CHAPTER 13: HORNSEY NEIGHBOURHOOD



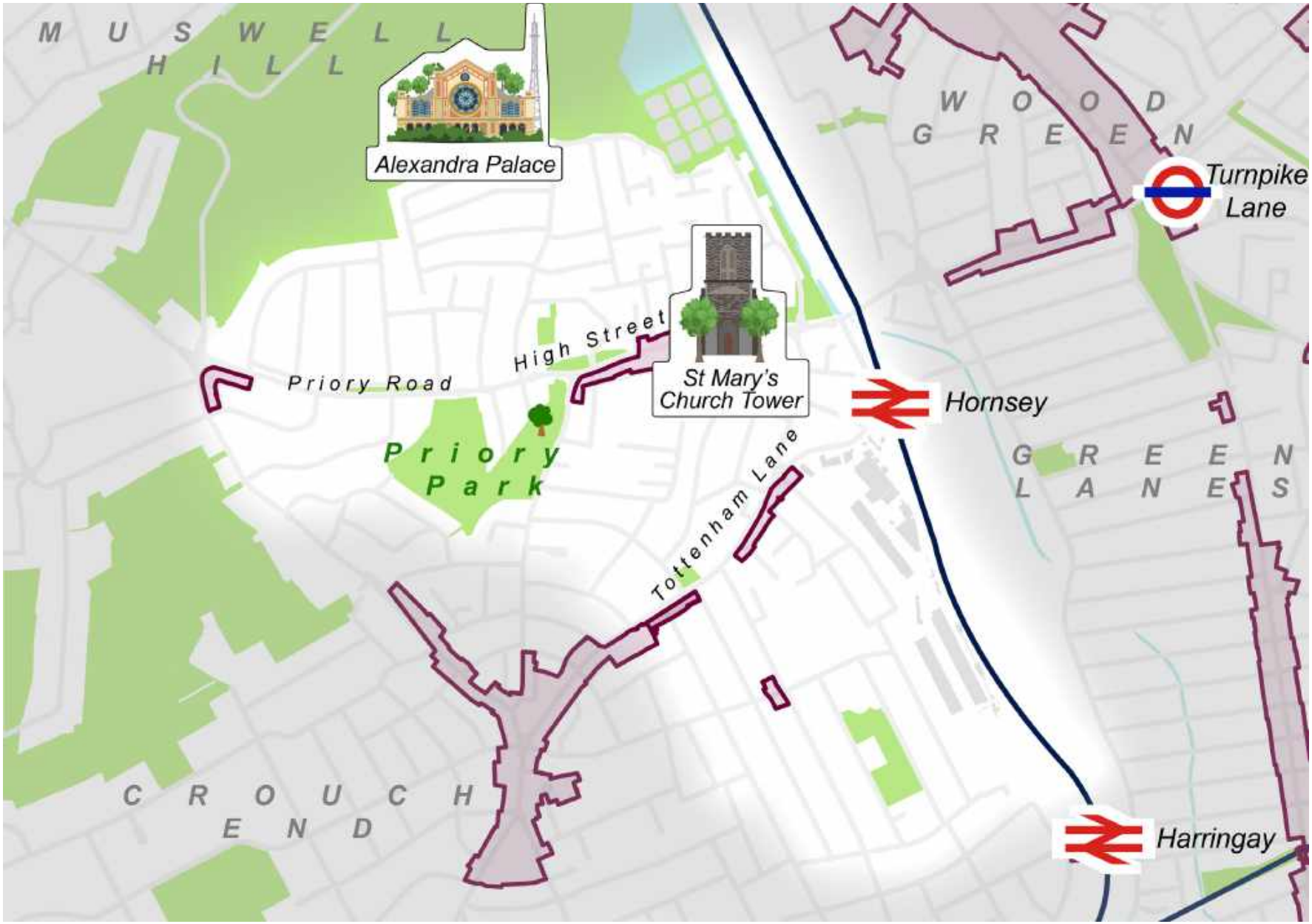


FIGURE 135 | Hornsey Neighbourhood Map

Town Centre | Borough boundary | Railway lines

Neighbourhood Context

Location

13.01 Hornsey neighbourhood is located in the centre of the Borough separated from Wood Green by the East Coast Main Line railway. The historic Hornsey High Street runs east west through the centre of the neighbourhood providing a direct connection to the east of the borough via Turnpike Lane. To the north, Alexandra Palace Park forms a strong edge to the neighbourhood whereas to the east the landscaped areas of New River provides an open setting. To the west, Hornsey merges into Muswell Hill and Crouch End neighbourhoods.

13.02 Hornsey Water Works adjoining the eastern end is a former water-based industrial area that begun with the construction of the New River in the 17th century.

History

13.03 The first written evidence of a settlement in Hornsey dates from 1291 when the Church of St Mary was listed for taxation. Evidence of a moated manor, first mentioned in 1578, has been found near the Hornsey Water Works site. In the early 17th century, the settlement was transformed via the delivery of New River, an artificial waterway transporting fresh drinking water from Hertfordshire to Central London. However, until the 18th century, Hornsey remained a rural village surrounded by common pasture containing some large medieval estates such as Grove House, Campsbourne Lodge and Rectory House.

13.04 The introduction of Hornsey railway station in 1850 was the main stimuli for the rapid development of Hornsey. Linked to population growth, the Hornsey water treatment works was constructed in 1862 to abstract water from the New River and supply treated potable water to Hornsey and surrounding districts.

13.05 Most of the buildings that make up the current High Street were built or remodelled in the final years of 19th century. Hornsey High Street's built environment has not changed much since 1945. Following the Second World War, the Lightfoot Estate, Campsbourne and Grove House Estates, initially laid out in the 1860s were extensively redeveloped.

13.06 To the north of Hornsey High Street, and immediately to its south are housing estates built during 1970s and 80s, surrounded by the late Victorian terraces. To the south-west of the High Street is Priory Park, a pleasant urban green space opened in 1926.

13.07 Major new development has happened in recent decades off Hornsey High Street in the Cross Lane area and to the south of the Water Works. The site now contains New River Village which comprises a series of large apartment blocks.

Connectivity

13.08 Hornsey railway station is located on the East Coast Main Line and provides excellent connectivity to Moorgate Station and Finsbury Park stations heading into London. Accessibility to the station requires improvement though and the station itself would benefit from investment so that it is attractive and welcoming. The railway itself forms a hard eastern edge to the neighbourhood which creates severance issues for pedestrians and cyclists. Connections to the east are limited and the Penstock Foot Tunnel needs enhancement. In Summer 2025 the Council begun delivering improvement works to the tunnel's lighting and drainage as part of its Connecting Wood Green programme.

13.09 The High Street is a major route through the middle of the neighbourhood and is well served by buses to Wood Green, Seven Sisters, Finsbury Park and Archway. However, public

transport accessibility is generally low away from the High Street and Station. Accessibility to the station is poor.

Economy & Town Centres

13.10 Hornsey derives much of its character from Hornsey High Street, a historic connecting route running through the centre of the neighbourhood. The High Street, designated a local centre, has a core of retail/commercial uses with parades along the ground floor and residential flats in the upper floors. It is the main activity node within the area with high footfall, although some shops appear to be poorly maintained. Shops are also located along Tottenham Lane within the Tottenham Lane East Local Centre.

