Land West of Tottenham Hale Station

Planning and Design & Access Statement

Planning and Advertisement Consent application for the installation of EV parking and charging facilities with associated infrastructure and signage

FastPlaces Limited

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LICHFIELDS

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1.0 Introduction

1.1 This Planning, Design and Access Statement has been prepared by Lichfields on behalf of the applicant, FastPlaces Limited (the "Applicant") to accompany a full planning and advertisement consent application at land west of Tottenham Hale Station, London, N17 9FD ("Tottenham Hale" - "the site"). The description of the proposed development for the full planning application is as follows:

"Application for 8 electric vehicle (EV) charging points: covering canopy; an ancillary unit providing toilet facilities and a waiting/ seating area; landscaping; and associated works" ("the development").

1.2 The description of proposed development for the advertisement consent application is as follows:

"Installation of one infotainment screen, one totem sign, and one fascia sign."

1.3 The Applicant is a new joint venture partnership between Places for London (Transport for London's ("TfL") property company) and Fastned, an award-winning Electric Vehicle (EV) ultra-rapid charging company. The partnership has been established to assist with the delivery of multiple charging hubs across TfL's estate, building on the capital's electric vehicle charging facilities to transform availability and accessibility of this essential infrastructure.

1.4 The application proposals which are the subject of this submission represent one of the initial outputs of this joint venture, and the fourth development in a number of planned charging hubs across London. The first, proposed at Hatton Cross Underground Station Car Park received planning permission from the London Borough of Hillingdon on 14th March 2025 (ref. no. 49133/APP/2025/168)). The second, a live application at Hanger Lane in Ealing (ref. 251482FUL), is due to be determined in September 2025 with a recommendation for approval, and the third, a live application at Storage Yard west of Old Ford Trading Estate, Maverton Road, London E3 in Tower Hamlets (ref. PA/25/01350/NC), is due to be determined in October 2025.

1.5 Adopting the latest in technology, each hub will create new dedicated off-street urban charging capacity at a convenient and accessible location. Combined, it is anticipated that the charging hubs will further enable the Capitals' ongoing switch to EVs, and with it, make a significant contribution towards achieving the transition to Net Zero carbon.

The Planning Application Submission

1.6 This Statement, which assesses the scheme against the context of prevailing planning policy and guidance, should be read in conjunction with the other documents that have been submitted with the planning application, including:

1 Planning application form;

2 Covering letter (prepared by Lichfields);

3 Transport Statement (prepared by i-Transport);

4 Lighting Strategy (prepared by Strenger);

5 Lighting Residential Receptor Location Plan (1251002-SK-01) (prepared by Strenger);

6 Assessed Scheme of Lighting (1251002-SK-02) (prepared by Strenger);

7 Light Spill Plan (1251002-SK-03) (prepared by Strenger);

8 Flood Risk Assessment (prepared by Pell Frischmann);

9 Noise Impact Assessment (prepared by Hann Tucker);

10 Phase 1 Contamination Assessment (prepared by Willis Hazel / JPP);

11 Planning Application Drawings (prepared by Fastned):

- i Location Plan (Rev A – 44126_P_100)
- ii Existing Surface Plan (Rev A – 44126_P_101)
- iii Surface Alteration Plan (Rev A – 44126_P_102)
- iv Proposed Block Plan (Rev A – 44126_P_107)
- v Proposed Ground Level Plan (Rev A – 44126_P_103)
- vi Proposed Canopy Level Plan (Rev A – 44126_P_105)
- vii Proposed Amenities Unit Plan (44126_P_106)
- viii Proposed North & South Elevations (44126_P_200)
- ix Proposed East & West Elevations (44126_P_201)
- x Proposed Amenities Unit Elevations & Section (44126_P_202)
- xi Proposed Charging Units (44126_P_205)

12 Advertisement Consent Application Drawings:

- i Proposed Signage Totem (44126_P_203)
- ii Proposed Fastned Signage (44126_P_204)
- iii Proposed Infotainment Screen (44126_P_206)

Statement Structure

1.7 This Statement, which initially provides an account of the proposed development prior to undertaking an assessment of the scheme against prevailing policy, is structured as follows:

- Section 2 provides a brief background to Fast Places Limited, explaining the nature of the relationship between Places for London and Fastned, and their combined ambitions regarding the improvements to EV charging infrastructure provision across London;
- Section 3 provides details the nature of the application site and surrounding area;
- Section 4 provides details of pre-application engagement to date;
- Section 5 describes the proposals, explaining both the nature and operation of the EV charging hub facility, and the proposed advertisements;

- Section 6 reviews the relevant national, regional and local planning policy, providing a summary of key policy requirements relevant to the consideration of the application proposals;
- Section 7 assesses the scheme against the identified key policy considerations, including an assessment of the design and access matters; and
- Section 8 provides a conclusion to this Statement.

2.0 Background

Applicant

2.1 As referenced above, the applicant is FastPlaces Limited, a joint venture between Fastned and Places for London. FastPlaces is investing in EV charging facilities across London, with a roll-out of new charging hubs programmed for 2025 and beyond. The Tottenham Hale Station proposals, which are the subject of this application, are the fourth of five initial projects, each designed to add to the portfolio of EV charging hubs serving the capital. Additional sites are planned beyond this initial tranche, with the ambition to transform the availability of modern, safe, and attractive EV charging facilities for Londoners.

About Places for London

2.2 Places for London is TfL's wholly owned property company, responsible for the management of TfL's property portfolio that extends to over 2200 hectares of land across the capital. Uniquely placed to deliver on an ambition to untap the potential of its land assets for the betterment of Londoners, through investment in its portfolio, Places for London is building a greener, more sustainable city.

2.3 Places for London has ambitious plans to build 20,000 new homes over the next 10 years, supporting new sustainable housing projects that create attractive new homes in beautiful environments. Its ambitions extend to the business sector, with plans to supplement its existing portfolio through the creation of more spaces for all of London's businesses to thrive. Alongside this, through refurbishment of its existing stock of property and land, it is aiming to deliver up to 3 million sqft of sustainable, flexible and connected office space to help serve London's growing needs.

2.4 Places for London is also the custodian of traditional infrastructure, such as car parks and unused land across London. In such locations, it retains an ambition to ensure each site taps its full potential to sustainably contribute towards London's needs. Its partnership with Fastned and the current and emerging proposals to deliver on sustainable transport infrastructure at such sites is consistent with its long-term vision for such locations.

About Fastned

2.5 Established in 2012, Fastned is a developer and operator of EV charging infrastructure. It already operates a fast-charging network across the UK, Netherlands, France, Germany, Belgium, Denmark, Italy, Spain and Switzerland. Fastned has circa 315 charging stations across its growing network, including over 100 such facilities in the UK. Fastned is at the forefront of European charging infrastructure development, building and running a rapidly growing network of fast charging stations, instantly recognisable by the iconic architectural designs of each hub facility.

2.6 Fastned provides easy to use, ultra-rapid charging stations, adopting the latest in technology to ensure the quickest charging experience. Fastned creates charging stations with a welcoming environment for users during the time it takes to fully charge their vehicles. Covered spaces, well-lit and secure, with generous manoeuvring space and on-site

facilities (including toilets for site users), all ensure that each visit is simple, stress-free and enjoyable.

2.7 The quality of service offered at Fastned facilities is best reflected in the number of awards it has secured. Just last year, it was successful in the eMobility Innovation Awards (winning the best innovative project for the future of mobility); the Zapmap Best EV Charging Network (Medium rapid/ultra-rapid network) award (particularly noteworthy given that the award was the product of EV driver responses to a satisfaction survey where Fastned topped the rankings with a 4.1 star score); and the prestigious What Car report, that ranked Fastned as the No.1 ranking UK charging network.

2.8 Fastned is expanding its portfolio of charging stations across the UK, and through its link up with Places for London, is seeking to become a familiar feature on London's roads, providing essential reassurance to the capital's EV users. Through a step-change in both the quality and availability of hub charging infrastructure across London, Fastned is supporting the transition and accelerating EV uptake.

EV Charging

2.9 There is an acute need for the provision of additional EV charging infrastructure both across the UK and within London, specifically. The availability of sufficient EV charging capacity represents an essential prerequisite for the desired switch to EV vehicle use, an ambition that underpins this Government's green policy ambition for transport (NPPF, 2024). A transformation in the supply of EV charging facilities, and in particular the availability of convenient ultra-fast vehicle charging, is essential to enable the continued growth in EV use, that itself is vital for the successful transition of the UK towards a net zero economy.

