

## Haringey's Local Plan – Consultation – March 2015

### Development Management Policies

#### Submission on behalf of the Crossover Group

##### In response to draft policies: DM44 Crossovers and Vehicular Accesses, and DM45 Driveways and Front Gardens

The council's intention is that policies DM44 and DM45 will replace SPG1b, which has been in existence for many years. The Crossover Group (see footnote about the group) is concerned that as drafted these two policies are inadequate to address the scale of the problem and would not be an effective substitute for SPG1b. The Group's concerns are set out below:

1. Parking in front gardens and the associated provision of vehicle crossovers has cumulatively blighted the street-scene in many parts of Haringey and with consequential damage to the environment. This is evident in some of the through-roads (e.g Lordship Lane N17, Muswell Hill Road N10 and Durnsford Road N11) and in residential roads including some in conservation areas (e.g Wellfield Avenue N10).
2. Although never formally adopted, SPG1b was introduced to combat this practice – it states unequivocally: “... *parking in front gardens is generally unacceptable and will not normally receive planning permission. Where planning permission is granted, it will be conditional on approximately 50% of the area being soft landscaped as garden. Parking in front gardens is visually intrusive, especially in conservation areas, and constitutes a loss of amenity space ... and also prove a safety hazard to pedestrians ...*”
3. DM44 and DM45, as drafted are feeble in comparison to the intention of SPG1b and need to be rewritten to strengthen the determination to resist further losses of front gardens.
4. The Crossover Group acknowledges that the GPDO and the Highways Acts give property owners rights to impose their will in certain circumstances, but it is incumbent on the council to protect the interests of the community and residents generally, and to refuse applications wherever possible.
5. This subject was reviewed fully by the council at Cabinet level in November 2007. This resulted in the adoption of more stringent criteria on crossover applications and revalidation and reissue of SPG1b in 2008. The council has not reviewed its policy in this area since 2008 and there are no grounds now to dilute policy as currently drafted. On the contrary, there is every reason to strengthen it. Our recommendation below is entirely consistent with the agreed views of the Cabinet, which needs to be reflected in the relevant DM statements of policy.

## **Recommendation:**

Both draft policies should be replaced by a single DM. Replace the existing Draft DM44 and DM45 with a new DM44:

### **Policy DM44 Parking in Front Gardens and Vehicular Access**

**Parking in front gardens and on driveways is generally unacceptable and will not normally receive permission. In exceptional circumstances where permission is granted, it will be conditional on approximately 50% of the area being soft landscaped as garden.**

**Parking in front gardens is visually intrusive, especially in conservation areas, and constitutes a loss of amenity space. Vehicles crossing the public footway to access parking spaces are a safety hazard to pedestrians, cyclists and other road users. Front garden parking often leads to an unacceptable loss of on-road parking spaces available for residents generally**

**The Council will not normally support a proposal for a new crossover or new vehicular access, unless in exceptional circumstances it can be demonstrated that the proposal will not result in:**

- a. A reduction in pedestrian or highway safety;**
- b. Increased surface water runoff due to impermeable hard standing**
- c. A reduction of on-street parking capacity, particularly within a Controlled Parking Zone**
- d. Demolition of a boundary wall that makes a positive contribution to the street scene; and**
- e. A visual intrusion to the street scene.**

The cumulative loss of front garden space has resulted in increased flood risk caused by surface water run-off. The loss of vegetation has contributed to increased air pollution in urban areas. The loss of front gardens has also impacted the character and appearance of neighbourhoods resulting in harm to established streetscapes and the uniform appearances of groups of houses.

Creating private off-street parking compromises pedestrian safety from vehicles crossing the pavement to access the parking space. The construction of a crossover leads to loss of on-road parking space, which is detrimental to the community, particularly within a Controlled Parking Zone.

(Refer to supplementary guidance on:

1. Cases where planning permission is required, design considerations and guidelines.
2. Crossover construction, dimensions, permeability and sight-lines.)

(End of draft)

Colin Marr (Spokesperson for the Crossover Group)

27 March 2015

**Footnote:**

The Crossover Group is an informal group of residents from across Haringey, who liaise as an email group with shared concerns about the proliferation of crossovers and the losses of front gardens. Our concerns are to do with environmental damage, degradation of the street-scene and loss of amenity – all to the disadvantage of the community and residents generally. Colin Marr acts as spokesperson and leads on submissions and comments.