13.11 There is a concentration of industrial uses along the railway line within the Cranford Way Estate which IS designated as a Locally Significant Industrial Site.

Landmarks, culture and heritage

13.12 Hornsey has a rich, varied and valued history which is reflected by the existence of four conservation areas in the neighbourhood: Alexandra Palace and Park, Hornsey Water Works and Filter Beds, Hornsey High Street, Hillfield, and the Campsbourne Cottage Estate. Each of these has a different character and contributes to Hornsey being a unique neighbourhood. The Hornsey Water Works and Filter Beds Conservation Area is however listed on Historic England's Heritage at Risk Register.

13.13 Hornsey has numerous landmark buildings and buildings of historical interest including St Mary's Tower and various Listed and Locally Listed buildings on, or set back from, the High Street.

Green and Blue Infrastructure

13.14 The area has an undulating topography with Alexandra Park and New River forming the landscape edge and setting to the area.

There are several public open spaces within the neighbourhood such as Priory Park, Rectory Gardens and St Mary's Churchyard that enhance the landscape setting of the area. Small pockets of green verges, allotments and playing fields soften the largely urban appearance of the terraces. Street trees along residential terraces create a pleasant suburban feel and greatly enhance the physical appearance of the area. There is a potential to link green verges along the High Street with New River to create a continuous green link. The New River forms part of the eastern boundary of the area and is a part of a walking route through Haringey.

Hornsey Vision

Hornsey in 2042 will have strengthened its character as a vibrant and historic village connecting the west of the borough to the east.

The neighbourhood's historic environment will have been protected and enhanced with investment in key areas of public realm such as around Hornsey railway station. The New River and its associated footpath will continue to be an important recreational asset and key pedestrian route and opportunities to enhance and expand the path will have been realised.

The High Street will continue to be the heart of Hornsey with a strong sense of identity as well as diverse heritage, offering local shopping opportunities and a vibrant food and drink offer. The historic Edwardian and Victorian high street frontages will have been retained and enhanced, celebrating the rhythm and features of the past.

Connections within the neighbourhood and to other neighbourhoods will have been enhanced including to Hornsey railway station and under the railway line with the Penstock Tunnel transformed into a well-lit and welcoming route for pedestrians and cyclists.

The Hornsey Filter bed sites will have been enhanced through sensitive redevelopment of part of the site for new homes, enabling improved east/west connections between Alexandra Park and Wood Green while supporting nature recovery on the site. Development will be shaped by key stakeholders with options fully explored to enhance public access to both nature and industrial heritage.

Employment at Cranford Way will have been intensified, providing greater job opportunities.



Policy HYN1: Hornsey Neighbourhood

A. The Council will support development proposals which contribute to the Hornsey Vision.

B. The neighbourhood will deliver at least 250 new homes over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Hornsey Filter Beds and Campsbourne
Hornsey High Street
Tottenham Lane and Cranford Way

Table91 | Placemaking Focus Areas in Hornsey

C. Hornsey's rich built heritage should be preserved, enhanced and celebrated. To achieve this, proposals should:

(1) protect and enhance the Edwardian and Victorian character along Hornsey High Street

(2) adopt a proactive approach to securing the long-term future of the Hornsey Water Works and Filter Beds Conservation Area

D. On Hornsey High Street ground floor conversions from commercial to residential use will be resisted.

E. The intensification of employment uses on Cranford Way Locally Significant Industrial Site will be supported and development proposals should contribute to an improved local environment, particularly for pedestrians and cyclists, and to an improved interface of the site where it fronts Tottenham Lane.

F. Development proposals should reinforce Hornsey's green character and contribute to a clear, well-designed and managed public realm network, enhancing strategic connections to Alexandra Palace, Priory Park and nearby town and local centres.

G. Development proposals should deliver and contribute to improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

(1) direct pedestrian routes connecting Hornsey High Street and Alexandra Palace

(2) enhancement of the New River Path and creation of a continuous route into the Green Lanes neighbourhood

(3) a new east-west route linking Alexandra Palace with the Penstock foot tunnel and Wood Green

(4) a new cycle route along Tottenham Lane

Supporting Text

Placemaking Strategy

13.15 Hornsey will experience modest change over the next 15 years with major change limited by its built form and historic environment. Most new homes will be accommodated in Placemaking Focus Areas where there is good access to public transport and services, facilities and amenities, particularly in and around Hornsey rail station and along key corridors.

Built heritage

13.16 Hornsey has a rich built heritage to preserve, enhance and celebrate. The Edwardian and Victorian frontages along Hornsey High Street are integral to the area's historic character and architectural heritage. Preserving these elements not only maintains the aesthetic appeal but also strengthens the community's sense of identity and continuity. A welcoming public realm enhances social interaction, promotes local businesses, and improves the overall quality of life for residents and visitors. The Hornsey Water Works and Filter Beds Conservation Area is on Historic England's Heritage at Risk register and the Council will take a proactive approach to securing its long-term future to ensure this valued asset is safeguarded for future generations. This will include delivering heritage restoration as part of the sensitive redevelopment of part of the Hornsey filter beds site.

Economy & Town Centres

13.17 The Cranford Way industrial estate is designated as a Locally Significant Industrial Site and provides a significant amount of local employment. It contains a mix of dated and more modern purpose-built industrial units. There is significant potential to intensify existing uses on the estate as well as to develop existing vacant land. The Haringey Workspace Study (2022) identifies priority sectors to grow and retain, and the delivery of these should be emphasised to ensure delivery of a type of industrial and employment floorspace that is most needed.

13.18 On Hornsey High Street, the Council will resist applications for ground floor conversions from town centre to residential uses, including through permitted development rights, as town centre uses contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.

Public realm and connectivity

13.19 There is a key opportunity via public realm and connectivity improvements to further expand on the neighbourhood's strengths including the vitality and vibrancy of its centres, its accessibility by rail and its central location close to key assets such as Alexandra Park and Wood Green Cultural Quarter. Key areas for public realm improvement are along Hornsey High Street and the bridge under the railway, at the entrance/exit to Hornsey station, and to the Penstock foot tunnel. The focus of connectivity improvements will be upon providing more direct pedestrian routes between Hornsey High Street and Alexandra Palace, creation of a continuous route along the New River into the Green Lanes neighbourhood and a new east-west route linking Alexandra Palace with the Penstock foot tunnel and Wood Green.

