

2.0 SITE CONTEXT

2.6 EMERGING CONTEXT

CLARENDON RD GAS WORKS
HGY/2017/3117 (HYBRID APP)
1,714 RESIDENTIAL UNITS (CLASS C3)
7500SQM CLASS B1-BUSINESS
1500-3950SQM CLASS A1-A4
417SQM CLASS D1-DAY NURSERY
2500SQM CLASS D2 LEISURE

GAS WORKS SOUTH
HGY/2017/0362 RESERVED MATTERS DETAILED APPLICATION APPROVED 10.05.2019

2500SQM (USE CLASS D2-LEISURE)

NEW RIVER VILLAGE (STOCKWOOL)
COMPLETED: 2010
622 NEW HOMES WITH COMMERCIAL USES
WHAT HOUSE? AWARDS - BEST BROWNFIELD DEVELOPMENT: GOLD 2008
HOUSING DESIGN AWARDS - LONDON APARTMENTS: WINNER 2005

HORNSEY DEPOT / SAINSBURYS
HGY/2013/2019
3,250SQM FOODSTORE (A1 USE)
114 SPACE SURFACE LEVEL CAR PARKING FOR THE FOODSTORE; 438 RESIDENTIAL UNITS AND ANCILLARY RESIDENTIAL GYM 356SQM (GIA)
TWO LIVE/WORK UNITS

RAILWAY APPROACH
HGY/2016/1573
174 RESIDENTIAL UNITS (USE CLASS C3)
294SQM (USE CLASS B1)



GAS WORKS MASTERPLAN UNDER CONSTRUCTION



CLARENDON GASWORKS CGI



RAILWAY APPROACH DEVELOPMENT

3.0

3.0 SITE ANALYSIS

3.1 BUILDING HEIGHTS & URBAN GRAIN

BUILDING HEIGHTS

There is a gradual increase in height of buildings from the site towards the north, with outline approval for up to 20 storeys at the gas works scheme which is now on site. South of the site, the Railway Approach development reaches 14 storeys.

The site is flanked by a six and seven storey apartment building at the southern boundary and two to three storey light industrial buildings to the north and west.

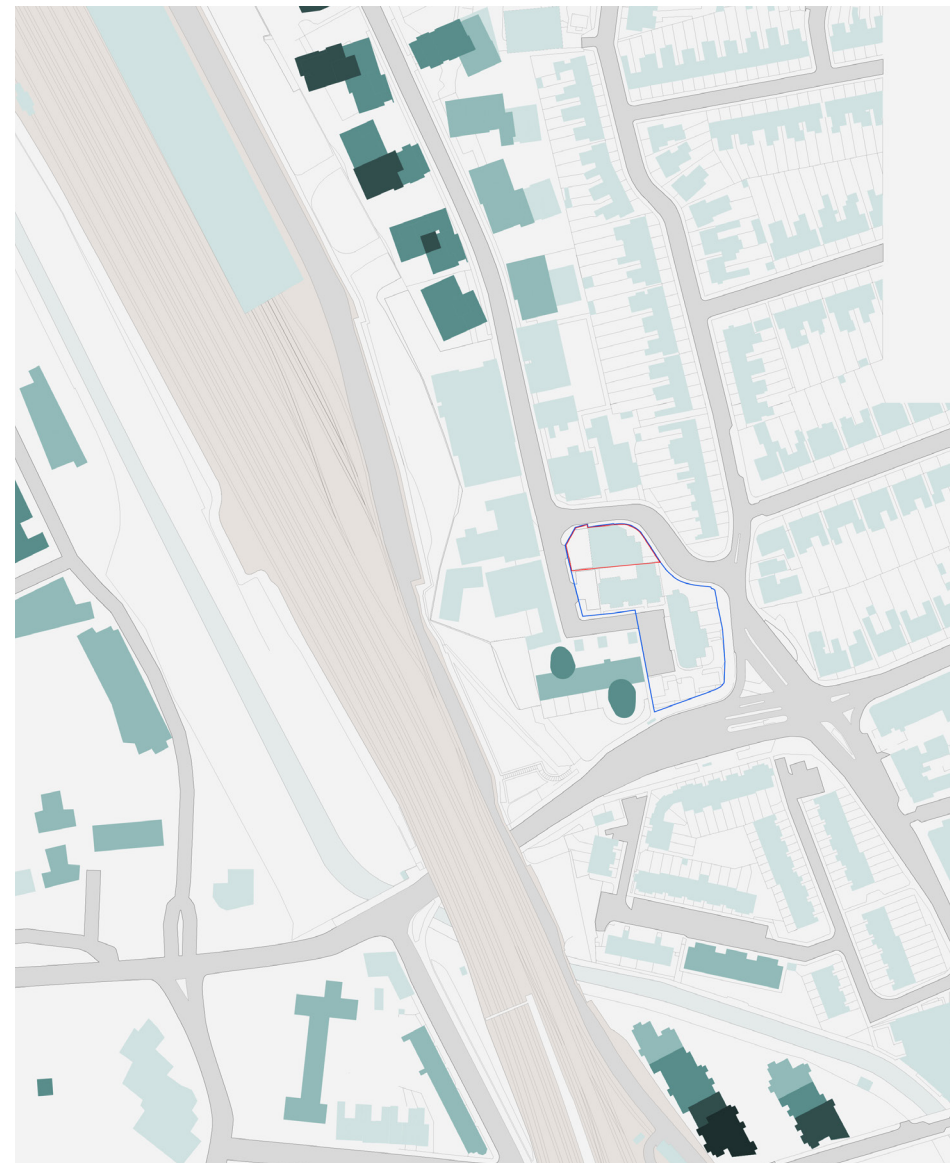
Towards the east, there are Victorian terraced houses with more modern three-storey houses to the immediate south.

