

20-016 Walthamstow Care Sites - Hurst Road
Design and Access Statement - Addendum v3
July 2023; updated August 2023; updated September 2023

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This Addendum supercedes the relevant sheets of the submitted Design and Access Statement and summarises the amendments made through discussions with LBWF since January 2022.

All updates are noted clearly on each sheet for ease of interpretation

4 Proposals - addendum

4.0 Layout

4.1 Plans

4.2 Sections

4.3 Materials and Appearance

4.7 Landscape strategy

4.0 Layout - addendum

The proposed building forms an L shape on the site - addressing the reinstated public footpath to the east, and wrapping around the shared resident garden in the west.

The layout creates an active frontage onto the 'Town Hall Approach' footpath, with the building line set back to create a wide footpath, defensible spaces to the entrances, landscaped planted edges and the retention of the TPO lime tree to the eastern boundary.

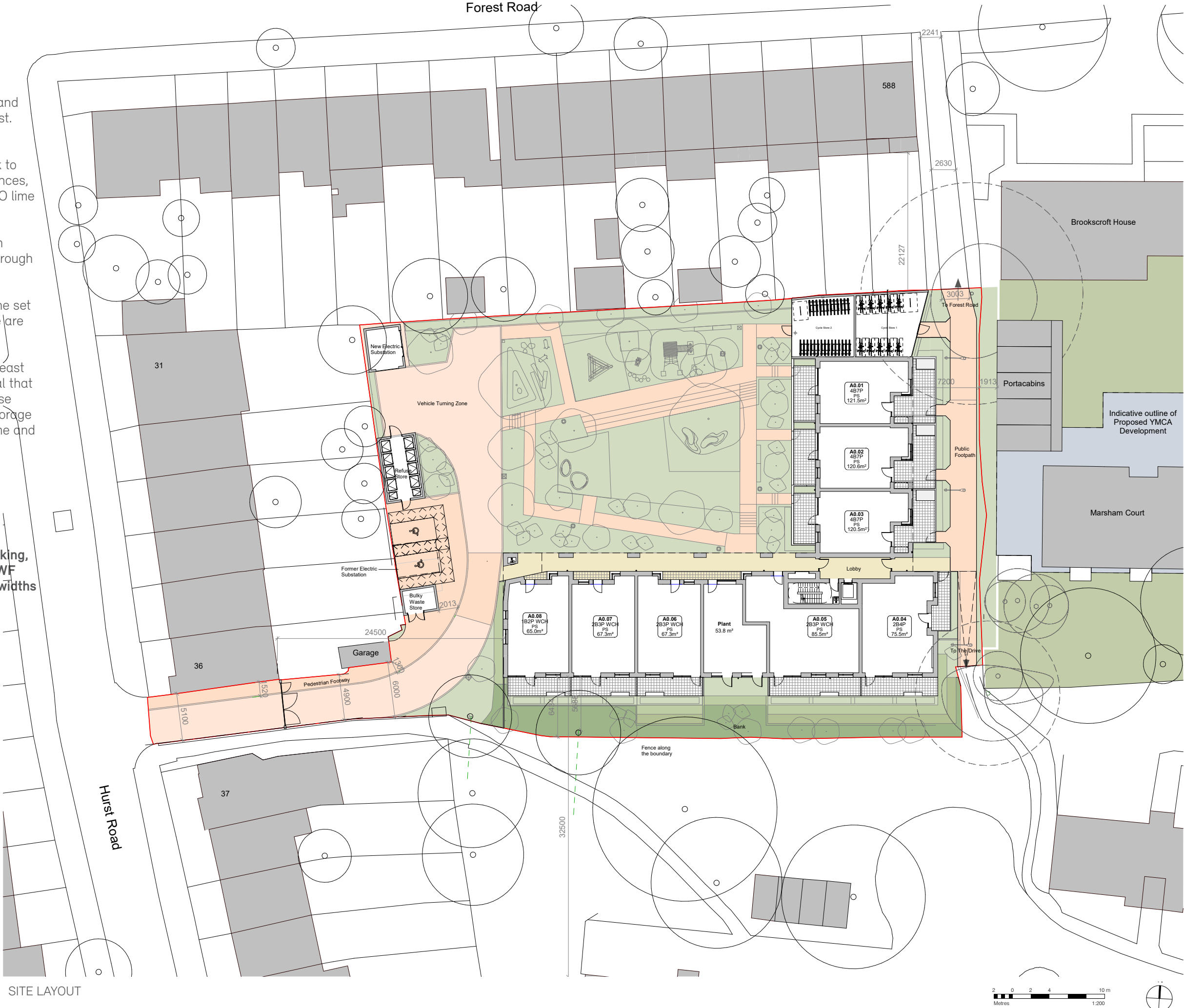
The pedestrian footpath creates a connection between Forest Road (and the Town Hall across to the north) through towards Walthamstow Village to the south.

This footpath is widened, with the proposed building line set back from the front garden walls, whilst ensuring there are no blind spots created.

The emerging plans for the YMCA development to the east do not propose access from the footpath so it is critical that this path is well overlooked and well lit to encourage use and natural surveillance. Creating front doors, cycle storage access and a secure secondary entrance to the scheme and the upper flats assists this regular use and safety.

The vehicle and service route into the site remains as existing, from Hurst Road, with new secure gates incorporating a pedestrian gate, with a clearly defined pedestrian zone to the shared surface.

Updates: The arrangement of refuse, wheelchair parking, and substation position reflect the dialogue with LBWF planning and highways. Dimensions added note the widths of pedestrian paths as requested.



4.1 Plans - addendum

Ground floor

The ground floor homes have their own direct access, whilst the upper floor residents access the stair and lift core via the colonnade in the west or the pedestrian footpath in the east.

The landscape incorporates a vehicular route to the communal bin store and bulk items storage area, the wheelchair parking spaces plus access to the replacement substation and the existing garage of no 36 Hurst Road.

The landscape, ground floor levels and pedestrian routes all considers the falls in the existing topography to achieve accessible homes and amenity.

The wheelchair parking spaces are provided close to the wheelchair flats at ground floor.

The ground floor comprises 4no. wheelchair flats (1no. 1bed and 3 no. 2bed3p) to M4(3) standards, 1 no. 2bed private flat and the ground floor of 3 no. 4bed 7p family maisonettes.