PLACEMAKING STRATEGIES + SITE ALLOCATIONS



FIGURE 136 | Map of Placemaking Focus Areas in Hornsey

HY PFA1: Hornsey Filter Beds and Campsbourne Area

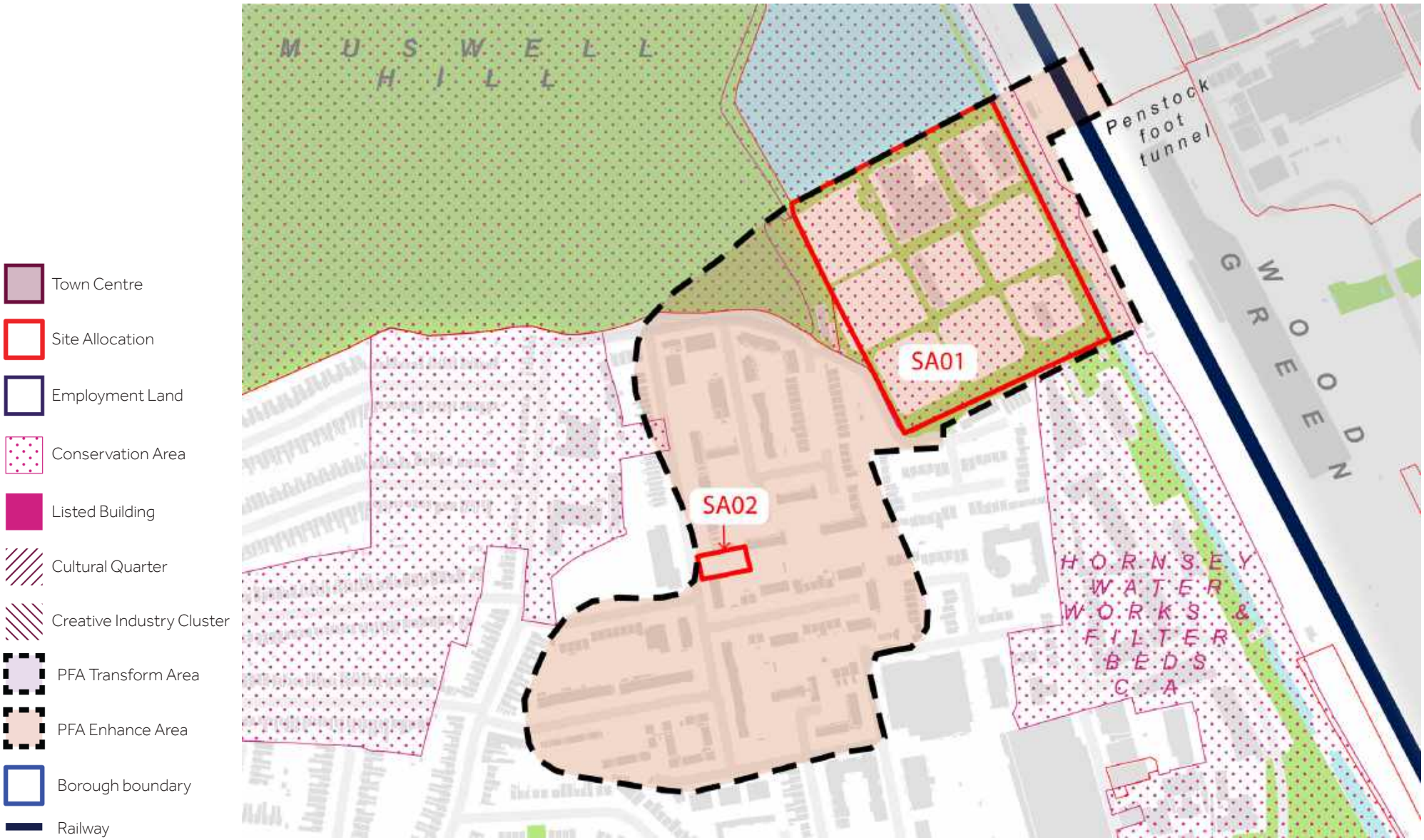


FIGURE 137 | Map of Placemaking Focus Area HYPFA1: Hornsey Filter Beds and Campsbourne Area

Strategy

13.20 The Hornsey filter beds will be enhanced through sensitive redevelopment of the parts of the site no longer operationally required by Thames Water. This will deliver high-quality new homes and a range of community benefits. Development will be shaped by local stakeholders and provide improved east/west connections between Alexandra Park and Wood Green High Road via the Penstock foot tunnel, support nature restoration and recovery, and enhance public access to both nature and industrial heritage features of the filter beds.

13.21 Development should enhance the Hornsey Water Works & Filter Beds Conservation Area, which is currently on Historic England's Heritage at Risk register and maximise the heritage value that can be experienced on the site.

13.22 Essential water infrastructure that is still required will be maintained, and where possible water infrastructure will be rationalised.

13.23 The adjacent Campsbourne estate and surrounding areas will be enhanced via a more coherent streetscape and building lines, the inclusion of more active frontages and rationalisation of servicing arrangements. Better connectivity, and links from the High Street to Alexandra Palace Park will be established including wayfinding.

13.24 This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives:

- Improving east-west pedestrian routes by creating a straighter and more direct east-west route through the filter beds site that links up to the Penstock foot tunnel
- Where possible, preserving elements of industrial heritage and otherwise taking opportunities to reference the historical interest of the filter beds.
- Seeking the creation of a wetlands type environment at the north-western corner of the filter beds site to complement wetland restoration work at the adjacent Alexandra Palace Park.
- Improving the pedestrian environment from the High Street to Alexandra Park through better wayfinding, and the delivery of public realm enhancements associated with redevelopment sites
- Addressing gaps in the streetscape and take opportunities to restore the character of the area through a more coherent design that reflects the areas terraced street history
- Providing active frontages at ground floor level where non-residential uses are proposed
- Retaining Campsbourne school and buildings as key local assets

Site Allocations in HYPFA1

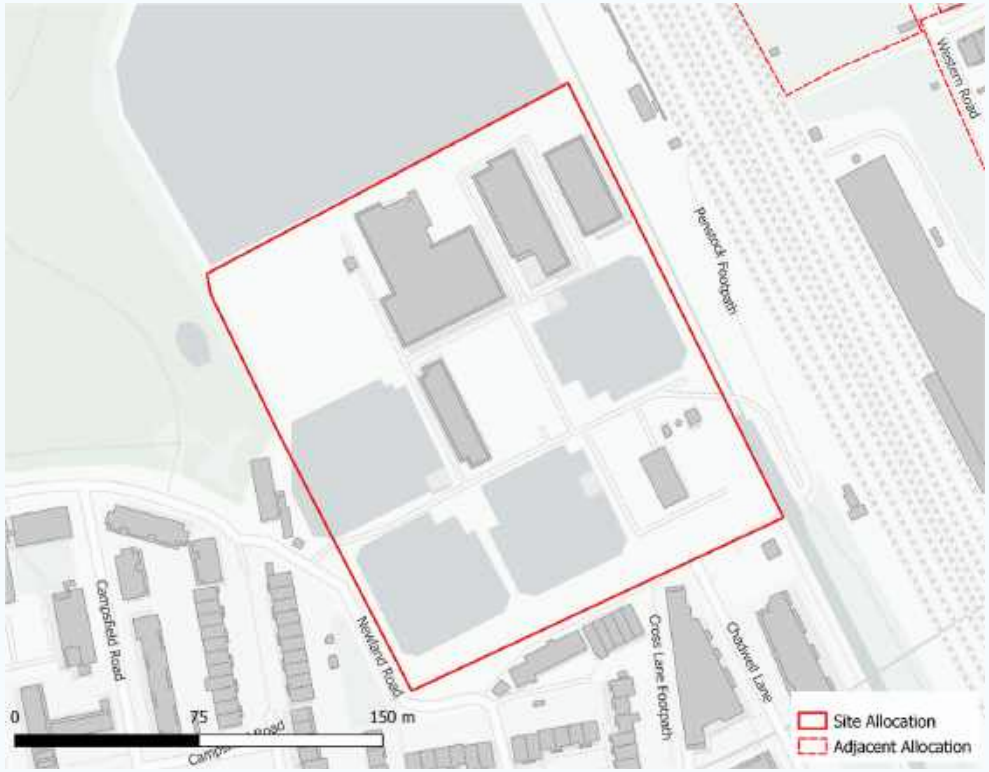


FIGURE 138 | Map of Site Allocation HYSA01

HY SA01: Hornsey Filter Beds

Site Information	Details
Address	Hornsey Filter Beds, Newland Road, Hornsey
Area (Ha)	3.2ha
PTAL	0-2
Planning designations	None
Relevant permissions	Metropolitan Open Land (MOL) Hornsey Water Works & Filter Beds Conservation Area Locally protected views to Alexandra Palace Adjacent to Alexandra Palace Conservation Area Adjacent to Alexandra Park (National Register) Historic Park Adjacent to SINC Grade I Adjacent to Local Nature Reserve Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Area) Critical Drainage Area
Indicative capacities	100 homes together with heritage and nature restoration and new community uses (Class F)
Phasing	2032-2041
Ownership	Private

