



Our ref: Haringey 7

London Borough of Haringey
Planning Department
River Park House
225 High Rd, London
N22 8HQ

10th July 2026

Dear Sir/Madam

Transport for London
Electric Vehicle
Infrastructure Delivery

10th Floor
Palestra House
197 Blackfriars Road
London
SE1 8NJ

tfl.gov.uk

Town and Country Planning Act 1990 (as amended)

Planning application for the installation of Electric Vehicle Charging Infrastructure on the carriageway adjacent to 480-482 Archway Road, Hornsey, London, N6 4NA, in the London Borough of Haringey.

Planning Portal reference: PP-15058818

On behalf of Transport for London (TfL) please find enclosed an application for full planning permission for the installation of Electric Vehicle Charging Infrastructure and associated works comprising one charging point on the carriageway, at the above address.

One feeder pillar, required to provide the power supply, will also be installed. This is permitted development and is detailed in the Planning, Design and Access Statement for information purposes only.

Haringey's Local Planning Policy Documents are supportive of Electric Vehicles (EVs). Paragraph 4.4.19 of Haringey's Local Plan sets out that the Council encourages proposals for electric vehicle charging points across the borough, noting how they can contribute to improving Air Quality and this is reiterated in Haringey's Parking Strategy. The Local Plan Key Infrastructure Programme and Projects, Infrastructure Delivery Plan 2011-2026 notes a need for borough wide electric charging points to encourage and sustain the use of electric vehicles which should be provided in a mixture of on and off-street locations.

In October 2025 the Haringey EV strategy was published for consultation. The document confirms that EVs within the borough, make up 5.93% of total vehicles which is far higher than the London average of 3.43%. Furthermore, recent data shows that Haringey falls significantly below the London average of public charge points, having only 87 public charge points for every 100,000 people, compared to London's 209 public charge points per 100,000 vehicles.

The Haringey EV strategy confirms that in 2024 there were 5362 EV vehicles in the Borough, and this is expected to quadruple to 21,500 by 2030.

It is clear there is a significant need for additional EV infrastructure to support the growing demand for EVs and as per Haringey's EV action plan, the Council have agreed it is necessary to deliver an EV charging network in line with expected demand, requiring the release of road space to accommodate EV infrastructure.

This proposal and others like it within the Borough will help accommodate the increased demand for EV infrastructure and will provide substantial public benefit and contribute to the Mayor's objective to improve air quality, and the health and wellbeing of those in London. This is considered to outweigh any perceived harm from the loss of red route parking and replacement with an EV bay and terminal."

On the 26th July 2026 planning permission was granted by the London Borough of Haringey for a similar proposal for the installation of Electric Vehicle Charging Infrastructure on the carriageway adjacent to 490 – 492 Archway Road, London, N6 4NA just to the north west of the current site. It is noted the Officer acknowledged in the delegated report that:

"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".

In addition, the delegated report also stated:

"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."

It is further noted that no concerns in regards to amenity or parking stress were mentioned within the delegated report.

The London Borough of Haringey officers were consulted about this site in pre-application correspondence. The criteria for site selection is set out within the Planning, Design & Access Statement, included as part of this submission.

In accordance with good practice, the application has been submitted electronically via the Planning Portal and comprises the following documentation, which should be read alongside this covering letter:

- Planning Application Form, including certificates
- Planning Application Drawings comprising:
 - Site Location Plan
 - Existing Site Layout Plan
 - Proposed General Arrangement Plan
 - EV Charger General Arrangement Plan
- Planning, Design and Access Statement (for information), including
 - Construction Methodology in Appendix A
 - Biodiversity Statement
- Fire - Reasonable Exception Form
- CIL form

The planning application fee of £309 has been paid online through Planning Portal (+£91.00 Planning Portal service charge fee), reference PP-15058818.

I look forward to receiving confirmation that the application is valid in due course. If you require any further information, please contact Michael Raby at EVIDtownplanning@tfl.gov.uk.

Yours faithfully



Michael Raby
Town Planning Advisor