

Officer Report

Application Number:	HGY/2026/0165
Application Type:	Householder planning permission
Address:	25 Coniston Road, Hornsey, London, N10 2BL
Proposal:	Formation of a vehicle crossover with driveway accessing from the front of the property.
Case Officer:	Ben Coffie
Valid Date:	20/01/2026
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Applicant:	Ms Judith Isherwood
Agent:	

RECOMMENDATION

Refuse

1. SITE DESCRIPTION

The application site is an Edwardian style two-storey terraced property constructed in 1925 on the western side of Coniston Road. The property has been converted into flats. The property is characterised by a ground floor bay window and central entrance. It has a pitch roof design with a front rear dormer, and its exterior finish is white painted brick. The site falls within the Muswell Hill conservation area.

2. THE PROPOSAL

Planning permission is sought for the formation of a vehicle crossover with driveway accessing from the front of the property.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

OLD/1975/0202: 12/11/74 Conversion into three self-contained flats – Approved 07/01/1975

HGY/2021/1112: Erection of rear extensions and alterations and outbuilding in rear garden of existing flat – Approved 24/05/2021

4. CONSULTATION RESPONSES

Internal & External Consultees

The following were consulted on the planning application:

LBH Transportation:

1. The site has moderate public transport accessibility (PTAL=3) and is not located within a CPZ.
2. There is existing high demand for on-street parking.

3. The proposal would result in loss of one shared on-street parking space – to accommodate the vehicular crossover. This will adversely impact on-street parking conditions and encourage greater car use / dependency.
4. The proposed layout of car park space and refuse bins is considered unacceptably constrained. A 4.8m x 2.4m wide car park space, refuse bins (approximately 0.6 wide x 0.75m deep and pedestrian access to bins (approx.. 0.75m-1.0m wide) is required. – A total width of 3.9- 4.2m would be required and the plans indicate only 3.4m is available. It should also be noted that access for occupiers, to the refuse bins would be obstructed whenever the proposed parking space is occupied by a vehicle.
5. There is no justification for the off-street car park space and vehicular crossover. The proposal would introduce an additional point of conflict between pedestrians on footway and vehicles accessing / egressing the proposed parking space.

The proposals are not supported for the transport reasons outlined above.

LBH Conservation Officer:

Conservation would not support this proposal as it would be considered to cause some less than substantial harm to the significance of the Conservation Area.

Neighbour Consultation

There were neighbours consulted on this case and one representation was made during the course of the consultation period which is detailed below:

- High parking demand within the street
- The development would reduce on street parking

Local groups/societies made representations

The Muswell Hill & Fortis Green Association – Objection for the below reasons

- a. There would be a reduction in both pedestrian and highway safety when vehicles access and/or exit the property particularly as the lamppost to the left of the property will be an impediment to a clear view of oncoming traffic and pedestrians.
- b. The property is not within a CPZ however the practical affect of the crossover would be to reduce on street parking capacity for the community in an area already suffering from parking stress.
- c. The loss of part of the front garden wall would detract from the visual cohesion of the Coniston Road and be a visual intrusion to the street scene. As the property is in the Muswell Hill Conservation Area this should be of particular concern and existing crossovers should not be precedent.

5. PLANNING CONSIDERATIONS

Design & heritage

Policy SP11 of the Strategic Plan and Policy DM1 of the Development Management DPD both aim to enhance the built environment through high quality design that respects local context and positive aspects of the area. Policy DM1 sets out that development should relate positively to its locality in terms of building height, form, scale, massing, building lines and architectural details and styles.

Policy SP12 sets out that the Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting, and the wider historic environment.

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics and detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high,

site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

Policy DM34 requires that proposals for parking within front gardens retain at least 50% soft landscaping, incorporate permeable surfacing, and appropriately manage surface water.

Works to Driveway and Crossover

The proposal seeks to create a driveway with New York stone - wheel base with gravel between at the edge of it will be installed a new metal drain and a new dwarf wall will be erected on the side of the driveway separating the footpath. The driveway will measure a width of 3.4m.

The existing front fore court comprises very little grassed or planted area. However, it does not appear that any planning permission exists for the alterations to the front garden that appeared to have taken place between May 2019 and May 2022 from viewing Google Street View. There was previously more soft landscaping in the front garden area.

The majority of the properties on this street have maintained their front garden areas. The front elevations are plainer in decoration than the other side of the street. The existing alterations which have removed the consistency of the terrace are considered negative features, including the rendering of the brickwork and poor-quality front dormer seen at the application site.

It is noted that the neighbouring dwelling at No 23 Coniston Road has a cross over and driveway, however the council holds no record of planning permission being granted for this alteration, and therefore this cannot lend justification for a similar alteration to be permitted in this instance.

The loss of front boundary walls for hardstanding and cross over would be considered as a negative feature and at odds with the character of the street. It would reduce the enclosure of the frontage of the application property and erodes the character and appearance of the Conservation Area.

The limited width and conflict between access to waste and refuse bins and the proposed parking space in the front garden may also result in bins being left on-street on waste collection days which would cause further harm to the character and appearance of the street scene.

Such an alteration would disrupt the visual continuity and enclosure of the frontage of the terraced housing and erodes the character and appearance of the Conservation Area.

As such the proposed development would fail to preserve or enhance the character and appearance of the conservation area.

Parking and highway safety

Policy DM33 of the Haringey Development Management DPD (2017) sets out that, with regard to planning applications for a crossover or new vehicular access, the Council will only support a proposal where it does not result in:

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

Highway & Pedestrian Safety

As noted above, the Council's Transportation Officer has objected to the proposal.

The property is located on Coniston Road, which has a 20mph speed limit at this point. The site is not located within a Controlled Parking Zone (CPZ). Some off-street parking spaces already exist in the

immediate vicinity, however a search on the Council planning register could not find any planning permission having been granted for the creation of a vehicular cross-over for any of these properties.

There is high demand for on-street parking, and this has formed part of the established pattern of development along the street frontage. The proposal would result in the loss of on-street parking capacity by virtue of the introduction of the cross-over, although it is acknowledged that the proposal would not affect parking capacity within a CPZ and as such would not conflict with part a) of policy DM33.

The plans indicate that the driveway would be 3.4m in width and it is recognised that the proposed layout of the new drive space would accommodate the existing refuse bins to the side of the hardstanding. It is considered that this would be unacceptably constrained. However, the reasons for this arrangement being unacceptable are more linked to their adverse impact on character and appearance of the locality which are discussed in the design and heritage section of the report.

Concerns have been raised regarding the safety for both pedestrians using the adjacent footway and passing vehicles. It is not considered that the introduction of the off-street parking space would give rise to unacceptable highway and pedestrian safety conditions given the relatively low levels of traffic and speed restrictions in place on the road. As such, it is not considered that the proposal would result in an unacceptable impact on parking conditions or highway or pedestrian safety that would warrant refusal of the planning application.

6. CONCLUSION

In summary, the proposal would result in an unacceptable impact on the character and appearance of the streetscene and wider Muswell Hill Conservation Area.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

7. RECOMMENDATION

The application is recommended for refusal.

Refusal Reasons:

The proposed loss of a section of the front boundary wall, introduction of the cross-over and off-street parking, would result in a cramped configuration in conflict with the waste storage arrangement that would reduce the enclosure of the frontage and have a detrimental impact on the character and appearance of the street scene, failing to preserve the character and appearance of the Muswell Hill Conservation Area, contrary to policies SP11 and SP12 of the Haringey Local Plan (2017), policies DM1, DM9 and DM33 of the Haringey Development Management DPD (2017) and policy HC1 of the London Plan 2021.