

Pre-Application Briefing to Planning Sub-Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2024/0241

Ward: Hornsey

Address: 7-11 Tottenham Lane, Hornsey, London, N8 9DJ

Proposal: Retention and alteration of the Former Lotus Motor Racing Car Factory, the demolition of all other buildings and structures on site, and the construction of a mixed-use development, comprising Purpose Built Student Accommodation (PBSA) (Sui Generis), flexible industrial floorspace (Classes E(g)(iii) and B8), and a café / community use (Classes E, F1 and F2), alongside the delivery of a service road, a landscaped public square, public realm improvements and ancillary works

Applicant: Fifth State

Agent: SM Planning

Ownership: Private

Case Officer: Valerie Okeiyi

2. BACKGROUND

- 2.1. The proposed development is being presented to Planning Sub-Committee to enable members to view it ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. The applicant has been engaging with Officers on a redevelopment proposal. As it stands, it is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee early 2027 as there is a need for this proposal to develop/be considered in tandem with the local plan review.

3. SITE AND SURROUNDINGS

- 3.1 The site is located within the Cranford Way Industrial Estate and comprises a triangular-shaped parcel of land measuring approximately 0.49 hectares (ha). The site is accessed from Tottenham Lane (A103) to the north.
- 3.2 Tottenham Lane runs in a north–south direction adjacent to the site. To the north lies a former public house and beyond this is Hornsey Railway Station. Immediately to the east of the site is the mainline railway.
- 3.3 The site consists of the Lotus building (a two-storey building dating from around 1957, that was built as a showroom and offices), which is situated in the northern section of the site with a frontage onto Tottenham Lane. To the rear of the Lotus building is the former Jewson site (a builder's merchant), with yard space and a series of more recent metal commercial buildings. Other parts of the site include large modern commercial buildings surrounded by access roads and parking/storage area. The site is vacant and no longer

in active use. The site was previously used as a builders merchant providing employment for approximately 10 people.

- 3.4 To the south, east and west of the site within the industrial estate are further industrial buildings including Hornsey Grid (electricity grid connector) and a concrete batching plant. To the northwest, south and west of the industrial estate are residential properties.



Fig 1: site (outlined in red) location in context

- 3.5 The site is located within the 'Cranford Way Locally Significant Industrial Site' (LSIS). The site is also located within Site Allocation HY SA08 known as 'Cranford Way Locally Significant Industrial Site' (LSIS) of the new Regulation 18 Draft Local Plan which has been out to consultation but, as yet, carries very little weight. The site is not located within a Conservation Area. The Lotus Building and the linked single storey building to the rear are locally listed as well as No5 Dining & Lounge immediately north of the site
- 3.6 The site has a public transport accessibility level (PTAL) rating of 3 to 4, with the higher value being the part of the site closest to Tottenham Lane. The PTAL level for the section of the site nearest Tottenham Lane is considered 'good' and the remainder of the site has a value of 3, considered 'moderate'. Hornsey Station is a minute's walk from the northern end of the site and is served by Great Northern services, providing direct access into London King's Cross and London Moorgate. Turnpike Lane Underground

Station is located approximately a 12-minute walk from the site. There are also 5 different bus services accessible within 1 to 6 minutes' walk of the site.

4 PROPOSED DEVELOPMENT

4.1 The pre-application proposal consists of:

- Retention of the former Lotus showroom and stables building, proposed to operate as a 'café/community facility for public use
- Demolition of all other buildings on the site
- Redevelopment, with new buildings (over basement – for plant/refuse storage) ranging from 9 to 16 storeys in height set in a new landscaped public square, with:
 - 1,951 sqm of flexible industrial space – Use Class E(g)(iii) and B8 on the ground floor and partially on the upper ground floor
 - 518 purpose-built student accommodation (PBSA) units located on the upper floors of the buildings comprising of 326 studio rooms, and 192 cluster rooms; with PBSA shared internal amenity space, comprising lounges, a gym, games area, and laundry located at first floor level. A podium garden space would be located at first floor level, and a roof terrace located on the 11th floor
- 390 long-stay cycle parking spaces and 20 short stay cycle parking space for the PBSA
- One Blue Badge parking space and a loading bay for the PBSA; and a Blue Badge parking space and three industrial loading bays for the industrial floorspace
- A dedicated industrial road, and public realm improvements along Tottenham Lane

5 PLANNING HISTORY

- 5.1 **HGY/2025/1202** - An Environmental Impact Assessment (EIA) Screening Opinion is currently with the Secretary of State to confirm whether the scheme is EIA Development or not. If this is considered to be EIA development then an EIA would need to accompany the planning application.
- 5.2 There is no other relevant planning history connected with the application property.
- 5.3 Relevant and recent planning permission in close proximity to the site include:

HGY/2016/1573– Railway Approach, Hampden Road N8 0HG (delivered and known as Altitude Point and Magnus Height on Hampden Road)

Demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3) and 294 sqm flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development – Granted 28/10/2016

6 CONSULTATIONS

Public Consultation

- 6.1 This scheme is currently at pre-application stage and therefore no formal consultation has yet been undertaken by the Local Planning Authority.

Applicant's Consultation

- 6.2 The applicant has been advised of the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI), which require the developer to engage and consult with the local community on their development proposals at an early stage before submitting a formal planning application to the Council.
- 6.4 The applicant held public exhibitions on 21 and 25 January 2025 and on 17 and 21 June 2025.
- 6.4 The applicant team advises they sought to engage with Members, keeping local Ward Members and other interested Members up to date of the developing proposals.
- 6.5 The applicant advises that they engaged with a number of local community groups including Campsbourne Community Collective, Club Lotus, Crouch End Festival, Haringey Solidarity Group, Hornsey Historical Society, Hornsey Parish Council, Hornsey Vale Community Centre, Hornsey Village Signage Project, Living Streets, London Islamic Cultural Society, Lotus Enthusiasts, YMCA
- 6.6 Any feedback/comments resulting from the applicant's own consultation will be included within the forthcoming planning application.
- 6.7 When a planning application is submitted to the Local Planning Authority (LPA) for consideration, consultation letters will be sent to neighbouring properties, site notices will be erected and an advert will be placed in the local newspaper to notify the community of the proposal and information on how written comments on the planning application can be submitted and taken into account in the assessment of the scheme.

