



Officer Report

Application Number:	HGY/2026/0310
Application Type:	Householder planning permission
Address:	207 Lansdowne Road, Tottenham, London, N17 0NU
Proposal:	Provision of a vehicle crossover, driveway, and associated landscaping works (retrospective)
Case Officer:	Oskar Gregersen
Valid Date:	17/02/2026
Applicant:	Mr Norris Oscanian
Agent:	Mr Samir Dedarally

RECOMMENDATION

Approve with Conditions

1. SITE DESCRIPTION

The application site relates to a two-storey mid-terrace dwelling located on the north side of Lansdowne Road. The site is not in any Conservation Area, with this road residential and primarily characterised by Edwardian houses. The site does not relate to any listed building.

The site has a PTAL level of 3, and also falls within Controlled Parking Zone (CPZ) TED, where only resident permit holders are permitted to park in designated bays on event days Monday – Friday 5:00pm to 8:30pm, and Saturday, Sunday, and public holidays Noon – 8:00pm. Along the site frontage, there are parking bays that can accommodate approximately two to three vehicles.

2. THE PROPOSAL

The proposal is for retrospective permission for the formation of a vehicular crossover and creation of car parking space in the front garden.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

There's no previous planning history for this site, enforcement history for the site is as follows:

UNW/2022/00373 | Unauthorised works | Rear of, 207, Lansdowne Road, Tottenham, London, N17 0NU
In progress – written warning issued

4. CONSULTATION RESPONSES

Internal & External Consultees

The following were consulted on the planning application:

1. LBH Transportation Officer: No objection raised – Proposal is acceptable following receipt of additional information
2. LBH Highways Officer: No objection raised provided there is a 4.8m depth to the front of the site

Neighbour Consultation

One comment was received from a local councillor, which highlighted that photocopies of documents aren't allowed, and noted road safety issues associated with the application.

5. PLANNING CONSIDERATIONS

Permitted development

Policy DM34 of the Haringey Development Management DPD (2017) sets out that, with regard to planning applications for driveways, the LPA will require a minimum of 50% of the existing soft landscaping to be retained, where permission is required.

In this instance the proposal does not relate to any heritage asset and is not located within any conservation area. As such, the alterations to the front including the removal of the front clinker stone wall and associated soft landscaping and its replacement with a permeable paving would be considered permitted development and therefore does not trigger policy DM34.

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.

The nature of this application means that the principal criterion to be considered is DM33(a), namely whether there is an impact on pedestrian or highway safety. There are no impediments to visibility such as road signage, telegraph poles or other street clutter immediately in front of the site that would restrict sightlines.

No objection Raised

As noted above the Council's Transportation Officer raised no objection to the proposal following receipt of information that clarified the number of CPZ bays being lost as one, which would not result in any reduction in parking capacity within the CPZ. The removal of the front clinker wall and change to driveway would not impact any signage or intrusion into the street scene.

Assessment of Parking Capacity/ Impact on CPZ

In assessing these matters, it is noted that off-street parking spaces already exist in the immediate vicinity, including at Nos. 211 and 213 Lansdowne Road, and such arrangements form part of the established pattern of development along the street frontage. It is noted that the crossover would result in the loss of a single parking space within the CPZ, and would therefore result in no net change in parking availability in the area.

Highway & Pedestrian Safety

In assessing these matters, it is noted that off-street parking spaces already exist in the immediate vicinity, including at Nos. 211 and 213 Lansdowne Road, and that the associated arrangements for reversing and manoeuvring into a parking space are identical in nature.

In making a decision on this application, the LPA must also recognise that vehicle movements associated with reversing onto the highway have been carried out in relation to many different properties over many years, with no evidence to demonstrate that pedestrian safety has been jeopardised or would be so in the future. In the absence of specific evidence to the contrary, it is therefore considered very difficult to justify refusal of this application, with such an action potentially exposing the Authority to a risk of costs at appeal.

For the reasons set out above, it is concluded that the proposal would not reduce, or materially affect, pedestrian or highway safety, nor would it materially reduce on-street parking capacity within the CPZ.

6. CONCLUSION

In design terms, the removal of the previous clinker stone wall and associated landscaping, and its replacement with an area of permeable paving is considered to be permitted development, and would therefore not trigger the requirements of DPD Policy DM34. In relation to parking and highway safety, the proposed crossover and single off-street parking space would not materially reduce on-street capacity within the CPZ. Taking these matters together, the proposal is considered acceptable in both design and highway terms. It accords with Policy DM33 of the Development Management DPD (2017) and relevant provisions of the NPPF. Planning permission should therefore be granted.

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

Grant planning permission

Conditions:

- 1 The development hereby permitted shall be maintained in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Approved drawings list: A3101, A3102, A3103, A3104

Reason: For the avoidance of doubt and in the interests of proper planning.

Informatives:

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Crossovers

Notwithstanding the approval of this planning application, the applicant is required to apply separately for a dropped kerb via the Council's online portal. All associated works will be carried out by the Council, and the applicant will be responsible for the full cost, including any necessary amendments to the Traffic Management Order and road

markings