



Rosario - Thornwood - Epping

Vision Statement
14.07.2021

bluepencil
DESIGNS



Epping Village Sign

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introduction



1.1 Introduction

This document has been prepared by Bluepencil Designs Ltd Chartered Architects, on behalf of Haynes New Homes, with input from:

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1.2 The purpose of this document

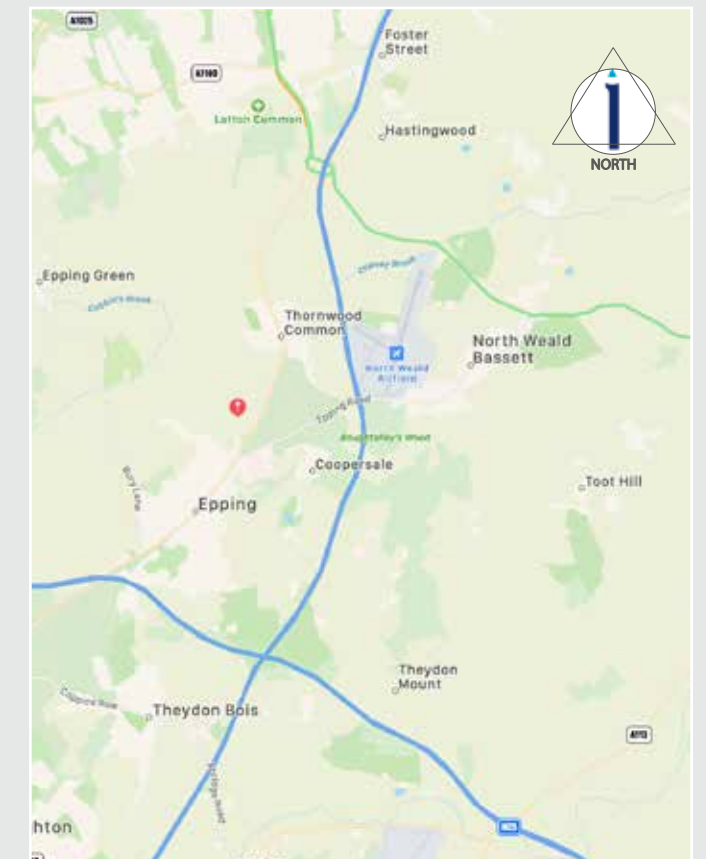
This document sets out the design proposals for the planning application for development of land at High Road, Thornwood, Epping. The application is for: Demolition of the property called Rosario on High Road, Thornwood and its existing ancillary buildings, and the construction of 65 dwellings, new vehicle access, site-wide highways works, and provision of associated landscaping and amenity space (including SuDS).

This document describes the analysis of the site and its surroundings, summaries of the technical studies which will support the application, the constraints and opportunities of the site and the overall vision for the proposed development.

1.3 The Site

The aerial Photograph on the facing page shows the application site outlined in red.

It is located west of Thornwood High Road
 The aerial photograph on the facing page shows the site and its immediate surroundings.



1.4 Relevant Planning Policy

The Development Plan currently comprises the saved policies of the Epping Forest District Council Adopted Local Plan (1998) and Alterations (2006).

On 14 December 2017, the Council resolved to approve the Epping Forest District Local Plan (2011-2033) – Submission Version (LPSV) for submission to the Secretary of State and the Council also resolved that the LPSV be endorsed as a material consideration to be used in the determination of planning applications.

The Council submitted the LPSV for independent examination on 21 September 2018. The Inspector appointed to examine the LPSV held examination hearings between 12 February and 11 June 2019.

During the examination hearings, a number of proposed Main Modifications of the LPSV were agreed with the Inspector on the basis that they would be subject to public consultation in due course.

Following completion of the hearings, in a letter dated 2 August 2019, the Inspector provided the Council with advice on the soundness and legal compliance of the LPSV.

In that letter, the Inspector concluded that, at this stage, further Main Modifications (MMs) of the emerging Local Plan are required to enable its adoption and that, in some cases, additional work will need to be done by the Council to establish the precise form of the MMs.

The Inspector's comments on the Main Modifications will allow for the Council to consult prior to final adoption, which they anticipate to be in the autumn 2021.

Although the LPSV does not yet form part of the statutory development plan, when determining planning applications, the LPSV has material

policies that are given weight.

With regards to housing need and supply, recent evidence to the Councils Housing Land Supply confirm that the Council can only demonstrate a maximum housing land supply of 2.43 years, a significant shortfall of 2,942 dwellings. In policy terms therefore, the presumption in favour of sustainable development set out in paragraph 11 of the National Planning Policy Framework applies. This means approving development proposals that accord with the development plan without delay or, where policies are out-of-date, as here, granting permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

The site has an allocation for approximately 48 new homes. (P11)

Supplementary Planning Documents:

Specific focus should be attached to the following Supplementary Planning Documents (SPDs) as they will be considered as material considerations when preparing any planning application for the site:

The Essex Design Guide
National Design Guide

National Planning Policy Framework

The National Planning Policy Framework (NPPF), published in 2019, will constitute a material consideration in the determination of any future planning application at the site.

