



---

EFDC

/

# **STRATEGIC MASTERPLAN FRAMEWORK**

/

# **WALTHAM ABBEY NORTH**

3rd DRAFT  
March 2025

---







# CONTENTS

Executive Summary ..... 4

## A. CONTEXT

**1. Introduction ..... 8**

The Role of the Strategic Masterplan Framework.....8

The Document.....10

The Structure.....10

Key Issues.....11

Engagement Process .....12

Process & Programme .....12

**2. Planning Policy & Guidance ..... 14**

Planning Policy Context.....14

**3. The Site & Context..... 20**

The Site ..... 20

Ownership.....22

Heritage ..... 23

Access and Movement .....26

Public Transport .....28

Existing Bus Network .....29

Landscape Character Areas .....30

Visual Analysis .....32

Landscape Strategy .....34

Ecology and Biodiversity .....36

Existing Drainage .....40

Flood Risk.....40

Opportunities and Constraints .....42

## B. FRAMEWORK

**4. The Vision ..... 46**

Engagement.....48

Future Trends ..... 50

Masterplan Drivers .....52

Urban Design and Character Influences .....54

Concept Masterplan .....58

**5. Framework Principles ..... 60**

Framework Plan .....60

Urban Design Framework Plan .....62

**6. Land Use & Community Infrastructure.. 64**

**7. Green and Blue Infrastructure..... 66**

Strategic Principles .....68

Open Space, Recreation and Play .....70

Sustainable Drainage.....72

**8. Access & Movement..... 74**

Parking.....84

Rear Courtyards .....85

Mews Streets .....86

Traditional Block .....87

**9. Density Approach..... 88**

**10. Building Heights..... 90**

**11. Placemaking & Wayfinding..... 92**

**12. Illustrative Masterplan..... 93**

## C. CHARACTER

**13. Character Area Guidance..... 96**

Built Character Area Guidance .....96

Parkland Edge & Local Centre .....98

Local Centre .....100

Avenue/Bus Route and Neighbourhoods.....102

Pocket Formal Greens Within Neighbourhoods.....105

The Formal Garden .....106

Formal Garden / ‘Safe’ Space.....107

Formal Linear Park Edge.....108

Formal Linear Park .....109

Green Edge .....110

Natural Parkland / Buffer .....111

Travellers Pitches.....112

Allotments .....113

## D. IMPLEMENTATION

**14. Sustainability .....116**

Overview .....116

Active Travel.....116

Landscape-Led Design.....116

Orientation and Form.....117

The Checklist - EFDC Sustainability Guidance .....118

**15. Employment & Stewardship..... 120**

**16. Phasing & Delivery..... 122**

Overview .....122

Phasing .....122

Delivery.....124



# EXECUTIVE SUMMARY

Waltham Abbey North is a strategic site allocation in the Epping Forest District Council (EFDC) Adopted Local Plan. Policy P3 Waltham Abbey, within chapter 5 of the Adopted Local Plan, require Strategic Masterplans to be produced for the Waltham Abbey North Masterplan Area to guide the planning, design and development in this area.

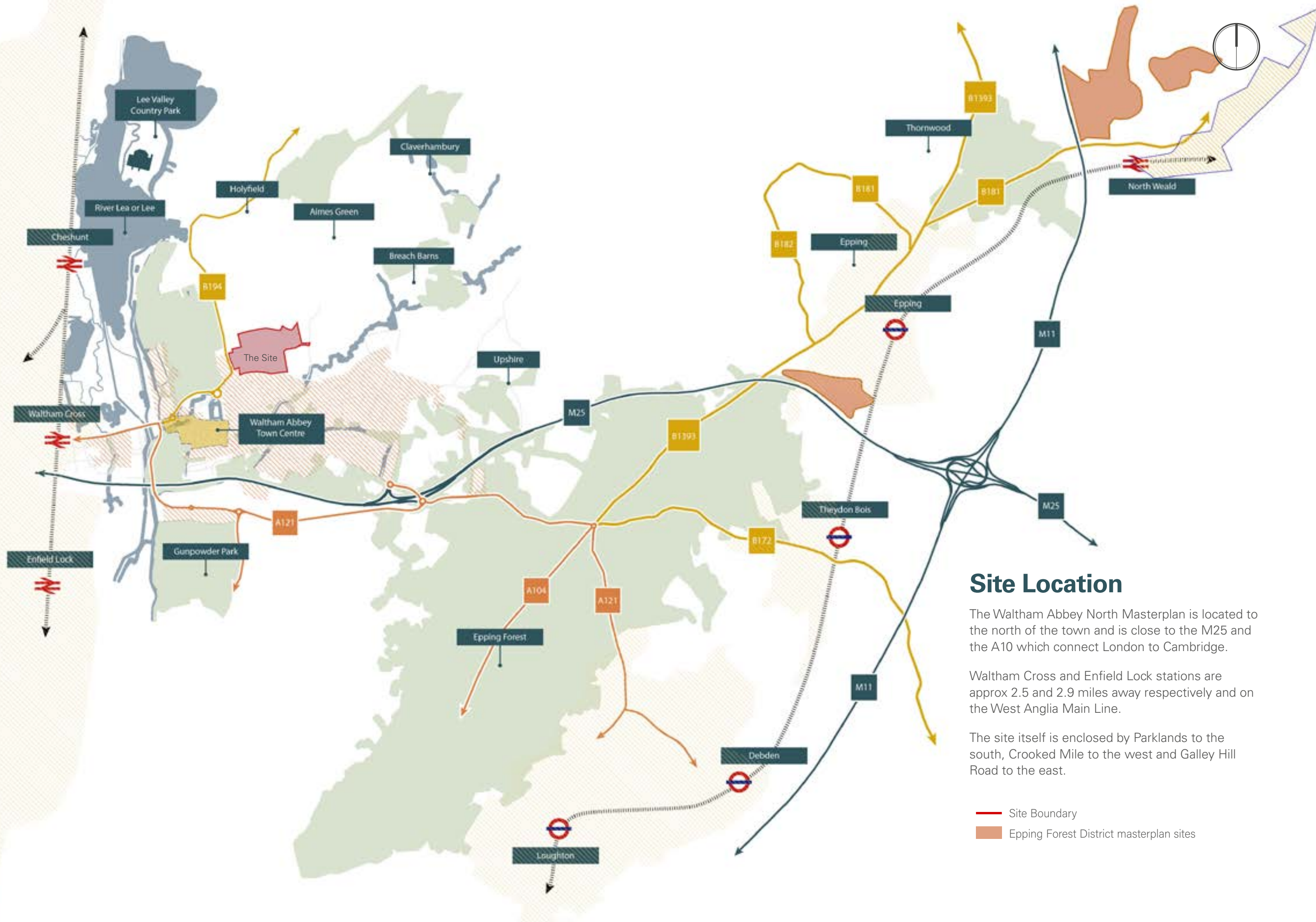
The Strategic Masterplan Framework (SMF) document explains the masterplanning process undertaken to date. It also sets key masterplanning principles to meet the needs of the district and the objectives of the Adopted Local Plan through the development of a sustainable, high quality place.

The promoters of Waltham Abbey North, Manor Oak Homes and Mrs Louise Barr are working collaboratively together to produce the Strategic Masterplan Framework.

The endorsed Strategic Masterplan Framework will be taken into account as an important material consideration in the determination of any planning applications















---

# PART A: CONTEXT

---



# 1. INTRODUCTION



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

## The Role of the Strategic Masterplan Framework

Waltham Abbey North (The site) is on the western edge of Epping Forest District and on the northern edge of Waltham Abbey. The site is allocated for development in the adopted Epping Forest Local Plan to provide much needed new housing and assist with the regeneration of the town and improvements to the retention of Town Centre services, community and social infrastructure.

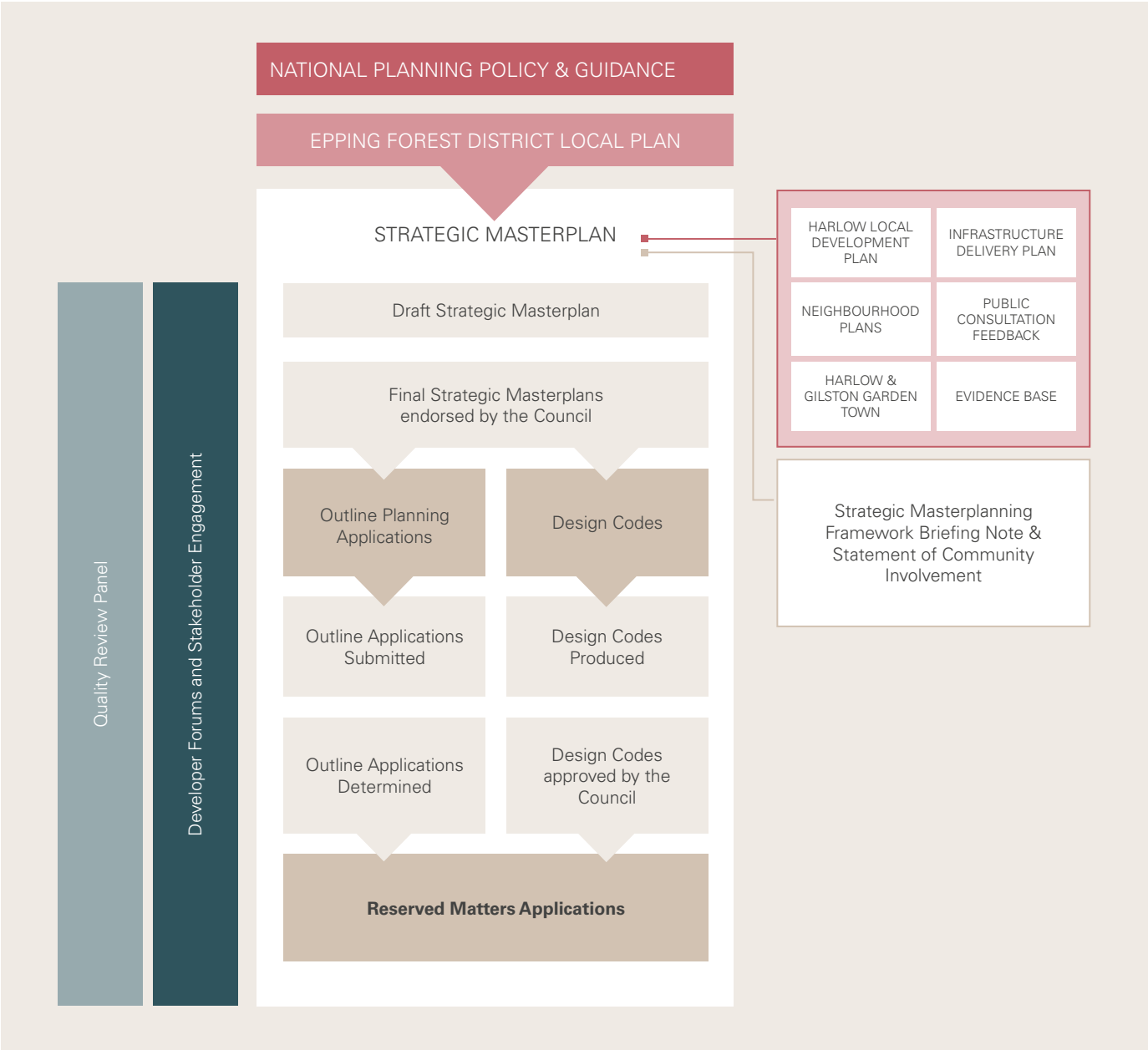
The Strategic Masterplan Framework builds on the policies of the Epping Forest Local Plan and sets the foundations for a high quality sustainable neighbourhood that supports and integrates with its local and wider context to become a seamless extension of Waltham Abbey.

In addition, the Strategic Masterplan Framework demonstrates how the requirements for the site as set out in policy P3 Waltham Abbey of Epping Forest District Council’s (EFDC’s) Local Plan could be delivered.

The SMF has been prepared in consultation with Epping Forest District Council (EFDC), Essex County Council (ECC), Epping Forest District Quality Review Panel, developers/ landowners and following extensive engagement with relevant stakeholders and the local community. This engagement process has been integral to the making and shaping of the Framework Masterplan.

Once endorsed by Epping Forest District Council the Strategic Masterplan Framework will become an important material consideration in the determination of any future planning applications coming forward on the site.