Engagement with the Greater London Authority (GLA)

- 6.8 The applicant met with the GLA in January 2025 where topics including land use principles, affordable housing, urban design, transport, sustainability and environmental impacts were discussed. The GLA issued a written pre-application response dated 10 February 2025 (ref: 2024/0608/P21) which confirms the GLA's position on these matters.

The summary of the GLA's written pre-application response of 10 February 2025 is as follows:

The principle of the redevelopment and intensification of the site to provide an industrial and student accommodation co-location scheme within an LSIS location is supported in strategic terms. The applicant should continue to collate uses at this site as part of a plan-lead or masterplanning process.

Further strategic matters relating to urban design, heritage, transport, environmental issues and sustainable development must also be addressed as part of any future application.

Planning Forum

6.9 The proposal was presented to a Planning Forum on 18 December 2025. Planning Forums provide an opportunity for early discussion between councillors, council officers, applicants, and members of the public on major or potentially contentious development proposals. They enable key issues to be raised and questions addressed, but no formal decisions are made.

6.10 Six people attended the forum held on 18 December 2025, which was conducted online and chaired by the Strategic Applications Team Manager. The main matters raised are set out below;

- Design welcomed in comparison to nearby developments, Lotus Car heritage is celebrated, This development should be celebrated, Village atmosphere vision, Combining modern with historical is great, The massing is in a growth area, Community feeling, currently neglected part of Hornsey with little investment in area/no footfall/lack of amenities – this could help, Could help with sense of identity and pride in Hornsey
- Concerns with the scale of the development, Concerns the development will set a precedent
- Query on construction start date, Query on public consultation, Why is the site not fit for conventional housing?, Query on masterplan within the LSIS, Query on S106 contributions, Query on local CIL, Query on student drop off and delivery, How will the Council stop parking on nearby streets

Quality Review Panel (QRP)

6.11 The proposal was presented to QRP on three occasions; in 22 January 2025, 16 July 2025 and 3 December 2025.

6.12 **The summary of the Panel's response of 22 January 2025 is as follows:**

The panel thinks that a stronger masterplan vision is required for the Cranford Way Locally Significant Industrial Site to make the case for development of the Lotus site. Work is also needed to progress the Lotus site proposals, including resolving uses and layouts, making a case for a tall building, and reducing the impact of massing.

A stronger placemaking vision is needed for the masterplan, which must address safety concerns by introducing permeability at the southern end of the site. The vision should demonstrate who the place will be for and what it will provide – with a final output that includes design codes. The masterplan should clarify the type of businesses it caters for, and how it will meet their needs. The panel cautions against

combining B2 and B8 use classes with residential development, and suggests that B1 uses would work better. This change could also allow the bridge to be removed, which is essential, and overly complicated access routes to be simplified.

Work is needed to reduce the dominance of roads within the development. The industrial access route could create an unpleasant living environment and needs further work. Pedestrian access is needed at the south end of the site to provide permeability. Resident journeys should be modelled. Arrival Square needs to be based on stronger urban design principles including for frontages, enclosure and use.

A stronger case is needed for a tall building in this location. The proposed massing is too dominant and will have a negative impact on views. A more exciting, less repetitive architecture should be developed. The panel emphasises the need for a landscape-led approach to the masterplan. The central park risks being unsafe, and a linear green space could work better as part of a movement network. A landscape strategy is also needed for Tottenham Lane.

Internal layouts need further work to create more generous circulation spaces and common areas. Proposals should be driven by strong set of sustainability aspirations, including designs to mitigate overheating.

6.13 The summary of the Panels response of 16 July 2025 is as follows:

While the wider masterplan has improved, the panel is concerned about the proposal for the Lotus site. Significant further work is needed to address its comments and progress the scheme.

The panel finds the wider masterplan much improved by the simpler layout, separate industrial service route, and central location for the public park. However, there are still concerns about what kind of a place this will create and how successful it could be. Increasing the permeability and active frontages should be considered to improve pedestrian safety. The landscape design strategy should be developed for the southern part of the site.

The panel would like to see the same rigour applied to the design for the Lotus site as to the wider masterplan. The site edges should respond to both the current and the possible future contexts. As the proposal will be prominent, the massing should be tested in longer views, and ground level microclimate should also be assessed. The panel suggests exploring more radical options to break up the massing and lessen the townscape impact, such as splitting the proposal into two or more buildings.

While the plaza and retained Lotus buildings create a positive gateway into the development, the subsequent entrance sequence should be more legible and inviting. Expressing the entrances for each block separately, and encouraging students to move through the podium garden, would create stronger communities, and a more enjoyable arrival experience. The quality of internal circulation should be reviewed to provide equitable quality in all the student clusters. The plaza should have robust but attractive landscape design, with trees of stature, and placemaking quality ensured through, for example, input from artists to draw on the local context

and create a strong identity. More greenery and swales should be integrated throughout the streets.

The panel recommends developing clear sustainability targets that are embedded into the proposals. Given demolition of the existing buildings, a circular economy strategy should be developed. Further work is needed on the strategies for ventilation, overheating and circular economy, with passive and natural solutions strongly encouraged.

Each block should have a recognisable identity, and more variety in the fenestration, with external shading and window reveal depths designed to respond to orientation. The panel recommends taking inspiration from the Lotus buildings and surrounding context, rather than the cars, for the building's external appearance.

6.14 The summary of the Panels response of 3 December 2025 is as follows:

The Haringey Quality Review Panel thanks the applicant for the opportunity to review this scheme again. However, it regrets that it is unable to support the proposals in their current form as important issues raised at the last design review have not been satisfactorily addressed.

