



Officer Report

Application Number:	HGY/2026/0956
Application Type:	Full planning permission
Address:	Carriageway in front of 492 Archway Road, Hornsey, London, N6 4NA
Proposal:	installation of Electric Vehicle Charging Infrastructure on the carriageway adjacent to 490-492 Archway Road, London, N6 4NA.
Case Officer:	Adam Silverwood
Valid Date:	21/04/2026
Applicant:	/
Agent:	Michael Raby

RECOMMENDATION

Approve with Conditions

1. Proposed Development

This application seeks planning permission for the installation of electric vehicle charging infrastructure located on the main carriageway. The proposal comprises one rapid EV charging point positioned within an existing red-route parking bay, together with associated works including underground ducting, a replacement signpost and two protective bollards.

2. Site and Surroundings

The application site is Archway Road, a main arterial road that connects to Holloway Road and then on into the city centre. This specific location is a junction where Aylmer Road, The Great North Road and North Hill Road merge. The site is located outside of 492 Archway Road as the most immediate location with an address but is not related to this property.

3. Relevant Planning and Enforcement History

There is no planning history relevant to the consideration of this application.

5. Local Representations

The application has been publicised by way of letters sent to neighbouring properties, a site notice placed within the vicinity of the site and advertisement in a local paper. No representations were received from the public.

Representation from consultees:

LBH Transport:

'Subject to clarifications received from the applicants the application is considered to be acceptable'

Highgate Conservation Area Action Committee:

- The proposed EV charging point may conflict with the pedestrian crossing needed for an adjacent development
- Would likely be detrimental to traffic using the slipway around the petrol station
- 'Petrol Pump' style EV chargers are 'ugly and obtrusive'

These comments have been referred to Haringey's Transport Officers who have provided the below comments:

- The development is not considered to conflict with any proposed crossing point for future developments, which are located further up the road.
- The proposed charging point is not considered to take up any additional space on the highway above that of the pre-existing parking bay.

The design and appearance of the charging bay is not a transport consideration and will be considered elsewhere within this report.

6. Material Planning Considerations

The main planning considerations raised by the proposed development are:

1. Design and heritage
2. Impact on the Highway Network
3. Impact on Neighbouring Amenity

Design & heritage

The proposal must be assessed against the relevant design, public realm and heritage policies of the Development Management DPD, the Strategic Policies Local Plan and the London Plan. Policy DM1 requires all development to achieve a high standard of design and to contribute positively to local character, ensuring that proposals relate appropriately to their surroundings and incorporate sustainable design principles. Policy DM3 concerns the public realm and seeks to avoid unnecessary street clutter, requiring that new street infrastructure is sensitively located, does not impede pedestrian movement and is appropriate to its visual context, particularly within conservation areas. Policy DM9 sets out the approach to managing the historic environment and requires development within conservation areas to preserve or enhance their character and appearance, with any harm clearly justified and weighed against public benefits.

Strategic Policy SP12 similarly seeks to conserve the significance of Haringey's heritage assets, while London Plan Policies HC1, SI1, SI2 and T6 support the delivery of sustainable transport infrastructure, including EV charging points, where this can be achieved without unacceptable heritage or public realm impacts. Policy SP7 of the Local Plan also supports measures that encourage behavioural change towards low-carbon transport, including the provision of electric vehicle infrastructure.

Having regard to these policies, the proposal is located on the edge of the Highgate Conservation Area within a streetscape that is already characterised by the dominance of vehicular movement, red-route markings, bus infrastructure and regular on-street parking. The Design & Access Statement confirms that the footway at this location is 2.5 metres wide and generally free of street furniture, and that the existing bay is already used for parking at any time. The charging point is positioned entirely within the carriageway and therefore does not introduce new clutter into the pedestrian realm, maintaining compliance with DM3's requirement to protect the quality and legibility of the public realm.

Given its associated height the charging unit will be visible, but visibility alone does not equate to harm under DM9 or the statutory duty to preserve or enhance the conservation area. The unit will be read in the context of parked vehicles, which significantly reduces its prominence. The functional, movement-based character of this part of the conservation area means that modern transport infrastructure is not inconsistent with its established appearance. The D&A explains that rapid chargers are necessarily larger due to cooling requirements but have been designed to be compact enough to sit within a parking space and are increasingly common features of London's streets as part of the transition to low-carbon transport. The proposal does not erode the architectural or historic qualities that underpin the significance of the Highgate Conservation Area.

The public benefits are substantial and clearly evidenced. The charging point will support the Mayor's ULEZ requirements, encourage the uptake of ultra-low-emission vehicles, reduce noise pollution and contribute to improved air quality. Rapid charging capability enables an 80% charge in 20–30 minutes, supporting commercial and private EV use and reducing operational downtime. These benefits align strongly with London Plan Policies SI1, SI2 and T6 and with SP7 of the Local Plan. In accordance with DM9, any limited visual change arising from the installation is outweighed by these significant public benefits.

Taking all of the above into account, the proposal is considered to preserve the character and appearance of the Highgate Conservation Area and therefore does not result in harm to its significance. Even if any limited degree of harm were identified, it would be clearly outweighed by the substantial public benefits associated with supporting the transition to low-carbon transport. The proposal accordingly complies with Policies DM1, DM3 and DM9 of the Development Management DPD, as well as the relevant policies of the London Plan and Strategic Policies Local Plan and is acceptable in design and heritage terms.

Impact on the Highways Network

The application has been assessed by the Council's Transport Officers, who sought clarification regarding construction management, deliveries and pedestrian safety. The applicant has confirmed that all works will follow TLRN guidance, deliveries will avoid peak hours, and a minimum 1.2-metre pedestrian route will be maintained at all times. The footway is 2.6 metres wide and will remain unobstructed for wheelchair users and those with buggies. The proposal does not reduce the width of the carriageway or introduce any new impediment to traffic flow. The development is therefore acceptable in highway terms.

Impact on Neighbouring Amenity

Policy T6 of the London Plan requires that on-street EV charging infrastructure should not negatively affect pedestrian amenity and should remain accessible to all users. The proposal does not obstruct pedestrian movement and will not generate noise or disturbance beyond that associated with the existing parking bay. The charging unit emits less than 62 dBA at one metre, which is not materially different from general street activity. The development is therefore acceptable regarding amenity.

Conclusion

The proposed EV charging point is considered to be appropriately respectful of the character and appearance of the area, including the Highgate Conservation Area, and does not result in any undue harm to neighbouring amenity or the highway network.

The significant public benefits associated with supporting the transition to low-carbon transport outweigh any limited visual impact. The proposal accords with the relevant policies of the Development Plan and is therefore acceptable.

Overall, the proposed development is considered acceptable in terms of the policies outlined above. All other relevant policies and considerations, including equalities, have been taken into account.

7. CIL Applicable

N/A

8. Recommendation

It is therefore recommended that this application be **APPROVED** in accordance with the following conditions:

Conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

TFL 0000 01 HARINGEY 16 - The location plan
TFL 0000 10 A - Additional plans
TFL-0000-03 HARINGEY 16 - Block plan of the site
TFL 0000 06 A - Additional plans

Reason: For the avoidance of doubt and in the interests of proper planning.