DESIGN AND ACCESS STATEMENT

Cleopatra House, Pembroke Road, Hornsey, London N8 7RQ



Proposed view of Cleopatra House from the junction of Pembroke Road and Boyton Road (32604/P013)

Site Address	Cleopatra House, Pembroke Road, Hornsey, London, N8 7RQ
Proposal	Erection of a five-storey building to provide 9 residential dwellings (Use Class C3), with private gardens, balconies, associated soft landscaping, refuse storage and cycle store — an enhanced design solution to the previously approved scheme (ref: HGY/2021/1412)
Applicant	Mr Barouch Saar
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Local Planning Authority	London Borough of Haringey
Pre-Application Reference	PRE/2026/0079
Drawing Reference Series	32604/P001 – P014, Rev P1

1. Introduction

This Design and Access Statement (DAS) has been prepared by Architects at Studio on behalf of Mr Barouch Saar ("the Applicant") in support of a full planning application for the erection of a five-storey building to provide 9 residential dwellings (Use Class C3) with private gardens, balconies, associated soft landscaping, refuse storage and a cycle store at Cleopatra House, Pembroke Road, Hornsey, London N8 7RQ.

The proposal represents an enhanced design solution to the scheme previously granted planning permission under reference HGY/2021/1412, which was approved by the London Borough of Haringey on 21 June 2021 but has since lapsed without implementation. The current scheme retains the principle, scale and height of the lapsed consent while refining the architectural expression, unit mix, amenity provision and servicing arrangements in response to pre-application advice obtained from the Council (ref: PRE/2026/0079, meeting held 9 April 2026).

This Statement should be read alongside the accompanying application drawings (listed in Section 9) and other supporting documents forming part of the planning application. It explains the process by which the design has evolved, the key design principles applied, and how the proposal addresses matters of use, amount, layout, scale, appearance, landscaping and access, in accordance with Article 6 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the National Planning Practice Guidance on design and access statements.

2. Site Description and Context

The application site is located at the northeastern corner of Pembroke Road and Boyton Road, in the London Borough of Haringey. The site has been vacant since mid-2014 and was previously occupied by a single-storey derelict warehouse building, which has since been demolished.

Pembroke Road and Boyton Road are entirely residential in character, comprising predominantly 3 to 4 storey blocks of flats interspersed with areas of green open space to the east and immediately to the northeast of the site. Shelley House, immediately to the north, is a part 3, part 4 storey building. Stokley Court, to the west on Boyton Road, is a modern 3-storey building. To the south are more recent, elevated 3-storey blocks of flats with undercroft car parking.

3. Planning History

The principle of residential redevelopment of this site is well established through an extensive planning history, summarised below.

Reference	Proposal	Outcome
HGY/2021/1412	Erection of a part 3, part 4 and part 5 storey building containing 9 residential dwellings (C3) with private/communal amenity and basement parking for 4 vehicles	Approved with conditions, 21/06/2021 (lapsed, not implemented)
HGY/2016/1677	Erection of part 3, part 4 storey building for 9 residential units with private/communal amenity and basement parking for 4 vehicles	Approved with conditions, 18/08/2016
HGY/2015/3546	Erection of a part 3, part 4 and part 5 storey building containing 9 residential dwellings (C3) with private/communal amenity	Withdrawn, 25/01/2016

HGY/2012/2365	Demolition of derelict warehouse and erection of part 3, part 4 storey building (5x1 bed, 2x2 bed, 1x3 bed) with basement parking for 5 cars	Approved with conditions, 14/02/2014
HGY/2012/0045	Demolition of warehouse and erection of part 3, part 4 storey building (4x1 bed, 3x2 bed, 1x3 bed flats)	Appeal dismissed, 17/08/2012

The site also has a minor historic planning history relating to a change of use from dress manufacturing to a day-care nursery (refs. HGY/1994/1554 and OLD/1995/0888), both approved in 1995, which is no longer relevant to the current residential proposal.

