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Mark Chen (Senior Planning Officer)
Placemaking and Housing
Haringey Council
River Park House
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Dear Mark,

83 PRIORY ROAD, LONDON, N8 9LY – PLANNING APPLICATION FOR A DORMER ROOF EXTENSION TO ACCOMMODATE ONE SELF-CONTAINED DWELLING

We are instructed by our client, Orion Consulting Ltd., to submit a full planning application for the extension and conversion of the existing roofspace into one self-contained two-bedroom home at 83 Priory Road, London, N8 9LY.

Planning permission is sought for the following:

“Extension of existing roofspace comprising rear dormer window and front and side rooflights and it’s conversion into one self-contained dwelling, alongside cycle and refuse stores in the front garden, installation of air source heat pump and minor landscaping works to the front garden.”

The site comprises a three-storey semi-detached building with a hipped roof. The current application follows the recent withdrawal of a similar proposal (ref. HGY/2026/0101) at the site for a hip to gable room extension and rear dormer window to accommodate one dwelling. Officer feedback on that scheme raised concerns regarding the overall bulk of the roof extension and its perceived effect on the balance of the semi-detached pair. The current proposal responds directly to those concerns, omitting the hip-to-gable extension, significantly reducing the scale of the rear dormer and refining the design to better complement the appearance of the host building. In doing so, the proposals address the previous design concerns while delivering a high-quality dwelling that provides a high standard of accommodation, to meet relevant internal and external spaces standards contained within London Plan Policy D6, and makes a valuable contribution to the LB Haringey’s housing supply.

This proposal responds directly to the objectives of the NPPF (2024) and the London Plan (2021), both of which provide clear policy support for the efficient use of land, increased housing delivery on small sites, and the upward extension of existing residential buildings. It is also a material consideration that the London Borough of Haringey continues to experience a housing shortfall and is not currently delivering housing at the levels required by London Plan targets. In this context, the proposed development would make a positive contribution towards increasing the borough's housing supply and assisting in the delivery of much-needed new homes, in accordance with national, regional, and local planning objectives.

The application has been submitted online and the requisite £701 fee (including £91 administration fee) has been paid. In line with local and national requirements, the following documents have also been submitted:

- Completed Application and Certificates, prepared by Marjoram Architects
- Design and Access Statement, prepared by Marjoram Architects.

- Planning Statement, prepared by Firstplan.

The following plans prepared by Marjoram Architects:

- Existing and Proposed Block/Local Plan (Dwg. No. 432-B-00-050 Rev P01)
- Proposed Floor Plans – Sheet 1 (Dwg. No. 432-B-01-110 Rev P01)
- Proposed Floor Plans – Sheet 2 (Dwg. No. 432-B-01-111 Rev P01)
- Proposed Floor Plans – Sheet 2 (Dwg. No. 432-B-01-112 Rev P01)
- Proposed Side/Street Elevation (Dwg. No. 432-B-01-113 Rev P01)
- Proposed Front Elevation (Dwg. No. 432-B-01-116 Rev P01)
- Proposed Rear Elevation (Dwg. No. 432-B-01-117 Rev P01)
- Proposed Side Elevation (Dwg. No. 432-B-01-118 Rev P01)
- Proposed Sections – Sheet 1 (Dwg. No. 432-B-01-125 Rev P01)
- Proposed Sections – Sheet 2 (Dwg. No. 432-B-01-126 Rev P01)
- Existing Floor Plans – Sheet 1 (Dwg. No. 432-B-00-100 Rev P00)
- Existing Floor Plans – Sheet 2 (Dwg. No. 432-B-00-101 Rev P00)
- Existing Floor Plans – Sheet 3 (Dwg. No. 432-B-00-102 Rev P00)
- Existing Side/Street Elevation (Dwg. No. 432-B-00-115 Rev P00)
- Existing Front Elevation (Dwg. No. 432-B-00-116 Rev P00)
- Existing Rear Elevation (Dwg. No. 432-B-00-117 Rev P00)
- Existing Section (Dwg. No. 432-B-00-120 Rev P00)

Site and surroundings

83 Priory Road ('the site') comprises a three-storey, semi-detached mansion block, located at the corner of Priory Road and Park Avenue South in Hornsey. At present, the building contains three flats, one per floor, and a communal entrance, lobby and staircase. The site adjoins 85 Priory Road, and together they form a symmetrical pair.