This site is important to the wider masterplan and should set the tone for future development. Significant further work is required to break up the mass of the building which is still a single wall of development. Views and elevations provided do not show the full context and impact of the building on its surroundings. The panel would like to see the building divided into separate blocks to reduce its visual impact, both from surrounding streets, and in longer distance views. Further work is also required to develop high quality architecture that responds to the setting in a more sensitive way.

Whilst the environmental strategy described seems positive, there was insufficient evidence of how this is integral to the designs. The panel would welcome an opportunity to comment on this at a future review.

However, there are aspects of the scheme that the panel does support; the entrance sequence is better resolved with a clearer urban design approach and improved public realm. Provided the concerns over massing and architectural quality are resolved, the panel is confident that a higher quality scheme appropriate to its location can be achieved.

The issues raised at the previous meeting which the panel strongly feels still need to be addressed are repeated.... for clarity.

6.15 The panel has expressed that they would welcome an opportunity to comment on the scheme again at a full or intermediate review, due to the fundamental nature of the issues raised at the latest review. The Council has advised the applicant that a further review(s) will be required following additional design workshop discussions with officers.

(The QRP's full written response following the December meeting is included under Appendix 2)

7 MATERIAL PLANNING CONSIDERATIONS

7.1 Any view expressed is Officers' advice on the pre-application proposal, and cannot prejudice the outcome of any planning application submitted.

Principle of Development

7.2 The site is designated as 'Cranford Way Locally Significant Industrial Site' in the local plan.

Employment

7.3 The existing site comprises poor-quality buildings totalling approximately 699 sqm, previously operating as a builders' merchant (Sui Generis), which is now vacant. The Applicant has confirmed that the previous use supported a limited employment function, accommodating approximately 10 employees primarily engaged in low-density activities.

7.4 The pre-application proposal comprises 1,951 sqm of flexible industrial floorspace within Use Classes E(g)(iii) and B8 at ground and upper ground floor level. This represents an increase of approximately 179% over the existing built floorspace. In addition, a further 1,090 sqm is proposed in the form of a dedicated industrial service road and yard space, Whilst this provision would support the operation, servicing and functionality of the industrial uses, road space does not constitute industrial floorspace. The extent to which existing yard space is reconfigured or reduced should also be considered, given its importance in supporting the effective operation of B2 and B8 uses.

7.5 The uplift in industrial floorspace has been secured through engagement between the applicant and officers, is required under Policy DM37 ('Maximising the Use of Employment Land and Floorspace') of the Development Management DPD (2017). Policy SP8 ('Employment') of Haringey's Local Plan (2017) similarly seeks to safeguard Locally Significant Industrial Sites (LSIS) for employment uses, supporting proposals that modernise and optimise employment floorspace, including B2, B8 and Class E (light industrial and ancillary office uses). Whilst the primary proposal is the delivery of PBSA, the scheme incorporates an element of industrial re-provision that responds to these policy objectives.

Purpose Built Student Accommodation (PBSA)

7.6 The proposal primarily seeks the delivery of Purpose Built Student Accommodation (PBSA), alongside the re-provision and uplift of industrial and employment floorspace. Policy H15 of the London Plan (2021) relates to PBSA and states that boroughs should seek to ensure that local and strategic need for student accommodation is addressed, subject to a range of considerations, including contributing to mixed and inclusive neighbourhoods. Part B of Policy H15 further encourages the delivery of PBSA in locations that are well connected to local services by walking, cycling and public transport, particularly as part of mixed-use regeneration and redevelopment proposals.

- 7.7 Policy DM15 (Specialist Housing) of the DM DPD 2017 states that student accommodation will be supported where it is required to meet a local and strategic need and is in an area of good public transport accessibility.
- 7.8 Proposals also need to demonstrate that they would not result in a loss of housing and that there is to be no adverse impact on local amenity, that the accommodation is of a high quality design including consideration for unit size, daylight and sunlight, and provision is made for students with disabilities.
- 7.9 Policy DM15 part D of the DM DPD 2017 requires student accommodation schemes to demonstrate the need for the additional bedspaces and ensure the accommodation can be secured by agreement for occupation by members of a specified educational institution(s), or, subject to viability, the proposal will provide an element of affordable student accommodation in accordance with Policy DM13 of the DM DPD 2017.
- 7.10 The overall strategic requirement for PBSA in London has been established through the work of the Mayor's Academic Forum, and a requirement for 3,500 PBSA bed spaces to be provided annually over the Plan period has been identified. The Applicant has submitted a Student Needs Assessment as part of the pre- application engagement process. The assessment finds PBSA is in demand within a 1.5 mile radius of the site. The applicant is currently in discussions with London School of Economics to secure a nominations agreement for the student accommodation.
- 7.11 The proposed PBSA comprises rooms ranging in size from 13.2 sqm to 17.2 sqm. The scheme would provide 947 sqm of internal communal amenity space, alongside 654 sqm of external amenity space, including a landscaped podium garden and an eleventh-floor roof terrace.
- 7.12 Whilst there is no specific space standards for PBSA set out in the local or London Plan, the overall provision reflects a good level of internal and external amenity space. Officers are continuing to consider the quality of the student accommodation. A total of 52 studio rooms (10% of the overall provision) would be designed to be capable of wheelchair user occupation, in accordance with the requirements of the PBSA London Plan Guidance.

Co-Location of Industrial and Residential (PBSA) Use

- 7.13 The proposal seeks to provide a mixed-use development, comprising PBSA and flexible industrial floorspace. Proposals for residential/student accommodation and other uses in this location are generally not supported under current Local Plan policies, given the site's location within a LSIS. Part B of Policy DM37 'Maximising the Use of Employment Land and Floorspace' of the DM DPD 2017 states that certain other uses may be permitted but they would have to be necessary for meeting the needs of modern industry or businesses, relate to an employment use that supports the functioning of the LSIS or would deliver strategic economic benefits of the borough or greater scale. Any proposal should not compromise the function of the LSIS or the Council's strategic employment land requirement.
- 7.14 Policy E6 'Locally Significant Industrial Sites' and Policy E7 'Industrial Intensification, co-location and substitution' of the London Plan 2021 allows for co-location developments

in certain circumstances. Part B of Policy E7 of the London Plan 2017 seeks to ensure that this approach is only considered as part of a plan-led process or as part of a co-ordinated masterplanning process in collaboration with the GLA and local planning authority and not through ad hoc planning applications. This process must also meet the criteria set out in Part D of Policy E7 of the London Plan 2021, below;

- The proposal should ensure that industrial and related activities within the LSIS are not compromised, particularly in terms of their continued efficient function, access, servicing arrangements, and operational requirements, including 24-hour and 7-day use where applicable.
- The intensified industrial, storage and distribution uses within the LSIS should be completed and operational before any residential component is occupied.