URBAN GRAIN

The railway structure dominates the land to the west, severing the site from the context beyond. This western edge is characterised by recent residential developments - the buildings are typically apartment blocks with shared external spaces.

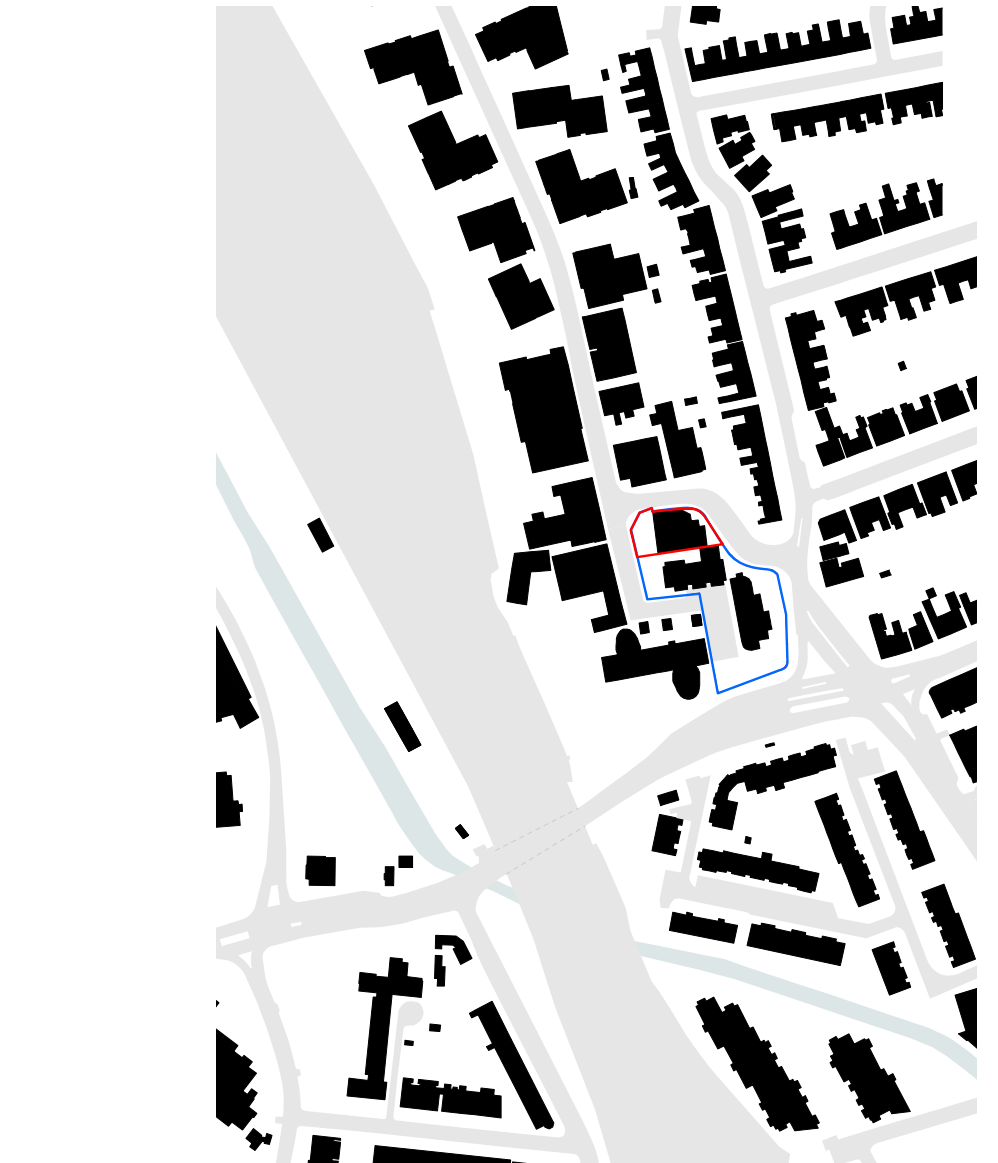
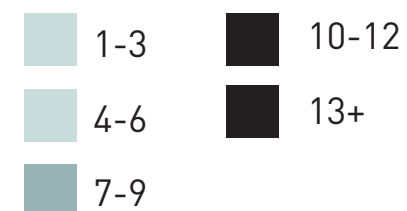
To the east and south-east, there is a finer-grain Victorian street pattern with terraced and semi-detached houses.

