

DESIGN & ACCESS STATEMENT

8a Oak Way, Croydon, CR0 7ST

Demolition of the existing bungalow and the proposal of
2 x semi-detached houses and a single bungalow.



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ARCHITECTURE

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1.0 Introduction



This statement presents a comprehensive overview of the design concept and access considerations for the project at 8a Oak Way, London, CR0 7ST, which involves the demolition of an existing bungalow and the construction of two semi-detached houses and a single bungalow.

Situated in the borough of Croydon, the proposed development at 8a Oak Way aims to transform the current site into a contemporary and functional residential enclave. The site, while not falling within a Conservation Area and without any statutory listing, presents an opportunity for thoughtful design and construction that aligns with local planning policies and guidelines.

One significant aspect to address in this project is the site's classification within Flood Risk Zone 3. This classification requires careful planning and design to mitigate potential flood risks and ensure the long-term safety and sustainability of the proposed development. By incorporating flood resilience measures and adhering to the relevant flood management regulations, we aim to create a resilient and secure living environment for future residents.

The design and access statement will provide a detailed exploration of the design principles, architectural considerations, and access strategies implemented to not only meet the needs of future occupants but also enhance the local community. The proposed development seeks to strike a balance between functional and aesthetically pleasing design, taking into account the existing context, neighbouring properties, and the surrounding natural environment. We are confident that the proposed development will contribute positively to the local community, providing modern, comfortable homes while respecting the unique character of the site and its surroundings.

After undergoing previous redevelopment attempts through pre and full planning applications, the current proposed scheme represents a carefully considered and balanced solution that avoids the pitfalls of overdevelopment. The design and layout of the new development have been meticulously crafted to ensure a harmonious integration with the site's unique characteristics. By striking a delicate balance between maximizing the site's potential and preserving the integrity of the surrounding area, the proposed scheme aims to create a development that is both functional and sensitive to its context. Valuable insights gained from past attempts have greatly influenced the present proposal, resulting in a plan that addresses the site's full potential without compromising its suitability or the overall character of the area.

2.0 Planning History

Below, you will find a chronological list of the planning histories associated with the site, starting from the most recent application, and progressing to the oldest. Each entry includes detailed information regarding the respective planning application.

Site address: 8a Oak Way, Croydon, London, CR0 7ST
Proposal description: Erection of single storey rear extension
Reference number: 05/03161/P
Application type: Full planning permission
Decision: Withdrawn
Date: 21/09/2005

Site address: 8a Oak Way, Croydon, London, CR0 7ST
Proposal description: Erection of conservatory
Reference number: 05/00831/LP
Application type: LDC (Proposed)
Decision: Lawful development certificate granted (proposed)
Date: 27/04/2005

Site address: 8a Oak Way, Croydon, London, CR0 7ST
Proposal description: Erection of detached conservatory
Reference number: 04/04043/LP
Application type: LDC (Proposed)
Decision: Withdrawn application
Date: 09/02/2005

Site address: 8a Oak Way, Croydon, London, CR0 7ST
Proposal description: Erection of a single storey rear extension
Reference number: 04/03352/P
Application type: Full planning permission
Decision: Refused
Date: 04/10/2004

Site address: 8a Oak Way, Croydon, London, CR0 7ST
Proposal description: Erection of a single storey rear extension
Reference number: 03/03296/P
Application type: Full planning permission
Decision: Withdrawn Application
Date: 17/11/2003

The site 8a Oak Way has been the subject of five previous minor planning applications, which date back to a considerable period. Additionally, there have been subsequent applications that encompassed merging other properties, all with the intention of redeveloping the land and introducing new properties. Their details are found below.

Site address: 7-10 Oak Way, Croydon, CR0 7ST
Proposal description: The demolition of existing buildings (numbers 7, 8A, 9, and 10); erection of 15 three bedroom two storey houses; formation of an extension to the existing road to include a turning head and provision of associated car parking.
Reference number: 10/03557/P
Application type: Outline planning permission
Decision: Permission refused
Date: 11/02/2011



Figure 1: Proposed site layout plan

Refusal reasons:

1. The siting and layout of the development would not respect or improve the existing pattern of buildings and the spaces between them, appearing as a cramped and overcrowded layout and resulting in an overdevelopment of the site out of keeping with the character of the area and detrimental to the appearance of the street scene.
- This proposal has been designed with respect to the existing contextual layout in terms of size, direction, distancing and outlook.
2. The two-storey nature of the buildings would result in a development that would not respect the height and proportions of surrounding buildings.
- This proposal has been designed with respect to the existing contextual layout in terms of size, direction, distancing, and outlook.
3. The layout of the development would be detrimental to the residential amenities of the occupiers of 8 Oak Way by reason of visual intrusion and loss of outlook.
4. The application does not offer a contribution towards sustainable transport initiatives in the vicinity to alleviate traffic generation created by the development or a contribution to Education for capacity enhancements.
5. A sustainability statement has not been submitted.
- A sustainability statement has been provided for this application.
6. Loss of trees and disturbance of local wildlife A survey showing removed and retained trees has not been submitted and it is therefore not possible to assess the impact of the development on nearby

trees.

- *Within our proposal, we are not removing any trees but have worked around them. Additionally, we aim to increase the landscape and opportunities for wildlife.*

7. Inadequate provision is made for car parking within the site layout.
- *As per the London Plan (2021), we have met the requirement for the minimum parking standards. Additional details on this have been provided further down this statement.*
8. The site is located within a flood zone and a Flood Risk Assessment has not been submitted.
- *Flood risk assessment has been provided with this application.*
9. Loss of large gardens
- *All three proposed properties will have a large amount of private amenity space.*
10. Overdevelopment

With the submitted scheme, the massing of the proposed units is evidently larger than those of the existing.

2.1 Pre-application

Site address: 8a & 10 Oak Way, Croydon, London, CR0 7ST

Proposal description: Demolition of two existing bungalows at No. 8A and 10 Oak Way and construction of seven new residential dwellings (3B4P) together with the associated private landscaping and communal access road, refuse and bike storage facilities at ground level.

Reference number: 17/03877/PRE

Application type: Pre-application

Date: 06/09/2017

A pre-planning application was submitted with the intention of developing the land by demolishing the existing bungalows at No. 8a and 10, and constructing 7 two-storey dwelling houses for residential purposes. The Council reviewed the proposal and deemed it acceptable in principle for the development of the site as a backland development. However, it is necessary for any future development to address planning considerations such as design, flood risk, impact on amenity, landscaping, transport, and ecology.

The Council acknowledged that the use of semi-detached dwellings and a bookended development approach were appropriate for intensifying the site while respecting the existing character of the area. The proposed development aimed to maintain the established building line, heights, and a sense of openness by incorporating suitable gaps between the units.

Nevertheless, the Council concluded that the proposal for seven units constituted an overdevelopment of the site. Concerns were raised about the amount of hard standing and the layout of unit No. 7, which affected the separation distance between the dwelling and neighbouring properties, impacting the amenity of the neighbours. Therefore, it was advised that a future planning application should reduce the number of units to address these concerns.

Furthermore, the lack of supporting documentation led to the deferral of material considerations such as flood risk, sustainable drainage, arboriculture, ecology, and transport. These aspects will need to be included in a future application along with the required documents.