7.15 Appropriate design mitigation should be incorporated within any residential element to ensure that industrial activities within the LSIS are not adversely affected, with particular regard to:

- a) safety and security
- b) the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict
- c) design quality, public realm, visual impact and amenity for residents
- d) agent of change principles
- e) vibration and noise
- f) air quality, including dust, odour and emissions and potential contamination.

Draft New Local Plan

7.16 Also relevant is the Council's draft new local plan. Officers are currently collating and analysing the comments received from the consultation that ran from 10 October to 19 December 2025, under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Having regard to these, Officers will then prepare and consult on a Proposed Submission Local Plan (Regulation 19) in the second half of 2026. This will be the version of the plan the Council wants to adopt. Following consultation on the Proposed Submission Local Plan the plan, together with any representations, will be submitted for examination by an independent Planning Inspector before final adoption by the Council.

7.17 Paragraph 48 of the National Planning Policy Framework (NPPF) states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework.

7.18 It is recommend that very limited weight be afforded to the Draft Local Plan's policies at the moment, as the Draft Local Plan is in the early stages of preparation and has not yet been submitted for examination, the policies in the draft Local Plan may be subject to change as objections to the same can still be made, and the relevant policies in the current Plan are consistent with the relevant policies of the NPPF.

7.19 The site is, in draft, designated as HY SA08 known as 'Cranford Way Locally Significant Industrial Site' (LSIS) in the Draft Local Plan. Draft Site Allocation HY SA08 falls under

draft policy HYPFA3 'Tottenham Lane and Cranford Way' of the new Regulation 18 Draft Local Plan which has gone through consultation.