2.10 In terms of the current use of EVs within the UK, Zapmap (August , 2025)[1] recorded that there *"are over 1,600,000 fully electric cars in the UK. This means that around 4.75% of the c.34 million cars on UK roads are fully electric"*. Furthermore, since 2021, the number of electric cars on the UK roads has increased *"more than four-fold"* (1.21% (2021)> 4.75% (2025). There are around 1.6 million electric cars on Britain's roads but currently only around 84,218 public charging points[2]. The number of EVs on London roads is expected to reach between 1-1.4million by 2030, making up to 49 per cent of London's car and van fleet[3].Car manufactures in the UK are responding to the accelerated trajectory of EV car use, with "*more than two-thirds of car manufacturers in the UK, including Nissan and Stellantis, have already committed to fully transitioning to electric cars by 2030*." (UK Government, Press Release, December 2024)[4].

2.11 However, the availability of charging facilities has not kept pace with this growth and is threatening to prejudice a greater reliance on EVs. In March 2022, in its document "Taking charge: the electric vehicle infrastructure strategy", the previous Government identified a current supply of around 30,000 public charging devices at locations such as car parks, workspaces, on-street locations and train stations etc. Of this, only 2,011 rapid or high-

[1] https://www.zap-map.com/ev-stats/ev-market, August 2025
[2] https://www.zap-map.com/ev-stats/how-many-charging-points, August 2025
[3] Transport For London, Fastned and Places for London get green light for electric vehicle charging hub in west London, April 2025
[4] https://www.gov.uk/government/news/industry-encouraged-to-shape-uk-transition-to-zero-emission, 2024.

powered devices located on the strategic road network were identified. In this same document, the Government was calling for the provision of at least 300,000 public charge points (as a minimum) by 2030, to service the anticipated 10 million battery electric vehicles that will be on the UK's roads at this time. Whilst this target is some five years distant, it is already evident that there is a need for a transformation in the speed of delivery of new EV charging facilities, if the Government's ambitions regarding infrastructure provision are to in any way realised.

2.12 Charging availability is more than just an inconvenience. One in a number of studies, the Versinetic Report (Charging on the Go: UK Public EV Infrastructure & Payment Systems, September 2024) noted that "35.9% of EV drivers need help finding available chargers, **which is a crucial factor hindering the adoption and convenience of EVs**". (Our emphasis). A failure to increase the availability of charging facilities, therefore, represents a real deterrent to a higher take up of EV use.

2.13 This need to expand the availability of charging infrastructure has not gone unrecognised, both with regard to the Government's agenda referenced above, but also in prevailing policy. Section 6.0 of this Statement identifies the strong in-principle policy support behind the creation of new charging infrastructure.

2.14 For the capital, the Mayor of London's commitment pledged in April 2024 to making London 'greener', included an acknowledgement that towards 40,000 new EV charging points would be required by 2030[5]. This followed a London Electric Vehicle Infrastructure Delivery Plan published in June 2019 where the Mayor set out his vision for zero emission transport in London by 2050. The Mayor's ambition is to work towards all cars and vans registered in London to be zero emission by 2030 and through an Electric Vehicle Infrastructure Taskforce, EV charging infrastructure will be expanded to support this.

2.15 At the local level, LB Haringey's Ultra Low Emission Vehicle Action Plan 2019-2029 (published 2018) sets out visions and objectives to transitioning towards an ultra low emission borough. It also commits to improving air quality and delivering climate change ambitions which it recognises can be achieved through encouraging a transition to electric vehicle use. More information is provided at Section 6.

2.16 The application proposals, and the wider ambitions of the applicant to roll-out new EV charging hubs across TfL's property portfolio, creates an opportunity to begin to meet the growing demand for this essential infrastructure, creating attractive high-quality, reliable and convenient facilities, essential to support the planned (and necessary) increased reliance on EVs.

[5] https://sadiq.london/wp-content/uploads/2024/04/A-Fairer-Safer-Greener-London-for-everyone-Manifesto-2024.pdf

3.0 Site and Surrounding Area

The Site

3.1 The site has been vacant since December 2024. It was formerly in use (2016-2024) as a storage yard with a number of on-site container units, in relation to the ongoing Tottenham Hale Station works. Prior to this, the site was a car park with circa 40 parking bays. Site access is from the south via Watermead Road and Cygnet Way, although this is restricted by a gate, and the site is not accessible to the public.

3.2 The site is adjacent to Tottenham Hale train station and is in Tottenham Hale District Centre, as defined by Haringey Local Plan Policy: SP10 (Town Centres). The main station building sits to the south, and the trainline sits to the east. To the north site of the site is a vacant area which is being utilised for informal industrial storage. The site is bound to the west by Watermead Road with residential and commercial mixed use beyond. There is a taxi rank and pick up point to the south-east of the site serving the station.

3.3 The following designations apply to the site:

- Tottenham Hale Area Action Plan (AAP) (2017). Within the AAP, the site falls within site allocation TH2: Tottenham Hale Station;
- A small section in the northern part of the site is designated as a Local Employment Area: Regeneration Area (Haringey Local Plan Policy DEA14). The larger employment area lies immediately north of the site; and
- Tottenham Hale Growth Area (Haringey Local Plan Policy SP1 Managing Growth): and
- Tottenham Hale District Centre (Haringey Local Plan Policy: SP10: Town Centres).

Heritage

3.4 There are no listed buildings on or near the site and the site is not in a Conservation Area. The nearest designated heritage asset is the Grade II Listed Building 62 Monument Way (List Entry Number: 1079226) c. 540 metres west of the site.

Flood Risk

3.5 The site is in Flood Zone 2, an area at medium probability of flooding.

Site Allocation and Masterplan

3.6 The site falls within the Tottenham Hale Area Action Plan (2017). Within the AAP, the site falls within site allocation TH2: Tottenham Hale Station. The AAP allocates the site for the following:

- development of a new station interchange, including a station environment which supports excellent and efficient public transport facilities;
- securing long term development of the site that enables rail projects linked to STAR and/ or Crossrail 2 schemes;
- new residential/commercial development to create the centre of a new District Centre;

- creation of a new urban square to act as a new high quality point of arrival/departure;
- links into routes which are easy, safe and pleasant for people to move through.

3.7 Policy TH2 suggests the site allocation has capacity for 138 net residential units, 2,400sqm of town centre use, and 12,000sqm of other use.

3.8 It is understood that a masterplan for Tottenham Hale Station is in the process of preparation, although the latest version of the masterplan is not publicly available at this time. The masterplan process has been ongoing for several years, as reflected by the adoption of the AAP in 2017. However, development for the site in its entirety is not yet forthcoming. The proposals' compatibility with the emerging design ideas for the allocated area is explained fully, below, in Section 7.

Planning History

3.9 There is no planning history for the site listed on LB Haringey's planning register.

Wider Planning History

Site Allocation TH2: Tottenham Hale Station

3.10 Various permissions have been granted for development outside of the subject application site and as part of the wider TH2 site allocation. The permissions are primarily associated with the regeneration of Tottenham Hale Station and Bus Station. A summary is provided below.

3.11 Reconfiguration of Tottenham Hale Bus Station

3.12 Full planning permission was granted in May 2018 (ref. HGY/2017/3649) for the following at Tottenham Hale Bus Station, Ferry Lane, London, N17:

"Reconfiguration of Tottenham Hale Bus Station to provide a new access onto Watermead Way, removal and replacement of fences, bus shelters and external lighting and other associated works."

3.13 The bus situation is situated to the southwest of the subject site, beyond Cygnet Way. The applicant is in the process of discharging the conditions associated with the permission. The Council's online records indicate that TFL has approved the full proposal for the Bus Station through a section 278 agreement.

3.14 Enhancements to Tottenham Hale Station

3.15 In March 2014 full planning permission was granted at Tottenham Hale Station(ref. no. HGY/2013/2610)('2013 permission') for the following:

"Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway."

3.16 The works comprised the north east (to the south east of the subject site), south and west of the station. A number of variations have been submitted in respect of this application. This includes a S73 application approved in March 2019 ('2019 S73') (ref. no. HGY/2019/1897) which sought amendments to the configuration of the development approved under the 2013 permission.