3.0 Setting: Site context and surroundings



Figure 2: *Satellite view of site facing north*

The site at 8a Oak Way is situated at the easternmost section of Oak Way, which forms a cul-de-sac. It is located within a residential area to the east of Croydon in southwest London. The existing structure at 8a Oak Way is a bungalow dwelling that currently accommodates a three-bedroom family-sized dwellings on the ground level. The construction of the building took place in the mid to late fifties, aligning with the timeframe of other residential properties along the road.

The neighbouring properties consist of a two-storey house at No. 2-8, a chalet bungalow at No. 7, 9 and another bungalow at No. 10. Typically, the surrounding buildings have heights of approximately 2.5 storeys, including pitched roofs. Notably, the property benefits from a sizable rear garden measuring approximately 700m², which is uncommon for the area. Along with a spacious front drive, this land presents an opportunity for potential redevelopment. Beyond the immediate surroundings, Oak Way benefits from its proximity to various green spaces with the closest one being *Bywood Avenue Bird Sanctuary*, only a 6-minute walk from the site.



4.0 Site photographs





4.1 Existing site

Currently, there is a single-storey bungalow with three bedrooms situated on the western side of the site at 8a Oak Way, facing a shared driveway also used by the neighbouring property at 10 Oak Way. The bungalow comes with a rear garden measuring 770.7m² and a front garden of hard landscape covering an area of 138.4m².

Plenty of parking space is available, with enough room to comfortably accommodate at least three cars. The neighbouring property at 10 Oak Way also has its own dedicated car park area, allowing parking for up to two to three cars, which is connected to the shared access. However, there are exposed bin storages located near the entrance of the site, detracting from the overall aesthetic appeal of the area. Existing drawings also locate this aspect.

Oak Way as a whole is characterised by abundant greenery, including soft landscaping and trees. Although the rear portion of the property in question contains approximately 50% greenery, the front area lacks any such features. The condition of the rear garden finishes is poor, and the space has been scarcely utilised, leading to overgrown and uncontrolled plants as well as unsafe timber decking flooring.

This project not only aims to enhance the characteristics of the site itself but also endeavours to address the existing shortcomings and significantly improve the overall state of the property.

By implementing strategic improvements, the project seeks to transform the site into a more aesthetically pleasing and functional space. The objective is to rectify any deficiencies that may currently exist and address and resolved these, ensuring a more pleasant visual experience for both future occupants and residents/ visitors.

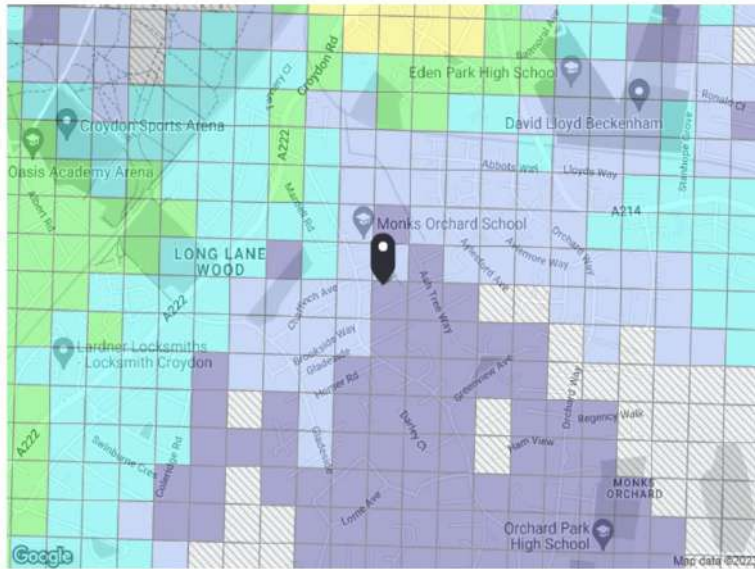
Additionally, the project will focus on revitalising the garden areas, both front and rear. The poorly maintained garden finishes and overgrown, uncontrolled plants will be rejuvenated and restored to create a more inviting and well-groomed outdoor environment. Within the redevelopment of the site, no existing trees will be removed. The fencing located at the rear of the site is currently in a state of disrepair, with broken sections and overall poor condition. However, as part of this project, all of these issues will be rectified, and the fencing will be repaired or replaced as necessary.

Furthermore, the project aims to optimize the overall functionality of the property. This may involve improving the layout, enhancing traffic flow, and optimising the use of available space. These enhancements will contribute to a more comfortable and efficient living experience for the residents and locals.

By addressing these existing shortcomings and investing in the overall improvement of the property, the project aims to add substantial value to the land.



4.2 PTAL rating



PTAL output for Base Year 1a

CRD 75T
Oak Way Croydon CR0 7ST, UK
Easting: 526500, Northing: 168476

Grid Cell: 23215

Report generated: 27/06/2023

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.61km
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LJL Station Max. Walk Access Time (mins)	12
LJL Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key- PTAL



Map layers

PTAL (cell size: 100m)

A site with a Public Transport Accessibility Level (PTAL) rating of 1a indicates that it has extremely poor access to public transportation. PTAL ratings are used to assess the quality and convenience of public transport links in a given area, with higher ratings indicating better accessibility. In the case of a 1a rating, the site is situated in an area with minimal or no access to public transport options.

A PTAL rating of 1a implies that the site is located in a remote or isolated area, where public transportation infrastructure is limited or non-existent. This means that residents or visitors relying on public transport would face significant challenges in accessing essential services, amenities, and employment opportunities.

With limited or no access to public transportation, residents and visitors would heavily rely on private vehicles or bicycles to fulfil their commuting needs. Consequently, when planning new build developments within such areas, careful consideration must be given to the provision of adequate parking spaces for cars and secure storage facilities for bicycles.

5.0 Proposed Scheme

The proposed development encompasses the transformation of the existing bungalow site into a new residential space. This ambitious project involves the demolition of the current bungalow and the introduction of two semi-detached properties along with a separate bungalow. Each aspect of the scheme has been meticulously designed and considered to ensure a harmonious integration within the surrounding environment.



In the following pages, you will find a comprehensive breakdown of the proposed development, providing in-depth details on every aspect of the scheme. From architectural designs and floor plans to landscaping and parking provisions, we have endeavoured to address every point to create a well-rounded and thoughtfully planned residential space.



5.1 Renders

Before moving into the details of the scheme, you will first find the existing and proposed renders. These visual representations showcase the current state of the project site as well as the proposed improvements and enhancements. Following these renders, you will find a series of proposed scheme renders that offer a detailed glimpse into the envisioned future of the development. These visual references serve as a valuable tool in understanding the transformation and progress that is being proposed for the project. These have also been uploaded as a separate document for this application to give a better view.























5.2 Proposal details

The proposal aims to enhance the quality of living on the site by maximizing its potential. As part of the plan, the existing bungalow will be demolished, making way for two semi-detached 2-bedroom units and a new single bungalow. In accordance with the Croydon Local Plan (2018) policy, specifically Policy SP2.7, the Council emphasises the importance of offering a diverse range of homes within the borough to meet the varying housing needs. The policy stipulates that the Council seeks to ensure the availability of homes in different sizes.

By including a 3-bedroom bungalow within this scheme, the proposed development aligns with the strategic target set by the Croydon Local Plan (2018) of having 30% of all new homes with three or more bedrooms. This single proposal contributes to fulfilling the target established by the policy, demonstrating compliance with the local planning guidelines, and addressing the need for larger-sized homes within the borough.