HY PFA3: Tottenham Lane and Cranford Way

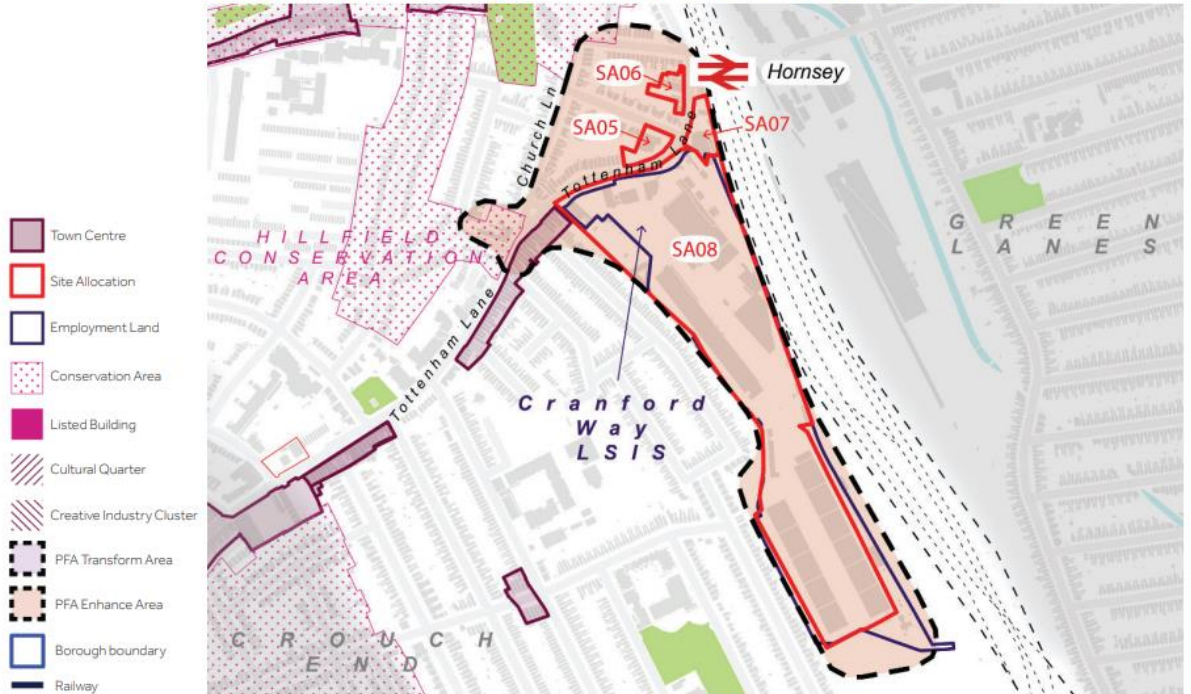


Fig 2: Map of Placemaking Focus Area HYPFA3: Tottenham Lane and Cranford Way

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

Fig 3: Site allocation HY SA08 within HYPFA3

- 7.20 Currently, Draft Site Allocation HY SA08 seeks the 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. Draft Site Allocation HY SA08 currently requires proposals for co-location to 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. 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.
- 7.21 Generally, it is considered that residential uses are incompatible within employment areas such as LSIS; and uses not within use classes B1 to B8 would only be supported in exceptional circumstances, given the nature of activities that operate in these locations and the potential for conflict with their continued operation. There is an exception within designated Warehouse Living areas. However, Policies E6 and E7 of the London Plan 2021 do allow for the co-location of industrial and residential uses in certain circumstances. In this context, the applicant has prepared an indicative masterplan for the LSIS area and is engaging in discussions with the Council and other landowners/operators within the Cranford Way Locally Significant Industrial Site. The masterplan begins to explore the potential uplift in employment floorspace and functionality across the wider site. The indicative masterplan also outlines the broad location of uses, an initial approach to building heights, and a highways strategy to provide access into and throughout the site. However, this work remains at an early stage and will require further development to demonstrate a coordinated and comprehensive approach at the LSIS scale. This work is intended to inform the wider plan-led process associated with the emerging Local Plan and site allocation HY SA08 for the LSIS area, including consideration of the potential for co-location of industrial and residential uses in accordance with these policies. Once the Local Plan reaches adoption stage, the new Site Allocation HY SA08 for the LSIS area is expected to be in place (although the final details could change), which will carry increasing weight in decision-making.
- 7.22 Officers have advised that that the indicative masterplan should prioritise Use Class B2 and B8 uses over light industrial uses. The Council is therefore commissioning an Employment Land Study for the end of May 2026 to better understand the type and distribution of industrial uses required across the Borough, and to inform the most appropriate locations for such uses.
- 7.23 Officers and the Applicant have been considering whether conventional C3 residential could be accommodated on the site. The applicant currently considers that C3 residential would not be appropriate in this location as the operational requirements of industrial uses, including large-scale deliveries, vehicle manoeuvring, and extended working hours, are incompatible with the amenity expectations of conventional

residential occupiers. The Applicant considers that PBSA represents a more suitable form of residential use, with identified demand in this area. Notwithstanding this, the Applicant will need to further consider and demonstrate that the proposed PBSA would not prejudice the existing and future operation of industrial uses within the LSIS.

- 7.24 Having regard to Policies E6 and E7 of the London Plan 2021 and the emerging Local Plan, the principle of redevelopment of the site, incorporating industrial floorspace and PBSA, together with the indicative masterplan for the LSIS area, is considered premature at this stage.
- 7.25 As the Draft Local Plan currently carries very limited weight, the detailed principles of development, including land use distribution, co-location and site-wide coordination, remain under consideration. However, as the Local Plan progresses through its later stages, the policies and associated Site Allocation HY SA08 for the LSIS area, informed by the emerging masterplanning work, will carry increasing weight in determining the principle of development.

Lotus Showroom and Stables

- 7.26 The proposal seeks to retain the former Lotus showroom and stables building for use as a café/community facility accessible to the public.
- 7.27 Policy S1 of the London Plan 2021, Policy SP16 of the Local Plan 2017, and Part E of Policy DM49 of the DM DPD 2017 support the provision of new social and community facilities.
- 7.28 Draft local plan Policy HYPFA3 '*Tottenham Lane and Cranford Way*' seeks to recognise and celebrate the history of the area, including securing public and community access to the locally listed former Lotus car factory and showroom. Draft Site Allocation HY SA08 states that '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'. As the Local Plan progresses, this draft policy should carry increasing weight in decision-making (although the final details could change).
- 7.29 Officers would welcome the re-use of the retained heritage Lotus building as a café and community space, which should support its long-term viability. This element of the scheme would also constitute a public benefit to be weighed in the overall planning balance.

Design, Heritage and Conservation

- 7.30 The applicant considers that the existing metal commercial buildings currently occupying the rear of the site provide limited useable floorspace and no longer meet modern requirements for efficient or flexible use. These buildings have no architectural merit. The locally listed Lotus building is located at the northern end of the site on Tottenham Lane and comprises two linked elements: a two-storey showroom and office building dating from around 1957, and a single-storey late 19th-century structure to the rear, originally built as a stable.
- 7.31 Discussions have been ongoing about how best to retain the locally listed Lotus showroom, which is to be retrofitted and reused.

- 7.32 The proposal comprises of buildings ranging from 9 to 16 storeys in height. Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement. This application would be subject to Fire Safety Gateway 1 and therefore the Building Safety Regulator (BSR) would be formally consulted on a planning application (the scheme exceeds 7 storeys / 18 metres threshold).
- 7.33 Policy SP11 of the Local Plan 2017 and Policy DM6 of the DM DPD 2017 states that development proposals should be of an appropriate height and a scale which responds positively to the site's surroundings. Policy DM6 of the DM DPD 2017 also states that proposals for taller buildings that project above the prevailing height of the surrounding area must be justified in urban design terms and conform to the general requirements. Policy D9 of the London Plan 2021 states that consideration of the visual impacts, functional impact, environmental impacts and cumulative impacts will need to be assessed.
- 7.34 Discussion has been on-going about the scale and massing of the development. The height of the proposal, its 'wall-like' frontage along the railway in some views, and the risk of repetitive window design remain key challenges. Officers consider that the scheme is progressing toward high quality, but also agree with the QRP that further work help break up the mass of the building.
- 7.35 The detailed design of the flexible light industrial space, PBSA and associated communal facilities, along with the architectural appearance has progressed through a series of design workshops with Officers. The composition and materiality comprise a robust and durable brick palette, incorporating curved bullnose block ends, canopies and lantern features inspired by classic Lotus cars, which contribute to a slender and elegant appearance in north and south views. The architecture is arranged to visually and functionally read as four distinct blocks, with gaps and lightweight bridging elements providing social spaces, helping to reduce repetition and achieve a more refined and slender form in wider views. However, further work is required to refine the architectural quality to ensure a more sensitive response to the site's context, although the QRP has noted that the proposed material palette and detailing are promising.
- 7.36 The proposal seeks to retain the locally listed Lotus showroom on site, which would be retrofitted and reused, which is positive.
- 7.37 The scale and massing of the proposed scheme, and its impact on the setting of designated heritage assets, including protected views of Alexandra Palace, remain areas where further work is required. Given the height and visibility of the proposals, further information will be needed, including a revised heritage statement and impact assessment, a townscape assessment, and further verified views. These should be used to inform the evolution of the building's height, massing and the wider masterplan to ensure heritage impacts are appropriately addressed and resolved alongside QRP concerns.

