



Officer Report

Application Number:	HGY/2026/0381
Application Type:	Householder planning permission
Address:	122 Devonshire Hill Lane, Tottenham, London, N17 7NH
Proposal:	Creation of a vehicular crossover.
Case Officer:	Oskar Gregersen
Valid Date:	12/02/2026
Applicant:	6
Agent:	Mr Michael Rowe Mrs Somaya Sultani

RECOMMENDATION

Refuse

1. Site Description

The application site relates to a two-storey mid-terrace house. The surrounding area is residential in nature with sites having two-storey bay windows to the front elevation.

The application site is not located within any conservation area, nor does it affect the setting of any listed building. The owners have converted the front garden to an area of paved hardstanding along with a number of other properties in the area.

The site is located within Controlled Parking Zone (WHL) which applies every day from 8am to 6pm and extends to 8:30pm on event days Monday to Friday and 8pm on event days on Saturday and Sunday.

2. Proposed Development

The proposed development is for the formation of a new vehicle crossover to facilitate vehicular parking in the front garden of the dwelling.

3. Relevant Planning and Enforcement History

The planning history of the site has been taken into account when coming to this decision:

PRE/2026/0011 | PRE APPLICATION HOUSEHOLDERS | Advice for formation of a crossover to facilitate parking on front garden hardstanding.

No advice issued

4. Consultation Responses

LBH Transport: Objects to the application.

The proposal is located within a Controlled Parking Zone (CPZ) and no information has been submitted that provides any acceptable justification that there would be a need for off-street parking. The proposal would introduce an additional point of conflict between pedestrians using the footway and road vehicles. The loss of additional grass verge would result in a detriment to pedestrian amenity.

5. Local Representations

The application has been publicised by way of letters sent to neighbouring properties. No representations were received resulting from the public consultation.

6. Material Planning Considerations

The main planning considerations raised by the proposed development are:

- Parking and highway safety;

Parking and highway safety

The Development Management DPD Policy DM33 part A(a) states that 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 reduction in pedestrian or highway safety; or
- a reduction of on-street parking capacity within a Controlled Parking Zone; or
- a visual intrusion to the street scene.

The proposed crossover would add a further 2.4m to an existing crossover which currently serves neighbouring no. 120 Devonshire Hill Lane. The plans do not indicate the width of the existing crossover serving this neighbouring property. As per Highway guidelines, the forecourt must have a minimum of 4.8 metres (minimum) required for a standard parking space. The route for a vehicle into the front garden would be convoluted with a crossover that does not align fully with the front garden of the host building, bisecting the boundary line with neighbouring no. 120 Devonshire Hill Lane

It is noted that the Council appear to have taken measures to prevent parking in the front garden of the host building, through the implementation of bollards to either side of the existing crossover in place in front of No. 120 Devonshire Hill Lane.

The proposed vehicular crossover and parking space in the front yard would unacceptably introduce a point of conflict/hazard for pedestrians using the footway. The presence of the hardstanding and crossover would encourage parking in the forecourt, allowing for increased traffic/pedestrian conflicts.

The crossover would result in the removal of an existing portion of grass verge which is planted with street trees, this verge will heighten the conflict between vehicles and pedestrians, particularly if the vehicle is exiting the site from a reverse position. The addition of parking and a crossover is not justified in terms of the addition of new development on the site.

The proposed vehicular crossover and parking space would result in the loss of on-street parking space within a Controlled Parking Zone (CPZ). This is not supported by Policy DM33. The proposal would set an unacceptable precedent for other properties along Devonshire Hill Lane to seek

similar off-street parking, that cumulatively will undermine the operation and capacity of the CPZ and shared use of on-street parking by permit holders during operational hours.

Trees

The adjacent grass verge is dotted with Council owned street trees, which add to the verdancy of the surrounding area. Street view imagery shows that there was an established street tree in front of the application site in 2022 which appears to have been cut down to approximately 1m above the base of the stem. It is unclear who was responsible for felling the tree.

Conclusion

In summary, proposed vehicular crossover would have an adverse impact on the appearance of the surrounding area, degrading the original pattern of landscaped gardens fronting a grass verge. The development is also not supported on the grounds of pedestrian and highway safety, loss of on-street parking capacity within a CPZ and impact on a street tree. For these reasons, the application fails to satisfy Policies DM1, DM33 of the Development Management, Development Plan Document 2017.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7. CIL Applicable

The increase in internal floor area would not exceed 100sqm and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

8. Recommendation

REFUSE PERMISSION

Refusal Reasons:

The proposed vehicular crossover would have an adverse impact on the appearance of the surrounding area, degrading the original pattern of landscaped gardens fronting a grass verge. The development would also be detrimental to pedestrian and highway safety, loss of on-street parking within a Controlled Parking Zone and impact on a street tree, contrary to Policies DM1, DM33 of the Haringey Development Management, DPD 2017.