Most significantly, consent ref. HGY/2021/1412 established the acceptability of a part 3, part 4 and part 5 storey building providing 9 residential dwellings with private and communal amenity space and basement parking for 4 vehicles, at the height and massing reflected in the current proposal. That consent has lapsed without implementation; the current application seeks to secure an improved and updated design solution at a comparable scale, informed by the Council's most recent design guidance and pre-application advice.

4. Pre-Application Advice and Design Response

Pre-application advice was sought from the London Borough of Haringey, and a meeting was held on 9 April 2026 with Richard Truscott (Principal Urban Design Officer) and Eunice Huang (Planning Officer), attended on behalf of the Applicant by Eyal Moran of Architects at Studio and Joseph Mercieca of EAS Transport Planning. The resulting advice note (ref. PRE/2026/0079) confirmed general support for the principle of residential development on the site, in accordance with London Plan Policies H1 and H2 and the NPPF, and identified a number of matters for the design team to address prior to submission. The table below summarises the principal points raised and the design team's response.

Unit mix	Officers advised that the unit mix should be revised to include family-sized housing (3+ bedrooms), rather than an overconcentration of 1- and 2-bed units. The scheme has been revised to introduce a family-sized 3-bedroom, 4-person unit (Flat 9) at fourth floor level, alongside a mix of 1- and 2-bedroom units across the lower floors.
Balcony balustrades	Officers recommended that glazed balustrades be amended to a more solid composition to reflect the character of the area, screen domestic paraphernalia and improve privacy, and encouraged recessed balconies. The design has been revised to introduce a mix of solid metal balustrades and balcony parapets in white render, with toughened laminated glass retained selectively; a revised CGI reflecting these changes was submitted to the Council on 12 May 2026.
Quality of accommodation	Officers noted that the proposed floorplates provide generous floor areas and encouraged the provision of family housing within them. This has been incorporated through the revised unit mix described above, with all units designed to comply with the minimum space standards of London Plan Policy D6.
Inclusive access	The scheme has been designed to provide level access from the street to the ground floor entrance, and units are designed to meet the M4(2) Category 2 (accessible and adaptable dwellings) standard, in accordance with London Plan Policy D5 and Local Plan Policy DM2.
Neighbour amenity	An overshadowing assessment in respect of the solar panels at Shelley House will accompany the application, together with a full suite of elevations and street-scene drawings to demonstrate the relationship

	with neighbouring properties. The proposed building has also been set back approximately 1m from the boundary line, an improvement on the previously approved scheme (ref: HGY/2021/1412), which was built up to the boundary line, further reducing the potential impact on neighbouring amenity.
Landscaping and security	The principles of defensive planting and boundary treatment to secure ground floor openings are established on the submitted drawings, demonstrating a coherent soft landscaping strategy across the private gardens and communal areas. It is proposed that the full, detailed landscape plan be secured by condition following approval, as set out in Section 5.6 of this Statement.
Parking	Officers raised concerns regarding a car-free arrangement at this PTAL 2 location, but noted that an on-street disabled car space, following rectification of the existing crossover, could be considered. The scheme has been revised accordingly to a car-lite strategy incorporating 1 disabled car parking space, with the remaining units restricted from on-street permits via a Section 106 obligation. Full details of the rationale, informed by the Transport Technical Note prepared by EAS Transport Planning (ref. 6666-EAS-H-TTN), are set out in Section 8 of this Statement.
Cycle parking	16 long-stay cycle spaces are provided within a secure, weather-protected ground floor store, together with 1 additional visitor space near the main entrance. The Transport Technical Note confirms the 16 long-stay spaces accord with London Plan cycle parking standards (1 space per studio, 1.5 spaces per 1-bed 2-person unit, and 2 spaces for larger units) for the proposed unit mix; full dimensional, layout and security details will be provided as part of the detailed application.
Sustainability	An Energy Statement and Overheating Assessment will be submitted with the application, addressing the Council's zero-carbon requirement under Local Plan Policy SP4 and the overheating risk associated with the glazed elevations.