### Where does the SMF sits within the planning process?



### The Strategic Masterplan Framework

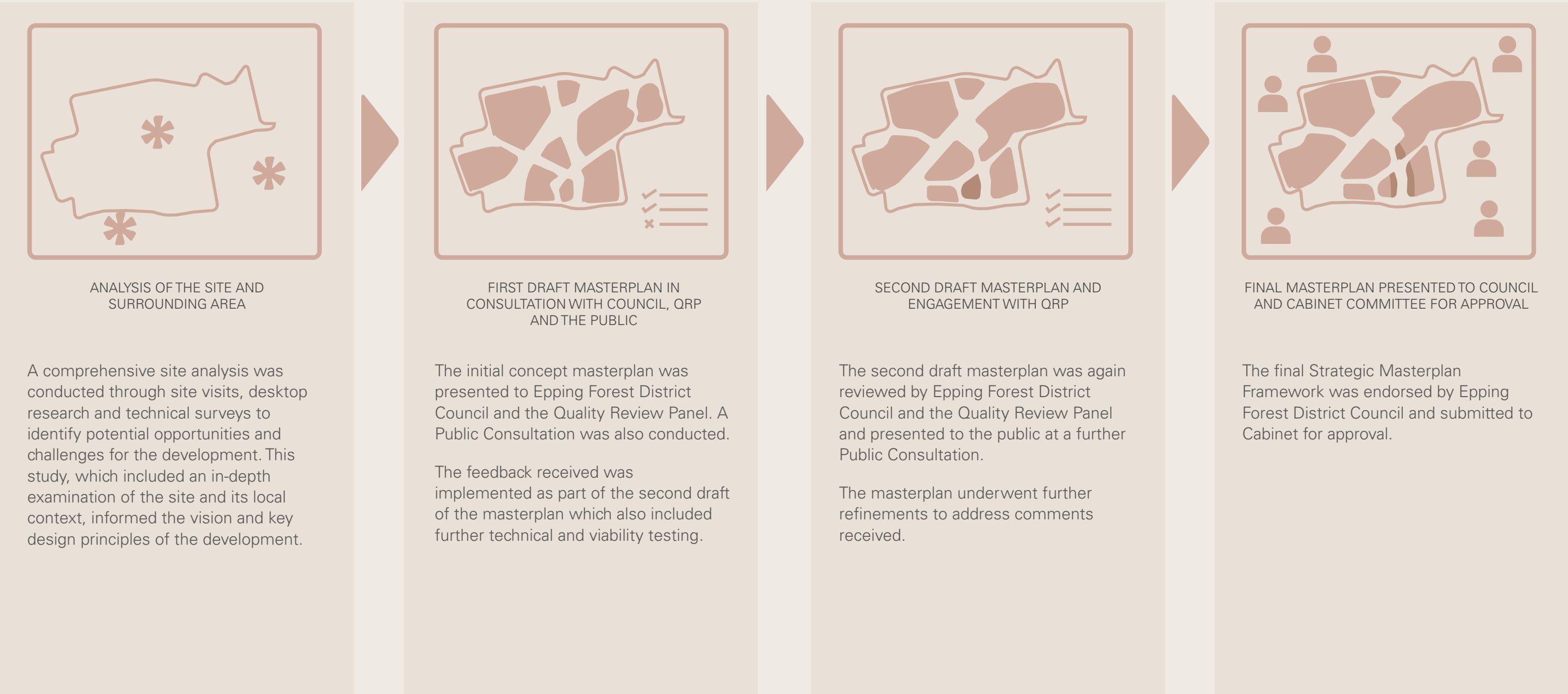
- Sets the vision for the site and key development, design and delivery principles;
- Explains the engagement undertaken with Stakeholders and the Community;
- Responds to relevant policies within the Local Plan
- Will guide future planning applications for the site.



# The Masterplan Process

Local Plan Policy P3 requires that a Strategic Masterplan Framework document is prepared for the Site to guide future development. Ultimately, it is intended that the Strategic Masterplan Framework will be endorsed by the District Council for approval, following which it will be used as material consideration in the determination of future planning applications.

The main steps in the masterplanning process are summarised below, with details about engagement, the planning process and the programme of works undertaken for the preparation of the Strategic Masterplan Framework Document found on pages 12 and 13 of this document.





# The Document

The Strategic Masterplan Framework document has been prepared by Thrive Architects on behalf of Manor Oak Homes and Mrs Louise Barr to guide proposals for a mixed use landscape-led development at Waltham Abbey North.

The team involved in the preparation of the SMF includes:

- Ceres Property.
- Phase 2 Planning.
- Thrive Architects.
- Aspect Landscape.
- Aspect Ecology.
- MAC Engineers.

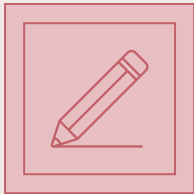
# The Structure

The document is structured into three sections:



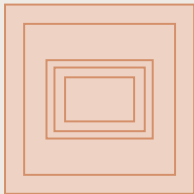
## Context

Sets out the background of the project an analysis of the site in terms of its location, immediate and wider surroundings, key features, landscape characteristics and views, topography, ground conditions and flooding, access and movement, ecology and heritage.



## Framework

Explains the vision and concept for the development and sets Mandatory Spatial Principles regarding the Green and Blue Infrastructure, Access and Movement and Land Uses. It also provides design guidance and an illustrative masterplan as an example of how the site could be developed in line with the SMF parameters and Spatial Principles.



## Implementation

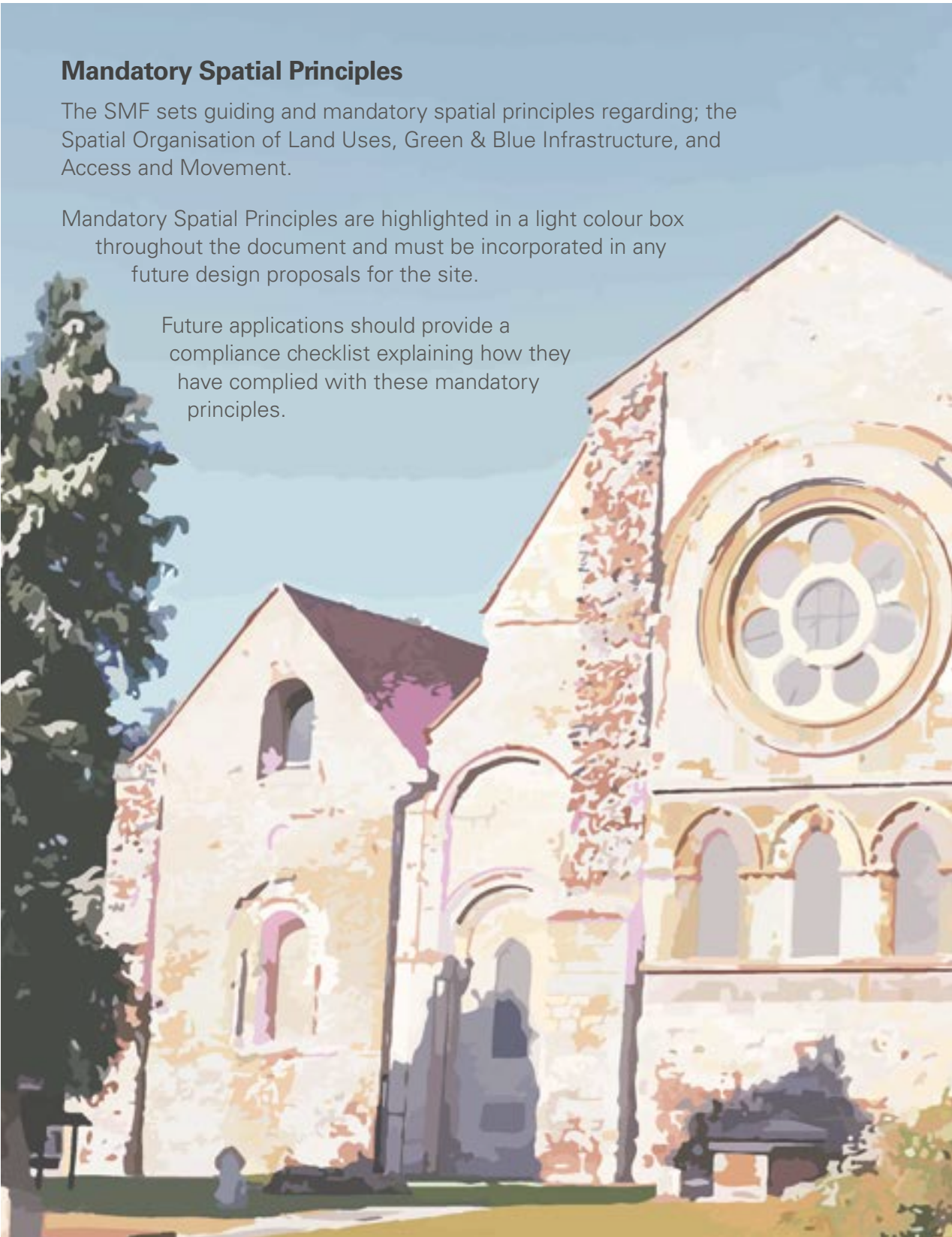
Sets the approach and phasing to delivering the physical and social infrastructure explaining how the mandatory elements will be delivered in planning. An Infrastructure Delivery Plan accompanies this section.

## Mandatory Spatial Principles

The SMF sets guiding and mandatory spatial principles regarding; the Spatial Organisation of Land Uses, Green & Blue Infrastructure, and Access and Movement.

Mandatory Spatial Principles are highlighted in a light colour box throughout the document and must be incorporated in any future design proposals for the site.

Future applications should provide a compliance checklist explaining how they have complied with these mandatory principles.





# Key Issues

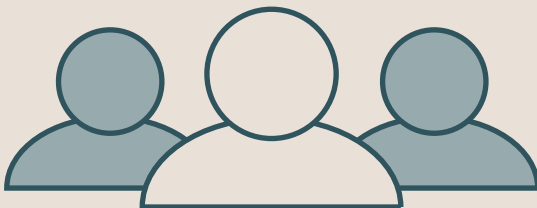
Policy P3 of the adopted Local Plan sets out that the Strategic Masterplan must make provision for:



A MINIMUM OF 740 HOMES



EFFECTIVE INTEGRATION WITH THE TOWN CENTRE,  
SUPPORTING REGENERATION



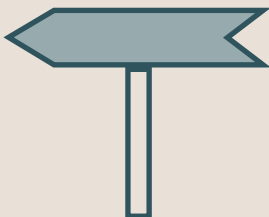
A NEW LOCAL CENTRE TO INCLUDE A  
COMMUNITY FACILITY AND RETAIL USES



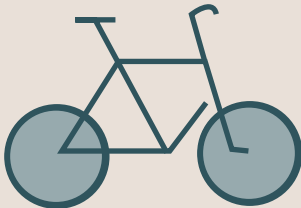
FIVE PITCHES FOR TRAVELLER ACCOMMODATION



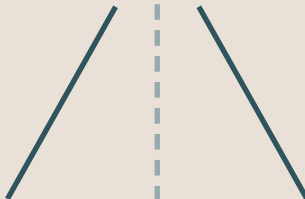
THE STRENGTHENING AND/OR CREATION OF  
NEW GREEN BELT BOUNDARIES TO THE  
NORTH AND EAST OF THE SITE



THE INTEGRATION, RETENTION AND  
IMPROVEMENTS TO THE EXISTING WATERCOURSES  
AND PUBLIC RIGHTS OF WAY



NEW PEDESTRIAN AND CYCLE LINKS THROUGH THE  
SITE TO THE LEE VALLEY REGIONAL PARK, THE EXISTING  
ALLOTMENTS TO THE NORTH, AND TOWARDS WALTHAM  
ABBAY DISTRICT CENTRE



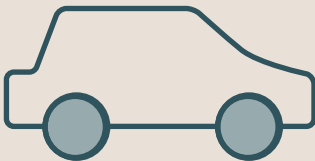
NEW ROAD LINKS TO THE EXISTING HIGHWAY NETWORK  
AND AN INTERNAL ROAD LAYOUT TO  
SUPPORT A BUS CORRIDOR



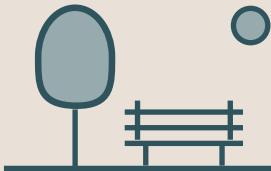
THE POTENTIAL NEED TO UPGRADE/WIDEN THE  
EXISTING GALLEY HILL ROAD AND CROOKED MILE,  
IN ORDER TO ENSURE A SAFE ACCESS POINT AND  
SUFFICIENT CAPACITY FOR THE DEVELOPMENT  
THEY SERVE



ENSURE THAT VULNERABILITY TO SURFACE  
WATER FLOODING AS WELL AS THE POTENTIAL  
CONSEQUENCES FOR SURROUNDING SITES IS  
SUITABLY MITIGATED THROUGH APPROPRIATE  
SUSTAINABLE SURFACE WATER DRAINAGE



MEASURES TO PROMOTE AND ENCOURAGE THE  
USE OF SUSTAINABLE MODES OF TRANSPORT  
AND PROVIDE VIABLE ALTERNATIVES TO SINGLE  
OCCUPANCY PRIVATE CAR USE INCLUDING CAR CLUBS/  
CAR SHARING OR POOLING ARRANGEMENTS



IMPROVEMENTS TO EXISTING OPEN SPACE  
IN THE LOCALITY, TOGETHER WITH ENHANCEMENTS  
WITHIN THE LEE VALLEY REGIONAL PARK AND ON SITE  
OPEN SPACE, INCLUDING A PROPORTION OF  
NATURAL GREENSPACE



# Engagement Process

The development of the SMF has been informed by a range of consultation activities with a number of stakeholders including Epping Forest District Council (EFDC), Essex County Council (ECC), Epping Forest District Quality Review Panel, Waltham Abbey Town Council and the local community.

## PPA process as outlined in the Adopted Local Plan

The team consulted with officers from EFDC, ECC and the NHS Primary Care Trust to discuss the emerging vision for the Strategic Masterplan Framework. Topic based meetings were held to discuss matters including the following:

- Landscape, green and blue infrastructure, land drainage and SuDS.
- Transport, access, sustainable infrastructure and public rights of way.
- Education, health and community, infrastructure and delivery.
- Housing needs.
- Urban design, layout, quality and design.
- Infrastructure phasing and delivery.

## 1st Quality Review Panel

In March 2021, the first draft of the SMF was presented to the Quality Review Panel (QRP) for assessment.

