

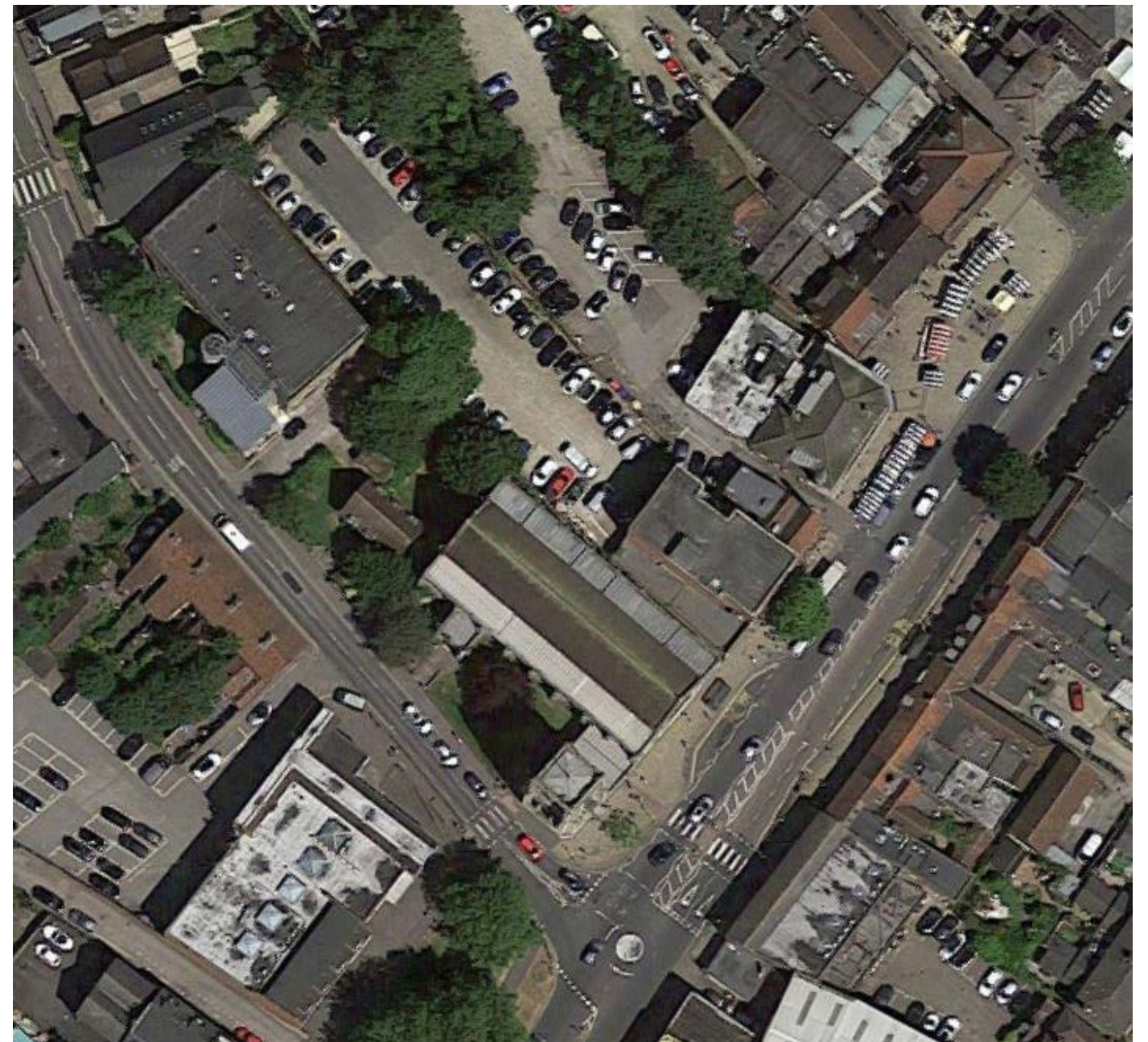
ST JOHN THE BAPTIST CHURCH

EPPING FOREST DISTRICT COUNCIL

ST JOHN'S ROAD, EPPING CM16 4BH

OCTOBER 2020 | REV C

RIBA STAGE 1 - PRE-APP





This report has been prepared by ECD Architects for and on behalf of Epping Forest District Council.

Client:
Epping Forest District Council
323 High Street,
Epping,
CM16 4BZ

Submitted by:

ECD Architects Ltd
Studio 3, Blue Lion Place
237 Long Lane
London
SE1 3PU
t: 020 79397500
www.ecda.co.uk

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INTRODUCTION

Introduction

- 1.1 Brief
- 1.2 Location and Context
- 1.3 Site Characteristics
- 1.4 Previously Approved Planning Drawings

Overview

This document provides a Pre-App assessment of St John the Baptist Church site and surrounding grounds. A capacity study of the site has been developed taking into consideration the constraints of the site. In this, different options have been proposed and discussed with the Client in several meetings.

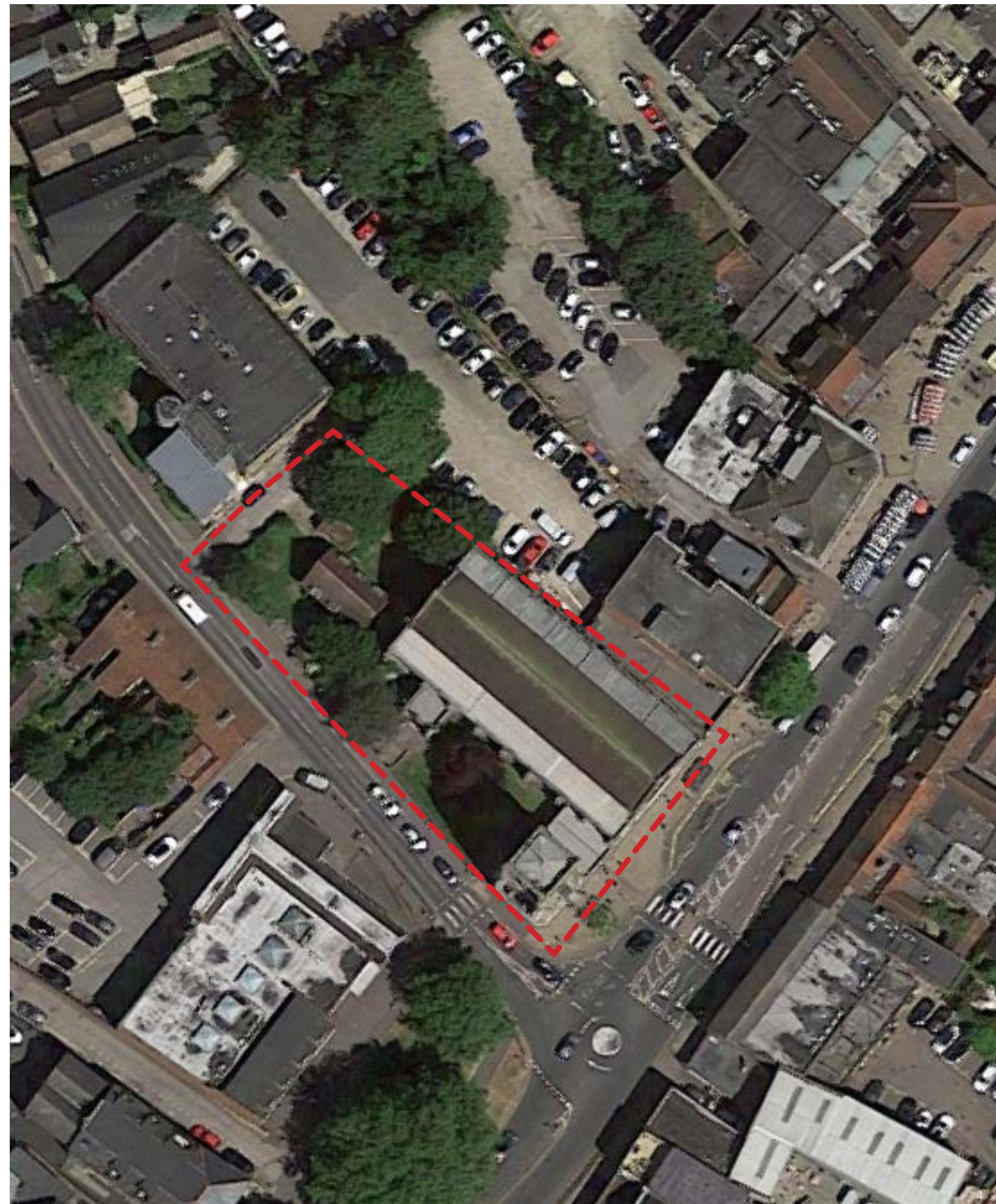
This document details the brief and requirements as requested from Epping Forest District Council, analyses the constraints of the site and provides a proposal that fits in the context satisfying the Client's expectations.