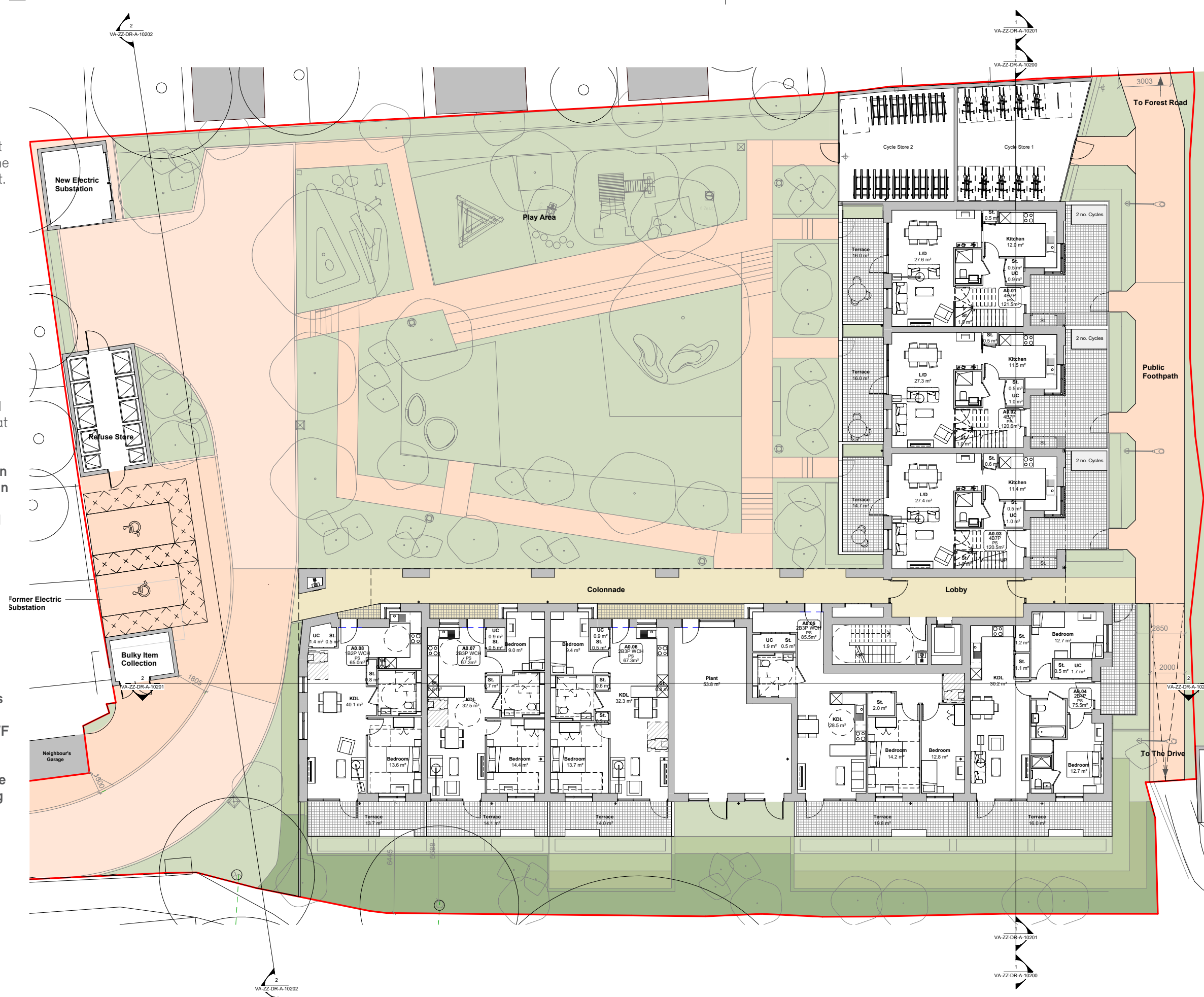
Update: The cycle storage in the north east of the site can be accessed from either the pedestrian path or from within the landscaped courtyard. There is no route through the cycle store into the site. This is as agreed with LBWF and the DOCO.

All homes are dual aspect, either north-south or east-west, with some benefiting from three aspects.

The layout maintains the privacy of the existing homes and surrounding gardens and is designed to have clear defensible areas to the fronts of all new homes, and generous private amenity space.

Update: The ground floor plans reflect the revised layouts of the arrangement of refuse, wheelchair parking, and substation position, in response to the dialogue with LBWF planning and highways.

Update Sept 2023: the internal layout of the cycle storage updated in accordance with LBWF highways and planning comments.



GROUND FLOOR PLAN

The first floor follows the footprint of the ground floor layout - the exception being that the southern facing flats having inset balconies.

The southern flats are accessed via the east-west gallery access.

Update: There are no changes to first floor plans - these revised drawings indicate the revised the arrangement of refuse, wheelchair parking, and substation position, in response the dialogue with LBWF planning and highways.



The second floor again has 6 flats to the southern block all accessed via the deck access. The deck continues to access the 3 flats that sit above the maisonettes. These flats (2no. 1beds and 1no. 2bed 3p) have projecting balconies facing west.

The location of the core on the 'hinge' of the building minimises the numbers of homes a resident has to pass to reach the front door - with 5 flats to the east and 4 flats to the east/north.

Update: There are no changes to upper floor plans – these revised drawings indicate the revised the arrangement of refuse, wheelchair parking, and substation position, in response the dialogue with LBWF planning and highways.



Third Floor

The third floor has 6 flats to the southern block all accessed via the deck access. The deck continues to access the 2 flats to the north wing.

At this storey the building sets back from Forest Road to avoid overshadowing and loss of privacy to existing homes and gardens. The end flat has a roof terrace on part of the flat roof, in addition to the west facing balcony, with balustrading setting the terrace back from the east and north.

The flats at each end of the north wing and the south block terminate the deck access creating 2bed 4p homes.

The location of the core on the 'hinge' of the building minimises the numbers of homes a resident has to pass to reach the front door - with 5 flats to the east and 3 flats to the east/north.

All the flats benefit from being dual aspect.

Update: There are no changes to upper floor plans - these revised drawings indicate the revised the arrangement of refuse, wheelchair parking, and substation position, in response the dialogue with LBWF planning and highways.



THIRD FLOOR PLAN



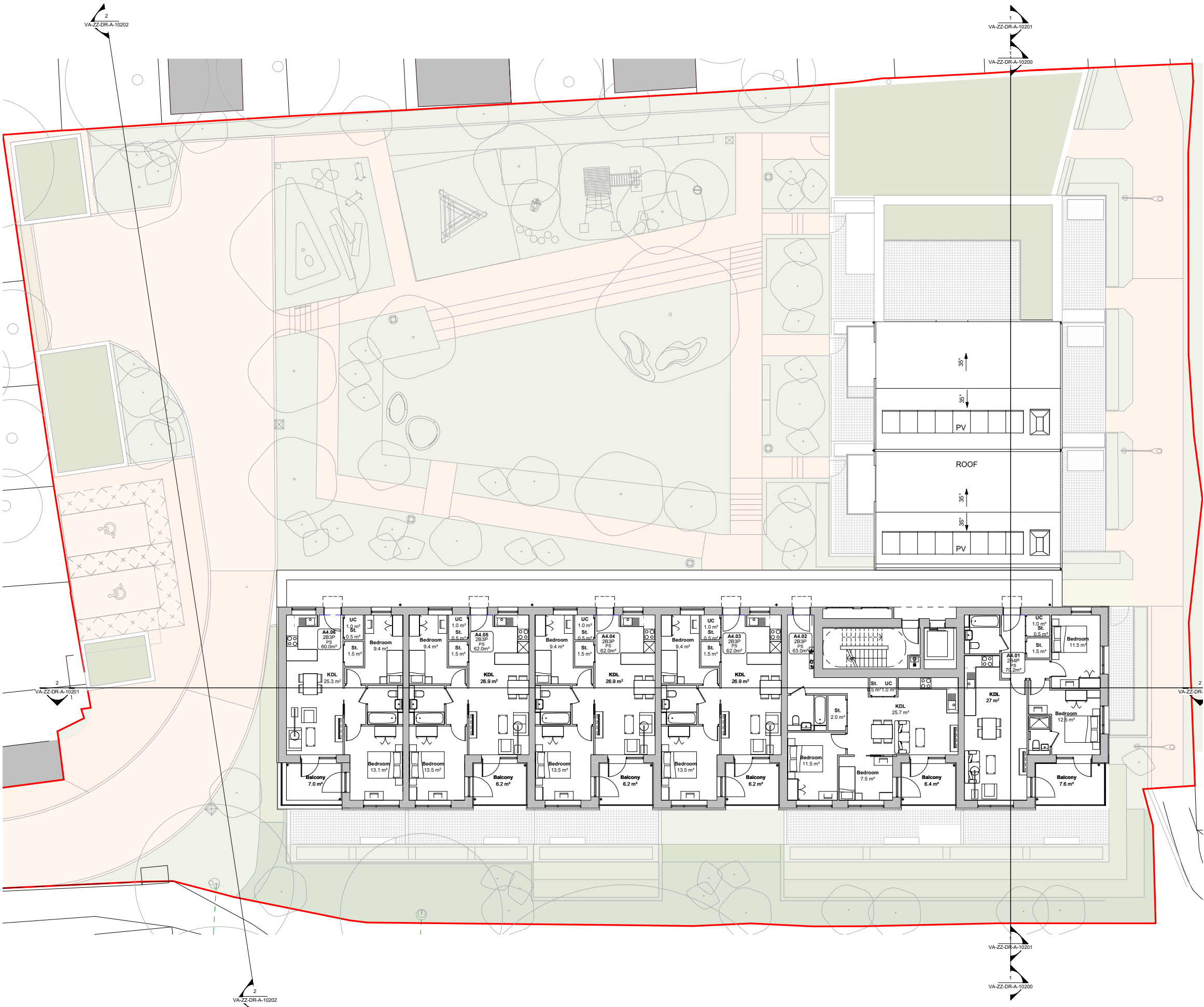
Fourth Floor

The fourth floor is only to the southern block and again has 6 flats all accessed via the deck access.