Officers advised that this pre-application response is given at officer level and does not bind the Council's formal decision on any subsequent planning application. Nonetheless, the advice has materially informed the evolution of the design between the pre-application drawings (dated 23 March 2026) and the drawings now submitted for planning (dated 17 June 2026), as detailed throughout this Statement.

5. Design Principles

5.1 Use

The proposal is for residential use falling within Use Class C3 (Dwellinghouses), comprising 9 self-contained flats. This continues the principle of residential development established by the extant planning history for the site and accords with the residential character of Pembroke Road and Boyton Road. The redevelopment of this long-vacant, previously derelict site for much-needed housing accords with the objectives of London Plan Policies H1 and H2 and the NPPF's aim of significantly boosting the supply of homes.

5.2 Amount

The scheme provides 9 residential units with a combined Net Internal Area of 605 m² (6,512 ft²), together with 35.90 m² of private garden space and 90.90 m² of balcony space (126.80 m² of private amenity space in total). The unit mix has been revised since the pre-application stage, in direct response to officer advice, to

provide a broader range of dwelling sizes including one family-sized 3-bedroom unit, as set out in the Schedule of Accommodation below.

Floor	Unit	Unit Mix	NIA (m²)
Ground	**Flat 1**	1B1P	44.73
Ground	**Flat 2**	1B2P	53.63
First	**Flat 3**	2B3P	72.34
First	**Flat 4**	1B2P	64.64
Second	**Flat 5**	2B3P	72.34
Second	**Flat 6**	1B2P	64.64
Third	**Flat 7**	2B3P	72.34
Third	**Flat 8**	1B2P	64.64
Fourth	**Flat 9**	3B4P	95.75
Total	**9 units**	**1×1B1P / 4×1B2P / 3×2B3P / 1×3B4P**	**605 (6,512 ft²)**

5.3 Layout

The building is arranged around a central core containing the entrance, stair and lift, providing efficient access to two flats per floor at first, second and third floor level, with a single larger family unit occupying the fourth floor beneath the roof terrace and photovoltaic array. At ground floor, Flats 1 and 2 are provided with direct access to private rear gardens, while the remaining units benefit from private balconies at each upper floor. The layout locates cycle parking, refuse and recycling storage, and building services at ground floor level adjacent to the main entrance, ensuring convenient access for residents and collection vehicles without compromising the street frontage.

The building occupies substantially the same footprint as the previously consented scheme, positioned toward the Boyton Road frontage with private amenity space arranged to the rear and side, mirroring the pattern of development established by the surrounding blocks of flats.

5.4 Scale

The proposed building rises to five storeys, matching the height envelope of the lapsed HGY/2021/1412 consent. Finished floor levels are set at ±0.000 (ground), +2.740 (first), +5.480 (second), +8.220 (third) and +10.960 (fourth), with a roof level of +13.800 and a highest point of +14.800, identical to the previously approved building envelope, as illustrated on the submitted elevations by the “line of approved” datum. No increase in height or massing beyond what has already been established as acceptable on this site through the extant planning history is proposed.

This scale responds appropriately to the surrounding context, which includes part 3, part 4 storey buildings (Shelley House), 3-storey buildings (Stokley Court) and elevated 3-storey blocks to the south, and continues the townscape approach already tested and approved on this corner site.

5.5 Appearance

The building's external palette comprises brickwork in a grey multi tone with soldier-course brick detailing, contrasted with white brickwork and white render to balcony parapets, double-glazed windows and doors in

grey aluminium framing, and solid balustrade compositions at key elevations, in direct response to the Council's advice to better reflect the character of the area and improve privacy and screening of balconies, while retaining glazing selectively to preserve outlook and daylight to habitable rooms.

The proposed material palette comprises two tones of brick, namely white and grey, to create visual interest and articulation across the building's elevations. Doors and windows are to be finished in grey aluminium frames, complementing the overall contemporary architectural approach.

To protect the privacy of neighbouring residential occupiers to the rear of the site and address the potential for overlooking, all windows to the rear elevation are proposed to be obscured, double-glazed units in grey aluminium frames, consistent with the treatment shown on the submitted rear elevation drawing (32604/P009).