The existing drawings of the bungalow indicate that it currently comprises 3 bedrooms and an open area for study. However, online records suggest that the original construction of the bungalow may have included either 3 or 4 bedrooms. The current open space adjacent to the rear bedroom, which faces the front of the property, is being utilised as a workspace. It is likely that this space was originally another room, and the wall separating it was removed at a later stage to create the current configuration.

Considerable thought has been given to the layout of the proposals. The positioning of the bungalow towards the rear of the site creates a seamless progression, aligning with the properties to the north of Oak Way. This natural flow guides the eye towards the two-storey semi-detached proposal, which harmoniously blends with the existing properties on the southern side of the road.



The diagram depicted above illustrates the orientation of the properties both within and around the site, indicated by the red lines. The placement of the proposed houses is represented by the two orange lines. It is evident from the diagram that the proposal seamlessly integrates into the site, aligning with the surrounding properties.

The proposed bungalow design has been carefully crafted to mirror the architectural style, shape, and mass of the adjacent property located at number 10 Oak Way. This approach ensures an aesthetic continuity within the neighbourhood and maintains a cohesive streetscape.

Similarly, the design of the proposed semi-detached property aligns with the neighbouring properties to the south of Oak Street, where two sets of semi-detached houses can be found. This design choice ensures visual consistency and reflects the prevailing architectural character of the area.

Landscape: To enhance the overall appearance and improve the outlook quality, additional landscaping will be incorporated towards the front of the properties. These landscaping features not only add visual appeal but also contribute to a pleasant environment for residents. Incorporating landscape and greenery throughout the entire design of a development is crucial and offers numerous benefits. It goes beyond just the front of the properties and extends to the overall site planning and layout. Here are some advantages of integrating landscape and greenery within the design:



1. **Improved Aesthetics:** Adding more green spaces and landscaping enhances the visual appeal of an area. Lush vegetation, trees, flowers, and well-maintained gardens create a pleasing and inviting environment, making the surroundings more attractive and enjoyable for residents and visitors alike.
2. **Health and Well-being:** Access to green spaces has been linked to numerous health benefits. Incorporating landscape and greenery within the design provides residents with opportunities for relaxation, exercise, and connection with nature. It can promote physical activity, reduce stress levels, and improve overall well-being.
3. **Environmental Benefits:** More greenery helps mitigate the impact of urbanisation and development on the environment. Plants and trees absorb carbon dioxide and release oxygen, contributing to cleaner air quality.
4. **Biodiversity and Habitat Preservation:** Expanding green spaces creates habitats for various plant and animal species, promoting biodiversity in urban areas. This supports the preservation of wildlife, including birds, insects, and small mammals, and helps maintain ecological balance.
5. **Social and Community Benefits:** Green spaces provide opportunities for social interaction, recreation, and community engagement. Parks, gardens, and open areas serve as gathering places for people to connect, engage in activities, and foster a sense of community. They also offer spaces for outdoor events, exercise, and leisure, contributing to a healthier and more vibrant community life.
6. **Sustainable Stormwater Management:** Strategically placed green spaces, such as rain gardens or bioswales, can help manage stormwater runoff by absorbing and filtering rainwater. This reduces the strain on drainage systems, mitigates flooding risks, and improves water quality.

Overall, increasing landscape and greenery brings multiple advantages, ranging from improved aesthetics and well-being to environmental sustainability and community cohesion. It creates harmonious and sustainable living environments that benefit individuals, communities, and the natural world.

To uphold an aesthetically pleasing landscape across the development, the two parking areas have been thoughtfully concealed with strategically placed planting and shrubs. This careful positioning allows for a seamless integration of greenery, ensuring an uninterrupted flow of natural elements. Moreover, this approach prevents the proposed bungalow from directly overlooking vehicles, resulting in a visually cohesive and appealing environment.

In terms of safety and comfort, outdoor wall-mounted lights have been strategically positioned around the properties. These lights effectively illuminate the surroundings, preventing any dark corners and providing a secure and pleasant environment for residents. Notably, a light has been installed near the bin storage area, ensuring safe and comfortable use for future residents.

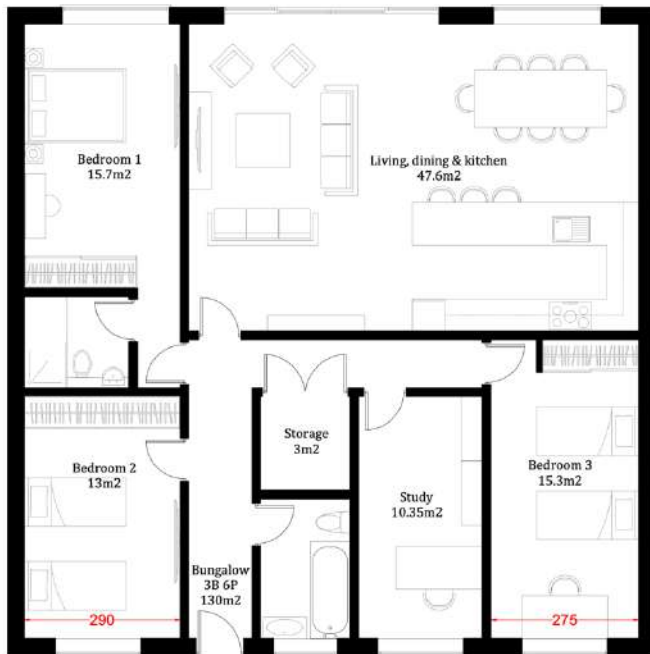


Bungalow:



The entrance to the bungalow is located at the end of the shared driveway, aligning with the positioning of 10 Oak Way. To create a warm and inviting entrance for future residents, the area is enhanced with carefully planned landscaping and garden lighting.

This property offers two separate entry points from the front, providing convenient access to the rear garden. One entry is situated to the left, and the other to the right. This arrangement is particularly beneficial considering the spaciousness of the garden. Additionally, by placing the bike storage units closer to the entrance, occupants can easily access the secure storage without having to navigate around the entire building.



Regarding the internal layout, the proposed design features two bedrooms positioned towards the front of the bungalow, while the main master bedroom (bedroom 1) overlooks the rear garden. An L-shaped corridor leads from the entrance directly into the 47.6m² open-plan living, dining, and kitchen area. There is also a shared bathroom and a study room alongside a 3m² storage which exceeds the minimum requirement of 2.5m² for a 3-bedroom house.

Each room within the bungalow meets the minimum space standards as per the Nationally Described Space Standard. Bedroom 1, serving as the master bedroom, spans 15.7m² with a width of 2.9m, providing ample space for two individuals. Additionally, this room includes an en-suite shower situated near the entrance. Bedroom 2 boasts a width of 2.9m and a total floor area of 13m², while bedroom 3 offers 15.3m² of space with a minimum width of 2.75m. Both bedrooms are designed to comfortably accommodate two occupants.

To facilitate natural ventilation and airflow, the bungalow has a dual aspect design. Furthermore, considering the presence of a flood risk zone, the ground level has been elevated by 30cm to mitigate potential risks and ensure the safety and well-being of residents.

	No. of bedrooms	No. of bedspaces	1 storey dwelling	2 storey dwelling	Built-in storage	LDK
National Standard	3B	6P	95	N/A	2.5	31
Proposal - Bungalow			130		3	47.6
National Standard	2B	3P	N/A	70	1.5	25
Proposal - Semi-detached				76.5	2	30.4

2 x 2-bedroom semi-detached houses:

The proposed scheme includes two x 2-bedroom semi-detached houses that have been designed with mirrored floor plans, ensuring symmetry and balance. Both houses feature a dual aspect design, allowing for natural light and ventilation from multiple directions.