Brief

Further to the stated above, the objective of this report is to identify the feasibility of providing housing on top of a Community Space next to the Grade II St John the Baptist Church.

EFDC Requirements

- Level of Accessibility
- - Accessible and adaptable dwellings, complying with the Approved Document M4(2)
- Parking Provision: a disable parking space and a space for a vicar
- Mix of residential units: 1 and 2 bedrooms
- Ground floor Community Space



--- Site Boundary

Figure 1 - Aerial View of Site

Epping Forest is a local government district in Essex located in the west of the county, bordering northeastern Greater London. St John the Baptist Church is very well connected to the city by TfL central line, under an hour journey from Epping Station (10 minute walk). Additionally, there are frequent buses on High Street (1 minute walk), to move around Epping Forest.

While Epping Forest is a residential area, St John the Baptist Church is located within immediate vicinity to a high street, where several pubs, restaurants and shops can be found in five minute walk.

There are several parks and green ways within a short walking distance, with just 10 minute walk from the site.



Figure 2 - Site and Context, indicating walking distances

1.3 SITE CHARACTERISTICS

The context is shaped by two-storey building with pitched roofs, forming a low-density private residential context. However, there is a three-storey library next to the site.

Further to a previous Planning Application on the site, it is assumed that the existing Garage and Church Office can be demolished and the highlighted trees removed.

- KEY
- Site Boundary

Sun Path

Buildings to be demolished

Trees to be removed

Library (three-storey building)

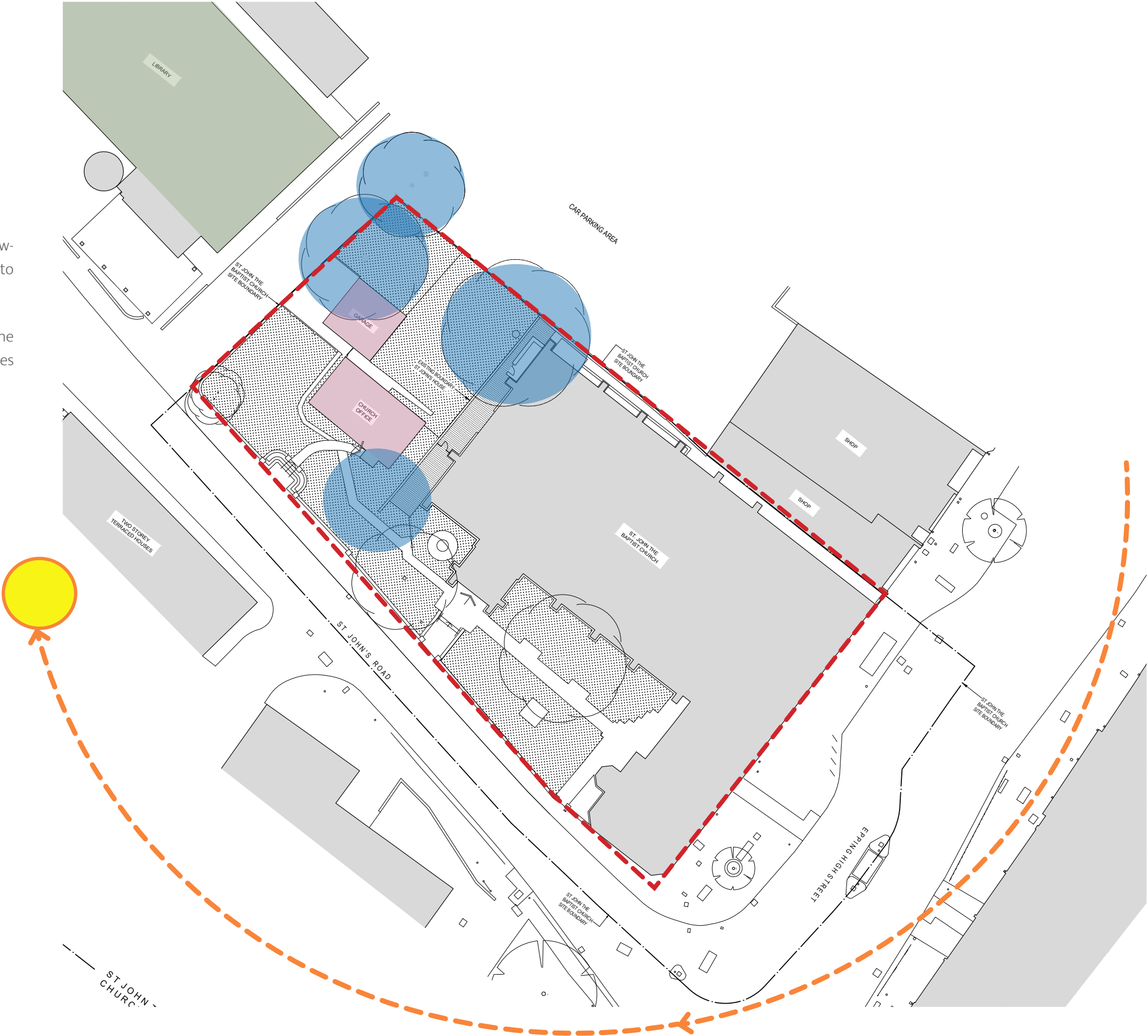


Figure 3 - Site Analysis

Historically and currently, Epping High Street has been a prominent route and feature of Epping, with St Johns the Baptish Church also being a main feature alongside it.