Public Realm / Landscaping

- 7.38 The Applicants have been working with Officers to refine the landscaping and public realm strategy, with positive progress made. The landscaped entrance courtyard, incorporating the retained Lotus buildings and main entrance, provides a strong arrival

point. The 'feature stair' connecting to the PBSA podium garden and communal facilities above, and industrial uses arranged below would provide an attractive and robust street frontage.

- 7.39 The QRP welcomes the improved resolution of the entrance sequence as part of the more detailed public realm proposals, noting that the podium arrangement enhances wayfinding and the overall student experience. The panel also advises that this approach could be further strengthened through additional cores if the building were more clearly separated.

Indicative Masterplan

- 7.40 The Applicants have been working with Officers to refine the indicative masterplan, as required by London Plan Policy (and which will inform Site Allocation HY SA08 of the draft Local Plan). Officers consider that the masterplan is still evolving and, at this stage, does not yet fully demonstrate a coherent or deliverable approach to enabling industrial and residential uses to coexist effectively. Whilst elements such as the separation of access routes and the potential for landscape buffering are being explored, further work is required to provide clarity on how these will operate in practice and to ensure a coordinated and workable solution.

Affordable Housing

- 7.41 Policy H15 of the London Plan 2021 seeks to ensure that need for PBSA is met, subject to the provision of affordable student accommodation. The maximum level of accommodation should be secured as affordable, and to follow the fast-track route 35% affordable provision is required, increasing to 50% where development relates to industrial land appropriate for residential uses under Policy E7.
- 7.42 Part B of Policy H5 of the London Plan 2021 similarly establishes a 50% affordable housing threshold for schemes on industrial land (including LSIS) where there is a net loss of industrial capacity. Paragraph 4.5.7 of Policy H5 confirms that this higher 50% threshold applies in such circumstances in order to qualify for the Fast Track Route.
- 7.43 The applicant has sought to demonstrate that the proposal would qualify for the Fast Track Route on the basis that existing industrial floorspace is re-provided, consistent with the site's LSIS designation. The applicant has calculated the level of industrial re-provision using a 65% plot ratio, derived from the GLA's 'Analysis of Plot Ratios in Industrial Development in London' (2018). This has been applied to the site area of approximately 0.46 hectares, resulting in a target re-provision of 3,019 sqm. The applicant's approach would result in a re-provision of 3,041 sqm, and this includes external service yard and access road areas. This matter needs to be considered further.
- 7.44 While this represents a significant uplift compared to the existing 699 sqm, it is not clear at this stage that industrial floorspace has been fully re-provided in line with policy expectations. In addition, the extent to which yard space is reconfigured or reduced.

- 7.45 The proposal includes 35% affordable PBSA. However, the scheme's compliance with the Fast Track Route is contingent on demonstrating that industrial floorspace is appropriately re-provided.

Housing Quality and Accessibility

- 7.46 The proposal would deliver 518 student bedspaces comprising 326 studios and 192 cluster rooms, providing a range of accommodation types and rental levels. The scheme includes 10% wheelchair-accessible studios, ensuring compliance with PBSA LPG requirements and supporting a diverse student population.
- 7.47 In respect of the internal daylight and sunlight performance of the proposed PBSA, any future planning application would be supported by a daylight and sunlight report, which would be fully assessed as part of the application process.
- 7.48 In respect of noise and vibration from the adjacent railway, any future planning application would be supported by a Noise Assessment to ensure an appropriate standard of amenity and a high-quality living environment for future residents.

Sustainability

- 7.49 In accordance with the London Plan Policy S12 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy; discussions are ongoing on the overall energy strategy for the development.
- 7.50 Discussions are ongoing with Officers across a range of sustainability measures to ensure the proposal is in line with the above policy requirements.

Impacts on Amenity of Surrounding Neighbours

- 7.51 The positioning of windows would need to be carefully designed to minimise overlooking and protect the privacy of surrounding properties, particularly rear gardens.
- 7.52 Assessment would be required to ensure that neighbouring amenity—particularly along Tottenham Lane and Ribblesdale Road—is not adversely affected in terms of daylight, sunlight and overshadowing. A noise assessment would also be required, along with any necessary mitigation measures.