Table 90 | HYSA01 Site Allocation Details

Proposal

Limited residential development on parts of the site which are no longer operationally required to enable delivery of a suite of wider public benefits including a new direct connection between Wood Green and Alexandra Palace, preservation and restoration of the site's industrial heritage, biodiversity improvements including a potential new wetland, and new public access to nature.

Development must minimise harm to the Metropolitan Open Land and must be heritage-led commensurate with the historical significance of the site and its wider setting.

Masterplanning, engagement and delivery

A masterplan is required for the site given the presence of various planning constraints and the need to ensure harmony between new homes and remaining functional water treatment facilities

Early engagement will be required with key stakeholders including local community groups, Historic England, Natural England, the Environment Agency and Alexandra Palace

Land uses and activities

Existing land uses:

- Thames Water treatment facility, unused filter beds and reservoir.

Acceptable land uses are:

- Residential (Class C3)
- Community Uses (Class F)

Built form, character and heritage

- Development should be respectful of the site's location within a Conservation Area, and the nearby Grade II listed Alexandra Palace.
- The significance of the locally listed Hornsey Reservoir, and the site's contribution to the Hornsey Water Works and Filter Beds Conservation Area should be a primary consideration in determining the form of development.
- Development should enhance and strengthen the legibility and association with the historic New River and its infrastructure.
- The site sits on the edge of an Archaeological Priority Area and investigation may be necessary before and/or during building works
- Residential development should facilitate the restoration of industrial heritage with the aim of securing the conservation area's removal from Historic England's Heritage at Risk register. The scale of development should relate to the priority to preserve and enhance the site's most important heritage features which include the remaining square filter beds.
- Any development proposal must consider significant siting issues, the potential loss of landscape features/archaeology which contribute positively to the character of the Conservation Area, and the need to demonstrate considerable public benefit
- An assessment of the site's significance is essential to be able to fully assess the current significance and the impact of proposed development
- Due to this site's location near Alexandra Palace, both tall and taller development will not be suitable. Heights should provide an appropriate interface between the Alexandra Palace Park, the Reservoir, and New River Village.
- Appropriate separation must be secured between the remaining operational infrastructure and new homes

Movement and Public Realm

- A new connection between the Penstock foot tunnel and Alexandra Palace Park should be established on this site through as direct a route as feasible. This should enhance safety for pedestrians and cyclists during both day and night time, particularly women and girls
- The primary entrance to the site should be from the western side
- A continuation of Chadwell Lane as a pedestrian and cycle access into the site will be sought from the south.

Environment and Sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- This site is a previously developed site within Metropolitan Open Land. Its partial redevelopment offers a unique opportunity to improve connections between Wood Green and Alexandra Palace and Park, and deliver an expanded new wetlands environment to give significant biodiversity enhancements to this area which will benefit the Local Nature Reserve at Alexandra Palace
- New public access to nature should be provided
- The northern edge of this site should complement the SINC designation of the reservoir to the north including its parkland.
- An adequate buffer will be required to the New River
- The habitats and species within the adjacent Local Nature Reserve should be protected and enhanced
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA02: Wat Tyler House Car Park

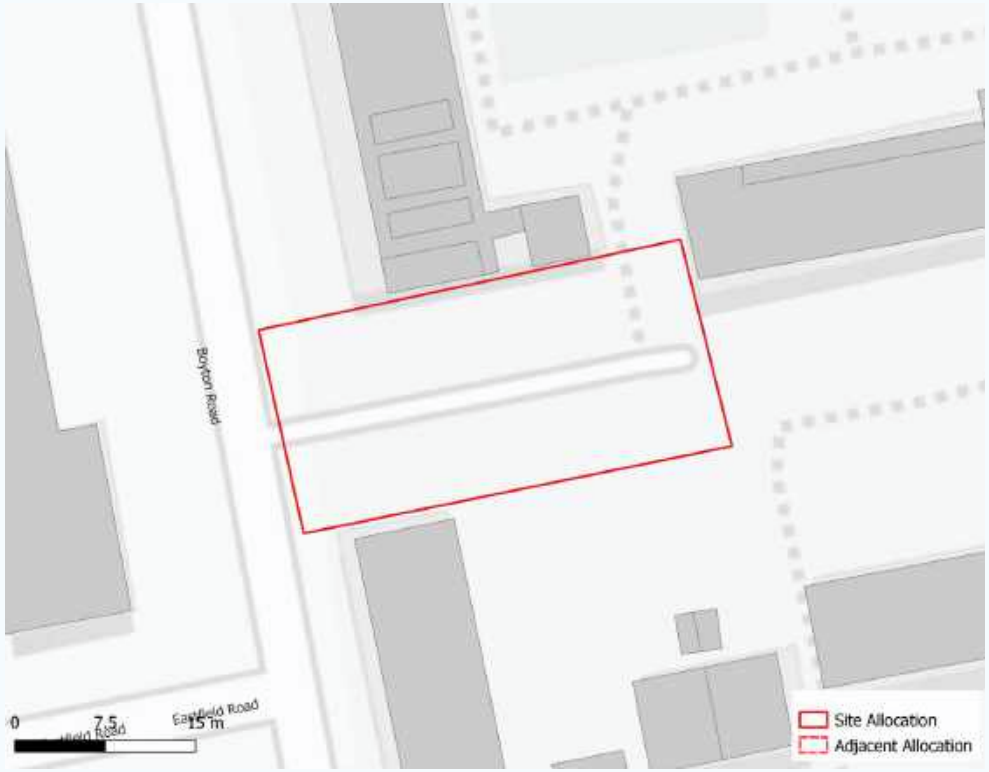


FIGURE 139 | Map of Site Allocation HYSA02

Site Information	Details
Address	Car park adjacent to Wat Tyler House, Boyton Rd
Area (Ha)	0.06ha
PTAL	1b
Planning designations	Flood Zone 2 and Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2022/3858 & HGY/2023/1835
Indicative capacities	15 homes
Phasing	2027-2031
Ownership	Public

Table 92 | HYSA02 Site Allocation Details

Proposal

Redevelopment of the car park adjacent to Wat Tyler House for residential development, with enhanced public realm, amenity space and improved play provision

Land uses and activities

Existing land use:

- → Surface car park

Acceptable land use:

- → Residential (Class C3)