Figure 4 - Epping High Street heading North

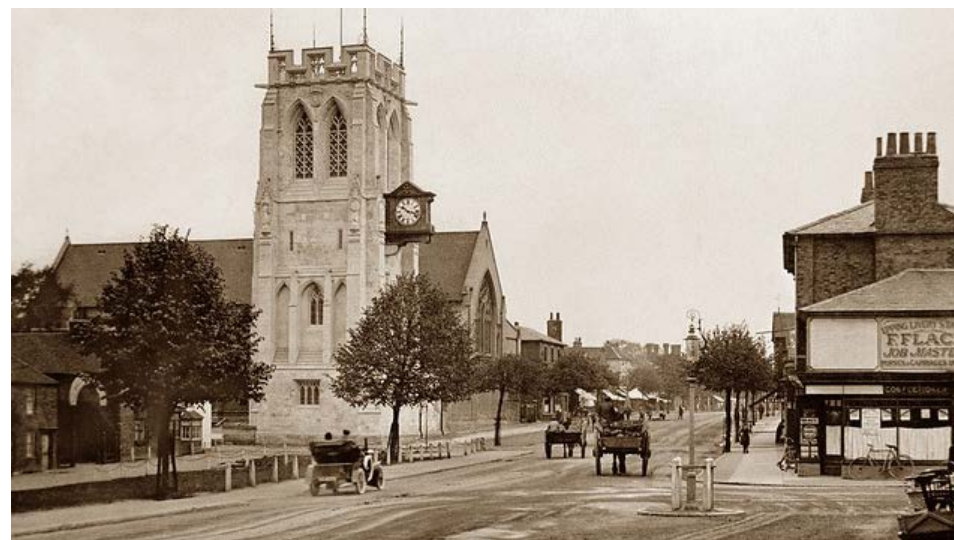


Figure 5 - Historical Photo of Epping High Street

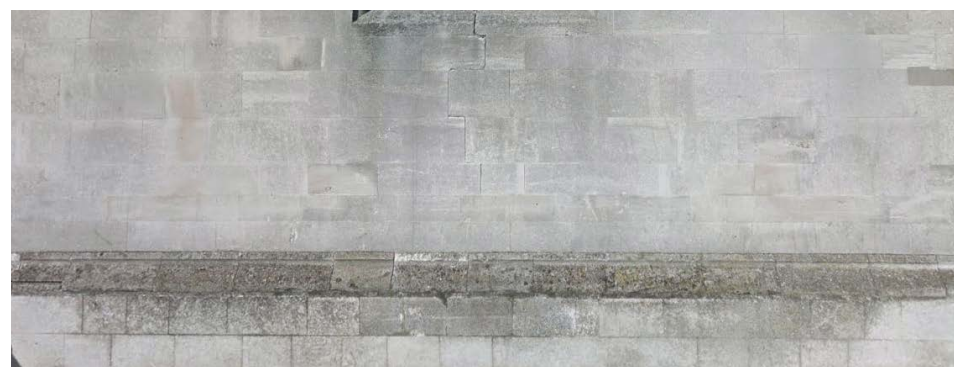


Figure 6 - Church Material Palette



Figure 7 - Epping High Street heading South

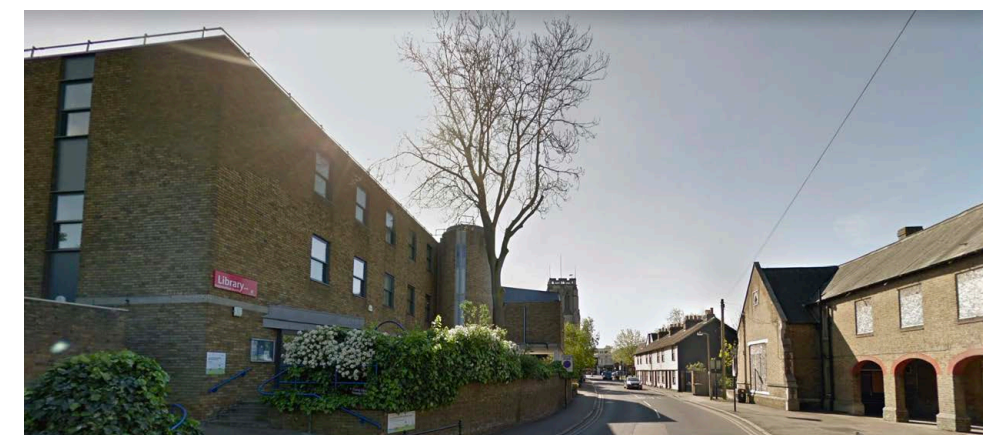


Figure 8 - View from St Johns Road heading towards Epping High Street

1.4 PREVIOUSLY APPROVED PLANNING DRAWINGS

The previously approved scheme proposed a 2 storey building that provided:

Ground Floor:

- Foyer connecting proposed to existing church
- Cafe
- Community Space/Exhibition
- Kitchen
- Main Hall
- Stores/Storage
- WCs

First Floor:

- Meeting Rooms
- Office
- Reading Gallery
- Stores/Storage

Although this scheme was approved for planning, the scheme did not come to fruition due to the financial constraints and was concluded that by adding residential units could make the scheme financially feasible.

