



Officer Report

Application Number:	HGY/2026/1566
Application Type:	Full planning permission
Address:	9 Alexandra Park Road, Hornsey, London, N10 2DD
Proposal:	Formation of dropped curb in association with creation of a vehicular access to front garden area
Case Officer:	Roland Sheldon
Valid Date:	15/07/2026
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Applicant:	Zachary Fall
Agent:	

RECOMMENDATION

Refuse

1. Site location

The application site contains a two-storey semi-detached dwellinghouse located on the northern side of Alexandra Park Road, N10. The surrounding uses are predominantly residential. The site does not contain a listed building and is located within the Muswell Hill Conservation Area.

2. Description of Proposal

The proposal seeks planning permission for a proposed dropped curb in association with creation of a vehicular access to front garden area. Planning permission is required for this work because the site accesses onto a Classified Road.

3. Relevant Planning and Enforcement history

Planning history:

7 & 9 Alexandra Park Road, N10

OLD/1968/0003: 7&9 Conversion of cellars into garages and formation of vehicular access -
Approved 30/08/1968

Planning enforcement history:

None.

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Highways: The proposal is contrary to the Council's Crossover Guidance Notes. Vehicle crossovers at bus stops, within bus cages, or in their immediate vicinity are not acceptable. The proposed crossover is located adjacent to a bus stop cage and therefore does not comply with the Council's requirements.

The property already benefits from an existing shared crossover. The provision of a further crossover is not supported, particularly as no justification has been provided to demonstrate the need for an additional access. The applicant would need to address the concerns raised by the Transport Planning Team, particularly in relation to highway safety and the potential requirement for a Road Safety Audit.

LBH Transportation: The site has moderate public transport accessibility (PTAL 3) and is not located within a CPZ. Alexandra Park Road is a Classified Road. The site has an existing shared vehicular crossover leading to 'basement storage'. The proposal would introduce an additional point of potential conflict between pedestrians and vehicles using the crossover.

Vehicles using the proposed additional crossover would either have to reverse in or reverse out of the forecourt parking space, in the absence of suitable turning facility on-site. This would thereby increase the risk of accidents with other highway users including pedestrians, cyclists, motorcyclists, cars and other vehicular traffic.

The proposed vehicular crossover is located adjacent to a 'bus cage', where stopped buses may unacceptably reduce highway safety / visibility sightlines between vehicles emerging from the forecourt parking and traffic.

The proposed vehicular crossover located along the inside of bend on Alexandra Hall Road with adjacent on- street parking that would obstruct visibility is deemed to be a highway safety issue requiring further investigation through submission of a 'safety audit'.

Acceptable justification for the proposed forecourt parking has not been provided in context of existing parking provision and in the absence of a controlled parking zone.

London Plan Parking Standards for Outer London (PTAL 2-3) would permit a 3+ bed dwelling 1 car park space per dwelling.

Muswell Hill & Fortis Green Association:

- Reduction in both pedestrian and highway safety when vehicles access and/or exit the property especially when buses are at, or approaching, the bus stop.
- Reduction of on-street parking capacity for the community in an area already suffering from parking stress. The property already has the benefit of a garage via a shared access.
- Additional soft landscaping in proposal would be expected.

5. Local Representations

The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 1

Objecting: 1

The following issues were raised in the received representation:

- There is a massive lack of parking spaces in this stretch of the road, with only 7 car spaces and there are regularly 10+ cars vying for the spaces. One less space would worsen this situation.

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

1. Parking, highways, transportation
2. Character, design and heritage.

Parking, highways and transportation

London Plan (2021) policy T4 sets out that development proposals should not increase road danger.

Policy SP7 of the Haringey Local Plan (2017) sets out that the Council will work with its partners to promote travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality/safety by (inter alia) Promoting road safety and pedestrian movement particularly in town centres and close to local services.