This floor sits within the metal clad roof, with projecting dormers and inset balconies facing south.

All the flats benefit from being dual aspect.

Update: There are no changes to upper floor plans - these revised drawings indicate the revised the arrangement of refuse, wheelchair parking, and substation position, in response the dialogue with LBWF planning and highways.



FOURTH FLOOR PLAN

Roof plan

The roofs are symmetrically pitched reflecting the roofs of the local residential context.

The southern block has dormers projecting to the south alternating with the stacked inset balconies continuing up the building.

The pitched roofs of the north wing create gable ends facing east and west.

PV arrays are located on the south facing pitched roofs as detailed in the Energy and Sustainability Statement which accompanies this application.

Update: There are no changes to upper floor plans - these revised drawings indicate the revised the arrangement of refuse, wheelchair parking, and substation position, in response the dialogue with LBWF planning and highways.



ROOF PLAN

1 0 1 2 5 m
Metres 1:100

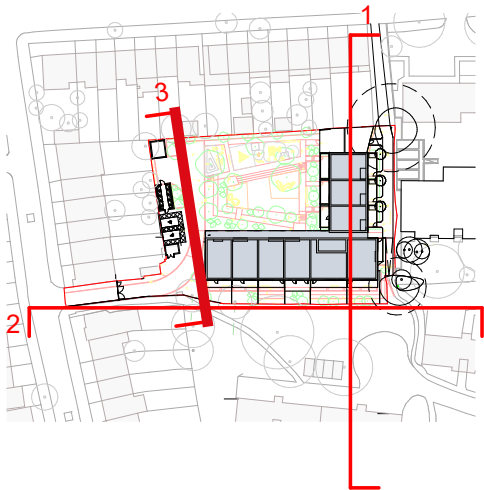


4.2 Sections - addendum

Update: LBWF dialogue requested changes to the layout of the refuse, wheelchair aprking and substation. This section reflects those revised locations.

The scheme boundary will be improved and made consistent from within the site, without change to the neighbouring garden boundaries that back onto the site.

This section shows the proposed location of the Large item waste store, the Refuse store and the Substation, and the existing profile of the fence panelling system that runs around the site. It is proposed that these will be lined with a timber fence panel within the site boundary.



Section 03



4.3 Materials and appearance – addendum

Materials – update:

LBWF planners requested a schedule of materials – the original submitted DAS included elevations with coded materials, and these are included again on the following pages for clarity.

As requested we have included website links below, noting that materials will be conditioned and physical samples of these or equivalents would be submitted through a future discharge of conditions process.

<https://www.traditionalbrickandstone.co.uk/bricks/maranello>

<https://brickhunter.com/bricks/ibstock-bradgate-medium-grey-grey-clay-facing-brick>

<https://www.vmzinc.com/surface-finishings/pigmento-green>



LIGHT BUFF BRICK – MARANELLO/IVANHOE
PTE SCHEME – KING SQUARE ISLINGTON



PIGMENTO VMZINC GREEN



LIGHT BUFF BRICK – MARANELLO/IVANHOE WITH ZINC ROOF
PTE SCHEME – COLBY LODGE WALTHAMSTOW



LIGHT BUFF BRICK WITH DARKER TONED BRICK TO
RECESSED ENTRANCES AND DECK ACCESS

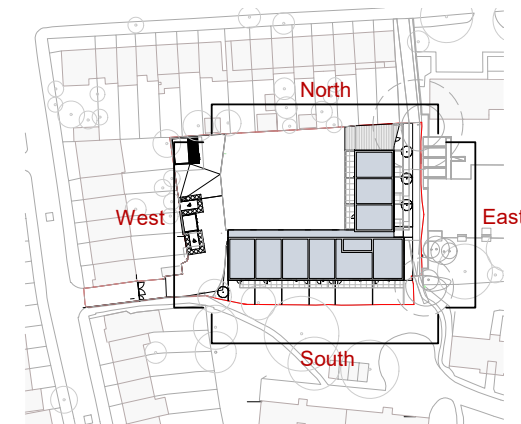


EAST ELEVATION



WEST ELEVATION

Pollard Thomas Edwards



Key

- ① Light toned buff brick – Marenello/Ivanhoe or equivalent with matching mortar
- ② Darker toned buff brick – with mortar as light toned brick
- ③ Zinc cladding – standing seam VMZinc Pigmento green or equivalent
- ④ Laser cut (or embossed where required to be solid) PPC balustrading, to match Pigmento VMZinc tones
- ⑤ Pre-cast concrete cills and copings
- ⑥ Brick detailing

East Elevation

The vertical emphasis of the gallery access facade repeats to the east facing elevation along the pedestrian footpath, with recessed private front doors to each maisonette stepping down with the topography of the site to maintain accessible entrances.

West Elevation

A darker chamfered brick invites and leads to the colonnade. The addition of brick detailing patterned as the laser cut balustrading gives articulation and interest to this flank wall at upper levels.

All the balustrading to the projecting west facing balconies are laser-cut patterned, coloured to match the zinc to the roof.

The windows and doors are all recessed in the brick reveals, and will be composite with a bronze metal exterior face.

The metal clad roof and upper storey repeats the rhythm of the bays in clad dormers to the symmetrically pitched roof.

Windows - update:

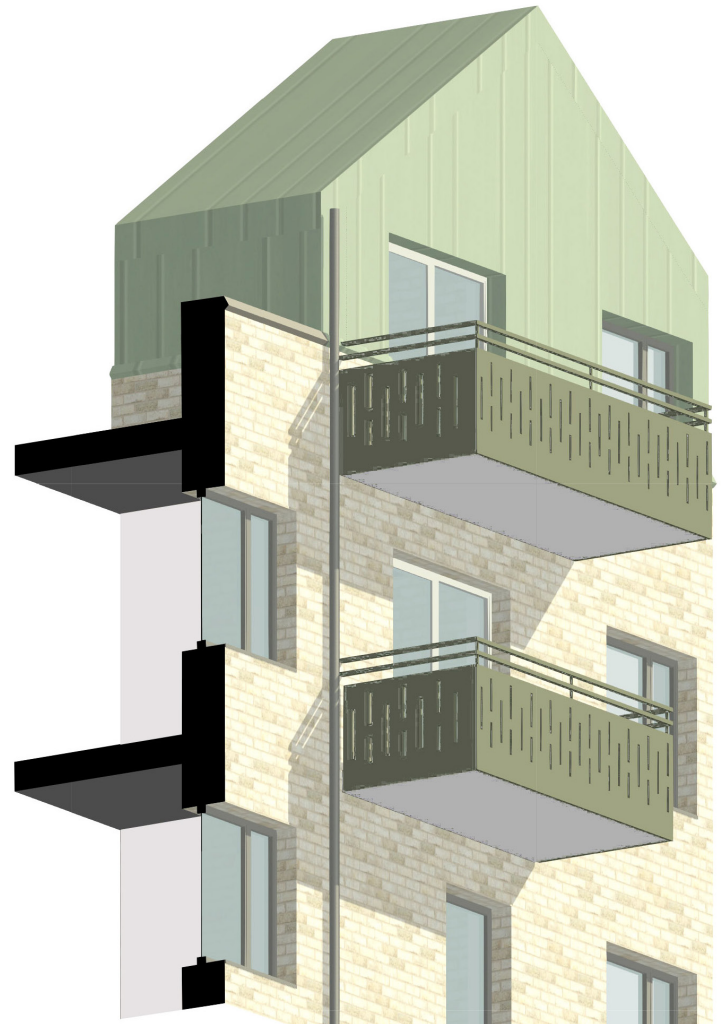
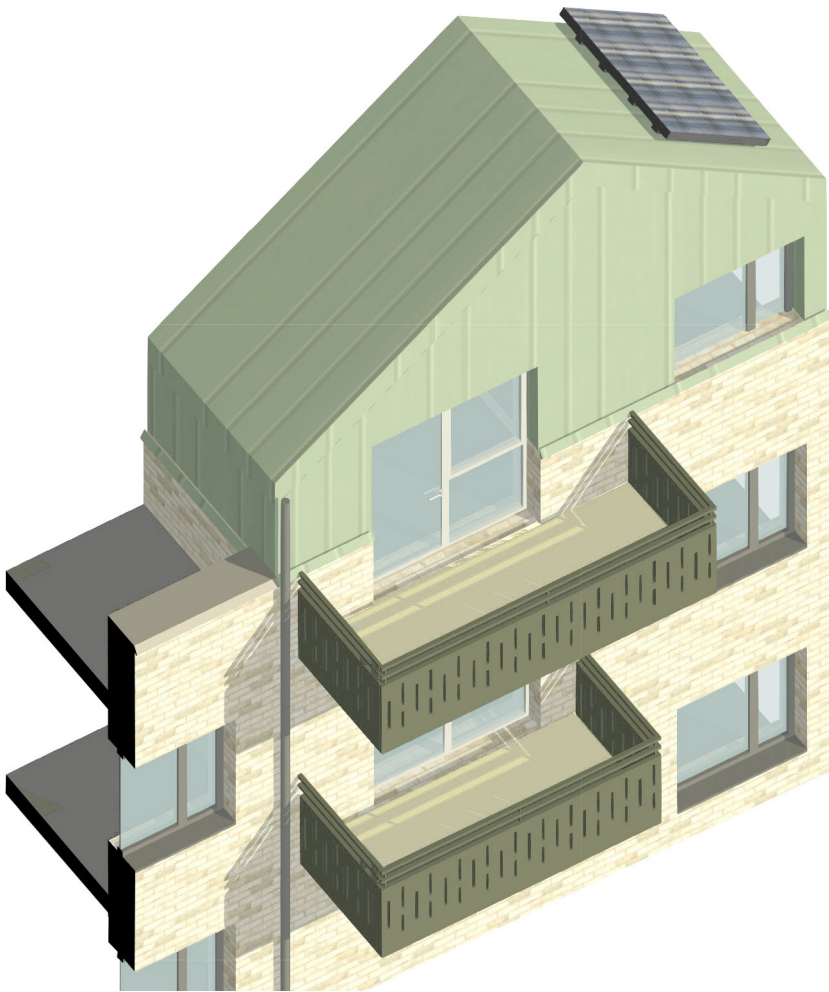
LBWF requested further detail on on the window reveals and cill projections.

As indicated in previously submitted elevations and visuals the windows will be set back 180mm from the face of the brickwork and the aluminium cills to the windows will project 35mm beyond the face of the brickwork.

The pre-cast cills sit within the punched openings of the gallery access only, not to window openings - as noted on annotated elevations previously submitted.

Balconies - update:

LBWF planners requested details of cantilivered balconies. The balconies will be clad in a metal laser cut panel - pattern to be determined, with two horizontal rails. The cladding will extend past the structure of the balcony, with a lighter coloured soffit to underside.



5 Access and Maintenance – addendum

- 5.1 Pedestrian Access, Refuse and Cycle storage – addendum**
- 5.2 Vehicle Access and Parking – addendum**
- 5.5 Safety and Security – addendum**

5.1 Pedestrian Access, Refuse and Cycle Storage

There are two pedestrian routes for the residents – one is from Hurst Road in the west and the other via the north-south pedestrian footpath to the eastern boundary.

From Hurst Road the new surface will delineate the pedestrian footpath through the secure pedestrian gate, to the entrance colonnade and along to the communal entrance. The ground floor flats will have access off this colonnade with recessed front doors and defensible space.

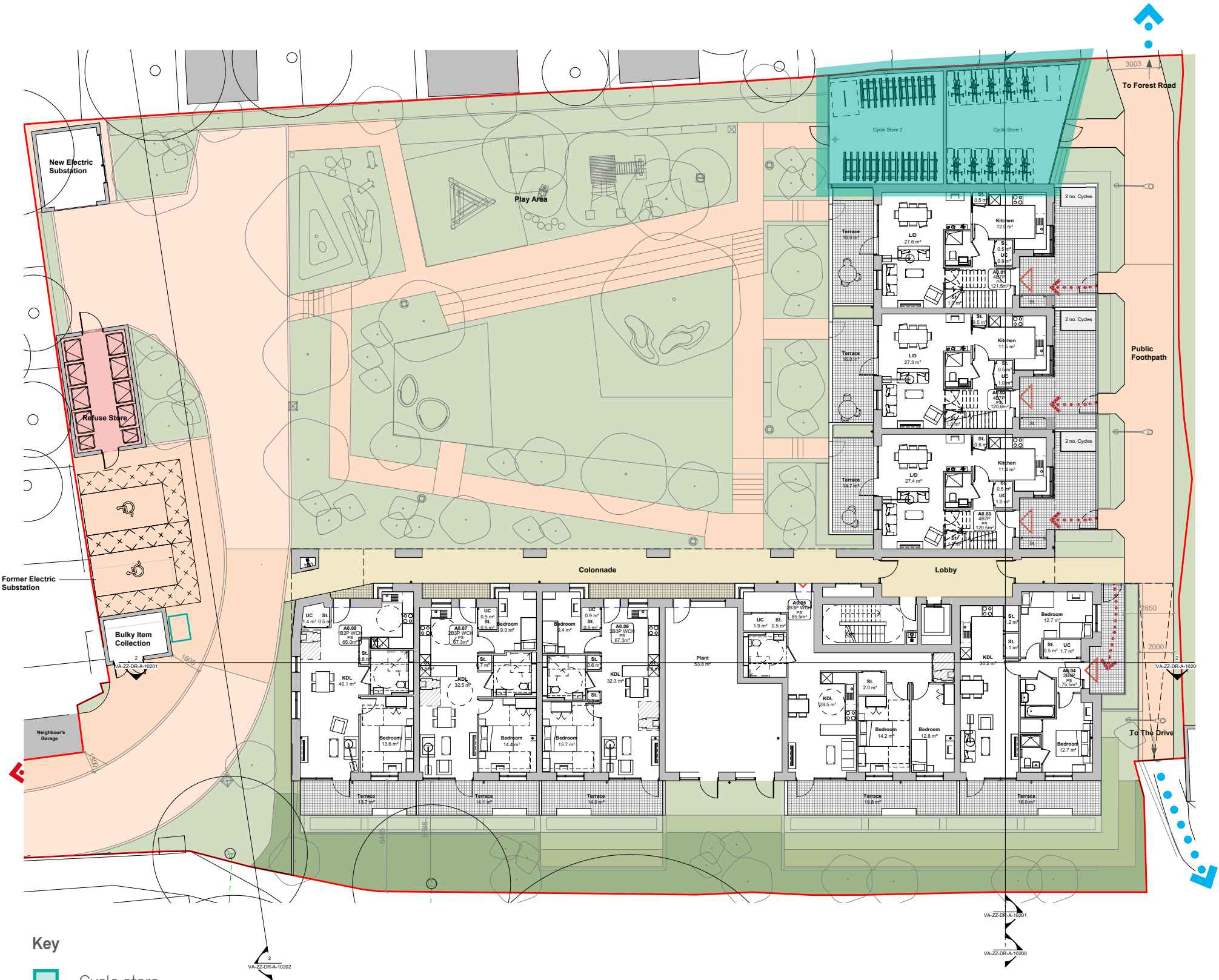
From the wide eastern footpath (the Town Hall Approach) there will be access to the maisonettes, the communal entrance and the southern ground floor flat from this path.

