than our original proposal in scale and bulk.

Like 61 Albert Road, it is of equivalent width and height - covering the whole slope of the roof from eaves to ridge without set back from the eaves, roof ridge or side parapets. Like 61 Albert Road, the projection of the outrigger dormer is also longer than the proposed outrigger dormer on 101 Albert Road.

Of this development, the Inspector wrote:

4. *The proposal would consist of a substantial L-shaped dormer extension, covering the full width and height of the main roof and returning over part of the rear addition. The extension would exceed the maximum height of the rear addition and as such would not appear subordinate to it. It would not however exceed the maximum height of the main dwelling.*
5. *Although the extension would be substantial in scale, there are a number mitigating factors in this case. The development would be significantly screened from public view by intervening terraces of dwellings, with only partial glimpses of the extension fleetingly available from Princes Avenue between a gap in the frontage there. It would not be visible from Albert Road at the front of the property.*
6. *Whilst the extension would be visible from the rear of some nearby dwellings, the private location of these viewpoints would serve to restrict its visibility to relatively few residents. Furthermore, the extension would not cover the full length of the rear addition, roughly aligning with the existing dormer extension to the roof of the set back adjacent dwelling. This would therefore limit the visibility of its bulk, whilst helping to assimilate the development with its surroundings. In addition the development would be viewed in the context of other full width rear dormer extensions including ... those in the surrounding area such as along Outram Road. During my visit, it was apparent that numerous properties within the wider area have incorporated rear dormer extensions, some of which are similar in scale and design to the current proposal whilst being more prominently located.*
7. *I therefore conclude, taking the above factors into account, that **the proposed roof extension would not appear incongruous or dominant and would not result in harm to the character and appearance of the host building and wider street scene.** Accordingly it would conform with Policies 7.4 and 7.6 of the London Plan 2015; Policy UD3 of the Haringey Unitary Development Plan 2006; Policy SP11 of the Haringey Local Plan 2013; emerging Policy DM1 of the Council's Development Management Development Plan Document and the National Planning Policy Framework insofar as they seek to secure the highest standard of design which has regard to the context and character of its surroundings.*

OTHER PROPERTIES

In addition to the approval of many other similar applications of comparable scale and design on Albert Road, several Officers' Reports directly address the apparent scale and bulk of the comparable proposals and raise a range of mitigating factors that lead to their planning approval.

Specifically:

- 9.9.1 150 Albert Road - [HGY/2020/2578](#) // Samuel Uff - Planning Officer's Report // 24/11/2020
// Full copy of Officer's Report enclosed as [Annex 15.6.3](#).

- 3.3 *The applicant has drawn attention to the developments approved at nos.45 and 157 decided on appeal. These were large roof extensions that extended onto the outrigger. A further application at no.85 has also been approved.*
- 3.4 *The applicant was advised that the template should be for that approved at no.85, which had a set down of the outrigger extension from the height of the main roof extension, but they have pointed out that this would have to be very nominal given the 2.1m head clearance in this part of the extension. Given the depth of the outrigger and height of the proposed works, coupled with the lack of a set down in the appealed cases, the scale is considered to be acceptable.*
- 3.5 *The set-up from eaves and set in from the main roof party walls is considered proportionate and subordinate to the host building and is in keeping with the pattern of development in the area. The rooflights will be of modest scale to respect the integrity of the front roofslope. Therefore, the local character and visual amenity of the area will be protected.*
- 3.6 *The height and depth of the extension would not result in a material loss of sunlight or daylight, or have an overbearing appearance to the neighbouring property. There will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.*
- 3.7 *The proposed development is in general accordance with Policies DM1 and DM12 of the Development Management, Development Plan Document 2017, and policy SP11 of Haringey's Local Plan Strategic Policies 2017. The proposed development also accords with the relevant policies of the London Plan 2016 and the NPPF.*

9.9.2 55 Albert Road - [HGY/2020/0353](#) // Laurence Ackrill, Planning Officer's Report // 11/03/2020
// Full copy of Officer's Report enclosed as [Annex 15.6.5](#).

6.1 It is also noted that a number of dormers of a similar scale have been approved and allowed at appeal along the same stretch of Albert Road. As such, the proposal would have an acceptable impact upon the character and appearance of the host property and the surrounding area.

9.9.3 37 Albert Road - [HGY/2019/2064](#) // Kwaku Bossman-Gyamera - Planning Officer's Report // 12/09/2019 // Full copy of Officer's Report enclosed as [Annex 15.6.9](#).

3.5 ...Considered the dormers on its own it is excessively bulky and conflict with the DPD and SPG1, however, there are circumstances in this case which indicate a decision contrary to these policies can be made. ... It is also noted that during site inspection it was apparent that there are numerous properties within the wider area have incorporated rear dormer extensions, some of which are similar in scale and design to the current proposal whilst being more prominently located.

10. FRONT SLOPE ROOF WINDOWS

10.1 The first Officer's report states that:

6.9 *'Three rooflights are proposed to the front roof slope and one on the west slope of the crown roof. It is considered that they will dominate the front roof slope and create a visual clutter, however in the event that such an application was being approved these could be reduced to two.'*

10.2 However, there are many examples of front roof slopes containing three/four rooflights which are arranged without any evident uniformity. Specifically there are 22 roofs with three or more rooflights on Albert Road. This is approximately 25% of all roofs on the street.



1. 86 Albert Road



2. 84 Albert Road

3. 54 Albert Road



4. 52 Albert Road



5. 46 Albert Road

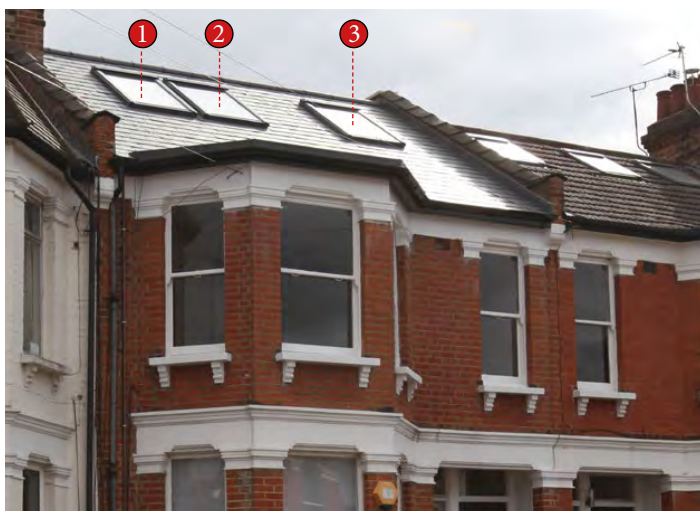


6. 78 Albert Road





7. 37 Albert Road



8. 61 Albert Road



9. 63 Albert Road



10. 67 Albert Road



11. 77 Albert Road



12. 85 Albert Road



13. 127 Albert Road



14. 143 Albert Road