

EV Charging Bays
Muswell Hill
Haringey

Planning Design and Access Statement

June 2026



Gravis Planning
1 Pavilions Office Park
Kinnegar Drive
Holywood
BT18 9JQ

T: 028 90425222
F: 028 90422888

www.gravisplanning.com

Contents

1.0 Background.....p.3

2.0 Application Site & Surroundings.....p.3

3.0 Planning History.....p.4

4.0 The Proposed Development.....p.4

5.0 Background: The Government’s Commitment to EV.....p.6

6.0 Planning Policy Assessment.....p.8

7.0 Conclusions.....p.20

1.0 Background

- 1.1 This Planning Design and Access Statement is prepared on behalf of Raw Charging, in support of a full planning application and listed building consent for the '*Installation of 2no. electric vehicle charging stations, 1no. feeder pillar and underground cabling*', within an existing car park associated with the Everyman Muswell Hill Cinema, Fortis Green Road, Muswell Hill, London, N10 3HP.
- 1.2 The purpose of this report is to describe the proposed development, the application site and surroundings, the relevant planning policy and how the relevant planning policy tests have been addressed.
- 1.3 This statement should be read in conjunction with the planning drawings prepared by the project design team.

2.0 Application Site & Surroundings

- 2.1 The application site is located within an existing car park to the rear of Everyman Muswell Hill Cinema, within Muswell Hill District Centre. The car park is enclosed by a high brick wall, which surrounds the site and adjacent cinema.
- 2.2 The application site lies within the curtilage of two listed buildings, including:
- Odeon Cinema (Ref: 1079178, Grade II*) – circa 15m east
 - 107-123 Muswell Hill Road (Ref. 1362079) – circa 60m southeast
- 2.3 It is noted that the site also lies within the Muswell Hill Conservation Area.
- 2.4 Images are shown below of the application site:

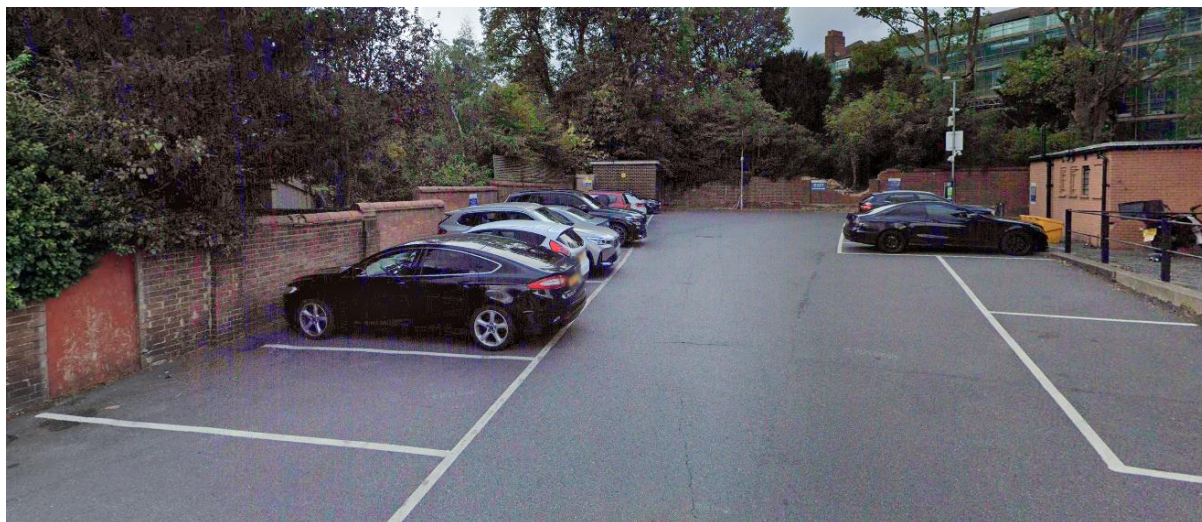


Image to Show Existing Car Park (1/2)



Image to Show Existing Car Park (2/2)