To the immediate south there is an irregular street pattern with modern terraced housing and flatted developments adjacent to the large scale Railway Approach buildings. The approved masterplan to the north sets a larger scale pattern with L-shaped apartment blocks with many set-backs and complicated forms.

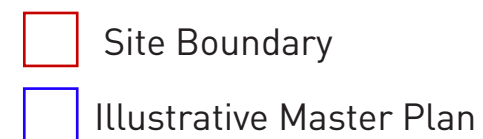


EXISTING BUILDING HEIGHTS

Number of storeys:



EXISTING URBAN GRAIN



3.0 SITE ANALYSIS

3.2 LAND USE & MOVEMENT



EXISTING LAND USES

LAND USES

Residential streets surround the site, with light industrial and business uses to the immediate north.

There is a Turkish & Kurdish community centre to the west.

The application site is occupied by business & community uses

Class A -
shops+ retail

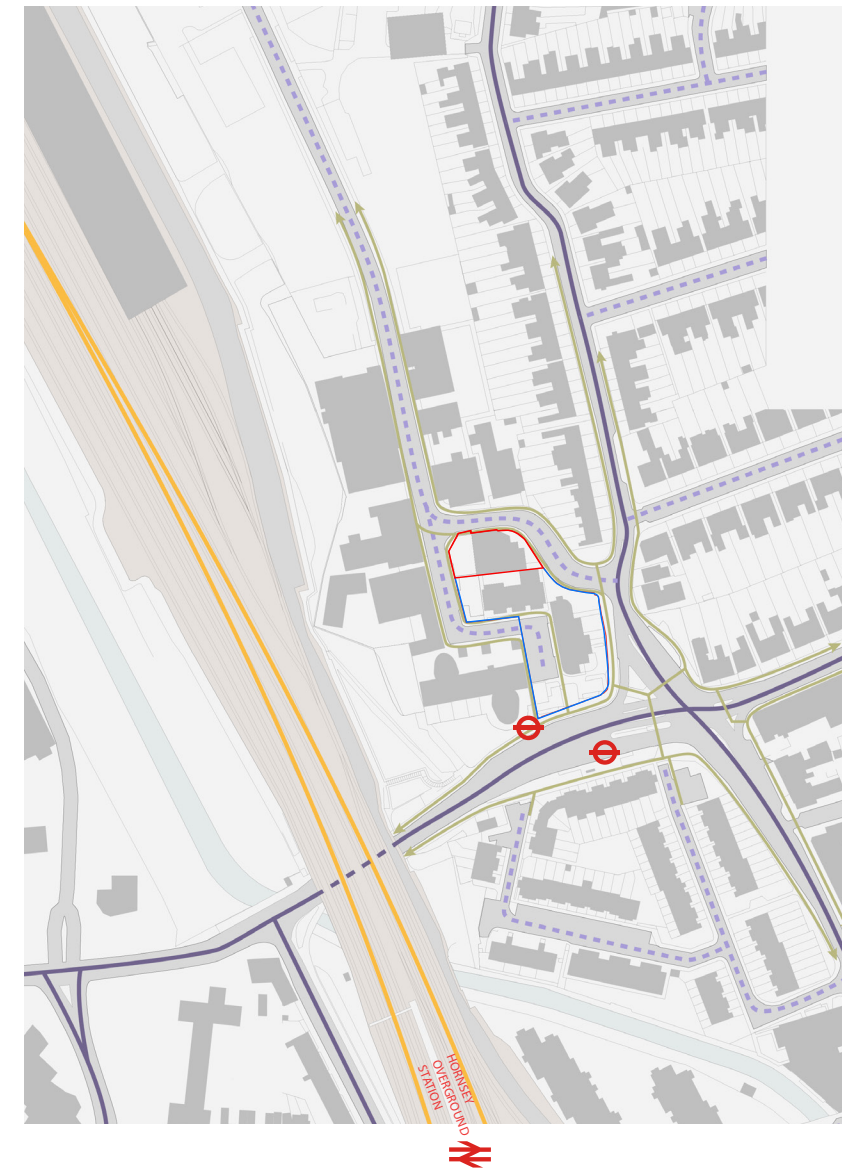
Class B / E -
Business

Class C -
Residential

Class F -
Community

Site Boundary

Illustrative Master Plan



EXISTING MOVEMENT

MOVEMENT

The main vehicular routes run north-south and east-west. Clarendon Road approach to the Heartlands is a secondary road and is dominated by construction of the masterplan at the northern end. The curve of Clarendon Road was created in the 1970-80s and wraps around existing mature trees.

Pedestrian routes around the site are poor with inactive frontages.