Considering the proximity to the neighbouring property, specifically 8 Oak Way, the original distance between the existing bungalow and this neighbour is 7.6 meters. However, with the proposed semi-detached property, this distance is reduced to 4.4 meters to maximise the distance from the proposed bungalow. There is no gap between the existing semi-detached houses (no. 6/8 and 2/4 Oak Way) as they have all maximised their houses with side extensions.



To ensure architectural coherence with the neighbouring properties, the design of the proposed houses mimics key elements found in houses 2, 4, 6, and 8 Oak Way. This includes incorporating bay windows, gable roof details, roof heights, and matching the shape and size of the windows themselves. By integrating these architectural elements, the proposal maintains consistency and blends seamlessly with the surrounding buildings.

Upon entering the property, you are greeted with a staircase and two doors. One door leads to a toilet, providing convenience and accessibility on the ground floor. The second door leads to an open plan living area encompassing the dining and kitchen spaces, creating a versatile and interconnected living space for residents to enjoy.

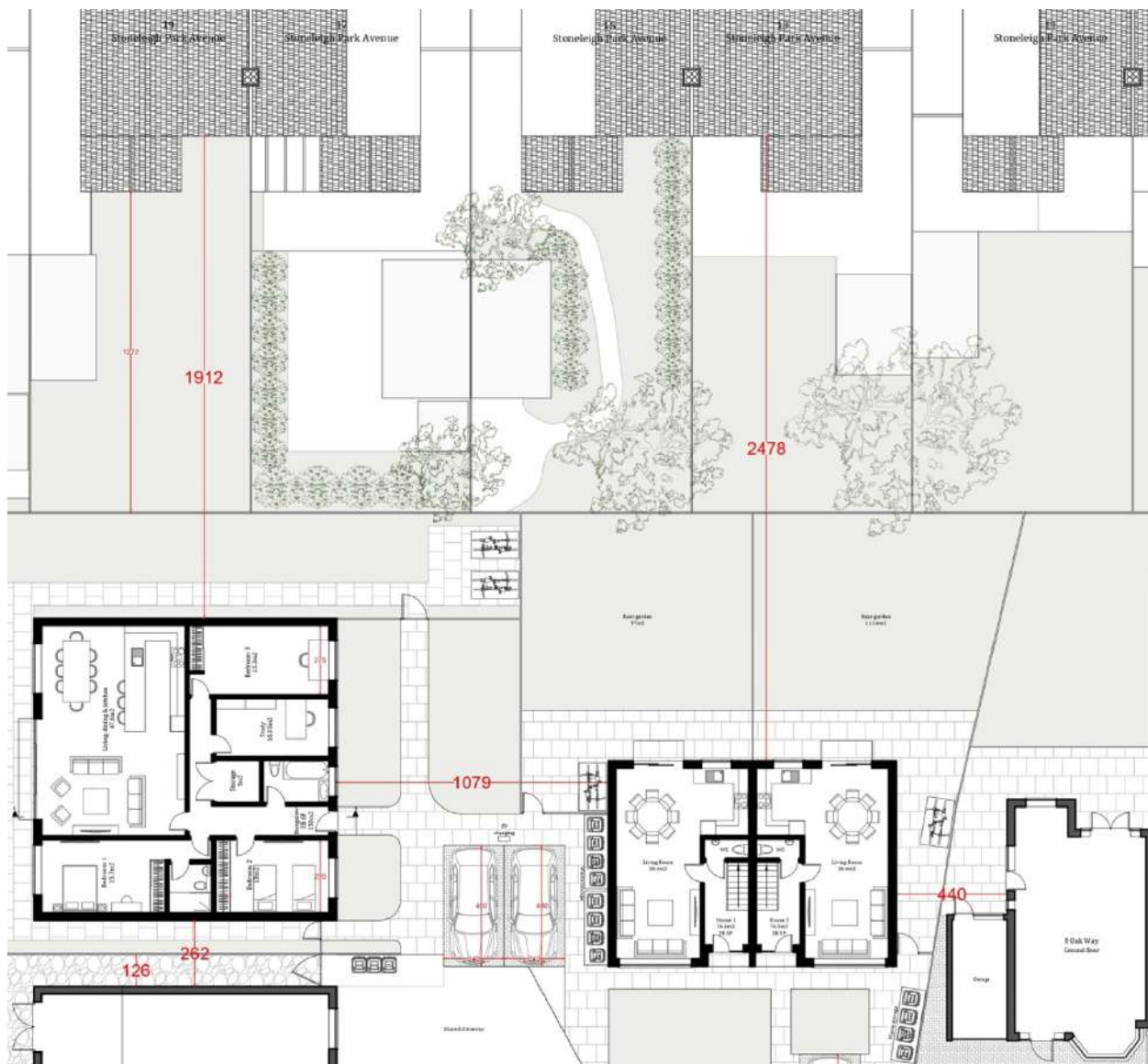


Moving to the upper level, you will find two bedrooms, each equipped with built-in wardrobes to maximise storage space and organisation. Additionally, there is a designated storage area measuring 2m², offering additional space for storing belongings. Adjacent to the bedrooms, a well-appointed bathroom is provided, ensuring comfort and convenience for the residents of the property.

	No. of bedrooms	No. of bedspaces	1 storey dwelling	2 storey dwelling	Built-in storage	LDK
National Standard	3B	6P	95	N/A	2.5	31
Proposal - Bungalow			130		3	47.6
National Standard	2B	3P	N/A	70	1.5	25
Proposal - Semi-detached				76.5	2	30.4

The proposed properties have been carefully positioned to ensure appropriate distances and maintain privacy. While the bungalow's side elevation does not have windows, it maintains 19.12 meters from the neighbouring properties at 17 and 19 Stoneleigh Park Avenue.