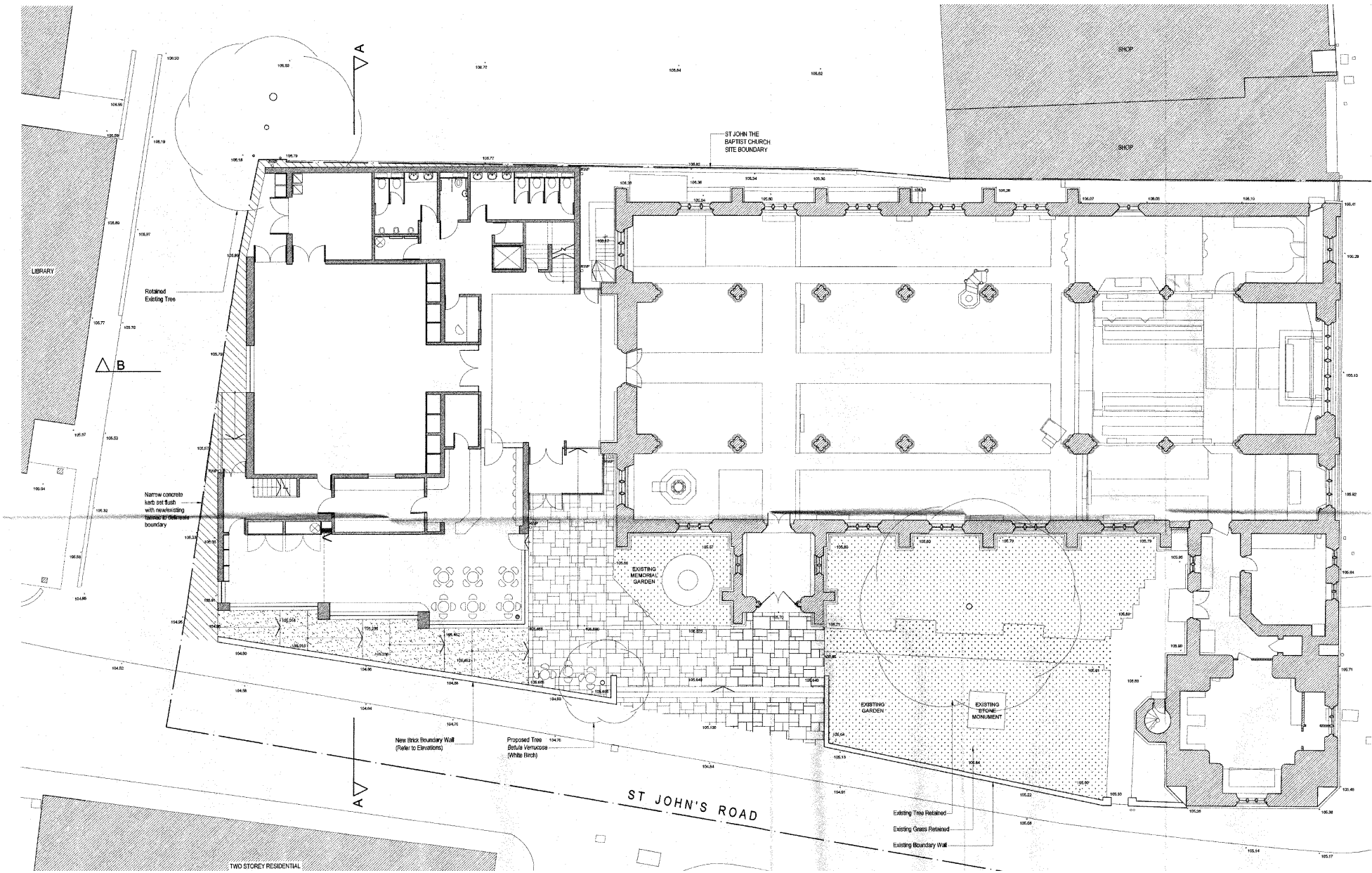


Figure 9 - Planning Approved Site Layout

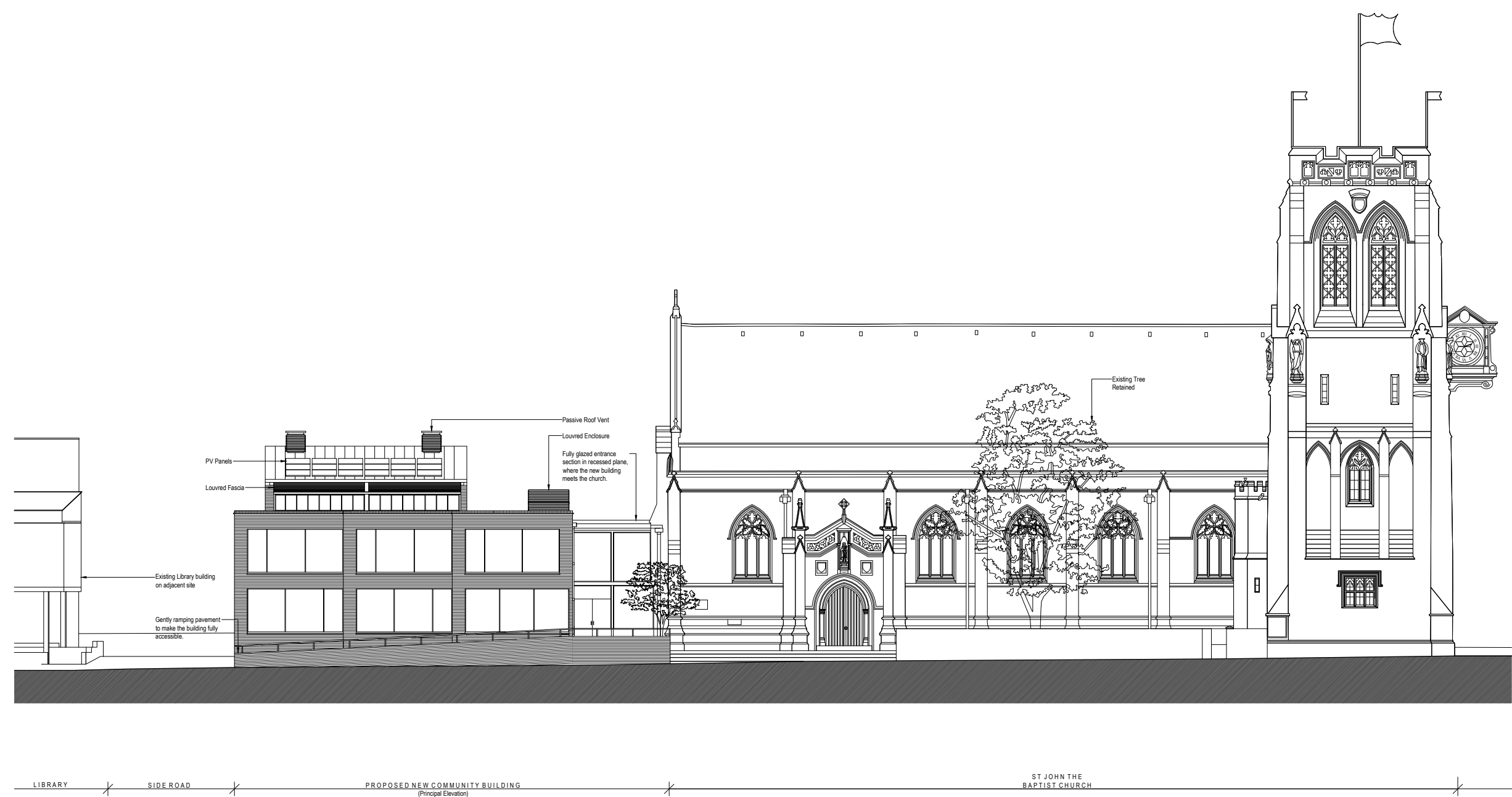


Figure 10 - Planning Approved Section of Proposed Community Space

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DESIGN CRITERIA

Design Criteria

- 2.1 Site Analysis
- 2.2 Opportunities and Constraints
- 2.3 Relevant Policies



Figure 11 - Site Analysis

Opportunities

Proximity to High Street

Well-facilitated with access to public transport and retail stores. Vice versa, the proposed scheme can encourage public footfall in the town centre with the new Community Space facility.

New Development proximity Masterplan

The proximity of the potential masterplan development, connects the proposed scheme with the spaces it provides.

'Protection of historic buildings', 'respecting the historic scale of the area' and 'high quality public spaces' were key responses during a public community consultation held in St John the Baptist Church in 2012, points the proposed scheme aims to achieve.

Listed Buildings

The listed buildings can potentially impact the proposed aesthetic and design in order to maintain the existing context.

Trees

The existing trees highlighted in the site analysis plan, provide a natural buffer between the proposed scheme and road plus surrounding buildings.

Constraints

Listed Buildings

The nearby Listed buildings can be seen as an opportunity to showcase what successful architectural design can achieve; one that fits within the context of the existing design and palette whilst providing clear contrast and modernity.

Trees

Inversely from the opportunity the existing trees present; those highlighted in the site analysis plan will have to be removed to accommodate the proposed scheme.

Archaeology

The site will require archaeological investigation through site excavation prior to construction commencing.

Height

The height of the proposed scheme will need to be restrained to avoid dominating the existing church and surrounding buildings.

OPPORTUNITIES



PROXIMITY TO HIGH STREET



NEW DEVELOPMENT PROXIMITY MASTERPLAN



LISTED BUILDINGS



TREES

CONSTRAINTS



ARCHAEOLOGY



HEIGHT

- KEY
- 1 Storey
 - 2 Storeys
 - 3 Storeys
 - 4+ Storeys

2.2 RELEVANT POLICIES

Essex Parking Standards - Design and Good Practice

The preferred parking bays in the County of Essex are larger than standards, as shown in Figure below. This has been taken into consideration in the proposed parking bays.

Parking Bay Size

Preferred bay size for cars (Parallel parking bay length)	5.5m x 2.9m 6.0m
Minimum bay size (only used in exceptional circumstances)	5.0m x 2.5m
Notes:	
Minimum bay size for vans	7.5m x 3.5m*
Minimum bay size for HGVs:	
Articulated	17.0m x 3.5m
Rigid	12.0 x 3.5m

* To allow for the trend of increasingly long vans (e.g. Mercedes-Benz Sprinter, up to 7345mm, Fort Transit, up to 6403mm)

Figure 12 - Essex Parking Standards - Parking Bay Size

EFDC Waste and Recycling Provisions for New Residential & Business Developments - Good Practice Guide for Developers

Flat block developments are expected to incorporate into their design a designated compound for the storage of refuse and recycling bins, and they should be located no further than 30 metres from the entrance door. The following guide must be applied where communal facilities are used:

- Refuse: one 1,100 litre wheeled black Eurobin with black lid per every 7 flats
- Mixed Dry Recyclables: one 1,100 litre wheeled black Eurobin with blue lid per every 7 flats
- Compostable Kitchen Waste: one 180 litre black wheeled bin with a green lid for every 8 households

The width required to accommodate a refuse collection vehicle is 4.5 metres, and the access road must be capable of safely accommodate a vehicle weighing 32 tonnes.

Vehicle and Cycle Parking Standards for dwellinghouses (Use Class C3)are shown in table below:

Use	Vehicle	Cycle	PTW	Disabled
	Minimum	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling*	1 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated
2+ bedroom	2 spaces per dwelling*			
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling	1 space per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated

Figure 13 - Essex Parking Standards - Requirements for Use Class C3

While the car parking requirements are more stricter, based on the ongoing new Local Plan, the Planning Authority has previously agreed reduced parking provision in several sites in the Borough within a distance of 1km.

EFDC Draft New Local Plan

Draft Policy H1 Housing Mix and Accommodation Types states that 'Developments will be permitted where the mix of market housing provides for all new homes to be accessible and adaptable as defined by the Building Regulation' (page 56). This category is M4(2) of the current approved Document.