3.0 Planning History

3.1 The main recent planning applications relevant to the application site are listed below:

Reference:	Description:	Approved:
HGY/2022/0114	Section 19 application to amend condition 2 (approved plans) attached to Listed Building consent ref: HGY/2021/1309 to allow the demolition and reconstruction of Bay F, to ensure the long term safety of the wall	28.01.2022
HGY/2021/1309	Listed building consent for part repair and part replacement of southern boundary wall of car park	18.08.2021

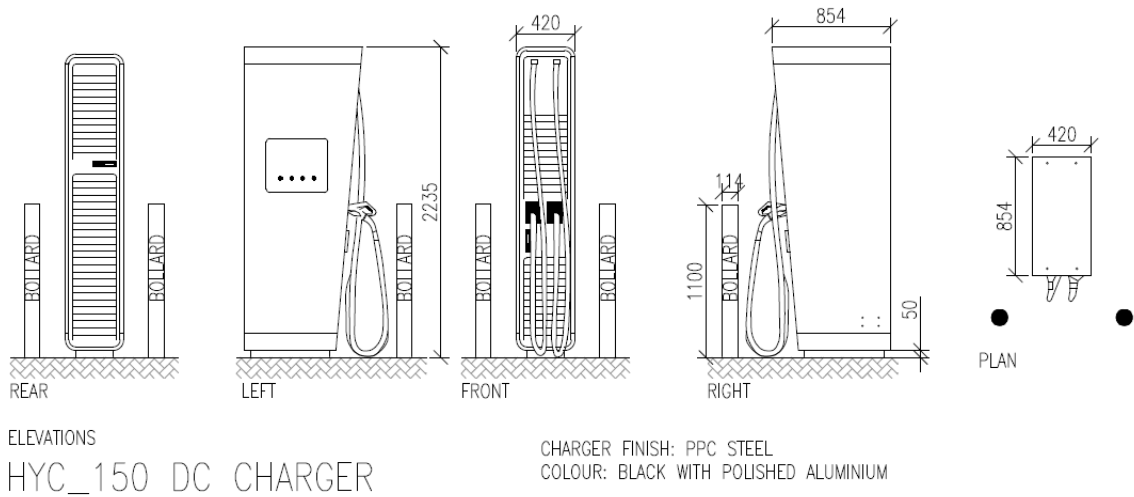
3.2 There are also a number of additional approvals over this period in relation to the nearby listed buildings.

4.0 The Proposed Development

4.1 The proposed development comprises the following:

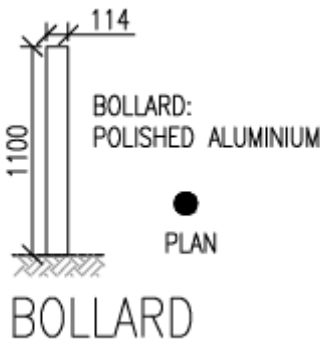
“Installation of 2no. electric vehicle charging stations, 1no. feeder pillar and underground cabling”

- 4.2 The proposed development comprises electric vehicle charging stations. The EV chargers are to be located to the northwestern corner of the existing car park area, utilising 6no. of the existing parking bays to provide 4no. EV charging bays. Therefore, the reconfiguration of the car park to provide EV charging will result in the loss of 2no. spaces.
- 4.3 2no. chargers are proposed, comprising 2no. HYC150 DC chargers, shown in the image below. DC chargers offer fast recharging times can often be the ideal opportunity to top-up quickly. In 10 minutes or less, charging could offer a top-up of 100 miles.