The QRP supported the overarching principles of the SMF but raised several issues which included:

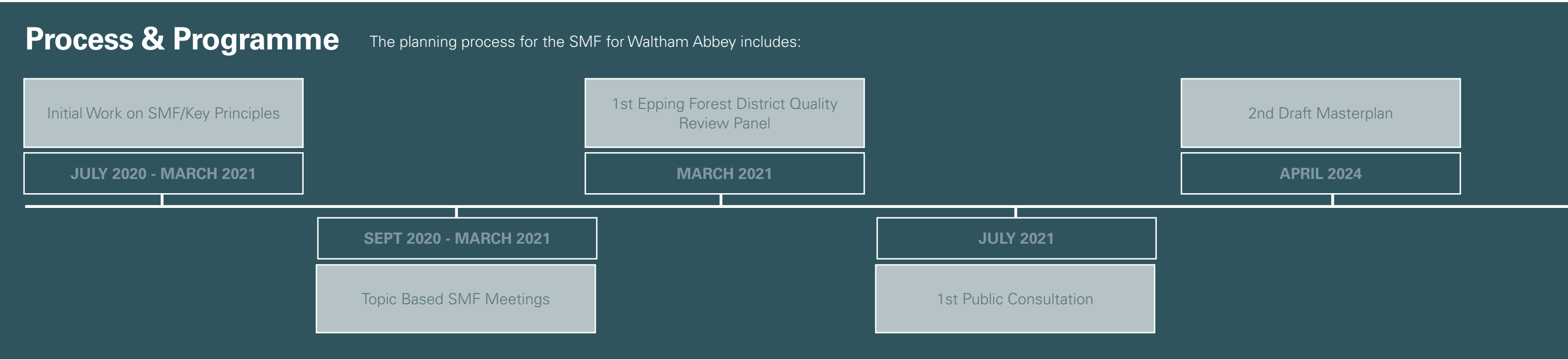
- Need to develop a clear vision for the development with a better definition of character areas, densities and open spaces.
- Re-orient the Local Centre to face Parkland more directly. Potentially Parkland becoming a boulevard with single lane dual carriageway, dedicated walking/cycling, trees and SuDS.

## Public Consultation

A six-week public consultation was conducted on the Masterplan Framework, commencing on July 16th 2021, and concluding the week of August 26th 2021.

Two virtual consultation events took place on the 19th of July and the 4th of August, where the proposals were shared with members of the public giving them opportunities to ask questions and provide feedback to the project team.

Additionally, a dedicated consultation website was established, allowing stakeholders to review consultation materials and submit comments to the project team.





For stakeholders who lacked internet access, printed copies of the masterplan framework were provided with the opportunity to discuss the project with the team members via telephone.

Town Council

The SMF was presented to the Town Council on July 28, 2021. Similar to the Quality Review Panel, the Town Council expressed a strong desire for the interface between Parklands and the development to be thoughtfully considered so that the proposals could integrate seamlessly with the town.

A further presentation with the Town Council was held in June 2024.

2nd QRP

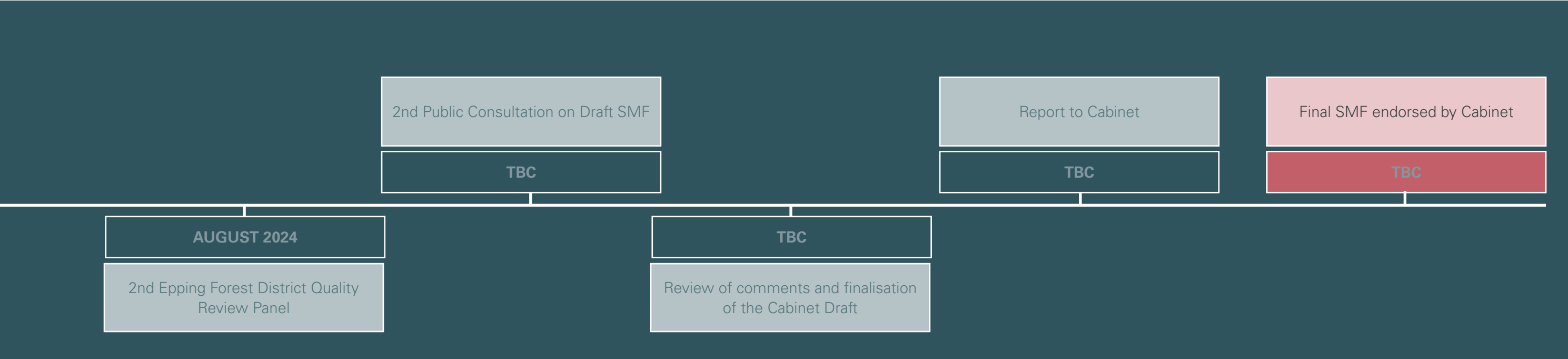
The Quality Review Panel welcomed the positive development of the Strategic Masterplan Framework and the responses to previous comments. Key feedback included:

- The location of the local centre being more effective placed along the street rather than in a perimeter block arrangement.
- Demonstrate how sustainability has informed the masterplan layout.
- Further testing of block layouts to ensure the masterplan layout can create active streets and positive placemaking.
- Clearer distinction between landscape character areas with open spaces tested to show that they can be used by different groups, ages and abilities.

2nd Public Consultation

TBU

Further details about the QRP and Public Consultation feedback received can be found on Pages 48 and 49 of this document.





# 2. PLANNING POLICY & GUIDANCE



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

## Planning Policy Context

### NPPF

The NPPF advises that the purpose of the planning system is to contribute to the achievement of sustainable development, which includes net gains across economic, social and environmental objectives.

National planning policy supports the delivery of new homes in sustainable locations, alongside the protection of the environment and resources. National Policy requires Local Planning Authorities to produce Local Plans to enable such development to happen. It supports the use of Masterplans as one of the means of achieving high quality ‘beautiful’ places, that are designed to be sustainable and responsive to climate change.

### Local Policy

The new Epping Forest District Local Plan, adopted in March 2023, sets out how the Council will meet its needs for housing and economic growth up to 2033, alongside policies for the protection of the environment and the provision of infrastructure.

This Masterplan follows the requirements of relevant Local Plan policies and guidance. These include:

- Policies SP1 (Spatial Development Strategy), SP2 (Place Shaping), SP6 (The Natural Environment, Landscape Character and Green and Blue Infrastructure), T1 (Sustainable Transport Choices), and P3 for Waltham Abbey.
- Guidance including EFDC’s Strategic Masterplanning Briefing Note (2018), the Council’s Air Pollution Mitigation Strategy, the Council’s Sustainability Guidance & Checklist/ Major Developments (2021) and the Council’s Green Infrastructure Strategy (2021).

Policy SP1 sets out an overall spatial development strategy, including a requirement for 11,400 new homes by 2033, of which 836 (approximately) are expected to be provided at Waltham Abbey. Policy SP1 also sets out a requirement for 64 pitches for the travelling community and 10,800 jobs. A range of development options will be required to deliver this growth, one of which is through the delivery of sites allocated in the Plan.

The land the subject of this Masterplan is one of those allocations. It is allocated under Local Plan Policy P3 and is referred to in the Local Plan as the “Waltham Abbey North Masterplan Area”. It comprises three main land parcels which are referred to as sites WAL.R1, WAL.R2 and WAL.R3.

In terms of new homes, Policy P3 provides for around 740 new homes, with an approximate distribution across the three parcels as follows:

- Site WAL.R1 – approximately 295 homes.
- Site WAL.R2 – approximately 315 homes.
- Site WAL.R3 – approximately 130 homes.

A site for up to 5 Traveller Pitches is also required by Policy P3, and this is referred to as WAL.T1, and this is shown to be provided on the land east of Crooked Mile (i.e. as part of Site WAL.R2).

Policy P3 and the proposals the subject of this Masterplan are therefore a direct component of Policy SP1, delivering new pitches for the travelling community and the majority of the new housing required at Waltham Abbey.

Policy SP2 of the Local Plan requires Masterplans for strategic sites to have regard to a number of Place Shaping principles. This Masterplan document has regard to Policy SP2 and seeks to demonstrate (at a strategic scale) the main principles for Place Shaping which have guided the Masterplan, and which in turn will guide subsequent planning applications.

Policy H2 - Affordable Homes requires an affordable provision of 40% of the total units. All affordable units will be designed to be tenure blind. The tenure mix of affordable homes will be required to reflect the latest available housing need.





REDLINE SHOWN ON AERIAL MAP



# Planning Policy Context

Briefly, we would comment on the main components of Policy SP2 of the Local Plan:

- Strong vision, leadership and community engagement** – the Masterplan provides a strong vision for the site, and has been subject to substantive community engagement.
- Long term stewardship of assets** – the mechanisms for ownership and management of community assets (whether building or land) will be controlled through s106 agreements at application stage. The Masterplan provides a context for those subsequent arrangements.
- Provide mixed tenure homes and a range of housing types and sizes** – again, this is a matter that will be confirmed through subsequent applications, but this Masterplan creates a context that will support a range of house types, including through different character approaches and density.
- Ensure a robust range of employment opportunities/access to jobs via sustainable/active transport** – The site the subject of this Masterplan is not designated for employment provision. However, the Local Centre will provide for an element of new employment, and the Masterplan helps to ensure access to local employment (such as within the town centre and nearby employment zones) through non-car modes.
- Provide high quality and imaginatively designed homes with gardens or access to usable and accessible amenity space** – This is a strategic Masterplan and does not extend to this level of detail, which would be covered in subsequent detailed applications. However, the Masterplan does demonstrate how open space can be delivered throughout the scheme, providing easy access for new and existing residents.

- Ensure generous, well connected and biodiverse rich green and open space provision** – The Masterplan incorporates proposals for significant new multi-purpose green infrastructure, that will provide Biodiversity Net Gains of at least 10%.
- Extend, enhance and reinforce strategic green and blue infrastructure assets and the public realm** – a key feature of the Masterplan is the landscape framework, which is constructed around a clear vision for integration of green and blue infrastructure as part of the overall design.
- Ensure that development enhances the natural environment** – the green and blue infrastructure proposals described above secure this objective.
- Deliver strong local cultural, recreational, social (including health and education where required) and retail facilities to support day-to-day needs in walkable neighbourhoods** – there is no requirement for on-site health and educational provision within this site, but the proposal does include for neighbourhood scale retail and services uses on-site as part of a walkable neighbourhood (for both new and existing residents). Policy P3 states that “a new local centre is to include a community facility and retail uses;”
- Ensure positive integration and connection with adjacent rural and urban communities thereby contributing to the revitalisation of existing neighbourhoods** – a key component of the Masterplan is ensuring connectivity between the new and existing residents, including through new opportunities for walking and cycling, and the siting of the new neighbourhood facilities to maximise access for existing residents.
- Maintain and enhance the important features, character and assets of existing settlements** – this Masterplan identifies existing key features, and shows how the proposed development can respond to these.
- Conserve and positively enhance key landscapes, habitats and biodiversity** – again, this document explains how that objective is to be achieved, through retaining existing habitats and creating new areas for bio-diversity, and retaining key landscape features.
- Provide for sustainable movement (including rail, bus, walking and cycling)** – the Masterplan identifies key destination and shows how these can be accessed by non-car modes.
- Positively respond to sustainable water management** – the Green and Blue infrastructure network included within the Masterplan is designed around the natural drainage of the site, to enable effective management.
- Have regard to the Active Design principles** – the Masterplan encourages healthy lifestyles through access to high quality open spaces offering a range of activities, and through providing opportunities for walking and cycling for local destinations.

The Masterplan seeks to optimise the density of development on the site, as encouraged by part B (ii) of Policy SP2, where this is commensurate with the local context and accessibility to sustainable modes of transport.






























Policy SP6 of the Local Plan relates to the protection and enhancement of the natural environment. As described above, and as shown in this document, this Masterplan is underpinned by a Green and Blue Infrastructure network that is specifically designed to protect existing landscape features, to respect and manage the natural drainage of the site, and to deliver benefits both to the natural environment and to residents.

Policy T1 of the Local Plan seeks to ensure that all development is accessible by a safe, efficient and convenient transport system, with a particular emphasis on supporting access by sustainable modes. The means of vehicular access to the site has been the subject of discussion and agreement with the Highway Authority, and the provision of access from Parklands and Crooked Mile is in accordance with the site specific proposals for the site. This Masterplan document explains how provision for buses is to be accommodated and enhanced, and shows the arrangements being made to encourage walking and cycling as the best means of travel for shorter journeys.

Policies DM1 and DM2 relate to habitat protection, biodiversity enhancement, and the avoidance of impacts on designated habitats (specifically Epping Forest and the Lea Valley). The Masterplan explains how on-site habitats have been considered and integrated into the design, and the potential for habitat enhancement.



