



Officer Report

Application Number:	HGY/2026/0629
Application Type:	Householder planning permission
Address:	189 West Green Road, Tottenham, London, N15 5EA
Proposal:	Construction of Vehicle Crossing including dropped kerb.
Case Officer:	Josh Parker
Valid Date:	09/03/2026
Applicant:	Mr Francis Bird
Agent:	

RECOMMENDATION

Approve with Conditions

1. SITE DESCRIPTION

The application site is a two-storey mid-terrace dwelling located on the southern side of West Green Road. The site is not within a conservation area.

The site also falls within Controlled Parking Zone (CPZ) CEB, where only resident permit holders are permitted to park in designated bays from Monday to Saturday between 8:00am and 6:30pm. Along the site frontage, there are parking bays that can accommodate approximately two vehicles.

2. THE PROPOSAL

The proposal is for the formation of a vehicular crossover and the creation of an off-street parking space within the front garden.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

There is no relevant planning history for the site.

4. CONSULTATION RESPONSES

Internal & External Consultees

The following were consulted on the application:

LBH Highways Officer - Highways have no objection to the proposal. However, a separate public consultation will be required should the applicant proceed with a crossover application. The granting of planning permission does not guarantee that a crossover licence will be approved, as this will depend on the outcome of that consultation process.

LBH Transportation Officer - Objection raised. The proposal is not supported for the following reasons:

1. Justification for the installation of the crossover and dropped kerb should be provided, as the proposal does not support TfL Healthy Streets principles. The provision of an additional crossover and dropped kerb creates an additional pedestrian-vehicle conflict point, runs contrary to Vision Zero principles, interrupts the continuity of the footway and may encourage car use rather than reduce it.
2. The applicant should specify the number of CPZ bays that would be lost and demonstrate that there is sufficient on-street parking capacity to accommodate any displaced vehicles.
3. The plans indicate that a vehicle access gate is proposed. Details should be provided demonstrating how the gate would operate and whether a vehicle can be accommodated within the site without obstructing the highway while the gates are opened or closed.

Neighbour Consultation

No representations were received from neighbouring occupiers in response to the notification and publicity of the application.

5. PLANNING CONSIDERATIONS

Design & appearance

Policy DM34 states that the Council will only permit parking on front gardens where a minimum of 50% of the existing soft landscaped area is retained. All proposals must appropriately manage flood risk in accordance with other development plan policies, and any hardstanding should incorporate permeable materials.

The proposal involves alterations to the front garden to facilitate a dropped kerb, providing vehicle access to an off-street parking space. The front boundary treatment has already been altered under permitted development rights and, from street-level imagery, officers can see that the front garden has historically been used for vehicle parking, albeit without a lawful vehicular access.

The proposal would not alter the appearance of the front garden, which is already predominantly surfaced with paving. No objection is therefore raised on design grounds.

Concerns regarding the loss of more than 50% of the front garden to hardstanding carry limited weight in this instance, as the existing surfacing appears to be permeable. Furthermore, historic street imagery suggests that the paved area has been in situ for more than eight years and would, in any event, be immune from enforcement action.

The proposed off-street parking space would measure approximately 5 metres in depth and have an entrance width of 2.4 metres, thereby meeting the relevant highway standards.

Parking and Highway Safety

Policy DM33 of the Haringey Development Management DPD (2017) states that planning applications for a crossover or new vehicular access will only be supported where they do not result in:

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

The principal consideration is whether the proposal would adversely affect pedestrian or highway safety. There are no impediments to visibility, such as road signage, telegraph poles or other street furniture, immediately in front of the site that would restrict sightlines.

Assessment of Parking Capacity / Impact on CPZ

In assessing the impact on parking capacity, it is noted that similar off-street parking arrangements exist within the immediate vicinity, including at No. 191 West Green Road. While the proposal would result in the loss of a section of on-street parking, the reduction would be limited and broadly offset by the provision of a single off-street parking space.

Although the off-street parking space would be private rather than publicly available, the overall impact on parking stress is not considered significant. Furthermore, parking implications will be subject to further assessment through the separate crossover consultation process.

Whilst the Transportation Officer has raised concerns regarding the potential loss of parking capacity and the objectives of the Healthy Streets approach, these concerns are not considered sufficient, in this case, to justify withholding planning permission. Limited weight is therefore attached to this objection.

Highway and Pedestrian Safety

In assessing highway safety matters, it is noted that similar off-street parking arrangements already exist in the immediate vicinity, including at No. 191 West Green Road. The manoeuvring arrangements associated with entering and exiting the proposed parking space would be comparable to those already operating successfully within the locality.

It is further noted that West Green Road is subject to a 20mph speed limit and that a raised table associated with the nearby zebra crossing is located immediately to the west of the site, helping to reduce vehicle speeds. The presence of the bus stop opposite the site has also been considered and was specifically highlighted during consultation with the Highways Officer, who raised no objection.

Consequently, vehicle movements associated with the proposed crossover are not considered to give rise to unacceptable highway safety concerns.

In reaching this conclusion, the Local Planning Authority also notes that vehicle movements involving reversing from private driveways onto the highway occur routinely throughout the borough. No evidence has been submitted to demonstrate that such movements at this location would result in an unacceptable risk to pedestrians or other highway users.

In the absence of compelling evidence to the contrary, it would be difficult to substantiate a refusal on highway safety grounds and such a decision may expose the Council to a risk of an award of costs at appeal.

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

6. CONCLUSION

The proposed crossover and single off-street parking space would not materially reduce on-street parking capacity within the CPZ. Furthermore, the presence of the 20mph speed limit, the raised

traffic-calming feature and the absence of any objection from the Highways Officer support the conclusion that the proposed access arrangements would not be hazardous.

The proposal would not result in any unacceptable visual harm and is considered acceptable in design terms, given the existing appearance of the site and the established nature of the front hardstanding.

Taking these matters together, the proposal is considered acceptable in both design and highway terms. It accords with Policies DM33 and DM34 of the Haringey Development Management DPD (2017) and the relevant provisions of the National Planning Policy Framework (NPPF). Planning permission should therefore be granted.

All other relevant policies and material considerations, including equalities impacts, have been taken into account.

7. RECOMMENDATION

Grant planning permission subject to conditions.

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out 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 PLANS:
189WGR_01, 189WGR_02, Location Plan

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

Informatives:

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Crossovers / Traffic Management Order (TMO)

The proposed development would require the creation of a new vehicular crossover and the necessary highway works must be carried out by the Council at the applicant's expense following completion of all required works within the site. The applicant is advised that a separate application for a dropped kerb under the Highways Act 1980 will be required. Further information on the application process can be found at:

<https://haringey.gov.uk/streets-roads-travel/street-licences-applications/dropped-kerbs>

The applicant should also be aware that the proposed crossover would require amendments to an existing Traffic Management Order (TMO). Any costs associated with amending the TMO, including changes to road markings and parking restrictions, would need to be met by the applicant. Accordingly, the granting of planning permission does not imply that approval for the crossover, or any associated TMO amendment, will necessarily be granted.