Main vehicular routes

Secondary vehicular routes

Main pedestrian route

Overground

Bus stop

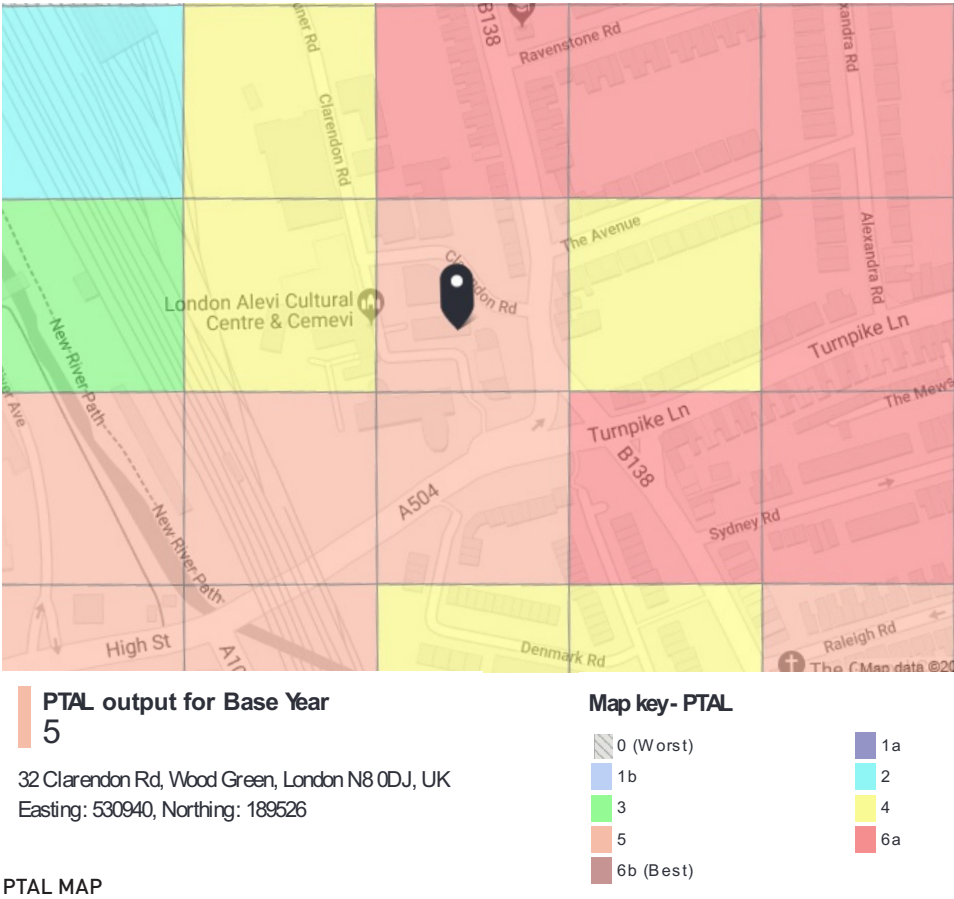
3.0 SITE ANALYSIS

3.3 ACCESSIBILITY & TRANSPORT



ACCESSIBILITY

1. The site has very good accessibility to public transport (PTAL 5) with Hornsey rail station within a 500m walk distance and Turnpike Lane underground station within a 650m walk distance of the site. Turnpike Lane is on the Piccadilly Line, with Hornsey station offering access to destinations including Moorgate and Welwyn Garden City, Hertford North and Stevenage.
2. Bus stops for the 41 (Archway to Tottenham Hale) and 144 (Edmonton Green to Muswell Hill) routes are available within a 200m walk distance of the centre of the site.
3. Retail and other facilities are available nearby on the High Street to the west of the site and Turnpike Lane to the east. The recreation facilities of Alexandra Palace, Priory Park, Ducketts Common and Belmont Recreation Ground are within reasonable walking distance.