The site is brick built with a hipped roof and surrounding parapet, and two central chimney stacks. There is a generous amount of private amenity space to the side and rear (for exclusive use of the ground floor flat) and shared amenity space to the front. The block is the largest building in the general vicinity, with the area typified by two-storey detached and terraced residential dwellings, although Hornsey Fire Station is located directly adjacent the site.

The site is not situated within a Conservation Area, and there are no listed buildings in the vicinity. It is located within Flood Zone 1 and is within Haringey's Critical Drainage Area.

The site does not benefit from any on street parking, although parking on the immediately surrounding streets is unrestricted. The site has a PTAL rating of 2.

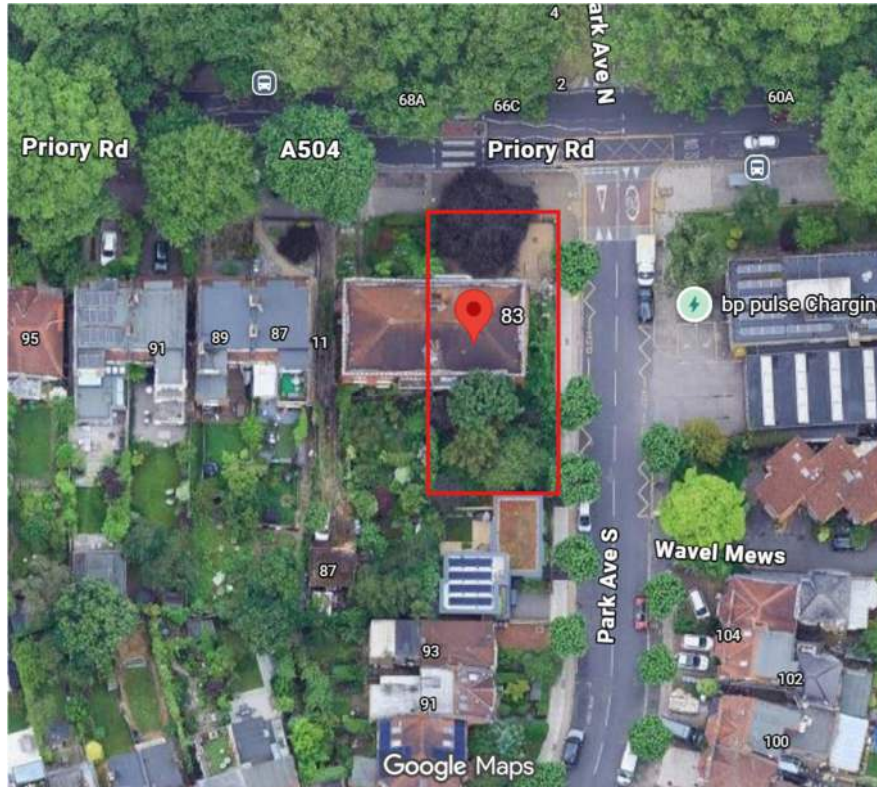


Figure 1. Site and surrounding context

Relevant Planning History

The site has been subject to a number of planning applications in the last 10 years which have sought to upgrade the quality of the existing accommodation and optimise the residential use of the site. These include:

An application (ref. HGY/2026/0101) for the “*Erection of a hip to gable roof extension with rear dormer and front rooflights to create a new 2-bedroom, 3-person flat at roof level, installation of ASHP at ground floor level and cycle and refuse stores in the front garden, and minor landscaping works to the front garden*”. This was withdrawn in May 2026. The application currently proposed successfully addresses the previous concerns raised by officers in relation to the roof extension works.

A concurrent application (ref. HGY/2026/0102) was also submitted for “*Replacement of rear and side fenestrations at ground level, installation of ASHP at the side elevation and cycle and refuse stores in the front garden and erection of rear outbuilding*” and this was approved on the 20 May 2026. This application sought to bring the vacant ground floor residential unit back into active use to address its poor state of repair.

A further application was also submitted (ref. HGY/2026/0100) for the “*Erection of a new two storey single family dwellinghouse on the rear garden of No. 83 Priory Road*.” This was also withdrawn on the 20 May 2026

On the 18 December 2018, planning permission was granted (ref. HGY/2018/2062) for the “*Erection of new build 3 bedroom detached house with associated amenity space and cycle parking*”. The property has now been built on land to the rear of the site and is known as Sycamore House.

Background

The enclosed application has amended and improved the proposals submitted pursuant to application ref. HGY/2026/0101, directly responding to the feedback provided by the officer during the assessment of the previous application.