Built form, character and heritage

- → Development should complement the form and massing of existing housing
- → Heights should be limited to 7 stories maximum

Movement and Public Realm

- → Car free development is supported with disabled parking to be provided on-street
- → Enhanced pedestrian footways should be delivered through the site

Environment and Sustainability

- → Landscaping and public realm improvements should be delivered with an emphasis on increasing canopy cover and enhancing the streetscape along Boyton Road.
- → The site is within Flood Zone 2 and Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- → The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY PFA2: Hornsey High Street

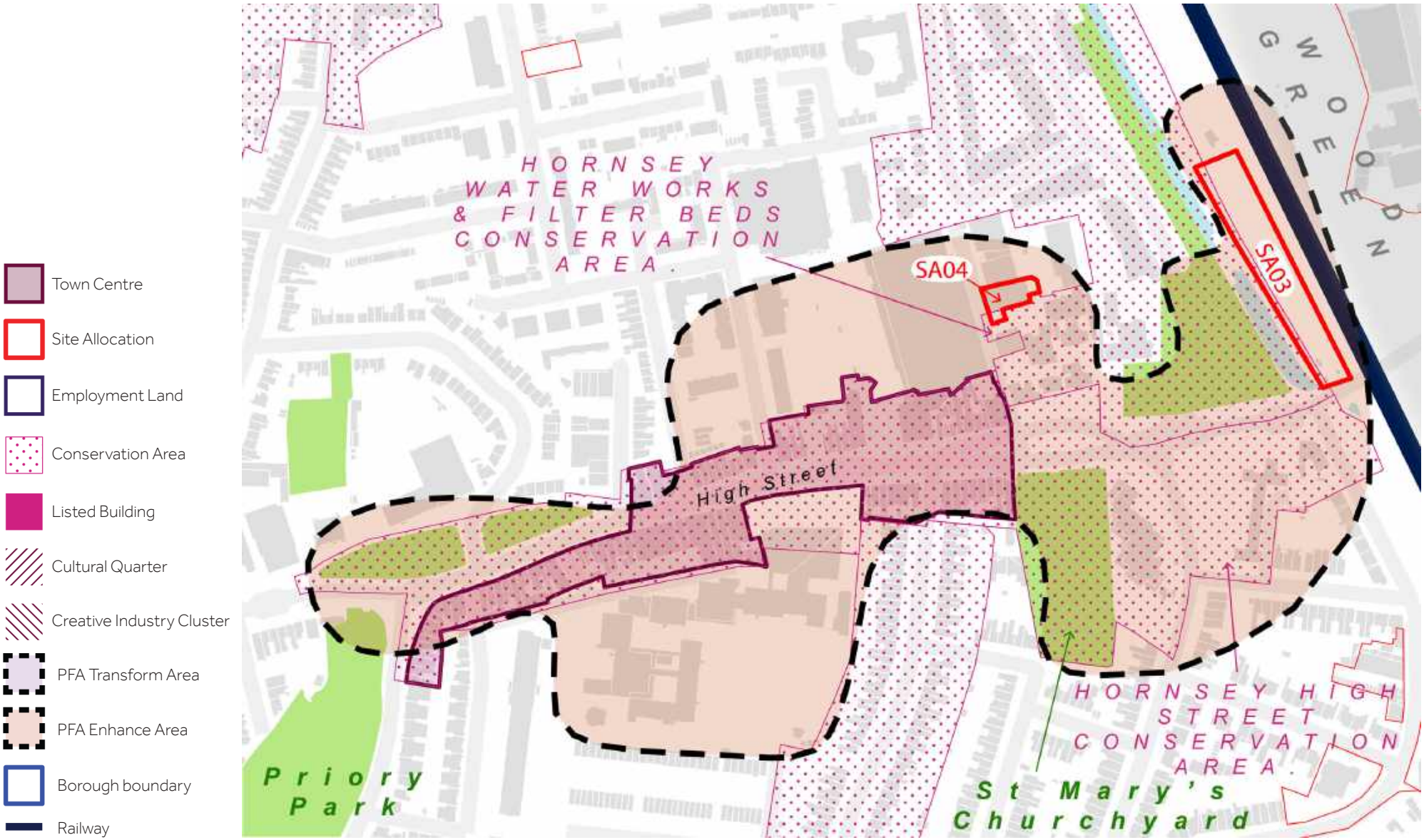


FIGURE 140 | Map of Placemaking Focus Area HYPFA2: Hornsey High Street

Strategy

13.25 Hornsey High Street will be enhanced sympathetically with an emphasis on protecting and promoting its historic village character and as a key route for travelling between the west and east of the borough. Opportunities will be taken to secure public realm enhancements to enhance the setting of the conservation area and create a welcoming gateway into Hornsey. This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives

- Working collaboratively with key stakeholders to conserve the historic environment and improve key areas of public realm and improve connectivity for pedestrians and cyclists. Opportunities will be explored to:
  - Further strengthen the heritage value of the neighbourhood and enhance the special character of its four Conservation Areas
  - Secure improvements to the railway bridge in partnership with Network Rail to create a more attractive route and enhance safety
  - Create a continuous path along the New River working with Thames Water
  - Deliver a new cycleway along Tottenham Lane and onto Hornsey High Street
  - Improve pedestrian connectivity from the High Street to Alexandra Park through better wayfinding
- Provision of active frontages and town centres uses at ground floor level in appropriate locations, including:
  - New active frontages with traditional shop fronts along Hornsey High Street and Tottenham Lane, in keeping with the historic character of the area;
- Retaining shopping parades on Hornsey High Street and protecting and enhancing their character
- Resisting ground floor conversions from commercial to residential use on Hornsey High Street to protect the character of the Conservation Area.

Site Allocations in HYPFA2

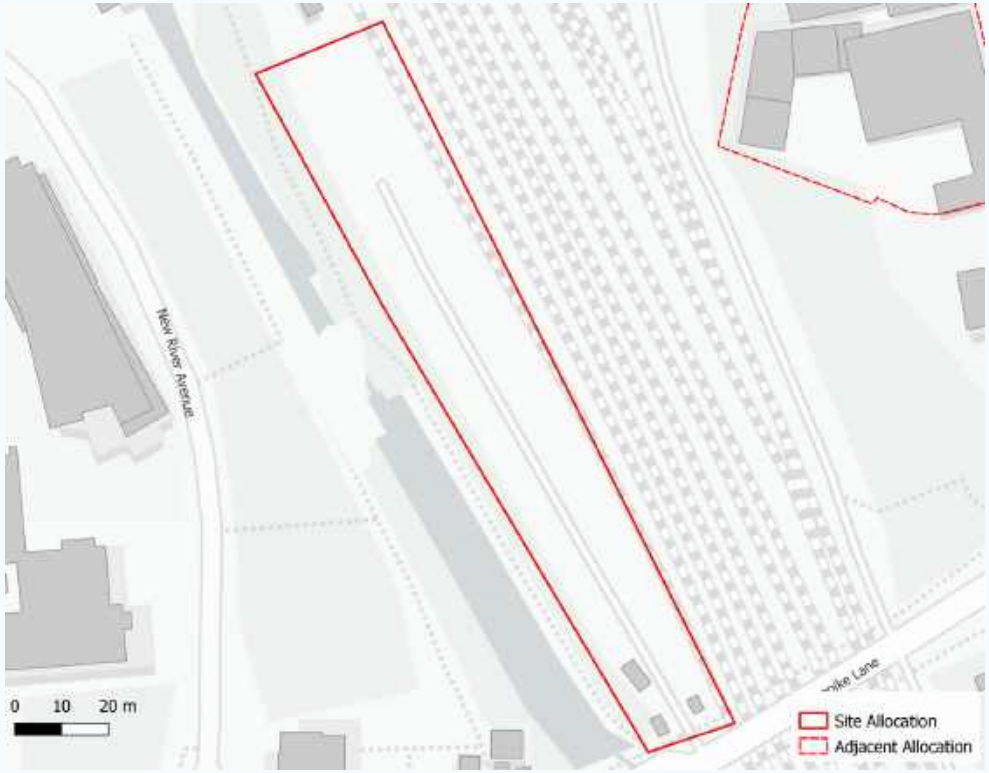


FIGURE 141 | Map of Site Allocation HYSA03

HY SA03: Hornsey High Street (New River)