It promotes the social, economic and environmental objectives required to promote the achievement of sustainable development.

The following sections of the NPPF are of particular

relevance to the development of this site:

Paragraphs 59 and 64 – Delivering a sufficient supply of homes: To significantly boost the supply of homes it is important that a sufficient amount and variety of land is brought forward which meets the requirements of a variety of groups with specific housing needs. For major residential developments, at least 10% of the dwellings should be made available for affordable home ownership unless this would exceed the level of affordable housing required in the area or would significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Paragraph 91 – Promoting healthy and safe communities: Planning proposals should promote social interaction and promote natural surveillance as to deter crime and anti-social behaviour.

Paragraphs 96 and 97 – Open space and recreation: It notes that access to a network of high-quality open space is imperative for the health and well-being of communities. In addition, existing open space and sport facilities should not be built upon unless one of the following criteria has been met: (i) an assessment has been undertaken to show that it's surplus to requirements; (ii) the loss would be replaced by an equivalent or better provision in a suitable location, and; (iii) the development is for alternative sports or recreational provision, the benefits of which clearly outweigh the loss of its current or former use.

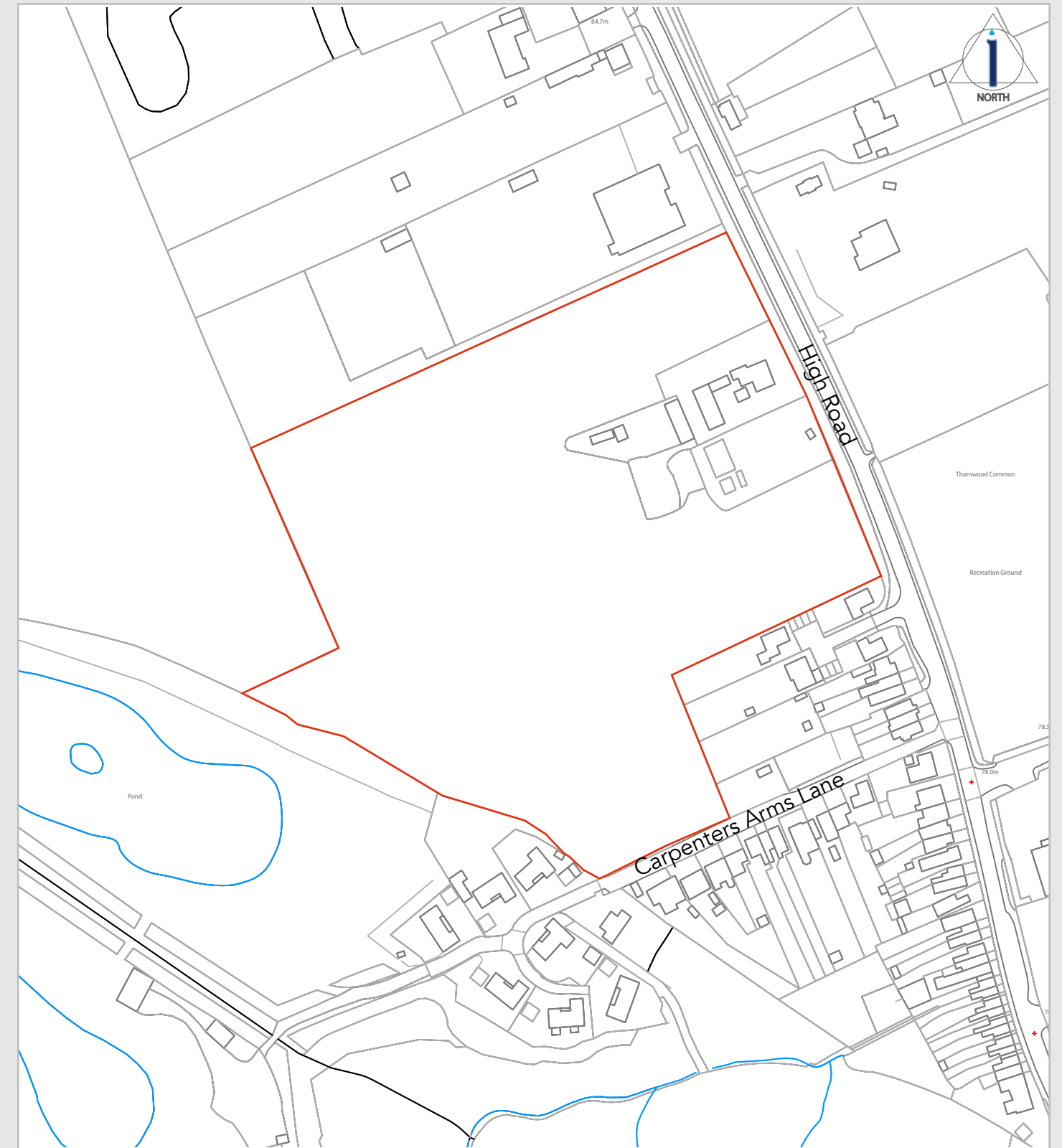
Paragraph 102 and 103 – Promoting sustainable transport: This observes that the potential impact of proposals upon the highway network should be assessed, alongside promoting opportunities for non-vehicular modes of transportation.

