



Officer Report

Application Number:	HGY/2023/1025
Application Type:	Householder planning permission
Address:	92 Downhills Way, Tottenham, London, N17 6BD
Proposal:	Creation of vehicle crossover and driveway to create one parking space to 92 Downhills Way.
Case Officer:	Sarah Madondo
Valid Date:	13/04/2023
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Applicant:	Zoe Ioannou
Agent:	Ben Cook

RECOMMENDATION

Refuse

Proposed development

Proposed vehicle crossover and driveway to create one parking space to 92 Downhills Way.

Site and Surroundings

The application site is two storey mid terraced property located on Downhill Way. The property has been extended by way of single storey rear extension. The site is not in any conservation area and is not a listed building.

Relevant Planning and Enforcement History

The most recent planning history in relation to the site is as follows.

HGY/2023/2218 92 Downhills Way N17 Conversion of existing dwelling into two self-contained flats REFUSED 08/11/2023

HGY/2022/4110 - Certificate of lawfulness for proposed hip to gable loft conversion with rear dormer extension. Granted.

HGY/2022/2814 - Planning permission granted for the demolition of existing rear extension and erection of new full width rear extension.

HGY/2022/1682 - Planning permission refused for alterations hardstanding and dropped kerb to front and the demolition of existing rear extension and erection of full width rear extension.

CONSULTATION RESPONSE

Internal:

1) LBH Transportation Team: not supported as contrary to Policy DM 33

LOCAL REPRESENTATIONS

The application has been publicised by way of letters. 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: 0

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Design and appearance;
2. Impact on neighbouring amenity

Development Management DPD Policy DM33 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) a reduction in pedestrian or highway safety;
- b) a reduction of on-street parking capacity within a Controlled Parking Zone;
- c) or a visual intrusion to the street scene.

Policy SP7 of the Haringey Local Plan seeks to promote road safety and pedestrian movement. Policy DM34 states that the Council will only permit parking on front gardens where a minimum of 50% of the existing soft landscaping area is being retained. Cumulative loss of front gardens can also impact the character and appearance of the neighbourhood resulting in harm to established streetscapes and the uniform appearances of groups of houses.

In making a decision on this application the LPA need to be mindful of relevant planning legislation and in particular the scope of 'permitted development' rights. In this case the use of land for the parking of a car does not require permission as it is "permitted development" under Class F, Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

While in most cases the formation, laying out and construction of a means of access to a highway does not require permission, consent is required here as the road is a classified road (as per Class F, Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015). The property currently benefits from a hardstanding area.

Following a refusal of planning application for a vehicle cross over, the applicant has resubmitted an amended scheme. The site has an existing vehicle access, however this does not have any planning permission, along with others that already exist on this street. The proposal is for alterations to the front garden to facilitate a dropped kerb to provide vehicle access to the on-site parking hardstanding, including formation of paved public footway and verge. The width of the cross over would be approximately 2.7 metres and 5 metres in depth. The crossover across the verge will be porous-paved.

Transportation officers have been consulted and advises that the proposal would create an unacceptable obstruction to the pedestrian flow and vehicles movement contrary to Part a) of Policy DM 33. Furthermore, no justification has been given as to why the applicant cannot use the existing off street parking provided across the road. It is considered that there is adequate on-

street car parking provision indicated by marked parking bays opposite that site, which the residents living in this area including this property, can utilise for parking. It is therefore considered that a crossover at this location would reduce pedestrian comfort and safety at this location.

Trees and landscaping

London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.

DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

The applicant submits that the tree would be protected/grass verge replanted and should the applicant appeal against the Council decisions then a condition would attached for tree to replanted or for tree root protection measures to be installed as per drawing.

It is considered that the proposed formation of a vehicle crossover at this location would by reason of its associated access and egress, exacerbate pedestrian / vehicle conflict in this location to the detriment of public safety and the free flow of traffic, contrary to Policy DM33 & Policy DM34 of Development Management Plan & Policy SP7 of the Haringey Local Plan.

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

Refusal Reasons:

The proposed formation of a vehicle crossover at this location would by reason of its associated access and egress, exacerbate pedestrian / vehicle conflict in this location to the detriment of public safety and the free flow of traffic, contrary to Policy DM33 & Policy DM34 of Development Management Plan & Policy SP7 of the Haringey Local Plan.