Building Regulations M4(2): Accessible and adaptable dwellings

The proposed layouts will comply with the design criteria specified in Section 2 of the aforementioned document, the key design points have been highlighted below:

2.9 - APPROACH ROUTES: communal parts of the approach route have a minimum clear width of 1200mm

2.14 - COMMUNAL ENTRANCES: should provide a level external landing of 1500mm wide and 1500m long minimum, covered to a minimum width of 1200mm and depth of 900mm. The entrance door has a minimum clear opening width of 850mm, a minimum nib of 300mm to the leading edge of the door and a maximum depth reveal of 200mm. Door entry controls are mounted 900-1000mm above finished ground level and at least 300mm away from any projecting corner

2.20 - PRIVATE ENTRANCES: should provide a level external landing with a minimum width and depth of 1200mm. The door has a minimum clear opening width of 850mm and a minimum 300mm nib to the leading edge, with a maximum reveal depth of 200mm

2.22 - INTERNAL HALL WIDTHS: have a minimum clear width of 900mm, this might be greater depending on door clear opening widths and location of the doors - as shown in Figure below

2.24 - LIVING AREA: glazing to the principal window starts a maximum of 850mm above floor level

Table 2.1 Minimum widths of corridors and passageways for a range of doorway widths	
Doorway clear opening width (mm)	Corridor clear passageway width
750 or wider	900 (when approached head on)
750	1200 (when approach is not head-on)
775	1050 (when approach is not head-on)
800	900 (when approach is not head-on)

Figure 14 - Minimum Corridor Widths - Building Regulations Part M

2.24- KITCHEN: provide a minimum 1200mm clear space in front and between all kitchen units and appliances

2.25- BEDROOMS: every bedroom provides a clear access route of a minimum 750mm wide from the doorway to the window and to one side of the bed. Every double bedroom provides the same size clear access route to the foot of the bed and additionally, the principal double bedroom provides as well a clear access zone to both sides

2.29- BATHROOMS: have to comply with the requirements shown in the examples of bathroom layouts below

2.30- SERVICES AND CONTROLS: all switches should be mounted between 1350mm and 1450mm above floor level, and sockets between 450mm and

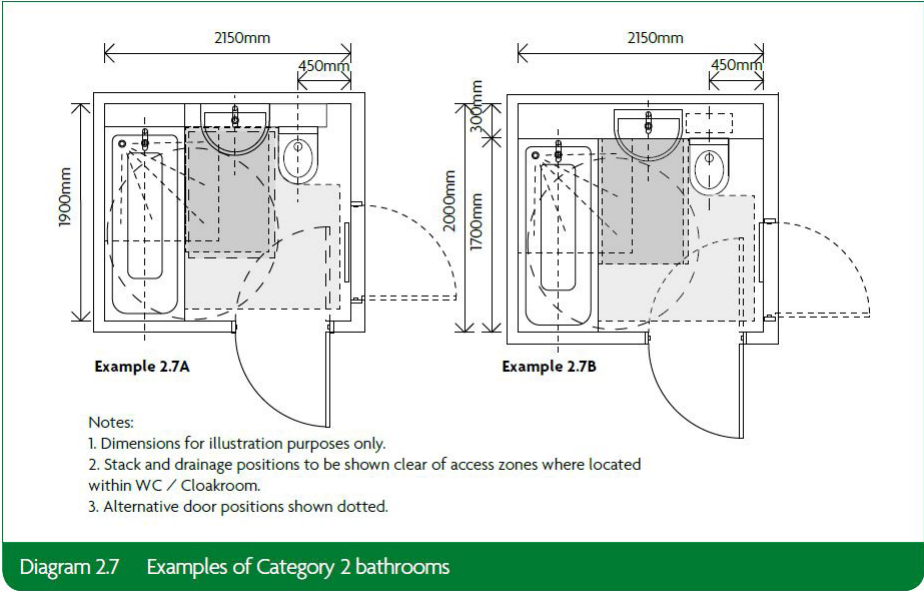


Figure 15 - Example of Category 2 Bathrooms - Building Regulations Part M

1200mm above floor level. The handle to at least one window in the principal living area is located between 450mm and 1200mm above floor level, and handles to all other windows are located between 450mm and 1400mm above floor level

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PROPOSAL

Proposal

- 3.1 Footprint and Access
- 3.2 Massing Sections
- 3.3 Conceptual Layouts - Floor Plans
- 3.4 Conceptual Layouts - Massing View
- 3.5 Precedents