Paragraph 117 and 118 – Making effective use of land: Planning decisions should promote

an effective use of land for meeting the need for homes whilst ensuring safe and healthy living conditions. In particular, planning decisions should attach substantial weight to the value of using brownfield land within settlements to meet residential needs.

Paragraph 122 – Achieving appropriate densities: It denotes that development proposals that make efficient use of land which considers, for example, the area's prevailing character and setting.

Paragraph 124 – Achieving well-designed spaces: Developments must obtain a high standard quality of design as it is a key criterion for sustainable development.



Red Line Boundary Plan



2

analysis



Aerial photograph of Thornwood, Epping, showing the site in red

2.1 Analysis

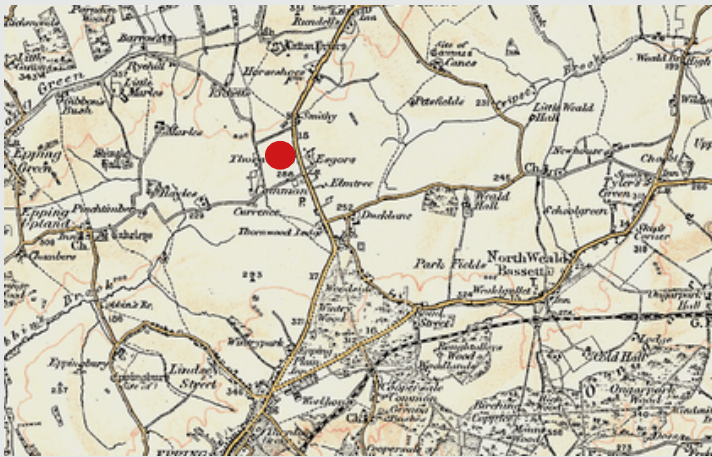
The Rosario site and its surroundings have been studied and analysed in order to fully understand the context in which the proposed new development will sit.

The analysis work has shaped the design proposals and helped to ensure that these proposals fit comfortably and appropriately in the location.

2.2 Geographical Context

The site is located at High Road, Thornwood (approximate central Ordnance Survey Grid Reference TL 46951 04742).

The site is situated within the rural village of Thornwood, bounded by High Road to the east with mixed-use commercial and residential development to the north and south. Thornwood Springs Trout Fishery and agricultural land lies to the west. The total area of the site is approximately 3.7ha. In the wider vicinity the site is located within a rural area comprising agricultural land, woodland and hedges.



Historic map showing Thornwood (with the site identified by red dot)

2.3 Historical Context

The linear village of Epping Heath developed into a small main-road town and by the early 19th century development had taken place along what is now High Street and Hemnall Street. Up to 25 stagecoaches and mailcoaches a day passed through the town from London en route to Norwich, Cambridge and Bury St. Edmunds.

The advent of the railways ended coach traffic and the town declined, but it revived after the extension of a railway branch line from Loughton in 1865 and the advent of the motor car.

High Road is likely to have been turnpiked shortly after a Trust was established in 1768. Thornwood Common was enclosed after an Act of 1857, with more than a hundred hectares enclosed (280 acres).

The site was all part of Thornwood Common until after 1840. Nothing is marked on maps of 1777 and 1840 within the site.

The site was all part of Thornwood Common until after 1840. Nothing is marked on maps of 1777 and 1840 within the site. Although prehistoric and Roman remains have been found in the study area, there is some evidence that the area was common/heath or wooded in the past: part of Epping Forest.

The nearby North Weald airfield first opened in the Great War but was closed before reopening in 1922. Military use ended in the 1960s.

The town is known in some quarters for the Epping sausage, and, in the 18th and 19th centuries, for Epping butter.



Epping High Street



Epping High Street



Epping High Street



The Old Workhouse





2.4 Social Context

Thornwood is a hamlet in the civil parish of North Weald Bassett, in the Epping Forest district of Essex, England. It is on the B1393 road (the former A11), about 1.5 miles (2.4 km) north-east of Epping. The hamlet contains a village hall, a small industrial estate and a trout fishery.

Epping is 17 miles (30 km) northeast from the centre of London, is surrounded by the northern end of Epping Forest, and on a ridge of land between the River Roding and River Lea valleys.

Epping is the terminus for London Underground’s Central line. The town has a number of historic Grade I and II and Grade III listed buildings. The weekly market, which dates to 1253, is held each Monday. In 2001 the parish had a population of 11,047 which increased to 11,461 at the 2011 Census.

Epping is divided into two district council wards. Epping Hemnall encompasses most of the town south-east of Epping High Street (B1393) including Ivy Chimneys, Fiddlers Hamlet, Coopersale and Coopersale Street. The rest of Epping lies in Epping Lindsey and Thornwood ward, as does Thornwood in the adjacent parish of North Weald Bassett. Both wards elect three councillors each.

Epping market attracts shoppers from surrounding villages and towns every Monday. A prominent building in Epping is the District Council’s office with its clock tower, designed to bring balance to the High Street with the old Gothic Revival water tower at the southern end, built in 1872, and St John’s Church tower in the centre.

The centre of Epping on and around the High Street is a designated conservation area.