# KEY

-  Vehicular Access
-  Pedestrian Access
-  PRoW Access
-  Traveller Land Access
-  Tree Lined Avenue
-  Bus Route
-  Cycle Route
-  Public Right of Way
-  Diverted Public Right of Way
-  Pedestrian & Cycle Paths
-  Trim Trail
-  Linear Park
-  Formal Gardens
-  Open Space
-  Pocket Greens
-  Allotments
-  Travellers Pitches
-  Existing Vegetation
-  Proposed SuDS
-  Existing Ditch
-  Development Blocks
-  Local Centre
-  Potential to Incorporate Commercial Use
-  Views towards Grade I Listed Church
-  LAP
-  LEAP/NEAP
-  View Corridor
-  Bus Gate
-  Key Building



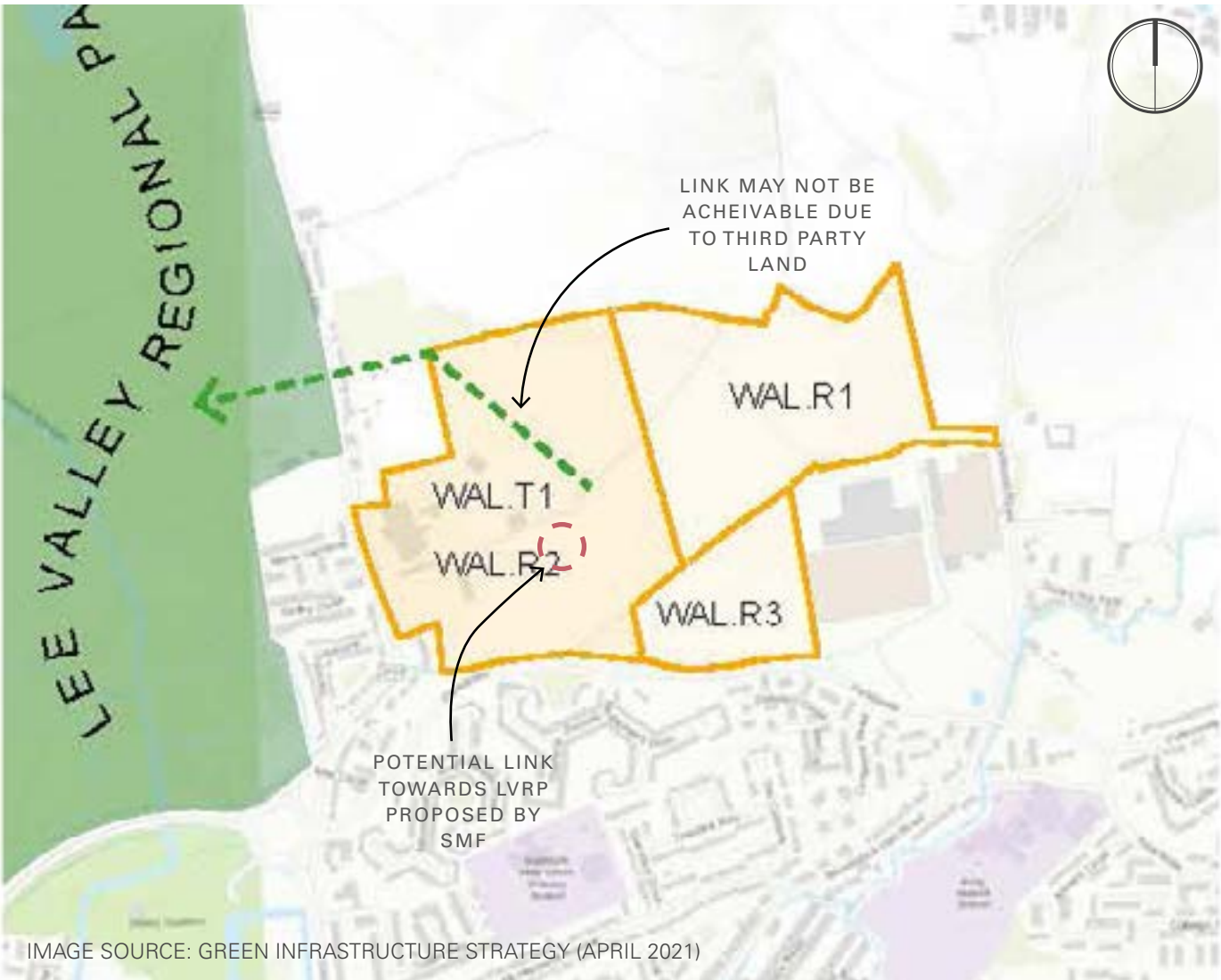
CONCEPT MASTERPLAN



# Planning Policy Context

## Response to Green Infrastructure Strategy

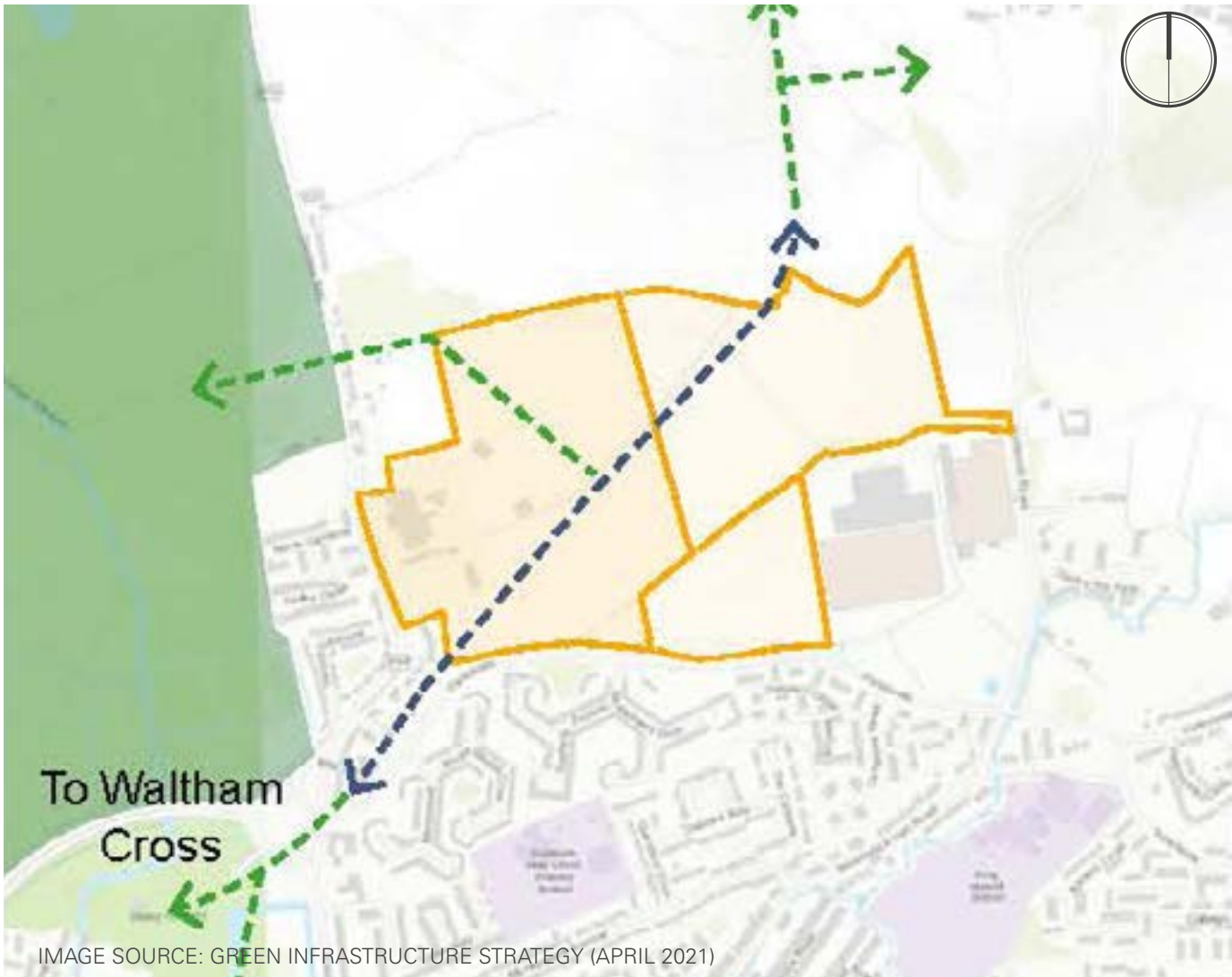
In respect of off-site habitats, the Council has published a Green Infrastructure Strategy (April 2021) which contains specific proposals in respect of the Waltham Abbey North Masterplan Area designed to address such off-site impacts. Section 3.1 of that document explains that the key characteristics of the on-site Green and Blue Infrastructure network should be as follows:



1

Connecting into the big landscape attractors

- The Green Infrastructure Strategy (April 2021) proposes the creation of new walking and cycling links into the Lee Valley Regional Park (LVRP).
- A direct link as per the plan above may not be achievable as it is through third party land, therefore, the SMF proposes a link along Crooked Mile.



2

Access between existing and proposed communities and into the surrounding countryside

- Enhance the existing Public Rights of Way through the masterplan area.
- Provide new and improved routes to connect to the PRoW network, Waltham Abbey and Waltham Cross railway station.

The Green Infrastructure Strategy highlights ways to implement a landscape-driven approach and the principles outlined have guided the development of the Masterplan, particularly in regards to green infrastructure integration. The Strategic Masterplan Framework is rooted in this framework, utilising the green and blue infrastructure network as the cornerstone for the overall development.

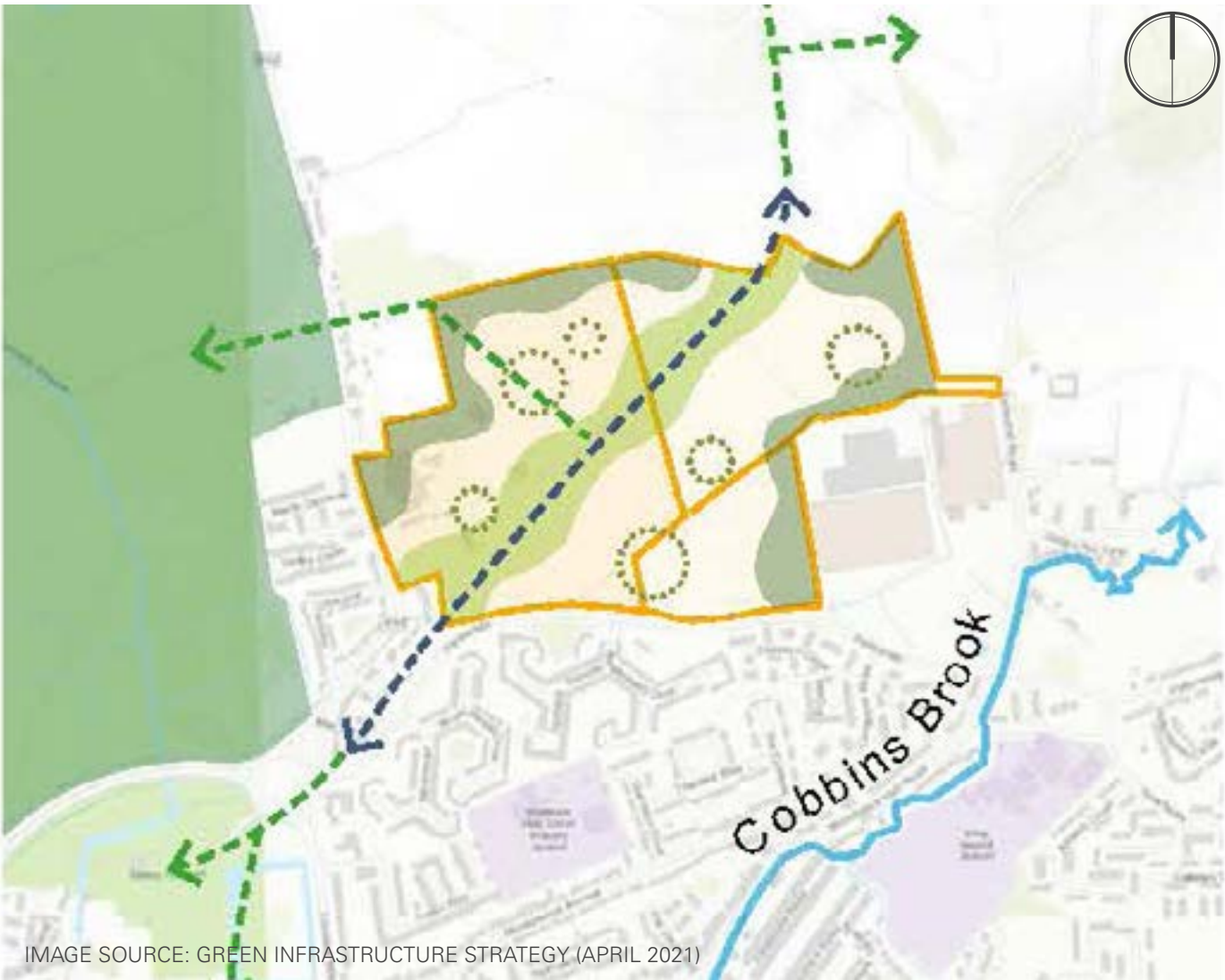


IMAGE SOURCE: GREEN INFRASTRUCTURE STRATEGY (APRIL 2021)

3

Complimentary network of green open spaces tying together new and existing communities.

- Provide new greenspaces within the masterplan with different types of open space provision than those currently in existence, for the benefit of new and existing communities.
- Using the existing PRow through the site to develop a 'Green Corridor'.

- Integrate Green Infrastructure provision into the site's defensible edge condition.
- Secure Green Infrastructure improvements beyond the site boundary, such as enhanced water habitats along Cobbins Brook and improved facilities for young people at Town Mead and Honey Lane.



# 3. THE SITE & CONTEXT



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

## The Site

The site extends to around 32.3 ha (80 acres) in total area. The eastern half comprises two fields that are in agricultural use, whilst the western half comprises a parcel of scrubland which includes a number of buildings previously associated with the Crooked Mile Nursery.

The site is enclosed by residential development to the west and south and by a nursery with large buildings and greenhouses to the east.