3.17 In November 2024, a S73 application seeking to vary conditions 1 and 11 of the 2019 S73 was refused at Committee (ref. no. HGY/2023/3078), against officer recommendation. This S73 sought (inter alia) to remove the requirement for the footbridge from Hale Village to Tottenham Hale Station, instead requiring pedestrian and cycle network improvements on Ferry Lane. There was one reason for refusal which was as follows: '*The proposal would fail to support Haringey's regeneration and local access to London, provide the level of improvements to the Tottenham Hale interchange without sufficient mitigation through improvements to pedestrian and cycling infrastructure and road safety, contrary to Strategic Policies SP7 of the Council's Local Plan.*'

3.18 The operative planning permission at the site is a S73 application approved in June 2025 (ref. no. HGY/2025/0818). This application was an amended version of the refused 2024 S73, which also sought variations to conditions 1 and 11 of the 2019 S73 to remove the requirement to deliver the new station access point and footbridge from Hale Village to Tottenham Hale Station. Instead, this permission will provide significant improvements to the existing pedestrian and cycling infrastructure on Ferry Lane and access to the Station, which will be delivered through a section 278 highways agreement

Other

3.19 The area immediately surrounding the site has undergone significant redevelopment in recent years. For example, in 2019, planning permission was granted at the adjacent strategic sites of North Island, Ferry Island, Ashley Road East, and Ashley Road West, for the following (ref. no. HGY/2018/2223): '*Demolition works and clearance of existing site to provide a mixed-use development comprising 6 buildings up to 38 storeys in height, which together with pavilion and basement accommodation will provide up to 104,053m² of floorspace (GIA), comprising residential (Use Class C3) (up to 1,036 units), retail (Use Class A1-A4), health centre (Use Class D1), office (Use Class B1), leisure (Use Class D2) parking and servicing areas, hard and soft landscaping (including the provision of a new public square), highways works, creation of new vehicular accesses and the realignment of Station Road, decentralised energy network works and other associated works*.'

3.20 This development is located to the south and east of the site, and it is understood it is partially completed with the remainer of the site under construction.

3.21 Other developments in the area include that at Berol Yard, also to the east of the site. In 2018 planning permission was granted for the following (HGY/2017/2044): '*Hybrid planning application comprised of: Full proposals for the demolition of the existing buildings within the Berol Yard site and retention of Berol House. Erection of two buildings between 8 and 14 storeys providing 166 residential units, 891 sqm (GEA) of commercial floorspace (Class A1/A3/B1/D1), 7,275 sqm (GEA) of education floorspace (Class D1), car and cycle parking, open space, landscaping and other associated works. Outline proposals (all matters reserved) for the alteration/conversion of ground, first and second floors of Berol House with up to 3,685 sqm (GEA) of commercial floorspace*

(A1/A3/B1/D1) and the introduction of a two storey roof level extension introducing up to 18 residential units, cycle parking and other associated works. Amendments to scheme including replacement of accommodation with "build-to-rent" and reconfiguration of internal residential and commercial layout.'

3.22 This development appears to be completed from a review of Google Maps.

3.23 There is also a current live application for the redevelopment of Berol House which is opposite the site to the east. The application seeks full planning permission for the following (ref. no. HGY/2023/0261): '*Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works.*' This application is pending determination.

3.24 The above applications indicate the character of the surrounding area has been transformed in the last decade and is moving towards a more residential character but with the retention and enhancement of the station functionality as a sustainable transport hub.

4.0 Pre-Application Engagement

Engagement with LB Haringey and Masterplan Developer

4.1 Pre-application engagement has been undertaken to date to inform the proposed development, and the scope of this planning submission and in particular, to ensure that EV charging facilities can be accommodated on-site in a form that is consistent with the emerging masterplan proposals for the wider allocated site

4.2 A meeting was held with LB Haringey in March 2025 to discuss the proposed development. A number of attendees from LB Haringey were present at the meeting, including the Head of Development Management and Planning Enforcement, and a Transportation Planning Manager.

4.3 This meeting focused on a discussion of the principle of the proposed EV charging station in the context of the Tottenham Hale Masterplan area. Following the meeting, the applicant engaged directly with the masterplan architect to discuss potential amendments that would better align the design with the area's vision.

4.4 Key observations raised by Officers at the meeting and subsequent actions taken to shape and direct this application submission are referenced below (noting that the themes highlighted are further assessed in Section 7of this Report, below:

Table 4.1 Pre-application comments

Comments from Officers	How this application responds
Compatibility with the Station Interchange Masterplan and long-term vision for improving the area	See the Principle of Development planning analysis at section 7 of this Statement.
Suitability of location	The proposed development is in a highly sustainable location. Please see the Principle of Development planning analysis at section 7 of this Statement for more information.
Potential for the use of the site as green space	The proposed development incorporates landscaping and planting on the site significant enhancing its outlook and contribution towards the public realm.
Comments regarding the proposal encouraging more vehicle movements	Refer to the submitted Transport Statement and Transport planning analysis at Section 7 of this Statement, which demonstrates the proposed development will not result in any material increase in vehicle movements.
Approach to design	The proposed development is of a high-quality design. The Design planning analysis at Section 7 of this Statement demonstrates that the approach to design quality which will deliver a significant improvement upon existing site conditions.
Compatibility with the Borough's EV charging strategy	Please see Section 5 of this Statement which outlines the Borough's guidance on moving towards net zero transport, improving air quality, reducing carbon emissions, and electric vehicles; this Statement demonstrates the proposed development is in accordance with the Borough's EV charging strategy.

4.5 Officers at the March 2025 meeting noted that a draft of the masterplan for the Action Area was in circulation internally at the Council but had yet to be made publicly available. Helpfully, the applicant was referred to the masterplan architects to help inform the preparation of this planning application. Subsequent to this, a meeting was held with Landholt Brown in April 2025 during which details of the ideas for the development of the wider area were shared. This information has enabled the preparation of the scheme for the EV charging facilities that is compatible with the emerging development ideas for the wider area, a relationship that is further detailed in Section 7 below. The application proposals are the outcome of a series of design discussions and information sharing between Fastned's in-house architects and Landolt Brown.

4.6 A second meeting was held in LB Haringey in July 2025 sharing how the proposed development could be made compliant with the masterplan ambition with minimal alteration.

4.7 The applicant has responded positively to feedback and discussions from the engagement undertaken to date, which has directly informed and influenced the site's design process. Amendments have been made since the iteration of the scheme presented to the Council to ensure this consistency between the application and the visions for the area. The Key Planning Considerations section below provides more detail on how the applicant has responded to feedback whilst also providing a full account of how the proposal accords with local, regional and national policy and guidance.

5.0 Proposed Development

Full Planning Application

5.1 The description of development for the full planning application is as follows:

'Application for 8 no. electric vehicle (EV) charging points; covering canopy; an ancillary unit providing toilet facilities and a waiting/ seating area; landscaping; and associated works'

Electric Vehicle Charging

5.2 This application proposes the creation of 8 EV charging spaces. Four chargers at 400kw each will be installed, each hosting two charging points. The EV spaces will be covered by a 6.1 metre high, 15.3m long and 10m wider covering canopy structure. The canopy will include downward facing lighting, illuminating the charging area for users. It will be made of timber columns and cantilever beams on the underside and steel framing overclad on the upside; these features are separated by solar glass with integrated photovoltaic solar cell array. The proposed canopy design is a feature of Fastned's EV charging sites across the UK and Europe.

5.3 The operation of the charging hub will be similar to a petrol station, working on a first come, first serve basis model. Fastned installs ultra rapid 400Kw chargers; offering customers up to 300 miles of range in as little as 20 minutes, using 100% certified renewable energy. Note that Fastned offers a popular app for mobile devices that enables its customers to find the nearest charging location anywhere in the UK and Europe (which includes other providers); to understand what charging speed to expect at each location; and enables quick and efficient one tap digital payment. Importantly, it also offers users the ability to check availability of chargers, thus reducing the likelihood of vehicles waiting for spaces to become available, assisting with the site's efficient operation.

Electricity Substation

5.4 To facilitate electric charging on the site, one small electricity substation is proposed. The substation will be enclosed in Glass Reinforced Plastic (GRP) and will sit alongside a Low Voltage and meter cabinet. The substation will be enclosed by 2.4m high fencing with access (noting that occasional access will be required for maintenance). Both the substation and LV cabinet will sit in dark green casing.

Access and Wayfinding

5.5 Vehicle access to the site will continue to be from the south via Cygnet Way; it is intended the currently closed access point will be reopened. To access the site vehicles will leave Watermead Way, which runs to the west of the site, and turn onto Cygnet Way before turning left at the mini roundabout to access the site.

5.6 To exit the site vehicles will turn right out of the site access around the mini roundabout and route via Cygnet Way before rejoining Watermead Way.

5.7 Watermead Way is a major road through North London and runs in three lanes directly adjacent to the site, with two northbound lanes and one southbound.

5.8 The site will operate as a one-way loop for vehicles, with vehicles able to circulate through the site to find available slots. When the site is operating at capacity, vehicles are able to leave the site following this loop.

