

Application Number:	HGY/2026/1746
Application Type:	Full planning permission
Address:	Car Park behind Everyman Muswell Hill Cinema, Fortis Green Road, Muswell Hill, London, N10 3HP
Proposal:	Installation of 2no. electric vehicle charging stations, 1no. feeder pillar and underground cabling
Case Officer:	Eunice Huang
Valid Date:	22/07/2026
Applicant:	.
Agent:	Miss Kara Johnston

RECOMMENDATION

Approve with Conditions

1. SITE DESCRIPTION

The application site is a car park behind Everyman Muswell Hill Cinema within the Muswell Hill District Centre.

Vehicular access is from the southern side of Fortis Green Road. There is pedestrian access to Muswell Hill Road to the east. The car park is privately operated, operating 24 hours a day. Charges apply depending on the length of the stay. The car park is monitored with Automatic Number Plate Recognition (ANPR).

The site is located within Muswell Hill Conservation Area, and to the rear of two listed buildings: Odeon Cinema (Ref: 1079178, Grade II*) and 107-123 Muswell Hill Road (Ref. 1362079).

2. THE PROPOSAL

The proposed is for the installation of 2no. electric vehicle (EV) charging stations, 1no. feeder pillar and underground cabling

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

The recent planning history pertaining to the application site includes:

- 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. Approved 28/01/2022.
- HGY/2021/1309 - Listed building consent for part repair and part replacement of southern boundary wall of car park. Approved 18/08/2021.

4. CONSULTATION RESPONSES

Internal & External Consultees

- LBH Transport: Object.

The parking surveys indicate peak accumulation occupancy of 60 vehicles (weekday) and 51 vehicles (Saturday). Given the car park has a capacity of 66 car parking spaces, this represents an observed peak parking stress of 91% (weekday).

The proposals would result in a replacement of six existing parking spaces. This would result in existing parking stress to increase to 100%. It is normal practice to accept peak parking stress of 85% to allow for daily and seasonal variations.

Neighbour Consultation

The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 1
Objecting: 0
Supporting: 1
Representation: 0

One letter of support was received, supporting the provision of EV charging stations in the town centre.

5. PLANNING CONSIDERATIONS

Design & heritage

Policy SP11 of the Strategic Plan and Policy DM1 of the Development Management DPD both aim to enhance the built environment through high quality design that respects local context and positive aspects of the area. Policy DM1 sets out that development should relate positively to its locality in terms of building height, form, scale, massing, building lines and architectural details and styles.

As the site lies within the Muswell Hill Conservation Area, DPD Policy DM9 also applies. DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

The development comprises the installation of a feeder pillar adjacent to the existing substation, and two charging stations with bollards. The feeder pillar has dimensions of 2.05m height, 2m width and 0.6m depth, in a green colour. The charging stations will be HYC150 DC chargers that will be composed of PPC steel finish in a black colour, with polished aluminium. They will have a height of 2.235m, width of 0.42m and depth of 0.854m. Two bollards will frame each charger, to height of 1.1m, in polished aluminium.

The appearance of the proposed structures is in keeping with the existing character of the car park. Their position to the rear of the buildings will not disrupt the visual amenity of the street scene or

Muswell Hill Conservation Area. Due to their siting within the existing car park, the proposed development also will not harm the appearance or setting of adjacent listed buildings.

Given the above and the positive environmental impact of electric vehicle, the proposal is considered acceptable in terms of design and appearance in accordance with the above policies.

Impact on parking and highways network

The applicant has provided a Parking Accumulation Survey Note and a Car Park Management Plan, prepared by Magna Transport Planning.

The existing car park has a capacity for 68 spaces. 6 car spaces will be lost under the proposal. 4 EV charging spaces will be provided, with the feeder pillar and chargers occupying the remaining space. This would result in an overall capacity of 66 car spaces.

The Car Park Management Plan outlines the management of the electric vehicle charging bays. These bays will be clearly marked and signed, informing users that their use is limited to a maximum charging period of one hour. Vehicles must be removed from the charging bay when charging is complete or the one-hour maximum period has been reached, whichever occurs first, otherwise an overstay fee would be incurred. These charging sessions will be monitored electronically by the charge point operator. Compliance will also be monitored through the wider car parking management and enforcement arrangements. The proposed management of the EV charging bays will allow for a turnover of these bays and ensure that they are not used for long term parking.

The parking stress survey indicates peak accumulation occupancy of 60 vehicles (weekday) and 51 vehicles (Saturday) of the car park, representing an observed peak parking stress of 91% (weekday). It is noted that this is a privately managed, paid, off-street car. Thus, in this instance, the level of parking stress will not have an adverse parking impact on the locality. The proposal will not affect any on-street parking spaces, which generally require a degree of spare capacity to manage parking demand. The proposed capacity of 66 spaces will accommodate the highest observed demand, with turnover actively managed for the EV charging bays.

Further to this, the public benefits of EV charging stations 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. The two 150 kilowatt direct current (DC) chargers have a rapid charging capability, in which a 10 min charge can offer a top-up of 100 miles, 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.

Due to their siting within the existing parking bays of the car park, the proposal will not introduce any new impediment to traffic flow or concerns about pedestrian safety.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to the amenity of neighbouring residents.

Each charging unit emits less than 62 dBA at one metre distance at full charge. This noise level is generally consistent with town centre activity, and it is also noted that the chargers are located next to the existing substation. However, the proposed development is sited adjacent to residential gardens. It is noted that there is a brick wall separating the development from the residential uses, alongside timber louvres above (which may have been informally erected) and tree foliage. The nearest residential windows are some 8.6m from the charging stations. The product data sheet for HYC150 chargers states that parameters can be set for the maximum noise level for day and night operation. A condition will be attached requiring the submission of a noise impact assessment demonstrating that the proposed noise levels will not have an adverse impact on nearby residential properties.

The development is therefore acceptable regarding amenity.

6. CONCLUSION

The application for the installation of 2no. electric vehicle (EV) charging stations, 1no. feeder pillar and underground cabling is acceptable with regards to design, heritage, transport and amenity considerations, in accordance with Policies DM1 and DM9 of the Development Management, Development Plan Document 2017, and policies SP11 and SP12 of Haringey's Local Plan Strategic Policies 2017, as well as according with the relevant policies of the London Plan 2021 and the NPPF. All other relevant policies and considerations, including equalities, have been taken into account.

7. CIL APPLICABLE

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

8. RECOMMENDATION

GRANT PERMISSION

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

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

Approved drawings list:

- A251391 152 01
- A251391 152 02 Rev C
- A251391 152 03 Rev C
- A251391 152 04 Rev A
- A251391 152 05 Rev A

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

- 3 Prior to the first operation of the development, details to demonstrate that the rated noise level from the development shall be at least 5 dB(A) below the background noise level at the nearest noise sensitive property as assessed using the guidance contained within the latest BS4142 (2014) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be operated and maintained in accordance with the approved details.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

Informatives:

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.