The footpaths will be lit to comply with BS 5489-1:2013 in line with Secured By Design Homes Brochure 2019.

The residents can access the refuse stores from the footpaths or across the landscaped footpaths - there is a generous bulky waste store located close to the recycling and general waste refuse store, near the entrance to the site.

Update: The cycle store is divided into two parts - accessible via the eastern pedestrian footpath and accessible via the landscaped courtyard. The numbers of cycle spaces are as detailed below, as LBWF policy.

A Transport Statement and Travel Plan have been submitted previously to accompany this application.



Refuse, Recycle and Food Waste Bins

Waste and Recycling - in line with LBWF Policy			
type	quantity	bins	numbers of bins
General	4320l	1280l	4
Recycle	4320l	1280l	4
Food waste	480l	240l	2

- Key**
- Cycle store
 - Visitor cycle parking - Sheffield Stand
 - Refuse store
 - Communal entrances
 - Front doors
 - Primary pedestrian route
 - Secondary pedestrian route
 - Public pedestrian footpath

Update: The cycle store is divided into two parts - Cycle Store 1 - accessible via the eastern pedestrian footpath and Cycle Store 2 - accessible via the landscaped courtyard. The numbers of cycle spaces are as detailed below, as LBWF policy.

Update September 2023: LBWF planners and highways requested the internal layout as noted below and as setting out diagrams.

The overall storage in line with LBWF policy required for the 37 homes is 74 cycle spaces.

numbers	units	cycles
1bed (1.5)	6	9
2bed (2)	28	56
4bed (3)	3	9
	37	74

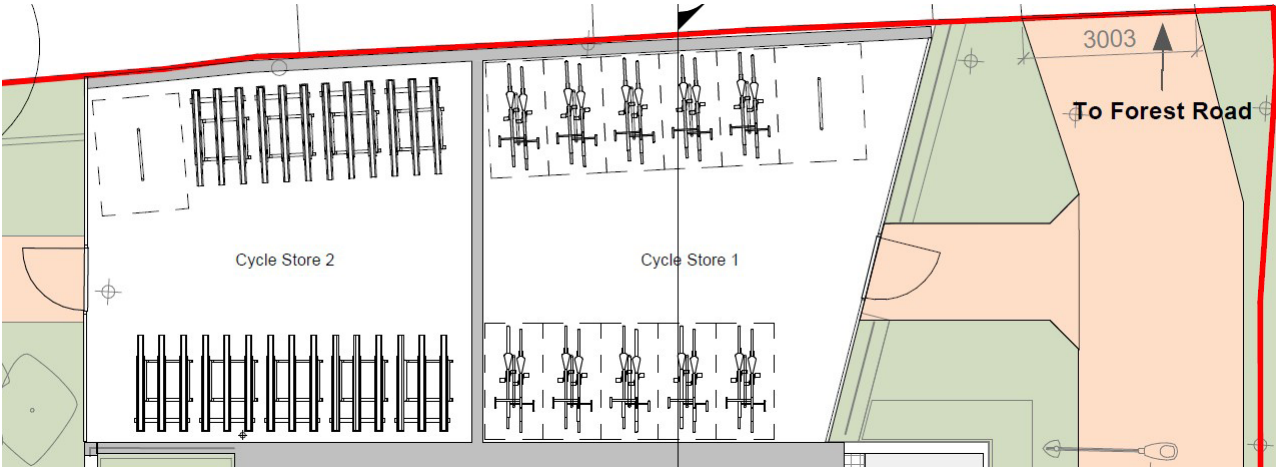
The cycle stores are generous and extend from the footpath through to the secure garden.

The right hand side cycle store 1 has 10 Sheffields hosting 20 cycle spaces, with a further 2 large spaces (Sheffield) = 22 spaces.

The left hand cycle store 2 is two tier trough cycle storage (Broxap or similar - Info Sheet below. Cycle Store 1 = 45 spaces (two tier) plus 2 large spaces (Sheffield).

There are 6 spaces in the proprietary cycle boxes for the maisonettes. A total of 75 spaces.

2 spaces for visitor cycles are identified on the accompanying supplementary landscape plan as LBWF policy and revised in accordance with LBWF planners and highways comments.



Type	Policy %	Policy no.	Scheme no.
2-tier	65%	48	45
Sheffield	30%	22	20
Larger cycles	5%	4	4
Individual cycle store*			6
* 2 spaces per store		74	75

Info sheet - example of preferred 2 tier trough system in cycle store 2

Cycle Parking Specification Sheet

Easi-Riser Cycle Parking System
with Lower Trough Racks
BMW/EASI-RISER-TRO

Recommended Area Requirements:
Height: 1824mm

Length with Capacities:
1125mm (4 Cycles)
1500mm (6 Cycles)
1875mm (8 Cycles)
2250mm (10 Cycles)
2630mm (12 Cycles)
3000mm (14 Cycles)
3375mm (16 Cycles)
3750mm (18 Cycles)
3575mm (20 Cycles)

Finish:

Galvanized Only Finish
The colours shown are a guide only. Please check a colour chart to see the actual colour.

Product Information
The Easi-Riser is more compact than other two-tier options - this makes it ideal for space-saving storage when ceiling height is a consideration.
This two-tier cycle storage system is a cost effective option for space-saving cycle storage. Not only this, but the Easi-Riser includes a gas strut mechanism as standard - this makes operation of the upper level troughs exceptionally easy and all the more accessible.

Features

- Each set of four "cycle spaces" consists of two upper-tier troughs and two lower-tier trough racks.
- Staggered troughs allow for varying cycle hand bars to avoid clashing and enable easy operation.
- Gas strut lift assist mechanism for easy loading/unloading on upper tier.
- Can contribute towards gaining ENE8 credits when used in the appropriate situation, under the Code for Sustainable Homes.
- BREEAM and Code for Sustainable Homes Compliant.

Materials Used

- Framework - Mild Steel

Finish Options

- Galvanised

For information:
This annotated drawing indicates sizes of the cycle stores and demonstrates that the area provided can provide in excess of policy requirements.
It also highlights the large cycle spaces to each store.

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5.2 Vehicle access and parking - addendum

Update: The adjacent diagrams indicate the revised tracking, with the updated landscape layout, for:

- large cars
- 7.5t box van
- LBWF refuse vehicle
- fire appliance

The existing entrance will be used as the sole vehicular access into the site.

The gates to the site will be set back, located to enable vehicles to pull up off without blocking Hurst Road.