Site Information	Details
Address	1, Bridge Wharf, London N8 7QB
Area (Ha)	0.04ha
PTAL	4-5
Planning designations	Adjacent to Hornsey Water Works & Filter Beds Conservation Area Adjacent to Ecological corridor Partially within Flood Zone 3 (Surface Water) Partially within Critical Drainage Area
Relevant permissions	None
Indicative capacities	10 homes
Phasing	2032-2041
Ownership	Private

Table 93 | HYSA03 Site Allocation Details

Proposal

Redevelopment for more intensive use including new homes and employment floorspace with access created through to the adjacent New River development

Masterplanning, engagement and delivery

A masterplan is not required for this site. However, engagement will be necessary with Thames Water and Network Rail due to the proximity to New River and the railway line.

Land uses and activities

Existing land use:

- Self-storage facility

Acceptable land uses are:

- Residential (Class C3)
- Employment uses (Class E/B)
  - Light industrial development, workspace or offices or research and development proposals

Built form, character and heritage

- Development should be respectful to the site's location adjacent to a Conservation Area. Proposals should enhance the setting of the Conservation Area.
- This site is long and narrow and tightly bounded by with the railway line on one side and the New River on the other which will constrain development potential.

Movement and Public Realm

- There should be pedestrian and cycle access to the development via the New River via a bridge or via the existing platform over the New River

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- New buildings must maintain an 8m buffer from the river unless otherwise agreed by the Environment Agency.
- New residential development should provide adequate acoustic insulation to mitigate proximity to the railway line.
- Proposals must enhance biodiversity, protect existing mature trees which bound it, and protect the adjacent ecological corridor.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.



FIGURE 142 | Map of Site Allocation HYSA04

HY SA04: 7 Cross Lane

Site Information	Details
Address	Cross House, 7, Cross Lane, London, N8 7SA
Area (Ha)	0.06ha
PTAL	4-5
Planning designations	Local Employment Area
Relevant permissions	HGY/2021/1909 Demolition of existing building; redevelopment to provide business (Class E(g)(iii)(light industrial) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement
Indicative capacities	9 homes 815sqm (Class E(g)(iii))
Phasing	2032-2041
Ownership	Private

Table 94 | HYSA04 Site Allocation Details

Proposal

Redevelopment to provide three stories of modern workspace with residential apartments above, in a scheme of up to six stories in line with the extant permission.

Masterplanning, engagement and delivery

A masterplan is not required for this site given the adjacent plots have recently been redeveloped.

Land uses and activities

Existing land use:

- Music Recording Studios, Light industrial workspace

Acceptable land uses are:

- Residential (Class C3)
- Employment uses (Class E)
  - Light industrial development, workspace or offices or research and development proposals

Built form, character and heritage

- No buildings on this site need to be retained subject to appropriate re-provision of affordable employment space.
- Demonstrate that the maximum quantum of employment floorspace has been provided
- This site falls within an Employment Area, and as such employment-led mixed use development is appropriate. The design of buildings should be consistent with the approved planning permission
- The site itself is very tight and should respond to the scale, massing and layout of the adjacent developments
- Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity

Movement and Public Realm

- Cross Lane is narrow and does not include footways to both sides of it along its whole length. Parking should be provided in a basement.
- A dedicated loading bay for daily deliveries will be required

Environment and Sustainability

- The site within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

HY PFA3: Tottenham Lane and Cranford Way

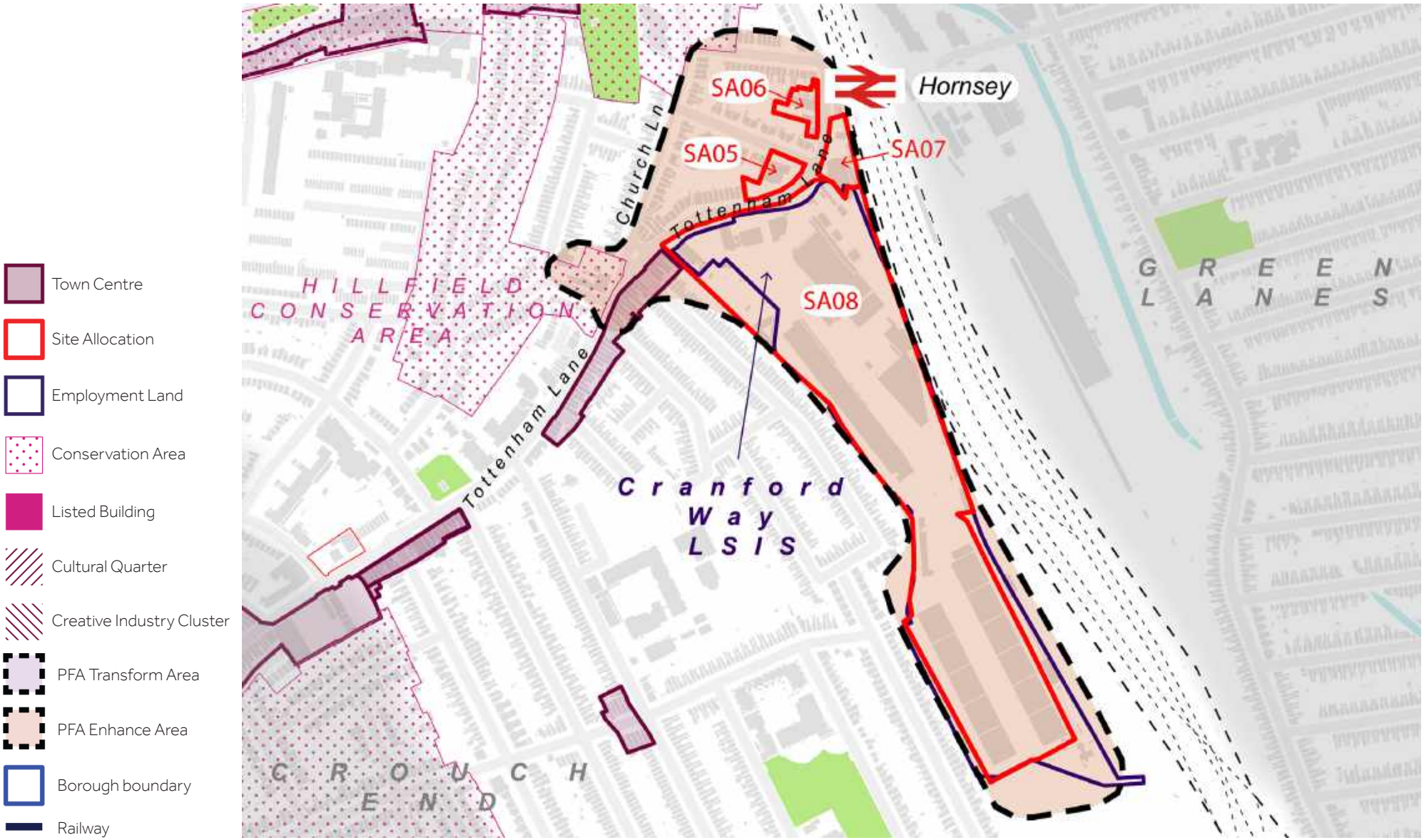


FIGURE 143 | Map of Placemaking Focus Area HYPFA3: Tottenham Lane and Cranford Way