- Facing page:
- 1. North Weald Aerodrome
 - 2. Epping High Street
 - 3. Thornwood Common
 - 4. Thornwood Trout Fishery
 - 5. Epping Forest

Connections

Epping is served by a number of bus routes, serving many surrounding towns and villages including; Thornwood Common, Harlow, Abridge, Waltham Abbey, Ongar and Brentwood. The bus services are either commercial services, or operated under contract to Essex County Council.

Epping is served by Transport for London rail services, and is the eastern terminus of the Central line of the London Underground. The Central line now terminates at Epping. However until 30 September 1994, it used to serve stations at North Weald, Blake Hall (until 1981) and Ongar where services terminated. The station has a car park with 508 spaces (the second largest car park on the London Underground network),[13] a toilet, a ticket machine, a pay phone as well as seats for sitting outside of the station to wait for buses. The Epping Ongar Railway intends to eventually restart the service between Ongar and Epping in the future.[14] The closest main line stations to Epping are Roydon, Harlow and Waltham Cross. These services are operated by Greater Anglia.

Education

Epping St John’s School, the only secondary school in Epping, is a Catholic school. The school has an active charity fundraising group led by a Student Executive team. In 2020 two hundred students were awarded the Rotary Prize for ‘Service to Schools was in Essex’ by the local Epping Rotary Club.

Coopersale Hall School, is a prep school at the end of Centre Drive Lane, Epping.

Ivy Chimneys Primary School is located in Ivy Chimneys, Epping.

Epping Primary School

Coopersale and Theydon Garnon C.E. (Vol.Cont.) Primary School is located in Coopersale village.



Thornwood



Epping



North Weald Bassett

2.5 Townscape and Architecture

A prominent building in Epping is the District Council's office with its clock tower, designed to bring balance to the High Street with the old Gothic Revival water tower at the southern end, built in 1872, and St John's Church tower in the centre.

A number of listed buildings, most dating from the 18th century, line both sides of the High Street although many were substantially altered internally during the 19th century.

Some of the oldest buildings in the town are at each end of the Conservation Area, such as Beulah Lodge in Lindsey Street (17th century), and a group of 17th- and early 18th-century cottages numbered 98–110 on High Street.

The original parish church, first mentioned in 1177, was All Saints' in Epping Upland, the nave and chancel of which date from the 13th Century. In 1833, the 14th-century chapel of St John the Baptist in the High Road was rebuilt in the Gothic Revival style. It became the parish church of Epping in 1888 and was again rebuilt. A large tower was added in 1909.

Many of the buildings lining the High Street are Georgian and Victorian. Buildings are on the back edge of the pavement with undulating rooflines and ridges. Roof are mostly steeply pitched and of slate or plain tiles. Materials include pale coloured render, buff and gault brick, soft red brick and stone. Agricultural buildings in the area include painted weatherboard (mostly black) with some pantiled roofs.

Both Epping and North Weald Bassett are linear, reflecting their early development along important routes.

The hamlet of Thornwood is dispersed but mostly developed off High Road and includes early 19th century and late 21st century development. Details of listed buildings and their proximity to the site can be found in the Heritage report accompanying this application.





View of the site looking towards the existing access off High Road



View of the site looking south east



View of the site looking north west



View of the site looking south west

View of the site looking south west

2.6 Site Photographs



view of High Road



view of existing pond



view of significant oak tree



view of existing outbuildings



Constraints and Opportunities Plan

2.7 Constraints and Opportunities

The Constraints and Opportunities plan adjacent shows the various constraints and provides a starting point for the design opportunities.

Access

The site is currently accessed off High Road

Topography

The site is generally flat but gently slopes to the south

Landscape and Ecology

There are existing trees, hedges and ditches on the site, mostly to the boundaries. There is a significant mature oak near the centre of the site.

Ecological surveys have been undertaken and show the potential for habitats for a variety of species. Further work will be required in this area.

Surface water Drainage

A detention basin will be provided as part of an integrated Sustainable urban Drainage Solution (SuDS).

Sub Station

A sub station may be required on the site.

Views

The site is well contained by existing buffer vegetation and there are no predominant views into or out of the site.



3

design



Design Rationale Plan

3.1 Design Rationale

The Constraints and Opportunities plan on page 22 provides a starting point for the design opportunities.

Access
The proposed access will be close to the existing access. Details can be found in the Access chapter of this document

Topography
The gentle southerly slope determined the location of the proposed detention basin.