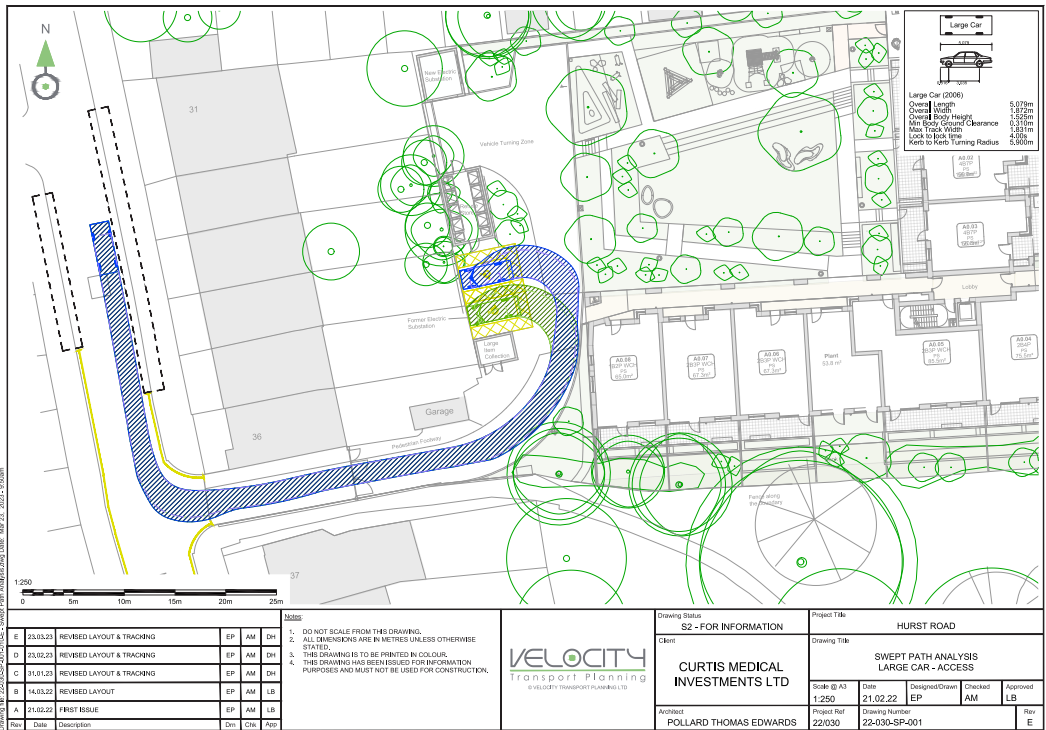
This access will serve emergency vehicles, refuse vehicles (which can turn within the site), deliveries, the two disabled parking bays (fitted with Electric Vehicle Charging points) and access to the garage of no 36 Hurst Road.

The gates to the site will be set back, located to enable vehicles to pull up off without blocking Hurst Road.

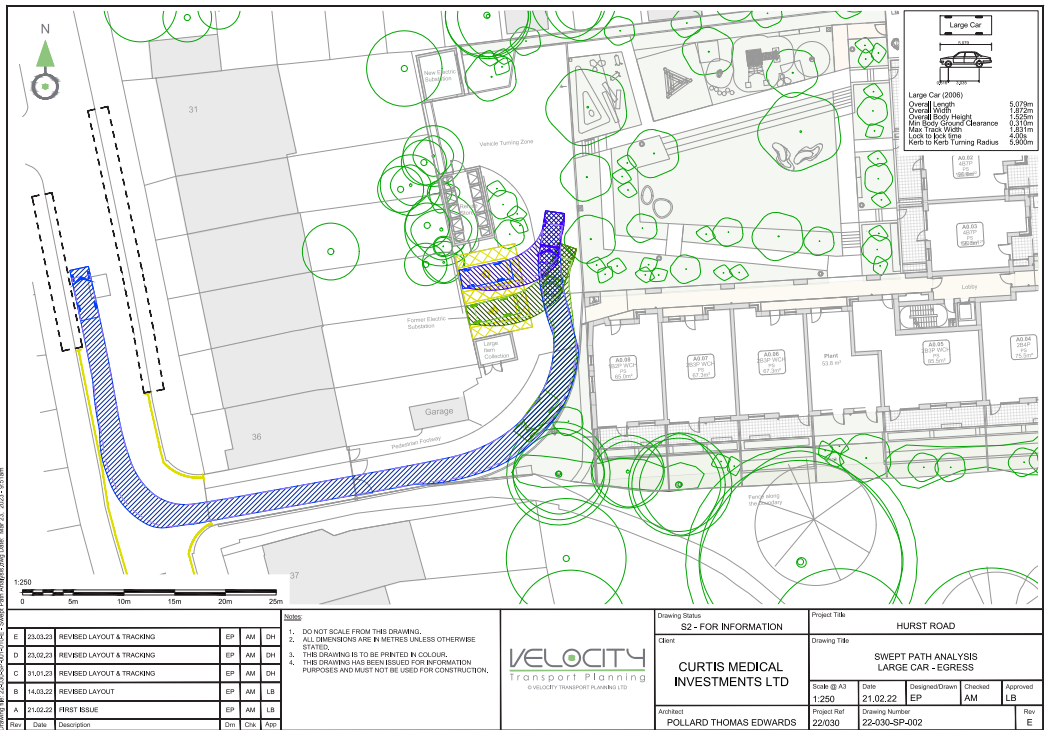
A Transport Statement and Travel Plan have been submitted previously to accompany this application.

A London Fire Brigade Pumping Appliance can also be accommodated on the site, taking the same routes as refuse vehicle. This will stop adjacent to home number A0.08 for connection to the dry riser inlet within the colonnade.

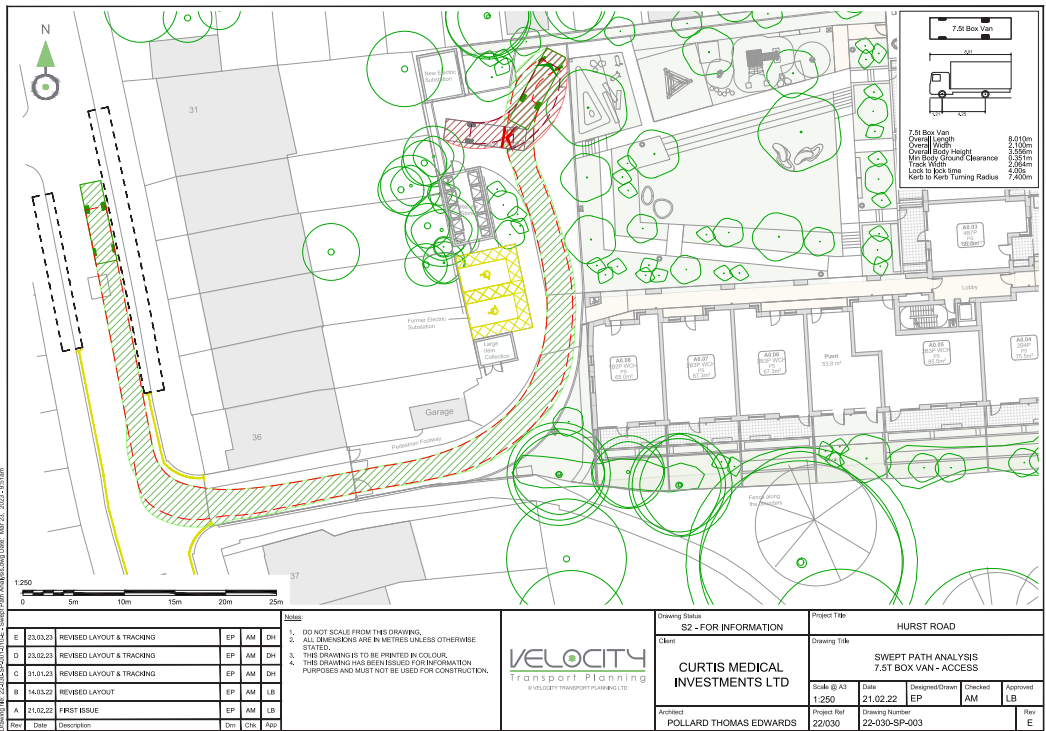
A Planning Fire Statement has been submitted previously to accompany this application.