The officer stated that the previous proposal was unacceptable for the following reasons:

Reason 1

“The proposed hip-to-gable extension, coupled with a massive and overly dominant rear dormer, would result in a top-heavy appearance that severely detracts from the street scene and the character of the host building.”

To address Reason 1, the hip-to-gable extension has been removed, immediately reducing the overall bulk of the proposal and allowing the dormer to sit within the original rear roof slope. The dormer has also been generously set down from the ridge so that it remains a clearly subordinate addition. The retained parapet screens part of the dormer face, helping the extension appear more compact within the roofslope, which helps to further reduce the perceived roof mass in surrounding views.

Reason 2

“No. 83 forms a symmetrical semi-detached pair with No. 85. Altering the roof form of No. 83 via a hip-to-gable extension would entirely upset the established balance of this pairing.”

The removal of the hip-to-gable extension also addresses Reason 2 by retaining the building’s original hipped roof form and preserving the established balance of the semi-detached pair. Although a rear dormer is proposed, it would sit as a subordinate addition within the rear roof slope, and therefore the form of the original building would still be clearly evident. The same dormer arrangement could also be replicated at No. 85 in future. When viewed from Priory Road, Nos. 83 and 85 would continue to read as a symmetrical and balanced pair.

Application Proposals

The application seeks planning permission for the conversion and extension of the existing roofspace at 83 Priory Road to provide one additional self-contained dwelling at roof level. The proposed accommodation would comprise a two-bedroom, three-person flat with a gross internal area of approximately 66 sq.m, excluding the second-floor entrance lobby, or approximately 71 sq.m when the lobby is included.

The new dwelling would be formed within the retained hipped roof form and served by a new rear dormer extension, together with rooflights to the front and side roof slopes.

In terms of access to the new dwelling, this would be taken from the existing communal stair core. The existing communal stair would be extended with a new entrance lobby provided at second-floor level with integrated storage and steps leading up to the residential accommodation above. Internally, the living accommodation would comprise an open-plan kitchen, dining and lounge area of approximately 27 sq.m, a principal double bedroom (12.5 sq.m), a single bedroom (7.5 sq.m), a bathroom and dedicated storage areas within the hallway and eaves.

The rear dormer would accommodate the main south-facing windows to the kitchen/living/dining space and principal bedroom. It would also incorporate a covered terrace of 6sq.m, accessed from the main living space. Five rooflights are proposed to ensure good levels of daylight and ventilation within the accommodation. Three rooflights would be installed within the front roof slope, with two serving the bedroom and a high level rooflight to provide light to the hallway.

A further two rooflights would be installed within the side roof slope, serving the bathroom and providing ventilation and a secondary source of light to the principal bedroom.

In terms of the design of the dormer, the dormer has been refined since the previous application and sits comfortably within the original rear roofslope. It features large, glazed windows to the rear, with vertical shading fins, set within a red-brown aluminium-clad structure, drawing inspiration from the existing red brick and clay tile building.

At ground level, the proposal would be accompanied by improved cycle and refuse storage arrangements within the front garden area. The scheme would provide eight secure cycle storage spaces for the new flat and the existing flats within the building. Dedicated refuse and recycling storage to cater to all flats is also proposed in the front garden. This would rationalise the existing arrangement and provide a tidier, more functional frontage. An area of planting adjacent the front entrance is also proposed to be introduced to further enhance the appearance of the frontage.

An air source heat pump is also proposed to serve the new dwelling and would be positioned discreetly adjacent to the garden gate.

The development will be car-free. No off-street car parking is proposed for the additional dwelling, with the new dwelling benefiting from unrestricted parking in the surrounding area.

Relevant Planning Policy

The Council's adopted development plan comprises the Alteration to the Strategic Policies (consolidated with alterations since 2017); the Development Management SPS (July 2017); the Site Allocations DPD (2017); and the Tottenham Area Action Plan (2017) and the London Plan (2021).

The National Planning Policy Framework (NPPF, 2024) is also a material consideration. A Revised NPPF has been consulted on and is due to be published later this summer.

The Draft London Plan was also published for consultation in July 2026. As this is in the early stage of consultation it carries limited weight.

Key relevant policies are as follows:

National Planning Policy Framework (2024)

The NPPF provides the overarching planning policy guidance for development across England. It states:

“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

Paragraph 61 notes that in order to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 confirms that small and medium sites can make an important contribution to meeting the housing requirement of an area and can often be delivered relatively quickly.