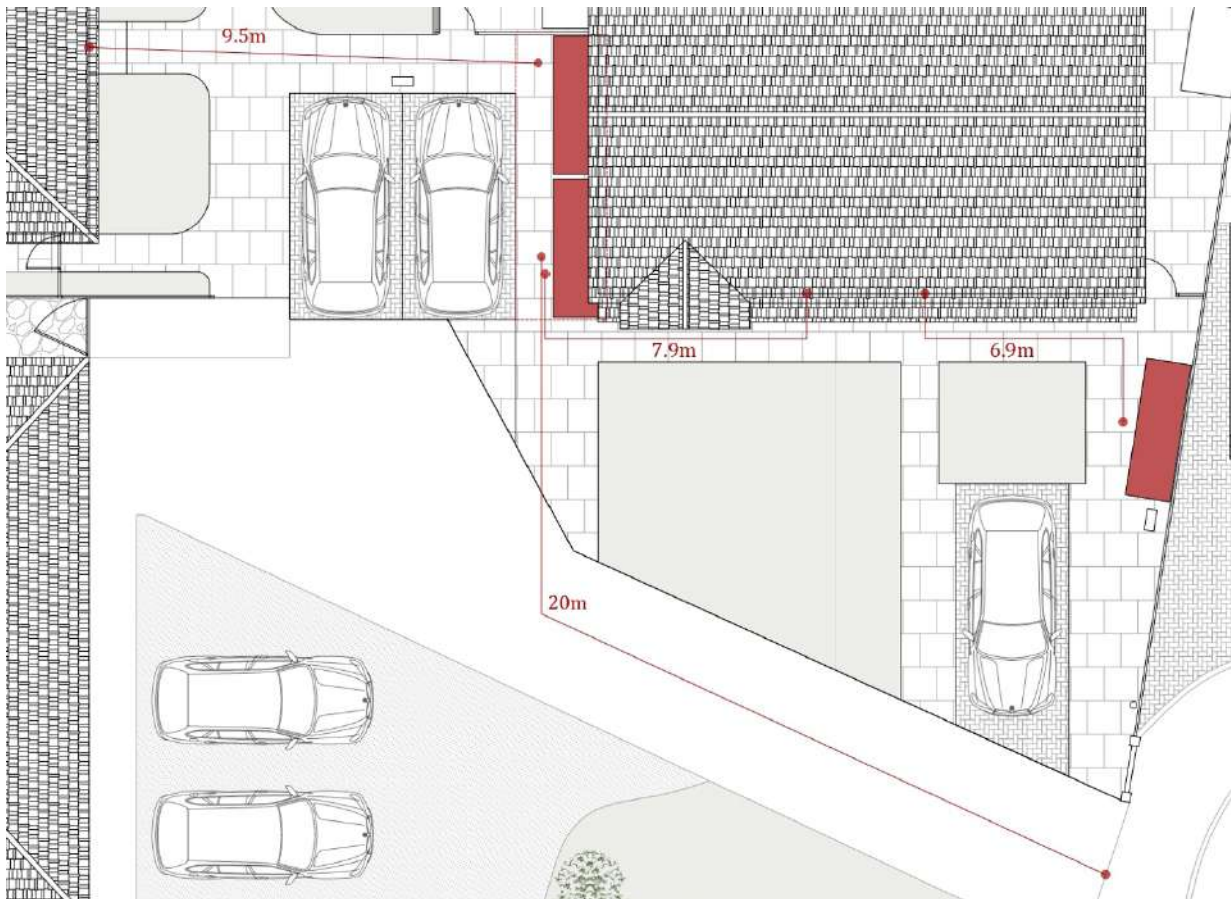
Furthermore, there is a gap of 10.79 meters between the front elevation of the bungalow and the side of the semi-detached property. This gap ensures adequate separation between the two structures. Additionally, the rear of the semi-detached property is positioned 24.78 meters away from 13 and 15 Stoneleigh Park Avenue, securing privacy and a comfortable outlook.



The orientation of the buildings has been taken into consideration to ensure that all properties receive direct sunlight without overshadowing the neighbouring properties. This thoughtful planning allows for optimal natural light and ensures a comfortable living environment for all residents.

5.3 Refuse and recycling

The provided diagram illustrates the positioning of refuse locations and their distances from the properties. Each house within the development will have its own dedicated bin storage unit, designed to facilitate easy waste disposal and collection. These units will be accessible from the top for depositing household waste and from the front to enable convenient access for waste collection teams. An additional document of the bin unit sizes have also been uploaded with this application.



Two bin units are located to the left of the semi-detached property where no windows are present. Ample space has been provided for the doors to open and for the easy removal of wheelie bins. The third bin unit is situated near the entrance of the shared driveway, away from any windows. Each bin unit maintains a clearance of 150mm around it, and individual doors are provided for hassle-free access without the need to move other bins. 2 x 240L bin, 1 x 240L garden recycling bin and 1 x 180L bin have been provided per unit.

Waste collection will occur weekly, following the standard schedule. The positioning of the bins ensures compliance with regulations, as the maximum pick-up distance from the collection vehicle does not exceed 20m. Additionally, the distances between the houses and the bin locations, as shown in the diagram, all fall below 30m, ensuring convenient access for waste disposal while maintaining a tidy and well-managed waste management system within the development.

5.4 Car park and cycle provision

In accordance with Table 10.3 of the London Plan (2021), which outlines the Residential Parking Standards, a dwellinghouse with three or more bedrooms in Outer London and a PTAL Rating of 0-1 requires up to 1.5 parking spaces per dwelling.

Due to the number of units proposed, a ratio of 1:1 has been proposed for the 3-bedroom bungalow and the two 2-bedroom semi-detached properties, totally a number of 3 x car parking spaces.



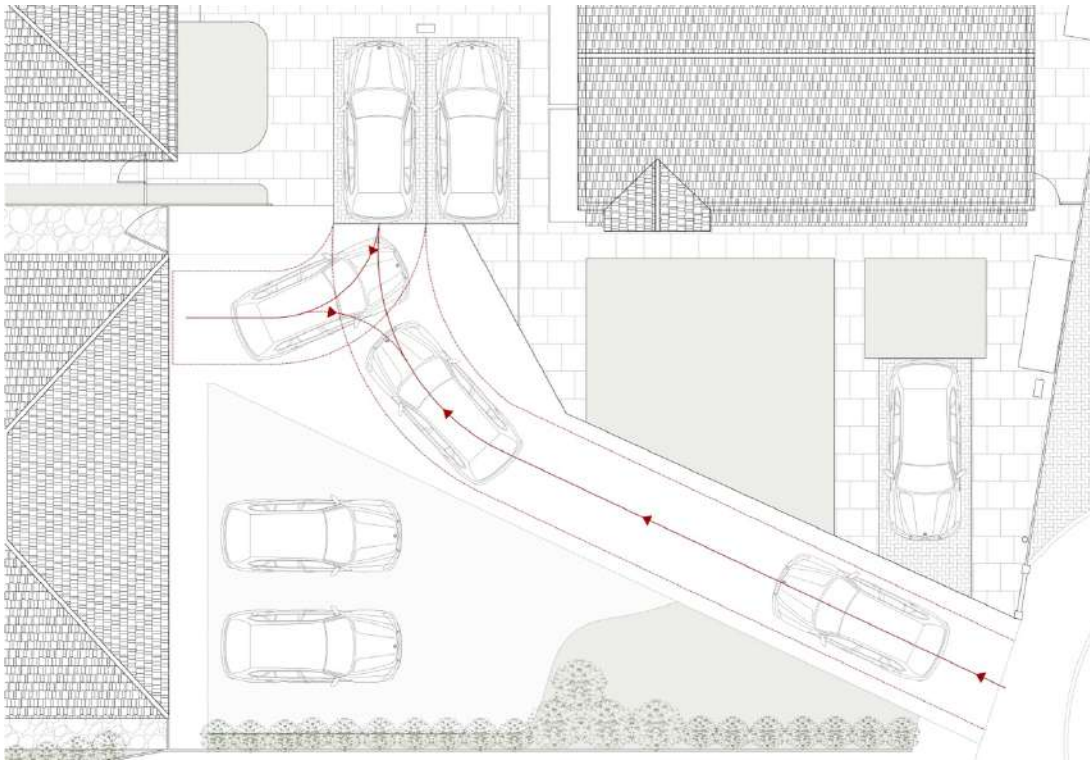
To comply with Policy T6.1 of the London Plan (2021) and promote sustainable transportation options, it is recommended that 20% of parking spaces be allocated for infrastructure catering to electric or other Ultra-Low Emission vehicles. Additionally, 10% of the parking spaces should be designed to accommodate disabled use, ensuring accessibility for individuals with mobility challenges. The individual car park (3) located towards the front of the semi-detached houses provide sufficient space for a wheelchair use to access.