White Brick



Light Grey Multi-Coloured Brick

The composition presents a restrained, well-proportioned front elevation to Pembroke Road, with a recessed set-back parapet at roof level accommodating plant and the photovoltaic array, and a rhythm of window and balcony openings that reflects the domestic scale and grain of the surrounding blocks of flats.

5.6 Landscaping

Soft landscaping is proposed to the private gardens serving the ground floor flats and to the perimeter of the site, together with defensive planting and boundary treatment to secure ground floor openings from the street, in accordance with the Council's pre-application advice. It is suggested that the full, detailed landscaping design, including planting species, schedules, surface materials and boundary treatment specifications, be secured by way of a planning condition following approval of the scheme, to be agreed with the Council prior to first occupation.

6. Access

The main pedestrian entrance to the building is located at ground floor level fronting Pembroke Road, providing level, step-free access from the public highway into the entrance lobby, stair and lift core, in accordance with the Council's advice and London Plan Policy D5 and Local Plan Policy DM2. All units are designed to meet Building Regulations Part M4(2): Category 2 - Accessible and Adaptable Dwellings, ensuring the development can be used safely, easily and with dignity by all residents and visitors.

Vehicular and cycle access to the site is taken from Boyton Road via the existing site frontage, with the ground floor cycle store located immediately adjacent to the main entrance for convenient, secure access. Refuse and recycling stores are similarly located at ground floor level with direct access to the street for collection, avoiding the need for bins to be moved through communal amenity areas.

A Fire Statement will be submitted as part of the application, in accordance with London Plan Policy D12 and the Mayor's Fire Safety Guidance, setting out the fire safety strategy for the development, including the design of means of escape, fire mains, access for fire appliances and personnel, and provision for the ongoing management of fire safety once the building is occupied.

7. Sustainability, Energy and Biodiversity

7.1 Energy and Overheating

The scheme's energy strategy has been developed by Zaidi Building Services Associates (ZBSA Project 5031, July 2026) applying the Mayor's Be Lean, Be Clean, Be Green energy hierarchy required by London Plan Policy SI 2 and Local Plan Policy SP4. A fabric-first approach is adopted at the Lean stage (walls 0.18 W/m²K, roof 0.13 W/m²K, floor 0.12 W/m²K, windows 1.10 W/m²K, low air permeability and 100% low-energy lighting), improved further at the Clean stage (walls 0.14 W/m²K, roof 0.10 W/m²K, air permeability of 3.50 m³/h.m² or better), with a photovoltaic array of approximately 78 m² (2.0 kWp per dwelling) at roof level providing the Green, renewable energy component. On this basis, the Energy Assessment demonstrates an average on-site reduction in regulated CO2 emissions of 51.74% beyond Part L (2021) Building Regulations across the nine units (ranging from 51.24% to 53.96% per unit), comfortably exceeding the 35% carbon reduction benchmark applied by the Mayor and the 10% on-site reduction required of residential development under London Plan Policy SI 2. Any shortfall against the Mayor's overarching net zero-carbon target would, in the usual way, be secured via a cash-in-lieu carbon offset contribution, to be agreed with the Council. A Sustainability Statement accompanying the application further demonstrates the development's approach to materials, waste reduction and biodiversity, and confirms that internal water consumption has been limited by design to 105 litres per person per day. An Overheating Assessment addressing the risk associated with the glazed balcony and window areas identified at pre-application stage will accompany the planning application.

7.2 Flood Risk and Drainage

The site lies within a Critical Drainage Area and Flood Zone 3a. A Flood Risk Assessment and sustainable drainage strategy will be submitted with the application, demonstrating that the proposal will not increase flood risk on or off site and incorporates appropriate mitigation and resilience measures, consistent with the residential use established by the site's extensive planning history.

7.3 Preliminary Ecology Assessment

A Preliminary Ecology Assessment will accompany the application, identifying the ecological baseline of the site and surrounding area and confirming the absence of any protected species or statutory nature conservation designations affecting the site. In accordance with the Environment Act 2021, the assessment will also set out how the scheme will deliver measurable biodiversity gain through the soft landscaping and planting strategy described in Section 5.6, supported by a statutory biodiversity metric calculation, with off-site provision to be secured where a 10% net gain cannot be fully achieved within the site's constrained urban boundary.