Paragraph 124 outlines that planning decisions should promote an effective use of land in meeting the need for homes and other uses, whilst also safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 120 also notes that decisions should promote and support the development of under-utilised land and buildings, especially where it would help to meet the need for housing.

Paragraph 125(a) states that planning policies and decisions should support opportunities for to use the airspace above existing residential and commercial premises for new homes. It states that upward extensions should be allowed where the development would be consistent with the prevailing form of neighbouring properties

Paragraph 131 confirms that good design of one of the fundamental factors in ensuring sustainable development which can contribute to creating better places to live and work, and to help make development acceptable to communities.

Paragraph 135 sets out that decisions should ensure that development proposals will create places that are safe, inclusive, and accessible and promote health and well-being with a high standard of amenity for existing and future users, whilst also functioning well and adding to the overall quality of the area.

Paragraph 109 sets out that transport issues should be considered from the earliest stages of development proposals so that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Draft National Planning Policy Framework (2025)

The Government has consulted on a draft NPPF and this is expected to be published this summer. Although not yet published, the draft NPPF includes paragraphs which explicitly support upwards extensions within draft policy L2: making effective use of land.

“Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following: [...]

d. Creating additional homes within settlements by using the airspace above existing residential and commercial premises, or through sensitive redevelopment or additional development within existing plots [...]. Such proposals should:

***i. be consistent with the overall street scene, other than where it is appropriate to have larger buildings such as at street corners[...]*”**

London Plan

GG2 (Making the Best Use of Land) outlines that in order to create successful mixed-use places that make the best use of land, those involved in planning and development must proactively explore the potential to intensify the use of land to support additional homes and workspaces.

GG4 (Delivering the Homes Londoner's Need) sets out that to create a housing market that works better for all Londoner's, those involved in planning and development must ensure that more homes are developed.

Policy D3 (Optimising Site Capacity through the Design-Led Approach) highlights that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D6 (Housing Quality and Standards) outlines that housing developments should be of high-quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners.

Policy H1 (Increasing Housing Supply) confirms that to ensure ten-year housing targets are achieved, boroughs should encourage development on other appropriate windfall sites not identified in Development Plans through the Plan period. Table 4.1 sets out the ten-year targets for net housing completions that each local planning authority should plan for. Haringey has a target of 15,920 new home completions over the 10 year period, meaning 1,592 per year.

Policy H2 (Small Sites) highlights that boroughs should proactively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making. Table 4.2 sets out the ten-year targets for net housing completions on small sites that each local planning authority should plan for. Haringey has a target of 2,600 net housing completions on small sites between 2019/20 and 2028/9.

Policy SI 2 (Minimising Greenhouse Gas Emissions) requires development proposals to minimise carbon dioxide emissions in accordance with the energy hierarchy, including using less energy, supplying energy efficiently and maximising renewable and low-carbon energy opportunities.

Policy SI 4 (Managing Heat Risk) requires development proposals to reduce the potential for overheating and reliance on air conditioning through design-led measures, including layout, orientation, shading, ventilation and other passive cooling measures.

Policy T4 (Assessing and Mitigating Transport Impacts) sets out that the cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

Policy T5 (Cycling) requires cycling parking to be designed and laid out in accordance with guidance contained within the London Cycling Design Standards.

Policy T6 (Car Parking) confirms that the car parking standards set out in Policy T6.1 should be applied to residential developments.

Draft London Plan

Policy HN1 (Increasing London's housing stock) seeks to increase housing targets. The target for Haringey for the period 2027/28 and 2036/37 is set at 19,030.

Policy MBUL2 (Optimising the use of land and site capacity) states that development on sites under 0.25 hectares that comply with the London Small Site Design Code is considered acceptable in principle,

Haringey Local Plan

Policy SP1 (Managing Growth) states that the Council will focus Haringey's growth in Growth Areas and Areas of Change. It goes on to state that parts of the Borough outside of these areas will experience some development and change in contributing towards meeting local development needs.

Policy SP2 (Housing) states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing, by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026 (820 units per annum from 2011-2014 and 1,502 units per annum).

Policy SP11 (Design) states that all new development should enhance and enrich Haringey's built environment, and create places and buildings that are high quality, attractive, sustainable and safe to use.

Policy DM1 (Delivering High Quality Design) states that new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area and must, amongst other

things, relate positively to neighbouring structures to create a harmonious whole and make a positive contribution to a place, improving the character and quality of an area.

Policy DM7 (Development of Infill, Backland and Garden Land Sites) states that there will be a presumption against the loss of garden land unless it represents comprehensive re-development of a number of whole land plots.