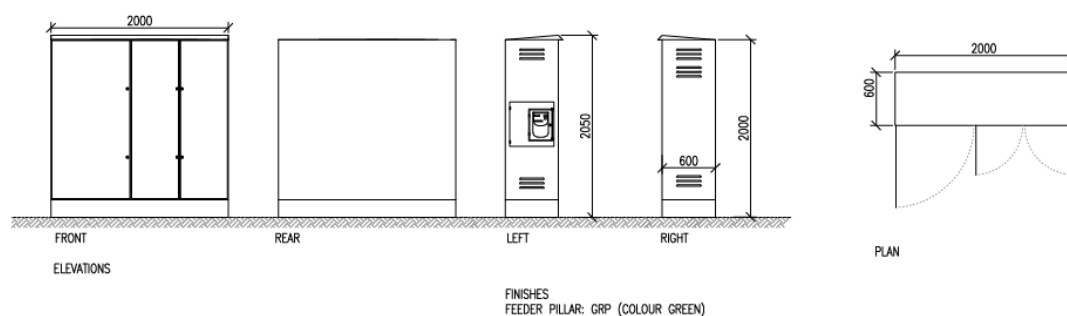
HYC_150 DC Charger Visual

- 4.4 Two bollards (0.14m in width x 0.14m in depth x 1.1m in height) will be provided at each charger, as shown in the image below:



EV Charger Bollard Visual

- 4.5 A feeder pillar is also proposed. The purpose of a feeder pillar is a cabinet used to house low voltage electrical supply equipment. Feeder pillars consist of a central distribution board that controls and distributes electricity to outgoing circuits downstream to the EV Chargers. This setup provides each EV charger with a separate electrical supply that is fault protected and that can be separately maintained. The feeder pillar cabinet provides a casing that prevents people from coming into contact with live electrical wires, as well as protecting wires and components from dust and dampness. The proposed feeder pillar will measure 2m in width, 0.6m in depth, 2m in height and will be manufactured from steel, finished in the colour green. Elevations of the proposed feeder pillar is shown below:



Feeder Pillar Visual

- 4.6 The proposed development also includes the installation of underground cabling from the chargers to an existing underground point of connection. All proposed cabling will be buried underground. The underground cabling will run in a shallow trench along the existing carpark hardstanding to the point of connection, an existing substation to the north of the site. The proposed location of the underground cabling was determined on what works best from an operational and heritage perspective. The hardstanding will be reinstated as existing following installation. The location and nature of the cable route is shown on the proposed detail plan, Drawing No. A251391 152 03 C.

5.0 Background: The Government's Commitment to EV

- 5.1 The Government has made a long-term commitment to tackle climate change. The introduction of the Climate Change Act, 2008 sets a legally binding target of at least 34% reduction in greenhouse gas emissions by 2020 and 80% reduction by 2050. The Act also created a framework for climate change adaptation, with the production of the first National Climate Change Risk Assessment, in 2012.
- 5.2 The Planning Act, 2008 introduced the requirement for development plans to include policies designed to ensure that development contributes to the mitigation of and adaptation to climate change.

- 5.3 In November 2020, the Prime Minister put the UK on course to be the fastest nation in the G7 to decarbonise cars and vans. On 25th March 2022, The Department for Transport published a policy paper 'Taking charge: the electric vehicle infrastructure strategy'. The strategy sets out the vision and action plan for the rollout of electric vehicle charging infrastructure in the UK, ahead of the phase out dates.
- 5.4 The Government recognises that a focus on vehicles is only half of the challenge. A world-class charging infrastructure is fundamental to delivering net zero road transport. The strategy document sets out the strategic approach in delivering this charging infrastructure out to 2030. The vision for 2030 is to remove charging infrastructure as both a perceived, and a real, barrier to the adoption of electric vehicles (EVs).
- 5.5 In any scenario, rollout must progress at pace to provide sufficient charge points ahead of demand and to ensure that the UK is a place where:
- Everyone can find and access reliable public charge points wherever they live;
 - Effortless on and off-street charging for private and commercial drivers;
 - Fairly priced and inclusively designed public charging;
 - Market-led rollout for the majority of charge points;
 - Infrastructure is seamlessly integrated into a smart energy system; and
 - Continued innovation to meet drivers' needs.
- 5.6 Transport is the UK's largest emitting domestic sector and 91% of UK transport emissions come from road transport. If the UK economy is to achieve net zero emissions by 2050, it must decarbonise road transport. The recent rapid increase in both the supply of, and the demand for, EVs means that charging infrastructure now stands as the single biggest challenge to that decarbonisation. Delivering the world class charging infrastructure the UK needs will not be easy and cannot be delivered by Government alone. It requires commitment and investment across the energy, charge point, automotive and public sectors.
- 5.7 The final consultation on a zero-emission vehicle (ZEV) mandate and carbon dioxide (CO₂) emissions regulation for new cars and vans in the UK ran from 30th March 2023 to 24th May 2023. The summary of responses and joint government response was published on 28th September 2023. The Zero Emission Vehicle (ZEV) Mandate is a government policy tool that requires car manufacturers to sell a certain percentage of electric vehicles each year. Its goal is to reduce the number of internal combustion engine (ICE) cars on the road in order to reduce greenhouse gas emissions (GHG) from transport and help fight climate change. The ZEV mandate applied to England, Scotland, and Wales from January 2024. It provides certainty to manufacturers, ChargePoint operators, and consumers. In setting out a clear pathway to achieve ending the sale of new non-ZEV cars and vans in 2035, the UK is perfectly positioned to reap the economic, societal and health benefits of net zero.