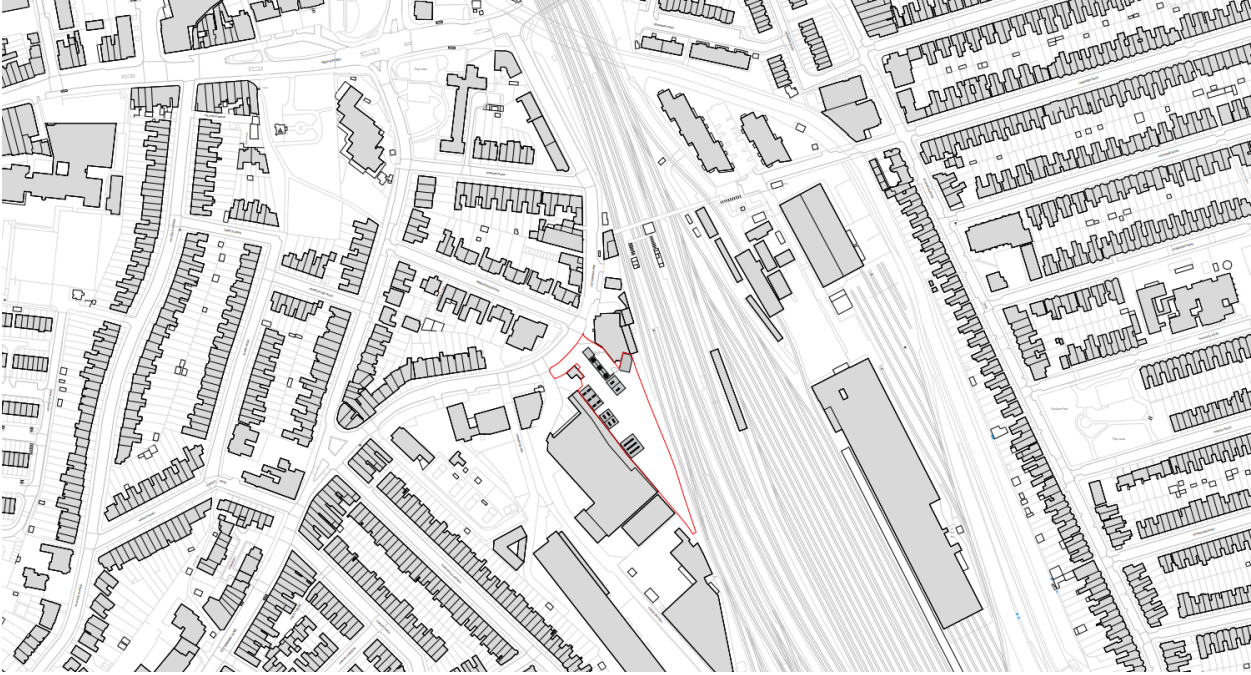
Transportation and Parking

- 7.53 The site has a public transport accessibility level (PTAL) rating of 3 to 4, with the higher value being the part of the site closest to Tottenham Lane. Hornsey Station is located approximately a one-minute's walk from the northern end of the site, providing direct services to London King's Cross and Moorgate. Turnpike Lane Underground Station is also within walking distance (approximately 12 minutes), and a number of bus routes are accessible within a 1 to 6-minute walk.
- 7.54 The proposal is for a 'car-free' development and, in PTAL 4, this would accord with the requirements of Policy DM32 of the DM DPD 2017. The only on-site parking provision comprises two Blue Badge spaces (one for the PBSA and one for the industrial use).

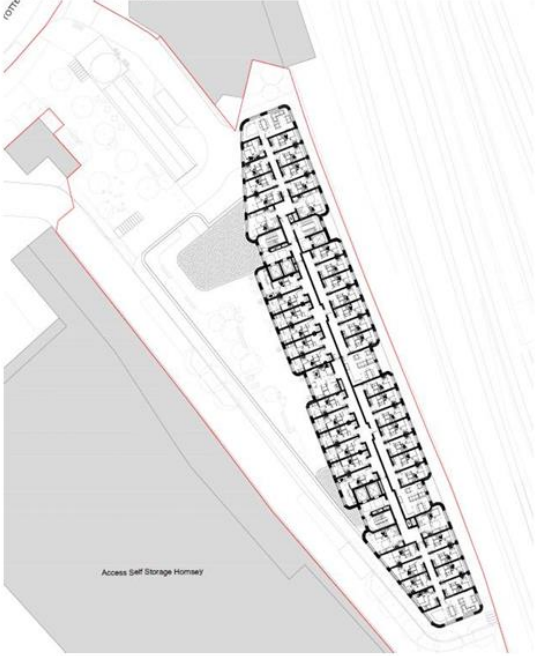
- 7.55 Vehicular access would be separated by the varied land uses in order to ensure operational efficiency and minimise conflict. Swept path analysis would be required to demonstrate that all service and emergency vehicles, including refuse vehicles, could safely enter and exit the site in a forward gear.
- 7.56 Delivery and servicing would be accommodated on-site and off-street. The PBSA would operate a managed concierge system to receive parcels and reduce repeat trips. Any future planning application would be supported by trip generation assessments.
- 7.57 A draft Construction Logistics Plan would also be submitted to ensure demolition and construction traffic can be safely managed via Tottenham Lane and Cranford Way. In addition, a Transport Assessment would allow consideration of impacts on the highway network.
- 7.58 Mitigation measures would be required to minimise potential parking impacts and to encourage sustainable and active travel.
- 7.59 Policy T5 of the London Plan 2021, supported by Policy DM32 of the DM DPD 2017, sets out cycle parking standards, requiring provision to be secure, weatherproof, accessible and easy to use, in accordance with the London Cycle Design Standards. The scheme proposes 178 cycle parking spaces for the PBSA (located within the basement and undercroft) and prioritises pedestrian and cycle permeability, including a new arrival square on Tottenham Lane providing step-free access, cycle storage, and integration with the wider public realm.

Appendix 1: Plans and Images

Location Plan



Second-Fifth floor plan



General Landscaping Layout



Lotus Building - Stables View



Lotus Building - Showroom

Public realm and landscaping

Illustrative views showing the proposed landscaped public realm and pedestrian routes through the site



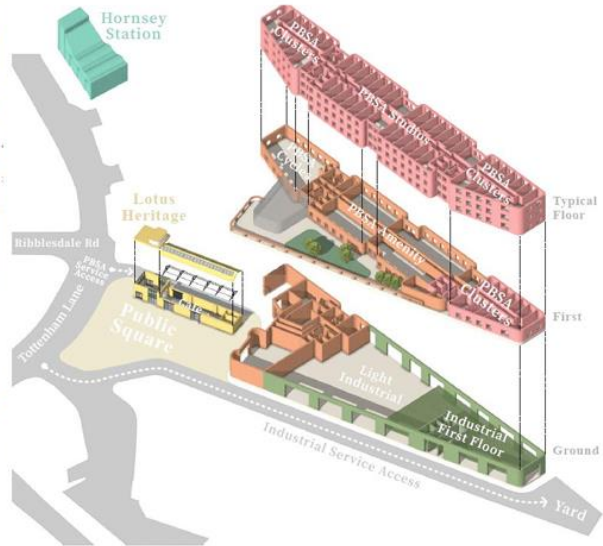
Communal terrace



View from Tottenham Lane



Ground and Upper Floor Layouts



Appendix 2: Quality Review Panel Report

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 7-11 Tottenham Lane

Wednesday 3 December 2025

Alexandra House, 10 Station Road, London N22 7TY

Panel

Esther Everett (chair)
Rosie Bard

Attendees

John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Biplav Pageni	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Ashley Sin-Yung	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Wendy Charlton	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Alice Choi	London Borough of Haringey
Philip Crowther	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Joshua O'Donnell	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Maurice Richards	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Catherine Smyth	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

Report of Chair's Review Meeting
3 December 2025
HQR145_ 7-11 Tottenham Lane

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1. Project name and site address

The Lotus Site, 7, 9 and 11 Tottenham Lane, London, N8 9DJ
A planning application has been submitted but not yet registered.