Policy DM12 (Housing Design and Quality) states that all new housing and residential extensions must be of high quality, taking account of the privacy and amenity of neighbouring uses, and are required to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG.

Policy DM4 (Provision and Design of Waste Management Facilities) requires development proposals to make appropriate provision for refuse and recycling storage that is sensitively located and designed, convenient for occupiers and collection, and does not harm the appearance of the street scene or residential amenity.

Policy DM21 (Sustainable Design, Layout and Construction) requires development proposals to incorporate sustainable design and construction principles, including fabric efficiency, passive design, low-carbon energy measures, climate change adaptation and the efficient use of resources, having regard to Haringey's Sustainable Design and Construction SPD.

Policy DM31 (Sustainable Transport) supports development that prioritises sustainable modes of travel, including walking, cycling and public transport, and ensures that proposals do not give rise to unacceptable impacts on the transport network.

Policy DM32 (Parking) seeks to manage parking provision in accordance with the London Plan and local standards, having regard to accessibility, existing parking pressures and the need to encourage sustainable travel choices.

Policy DM35 (Cycle Storage in Front Gardens) supports cycle storage within front garden areas where it is appropriately designed, secure, conveniently located and does not result in unacceptable visual clutter or harm to the character and appearance of the area.

Planning Assessment

The key issues arising for consideration in relation to the proposed scheme are the principle of the proposed development, design and quality of accommodation, and the impact on neighbouring properties. These, along with other relevant matters and comments are assessed below.

Principle of Development

National, London-wide and Borough planning policies strongly support the delivery of new housing through the optimisation of previously developed land and the efficient use of existing residential sites.

At the national level, Paragraph 73 of the NPPF recognises the important role that small and medium-sized sites can play in meeting housing needs, particularly given their ability to be delivered relatively quickly. Their importance to housing delivery is also clearly laid out in the London Plan, which states that Boroughs should proactively support well designed new homes on small sites. Whilst Policy H1 identifies the need for a minimum of 15,920 new homes to be completed within Haringey between 2019/20 and 2028/29, Policy H2 sets out that of this total figure, 2,600 should be achieved on small sites.

In addition to supporting small-site development, the NPPF at Paragraph 125 encourages innovative methods of increasing housing supply, including through utilising airspace above existing buildings. The Government has also

demonstrated clear support for upward extensions and airspace development through amendments to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), including the introduction of Part 20 permitted development rights for additional storeys on certain residential buildings. Whilst these rights are not applicable in this instance, they nevertheless demonstrate the Government's clear support in principle for the delivery of additional homes through upward extension of existing buildings.

The proposal would not introduce a new storey but would instead sensitively extend and convert the existing vacant roof space to provide one additional dwelling. As such, it represents an efficient form of development that optimises the capacity of an existing residential site. The proposal would make a modest but meaningful contribution to local housing supply in a sustainable and accessible location, consistent with the overarching objectives of national, London-wide and local planning policy.

Whilst a modest contribution, the need for additional housing within Haringey remains acute. Haringey's Authority Monitoring Report 2025 identifies a cumulative shortfall of 4,574 homes against London Plan minimum targets for the period 2011–2024, including a shortfall of 360 homes during 2023/24. Against this backdrop, even modest housing proposals should be seen to make a valuable contribution towards addressing identified housing needs. The proposed additional dwelling would be deliverable in the short term and would increase the Borough's housing stock through the sensitive optimisation of an existing residential building. This is an important material planning consideration.

Overall, the proposal fully accord with the clear policy support for increasing housing delivery, promoting the efficient use of land and supporting well-designed small-site development. It would provide an additional dwelling through the sensitive extension and conversion of existing roofspace, and would make a positive contribution towards meeting the borough's identified housing needs. The proposed development therefore complies with the NPPF, Policies H1 and H2 of the London Plan and Policy SP2 of the Local Plan.

Quality of Accommodation

The internal layout of the proposed residential unit has been designed to comply with standards within the London Plan and individual rooms have been designed to comply with the Housing Design Standards LPG and prescribed space standards.

Compliance with Policy D6 and the criterion for private internal space is detailed as follows:

1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.

The dwelling is compliant, with a total GIA of 71 sq.m, exceeding the minimum requirement of 60 sq.m for a 2b3p dwelling arranged over one storey. Even if the dwelling were considered to be arranged over two storeys, due to the entrance being located at second-floor level, the additional floorspace would ensure that it meets the 70 sq.m minimum requirement. However, the dwelling should properly be considered a high-quality single-storey home, as all principal residential accommodation is arranged on one level and the additional floorspace relates to access and circulation rather than a separate residential storey.