- 5.8 On 24th December 2024, Transport Secretary Heidi Alexander launched a consultation to ask views from industry on how to deliver on the manifesto commitment to restore the 2030 phase out date for new purely petrol and diesel cars and make the transition to zero emissions vehicles a success. The consultation proposes updates to the Zero Emission Vehicle (ZEV) Mandate. The consultation is part of a wider push to make it easier and cheaper for drivers to charge their electric cars. It follows over £2.3 billion investment from the UK government to support domestic manufacturers and consumers switch to EVs. Data shows that one in four new cars sold in November 2024 was an EV, according to the Society of Motor Manufacturers and Traders (SMMT) – a 58% increase on November 2023. EV owners are seeing the benefits too, as 97% of electric car drivers say they do not want to go back to petrol and diesel cars.
- 5.9 This proposal is in line with the Government strategies and objectives mentioned above. The applicant's commitment to sustainability is clear, will benefit customers who have already made the switch to electric vehicles and encourage those who haven't, to come on board in provision of accessible EV charger points for all.

6.0 Planning Policy Assessment

Introduction

- 6.1 The proposal is subject to the government's plan-led approach for the determination of planning applications. This is set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004. It states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

- 6.2 Until the new Haringey Local Plan is adopted, planning decisions will be guided by Haringey's Local Plan Strategic Policies 2013-2026 (2017), the London Plan (2021) and relevant Neighbourhood Plans.
- 6.3 The Council must also have regard to other material considerations when reaching its decision. In particular, it is necessary to have regard to guidance and policies in the National Planning Policy Framework (NPPF), the latest version of which was published in December 2024.

National Planning Policy Framework (NPPF) – December 2024

- 6.4 Paragraph 7 of the NPPF identifies that:

“The purpose of the planning system is to contribute to the achievement of sustainable development.”

- 6.5 Paragraph 8 sets out the three overarching objectives to achieve this purpose. The third objective is most relevant to the principle of the development:

“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”

- 6.6 Paragraph 85 concerns building a strong, complete economy and states: *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*
- 6.7 Section 9 of the NPPF concerns promoting sustainable transport. Paragraph 115 confirms that *“in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location”*.
- 6.8 Paragraph 117 states that *“applications for development should: (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- 6.9 Section 14 of the NPPF considers the objective of meeting the challenge of climate change, flooding and coastal change. Paragraph 161 states that *“the planning system should support the transition to net zero by 2050 and take full account of all climate*

impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”