3.0 SITE ANALYSIS

3.3 ACCESSIBILITY & TRANSPORT

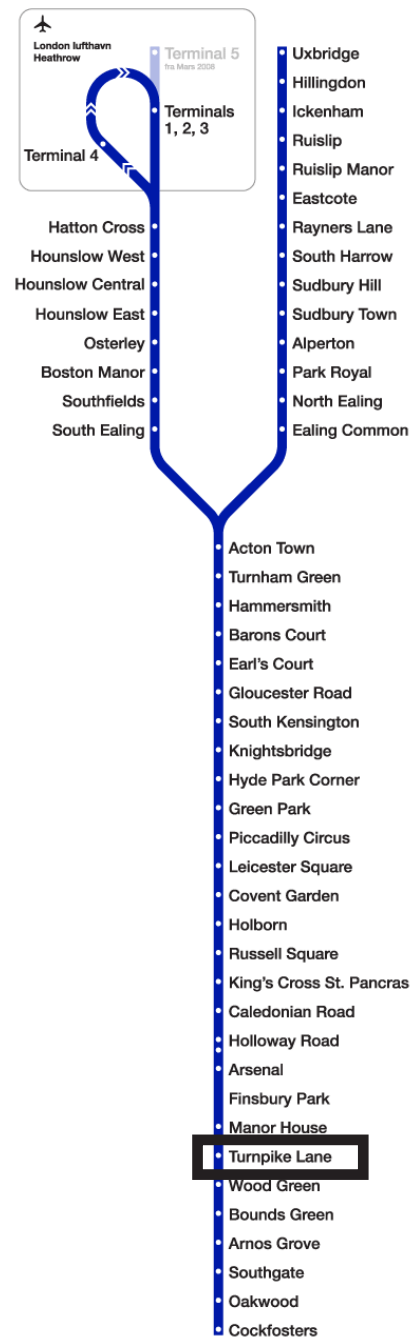
GN4 – Hertford

This is a general guide to the route operated, please check before travelling.

- Letchworth Garden City
 - Hitchin
 - Stevenage
 - Watton-at-Stone
 - Hertford North
 - Bayford
 - Cuffley
 - Crews Hill
 - Gordon Hill
 - Enfield Chase
 - Grange Park
 - Winchmore Hill
 - Palmers Green
 - Bowes Park
 - Alexandra Palace
 - **Hornsey**
 - Harringay
 - Finsbury Park
 - Drayton Park
 - Highbury & Islington
 - Essex Road
 - Old Street
 - Moorgate
- Limited service
- London King's Cross ○

RAIL SERVICE THROUGH HORNSEY

Piccadilly Line



TUBE CONNECTIONS



EXISTING OPEN GREEN SPACE

3.0 SITE ANALYSIS

3.4 SITE CONSTRAINTS

- Site Boundary
- Illustrative Master Plan
- RAILWAY
- EXISTING MATURE TREES
- EXISTING RESIDENTIAL WINDOWS/
OVERLOOKING
- ECOLOGICAL CORRIDOR
- SUNLIGHT ORIENTATION
- NOISE/ROAD TRAIL
- ACCESS TO HARINGEY HEARTLANDS
- EXISTING ACCESS + SERVICING
- EXISTING ADJACENT BUILDINGS