The 2sq.m storage requirement for the unit is met. Storage is provided within the entrance area at second floor level, and within two separate storage cupboards in the hallways.

2) A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.

The double bedroom has a width of 3.02m.

- 3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m.**

The single bedroom has a minimum width of 2.5m and area of 7.5sqm.

- 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5sq.m.**

The double bedroom has an area of 12.5sqm.

- 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).**

Such areas have been excluded from the GIA and the dwelling exceeds technical space standards without relying on these spaces.

- 6) Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.**

Such areas have been excluded from the GIA, and this is annotated on the submitted drawings.

- 7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom, and 0.36 sq.m. in a single bedroom, counts towards the built-in storage requirement.**

Built in wardrobes are provided for both the single and double rooms. The drawings are also annotated to demonstrate how all furniture might be accommodated in the rooms.

- 8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.**

The 2.5m minimum floor to ceiling height has been achieved across 78 per cent of the GIA. This is annotated on the submitted drawings.

In addition to the above standards, the new dwelling meets the 2b4p combined floor areas for living/kitchen and dining space of 27sqm as outlined under C2.5 of the Housing Design Standards LPG, despite being a 2b3p dwelling.

External standards

- 9) A minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.**

As a two bed, three person dwelling a minimum of 6sq.m of external amenity space is required. The proposed dormer extension would incorporate a covered terrace, providing 6 sq.m of private outdoor amenity space, with a 1.5m width directly accessible from the principal living area. The covered design would improve the usability of the terrace by offering shelter from the elements during inclement weather, as well as providing solar shading during periods of high sunshine and hot weather. Residents would also have access to the shared amenity space at the front of the mansion

block and would benefit from being in close proximity to local open spaces, including Priory Park, which is located approximately 0.1 miles, or a two-minute walk, from the site.

The proposal therefore fully complies with all relevant external amenity standards.

Light, aspect, outlook and ventilation

Standard C4.1 of the Housing Design Standards LPG states that homes should be dual aspect, with single-aspect homes permitted only by exception. However, the GLA's March 2026 Support for Housebuilding LPG withdraws Standard C4.1 and provides greater flexibility in the design of new homes, particularly in relation to aspect.

In this case, the dwelling has been designed to achieve appropriate levels of passive ventilation, daylight, privacy and protection from overheating. The open-plan living, kitchen and dining area would be served by generously sized south-facing windows, providing good light, outlook and ventilation to the principal living space. Given the orientation, external shading fins are proposed adjacent to the sliding doors serving this area. These would help to limit overheating, while also allowing one side of the doors to remain fully open for ventilation without presenting a safety risk. They would also provide additional privacy for future occupants. The secondary window serving this area would be recessed, providing further shading.

The principal double bedroom would also be south facing, ensuring good levels of light and outlook. The recessed window would provide appropriate shading, while the east-facing rooflight would allow for natural ventilation.

The single bedroom would be located to the north and served by two rooflights, providing good levels of light and ventilation while reducing the risk of overheating.

Overall, the proposed dwelling has been designed with careful regard to amenity, daylight, outlook and ventilation, and responds appropriately to the site's constraints. It is therefore considered to provide a high standard of living accommodation in accordance with local, regional and national planning policy.

Design

London Plan Policy D4 and Local Plan Policies SP1 and DM1 seek to promote high-quality design and ensure that new development responds positively to its surroundings, respecting local character and context. Careful consideration has therefore been given to the design of the proposed roof extension to ensure that it is sensitively integrated with the host building and appropriately responds to the character of the surrounding area.

The application site is situated on a corner plot, where buildings characteristically benefit from additional height. It is located within a primarily residential area characterised by two- and three-storey dwellings displaying a variety of roof forms and architectural styles. Loft conversions incorporating both front and rear dormer extensions are a well-established form of development and are visible throughout Park Avenue South and Priory Road.

The proposed rear dormer would be fully contained within the original rear roof slope and would be set well below the ridge line, ensuring that it remains clearly subordinate to the host dwelling and does not appear as an additional storey. Furthermore, the existing rear parapet wall would assist in screening much of the dormer's height from public viewpoints. As a result, the proposal would be perceived, particularly in rear views, as a modest and proportionate addition to the building.