5.9 Walking routes and crossing points are proposed on the site to enable safe pedestrian movement to the toilet and ancillary facilities, acknowledging the potential for users of the charging facilities to move around the site whilst their vehicles are charging.

Ancillary Unit

5.10 The proposal includes the provision of an ancillary unit providing an indoor waiting area and toilet facility, designed for full disabled access, available for paid public use. The toilets and seating area are anticipated to contribute to a comfortable experience for all site users.

5.11 The facility will be 3.3m tall, 8m long and 3m wide. A green roof and green wall on one of the elections are proposed on the ancillary unit.

Lighting

5.12 Lighting proposed at the site is integrated into the lower side of the canopy structure. Downward-facing LED flood lights illuminate the charging forecourt allowing for night time functionality and safety. Diffuse LED strip lighting is used to accent the canopy form with a soft yellow glow under the edge trim.

Landscaping

5.13 The proposals incorporate soft landscaping across the site. This includes planting of trees and other vegetation along the east boundary of the site adjacent to the proposed servicing area, and planting adjacent to the ancillary unit. This will strengthen the urban greening at the site. As referenced above, the ancillary unit will have a green roof and one green wall.

CCTV

5.14 A CCTV camera and pole is proposed at the site, providing site surveillance over the vehicle charging areas, as appropriate.

Advertisement Consent Application

5.15 The description of development for this application is as follows:

"Installation of one infotainment screen, one totem sign, and one fascia sign."

Totem Sign

5.16 This application proposes the installation of one totem sign, to be positioned at the west of the site, adjacent to the site entrance. The totem will be 5.7m tall and will be raised 0.2m from the ground. The sign will contain the 'Fastned' lettering and logo which will be yellow and white opal acrylic on steel framework clad with aluminium panels, finished in PPC dark grey.

5.17 The sign will also contain 'Places for London' lettering which will be on steel framework clad with aluminium panels.

5.18 The proposed totem will be backlit illuminated at 300 candelas per square metre.

Fascia Sign

5.19 This application proposes the installation of one fascia sign on the east elevation of the proposed ancillary unit. The sign will be raised 2.5 from the ground and will be 0.3m tall and 2.3m wide. The signs will include 'Fastned' lettering in powder coated steel box (RAL 7021), equipped with yellow colour opaque acrylic font in white.

5.20 The signs will be backlit illuminated at 300 candelas per square metre.

Infotainment Screen

5.21 This application proposes a freestanding infotainment screen immediately north of the ancillary unit. The screen will be 1.31m tall, 0.77m wide and lifted 0.92m from the ground.

6.0 Planning Policy Context

Full Planning Application

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the determination of planning applications to be made in accordance with the relevant Development Plan unless material considerations indicate otherwise. Compliance with prevailing planning policy, therefore, will be key to the successful outcome of any planning application.

Statutory Development Plan

6.2 The Development Plan relevant to the site comprises:

1 London Plan (adopted 2021)

2 Local Plan: Strategic Policies (adopted 2017)

3 Local Plan: Development Management DPD (adopted 2017)

4 Local Plan: Site Allocations DPD (adopted 2017)

5 Local Plan: Tottenham Area Action Plan (adopted 2017)

London Plan (adopted 2021)

6.3 The following London Plan policies are considered relevant to the proposed development:

- Policy GG2 Making the best use of land: Proposals should enable the development of brownfield land, and, prioritise sites which are well-connected by existing or planned public transport.
- Policy D3 The Design-Led Approach: Requires developments to provide a high-quality design response that optimises the capacity of sites through a design-led approach. The Policy sets out considerations that development proposals must take into account, such as form and layout, character, experience, amenity, landscape/spaces and quality.
- Policy D4 Delivering good design: Design and Access Statements submitted with the applications should demonstrate the proposal meets the design requirements of the London Plan.
- Policy D5 Inclusive design: Development should achieve the highest standards of accessible and inclusive design and should, inter alia, be able to be entered, used and exited safely.
- Policy D14 Noise: To manage noise impact and improve quality of life, development should avoid significant adverse noise impacts and mitigate and minimise any potential adverse impacts of noise in the vicinity of new development.
- Policy G6 Biodiversity and access to nature: 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.

- Policy G7 Trees and woodlands: Development should, where possible, ensure that trees of value are retained. Planting of additional trees should generally be included in new developments.
- Policy SI12 Flood Risk Management: Proposed development should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- Policy T1 Strategic approach to transport: Policy promotes connectivity and accessibility via sustainable modes of travel.
- Policy T4 Assessing and mitigating transport impacts: Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed with development proposals not adversely affecting safety on the transport network. Any impacts on transport network capacity are to be assessed at the local, network-wide, and strategic level through Transport Assessments and Travel Plans.
- Policy T6 Car Parking: Provision should be made for infrastructure for electronic and other ultra low emission vehicles.

Local Plan: Strategic Policies 2013-2016 (adopted March 2013)

6.4 The following policies are considered relevant to the proposed development:

- Policy SP1 Managing Growth: The Council will promote development in the Growth Area of Tottenham Hale. Such growth will need to (inter alia) provide necessary infrastructure and be in accordance with the Council's planning policy.
- Policy SP4 Working towards a Low Carbon Haringey: Working towards a low carbon borough is one of the key challenges facing Haringey.
- Policy SP5 Water Management and Flooding: All development shall take account of flood risk and vulnerability classification. Development should implement sustainable drainage systems to improve water attenuation.
- Policy SP7 Transport: The policy seeks to deliver action on climate change, quality and healthy places. The Council will improve local place shaping and environmental and transport quality by (inter alia) minimising congestion and addressing the environmental impacts of travel; supporting measures to influence behavioural change such as promoting low carbon vehicles; and requiring submission of transport assessments in line with TFL guidance.
- Policy SP8 Employment: The Council will protect Local Employment Areas. These are employment sites that offer a more flexible approach to the uses on them, and including Regeneration Areas. Regeneration Areas are the most flexible of all the categories and can uses appropriate in a mixed-use development.
- Policy SP10: Town Centres: The Council will continue to support and strengthen District Town Centres, widening their role and offer, developing their identities, improving the public realm and accessibility to them.
- Policy SP11 Design: All new development should enhance and enrich Haringey's built environment and create places that are high quality, attractive, sustainable, safe and easy to use.

Local Plan: Development Management DPD 2017-2026 (adopted July 2017)

6.5 The following policies are considered relevant to the proposed development:

- Policy DM1 Delivering High Quality Design: all new development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Development should also demonstrate how landscaping and planting are integrated into the development as a whole. Development should also ensure a high standard of privacy and amenity for the development's users and neighbours.
- Policy DM2 Accessible and Safe Environments: new development should create an environment that can be used safely, easily and with dignity by all.
- Policy DM21 Sustainable Design and Construction: all new development should consider and implement sustainable design. Proposals should, inter alia, maximise opportunities to enhance biodiversity on site, including through appropriate landscaping, Sustainable Drainage Systems, living roofs, and green walls.
- Policy DM23 Environmental Protection: a noise impact assessment will be required if the proposed development has the potential to generate noise. Proposals that include external lighting must mitigate potential adverse impacts from such lighting; it should be demonstrated that external lighting is appropriate for its purpose in its setting.
- Policy DM24 Managing and Reducing Flood Risk: all proposals for new development should not increase the risk of flooding. Proposals should be informed by a Flood Risk Assessment taking account of all potential sources of flooding. Proposals for new development should also manage and reduce surface water run off.
- Policy DM25 Sustainable Drainage Systems: the Council will require Sustainable Drainage Systems (SuDS) to be sensitively incorporated into new development by way of site layout and design.
- Policy DM31 Sustainable Transport: the Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals.
- Policy DM45 Optimising the Use of Town Centre Land and Floorspace: the Council will seek to optimise the use of land and floorspace within town centres by encouraging new mixed use development. The Council will have regard to (inter alia) the role and function of town centres, computability of the proposed and existing neighbouring uses, and compliance with other policies.
- Policy DM55 Regeneration and Masterplanning: the policy states that '*where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council's satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought.*

  In preparing their proposal and the wider site masterplan, the Council expects the applicant to have engaged with and sought the views of the landowner(s) and occupiers of the other part(s) of the allocated site and, where appropriate neighbouring properties and boroughs.

In the interim period where a masterplan is to be prepared but has not come forward as part of a planning application, proposals must demonstrate that they will not compromise delivery of the outcomes sought by the site allocation.'