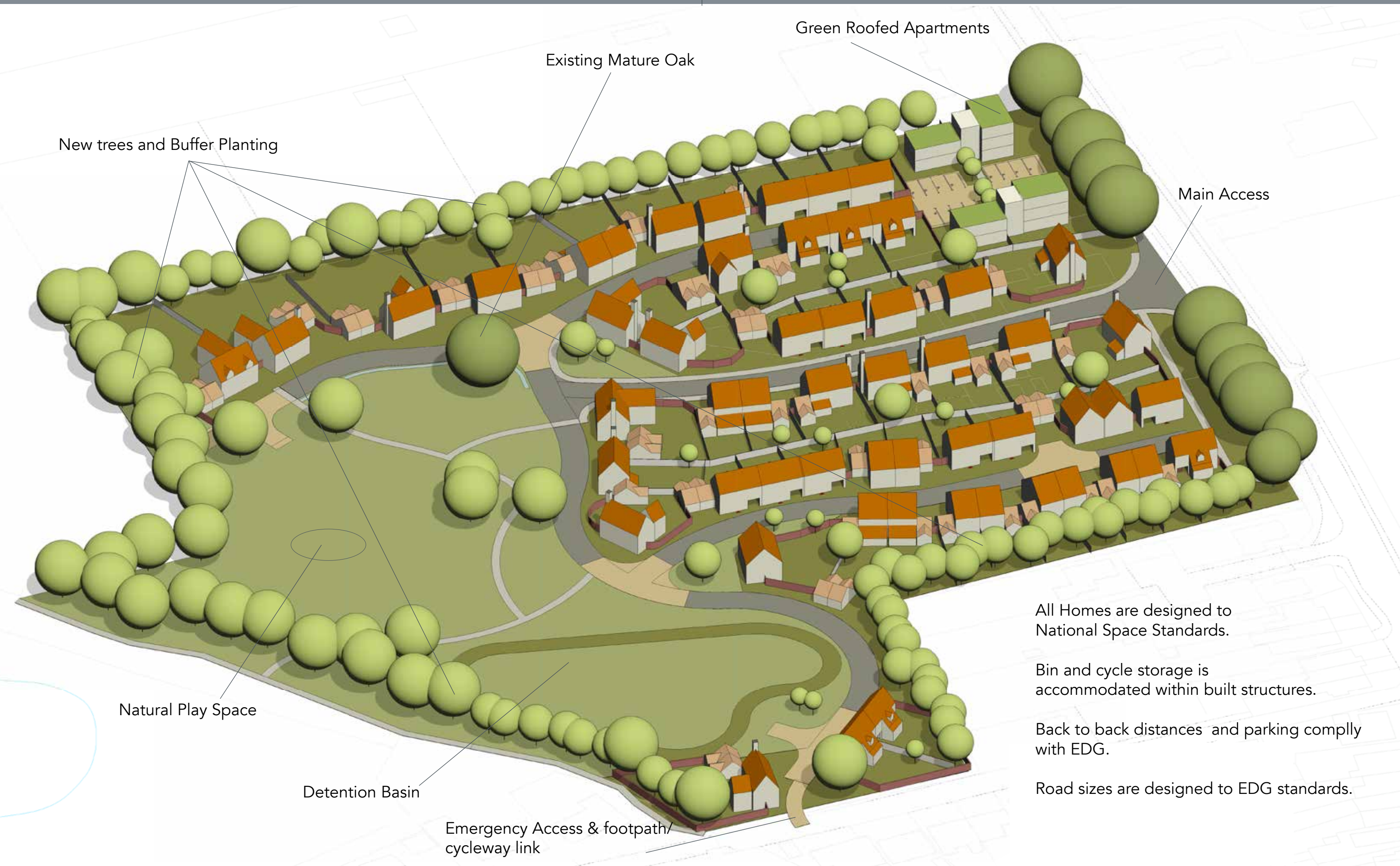
Connections
An emergency access and footpath/cycleway is proposed to the south of the site onto Carpenters Arms lane.

Landscape and Ecology
The existing significant Oak tree, hedges and ditches will be retained and have shaped the proposed layout. The access road has been designed to respect the magnificent oak tree, creating a unique focal point.

The development is arranged around the open space to the south west of the site. There is potential for this open space to be species rich meadow planting to attract wildlife.

SuDS
The proposed surface water drainage system will incorporate a detention basin and a variety of other SuDS features including swales and rain gardens.

Sub Station
If required a sub station will be located in a visually unobtrusive location.