VIEW ALONG PARKLANDS FROM THE WEST TOWARDS THE SITE



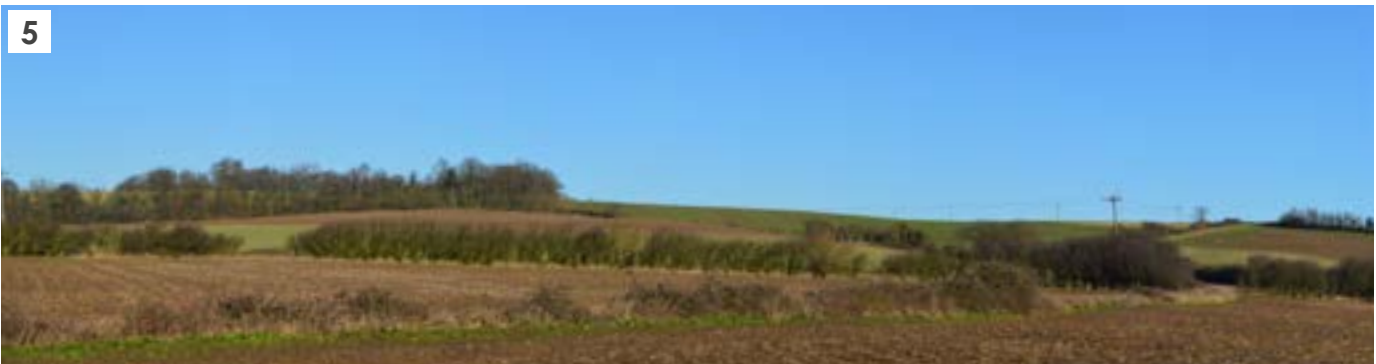
VIEW FROM PARKLANDS LOOKING NORTH ACROSS THE SITE TOWARDS THE WIDER COUNTRYSIDE



VIEW OF EXISTING STRUCTURES IN WEST OF SITE (TO BE DEMOLISHED)



VIEW NORTH ALONG CROOKED MILE TOWARDS THE WHEATSHEAF PUB



VIEW OF SITE LOOKING NORTH TOWARDS WIDER COUNTRYSIDE



VIEW OF SITE LOOKING NORTH EAST ALONG THE ROUTE OF THE EXISTING PUBLIC RIGHT OF WAY (POSTS DENOTE ROUTE)





Allotments

Nursery

The Site

Abbey View Nursery

Galley Hill Road

Marle Gardens

Valley Close

Harold Crescent

Crooked Mile

Parklands

Parklands

Grayson Close

Congrave Road

Newteswell Drive

Parvills

South Weald Drive

Site Boundary



# Ownership

Manor Oak Homes and Mrs Louise Barr are the promoters of Waltham Abbey North and are working collaboratively to produce the Strategic Masterplan and the SMF document.



OWNERSHIP PLAN



# Heritage

The historic map from 1870s shows a footpath running from southwest to northeast of the site. This path is still present and currently designated as a Public Right of Way.

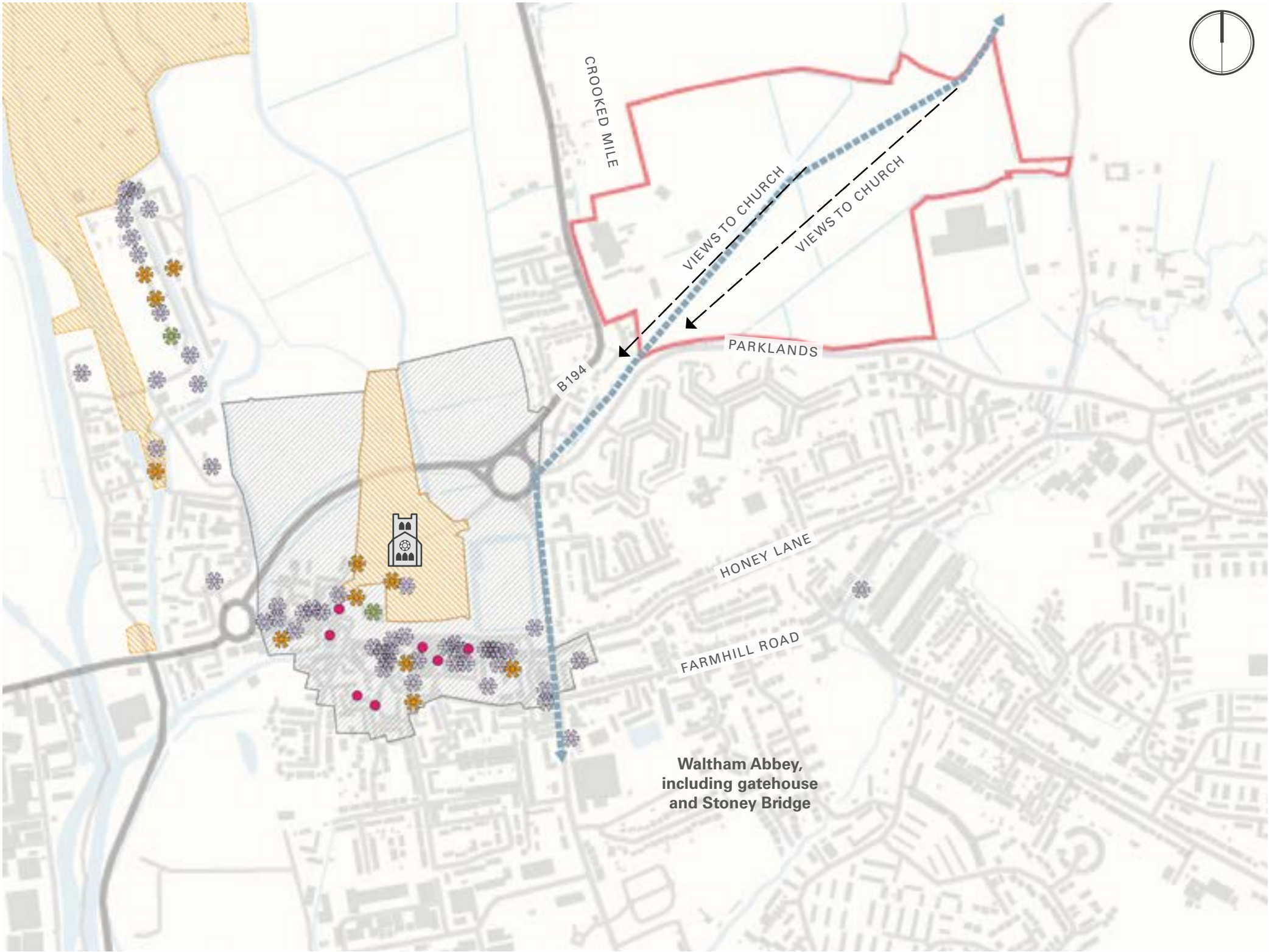
That this feature remains demonstrates its importance as a key connection from Waltham Abbey's historic core to the wider countryside.

The Green Infrastructure Strategy (April 2021) recognises this link and proposes “the enhancement of the existing PRow that runs across the site together with the provision of new and improved walking and cycling connections...”

Therefore, it is essential that this link is retained and that it becomes a key design driver of the masterplan proposal.

Additionally, views of the Grade I listed Church of the Holy Cross and St Lawrence to be retained and sensitively addressed by potentially creating a linear parkland view corridor towards the Abbey.

- Site Boundary
- ▨ Waltham Abbey Conservation Area
- ▨ Designated Monuments
- ✱ Grade I Listed Buildings
- ✱ Grade II Listed Buildings
- ✱ Grade II\* Listed Buildings
- Locally Listed Buildings
- ➡ Historic Route
- 🏰 Waltham Abbey Baptist Church



WALTHAM ABBEY HERITAGE FEATURES



# Wider Context

Waltham Abbey North is adjacent to a wide range of uses comprising residential, leisure and industrial development. Key land uses and facilities in proximity to the site include:

## Industrial

The site has several industries and business parks in close proximity. These mainly include warehouses, service providers, storage and distribution units. Adjoining the site to the east are nurseries and greenhouses. Further away to the west of the Town centre are larger industrial uses including the Lea Valley Business Park and Meridian Business Park.

## Commercial

The commercial uses mainly include supermarkets, retail, office spaces, gyms, restaurants etc. While some independent stores are located within the residential development, most uses are mainly within the town centre and towards its south.

## Green Infrastructure

To the west of the site are areas of woodland such as Cornmill Meadow and Lee Valley Park both located at 1.2km distance. To the north of the site it is mainly agricultural fields with informal dispersed development.

Other open spaces include parks and sports grounds such as the Waltham Abbey Gardens and Football Club

## Town Centre and Mixed Use

Located to the south, the town centre has retail spaces on the ground floor with residential use on top. The buildings are predominantly 2 storey.

## Residential

Most of the land to the south of the site are of residential use. The layout is informal and linear in arrangement with some commercial and educational uses dispersed within it. The development is mostly varied with a mix of detached and terraced houses ranging from 1 to 2 storey.

## Education

The site is well located with several schools in close proximity, from nursery to secondary school level. These uses are dispersed and enclosed within the residential development creating a safe, well-connected environment.

## Residential Institution

The Barchester - Paternoster House Care Centre.



NURSERY AND GREENHOUSE TOWARDS EAST OF THE SITE



CLEANING SERVICES



LEA VALLEY REGIONAL PARK CANAL



PEDESTRIANISED HIGH STREET AT SUNSTREET



MIXED USE DEVELOPMENT ALONG HIGHBRIDGE STREET



TERRACED UNITS ALONG PARKLANDS ROAD





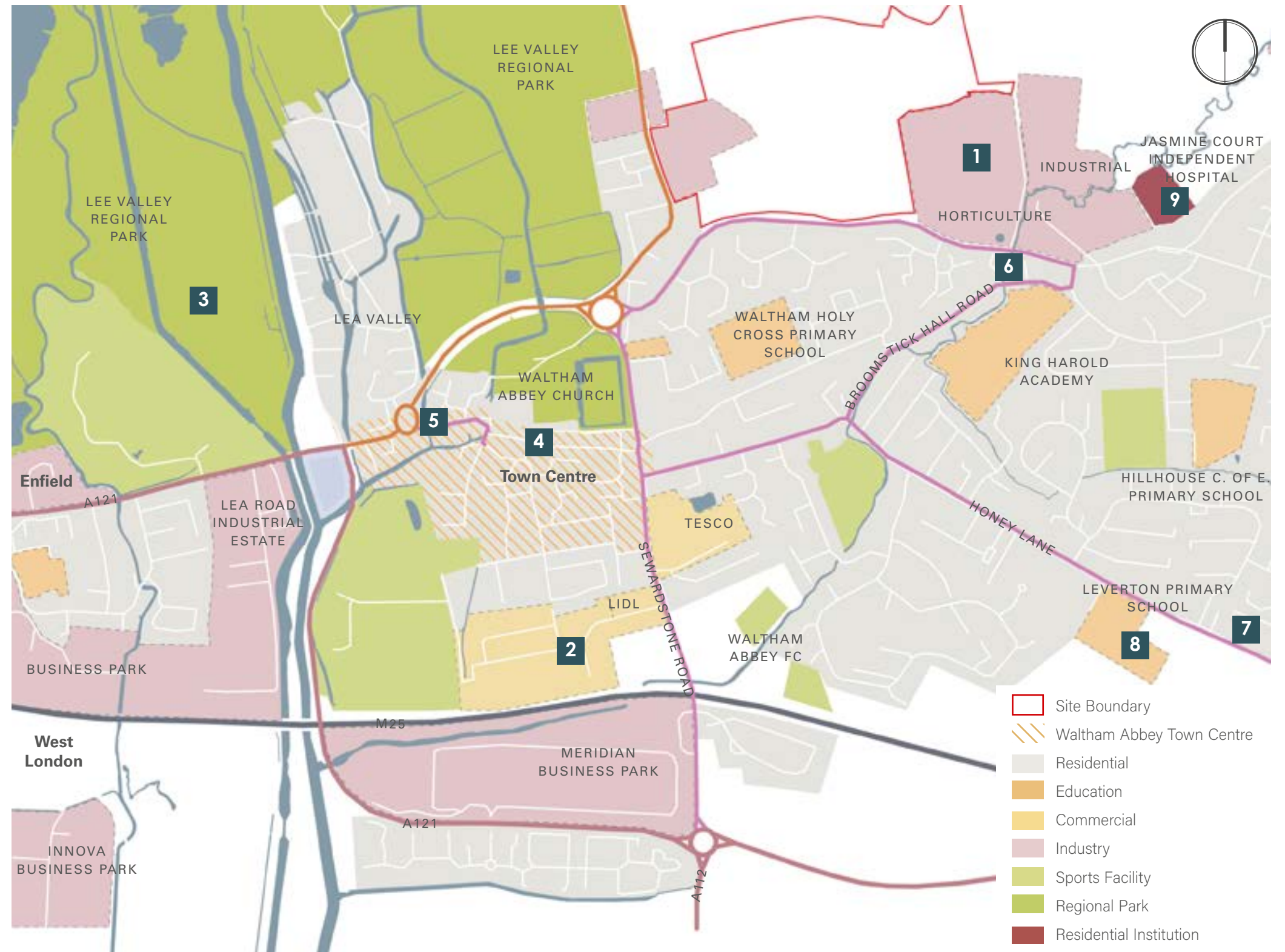
SEMI DETACHED UNITS ALONG HONEY LANE



LEVERTON PRIMARY SCHOOL



JASMINE COURT INDEPENDENT HOSPITAL  
Image source: Jasmine Court Independent Hospital website



LAND USE PLAN



# Access and Movement

The proposed development will provide a local centre which will mean that some everyday needs such as a local shop will be provided within the development site.

However, for all other needs residents of the development site will need to head southwards to access education, health care and Waltham Abbey town centre.