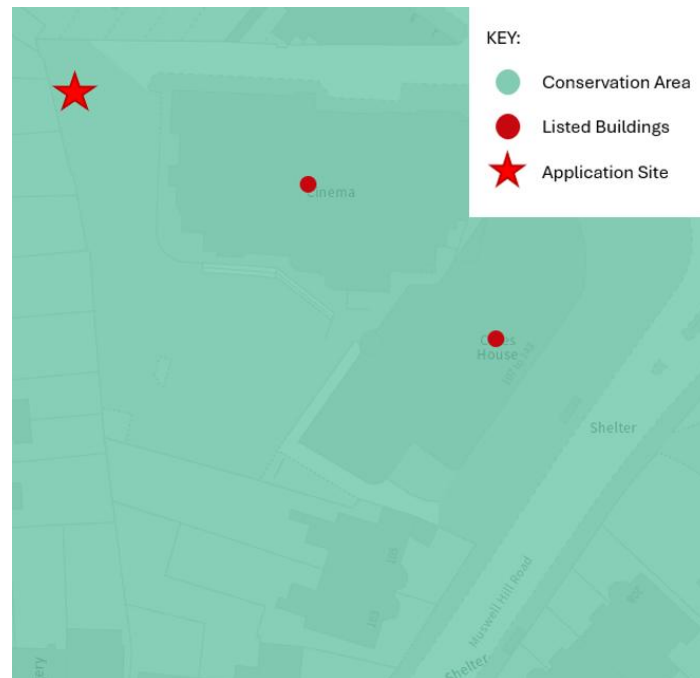
- 6.10 Section 16 relates to ‘Conserving and enhancing the historic environment’. Paragraph 200 states that *“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”*
- 6.11 Paragraph 206 states *“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional”*.
- 6.12 Paragraph 208 states that *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”*.
- 6.13 The proposed development is in accordance with the NPPF in that it is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. The key driver of the National Planning Policy Framework is to contribute towards the achievement of sustainable development. The proposed development is considered sustainable development and supports the Councils aim of tackling climate change and reduce carbon emissions.

The London Plan Adopted Policies Map

- 6.14 The London Plan is the Spatial Development Strategy for Greater London prepared by the Mayor of London. It forms part of the Development Plan for the borough of Kingston. The latest London Plan was formally published in March 2021 and planning decisions

must be taken in accordance with it, unless other material considerations indicate otherwise (as set out in section 70(2) of the Town and Country Planning Act 1990).

- 6.15 Within the London Plan 2019-2041 Policy Map, the site lies within a Conservation Area and in proximity to two listed buildings.



Extract of London Plan Adopted Policies Map

The London Plan

- 6.16 Policy GG2: Making the Best Use of Land states that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:
- A. enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites
 - B. prioritise sites which are well-connected by existing or planned public transport
 - C. proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling
 - D. applying a design-led approach to determine the optimum development capacity of sites
 - E. understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character

- F. protect and enhance London's open spaces, including the Green Belt, Metropolitan Open Land, designated nature conservation sites and local spaces, and promote the creation of new green infrastructure and urban greening, including aiming to secure net biodiversity gains where possible
 - G. plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth
 - H. maximise opportunities to use infrastructure assets for more than one purpose, to make the best use of land and support efficient maintenance.
- 6.17 Not all of the criteria listed in the policy is relevant to the proposal. Nonetheless, the site relates to an existing visitor car park serving Everyman Muswell Hill Cinema, and so the proposal comprises previously developed lands. Given the proposal is minimal in nature and will not affect the function of the car park, rather it will improve parking provision through the provision of environmentally sustainable visitor parking provision, the proposed development is in accordance with Policy GG2.
- 6.18 **Policy D3: Optimising Site Capacity Through the Design-Led Approach** provides design principles for development relating to form and layout, experience, and quality and character:

Form and Layout

- 1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions
- 2) encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area
- 3) be street-based with clearly defined public and private environments
- 4) facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users

Experience

- 5) achieve safe, secure and inclusive environments
- 6) provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest
- 7) deliver appropriate outlook, privacy and amenity
- 8) provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity

- 9) help prevent or mitigate the impacts of noise and poor air quality
- 10) achieve indoor and outdoor environments that are comfortable and inviting for people to use

Quality and Character

- 11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character
- 12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well
- 13) aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy
- 14) provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

6.19 **Policy HC1: Heritage Conservation and Growth** states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

6.20 Not all of the criteria listed in the policy is relevant to the proposal. Nevertheless, the proposed development is sensitively sited to the northwestern corner the car park, set back considerably from the roadside and tucked against the boundary wall. The proposal is functional in design and of a modest scale, height and massing, promoting sustainable means of travel and easy access. The proposal is considered to be in keeping with the existing character and appearance of the site and surrounding area, respecting the context and functionality of the visitor car park and its place within the local landscape. The proposal will therefore have no unacceptable impact on the character of the Conservation Area nor nearby listed buildings.