Electric vehicles produce zero tailpipe emissions, reducing air pollution and greenhouse gas emissions. They contribute to improving air quality, is energy efficient and due to EV cars operating significantly quieter than internal combustion engine vehicles, a reduction in noise pollution will be evident. By exceeding the minimum requirement within this scheme by increasing the availability and accessibility of charging stations encourages EV ownership.

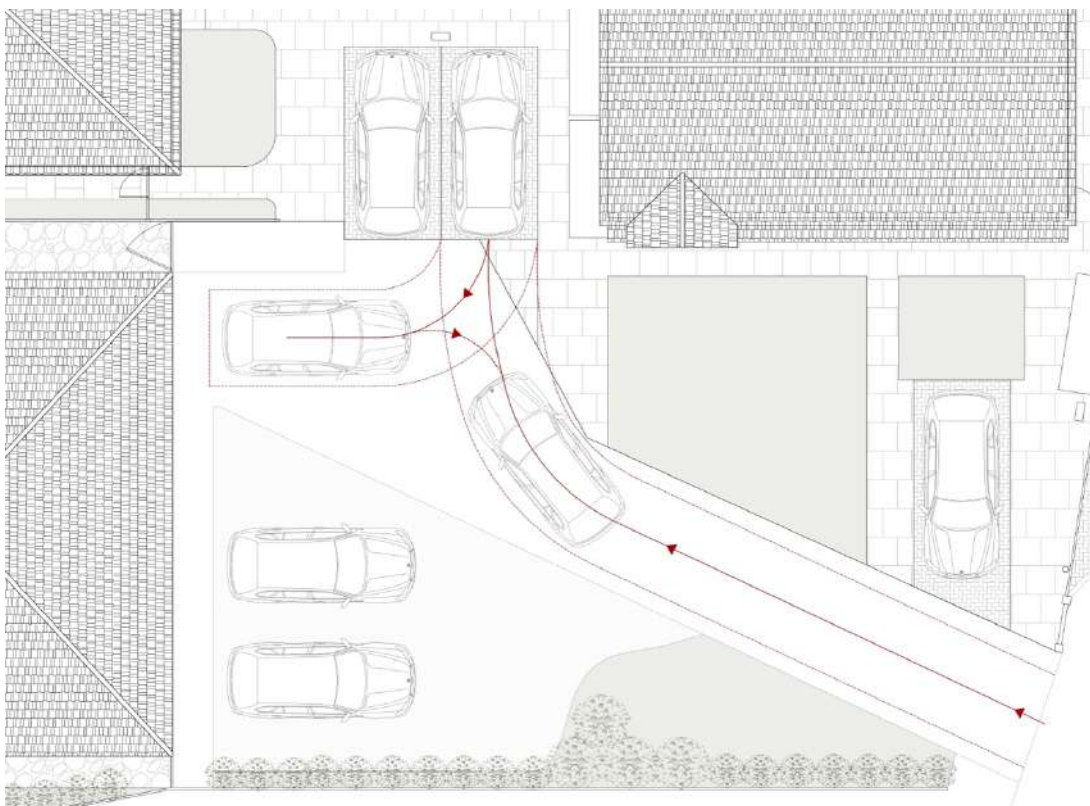
Considering the increasing production and adoption of electric vehicles, the proposal includes the provision of two electric vehicle (EV) charging points. This proactive measure addresses the potential complications that may arise in the future and encourages the use of sustainable transportation options.

In the provided diagrams below, each parking bay is designed to allow vehicles to manoeuvre in and out comfortably. The dimensions of the parking bays, which are 2.4 meters wide and 4.8 meters long, provide a comfortable space for vehicles to park and navigate safely. The layout ensures that there is sufficient space for cars to enter and exit the parking bays without any obstructions.

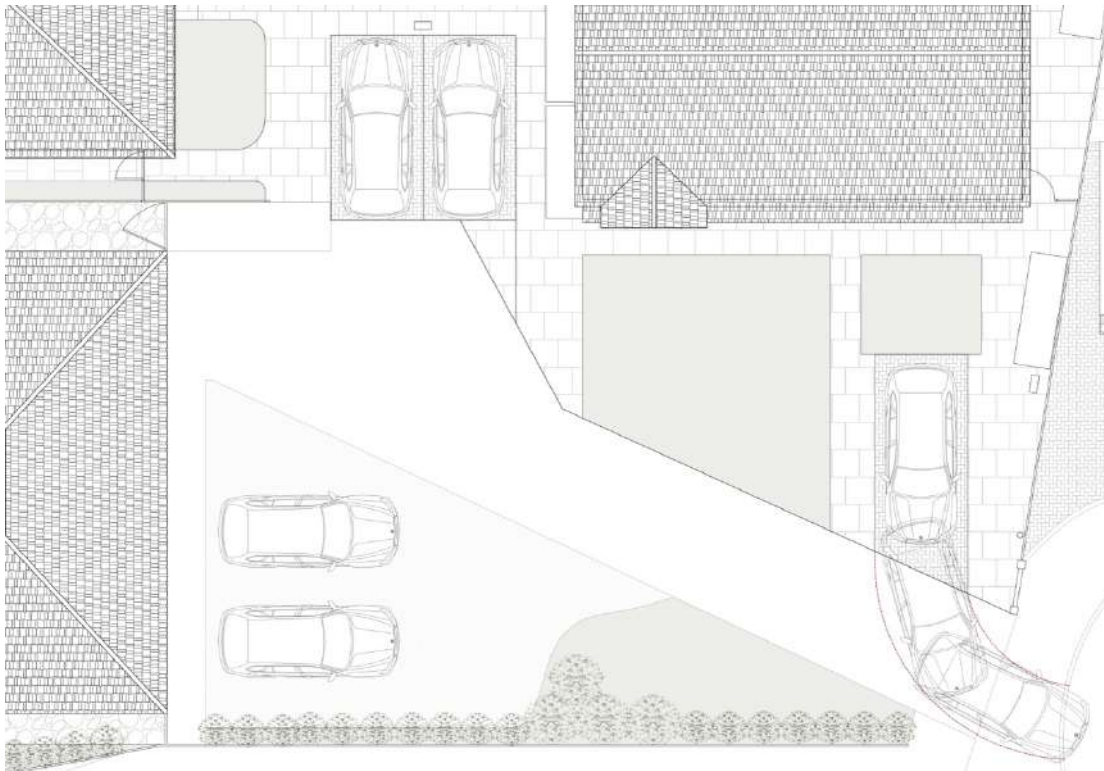
Bay 1:



Bay 2:



Bay 3:



Cycle storage:

The provision of cycle storage, Policy T5 of the London Plan (2021) emphasises the importance of securing appropriate levels of cycle parking that are fit for purpose, secure, and well-located. It recommends that developments provide cycle parking in accordance with the minimum standards outlined in Table 10.2.

Table 10.2 specifies the minimum cycle parking standards for different types of dwellings. For a 3-bed+ dwellinghouse, a minimum of 2 spaces per dwelling is required, while anything below that requires 1.5 spaces. It also highlights the need for covered and secure cycle storage that does not have a significant impact on the character or appearance of the area in terms of scale and materiality.