As noted above there is a lack of footway provision on the northern side of Parklands therefore any movements would need to cross this road. A crossing strategy will need to be provided. This is likely to require controlled crossing points on desire lines to Waltham Abbey town centre, the primary school and secondary school. Each of which is looked at in more detail below. A full access strategy will be agreed with the Local Highway Authority as part of the planning application process.

Waltham Abbey town centre is located to the south west of the site. Once on the southern side of Parklands there is sufficient footway provision with appropriate crossing points into the town centre which provides access to shops, and other local facilities such as health care, a post office and library.

The primary school is located broadly to the south of the site. The primary school is accessed off Newteswell Drive and Takeley Close. Once on the southern side of Parklands the site is connected to the school through a footway. A footway audit will be required to establish whether any dropped kerb crossing points are required to improve access for all.

The secondary school is located to the south east of the site, and accessed by walking along Parklands and Broomstick Hall Road both of which provide sufficient footway provision to the school.

## Highway Network

The site has road frontages onto Crooked Mile to the east, Parklands to the south and Galley Hill Road to the east.

Crooked Mile is approximately 7.3m wide and is bound by footways on both sides of the carriageway. Crooked Mile which is subject to a 30mph speed limit is characterised by simple priority junctions and frontage development with direct access on both sides of the carriageway.

Parklands is approximately 7.4m wide and is bound by a footway on the southern side of the carriageway. Parklands is subject to a 40mph speed limit characterised by ghost island junctions serving residential roads to the south and a wide grass verge to the north.

Galley Hill Road is approximately 6.3m wide and is predominantly rural in nature to the north of the site's frontage whilst serving commercial development to the south. Galley Hill Road is subject to a 60mph speed limit and does not have any off carriageway footway provision.

A footpath Public Right of Way (PRoW) traverses through the site from Parklands in the south west heading in a north easterly direction towards Breaches Farm.

The above highways connect with the wider highway network that Waltham Abbey provides.

## Connectivity

Waltham Abbey North is conveniently located near a wide range of services and community facilities. Services and community facilities in the local area include:

- Primary and Secondary schools.
- Sports and recreational facilities including Lee Valley Regional Park.

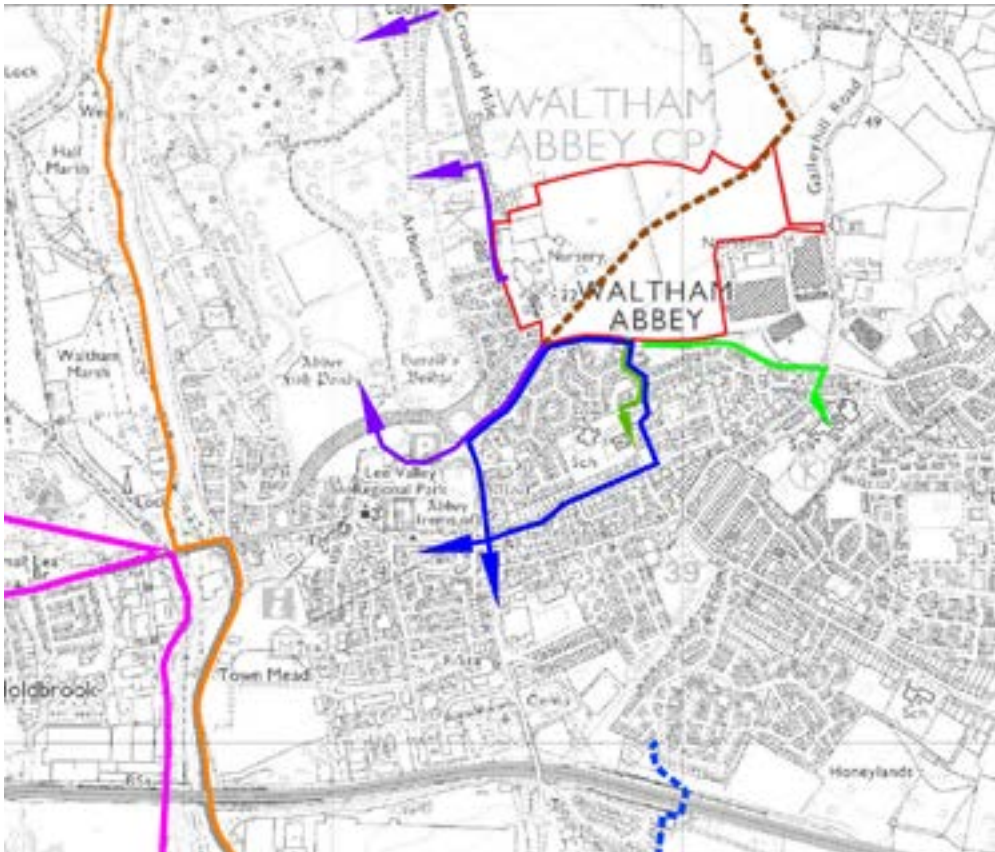
- Health facilities; a GP surgery and pharmacy.
- Several industrial Estates providing employment opportunities.
- Waltham Abbey Town Centre.
- Retail and food retail stores.
- Leisure walks to the north and via Crooked Mile.



PHOTO OF PARKLANDS ROAD

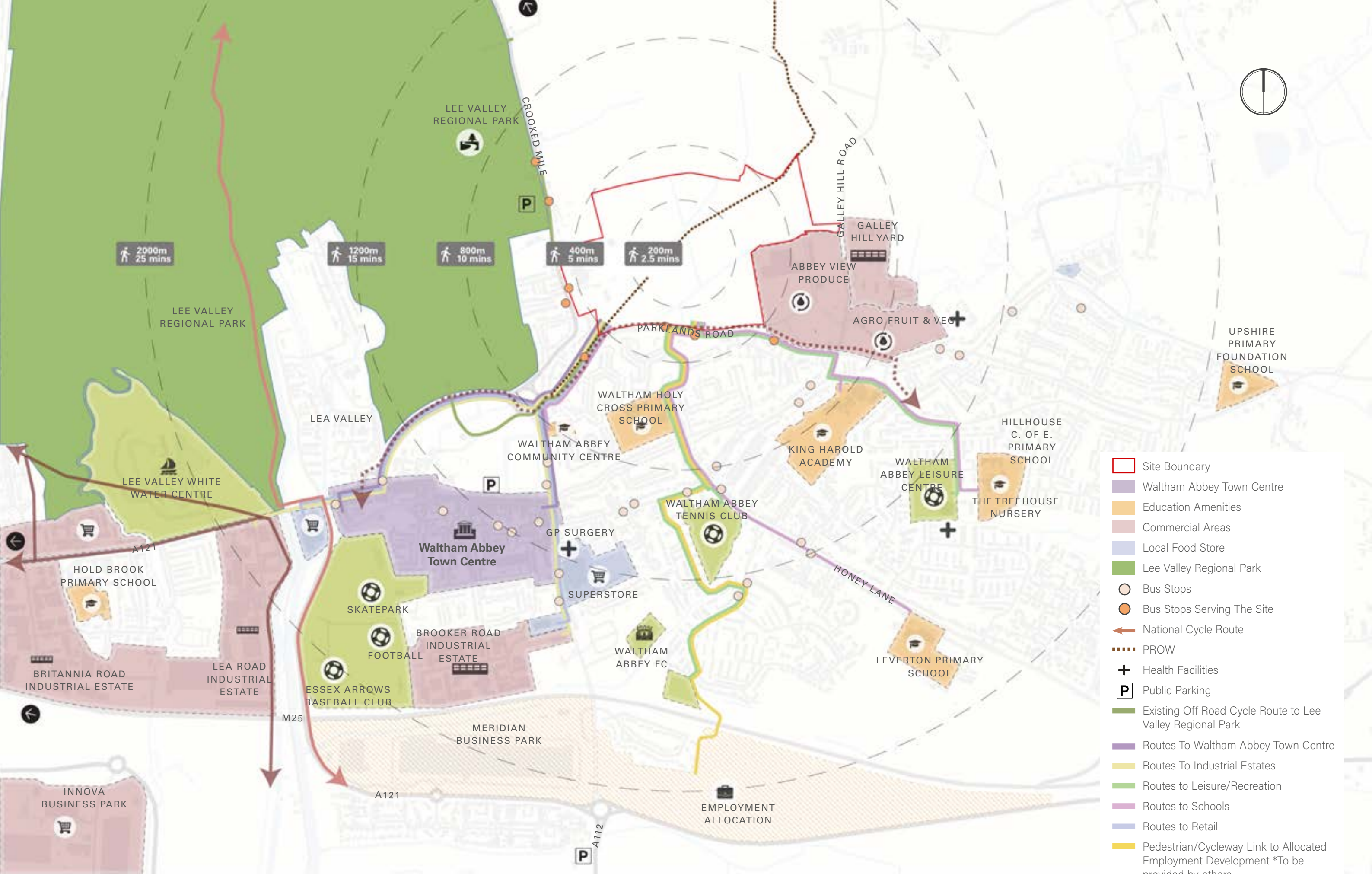


PHOTO OF PUBLIC RIGHT OF WAY



- Site Boundary
- Existing Off-Road
- National Cycle Route
- Pedestrian Routes:
  - To Town Centre
  - To High School and Nearest Primary School
  - Existing Off-Road Cycle Route to Lee Valley Regional Park
  - Public Rights of Way
  - 3m Pedestrian/ Cycleway Link to Allocated Employment Development







## Public Transport

The site has road frontage onto Parklands and Crooked Mile which are served by existing bus services, see next page.

The nearest railway station is Waltham Cross located approximately 1.6 miles to the west of the site. Waltham Cross is located on the West Anglia Main Line and connects with London Liverpool Street. The typical off-peak service between Monday-Saturday is two trains per hour to London Liverpool Street via Tottenham Hale with access to the Victoria Line, two trains per hour to Hertford East, one train per hour to Stratford, and one train per hour to Bishop's Stortford.

During peak hours, the station is served by an additional half hourly service from Liverpool Street to Cambridge, unusually running fast between this station and Broxbourne; skipping Cheshunt.



## LOCATION PLAN WITH KEY TRANSPORT ROUTES

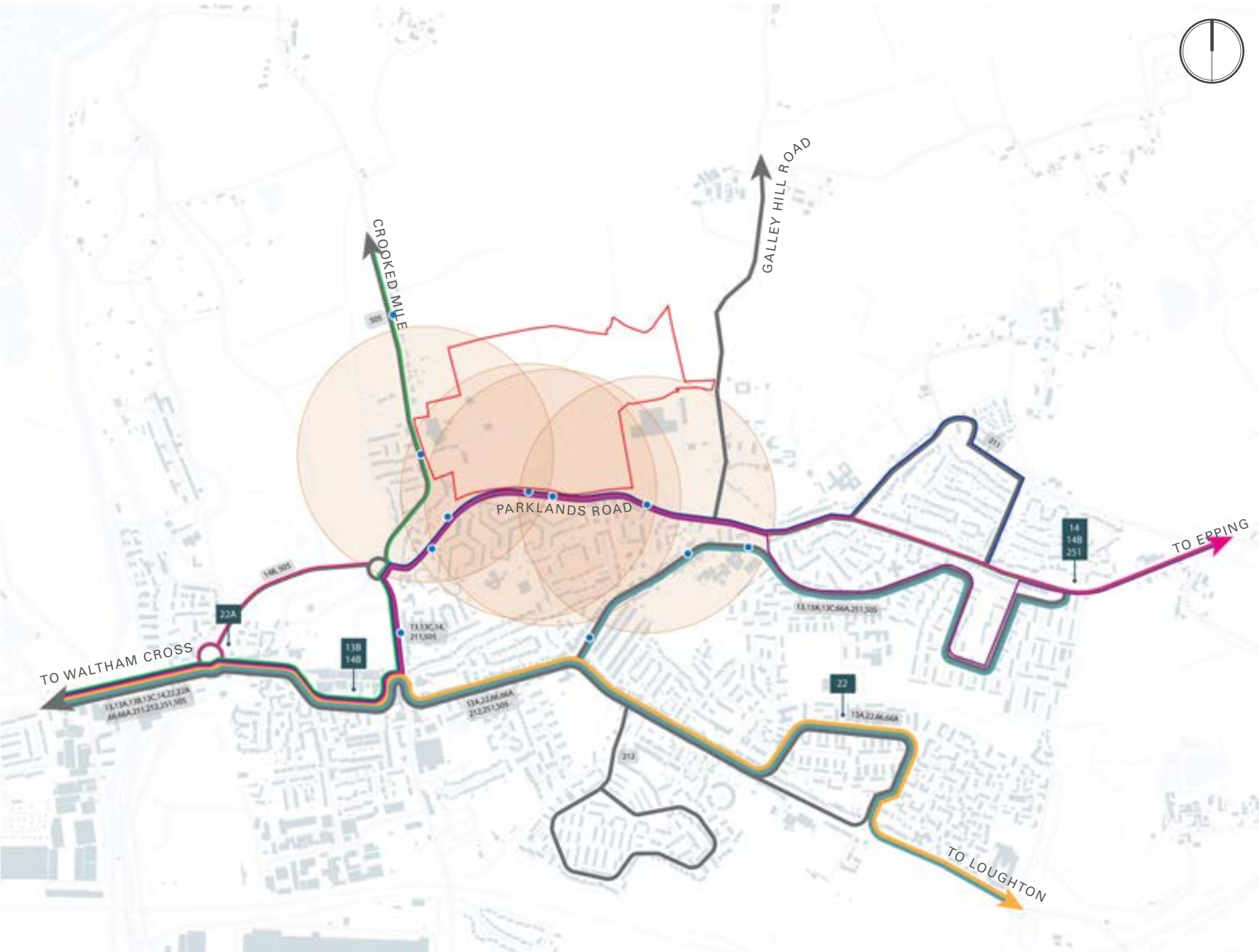


# Existing Bus Network

Several bus routes operate within the local area, with existing bus stops shown on the adjacent plan.