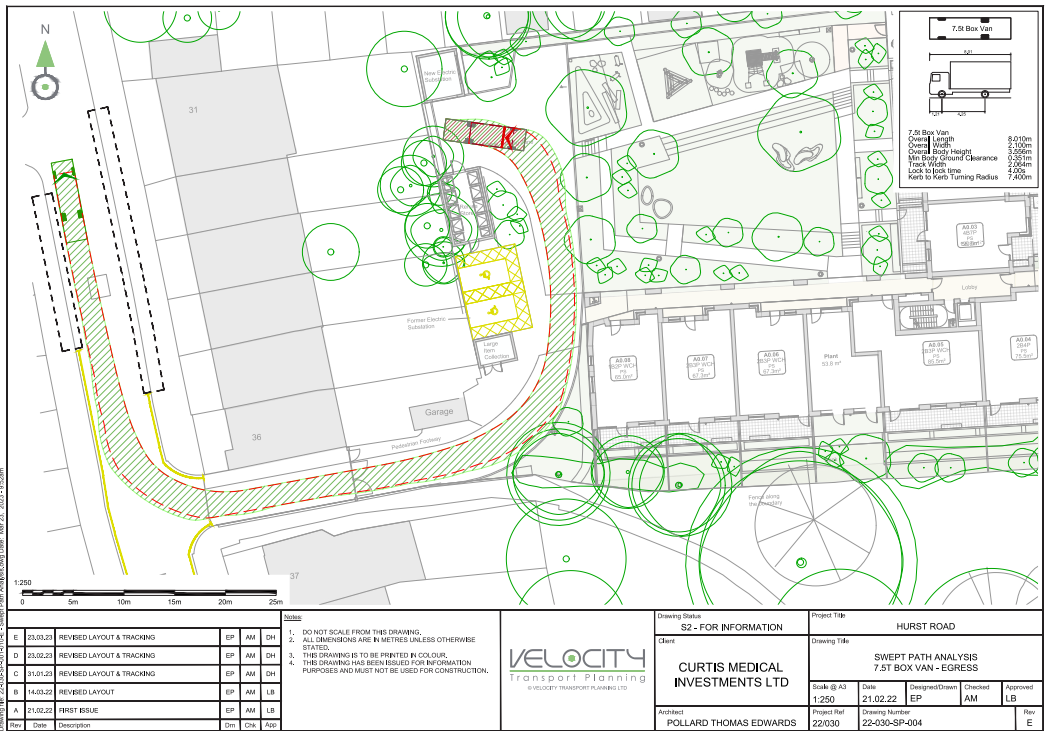
SWEPT PATH - LARGE CAR ACCESS



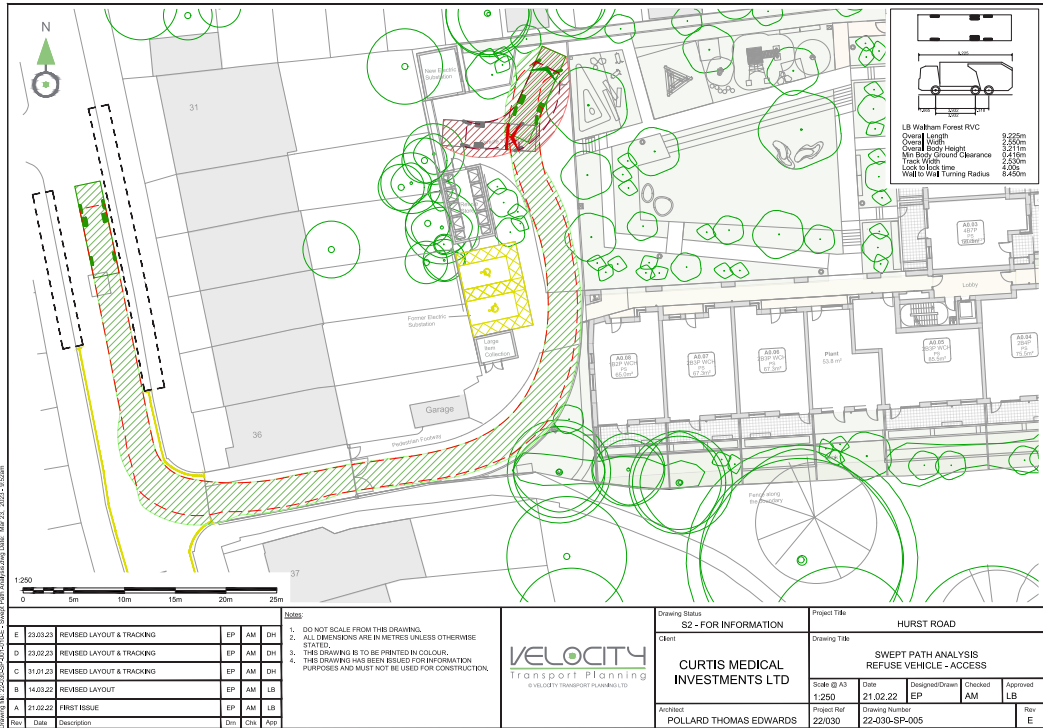
SWEPT PATH - LARGE CAR EGRESS



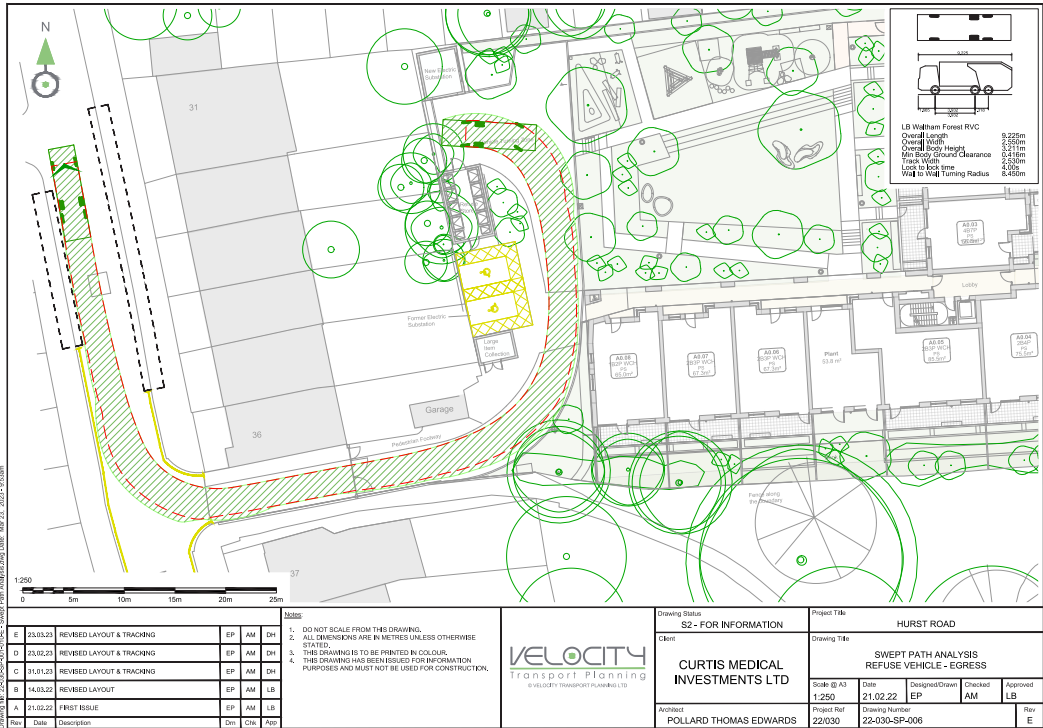
SWEPT PATH - 7.5T BOX VAN ACCESS



SWEPT PATH - 7.5T BOX VAN EGRESS



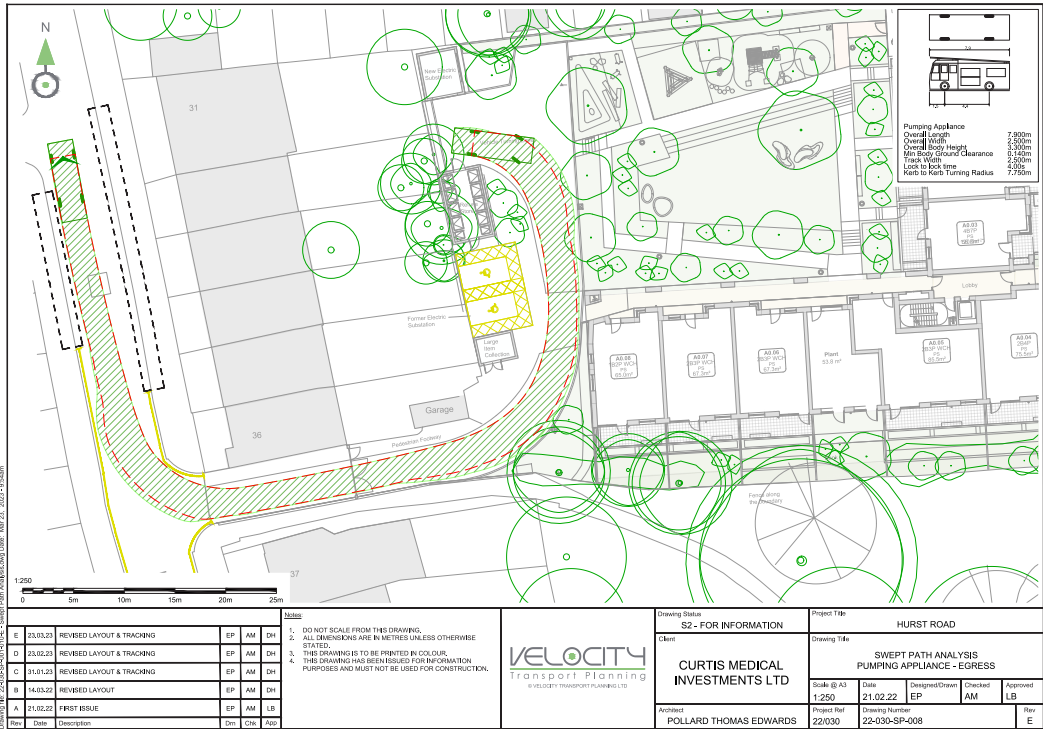
SWEPT PATH - RCV ACCESS



SWEPT PATH - RCV EGRESS



SWEPT PATH - FIRE APPLIANCE ACCESS



SWEPT PATH - FIRE APPLIANCE EGRESS

5.5 Safety and Security - addendum

Following the issue of the early pre-application proposals an initial meeting was held with the Designing Out Crime Officer (DOCO) in April 2021 to discuss the emerging plans.

The DOCO noted support for the gating of the Hurst Road site at Hurst Road - this will be a restricted gate access for residents of the scheme and the garage owner of 36a Hurst Road (to retain use of existing garage).

The pedestrian footpath to the east has been widened in response to comments with the residential entrances off the pedestrian access being supported by the DOCO to increase activity and use.

The ground floor flats have defensible spaces to articulate the private entrance from the resident route to the circulation core for upper flats - this core is accessible from the east also, from the pedestrian footpath.

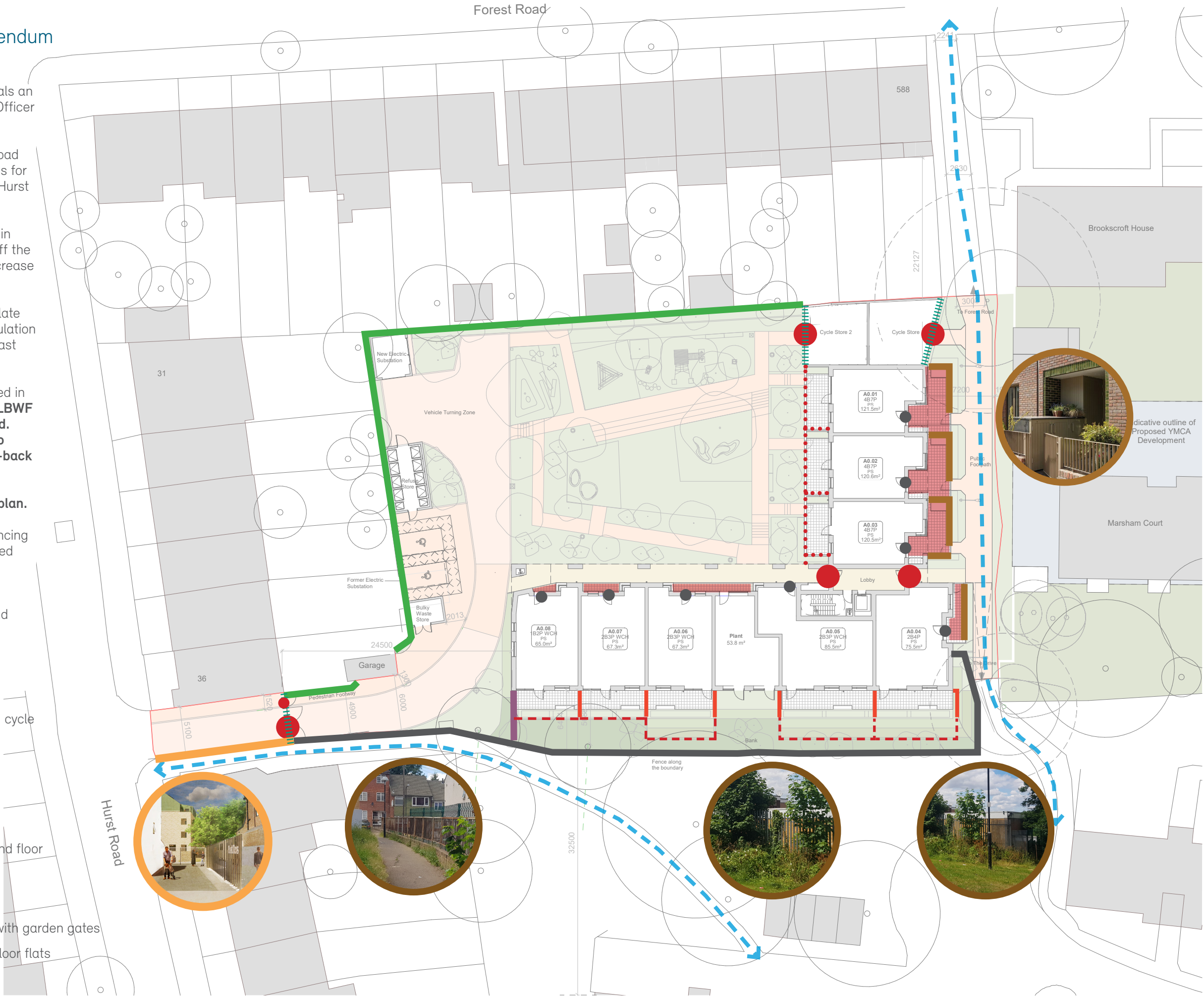
Following DOCO feedback the cycle storage was located in northeast, accessible from the footpath only. **Update: LBWF planners requested access also from within courtyard. To ensure no unauthorised access via cycle store into courtyard the cycle storage is divided into 2 back-to-back stores maintaining the policy compliant 68 spaces.**

Update: details of boundaries indicated on adjacent plan.

The southern boundary retains the existing palisade fencing with additional defensible planting to the stepped banked southern slope.

CCTV and external lighting types and levels will be in accordance with continued engagement with DOCO and Secured By Design 'Homes Brochure 2019'

- Key**
- Secure access, fob access, to site, building and cycle stores
 - 2000mm min internal timber fence boundary
 - 2000mm min retained metal palisade railings
 - 1200mm railing - secondary boundary on bank
 - 1500mm garden boundary
 - 1800mm wall - brick to match darker buff ground floor
 - Private front doors, in accordance with Part Q Building Regs
 - 1200mm railings with garden gates
 - 1200mm front garden railings/boundary walls with garden gates
 - Defensible spaces to maisonettes and ground floor flats
 - Vertical timber slats and signage to entrance
 - Railings and gates to site and to cycle stores
 - Pedestrian footpaths - public



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