

Planning Application at 81 Alexandra Park Road N10 (HGY/2023/2692)

This objection (dated 30 October 2023) is made on behalf of the ‘Crossover Group’, a group of cross-Haringey residents who are concerned about the proliferation of crossovers, the loss of front gardens and front walls with associated damage to the environment and street-scene – all to the disadvantage of residents generally. In addition, the process whereby a resident applicant can appropriate a section of the public road space for their exclusive use, to the detriment of other residents and is objectionable.

This submission is made with contact details supplied, but because of previous instances of intimidation they are withheld from this consultation comment.

This application is very similar to an application in 2017 for 103 Alexandra Park Road, only a few doors away. That application was refused and this one should be refused for the same reasons.

The reasons for objection include:

Policy and other material considerations:

The **Council policy** on parking in front gardens is covered in Haringey’s Local Plan as DM 33.

Policy DM33 (Crossovers, Vehicular Access etc) states:

The Council will only support a proposal for a crossover or new vehicular access where it is demonstrated that the proposal does not result in:

- a. A reduction in pedestrian or highway safety; or
- b. A reduction of on-street parking capacity within a Controlled Parking Zone; or
- c. A visual intrusion to the street scene.

This form of words puts the onus on the applicant to show, as a condition for consent, that their proposal would meet the above requirements. The current proposal for 81 Alexandra Park Road **fails to meet the criteria given in DM33** for the following reasons:

- a. There would clearly be a reduction in pedestrian and highway safety. The site is on a busy road and at commuter times there are frequently tail-backs of stationary or slow moving traffic. At other times the recently introduced 20 MPH speed limit is largely ignored and not enforced – and there has been no reduction in hazard since its introduction.
- b. There would clearly be a reduction in on-street parking capacity. Although not in a CPZ, the site, near a shopping parade, is subject to high parking stress and a reduction here would have a serious impact.
- c. There would be visual intrusion and adverse impact on the conservation environment and street-scene at this location, which is within the Muswell

Hill/ Vallance Road Conservation Area. Similarly, the loss of green-space would have an adverse impact on nature conservation and biodiversity.

In addition, from **National Policy** considerations, the NPPF does not give any presumption in favour of the applicant, but it does give a presumption in favour of sustainable development. In this example, with a reduction in green-space and paving over part of a front garden (albeit with drainage provision) there would be negative impact on sustainability. Clearly, the proposal does **not qualify for any resumption in favour from the NPPF**.

Additional factors:

This application needs to be decided purely on its merits. Similar installations next door and further up Alexandra Park Road are either unlawful, or were approved in earlier times – they are not valid precedents.

The applicant cites electric vehicle charging as being in favour - it isn't and is not a relevant consideration.

These additional factors should count against this application.

All the above reasons are sufficient grounds to refuse this proposal.