Some dwellings within the proposed development would be located slightly beyond the ideal direct distance of 400m or a 5-minute walk from the existing bus stops. Therefore, to ensure that all dwellings are located within a 400m walk of the nearest bus stop, some form of bus provision has been discussed with ECC. Further details on frequency of operation and duration will need to be agreed as part of the planning process.

- Site Boundary
- Arriva Bus Services
- Central Connect Bus Services
- Epping Forest Community Transport and Vectare Services
- Bus Route 13/13A - Waltham Abbey to Waltham Cross
- Bus Route 14/14B - Waltham Cross to Upshire
- Bus Route 505 - Harlow to Steward Stone Via Waltham Abbey
- Bus Route 211 - Breach Barns to Waltham Cross
- Terminus Point
- Bus Stops Existing
- Walking Distances From Bus Stops
- 400m Radius : 5 Mins Walking - 3 Mins Cycling



PROXIMITY TO BUS STOPS PLAN



# Landscape Character Areas

Based on the Epping Forest Landscape Studies Report by Chris Blandford Associates (2010), the site is situated within Landscape Character Type (LCT) F – Ridges and Valleys, and specifically within Landscape Character Area (LCA) F1 – Holyfield, in the western extents of the District. It is located directly adjacent to the urban area of Waltham Abbey to the south and LCA A3 – Lea Valley Marshes, an area within LCT A – River Valley Floodplain: Flooded Gravel Pits and Marshes to the west.

The overall sensitivity of LCA F1 to change is considered to be moderate to high as a result of sensitive key landscape features including hedgerows and hedgerow trees, large areas of woodland and locally designated sites of nature conservation interest. Open views into the Lea Valley to the west (LCA A3) are visually sensitive to new development within LCA F1 and LCA A3.

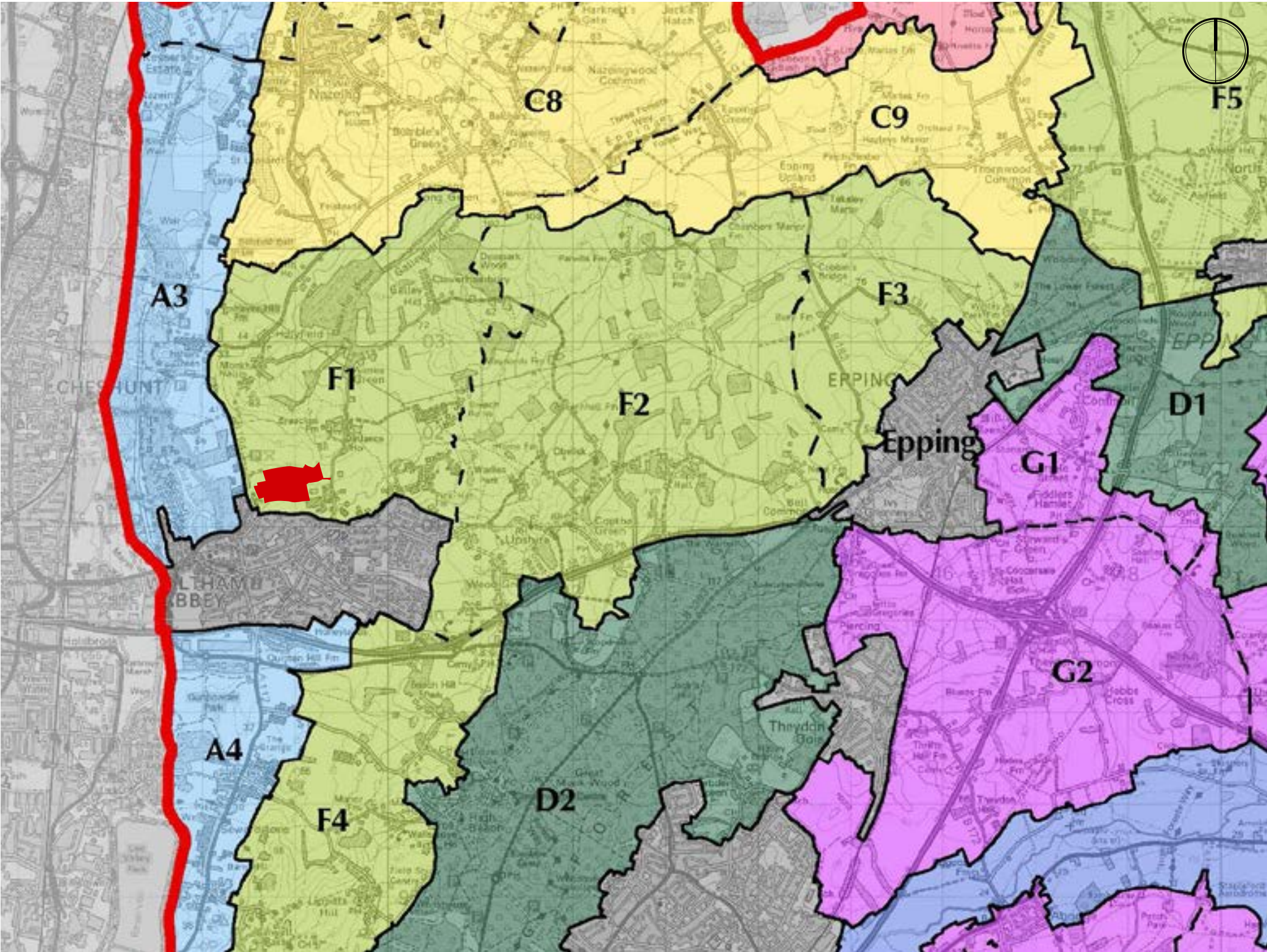
The proposed landscape strategy objectives for LCT F – Ridges and Valleys is to conserve its positive features that contribute to local distinctiveness and sense of place and enhance the landscape by improving its integrity and reinforcing its character.

## Epping Forest Landscape Character Types & Areas

- A River Valley Floodplain: Flooded Gravel PitsMarshes

  - A3 Lea Valley Marshes
  - A4 Lower Roding
- F Ridges and Valleys

  - F1 Hollyfield
  - F2 Upshire
  - F4 Lippitts and Daws Hills
- Urban
- Study Area
- Site



EXCERPT FROM THE EPPING FOREST LANDSCAPE STUDIES LANDSCAPE CHARACTER ASSESSMENT (CHRIS BLANDFORD ASSOCIATES; 2010).



## Landscape Character and Setting

The site itself lies within a contrasting setting of countryside and mixed urban land use and displays a semi-rural and semi-enclosed settlement edge character.

The site previously formed part of the Green Belt but has since been removed from this given its allocation as a strategic residential development site under the adopted EFDC Local Plan. As a result, there is a responsibility to design a masterplan of the highest quality both in terms of urban realm and green and blue infrastructure to highly integrate future development on the site into the receiving settlement edge context.

In terms of topography, the site lies on broadly flat, gently sloping ground mostly between the +20-35m AOD (Above Ordnance Datum) contour lines, with land rising gently to a high point of over +40m AOD in its north-eastern extents. In the wider setting to the north and north-east, the gently undulating landform continues to rise and provides a degree of containment to the site.

The localised landscape setting is characterised by the following:

1. Wooded areas are a feature of the undulating land to the north and the flat, low-lying ground to the west beyond the intervening built form off and along the B194 Crooked Mile.
2. Pasture land and an allotment area are located behind residential and commercial properties off the B194 immediately to the north-west.
3. Adjoining countryside to the north and east is characterised by medium to large-sized irregular arable fields enclosed by boundary hedgerows displaying varying degrees of intactness.

4. Established trees and vegetation partly within informal open space areas along Parklands to the south.
5. Surrounding built form components include large-scale horticultural buildings and glasshouses associated with Abbey View Produce Ltd to the east and residential built form off Parklands road and the B194 Crooked Mile to the south and west respectively.

The site itself comprises the following key landscape features:

6. Mix of arable fields in its eastern extents and grassland in its western extents.
7. Established hedgerow field boundaries that are fragmented in places and require restoration and enhancement as part of future proposals.
8. Derelict buildings associated with a former plant nursery in its western extents.
9. Dense tree belt containing a mix of evergreen and broadleaved trees and native understorey along the western site boundary.
10. Pockets of native scrub and/or native trees in internal areas.
11. A series of shallow ditches run along field boundaries.
12. Public Right of Way FP 11 211 crosses the site from its south-west to its north-east corner.



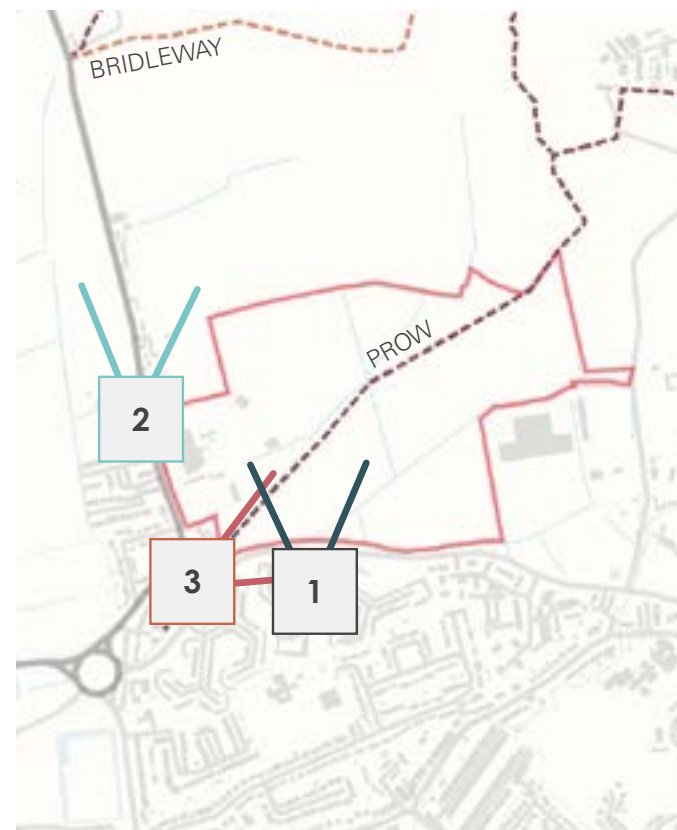
LOCALISED LANDSCAPE SETTING LOCATION PLAN.





## Visual Analysis

The site is visually defined by boundary vegetation that is sparse in places and by the surrounding residential and horticultural built form to the east, south and west, as well as by the undulating sloping ground to the north. In its western extents, the derelict buildings associated with the former plant nursery along with the dense boundary vegetation filter views of the built form beyond this to the west. From the elevated ground in its north-eastern extents, views of the treed landscape to the west, the Grade I listed Church of the Holy Cross and St Lawrence to the south-west, the London skyline to the south-west and elevated ground beyond the town to the south are afforded.



### Visibility

Waltham Abbey: The site is well contained from the wider settlement including the grounds of Waltham Abbey due to the broadly flat landform and intervening built form. From the settlement edge to the south, the internal areas of the site are perceived mainly as a result of gaps in the boundary vegetation, with views beyond the site to the elevated, undulating land to the north. From the residential built form to the west, the site is generally well contained by its dense western boundary vegetation, though overlooked by several properties that back onto the site.

### Surrounding Roads:

- Limited, glimpsed views of the site and northern settlement edge are perceived in passing views towards Waltham Abbey where gaps in the roadside vegetation occur from the B194 Crooked Mile to the north-west.
- Dense boundary vegetation along the western site boundary prevents internal views of the site in the immediate context, though some filtered views of the site are afforded between the houses that bound the south-western corner of the site from this road.
- From elevated ground to the north-east along Galley Hill Road, the site, settlement and London skyline are revealed, with the site partly contained by an established hedgerow along its eastern boundary.
- 'Parklands' road that bounds the site to the south, gently winds around the existing northern settlement edge and is characterised by tree planting albeit with passing views afforded into the site and of the countryside beyond due to gaps in the southern site boundary vegetation.

### Surrounding Residential Properties:

Residents located along the northern edge of the existing settlement have different experiences of the site;

- 'Parklands' residents of single-storey properties mainly experience views of the site only where boundary vegetation is sparse. Two and three-storey properties on higher ground may see the site more clearly, though the intervening tree cover filters views.
- Properties along the B194 by the south-western corner of the site, have clear views into this southern extent of the site.
- Views towards the site from properties along Galley Hill Road to the east are well contained by the intervening roadside vegetation and industrial land use.



VIEW FROM NEWTESWELL DRIVE OFF PARKLANDS LOOKING TOWARDS THE SITE



VIEW OF DENSE WESTERN SITE BOUNDARY VEGETATION AND ADJACENT RESIDENTIAL PROPERTIES FROM B194 CROOKED MILE



VIEW FROM PARKLANDS TOWARDS THE SITE FROM WITHIN THE BUILT FORM TO THE SOUTH-WEST



### Public Rights of Way (PRoW):

- Public Right of Way FP 11 211 begins off Mile Close to the south-west and traverses the site from its south-western corner to its north-eastern corner.
- This footpath provides important and historic links to the wider countryside and connects onto the wider PRoW network, with visual links to the settlement edge and countryside to the north.
- From the PRoW network on the higher ground to the north, the site is viewed within the context of the settlement's built form. The intervening vegetation filters views in places.