Policy DM33 of the Haringey Development Management DPD (2017) refers to crossovers, vehicular access and adopting roads. The policy sets out 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 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

The host property already benefits from a crossover shared with linked property no. 7 Alexandra Park Road which leads onto a shared front garden area on sloping land to basement garage areas. The length of this crossover is shown on the applicant's submitted drawings to measure 5.24 metres using the provided scale, but appears to have a shorter length in reality of approximately 3.5 metres.

The proposal seeks to create an additional vehicular crossover to facilitate parking in the front garden area solely serving no. 9 Alexandra Park Road, the length of crossover proposed is hard to determine given the inaccuracy in the scaling of the plans, but it is shown to extend across the extent of front garden where there currently is no front boundary wall in front of it, which is approximately 3.7 metres.

The absence of accurately scaled drawings fails to allow officers to make an informed assessment on the highway safety and parking implications arising from the development.

Notwithstanding this, the crossover would marginally encroach into the existing bus cage serving the bus stop to the north-east. This is contrary to the Haringey Vehicular Crossover Application Guidance Notes, which sets out that crossovers are not acceptable within or in the immediate vicinity of a hazardous zone, including at a bus stop and/or within bus cages. Stopped buses may unacceptably reduce highway safety / visibility sightlines between vehicles emerging from the forecourt parking and traffic on Alexandra Park Road.

In addition, the property already benefits from an existing shared vehicular crossover. Whilst the applicant has claimed in their email correspondence with the case officer that it is not possible to use either the old basement garage space due to its narrow dimensions, or park in the existing

shared front garden area due to the gradient difference causing problems for making egress with their car whilst the occupant of no. 7 Alexandra Park Road has a car parked in the shared driveway, this in itself is not valid justification to depart with adopted policy and allow an additional vehicular cross-over in what is deemed to be a 'hazardous zone' in the cross-over guidance note.

The proposed vehicular crossover would be located along the inside of a bend in the road with adjacent on-street parking that would obstruct visibility for cars making egress from the site, which is deemed to be a highway safety issue requiring further investigation through submission of a road safety audit. No safety audit has been submitted alongside the application.

Vehicles using the proposed additional crossover would either have to reverse in or reverse out of the forecourt parking space, in the absence of suitable turning facility on-site. This would increase the risk of accidents with other highway users including pedestrians, cyclists, motorcyclists, cars and other vehicular traffic.

Taking the above into consideration, the proposal cannot be supported on the basis of the resultant adverse impact on highway and pedestrian safety, and parking conditions of the locality.

Design, character and heritage

DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

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 and detailing of the original buildings.

DM policy DM34 sets out that where planning permission is required, the Council will only permit parking on front gardens where a minimum of 50% of existing soft landscaping area is being retained. All proposals must appropriately manage flood risk in line with other plan policies. Any hard standing should incorporate the use of a permeable material. B All proposals will be considered having regard to their impact on the historic environment, in line with Policy DM9.

The property is located within Muswell Hill Conservation Area. The proposal would occupy the existing hardstanding within the front garden area and would not result in an increase in hardstanding coverage or loss of existing soft landscaping features. No alterations are proposed to the existing front boundary wall. The proposal is therefore acceptable with regards to design and heritage considerations in this respect.

Conclusion

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

There would be no net increase in internal floor area as part of the proposal, and therefore the development would not be liable for Mayoral or Haringey CIL contributions.

8. Recommendation

The application is recommended for refusal for the following reasons:

Refusal Reasons:

The proposed dropped curb in association with creation of a vehicular access to the front garden area of the site, by virtue of its positioning partially within a bus cage on a classified road in addition to the existing crossover serving the site, would result in an unacceptable impact on highway, pedestrian safety and on-street parking conditions in the locality, contrary to policy T4 of the London Plan 2021, policy SP7 of the Haringey Local Plan (2017), and policy DM33 of the Haringey Development Management DPD (2017).

Informatives:

The applicant is advised that there are inaccuracies in the scaling of the submitted plans, and any future submission should include plans that meet national and local validation standards.