Local Plan: Site Allocations DPD (adopted July 2017)

6.6 The DPD identifies the site's location within the Tottenham Hale Area Action Plan (AAP) (TH2: Tottenham Hale Station allocation). In relation to TH2 allocation and the wider Tottenham Hale District Centre, the Plan identifies that where appropriate, a new primary frontage should be established through the site allocation.

6.7 The DPD outlines the overarching designation of 'Policy SA1 Indicative Crossrail 2 Areas'. Policy SA1 states that '*Sites within 1,000 metres (approx. 10 minute walk) of Crossrail will be scrutinised for how they can complement the introduction of Crossrail 2. This may include design issues such as provision of routes to and from the stations, and consideration of density to include future PTAL increase'.*

Local Plan: Tottenham Area Action Plan (AAP)

6.8 The AAP sets out a strategy to ensure that opportunities for growth will be realised, and challenges will be addressed, to ensure the best quality of life for existing and future Tottenham residents, workers and visitors. The relevant policies are as follows:

- Policy AAP1 Regeneration and Masterplanning: The Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. To ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation, included in this Plan. Applicants will be required to demonstrate how the proposal:

  a Contributes to delivering the objectives of the site, Neighbourhood Area, and wider AAP;

  b Will integrate and complement successfully with existing and proposed neighbouring developments; and

  c optimizes development outcomes on the site.

  The Council will direct development to Growth Areas and will support planning applications which accord to the delivery of Neighbourhood objectives, and site requirements.

- Policy AAP4 Employment: within the Tottenham AAP area, the Council will facilitate the regeneration of some Designated Employment Areas to (inter alia) intensify land use.
- Policy AAP7 Transport: developments proposed within 1km of a proposed Crossrail 2 station should show how they meet the requirements of Policy SA1.
- Policy AAP11 Infrastructure: The Council will plan positively to introduce improved facilities in Tottenham which meets the overall needs of the population, including meeting existing deficits, as well as the needs of new developments

Policy TH1 of the AAP

6.9 The site is in the Tottenham Hale District Centre. Policy TH1 relates to the District Centre, noting that planning applications for development within the District Centre will be supported to promote the area's positive regeneration.

Policy TH2 of the AAP

6.10 The site forms part of the 'TH2: Tottenham Hale Station' allocation. The AAP is allocated for the development of a new station interchange, including a station environment which supports excellent and efficient public transport facilities; new residential/commercial development to create the centre of a new District Centre; creation of a new urban square to act as a new high quality point of arrival/departure; links into routes which are easy, safe and pleasant for people to move through.

6.11 Policy TH2 suggests the site allocation has capacity for 138 net residential units, 2,400sqm of town centre use, and 12,000sqm of other use.

6.12 Policy TH2 of the APP AAP sets out various site requirements. Development will be required to be accompanied by a District Centre-wide masterplan that accords with the principles set out in the most up to date Council approved masterplan for the wider Growth Area. It will also be required to show how it complements existing/retained parts of the site, existing planning permissions, and requirements of this/other District Centre policies.

Emerging Plan

6.13 LB Haringey is currently preparing a new Local Plan. The Local Development Scheme (adopted March 2025) indicates the emerging Local Plan will enter Regulation 18 consultation stage from July to September 2025. Presently, no Regulation 18 version of the emerging Local Plan is available online. The emerging LB Haringey Local Plan is currently at an early stage and holds no weight in the determination of an application.

6.14 The Greater London Authority is currently preparing a new London Plan. The emerging London Plan process recently (May to June 2025) underwent a consultation process to inform preparation of a draft London Plan, which is anticipated for publication in 2026. The new Plan is anticipated for adoption in 2027.

Other Material Considerations

National Planning Policy Framework (2024)

6.15 The recent NPPF issued in December 2024, consistent with earlier iterations of this document, remains based on a presumption in favour of sustainable development, encouraging a sustainable approach to both planning policy and planning decisions. With regard to transport, Section 9.0 is titled 'Promoting Sustainable Transport' with the opening paragraph (para. 109) emphasising a need to realise opportunities for transport infrastructure and changing transport technology and usage. Paragraph 111 goes further, requiring polices to identify and protect sites which could widen transport choices, and with regard to parking, authorities are required to ensure adequate provision of spaces for charging plug-in and ultra-low emission vehicles (para 112).

6.16 Section 14.0 of the NFFP details the Government's commitment to meeting the challenge of climate change. Paragraph 161 reiterates its ambition to achieve net zero by 2050, requiring the planning system to help to shape places in ways that contribute to reductions in greenhouse gas emission and support low carbon energy and associated infrastructure.

Decarbonising Transport: A Better, Greener Britain (2021)

6.17 Although published by the previous Government, this document has set the pathway for delivery of a greener transport system that remains relevant today. Part 2 of the Plan deals with zero emission cars. The document confirmed the Government's commitment to the phasing out of the sale of new petrol cars, identifying a programme to end sales in 2030. It also called for all new cars to be zero emission at the tailpipe by 2035. Acknowledging the link between EV use and the need for back-up infrastructure, the document included a commitment to ensure UK's charging infrastructure meets the demands of its users.

6.18 These targets on new car production are now the subject of consultation (see below) following concerns raised by the motor industry, as the new Government seeks to manage the transition to EVs, but the emphasis of policy to deliver a cleaner transport system and the critical role of EVs in enabling this transition remain key Government priorities.

Taking charge: the electric vehicle infrastructure strategy (2022)

6.19 This Government document followed on from the above, presenting a strategy for the creation of a "*robust, fair and scalable charging network covering the entire country*" (Secretary of State for Transport Forward, page 2.) It continued, noting that "A world-class charging infrastructure is absolutely fundamental to delivering net zero road transport" (page 4). The document's vision recognises that the transition to more EVs will require the charging market to evolve to meet increasingly diverse charging needs. Rapid progress across this market will be needed to keep on top of demand and deliver the vision of charging infrastructure that works for everyone, wherever they live, work and travel (page 48).

6.20 As referenced above, the document identified a current supply (March 2022) of around 30,000 public charging devices at locations such as car parks, workspaces, on-street locations and train stations etc. The document called for the provision of at least 300,000 public charge points (as a minimum) by 2030, to service the anticipated 10 million battery electric vehicles that will be on the UK's roads at this time.

Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition: Government Consultation

6.21 The new Government has launched what it describes as a consultation that is largely technical in nature, concerning what sort of vehicles should be allowed for sale in the 2030-2035 period, seeking views on potential adjustments to the "*UK's largest carbon saving measure*" (Ministerial Forward). The consultation document makes it clear that the Government is committed to supporting the transition to zero emissions vehicles, noting that it is critical for tackling climate change (Paras 1 and 4). The consultation is focussed on the mechanisms to how best achieve the switch to EVs, rather than an in principle change in priority. In contrast, it reiterates the new Government's commitment to EVs as an integral component of its net zero strategy.

Backing British Business: Prime Minister unveils plan to support carmakers (April 2025)

6.22 The Government announced in April 2025 that the Zero Emission Vehicle Mandate will be upgraded to make it easier for the industry to upgrade to make electric vehicles. To summarise, the updates to the mandate will consist of:

- 2030 phase out date of new petrol and diesel car sales confirmed with hybrids to be sold until 2035 and small manufacturers exempt.
- Firms given greater freedom on how to meet the target – easing pressure on industry
- £2.3 billion to boost manufacturing zero emission vehicles and help working people make the switch.

6.23 The Prime Minster states that this new EV era means we must go 'further and faster' on the Plan for Change to zero emission vehicles, in order to spur growth.

New £63 million boost for Britain's electric vehicle revolution (July 2025)

6.24 On the 13th July 2025, the Labour Government announced a £63 million boost for Britain's electric vehicle revolution. This investment comprises:

- £63 million package to support at-home charging for households without driveways, transition NHS fleets to save millions for the health service in England, and create thousands of charge points at business depots across the UK.
- A pioneering £25 million scheme for local authorities will expand access to cheaper at-home charging.

LB Haringey Transport Strategy (2018)

6.25 The Transport Strategy seeks to deliver active travel in line with the Council's health ambitions, specifically increasing the use of electric vehicles (outcome 2).

6.26 The strategy also seeks to improve air quality and reduction of carbon emissions from transport; outcome 3 explicitly supports the use of electric/hybrid vehicles to assist with this goal.

LB Haringey Air Quality Action Plan 2019-2024

6.27 The Plan recognises a number of actions to improve air quality in the Borough, including promoting cleaner transport via incentivising alternative transport methods such as electric vehicles. A Table of Measures is included in the Plan; measure 24 includes the installation of EV charging points across the Borough to support the transition to electric vehicles.