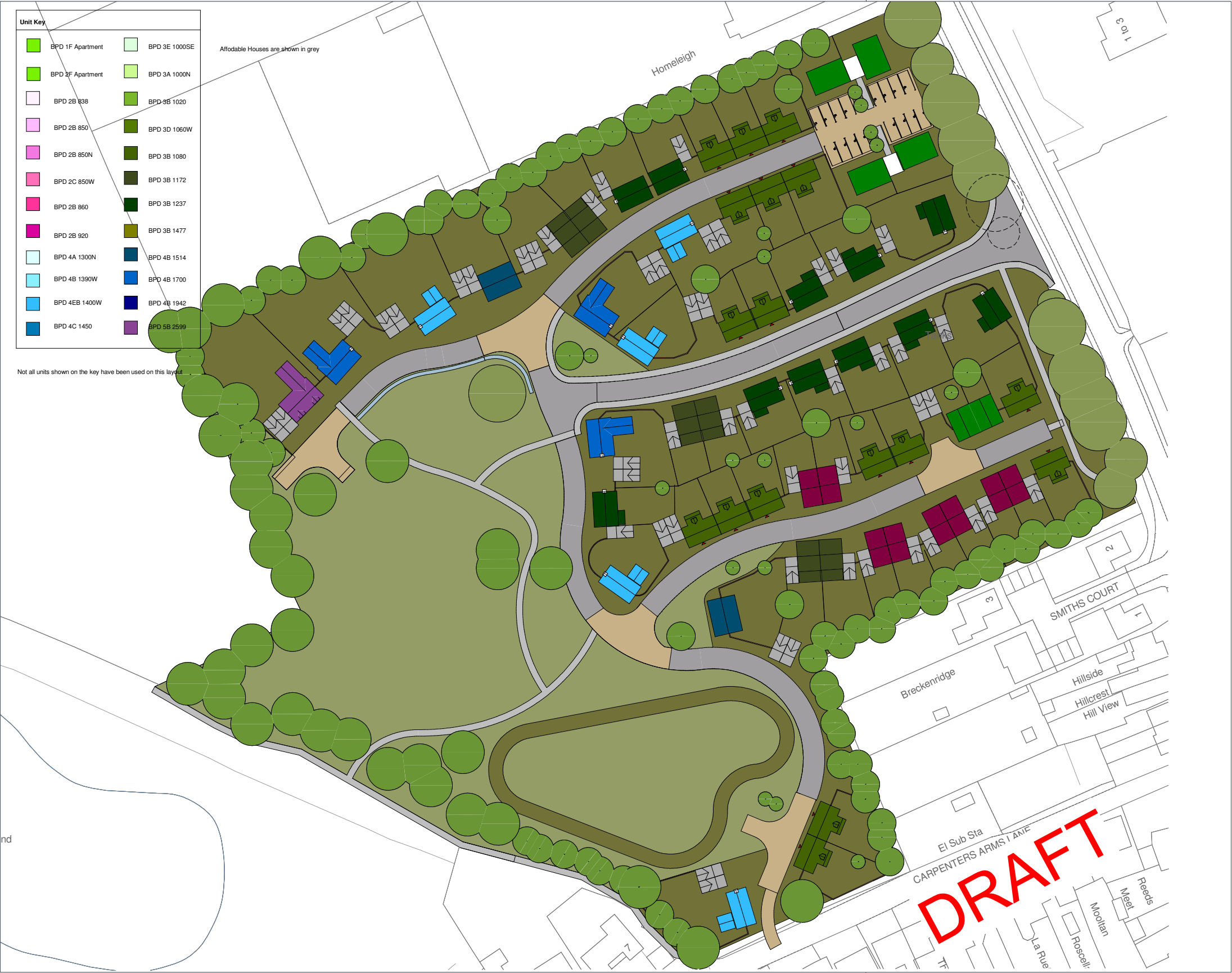




3.2 Pre Application Illustrative layout

Although the Illustrative Layout is for illustrative purposes only, it is nevertheless designed in some detail so that the capacity of the site could be accurately understood at the pre application stage.

Illustrative Layout



Illustrative Layout

3.3 Landscape

The Proposed design will adhere to the following 8 key landscape-led principles:

1. Development to be in line with the principles outlined in the Essex Design Guide.
2. Retain and supplement existing vegetation along boundaries.
3. Include features that will provide biodiversity net gains.
4. Include species that are found within the local area.
5. The scale of the development should be similar to that found in proximity to the site. Either 2 storey or 9m ridge height.
6. Keep building away from boundaries, in particular, the southern and eastern boundaries to allow sufficient space for vegetation retention, supplementary planting, and also to allow vegetation to mature.
7. Allow space for tree planting within the development to break up the roofscape.
8. Development to be limited to the areas outlined in the draft policy (avoid development within Greenbelt until discussed/ agreed with LPA through the pre-app process).



3.4 Ecology

The Extended Phase I Habitat Survey identified the potential for protected species to be present within the area of impact of the development proposals on site.

As a result, Phase II Protected Species Surveys are required to inform the requirement for and details of an ecological avoidance, mitigation, compensation and enhancement strategy to ensure the proposals can proceed in compliance with wildlife legislation.

An Ecological Impact Assessment will be submitted with this application.



3.5 Landscape Visual Assessment

Although the proposal is not subject to an Environmental Impact Assessment, a Landscape Visual Impact Assessment (LVIA) will be undertaken to inform the proposals and support the application process. The proposed (LVIA) will be undertaken following ‘Guidelines for Landscape and Visual Impact Assessment’ (Third Edition), published by the Landscape Institute and the IEMA (2013) (GLVIA), as this document is relevant to non-EIA schemes. Reference will also be made to ‘An Approach to Landscape Character Assessment’ (Second Edition), published by Natural England (2018) and to ‘Visual Representation of Development Proposals- Technical Guidance Note 06/19’, published by the Landscape Institute (2019).

An LVIA scoping exercise has been undertaken with Epping Forest District Council which confirmed the methodology and scope of study. Epping Forest District Council has requested additional viewpoints that pick up locations and receptors to the west of the site and from Upland Road.

Initial fieldwork has been undertaken which shows that the proposed development is only visible from locations that are in proximity to the site, including receptors along High Road and potentially from private residential properties with northerly facing windows and gardens in Smiths Court, Carpenters Arms Lane, and Teazle Meade. For receptors located further away from the site and its boundaries, no changes would be appreciated due to a combination of the distance of view, topography, existing vegetation and built form. The proposals would result in a change to the character of the site from a disused field associated with the residential property known as Rosario to an area of residential development. With the incorporation of appropriate mitigation measures and a positive design response, the site would visually blend into the surrounding landscape.