2. Presenting team

Rhea Shepherd	HTA Architects
Simon Bayliss	HTA Architects
James McDonnell	Fifth State
Allen Sacbucker	SM Planning
Charles Rose	The Heritage Practice
Matt Higgs	JAW Sustainability
Jeremy Ungelson	Citrus Group

3. Planning authority briefing

The site is located within the Cranford Way Industrial Estate, comprising a triangular shaped parcel of land accessed from Tottenham Lane. Tottenham Lane runs north and south from the site. To the north is a former public house that has been significantly altered and beyond this is the Hornsey Railway Station. To the south are further industrial buildings located within an industrial estate, and beyond this is residential development. Immediately east is the main line railway. The area northwest and west of the site is predominantly residential in character.

The Lotus Building is situated in the northern section of the site with a frontage onto Tottenham Lane. It consists of two linked buildings of different age and character. Towards the front is a two-storey building dating from around 1957, that was built as a showroom and offices. To the rear is a single-storey late 19th century building with a pitched roof, originally constructed as a stable. The site is not located within a conservation area but both the Lotus buildings are locally listed.

The proposal is for the redevelopment of the site to create a mixed-use scheme comprising student housing (PBSA), re-provision of flexible light industrial space at ground floor level, retention of the Lotus showroom and stables, new landscaped public square and public realm improvements along Tottenham Lane.

A series of workshops have taken place to discuss design, conservation, land use and transport. Design officers view the height and massing as broadly acceptable, pending further testing in townscape views and refinements of the elevation.



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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel thanks the applicant for the opportunity to review this scheme again. However, it regrets that it is unable to support the proposals in their current form as important issues raised at the last design review have not been satisfactorily addressed.

This site is important to the wider masterplan and should set the tone for future development. Significant further work is required to break up the mass of the building which is still a single wall of development. Views and elevations provided do not show the full context and impact of the building on its surroundings. The panel would like to see the building divided into separate blocks to reduce its visual impact, both from surrounding streets, and in longer distance views. Further work is also required to develop high quality architecture that responds to the setting in a more sensitive way.

Whilst the environmental strategy described seems positive, there was insufficient evidence of how this is integral to the designs. The panel would welcome an opportunity to comment on this at a future review.

However, there are aspects of the scheme that the panel does support; the entrance sequence is better resolved with a clearer urban design approach and improved public realm. Provided the concerns over massing and architectural quality are resolved, the panel is confident that a higher quality scheme appropriate to its location can be achieved.

The issues raised at the previous meeting which the panel strongly feels still need to be addressed are repeated here for clarity:

Notes from Full Review held on 16 July 2025

Height and massing

- The recessed elements help to break down the massing, but the building still appears as a single wall of development. The panel asks that more radical options for articulating and breaking down the massing are reviewed.
- Options where the proposal is separated into two buildings or more should be explored. This would have townscape benefits, creating a sky gap that accentuates the tallest element, making it appear more elegant.

Architecture

- The building in its current form appears monolithic and inelegant. The panel asks for further work to break down the bulk, as discussed above.



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- The elevations should also have more variety to disrupt the repetitive and uniform fenestration pattern. This could be achieved by pairing or off-setting windows.
- The references for materials and details look promising. The architectural approach should also be informed by example of buildings at a similar scale, drawing on good quality, built precedents.

5. **Quality Review Panel's comments on scheme presented 3 December 2025**

Height and massing

- The panel thinks the height of the building could be acceptable, subject to further work to create gaps in its massing and achieve higher quality architecture.
- It was noted at the previous review that significant further work was required to break up the massing. This has not been demonstrated.
- The panel appreciates that there has been some re-design to introduce sky gaps, but this has not adequately addressed the issue.
- The scheme previously presented was a single wall of development and this is still the case.
- The elevations are a function of the plan which needs to be fundamentally reconsidered to change the building massing.
- Views and elevations provided do not show the full context and impact of the building on its surroundings. This is critical to inform how the building's form and massing need to be developed to achieve a proposal that fits in its context.
- The panel would like to see the building divided into separate blocks to reduce its visual impact, and views between them, to avoid the appearance of a monolithic wall of development.
- Evidence of how the elevations and form of the buildings respond to their setting in a more sensitive way should be demonstrated through visual impact assessment, and drawings showing the scheme in context.
- The panel previously asked to see successful built precedents and would still like to see examples of where similar accommodation has been provided in two towers rather than being combined into a long block.



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Entrance sequence and public realm

- The panel is pleased to see that the entrance sequence is better resolved, as part of more detailed public realm proposals.
- The podium above the industrial units works well to improve wayfinding and the student experience of entering the building.
- The podium could also work with more cores if the building was separated.

Sustainability

- Although the presentation described a positive approach to environmental sustainability, there was insufficient evidence of how this is integral to the designs.
- For example, the panel was not shown the eastern elevation, so cannot comment on how proportions of windows, any external shading etc. help optimise daylight and internal quality whilst avoiding overheating.
- Further information on shading and overheating is required to convince the panel that the building is future proofed against further climate change.
- The proposed use of 70% recycled aggregate in the concrete structure is ambitious, and the panel questions whether this will be achievable at construction stage. If not, embodied carbon calculations may be misleading.

Architecture

- The Bulrush Court precedent is helpful, but the scheme is very different to that proposed here where the rounded corners are cut off at their junction with the cores.
- The work on the building heights is helpful in articulating the roof line. However, the building is still very flat, with different materials applied to give the impression of four blocks. The panel does not think this adequately addresses its concerns about a wall of development.
- The scale of development, and its location on a prominent site, mean that further work is required to develop high quality architecture that responds to the setting in a more sensitive way.

Next steps

- The Haringey Quality Review Panel would like to see the scheme again. A full or intermediate review is recommended due to the fundamental nature of the issues raised at this review.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.