LB Haringey Climate Action Plan 2021

6.28 The Plan includes an overall objective relating to transport, which seeks to (inter alia) reduce emissions relating to road transport through providing low carbon transport options and infrastructure. EV charging infrastructure will be expanded with up to 2,000 charging points by 2025.

LB Haringey's Ultra Low Emission Vehicle Action Plan 2019-2029 (published 2018)

6.29 The Action Plan sets the vision to deliver LB Haringey's ultra low emission vehicle network up to 2029. It recognises the growth in EVs and commits to staying in line with regional and national progress. The Plan notes that decreasing diesel and petrol vehicles will improve quality of life across the Borough.

6.30 The Plan supports Outcome 3 of the Borough's Transport Strategy, which strives for an improved air quality and a reduction in carbon emissions from transport. This can be achieved through providing EV charging infrastructure for those who rely on vehicles. The Plan's key objectives include ensuring commercial operating fleets throughout the Borough by 2040, developing an EV charging network in line with expected demand over the next 10 years, and be a leader in innovation for carbon friendly, cost efficient charging technology.

6.31 The Plan recognises that considering most Londoners do not have access to off street parking, '*significant on street charging infrastructure will have to be deployed for EV users*'. In the projected 2025 scenario, the Plan predicts a requirement for 1,480 on street charging points. The Plan goes on to note that the expected rise in demand is a '*strong impetus for the Council to provide sufficient infrastructure to accommodate and support the shift to EVs*'. The Borough should be future proofed to ensure all uptake scenarios are accounted for.

6.32 In terms of positioning charging points, the Plan notes that a network of well located charging points will address people's concerns over whether they can charge their vehicles or not. This can encourage people to make the switch to an EV. Charging points should not impede on pavements or pedestrian movement. The Plan notes that fast charging points are best suited for on street charging, and these are installed with regards to the hierarchy in which off street locations are favoured.

6.33 In summary, the Action Plan recognises the importance of delivering improved EV charging infrastructure across the Borough, to support the uplift in users of EVs. This will underpin the Council's commitment to improving air quality across the Borough and meeting ambitious climate objectives.

Advertisement Consent Application

Advertisement Regulations

6.34 The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 ('the regulations') set out the process which applications for advertisement are decided. In accordance with Paragraph 3(1), application for advertisement consent should be determined:

"... in the interests of amenity and public safety, taking into account-

(a) The provisions of the development plan, so far as they are material; and

(b) Any other relevant factors."

Local Policy

LB Haringey

6.35 Policy DM3 of the Development Management Policies deals with Public Realm, noting that advertisements should be designed to a high standard and contribute to a safe and attractive environment.

London Plan

6.36 Policy D8 Public Realm: notes that lighting within advertisements should be carefully considered and well-designed to minimise light pollution.

National Policy

National Planning Policy Framework

6.37 Paragraph 141 states that "advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts."

Planning Practice Guidance

6.38 The National Planning Practice Guidance (PPG) provides further information in considering applications for advertisements.

Amenity

6.39 PPG Paragraph 079 (Reference ID: 18b-079-20140306) notes that 'Amenity' is not defined exhaustively in the Regulations but that it "*includes aural and visual amenity (regulation 2(1)) and factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest (regulation 3(2)(a))*".

6.40 In assessing amenity, the general characteristics of the locality would be considered including "*scenic, historic, architectural or cultural features*" and "*whether it is in scale and in keeping with these features*."

Public Safety

6.41 PPG Paragraph 068 (Reference ID: 18b-068-20140306) relates to public safety and outlines where advertisements may cause danger to road users. It states the main types of advertisements which may cause danger to road users are those that:

"obstructs or impairs sightlines at corners, bends or junctions; or

would distract road-users from traffic signs or signals; or

would leave insufficient clearance above any part of the highway or insufficient lateral

clearance for vehicles on the carriageway; or

is illuminated and could be mistaken for headlights or traffic lights, or could result in glare or

dazzle, which could distract road-users; or

incorporates moving elements or successive individual advertisements; or

those requiring close study or are located on narrow footpaths; or

those which resemble traffic signs or directional or other traffic elements…."

7.0 Key Planning Considerations

Full Planning Application

Principle of Development

EV Charging

7.1 There is strong policy support for the development of EV charging facilities at the site.

7.2 There is an acute need to provide new EV charging infrastructure to support the continued switch to EVs. There is agreement that a failure to match the provision of charging infrastructure to demand will curtail the further growth in the use of EVs, which is recognised by Government (and others) as an essential component of achieving net zero (see *Taking Charge: the electric vehicle infrastructure strategy* (2022) as an example).

7.3 The previous Government recognised that there was a requirement to provide a ten-fold increase in the availability of EV chargers (with a particular priority for fast charging) if the UK was to have sufficient capacity to accommodate the predicted level of EVs on the country's roads in 2030. Whilst the Government has changed, the ambitions in respect of the growth in EV use remain, and it is evident that EV charging capacity needs to be transformed if ambitious targets for EV use are to be achieved.

7.4 At the regional level, consistent with this theme, the Mayor of London has identified a need for 40,000 additional chargers across the capital, again by 2030. It is appreciated that EVs play a pivotal role in delivering on the capital's green agenda, and achieving more EV use is only practical in the event of much greater availability of charging infrastructure.

7.5 The recognised need for more charging capacity has been translated into policy at national regional and local level. London Plan Policy T3 (Transport Capacity), endorses the provision electric vehicle charging infrastructure. London Plan policy T6 (Car Parking) (specifically Policy T6.1, T6.2, T6.3 and Policy T6.4) encourages the provision of electric or other ultra- low Emission vehicles parking within new development, with a strong emphasis on the provision of more EV spaces across London. Local Policy SP4 (Working Towards a Low Carbon Haringey) strives to achieve better air quality across the Borough, and SP7 (Transport) recognises the importance of promoting use of low emission vehicles to achieve this; policy SP7 seeks measures to influence behavioural changes to lower carbon transport, with provision of EV charging infrastructure being one such measure to influence use of EVs.

7.6 This specific policy endorsement for the proposed scheme is before any consideration is given to the more general policy support that seeks to promote sustainable development. LB Haringey's Ultra Low Emission Vehicle Action Plan recognises the importance of moving towards low carbon transport, noting that an EV charging network should be developed in line with borough demand. The EV Action Plan seeks to support the Borough's Transport Strategy, Climate Action Plan, and Air Quality Action Plan which all strive to reduce carbon emissions across the borough, noting a move to EVs is one such route to achieving this. At a national level, the recent NPPF is based upon a presumption in favour of sustainable development, again with more specific encouragement for proposals that deliver sustainable transport infrastructure – parking standards are required to ensure

adequate provision of charging facilities. The previous Government's Strategy Documents (Taking Charge: The Electric Vehicle Infrastructure Strategy (2022) and Decarbonising Transport: A Better, Greener Britain (2021)) identify the pathway towards the end of a reliance on petrol cars, identifying the central role of new EV charging infrastructure in achieving this ambition.

7.7 Although the Labour Government is consulting on changes to specific targets related to EV charging, the consultation is not being driven by any current failure in EV charging capacity to meet demand or by concerns about future under-provision.

7.8 This is evidenced further by Labour's recent announcements in April and July 2025 which outline the Government's aim to phase out petrol and diesel cars, and to also provide a significant £63 million investment towards Britain's 'electric revolution'. The need for, and importance of more EV charging capacity is as strong now as ever.

7.9 In urban areas, like the site and the wider LB Haringey area, many local residents reside in flats or other accommodation that do not have access to private parking meaning home charging is not possible. The proposed development offers a convenient, accessible, ultra-rapid charging service to local residents and businesses, ensuring equitable access to charging infrastructure for people across the Capital.

7.10 The proposed development represents a contribution of 8 EV charging points to the LB Haringey charging infrastructure provision. The proposal will create a high speed hub facility that offers an exceptional visitor experience, within a safe, secure, and attractive environment, supplemented with appropriate support services. Given the compelling planning policy support for EV charging infrastructure, it is anticipated the principle of development can be supported by LB Haringey.

Masterplan Area

7.11 The site is located within site allocation TH2: Tottenham Hale Station. The specific requirements of this site allocation include the following:

- New station interchange, including a station environment which supports excellent and efficient public transport facilities; new residential/commercial development to create the centre of a new District Centre; creation of a new urban square to act as a new high quality point of arrival/departure; links into routes which are easy, safe and pleasant for people to move through.
- Capacity for 138 net residential units, 2,400sqm of town centre use, and 12,000sqm of other use.