7.4 Trees and Arboriculture

A BS 5837: 2012 Arboricultural Report and Impact Assessment has been prepared by Crown Tree Consultancy (ref. 12673, dated 14 July 2026), based on a tree survey carried out on 24 June 2026. No trees are located within the site itself, which was confirmed to contain no significant vegetation. Five trees adjacent to the site were assessed as being within influencing distance of the proposals: four Category A London Plane trees (T001–T004) and one Category B Norway Maple (T005), all found to be in good physiological and structural condition, with no tree preservation orders affecting the site or neighbouring trees and the site confirmed as being outside any conservation area.

All five trees are to be retained, and no tree removal is proposed. The only works required are the pruning of T001 back to the site boundary to provide clearance for construction activity, an operation considered acceptable given the tolerance of London Plane to pruning. Approximately 11% of T001's calculated Root Protection Area falls within the footprint of the new building; this will be mitigated by excavating the affected section of the footprint by hand to a depth of 600mm under arboricultural supervision, with any roots encountered severed cleanly, and by replacing existing hard surfacing within the Root Protection Area with permeable and soft surfacing that improves rather than worsens rooting conditions. No new hard surfacing, changes in ground levels or underground services are proposed within any Root Protection Area. A Tree Protection Plan identifies construction exclusion zones and protective fencing to prevent soil compaction and accidental damage during construction, to be secured and implemented by way of an Arboricultural Method Statement conditioned upon approval of the scheme.

8. Transport, Parking and Servicing

This section should be read alongside the Transport Technical Note prepared by EAS Transport Planning Limited (ref. 6666-EAS-H-TTN), which accompanies this application and provides the detailed evidence base summarised below. The Note confirms the final unit mix of 1×1-bed 1-person, 4×1-bed 2-person, 3×2-bed 3-person and 1×3-bed 4-person units, consistent with the Schedule of Accommodation at Section 5.2 of this Statement, and sets out the Applicant's revised car-lite parking strategy described at Section 8.6 below.

8.1 Site Accessibility

The site's Public Transport Accessibility Level (PTAL) has been assessed using the TfL web-based PTAL tool as PTAL 2, with a Public Transport Accessibility Index (PTAI) of 8.5. This calculation applies threshold walking distances of 640 metres to bus stops and 960 metres to rail stations; a number of further public transport services, including Turnpike Lane Underground station, lie beyond these thresholds but remain walkable from the site. Notwithstanding its PTAL classification, the site benefits from a high density of bus and rail services within a short walk, as set out below.

The site also achieves a score of 88 under the Department for Transport's Connectivity Tool (launched December 2025), placing it in the “very high” band overall, with “highest” band scores of 90 for public transport and 94 for driving, and “very high” band scores of 84 for walking and 89 for cycling. This independent, government-published metric corroborates the site's genuinely high level of accessibility to nearby homes, jobs, shops, health, education and leisure facilities across all modes of travel.

8.2 Public Transport: Bus

A pair of bus stops lie immediately adjacent to the site on Pembroke Road: the southbound stop (Stop SA) is directly opposite the site, and the northbound stop (Stop SD) is approximately 50 metres to the south. From these stops, three services can be boarded — routes 41, 144 and N41 — with route W3 accessible a little further away, approximately 500 metres to the west on Priory Road. In combination, these services provide in the order of 30 buses per hour within 400 metres of the site, as follows:

- Route 41 (Archway Station – Tottenham Hale Bus Station, via Hornsey and Wood Green): 11 buses per hour on weekdays, 8 on Saturdays and 6 on Sundays;
- Route 144 (Muswell Hill Broadway – Edmonton Green Bus Station, via Hornsey, Turnpike Lane and Wood Green): 6 buses per hour daily;
- Route N41 (night bus variant of the 41, running via Trafalgar Square, Islington, Holloway and Archway to Tottenham Hale): around 2 buses per hour; and
- Route W3 (Northumberland Park – Finsbury Park Station, via Tottenham, Wood Green, Alexandra Palace and Hornsey): 9 buses per hour on weekdays, 8 on Saturdays and 5 on Sundays.