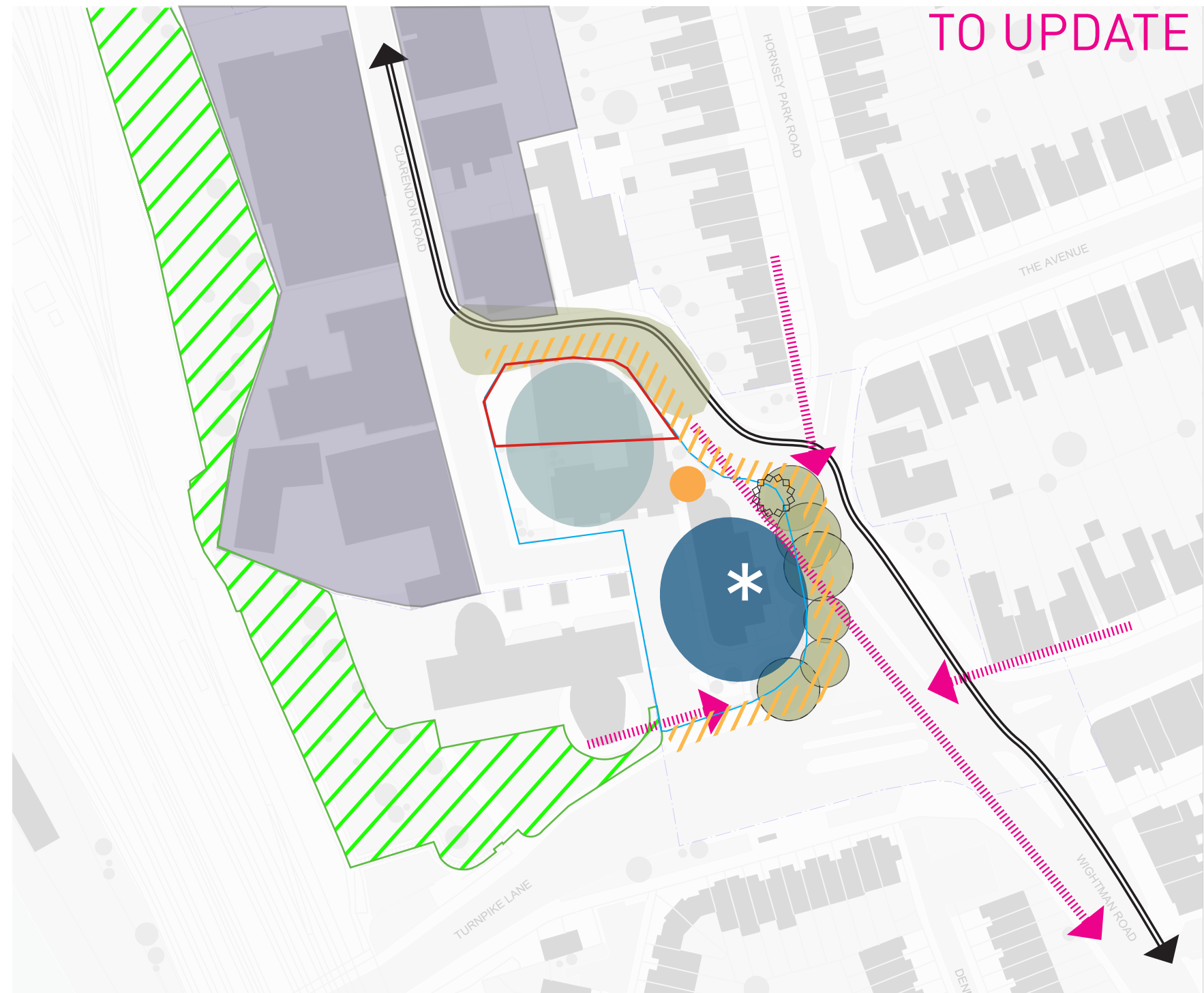


SITE CONSTRAINTS

3.0 SITE ANALYSIS

3.5 SITE OPPORTUNITIES

-  Site Boundary
-  Illustrative Master Plan
-  STRENGTHENING OF THE PRIMARY ROUTE TO HEARTLANDS
-  ACTIVE FRONTAGES ADDRESSING THE ENTRANCE TO HEARTLANDS
-  VISUAL CONNECTIONS & ALIGNMENTS TO EXISTING FABRIC
-  IMPROVING THE NARROW ENTRANCE TO HEARTLANDS ON CLARENDON ROAD
-  FUTURE REDEVELOPMENT OF ADJACENT SITES
-  NEUTRAL BUILDING TO SIGNPOST THE ENTRANCE TO HEARTLANDS
-  DISTINCTIVE, TALLER BUILDING ANNOUNCING APPROACH TO THE HEARTLANDS
-  CULTURAL CENTRE AT THE HEART OF SCHEME
-  PLACE-MAKING WITH NEW PUBLIC REALM AND CULTURAL CENTRE
-  RETAINING THE EXISTING TREES AND ENHANCING THE SETTING



SITE OPPORTUNITIES

4.0

4.0 2020 COMPREHENSIVE SCHEME
4.1 2020 PRE APPLICATION SCHEME - SUMMARY

- 85 NEW HOMES WITH 40% AFFORDABLE PROVISION
WITH LANDSCAPED PODIUM GARDEN AND ROOF TERRACES
- STATE OF THE ART AFRICAN-CARIBBEAN CULTURAL CENTRE
- LANDSCAPED PUBLIC REALM & HIGHWAYS IMPROVEMENTS
- CO-LIVING
140 ROOMS WITH COMMUNAL FACILITIES & EXTERNAL AMENITY
- CO-WORK SPACE WITH CAFE & FITNESS STUDIO
- ACTIVATION OF STREET FRONTAGE ON THE PRIMARY ROUTE
- TREE LINED PROMENADE WITH WIDER PAVEMENT CREATING A WELCOMING ENTRANCE TO HARINGEY HEARTLANDS