6.21 In addition to this, the site relates to an existing visitor car park, screened from residential receptors to the west and north by virtue of a high boundary wall. The proposal will therefore have a negligible impact upon neighbouring amenity.

6.22 Moreover, the proposed development will deliver critical infrastructure necessary to support the uptake of decarbonised methods of transport, which forms a key part of the

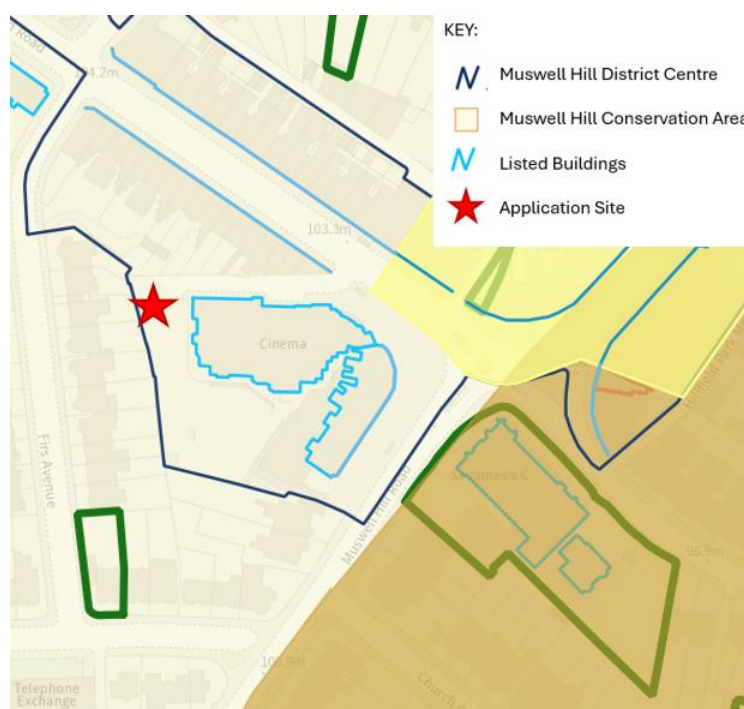
shift towards net-zero. This will aid in the mitigation of poor air quality. The proposal is therefore aligned with the design principles of Policy D3.

- 6.23 **Policy G6: Biodiversity and Access to Nature** states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.
- 6.24 It is acknowledged that Biodiversity Net Gain (BNG) is now mandatory on certain sites from 12 February 2024. Although, there are some developments that are exempt from BNG rules. This includes 'Developments below the threshold' where a development that does not impact a priority habitat and impacts less than 25 square metres of on-site habitat.
- 6.25 As demonstrated on the proposed block plan, Drawing No. A251391 152 02 C, the development would be contained within the existing car park hardstanding, with no impact on habitat. Given the area affected would measure less than 25sqm, and would not impact upon priority habitat, the development is considered to qualify for the 'de minimis' exemption and therefore a Biodiversity Net Gain Assessment is not required in this instance. The proposal is therefore in accordance with Policy G6.
- 6.26 **Policy G7: Trees and Woodlands** states that development proposals should ensure that, wherever possible, existing trees of value are retained.
- 6.27 It is noted that there are no TPOs within the vicinity of the works proposed. Nonetheless, it is recognised that trees (including shrubs and hedges) play an essential role in the environment and visual amenity of both rural and urban landscapes and precautions should be taken to minimise the risk of damage to trees.
- 6.28 In accordance with the guidance contained within NGUJ10, the proposed cable routes are kept clear of tree root areas, positioned to run across existing developed areas (concrete pad, tarmac roadway). Therefore, the development has been sensitively designed to ensure there would be no detrimental impact on trees. The proposal is therefore in accordance with Policy G7.
- 6.29 **Policy SI 1: Improving Air Quality** states that development should seek opportunities to identify and deliver further improvements to air quality and should not reduce air quality benefits that result from the Mayor's or boroughs' activities to improve air quality.
- 6.30 In line with Policy SI 1, the proposed development supports initiatives to promote behavioural change in travel choices, by encouraging electric vehicle uptake and the provision of essential infrastructure to support the transition to ultra-low emission vehicles. This transition improves air quality by providing critical infrastructure in reducing carbon emissions.