Strategy

13.26 Tottenham Lane will be enhanced through the delivery of a more welcoming gateway and public realm in the vicinity of Hornsey Station, with an improved cycling and pedestrian environment including a new cycle track or lane on Tottenham Lane.

13.27 The commercial potential in the vicinity of Hornsey station will be maximised, and the heritage of notable buildings including the former Lotus car factory and showroom will be preserved and celebrated.

13.28 The strong business identity of the Cranford Way Locally Significant Industrial Site will be enhanced through redevelopment and intensification of employment uses with improved connections between the estate and surrounding areas. Opportunities for rail freight utilisation will be explored.

13.29 This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives:

- Provision of a new and enhanced entrance and public realm to Hornsey Station with a public plaza or square
- Improved connectivity and accessibility through the station, and enhancements to the station overpass and ticketing areas
- Improved public realm at the junction of Church Lane and Tottenham Lane, rationalising the fragmented traffic islands and providing more generous pavements to the shopping parade
- Provision of enhanced commercial frontages on Tottenham Lane
- Maximising and supporting opportunities to intensify and expand business premises on the Cranford Way Locally Significant Industrial Site
- Recognising and celebrating the history of the area including the locally listed Konk recording studio at 84 Tottenham Lane and where possible securing public/community access to the locally listed former Lotus car factory and showroom
- Improve the entrance into Cranford Way Locally Significant Industrial Site to better balance vehicular movements associated with employment activities and the need to secure improved pedestrian and cycle connectivity through the area.

Site Allocations in HYPFA3

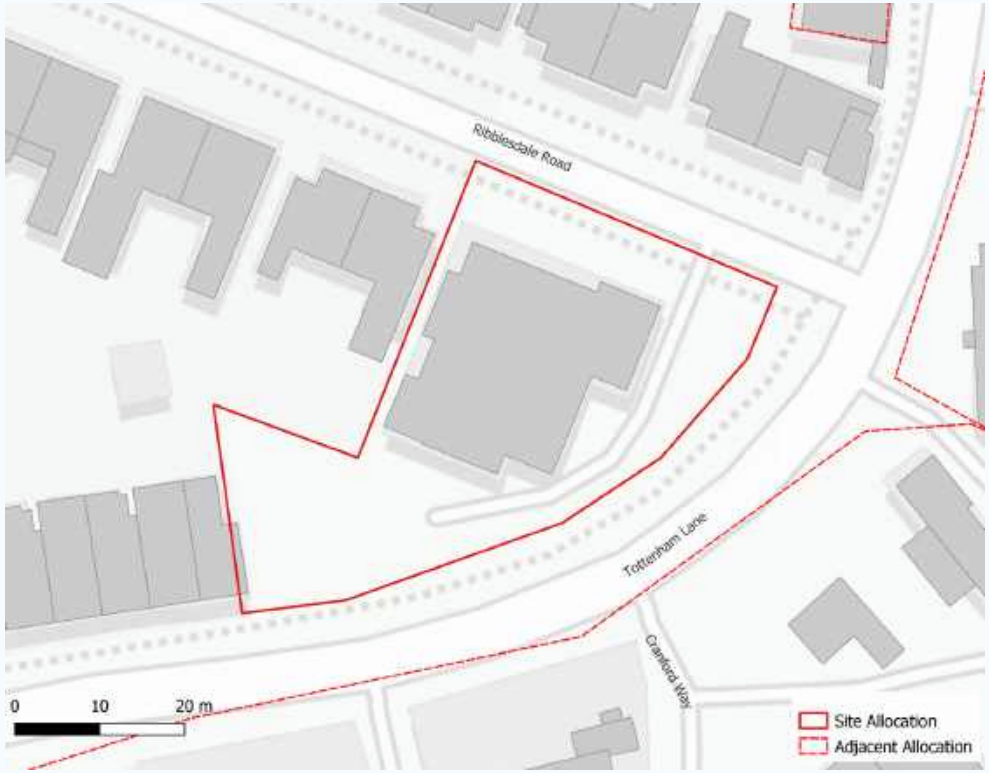


FIGURE 144 | Map of Site Allocation HYSA05

HY SA05: YMCA 50 Tottenham Lane

Site Information	Details
Address	YMCA, 50 Tottenham Lane, N8 7EE and adjacent land
Area (Ha)	0.15ha
PTAL	4
Planning designations	13.35 Adjacent to 5 Tottenham Lane which is Locally Listed Adjacent to Cranford Way LSIS Partially within Flood Zone 3 (Surface Area) Critical Drainage Area
Relevant permissions	None
Indicative capacities	25 homes plus 200 sqm community/ commercial uses on ground floor
Phasing	2027-2031
Ownership	Public

Table 95 | HYSA05 Site Allocation Details

Proposal

Redevelopment of site for mixed-use with new homes plus replacement community uses, subject to need, or otherwise another appropriate active use on the Tottenham Lane frontage.

Masterplanning, engagement and delivery

Engagement with the YMCA will be necessary to establish the need to re-provide the existing community uses on site or elsewhere within the borough.

Land uses and activities

Existing land use:

- YMCA community facility

Acceptable land uses are:

- Residential (Class C3)
- Community floorspace (Class F)
- Commercial floorspace (Class E)

Built form, character and heritage

- It is acceptable to build up to the gable end of terrace houses at 54 Tottenham Lane.
- Heights should be limited to 2 storeys adjacent to 54 Tottenham Lane and Ribblesdale Road
- The tallest element of the scheme should be towards the centre of the site.
- The development should respect and respond to the form of development on Ribblesdale Road

Movement and Public Realm

- Active frontages should be provided onto Tottenham Lane on the site's northeastern edge
- The public realm fronting Tottenham Lane should be improved having regard to the key location of the site in relation to Hornsey Station

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Existing mature trees should be retained
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA06: 40-46C Tottenham Lane (former Post Office sorting station and adjacent sites)



FIGURE 145 | Map of Site Allocation HYSA06

Site Information	Details
Address	40-46c Tottenham Lane
Area (Ha)	0.12ha
PTAL	4
Planning designations	Adjacent to Locally Listed Buildings at 1-3 and 5 Tottenham Lane Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	20 homes 150sqm Class E Town Centre
Phasing	2032-2041
Ownership	Private

Table 96 | HYSA06 Site Allocation Details

Proposal

There is the opportunity to redevelop this collection of sites to provide a greater quantum of commercial and residential floorspace and a more coherent street frontage reflecting the importance of this gateway site to Hornsey given its prominent location opposite the railway station exit.