Initial conclusions show that residual impacts would be limited to close range visual receptors, those being receptors along Main Road which have direct views over and into the site. Impacts on the wider landscape are limited due to the level of vegetation cover that is found within the undulating landscape surrounding Thornwood.

The proposed development would result in a change in character from a disused field to an area of residential development. With the incorporation of appropriate mitigation measures and a positive design response, the site will eventually, given time, blend into the surrounding landscape. The site would be seen within the same context as the existing residential properties within Thornwood.



4

access

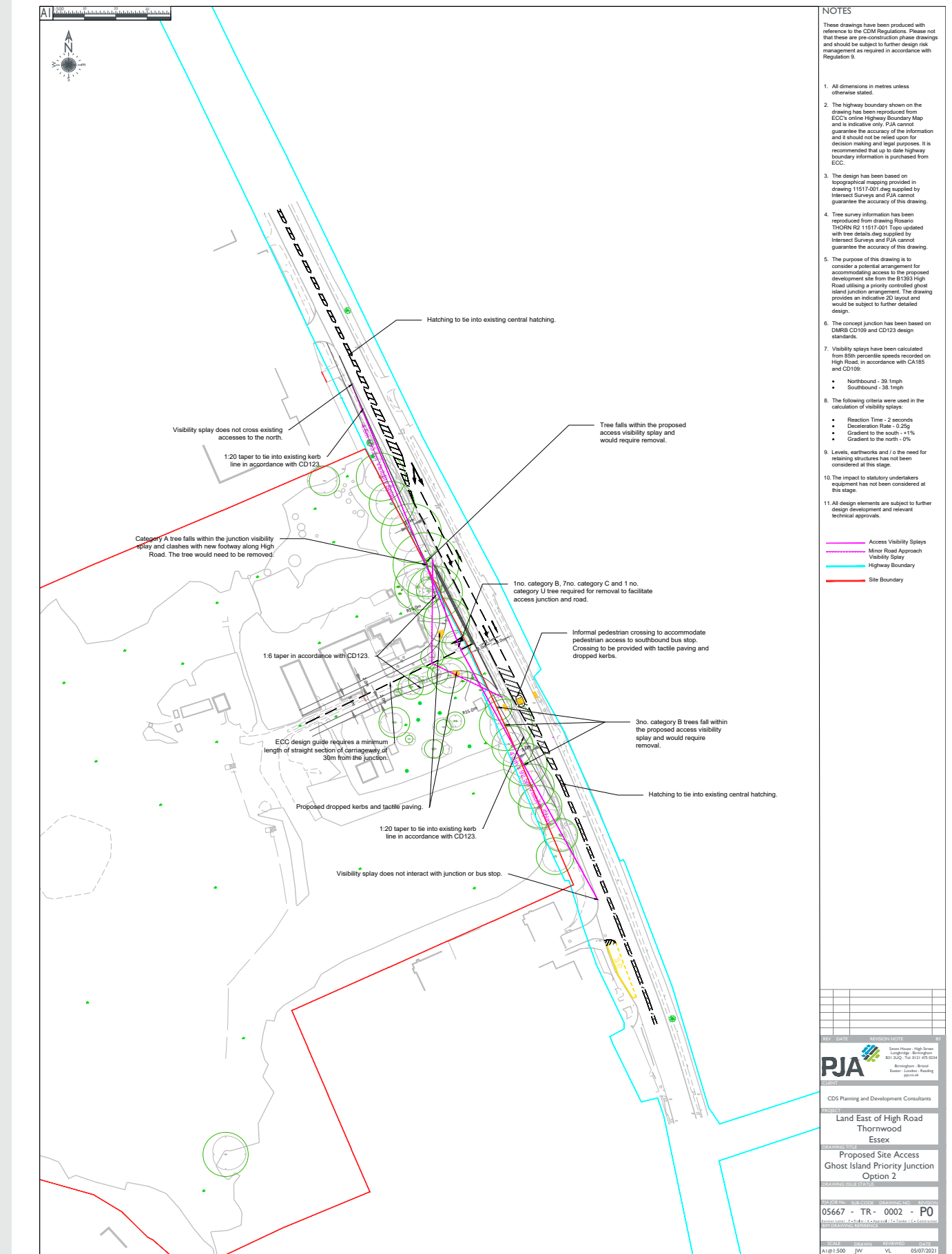
The Proposed access is shown on the plan on the adjacent page and includes an informal pedestrian crossing to accommodate access to the southbound bus service (bus stop). The crossing will be provided using tactile paving and dropped kerbs.

The illustrative layout shows ECC Highways preferred sizes of "standard" parking space at 5.5m x 2.9m.

The illustrative layout shows garages & driveways which mitigate the visual impact of parking as the spaces are effectively integrated in the dwelling design.

The intention is to provide:

- passive infrastructure for all private houses (ideally 22kW three phase power to futureproof) so they can choose their individual providers on move-in day;
- active charging spaces for 20% of spaces for the flats (43-50kW rapid charger) with the remaining 80% passively connected; and
- one charging space within the visitor / unallocated parking provision.