- 6.31 **Policy T6.4 Hotel and Leisure Uses Parking** states that in locations of PTAL 0-3, schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels. All operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles, including active charging points for all taxi spaces.
- 6.32 The site lies within PTAL 3. Given the proposal will provide electric vehicle charging infrastructure to the existing car park associated with the Everyman Muswell Hill Cinema, the proposal is in accordance with Policy T6.4.

Haringey Planning Policy Map

- 6.33 Within the Haringey Planning Policy Map, the site lies within the Muswell Hill District Centre and Conservation Area and is in proximity to listed buildings.



Extract of Haringey's Planning Policy Map

Haringey's Local Plan Strategic Policies 2013-2026

- 6.34 **Policy SP0: Presumption in Favour of Sustainable Development** states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively

with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord with the policies in Haringey's Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.

6.35 The proposed development is considered sustainable development. There are no adverse impacts associated with the proposal that would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework. The proposed development promotes the efficient use of land and the re-use of previously developed land in sustainable locations, given that the proposals are located within an existing surface level car park. The proposals are also minor in scale and sensitively located to ensure the character, quality and setting of the area is protected.

6.36 The proposed development supports the provision of essential electric vehicle infrastructure and will play a positive role in adapting to and mitigating the effects of climate change in supporting the transition to low carbon travel and increasing the availability of electric vehicle charging infrastructure. The proposal is therefore in accordance with Policy SP0.

6.37 **Policy SP7: Transport** states that in line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establishing car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;

- Adopting maximum car parking standards and car free housing wherever feasible;
 - Seeking to mitigate the impact of road based freight and promote alternatives;
 - Supporting measures to influence behavioural change such as promoting low carbon vehicles; and
 - Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.
- 6.38 The proposal is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. The proposals support the provision of much needed electric vehicle infrastructure whilst supporting the transition to low carbon travel, in accordance with Policy SP7.
- 6.39 In addition to this, the proposals will not generate any additional traffic and will utilise the existing access, therefore will not result in any adverse impact on the local highway network. Whilst the proposed development involves the net loss of 2no. car parking spaces, we consider that there is sufficient car parking capacity in the existing car park to cater for parking demand. In addition, the proposal is located in a sustainable location with ease of access to public transport provision.
- 6.40 **Policy SP11: Design** states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this all development shall:
- Be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity;
 - Ensure impacts on health, climate change, natural resources and biodiversity are minimised by adopting and improving sustainable design and construction techniques;
 - Incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion; creating well-connected and high quality public realm that is easy and safe to use; and by applying the principles set out in 'Secured by Design' and Safer Places;
 - Promote high quality landscaping on and off site, including improvements to existing streets and public spaces;
 - Seek the highest standards of access in all buildings and places; and
 - Ensure buildings are designed to be flexible and adaptable – and able to integrate services and functions.
- 6.41 Not all of the criteria listed within the above policies are relevant to the proposal. Notwithstanding this, the proposed development comprises a high-quality design which meets operational requirements. The proposals make efficient use of land, given that the proposed chargers and feeder pillar will be located within the context of an existing

surface level car park. The proposed development is minor in scale and has been sensitively designed in terms of scale, height, appearance, form, siting and layout to respect the character of the surrounding area, the context of the site and its place within the local landscape.