8.3 Public Transport: Rail

Hornsey rail station, part of the East Coast Main Line and operated by Great Northern, is located approximately 775 metres from the site (within its Zone 3 Travelcard area) and provides around 4 departures per hour in each direction towards Moorgate and towards Welwyn Garden City or Stevenage. Turnpike Lane London Underground station, on the Piccadilly Line, lies a little further away at approximately 1.3 kilometres, offering around 21 trains per hour in each direction between Cockfosters and Heathrow Airport or Uxbridge. While Turnpike Lane falls outside the formal PTAL walking threshold, it nonetheless extends the range of rail-based travel options realistically available to future residents.

8.4 Walking, Cycling and the Local Highway Network

The pedestrian environment surrounding the site is typical of an Outer London location, with good quality, wide footways on both sides of Pembroke Road, 20mph speed limits on local streets, and dropped kerbs and tactile paving generally provided at junctions and desire lines. Hornsey town centre, around 190 metres to the east, is readily accessible on foot via Pembroke Road and Campsbourne Road, and online cycle journey planning resources identify suitable cycle routes to and from the site.

Pembroke Road is approximately 7 metres wide outside the site and Boyton Road approximately 6.5 metres wide; both are subject to a 20mph limit. The site currently benefits from a vehicular crossover onto Boyton Road, near its junction with Pembroke Road; as the proposed scheme does not require on-site vehicle parking, this crossover will be removed and the footway reinstated to full height, improving the pedestrian environment at this corner and removing an existing point of conflict between vehicles and pedestrians/cyclists. Pedestrian and cycle access to the development will be taken from Pembroke Road.

8.5 Local Car Ownership and Travel Behaviour

Census data for the local Output Area (E00010120), which most closely reflects the site's immediate surroundings, indicates an average car and van ownership rate of 0.38 vehicles per household in 2011, with 65% of households having no car or van at all and only 2% owning more than one vehicle; the wider Lower

Super Output Area (Haringey 020F) recorded a broadly similar rate of 0.43 vehicles per household. Levels of car ownership remained materially consistent in the 2021 Census. Journey-to-work data for the local Output Area shows that, notwithstanding some distortion from pandemic-era working patterns, a substantial majority of residents already travel to work by sustainable modes: 51% by rail or Underground, 18% by bus, 5% by bicycle and 3% on foot in 2011, with only 19% driving and a further 1% travelling as car passengers. This evidence demonstrates that it is realistic and consistent with local norms to live in this location without private car ownership.

8.6 Car Parking Strategy

The scheme is proposed as a car-lite development, incorporating 1 dedicated disabled car parking space, reflecting both the low prevailing rate of car ownership amongst comparable local households and the site's strong sustainable travel credentials described above. This directly responds to the Council's pre-application advice, which identified that a car-free scheme could not be supported at this PTAL 2 location but that an on-street disabled car space, following rectification of the existing crossover, could be considered. Aside from the single disabled space, future residents will not have access to on-site or on-street parking, and the Applicant will secure a Section 106 obligation preventing residents (other than the occupier of the disabled space) from applying for a permit within the Hornsey North East Controlled Parking Zone (which operates 10:00–14:00, Monday to Friday); prospective residents will be made aware of, and will need to accept, this restriction prior to occupation.

Should any of the remaining residents occasionally need access to a car, two Enterprise car club vehicles are available within a short walk of the site: the nearer vehicle is stationed on Riddell Court, off Campsbourne Road, approximately 75 metres away, with a second vehicle available on Chadwell Lane in New River Village, approximately 400 metres away. The Applicant considers that, taken together with the evidence on local car ownership and travel behaviour, the sustainable transport credentials of the site, the provision of a disabled parking space, and the mitigating S106 restriction on the remaining units, the car-lite approach represents an appropriate and deliverable transport strategy for this development, and directly reflects the Council's own pre-application suggestion.

