



Officer Report

Application Number:	HGY/2023/3093
Application Type:	Householder planning permission
Address:	42 Cavell Road, Tottenham, London, N17 7BJ
Proposal:	Formation of a vehicle crossover to facilitate parking on site.
Case Officer:	Oskar Gregersen
Valid Date:	17/11/2023
Applicant:	Mr Daniel Inel
Agent:	Ms Par Tavakoli

RECOMMENDATION

Refuse

SUMMARY OF RECOMMENDATION

REFUSE PERMISSION

Reasons for Refusal:

The proposal is considered not acceptable as it would introduce a feature that be contrary to DPD Policies DM33 and DM34, removing more than 50% of the soft landscaping in place at 42 Cavell Road, whilst also negatively impacting street parking supply and pedestrian safety.

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the formation of a 3.8m vehicle crossover to the front of 42 Cavell Road, complete with new soft landscaping and covered bin storage. The proposed driveway would be permeable paving.

Site and Surroundings

The application site is an end-of-terrace two storey residential dwellinghouse located in the east of the borough. The area is typified by houses of a similar architectural style with white frontages, ground floor bay windows, and a large set back from the road.

Relevant Planning and Enforcement history

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

HGY/2022/2507 | Certificate of lawfulness for proposed hip to gable and rear dormer roof extension and two rooflights to front elevation.

Permitted Development

HGY/2020/1678 | Ground floor and first floor side and rear extensions.

Approve w/ Conditions

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

LBH Transportation Team:

Following review of submitted images, it appears that the applicant has already built the proposed driveway without any work done to lower the kerb to help alleviate damage to footways which are not designed for vehicles to proceed over. It appears that the footway has already sustained damage.

The plans also appear to be inaccurate, as the greenery has been removed and the bin store/landscaping to the east of the site is not in place contrary to DPD Policy DM34: 'Driveways and Front Gardens' which states the following:

'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.'

As the site is located within a Controlled Parking Zone (CPZ) and there is a parking bay in front of the site, there would be a marked loss of on-street parking. This is in breach of DPD Policy DM33: Crossovers, Vehicular Access, and Adopting Roads, which states that 'the Council will only support proposals 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.

For the above reasons the proposal should be refused and LBH Transport cannot support the application.

LOCAL REPRESENTATIONS

The application has been publicised by way of 7 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. Transport considerations;

Design and appearance

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.

Permission is sought for the formation of a vehicle crossover near the eastern boundary of the site, along with the installation of soft landscaping and covered bin stores, the proposed driveway would introduce an area of permeable hardstanding measuring 46sqm. Officers note that the drawings submitted do not show that there is a large space to the east of the site that can accommodate two vehicles. The proposal would replace tall hedges and grassed front area.

DM1 requires proposals to relate positively to their locality and introduce features that do not detract from the character of the local area. Officers deem that the removal of the greenery in place of hardstanding with a small amount of soft landscaping would be detrimental to the character of the area contrary to DM1.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

The Council's Transportation Team has been consulted and advises that the proposal is not acceptable, as it would cause adverse impact to parking supply in the local CPZ, as well as potentially cause safety issues with pedestrians on the footway contrary to DM33. Additionally, DM34 states that proposals for crossovers must retain a minimum of 50% of existing soft landscaping to be retained.

The proposal appears to, from submitted images, have removed existing high hedge and grass at the front of the site, replacing it with a wide area of permeable hardstanding. This is contrary to both DPD Policies DM33 and DM34, as it would both remove more than 50% of the soft landscaping as well as CPZ supply whilst posing potential risk to pedestrians using the footway.

As such the proposal cannot be supported, as it would introduce a feature that would see more than 50% of the soft landscaping removed, with an adverse impact on pedestrian safety and local Controlled parking Zone Supply.

Conclusion

The proposal is considered not acceptable as it would introduce a feature that be contrary to DPD Policies DM33 and DM34, removing more than 50% of the soft landscaping in place at 42 Cavell Road, whilst also negatively impacting street parking supply and pedestrian safety.

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

CIL APPLICABLE

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

RECOMMENDATION

REFUSE PERMISSION

For the following reason(s)

The proposal is considered not acceptable as it would introduce a feature that be contrary to DPD Policies DM33 and DM34, removing more than 50% of the soft landscaping in place at 42 Cavell Road, whilst also negatively impacting street parking supply and pedestrian safety.

Refusal Reasons:

The proposal would result in a marked loss of on street car parking capacity within a Controlled Parking Zone (CPZ) as such the proposal is contrary to Haringey's DPD Policy DM33: 'Crossovers, Vehicular Access, and Adopting Roads', which states that 'the Council will only support proposals 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.

The proposal does not provide sufficient soft landscaping and does not utilise permeable paving and as such is contrary to Haringey's DPD Policy DM33: 'Driveways & Front Gardens' which states 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.