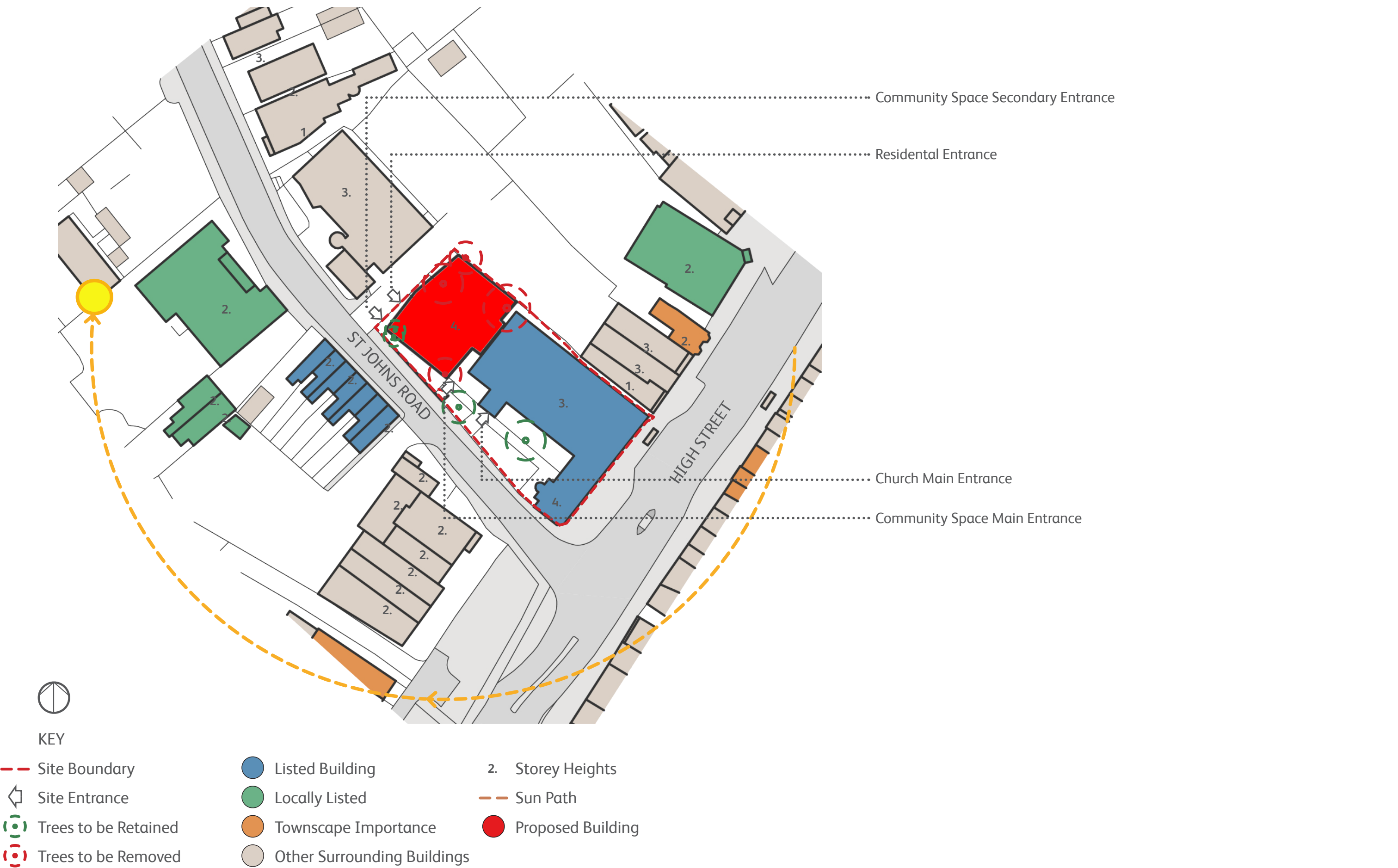


Figure 16 - Site Plan with Proposed Scheme

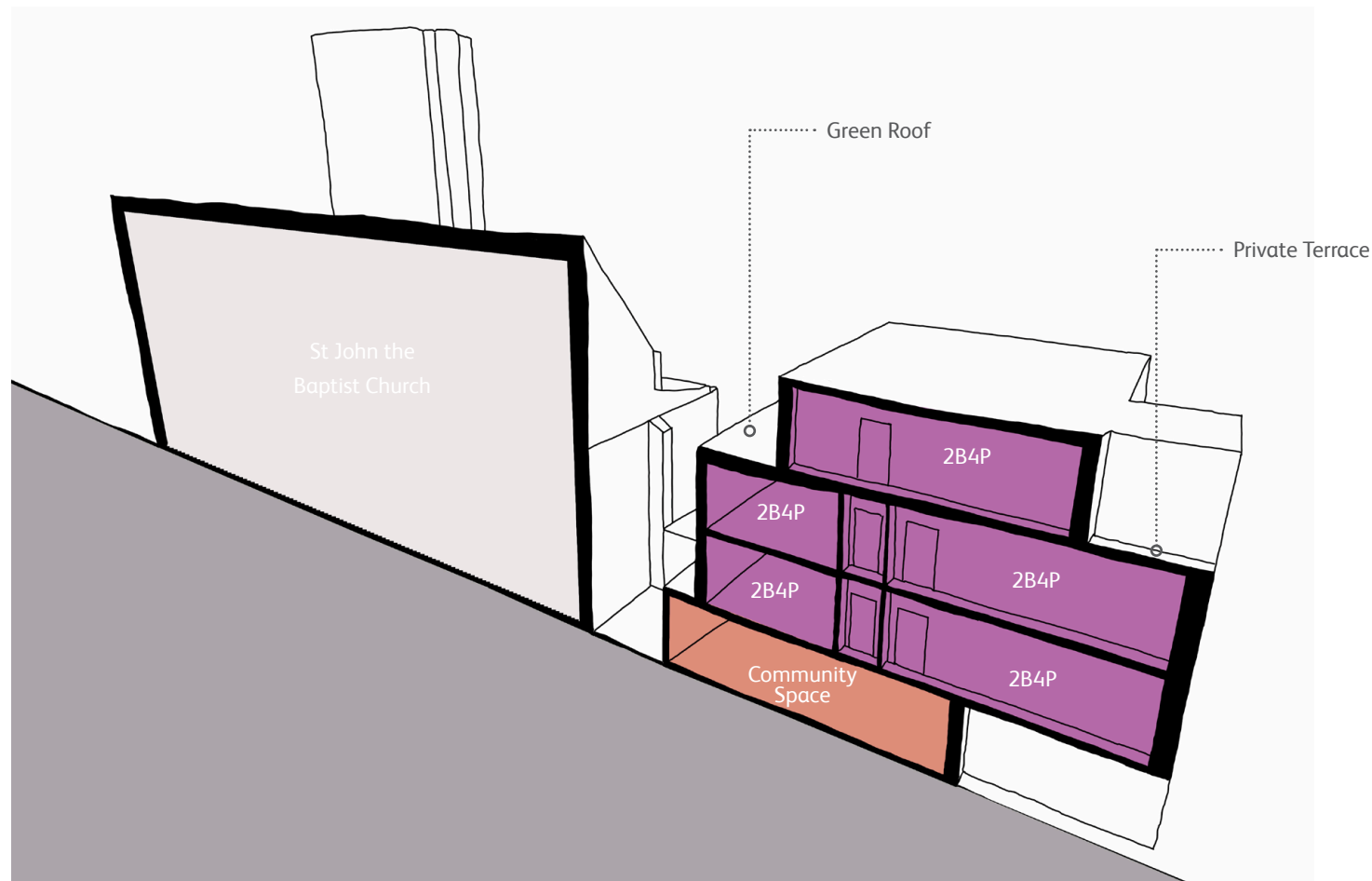


Figure 17 - 3D Section showing the Relationship of the Proposal with St John the Baptist Church

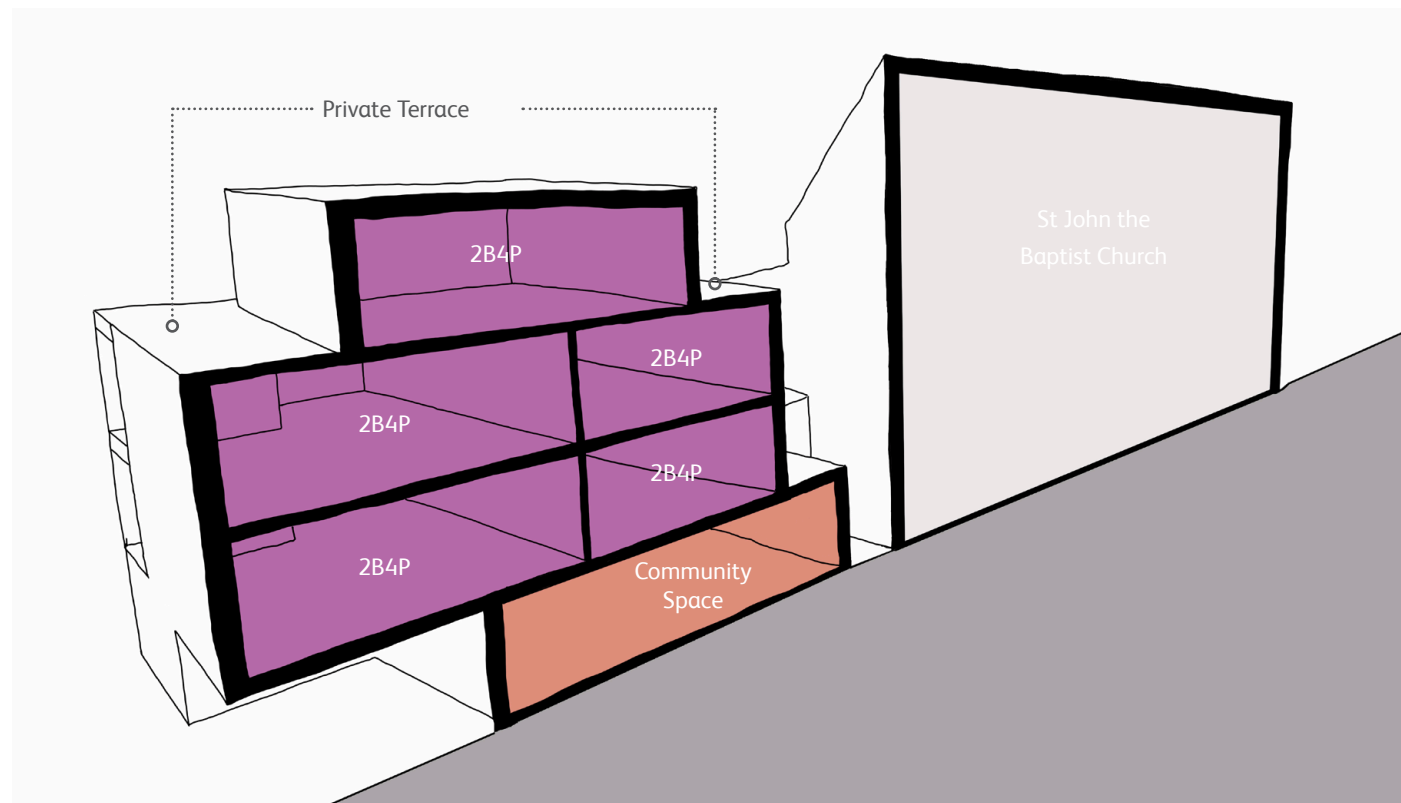


Figure 18 - 3D Section showing the Relationship of the Proposal with St John the Baptist Church