- NEW DISTINCTIVE BUILDING ANNOUNCING THE APPROACH TO HEARTLANDS, DEFINING THE JUNCTION & IMPROVING WAY-FINDING



CULTURAL CENTRE MAIN ENTRANCE & COMMUNITY GARDEN



stock wool

SUMMARY SCHEDULE OF ACCOMMODATION

CLARENDON ROAD - PROPOSED

10.12.20

DRAFT PLANNING

3510

P1

RESIDENTIAL	TENURE	STUDIO	1B/2P	2B/3P	2B/4P	3B/4P	3B/5P	3B/5P	4B/6P	TOTAL UNITS	HAB ROOMS
	HABITABLE ROOMS	1	2	3	3	4	4	5	6	N/A	
	TARGET GIA M ²	37	50	70	70	74	86	86	99		
BLOCK A	AFFORDABLE RENT	0	1	0	9	0	0	6	0	1284	16
RESIDENTIAL	INTERMEDIATE	0	1	0	7	0	0	3	0	872	11
	PRIVATE SALE	4	21	8	23	2	0	0	0	3633	58
TOTAL		4	23	8	39	2	0	9	0	5789	85
with sep. kitchen											
TENURE TOTALS		AFFORDABLE RENT		INTERMEDIATE		TOTAL AFFORDABLE		% SPLIT		PRIVATE SALE	
		TOTAL UNITS		TOTAL UNITS		TOTAL UNITS		RENT		TOTAL UNITS	
		UNITS AS %		UNITS AS %		UNITS AS %		59%		UNITS AS %	
		TOTAL HB RMS		TOTAL HB RMS		TOTAL HB RMS		59%		TOTAL HB RMS	
		HAB RMS AS %		HAB RMS AS %		HAB RMS AS %		61%		HAB RMS AS %	
		24%		16%		40%		39%		60%	
TOTAL PROVISION		STUDIO	1B/2P	2B/3P	2B/4P	3B/4P	3B/5P	3B/5P	4B/6P	TOTAL UNITS	HAB ROOMS
TOTAL		4	23	8	39	2	0	9	0	85	244
PERCENTAGE BASED ON UNITS		5%	27%	9%	46%	13%	0%				
TOTAL HABITABLE ROOMS		4	46	24	117	8	45	0			
PERCENTAGE BASED ON HAB ROOMS		2%	19%	10%	48%	22%					