Masterplanning, engagement and delivery

The site is in multiple ownerships. A site wide masterplan will be required which demonstrates how each land parcel can be developed without compromising co-ordinated development on the other land parcels.

Land uses and activities

Existing land uses:

- This site houses the former Hornsey post office sorting station, alongside several single storey commercial / light industrial units on former garden land.

Acceptable land uses are:

- Residential (Class C3)
- Community floorspace (Class F)
- Replacement commercial uses (Class E)

Built form, character and heritage

- Consideration should be given to retention of the former post office sorting frontage at 44 Tottenham Lane
- Heights of up to 3 storeys would be appropriate fronting Tottenham Lane stepping down to 2 storeys adjacent to neighbouring gardens
- A Mews style development would be appropriate, including 1-2 storey town houses to the rear of the site
- Active commercial uses will be required on ground floor frontages facing Tottenham Lane to re-provide and/or replace the existing uses of this nature and create a welcoming and active frontage opposite Hornsey train station.

Movement and Public Realm

- Active frontages should be provided onto Tottenham Lane and consideration given to mews style housing with lanes providing access into the site

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Opportunities should be taken to provide greening along the Tottenham Lane frontage
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA07: Hornsey Station Square



FIGURE 146 | Map of Site Allocation HYSA07

Site Information	Details
Address	3-5c Tottenham Lane
Area (Ha)	0.2ha
PTAL	4
Planning designations	Locally Listed Buildings at 1-3 and 5 Tottenham Lane Tree Preservation Order Part Locally Significant Industrial Site Partially within Flood Zone 3 (Surface Area) Partially within Critical Drainage Area
Relevant permissions	None
Indicative capacities	40 homes 300sqm Class E
Phasing	2032-2041
Ownership	Private

Table 97 | HYSA07 Site Allocation Details

Proposal

Comprehensive redevelopment of these adjacent sites for a mixed-use scheme including residential, commercial or workspace floorspace to create a new welcoming gateway into Hornsey, with a new public plaza and station entrance.

Masterplanning, engagement and delivery

The site is in multiple ownerships and a site wide masterplan will be required which demonstrates how each land parcel can be developed without compromising co-ordinated development on the other land parcels.

Proposals should ensure engagement with adjacent sites in the Cranford Way Locally Significant Industrial Site to ensure their operations are not impacted by new uses

Liaison with Network Rail will be required due to the station and train lines next to the site.

Land uses and activities

Existing land uses:

- Car MOT and sales centre
- Restaurant

Acceptable land uses are:

- Residential (Class C3)
- Replacement commercial active uses (Class E)
- The garages to number 5 Tottenham Lane reside in the LSIS, and so an equivalent quantum of replacement employment floorspace will be sought.

Built form, character and heritage

- Whilst number 5 Tottenham Lane is locally listed, its current condition is considered to no longer warrant inclusion on the list, and so no building needs to be retained.
- Taller buildings may be appropriate to the southern section of this site
- Consideration must be given to ensure residential uses can co-exist next to the industrial site, and adequate sound mitigation must be secured
- Active commercial uses will be sought on the Tottenham Lane frontage.
- The design should acknowledge the strong axial view of the site down Ribblesdale Road

Movement and Public Realm

- A gateway piece of public realm adjacent to the station entrance should be incorporated into the scheme
- Enhancements to the station entrance to improve capacity and access will be supported

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- A significant tree lies within the grounds of 5 Tottenham Lane and is subject to a TPO. This tree should be retained.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA08: Cranford Way Locally Significant Industrial Site (LSIS)



FIGURE 147 | Map of Site Allocation HYSA08

Site Information	Details
Address	Cranford Way LSIS, N8 9DJ
Area (Ha)	7.6ha
PTAL	2-4
Planning designations	Locally Significant Industrial Site Partially within Flood Zone 3 (Surface Area) Partially within Critical Drainage Area Locally Listed Building – Former Lotus Factory
Relevant permissions	None
Indicative capacities	Subject to masterplan
Phasing	2032-2041
Ownership	Private

Table 98 | HYSA08 Site Allocation Details

Proposal

Intensification of industrial and employment floorspace with potential, subject to more detailed studies and master planning, for co-location of other uses to the northern end of the LSIS, where this would not compromise the effective and continued operations on a 24 hour basis of intensified industrial floorspace.

Masterplanning, engagement and delivery

Proposals for co-location must be supported by an LSIS wide masterplan to accord with the London Plan. The masterplan must demonstrate how integration of non-employment uses can take place without creating conflict between uses or compromising employment operations or employment development on the other land parcels. The masterplan must be done in stages and agreed with the Council and the GLA.

- Stage 1 requires the masterplan to:
  - Analyse the existing condition of the site and surroundings including land use, circulation, access, heights and edge conditions
  - Illustrate land ownerships across the site and identify areas where parcels could be combined to maximise development potential.
  - Establish the existing quantum of uses on the site
  - Identify key opportunities and constraints
- Stage 2 – Options:
  - Produce concept plans for the sites layout taking into account land parcels, circulation and access
  - Include options exploring variations of the concepts to identify optimal outputs, including the provision of buffer zones, open spaces, and retention or re-location of key infrastructure such as the UK Power Network sub station
  - Appraisal of the options tested against ownership of the land parcels and scored showing the pros and cons of each concept
- Stage 3: Outputs based on the preferred concept
  - Capacity analysis by floorspace and land uses which explores a range of differing industrial typologies based on evidence of needs, including sub options for uses
  - Identify infrastructure requirements including roads and access points along Tottenham Lane
  - Produce a plan showing proposed circulation routes, servicing and access points, alongside a street hierarchy and access routes to public transport at Hornsey Station
  - Demonstrate how the agent of change principle embedded within this Local Plan will be complied with through sections or plans which show the spatial relationship between land uses, and mitigations proposed to avoid conflicts
  - Ensure good placemaking and design considerations are embedded into the masterplan by detailing plans that show character areas or zones, with information and design features highlighted, particularly for frontages on key routes
  - Illustrate how the masterplan will be implemented by phasing or decant plans, which show how the site can grow with preferred phasing identified.
  - Include a summary of engagement with landowners

Proposals for uses not falling within employment and industrial use classes should ensure engagement with all other landowners/operators in the Cranford Way Locally Significant Industrial Site to ensure their operations are not impacted by new uses

Liaison with Network Rail will be required due to the station and train lines next to the site.

Land uses and activities

Existing land uses:

- Industrial, Warehousing and Distribution
- Electricity Sub Station

Acceptable land uses are:

- Industrial, (Use Class B2)
- Warehousing and Distribution (Use Class B8)
- Office, light industrial and research and development (Use Class E(g))

Built form, character and heritage

- To be established through the master planning process. However the retention of the locally listed former Lotus factory or reference to its past should be a primary consideration in the design and master planning of the northern end of this site
- Taller buildings may be appropriate adjacent to the railway line

Movement and Public Realm

- To be established through the master planning process

Environment and Sustainability

- To be established through the master planning process
- The site is partially within Flood Zone 3 (Surface Water). It is also partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.