In terms of design, the dormer adopts a contemporary approach that remains sympathetic to the character and appearance of the host property. The front of the dormer has been designed with a predominantly glazed face, to reduce any perceived bulk and create a lightweight appearance. The existing building is constructed of red brick with a clay-

tilled roof. Rather than directly replicating these materials, the proposed palette has been carefully selected to complement the existing building. The dormer would be finished in high-quality flat-panel cladding in a red-brown tone, with contrasting red-brown aluminium cladding to the dormer face. This approach provides a contemporary yet complementary appearance, ensuring that the extension is well integrated with the host building while achieving a high standard of architectural design.

There are already examples within the local area of high-quality contemporary design being successfully integrated into this predominantly traditional setting. Notably, Sycamore House, located to the rear of the site, demonstrates how modern architecture can coexist successfully. In a similar manner, the proposed dormer has been carefully designed to integrate with the host building, whilst also being understood in context of contemporary additions present in the surrounding area.

The proposed development would incorporate rooflights to provide light and ventilation to the new dwelling. Three to the front roofslope and two to the side roofslope. As with dormer windows, rooflights are extremely common on Park Avenue South and Priory Road, and these are again a well established form of development in the area. The rooflights would be limited in size and would be appropriately arranged, so as to not clutter or dominate the roofslopes.

In terms of other works, the proposal seeks to enhance the front garden area through the provision of soft landscaping and dedicated bin and cycle storage with green roofs. These works are identical to those permitted under planning application ref. HGY/2026/0101 and therefore should be considered acceptable.

A second-floor side window is also proposed to be replaced with a side-opening casement window, fitted within the existing opening.

Overall, the proposal represents a considerate and sympathetic addition to the host building, incorporating a high-quality and efficient design solution that facilitates the creation of an additional dwelling with minimal impact on the character and appearance of the property or wider area. The proposal has been carefully developed in response to feedback received from officers in relation to the previous application and demonstrates compliance with London Plan Policy D4 and Local Plan Policies SP1 and DM1.

Amenity Impacts

Careful consideration has been given to the design of the proposed development to ensure that it would not result in any unacceptable impact on neighbouring amenity.

Objections to the previous scheme raised concerns regarding potential overlooking from the proposed dormer window, particularly towards Sycamore House. However, rear-facing windows serving No. 83 Priory Road already provide elevated views in this direction, and the proposed dormer would not materially increase opportunities for overlooking beyond the existing situation. Views from the proposed front and side rooflights would be limited by their orientation and position within the roof slopes and, in any event, would not be directed towards neighbouring residential properties. Furthermore, as the development is contained within the roof, there would be no change in separation distance.

The development would similarly not result in any undue loss of daylight, sunlight, outlook or privacy, nor would it appear overbearing to neighbouring occupiers or the existing flats within the building. The dormer would be wholly contained within the existing roof, set below the ridge line and would not project beyond the existing rear elevation. Furthermore, no increase in the overall height of the building is proposed. As such, the physical presence of the extension would not result in any harmful impacts upon neighbouring properties.

As the proposal seeks to deliver a two-bedroom dwelling designed to accommodate up to three occupants, it would result in only a modest increase in the level of residential occupation at No. 83 Priory Road and would not place undue

pressure on the shared facilities or communal areas serving the building. The proposal would also provide wider benefits to residents through enhancements to the front garden area, including additional soft landscaping and the provision of dedicated bin and cycle storage facilities.

In respect of noise and disturbance, the proposed dwelling would be constructed above an existing residential unit at second-floor level. To minimise potential impacts on occupiers below, the existing ceiling and floor structure would be retained, with a new independent floor construction provided above. This arrangement would create a service zone for drainage and utilities whilst also facilitating an appropriate level of fire and acoustic separation between the dwellings. Furthermore, although the second floor would be adapted to accommodate the access stair to the new dwelling, access arrangements for the existing second-floor flat would remain unchanged and unobstructed.

Whilst private outdoor amenity space would be provided in the form of a 6 sq.m terrace, its limited size, partially enclosed form and association with a single dwelling mean that it would not give rise to unacceptable levels of noise, activity or disturbance.

Overall, the proposal has been carefully designed to safeguard the amenities of neighbouring occupiers. The development would not result in unacceptable overlooking, loss of light, loss of privacy, noise disturbance or overbearing impacts. Accordingly, the proposal complies with London Plan Policy D6 and Haringey Local Plan Policies DM1 and DM12 and should be considered acceptable in amenity terms.