4.2 Transportation

A Transport Statement has been prepared by Phil Jones Associates to accompany the proposed application.

Sustainability
It is worth noting that the development is one of several in Thornwood included for draft allocation within the Epping Submission Version Local Plan. Through the combined allocated developments Thornwood to become more self-sustaining, with a central focal point. It is therefore expected that the range of local amenities within walking distance of the site may increase in future years.

Walking
Continuous pedestrian footways on both sides of the B1393 are provided in the vicinity of the site, providing access for those undertaking trips on foot into Thornwood.

The area accessible within a 20-minute walk distance of the site is shown on the adjacent page.

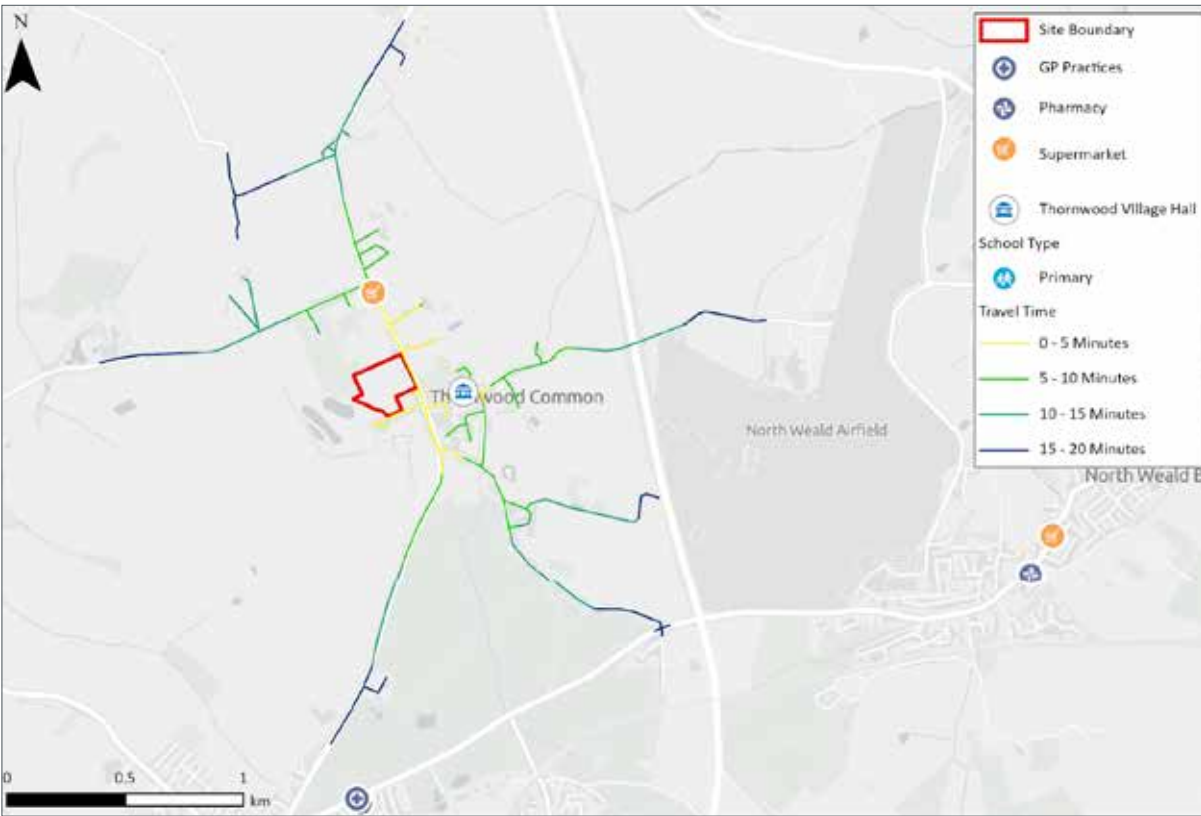
- A number of facilities are located within the 20 minute walk distance, including:
- Convenience store (located within the petrol station) 230m; Village hall 350m;
 - Restaurant 600m;
 - An industrial estate 280m; and
 - Bus stops on B1393 High Road 150m.

- Cycling**
The area which can be accessed within a 20-minute cycle of the site is shown in Figure 1-3. This demonstrates that Epping is within a 13-minute cycle from the site, where a wide range of amenities
- A hospital; Supermarkets;
 - Multiple non-food shops; Pubs, takeaways and cafes;
 - An underground station;
 - Schools; and
 - Places of worship.

Bus access
The closest bus stop (northbound) is located within a 150m walk distance north of the proposed entrance to the site. The stop benefits from a layby and provides timetable information. The closest entrance to the site and has a shelter and layby, as well as timetable information.

Rail Access
The site is located a 13-minute cycle from Epping underground station, which provides access to the central line. The central line links to central London and West Ruislip, with nine trains every hour. Harlow town railway station is approximately a 16-minute car journey from the site.

Summary
The site is located to the north of Epping, and benefits from being within walking distance of several local amenities, as well as bus stops. Further amenities, including Epping underground station



Plan showing the site (marked red) in relation to walking times to local amenities



Plan showing the site (marked red) in relation to cycle times to local amenities



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