8.7 Cycle Parking

Secure, covered long-stay cycle parking for 16 cycles is provided at ground floor level, together with 1 additional visitor cycle space near the main entrance. The Transport Technical Note confirms that the 16 long-stay spaces accord with the London Plan's cycle parking standards, which require 1 space per studio unit, 1.5 spaces per 1-bed 2-person flat, and 2 spaces for larger units, applied to the proposed unit mix. Full dimensional, layout and security details of the store, including how long-stay and visitor provision will be kept discrete, will be provided as part of the detailed application.

8.8 Refuse, Servicing and Construction

Refuse and recycling is managed via an internal ground floor store accommodating 3 no. 1,100 litre bins, sized in accordance with the Borough's storage and collection standards. Day-to-day servicing and deliveries are proposed to be undertaken from outside the site frontage, consistent with the arrangements for neighbouring residential units in the vicinity, rather than via any dedicated on-site servicing area. A Construction Logistics Plan will also be submitted, given the site's prominent corner location adjacent to occupied residential

properties, setting out vehicle movements, deliveries and any temporary highway arrangements required during construction, to be agreed with the Council's Network Managers.

8.9 Summary

In summary, the Transport Technical Note demonstrates that the site is well served by bus and rail services, benefits from a high Department for Transport Connectivity Tool score of 88, is set within a local population with consistently low rates of car ownership and a strong existing propensity to travel sustainably, and has good access to car club vehicles as a fallback for occasional car use. On this basis, the proposed car-lite scheme — providing 1 disabled car parking space, secured by a Section 106 obligation restricting on-street permits for the remaining units, off-site servicing in line with neighbouring properties, and policy-compliant long-stay cycle parking for 16 cycles — is considered to represent an appropriate and sustainable transport strategy for this highly accessible, town-centre-adjacent site, directly responding to the Council's own pre-application suggestion of an on-street disabled space following rectification of the existing crossover.

9. Accompanying Drawings

This Statement should be read in conjunction with the following drawings, which form part of the planning application:

- 32604/P001 — Ordnance Survey Map (1:1250)
- 32604/P002 — Proposed Block Plan (1:200)
- 32604/P003 — Proposed Ground Floor Plan (1:100)
- 32604/P004 — Proposed 1st, 2nd, 3rd Floor Plans (1:100)
- 32604/P005 — Proposed 4th Floor Plan (1:100)
- 32604/P006 — Proposed Front Elevation (1:100)
- 32604/P007 — Proposed Side (West) Elevation (1:100)
- 32604/P008 — Proposed Side (East) Elevation (1:100)
- 32604/P009 — Proposed Rear Elevation (1:100)
- 32604/P010 — Proposed Street Elevations (1:200)
- 32604/P011 — Elevation Detail (1:20)
- 32604/P012 — Proposed Aerial View
- 32604/P013 — Proposed 3D View
- 32604/P014 — Schedule of Accommodation
- 6666-EAS-H-TTN — Transport Technical Note (EAS Transport Planning)
- ZBSA/5031 — Energy & Sustainability Assessment (Zaidi Building Services Associates, July 2026)
- CCL 12673 — Arboricultural Report and Impact Assessment to BS 5837:2012 (Crown Tree Consultancy, 14 July 2026)
- Fire Statement
- Preliminary Ecology Assessment

10. Conclusion

This Design and Access Statement has demonstrated that the proposed development at Cleopatra House represents a considered, contextually responsive enhancement of a scheme whose scale and principle have already been established as acceptable through an extensive planning history on this site, most recently via the lapsed HGY/2021/1412 consent. The design has been directly informed by pre-application advice from the London Borough of Haringey, resulting in a revised unit mix that better reflects local housing need, an improved balcony and balustrade treatment, and a clear strategy for accessible, sustainable and well-serviced residential accommodation.

The Applicant looks forward to continued positive engagement with the Council through the determination of the forthcoming planning application, and trusts that this Statement, together with the accompanying drawings and technical reports, provides a robust basis for the grant of planning permission.