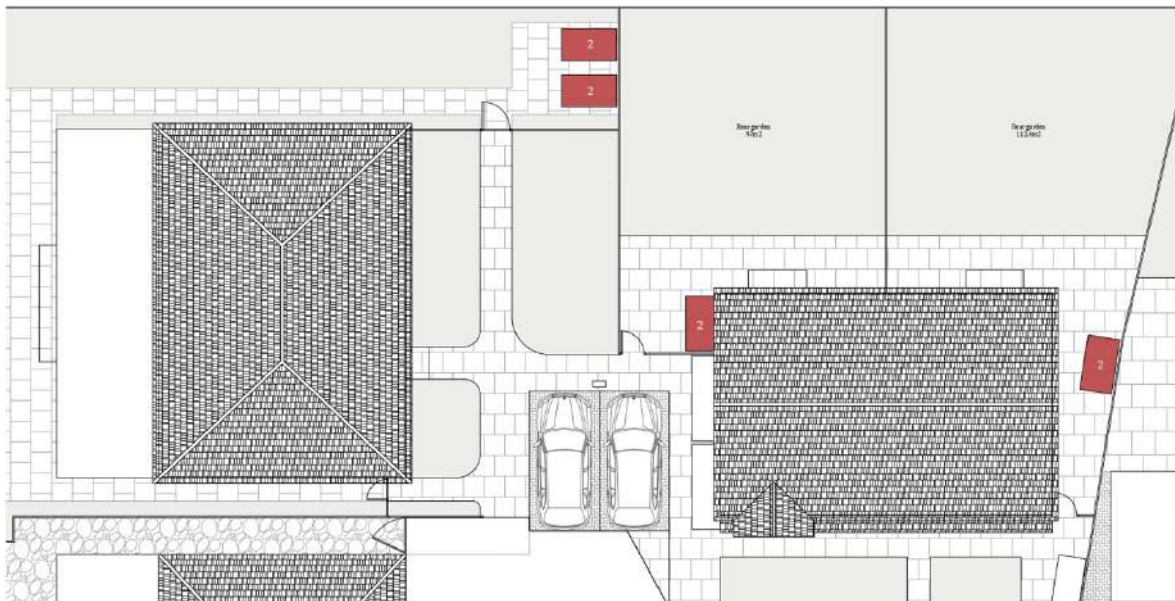


Considering the PTAL rating of 1a, which indicates poor accessibility to public transportation, the proposed scheme exceeds the minimum requirements by providing ample cycle storage facilities.

For the 3-bed bungalow, 4 cycle storages have been allocated, while each semi-detached property has been proposed with 2 cycle storages. This exceeds the minimum requirement and aims to encourage future occupants to use cycling as a mode of transportation.



The diagram provided below illustrates the strategic placement of the cycle storage units, highlighted in red, within the plan. These secure bike units have been thoughtfully positioned near the side garden door entry points of each house's garden. This careful placement aims to minimise the travel distance for residents when accessing and storing their bicycles, enhancing convenience and comfort.



By locating the cycle storage units near the entry points, residents can easily retrieve and store their bicycles without having to navigate through the entire property. This design consideration promotes the seamless integration of cycling into residents' daily routines, encouraging them to choose cycling as a sustainable and healthy mode of transportation.

The proximity of the cycle storage units to the side garden door entry points within each property's garden also ensures that the bikes are easily accessible and secure. Residents can conveniently park and lock their bicycles in the designated storage units, providing peace of mind regarding the safety and protection of their valuable assets.

Overall, the strategic placement of the cycle storage units demonstrates a commitment to promoting cycling as a viable transportation option within the development. By prioritising convenience, accessibility, and security, the design encourages residents to embrace cycling as an environmentally friendly and healthy means of getting around.

6.0 Precedent

Site address: 16-18 Ash Tree Close, Croydon, CR0 7SR

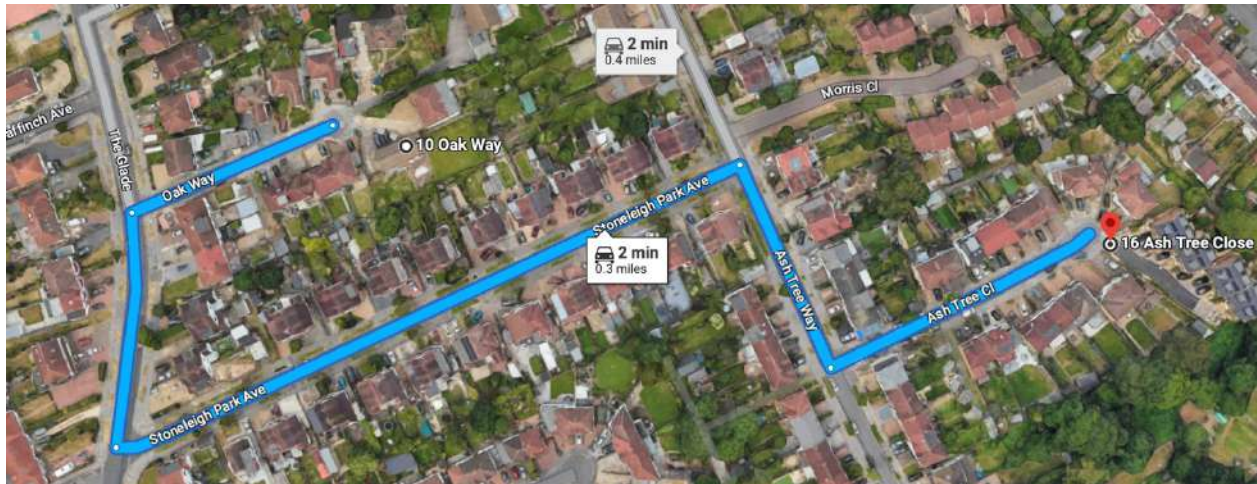
Proposal description: Demolition of the existing dwellings. Erection of 8 dwellings with associated access, parking, refuse and cycle stores.

Reference number: 19/04705/FUL

Application type: Full planning permission

Decision: Permission granted

Date: 28/02/2020



Distance of precedent Ash Tree Close to application site 8a Oak Way



Satellite view of Ash Tree Close

This complete planning application was submitted with the purpose of developing the land by demolishing the existing two-storey dwelling houses at No. 16 and 18 Ash Tree Close and replacing them with 8 two-storey semi-detached dwelling houses for residential use.

The Council expressed their support for the development based on the principle of continuing appropriate land use, which in this case is new residential dwellings. The Council found the proposed two-storey design

suitable, as Ash Tree Close is typically characterised by 2-storey semi-detached and terraced properties, some with additional roof space accommodation. The scale and appearance of the surrounding properties align with the proposed development, which features a traditional architectural style.