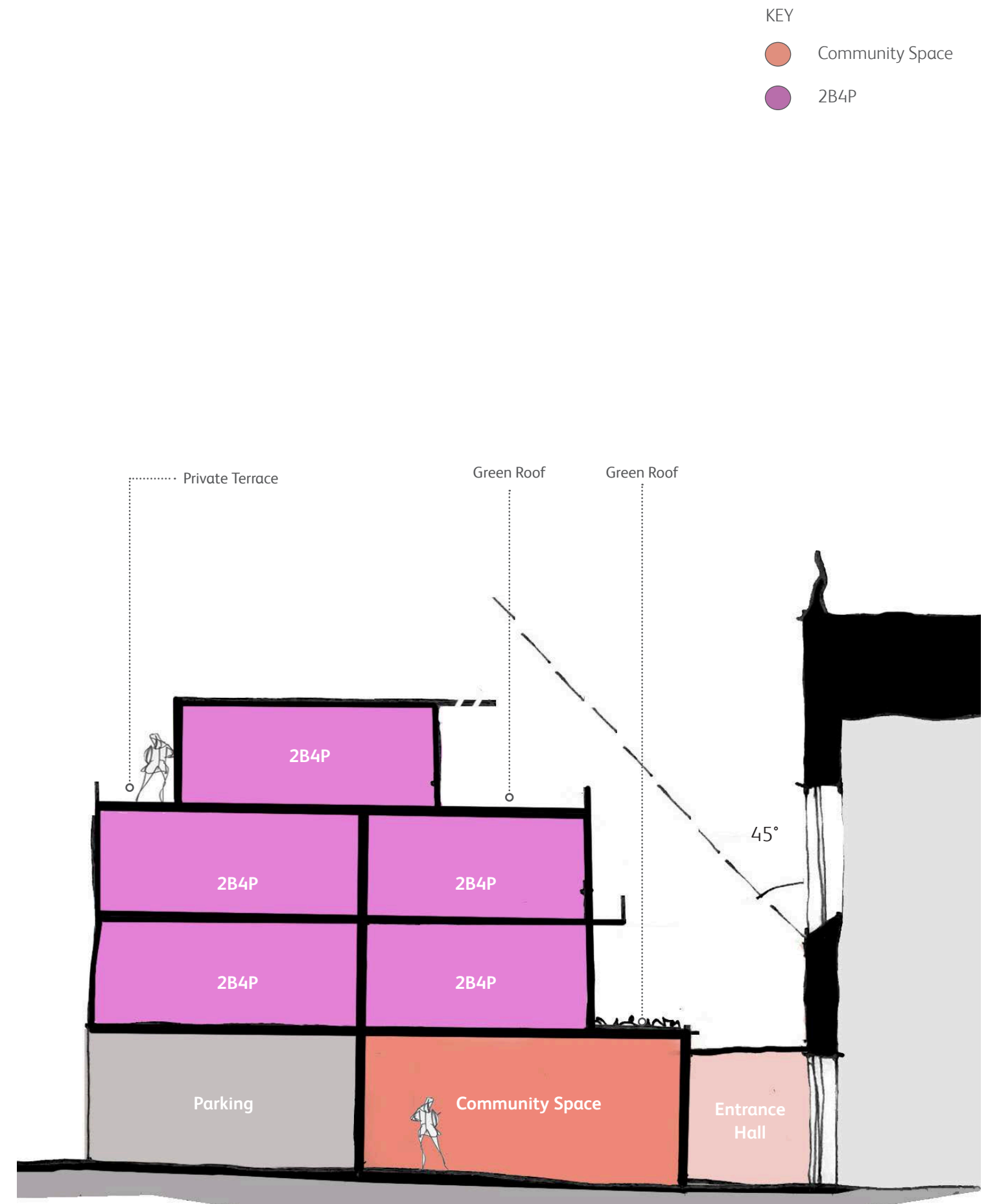


Figure 19 - 2D Section showing the Relationship of the Proposal with St John the Baptist Church

3.3 CONCEPTUAL LAYOUTS - FLOOR PLAN

OVERVIEW

The key consideration informing the proposal was to maximise the number of residential units in a building suitable for the context. To do so, a three residential storeys have been proposed accommodating a total of 10 flats.

The proposal comprises a four storey building with a Community Space on the ground level and flats on the three storeys above. The upper floors follow the 45o rule to minimise the impact on the existing church daylight.

Unit Size	Quantity	Min. Area m ²	%
1B2P	3	50	30%
2B4P	7	70	70%
Total	10 dwellings		