7.12 Consideration has been given to the site requirements of TH2, which states that development will be required to be accompanied by a District Centre-wide masterplan that accords with the principles set out in the most up to date Council approved masterplan for the wider Growth Area. The policy states that it will also be required to show how it complements existing/retained parts of the site, existing planning permissions, and requirements of this/other District Centre policies. LB Haringey policy DM55 states that in preparing proposals within allocated sites, the Council expects the applicant to have engaged with and sought the views of the landowner(s) and occupiers of the other part(s) of the allocated site and, where appropriate neighbouring properties and boroughs. Policy

DM55 also acknowledges that "*In the interim period where a masterplan is to be prepared but has not come forward as part of a planning application, proposals must demonstrate that they will not compromise delivery of the outcomes sought by the site allocation".*

7.13 Policy AAP1 requires development to come forward comprehensively to meet the wider objectives of the AAP and to reduce carbon emissions and adapt to climate change.

7.14 Policy GG2 of the London Plan has also been considered, which requires applications to make the best use of land and provides strong in-principle support for the development of brownfield land.

7.15 The subject site is not allocated for a specific use within LB Haringey's allocation of Tottenham Hale Station. Currently, the site comprises brownfield land which is not in any active use. It was formerly in use between 2016-2024 as a worksite to facilitate the station upgrade works. This operation ceased in 2024, following which the site has been vacant.

7.16 As outlined above, there is currently no masterplan in the public domain detailing the Council's vision for a specific form of development coming forward at the site. However, aligning with DM Policy 55, extensive pre-application engagement has been undertaken with LB Haringey and the wider masterplan architect to understand the status and content of the latest drafts of the emerging masterplan.

7.17 These discussions have informed the applicant of potential design outcomes and this feedback has influenced the nature of the proposals. In particular, the application proposals have evolved to ensure that they:

1 Make use of a vacant plot of land adjacent to the railway station that is not earmarked for redevelopment as part of any masterplan optioneering exercise;

2 Adopt access arrangements as existing, adjacent to the station buildings, a route which is also compatible with existing layouts for taxis and other vehicles;

3 Will not be responsible for the generation of any material increase in traffic, noting the passing-trade operational characteristics of EV charging facilities;

4 Involve only a small percentage of the wider allocated site, at a location that is not envisaged to accommodate any alternative form of development under different masterplan scenarios;

5 Present a land use that is complementary to the nature of the uses promoted through the site allocation, both with regard to potential impacts arising (traffic, noise, air quality etc – where no impacts are predicted), and noting the service-nature of the facility, that will enhance availability of fast EV charging facilities to any new residents or businesses that come forward in any masterplan option.

6 Present a layout that has flexibility (for example, should masterplan ambitions change, the option to service the site using an alternative access from Watermead Way is achievable. The layout proposed is equally suited to accommodating such an alternative access arrangement should it assist with the delivery of eventual masterplan options).

7.18 It is clear from various pre-application discussions that the process of design for the masterplan is an ongoing one, noting the start-date for this activity was triggered by policy allocation back in 2017. It is understood that there is no immediate prospect of a planning

application for development at this site and whilst ideas are in circulation internally at the Council, there is no public iteration of these plans.

7.19 Notwithstanding this uncertainty, the requirements of policy DM55 remain, which state that *"proposals must demonstrate that they will not compromise delivery of the outcomes sought by the site allocation*". As above, this ambition has directed the design of the EV charging proposals coming forward as part of this submission and it is considered that compatibility with masterplan objectives and details as much as they are known, has been successfully achieved.

7.20 The principle of the proposed development of the site to accommodate fast EV charging facilities, therefore, accords with LB Haringey and London Plan policy. It makes efficient use of underutilised brownfield land, in line with Policy GG2 of the London Plan, while not prejudicing the future delivery of the wider site allocation under Policy TH2 of the AAP. Instead, the application represents a practical and policy-supported use that aligns with both local and national objectives to optimise land use and expand EV charging infrastructure.

Tottenham Hale Growth Area and District Centre

7.21 The site falls within the Tottenham Hale Growth Area and District Centre, as defined by the AAP and LB Haringey Policy Map.

7.22 Policy SP1 (Managing Growth) of the Strategic Policies Local Plan notes that the Council will promote development in the Growth Area of Tottenham Hale. Such growth will need to provide necessary infrastructure. Policy AAP1 of the AAP reflects this, noting that the Council will direct development to Growth Areas. Policy TH1 of the AAP supports development in the District Centre, to promote the positive regeneration of Tottenham Hale.

7.23 The site accommodates a location adjacent to Tottenham Hale Station. It is currently under-utilised, unattractive, and in its current state, does not enhance or contribute to the visions of the Growth Area/ District Centre.

7.24 The proposals for the repurposing of the site to accommodate 8 EV chargers represents a valuable and complementary service for the Growth Area, District Centre and wider Tottenham Hale area. The EV charging hub will contribute to the growth of infrastructure and the transition towards carbon neutral transport, future-proofing this strategic location for the 'electric revolution'. The provision of accessible EV charging facilities will help to service the surrounding development and encourage any new residents to transition to more sustainable travel. Providing such a high-quality fast EV charging facility will add to the attractiveness of the surrounding area to inward investment, noting the increasing important of access to such infrastructure in strategic growth areas. The development will enhance the sustainable status of the Growth Area and District Centre; it will improve the area's carbon zero transport offering; and assist LB Haringey in meeting ambitious net zero targets, which are stressed in local and national policy and guidance.

Local Employment Area: Regeneration Area

7.25 A very small area of the north of the site is in a Local Employment Area: Regeneration Area as defined by the AAP and Policy Map.

7.26 LB Haringey Policy SP8 notes that the Council will protect Local Employment Areas; these are employment sites that offer a more flexible approach to the uses that will be considered acceptable on them, with Regeneration Areas being the most flexible of all categories of employment floorspace.

7.27 The area at the north of the site which benefits from this allocation is very small, circa 0.1207ha. It is a slim, rectangular area, and its allocation probably reflects land ownership boundary changes that have occurred in the past, rather than any practical consideration of existing site characteristics. Notwithstanding this, such is the limited size and location of the allocated land, it is not considered that loss of this area would materially impact the wider development of the Local Employment Area for employment use.

7.28 In contrast, the proposed EV charging hub would support employment use on the wider site. It would provide a complementary service for any forthcoming employment development, contributing to the sustainable operation of future occupiers of the site. Providing a high-quality EV charging facility will improve the attractiveness of the employment site, attracting inward investment.

7.29 In line with LB Haringey policy SP8, the proposal will not prejudice the delivery or operation of the Local Employment Area; policy SP8's flexible approach to Regeneration Areas further supports the compatibility of the proposed use with this allocation, indicates the acceptability of this important use on the site.

Transport

7.30 The submitted Transport Statement (prepared by i-Transport) identifies that the proposal is expected to result in a negligible number of new vehicle trips on the highway network – the majority of the trips to and from the proposed EV charging hub will not be primary trips to and from the development, but rather be either passer-by trips (that are routing the road network adjacent to the site and stop to use the facilities); or diverted trips (that are already travelling on the wider highway network but slightly divert from their original route to access the site). This will be similar to how vehicles visit a petrol station.

7.31 The primary users of the site are expected to be taxis, private hire vehicles, commuters, and trade vehicles on their way between jobs/sites. The likelihood of new trips being those made to exclusively visit the site is low.

7.32 The Transport Statement includes survey results from an operational Fastned ultra rapid EV charging hub. This assessment concluded that 19% of trips to the hub were primary, whilst the significant majority (i.e. 81%) were secondary. The Tottenham Hale site is likely to attract additional secondary journeys compared to this previously assessed site, given the proximity of the adjacent taxi rank and pick up/drop off activity from private hire vehicles.

7.33 The Statement concludes that the proposal would have a negligible impact on the existing traffic flows in the vicinity of the site, and as above, would create a very small number of 'new' trips to the highway.

7.34 As such, the proposed development is considered to comply with London Plan policy T4's requirement for development not to impact the existing transport network.

Design and Access

Design

7.35 The proposals create a high-quality environment for EV charging, with the architectural canopy helping to create a distinctive location and protection form the elements. The yellow structure is now synonymous with the Fastned product that is becoming a familiar and reassuring sight at roadside locations across Europe. At each new Fastned site, there is an ambition to provide the highest quality of equipment, that is reliable, fast and efficient, and the success of the Company in this regard can be taken from the string of awards bestowed upon Fastned – it is consistently recognised as one of the best EV charging providers, across Europe and also in its growing presence in the UK. The design of each hub, creating an optimum customer experience, is seen as key to this continued success

7.36 Similarly, each site is designed to create safe places to visit. At the site, as with other Fastned sites, there is complete site CCTV coverage, with lighting within the canopy structure ensuring each space is well-lit. The mobile app allows for ease of payment, with an option for users to simply park up and plug in, with payment taken automatically, thereby reducing the time visitors spend at the chargers.