Transport and Waste

There is currently no dedicated on site cycle storage. The Local Plan requires cycle storage to be provided in line with the London Plan. Policy T5 of the London Plan requires the provision of two cycle spaces for a two bedroom, three person dwelling.

In this instance, cycle storage is to be provided within the front garden area, facing Priory Road. In addition to the two spaces to be provided for the new flat, cycle storage is also to be provided for the existing three flats. A total of eight spaces are therefore to be provided in a fit for purpose, secure and conveniently located enclosure.

As with cycle storage, there is currently no dedicated refuse storage for the existing flats, with the bins provided in a disorganised manner in the front garden area, which creates an untidy appearance. The proposal seeks to provide dedicated bin storage for the bins associated with the new flat, alongside storage for the bins associated with the existing flats. This will be laid out within the front garden area.

In terms of parking, the proposed dwelling is expected to generate only limited additional demand given its size. No off-street car parking is proposed; however, unrestricted on-street parking is available on surrounding streets, including Priory Road and Park Avenue South.

The proposed development therefore complies with London Plan Policies T5 and T6 and Haringey Local Plan Policies DM4, DM31, DM32 and DM35.

Fire Safety

London Plan Policy D12 emphasises the importance of fire safety in all new developments and seeks to ensure that buildings are designed and constructed to minimise fire risk and maximise the safety of occupants. As a result, the following measures have been incorporated:

- The proposed new dwelling will be fitted with a sprinkler system throughout.

- All habitable rooms within the new building will be accessed from a 30 minute fire protected hallway providing a safe means of escape.
- The protected hallway will connect directly to the existing communal staircase, which serves as the building's escape route.
- An Automatic Opening Vent (AOV) will be installed within the existing façade at the head of the communal staircase to assist with smoke ventilation in the event of a fire.
- To provide appropriate fire separation between the proposed dwelling and the existing second-floor flat, the existing ceiling and floor structure will be retained and supplemented by a new independent 60-minute fire-rated compartment floor above, achieving fire resistance from both sides.
- The alterations required to accommodate access to the new dwelling have been designed to ensure that the existing means of escape for residents of the lower floors remains available and unobstructed.

The proposal has therefore been designed with fire safety as a key consideration and is demonstrably in accordance with the requirements and objectives of London Plan Policy D12.

Sustainability

The new dwelling has been designed a fabric first and passive design approach has been taken using layout, form and materials to naturally maintain a comfortable temperature within the new dwelling, reduce energy consumption, and minimise the need for mechanical heating, cooling, and lighting. This is achieved through improvements to the building fabric, working with the orientation of the building and utilising low carbon technology.

The proposed development therefore complies with London Plan Policies SI 2 and SI 4 and Haringey Local Plan Policy DM2.

Biodiversity Net Gain

The proposal relates to works to the roof only. The development does not impact a priority habitat and impacts less than 25 square metres (5m by 5m) of on-site habitat/5 metres of on-site linear habitats such as hedgerows. Furthermore, the government is planning to introduce a new BNG exemption for small sites of 0.2 hectares or less on the 6 August 2026. The application is therefore exempt from BNG calculations and, as such, BNG requires no further consideration.

Conclusions

The proposed development represents the sensitive optimisation of an existing residential building, making efficient use of the roofspace to deliver a new self-contained dwelling. In doing so, it would make a modest but meaningful contribution to Haringey's housing supply. This is an important material consideration given that LB Haringey are failing to meet housing delivery targets.

The design of the extension has been carefully developed in response to previous officer feedback. The proposal now takes the form of a clearly subordinate addition that sits comfortably within the original rear roof slope. Its high-quality design and material palette have been informed by the character and appearance of the existing building, ensuring that the dormer is well integrated and sympathetic to the host property and wider area. Indeed, it would be viewed in the context of other more contemporary additions including Sycamore House to the rear of the site.

In amenity terms, the proposal would provide a high-quality two-bedroom dwelling that meets the relevant internal and external space standards and would not result in any unacceptable impacts on neighbouring occupiers. Appropriate refuse and cycle storage would also be provided for both the proposed dwelling and the existing flats within the building.

Overall, the proposal accords with the policies and guidance contained within the National Planning Policy Framework (2024), London Plan (2021), and Local Plan (2017) and planning permission should be granted on this basis.

I trust you have sufficient information to enable a positive determination of the application, and we look forward to receiving confirmation of validation. In the meantime, should you require any further information, please do not hesitate to contact me.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Tim Williams', written in a cursive style.

TIM WILLIAMS
Director

Enc.