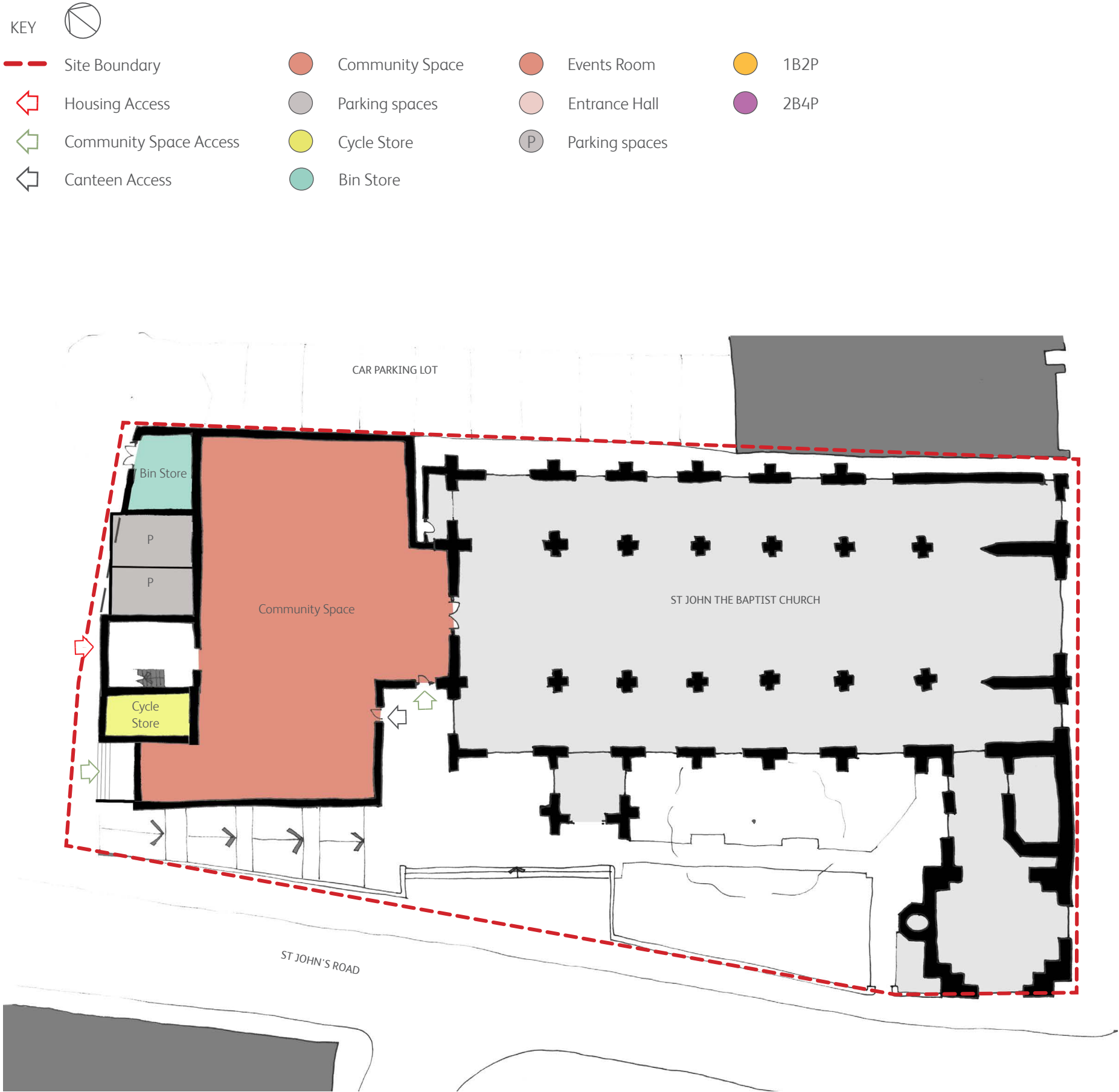


Figure 20 - Proposed Site Plan

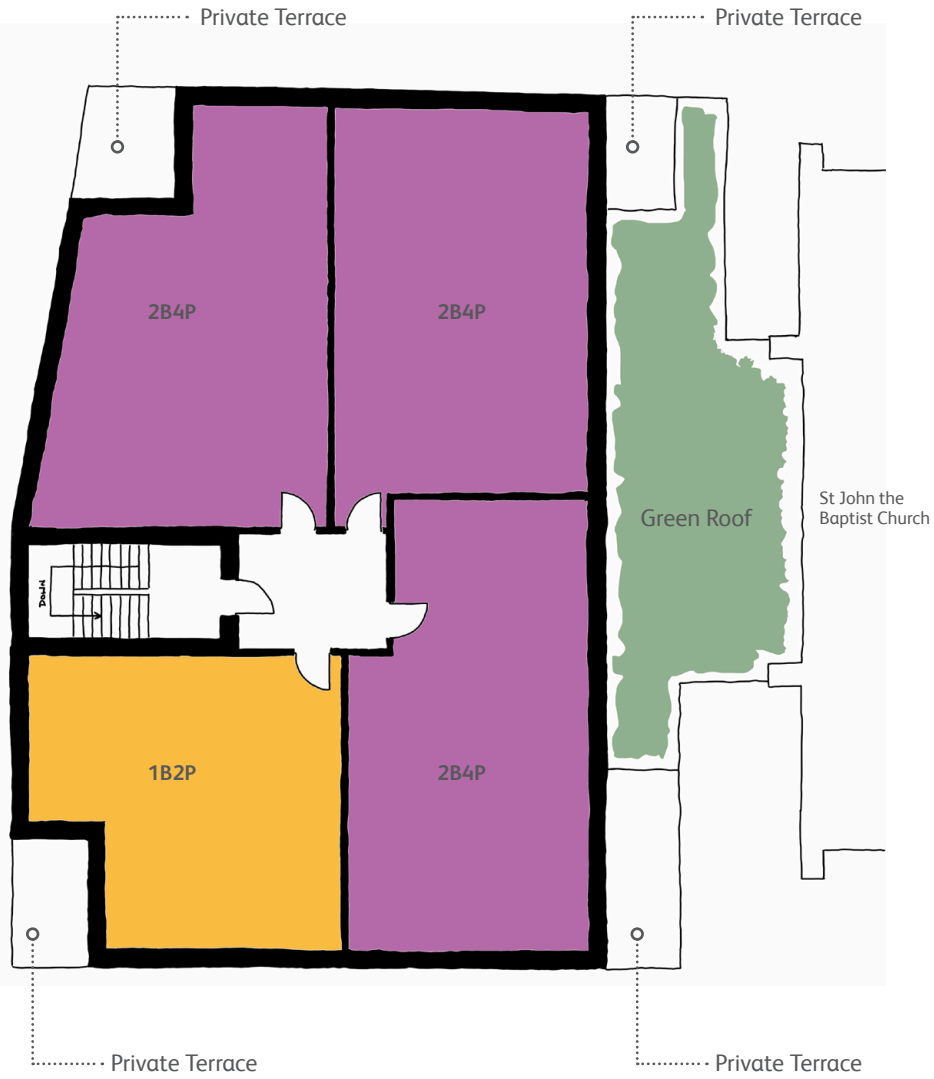


Figure 21 - Proposed First Floor

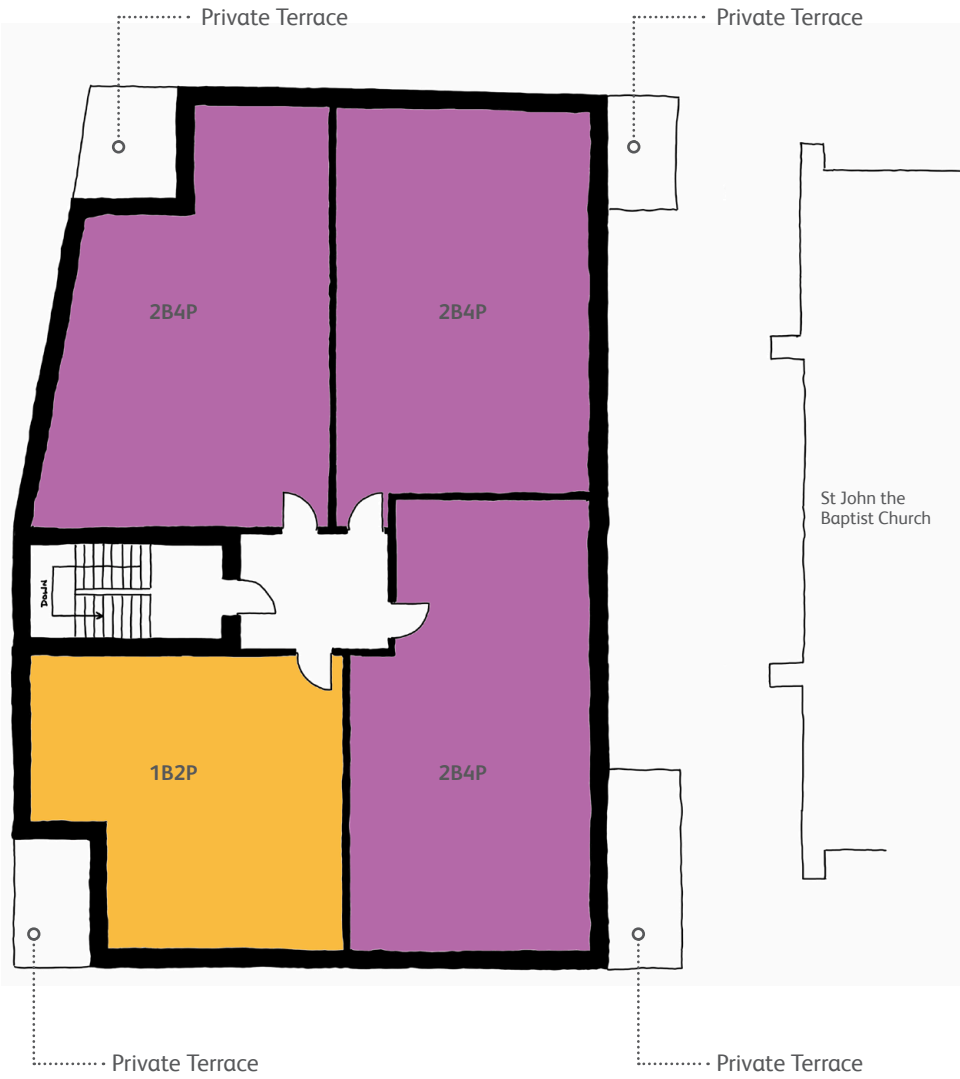


Figure 22 - Proposed Second Floor



Figure 23 - Proposed C Third Floor

3.4 CONCEPTUAL LAYOUTS - MASSING VIEW



Figure 24 - View coming from St Johns Road to High Street

Figure 24 aims to demonstrate the massing of the proposed scheme and how it is seen when approaching Epping High Street from St Johns Road.

The 4th floor is set back from the lower floorplate footprint to reduce the density and mass.

On the Ground Floor, large glazing panels are proposed to encourage the visual transparency into the Community Space.

Figure 25 highlights how the proposed scheme is seen when approaching St Johns Road directly off the roundabout from Epping High Street. This viewpoint highlights the prominence the scheme has and can be taken advantage of to potentially encourage public footfall to the Community Space and church.

The height of the scheme is clear but inkeeping with the surrounding context, primarily being lower than the nave/longer section of the church so that it does not dominate the existing context.

The connecting foyer/walkway between the existing church and the proposed Community Space on the ground floor can be seen in **Figure 26**.

The setback of the connecting foyer, reduces the visual impact caused to the existing church, additionally proposing glazing assists this creating transparency.

A green roof is proposed on top of the foyer to help create the buffer also and fit with the surrounding greenery and trees on the site.



Figure 25 - View coming from High Street to St Johns Road



Figure 26 - Proposed Glazed Facade GF connection between existing Church and Proposed Community Space