7.37 The provision of the ancillary toilet unit complements the functionality of the EV charging hub. The opportunity to introduce landscaping within the car park, ensures the outlook of the site is enhanced post implementation of the planning permission.

7.38 A final design feature of note is the incorporation of solar panels within the canopy structure, adding to the sustainable qualities of the project, noting that power generated will be directed towards meeting the facility's needs. Exploiting this opportunity adds to the design quality of the scheme.

7.39 It is considered the high-quality proposed design of the development will assimilate seamlessly within the surrounding urban fabric; the design is highly appropriate within the site's environment, with many Fastned charging stations already operating successfully in similar urban contexts.

7.40 The proposed design of the development is therefore in accordance with national and local policy, specifically London Plan policies D3 and D5, and LB Haringey policies SP11 and DM1, which require high quality design that maintains the quality of the built environment and reflects the character of the surrounding area.

Access

7.41 As outlined above and in the submitted Transport Statement, access to the site will be retained from Cygnet Way, an access road from Watermead Way. Swept path analysis included in the Transport Assessment shows how the existing access is suitable and safe for the proposed development.

7.42 The application also proposes indicative walking routes and crossing points on the site to facilitate access to the toilet unit, to improve user experience and ensure pedestrian safety. The proposed toilet unit provides full disabled access.

7.43 The proposed access is therefore consistent with London Plan Policy D5 (Inclusive Design) and LB Haringey policy DM2 (Accessibility and Safe Environments), which require proposals to achieve the highest standards of accessible and inclusive design to ensure they can be used with dignity by all.

Amenity

Lighting

7.44 The proposed development will incorporate external lighting which will consist of low level energy LED fittings. The lighting scheme has been sensitively designed and positioned to create a safe, secure environment which will minimise light overspill to neighbouring occupiers in line with ILP Guidance: The Reduction of Obtrusive Light, and the NPPF. Further details are contained within a Lighting Assessment submitted as part of this application.

7.45 The proposed development is therefore consistent with policy DM23 of the Local Plan, which requires lighting assessments to demonstrate that external lighting is appropriate in the context of its surroundings.

Noise

7.46 The submitted Noise Impact Assessment undertakes an appraisal of the limited noise emissions associated with the site operation (i.e. plant operations). The assessment demonstrates that the levels of noise associated with the development will fall significantly below existing background noise levels both during the day and evening. As such, the assessment concludes that there will be no impact on neighbouring occupiers.

7.47 The proposal therefore aligns with policy DM23 of the Local Plan, which requires noise assessments to demonstrate no impact to existing neighbouring occupiers.

Contaminated Land

7.48 Paragraph 196 of the NPPF states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

7.49 A Phase 1 Desk Study Assessment (Contaminated Land Assessment) has been prepared by JPP and accompanies this application. The Report concludes that some contaminants of moderate concern were identified and recommends that a Phase 2 study to quantify these contaminants is undertaken in due course. It is anticipated that this can be secured via an appropriately worded planning condition, in the event that planning permission is forthcoming.

7.50 Based on the above, it is considered that the development is in accordance with the NPPF.

Flood Risk

7.51 Planning policy at all levels requires new development to ensure that flood risk is not increase elsewhere (NPPF Paragraph 170, London Plan policy SI12, LB Haringey policies SP5 and DM24).

7.52 The site falls entirely within Flood Zone 2, area at medium probability of flooding. A Flood Risk Assessment submitted as part of this application concludes that the development will not increase the risk of flooding to the site or surrounding areas in accordance with the provisions of relevant national and local planning policies.

7.53 The submitted Sustainable Drainage Report also concludes that a pre-planning enquiry with Thames Water confirmed there is capacity within the foul network to take the proposed foul flows from the site.

Biodiversity Net Gain

7.54 With regard to Schedule 7A of the Town and Country Planning Act (1990), there is now a statutory duty for most new developments to deliver 10% BNG. To facilitate the development, four trees will be removed which triggers the need for a BNG assessment as part of this application. The details of this assessment can be found within the accompanying BNG report, prepared by EcoSupport.

7.55 To offset this loss, the site introduces areas of soft landscaping adjacent to the proposed substation and toilet facility. This will create landscaping at a location which currently has very limited offering, enhancing the outlook of the site consistent with London Plan policy G6, and LB Haringey policies DM1 and DM21.

Advertisement Consent Application

7.56 Consistent with prevailing policy guidance, the application for advertisement consent should be assessed on the grounds of amenity and public safety.

7.57 The proposed signage will support the function of the site as an EV charging hub. It is of a scale that would reflect the character of the proposed development, and would play a key role in identifying the location for the site's best-in-class EV charging facilities. The advertisements are typical of other signage used at Fastned EV charging hub sites.

7.58 The proposed infotainment screen and fascia sign will not be visible from the public highway, and will only be visible by users of the site. They are of a modest scale and will provide a supporting function in the operation of the site. The proposed illumination of the fascia sign has been prepared in accordance with the limit set out by the Institution of Lighting Professionals' guidance on advertising signs, and thus conforms to ILP guidance concerning the brightness of signs.

7.59 The proposed totem sign will only be visible vehicles travelling on Cygnet Way. The totem is of a modest scale and the proposed illumination has also been prepared in accordance with the limit set out by ILP guidance.

7.60 These signs will not present any public safety issues and will not cause danger to road users. Additionally, the proposed signage will not appear unsightly or present amenity issues in

the context of the surrounding area by virtue of their modest scale and compliant illumination.

7.61 The signage is in accordance with local and national policy on guidance and advertisements.

8.0 Conclusion

8.1 This Planning Statement has been prepared by Lichfields on behalf of Fast Places Limited to accompany a full planning application for the provision of 8 electric vehicle charging points, covering canopy, an ancillary toilet facility, landscaping, and associated works at Land west of Tottenham Hale Station, London; and an advertisement consent application for the installation of one infotainment screen, one totem sign, and one fascia sign.

8.2 This Statement assesses the application proposals against the statutory development plan, as well as other material considerations including relevant national policy. This has demonstrated the overwhelming policy support for the principle of creating additional EV charging capacity across the UK and within London specifically. There is an acute need for such facilities and the importance of an increase in EV charging capacity in enabling the switch to EVs (which the Government acknowledges is the UK's "*largest carbon saving measure*" see "*Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition: Government Consultation*") is widely acknowledged.

8.3 The proposed development will create a new EV ultra-fast charging hub in a highly accessible location, with complementary support services. It will adopt the latest in technologies, delivering reliable, convenient, and easy to use chargers, within a safe and secure environment. The site will be transformed, with the creation of an attractive, part-landscaped and architecturally distinctive new EV charging hub, to serve local residents and users of the adjacent taxi rank. It will be supported by sensitively designed, appropriate signage.

8.4 The Hub will provide a best-in-class charging service to local people, expanding EV charging infrastructure and providing a use that benefits from an abundance of local and national policy support. It will make efficient use of an underutilised site. The scheme will complement and align with the intentions of the Tottenham Hale Growth Area and District Centre, delivering growth of infrastructure and assisting the transition towards carbon neutral transport in the area. Importantly, the proposals have been designed to ensure that the scheme (which is limited in scale) will not prejudice or compromise the delivery of the outcomes sought by a future masterplan under for the TH2 allocation or the wider Area Action Plan (AAP).

8.5 The application is part of a joint venture between Places for London, (TfL's property company) and Fastned, a relationship that is proposing the roll out of EV charging facilities across TfL's portfolio. A total of five schemes are proposed as part of this first tranche of developments. The first of which is at Hatton Cross, securing planning permission from the London Borough of Hillingdon on 14th March 2025 (ref: 49133/APP/2025/168), the second, a live application at Hanger Lane in Ealing (ref. 251482FUL), which is due to be determined July 2025; and the third is a live application at Bow North, currently pending determination (PA/25/01350). Combined, the developments begin to offer a solution to addressing the identified shortfall in London's EV charging capacity, and with it make a material contribution towards the required transition towards the electrification of vehicles and a net zero economy.

8.6 Overall, it is considered that the proposals present a high-quality, attractive and sustainable development designed to meet an identified and important need for such infrastructure.

8.7 Given this, it is anticipated that in accordance with local and national policy, the application proposals can be considered positively.