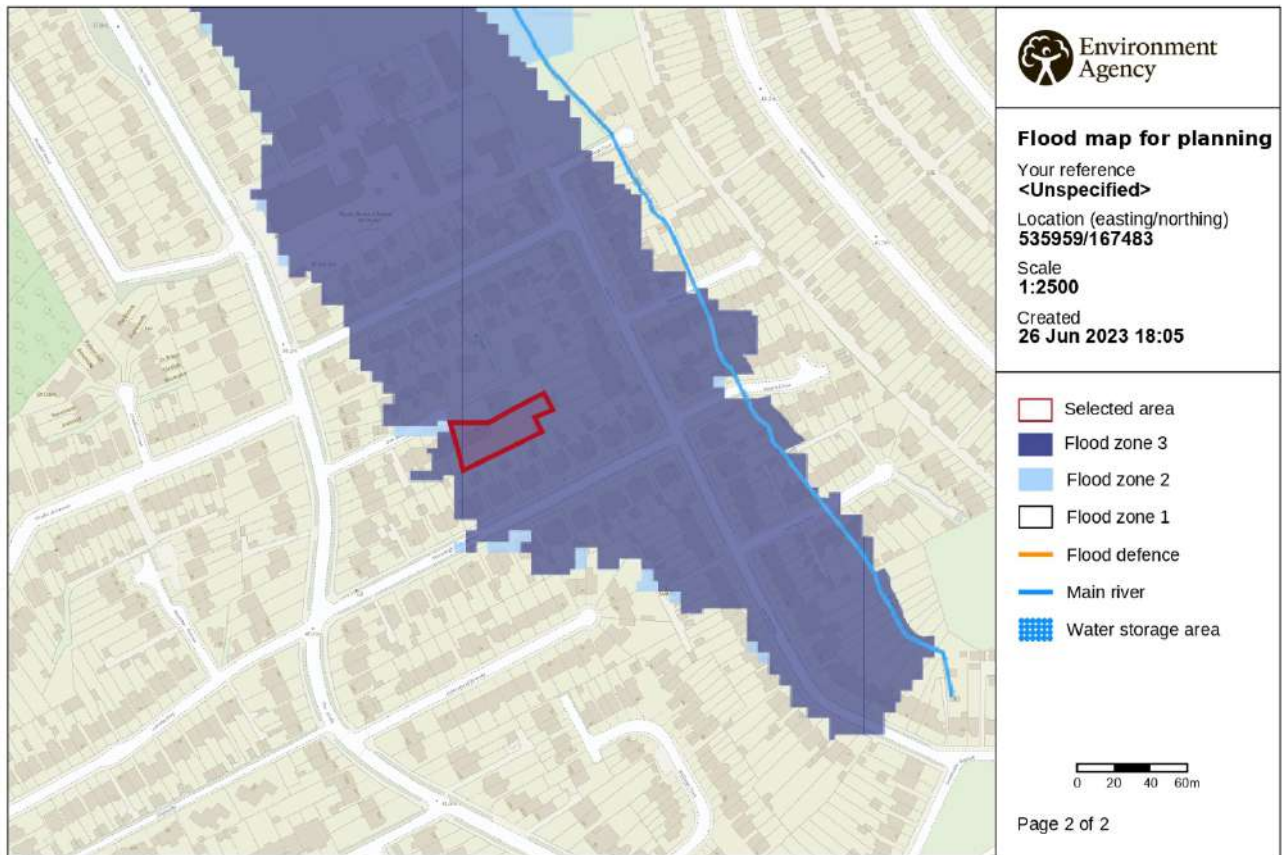
Google street view (March 2018) of Ash Tree Close before the new development – No. 16-18 located at the centre

The proposal involves the removal of 2 semi-detached dwellings that naturally follow the curve of the road similar to our site. The Council has no objection to the removal of these dwellings and supports the increase in residential capacity on the site, as long as appropriate parking, amenity spaces, and provisions for refuse and cycling facilities are included.

Considering the massing and height of the proposed buildings in relation to the surrounding properties, the Council deems the scale and massing of the buildings acceptable in this location. The ridge heights of the proposed buildings align well with the existing contextual buildings, reflecting the predominant typologies of the area and ensuring compatibility.

Supporting documentation was submitted to evaluate material considerations such as flood risk, arboriculture, ecology, and transport. However, the relevance of this application lies in the approval of eight new dwellings in a similar setting, demonstrating a well-designed and integrated scheme that aligns with the established building pattern of Oak Way.

7.0 Flood risk zone 3



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When designing a new build property in high flood risk zones, it is essential to incorporate specific architectural measures to mitigate potential flood risks and ensure the long-term safety and resilience of the building. Here are some key architectural measures that have/will be considered:

- The floor level has been raised to 30cm, with a step mid-way. As we have proposed 2 x semi-detached properties, we were able to locate the bedrooms on the upper level, however the bungalow itself also has a raised level starting at 30cm above external ground level. The design will also include flood-resistant materials and finishes that can withstand exposure to water and minimize damage.
- Flood Vents to be installed during construction in the lower levels of the building to allow floodwaters to enter and exit the structure, reducing the pressure exerted on the walls and minimizing the risk of structural damage. Flood vents are designed to resist the ingress of water during floods while facilitating its efficient discharge once the floodwaters recede.
- Appropriate waterproofing and sealing techniques to vulnerable areas such as walls, windows, doors, and utility penetrations to be applied during construction. This can include the use of flood-resistant sealants, membranes, and coatings to prevent water infiltration.
- Elevate electrical and mechanical equipment, such as fuse boxes, wiring, HVAC systems, and electrical outlets, above the flood risk level to protect the critical components from water damage and reduces the risk of electrical hazards during and after a flood event.
- Utilize resilient construction techniques, such as reinforced concrete or flood-resistant building



systems, to enhance the building's structural integrity and resistance to flood-related forces. This may involve strengthening foundations, employing robust structural connections, and using flood-resistant materials for walls and floors.

- Incorporate effective drainage systems around the property to divert water away from the building and prevent water accumulation. This includes proper grading, installation of drainage channels, and the use of permeable surfaces to promote infiltration and reduce runoff.
- Landscaping and Flood Zones: Design the surrounding landscaping with flood resilience in mind. Incorporate features such as flood-friendly vegetation, swales, and retention ponds to help manage and absorb excess water during heavy rainfall or flooding.

8.0 Conclusion

After undergoing previous redevelopment attempts through pre and full planning applications, the proposed scheme presented now offers a balanced and fair solution that avoids overdevelopment of the site. Careful consideration has been given to the design and layout to ensure that the new development is appropriately scaled and aligned with the site's characteristics. By striking a harmonious balance between maximising the site's potential and maintaining the integrity of the surrounding area, the proposed scheme aims to create a development that is both functional and respectful of its context. The lessons learned from previous attempts have informed the current proposal, resulting in a plan that addresses the site's potential while avoiding excessive development that could compromise the site's suitability and the overall character of the area.

In conclusion, this design and access statement has provided a comprehensive overview of the proposed development at 8a Oak Way, London, CR0 7ST. The project involves the demolition of an existing bungalow and the construction of two semi-detached houses and a single

Throughout this statement, we have explored the design principles, architectural considerations, and access strategies implemented to enhance the local community and meet the needs of future occupants. The development seeks to strike a balance between functional and aesthetically pleasing design, respecting the existing context and neighbouring properties. By aligning with the aspirations of the Croydon Council's planning policies, the proposed development emphasizes high-quality design, sustainability, and accessibility. It aims to contribute positively to the local community by providing modern, comfortable homes while respecting the unique character of the site and its surroundings.

Subsequent sections of this statement delve into the specifics of the design concept, site analysis, flood risk management strategies, and access provisions.

Despite the site's classification with a PTAL of 1b, indicating poor access to public transportation, the development aims to provide residents with a comfortable and well-connected living environment. While the site is not situated within a Conservation Area and the building itself is not listed under statutory protection, the design and access statement demonstrate the commitment to creating a development that enhances the local community and meets the requirements of all relevant planning policies and guidelines.

In summary, the proposed development at 8a Oak Way represents a thoughtful and carefully planned project that seeks to create a contemporary residential enclave within the vibrant borough of Croydon. By addressing design principles, flood risk management, and accessibility, the development aims to provide comfortable and sustainable homes while respecting the unique character of the site and its surroundings.