- 6.42 The development has been sensitively designed and is not considered to have an unacceptable adverse impact on the natural, historic or built environmental context, nor upon living conditions, parking provision or highway safety, rather it will provide critical infrastructure committed to reducing carbon emissions. Accordingly, the development is compliant with Policy SP11.
- 6.43 **Policy SP12: Conservation** states that the Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting, and the wider historic environment. The borough's heritage assets include Statutory Listed Buildings, Conservation Areas, Registered Parks and Gardens, Archaeological Priority Areas, and other locally important heritage assets such as Locally Listed Buildings, Local Historic Green Spaces and Sites of Industrial Heritage Interest. Where archaeological excavation is required, findings should be published, disseminated, and used as the basis for archaeological interpretation on site.
- 6.44 The site lies within the setting of two listed buildings, Odeon Cinema (Ref: 1079178, Grade II*) – circa 15m east and 107-123 Muswell Hill Road (Ref. 1362079) – circa 60m southeast. Furthermore, while the boundary wall directly adjacent the proposed development is not recorded as listed by Historic England, the London Plan Policies Map nor Haringey's Planning Policy Map, this wall is recognised as part of the curtilage of the Grade II* listed building within the case officer's report under ref. HGY/2021/1309. A separate listed building consent application has therefore been submitted alongside a Heritage Statement which should be referred to.
- 6.45 The site also lies within the Muswell Hill Conservation Area. The proposed development is sensitively sited to the northwestern corner of the car park. The site is set back considerably from the roadside, screened by the cinema building and tucked against the boundary wall. The proposal is functional in design and of a modest scale, height and massing, promoting sustainable means of travel and easy access. The proposal is considered to be in keeping with the existing character and appearance of the site and surrounding area, respecting the context and functionality of the visitor car park and its place within the local landscape. The proposal will therefore have no unacceptable impact on the character of the Conservation Area nor setting of the nearby listed buildings, in accordance with Policy SP12.
- 6.46 **Policy SP13: Open Space and Biodiversity** states that all development shall protect and improve sites of biodiversity and nature conservation, including private gardens through its:

- Contribution to wildlife and ecological habitats and, where possible, include green and brown roofs, rainwater harvesting, green walls, bird and bat nesting/roosting opportunities;
 - Protection, management and maintenance of existing trees and the planting of new trees where appropriate; and
 - Protection, enhancement and creation of Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs).
- 6.47 As discussed previously, it is acknowledged that Biodiversity Net Gain (BNG) is now mandatory on certain sites from 12 February 2024. Although, there are some developments that are exempt from BNG rules. This includes ‘Developments below the threshold’ where a development that does not impact a priority habitat and impacts less than 25 square metres of on-site habitat.
- 6.48 As demonstrated on the proposed block plan, Drawing No. A251391 152 02 C, the development would be contained within the existing car park hardstanding. Given the proposed development would be contained within the existing car parking hardstanding and would not impact upon priority habitat, the development is considered to qualify for the ‘de minimis’ exemption and therefore a Biodiversity Net Gain Assessment is not required in this instance.
- 6.49 In addition to this, it is noted that there are no TPOs within the vicinity of the works proposed. Nonetheless, it is recognised that trees (including shrubs and hedges) play an essential role in the environment and visual amenity of both rural and urban landscapes and precautions should be taken to minimise the risk of damage to trees.
- 6.50 In accordance with the guidance contained within NGUJ10, the proposed cable routes are kept clear of tree root areas, positioned to run across existing developed areas (concrete pad, tarmac roadway). Therefore, the development has been sensitively designed to ensure there would be no detrimental impact on trees. The proposal is therefore in accordance with Policy SP13.

7.0 Conclusions

- 7.1 This Planning Statement has been prepared to support of a full planning application and listed building consent relating to the *‘Installation of 2no. electric vehicle charging stations, 1no. feeder pillar and underground cabling’*, within an existing car park associated with the Everyman Muswell Hill Cinema, Fortis Green Road, Muswell Hill, London, N10 3HP.
- 7.2 The proposal is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. We have set out the government’s support for electric vehicles and the key driver of the National Development Framework, which is to contribute towards the

achievement of sustainable development. The Council is also seeking to tackle climate change and reduce carbon emissions. The proposals will clearly support both key visions.

- 7.3 This Statement has assessed the proposed development and its accordance with relevant national and local planning policies. The proposal supports all relevant policy areas when accounting for all relevant material planning considerations. The overall planning balance is one that can be seen to clearly support the environmental commitments of the Local Plan and the government's drive to support the shift towards the use of electric vehicles. We therefore respectfully request planning permission is granted for the proposed development.