### Long Distance Views:

- As a result of the surrounding built form and vegetation structure, long-distance views of the site are mostly limited to views from the PRoW network to the north.
- Views from the north looking across the site towards the Grade I listed Church of the Holy Cross and St Lawrence should be carefully considered as part of the iterative design process.



VIEW FROM PROW FP 22 211 LOOKING SOUTH FROM LOCALISED HIGH GROUND TO THE NORTH



VIEW FROM PROW FP 11 211 TO THE NORTH-EAST OF THE SITE LOOKING SOUTH-WEST



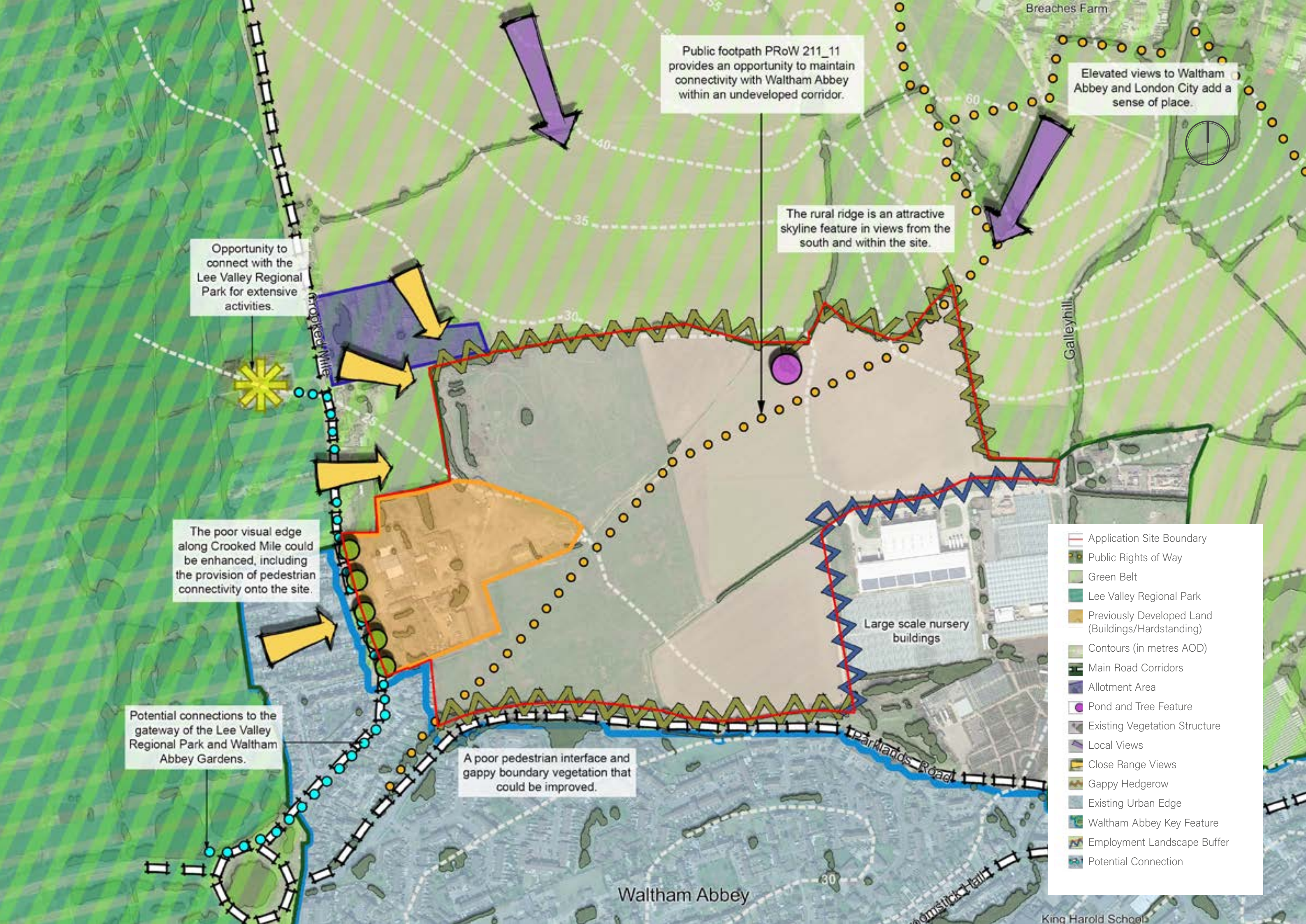
INTERNAL VIEW FROM PROW FP 11 211 LOOKING NORTH-EAST



# Landscape Strategy

- Retain and enhance the existing landscape features of the site, with PRoW FP 11 211 to form a key feature of the design within a green corridor to maintain a visual link to the countryside to the north and north-east.
- Strengthen and reinforce existing boundary vegetation to improve the landscape structure of the site itself, including the provision of a robust, defensible Green Belt edge along the northern and eastern boundaries.
- Establish appropriate development offsets to the existing built form and surrounding countryside, to respect existing visual amenity, particularly from nearby properties to the south and west.
- Provide appropriate mitigation planting and landscape buffers to enhance the settlement edge character of the site and to integrate the built form with the surrounding settlement and countryside setting.
- Reflect the treed character of the residential built form associated with the existing northern settlement edge of Waltham Abbey within the built form development.
- Retain views of the Grade I listed Church of the Holy Cross and St Lawrence to the south-west from PRoW FP 11 211 on-site as well as off-site to the north-east.
- Soften the visual impact of the horticultural land use to the east of the site from views to the north through appropriate native structural planting.
- Provide new green spaces across the site, with different types of open space provision than those currently within Waltham Abbey, for the benefit of new and existing communities.
- Establish links between the site and nearby areas of green space such as Lee Valley Country Park to the west. The Green Infrastructure Strategy (April 2021) proposes a link through the existing allotments to the north-west however a link in this location may not be possible due to 3rd party land ownership. An alternative link could be achieved further south where the site has direct access onto Crooked Mile.
- The extent of landscape and visual effects on the receiving landscape and visual amenity will be assessed as part of a landscape and visual impact assessment (LVIA), with adverse effects mitigated where possible through the iterative design process.







## Ecology and Biodiversity

The proposed development will be informed by a range of ecological survey information and assessment. Existing ecological survey information is based on surveys undertaken across the site in 2018 and 2019 with separate surveys and constraints information prepared in relation to the western (WAL.R2) and eastern (WAL.R1 and WAL.R3) parts of the site. The existing survey information provides an initial baseline position on which to identify likely strategic constraints, opportunities and considerations, whilst further up to date surveys will be undertaken as appropriate in order to inform any forthcoming development scheme and associated planning applications.

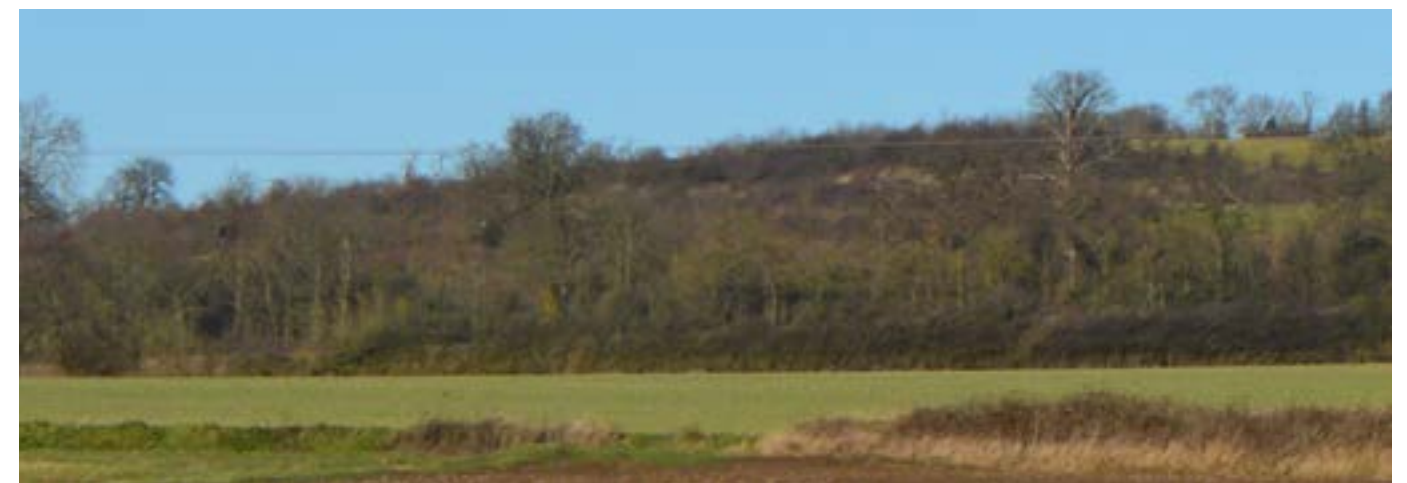
## Ecological Designations

On the basis of the information available to date, the site does not include, nor is it located immediately adjacent to any identified ecological designations.

The site is located within the identified zones of influence in respect of Epping Forest SAC and Lee Valley SPA and as such any proposed development will need to be subject to a Habitats Regulations Assessment, with particular reference to recreational pressures.

Where relevant, mitigation is available to address the potential impact risks, including through strategic measures and on site open space in line with adopted policy documents. Measures will include onsite provision of open space, along with relevant contributions in relation to off-site strategic measures to address likely recreational and/or air pollution effects.

No other identified ecological designations are located within close proximity to the site, nor likely to be adversely affected by the proposed strategic development based on the information available.

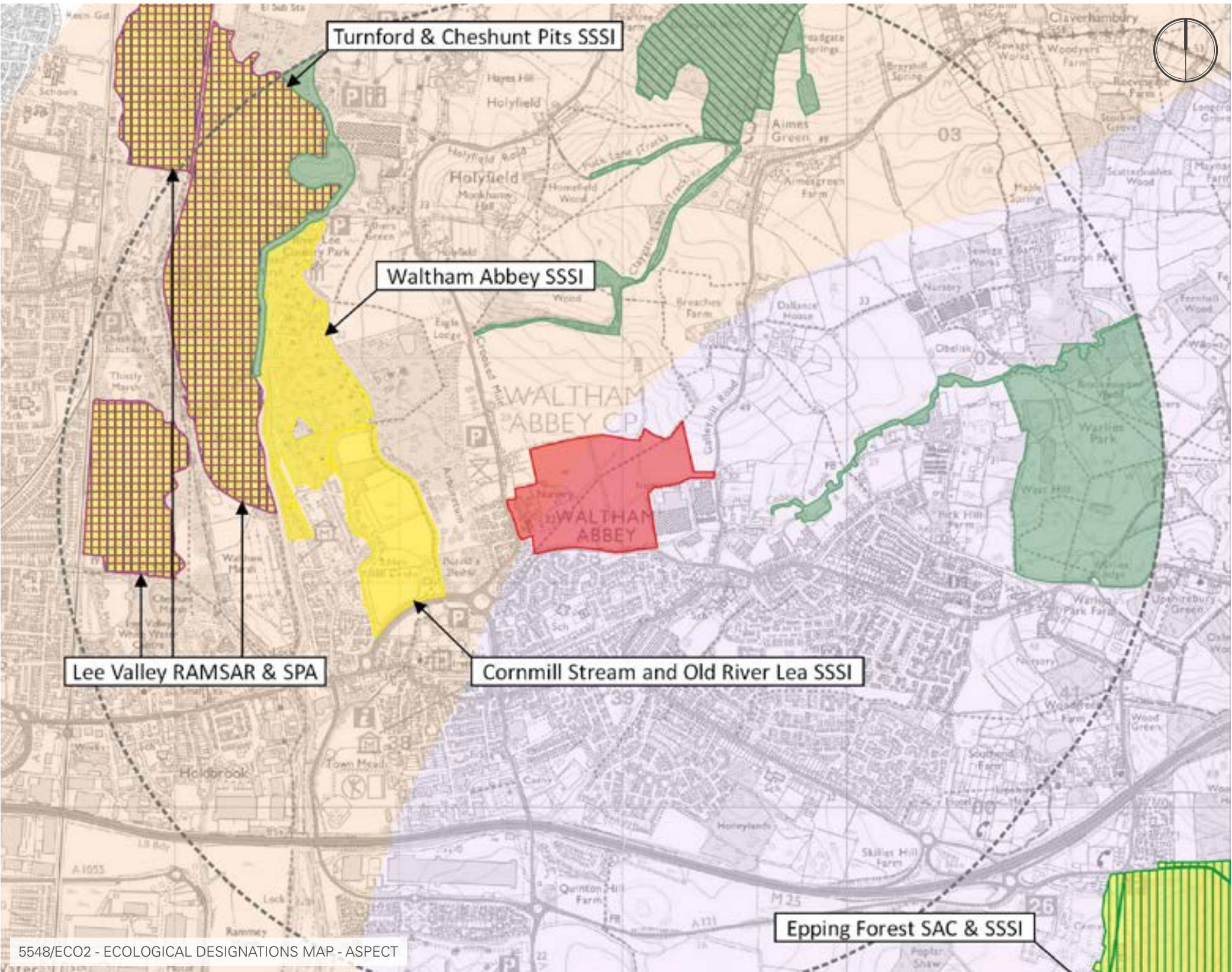


ARABLE FIELDS AND HABITATS ON SITE



Ecological Designations Map Key

- Site Location
- RAMSAR
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)
- Site of Special Scientific Interest (SSSI)
- Local Wildlife Site (LWS)
- Ancient & Semi-Natural Woodland (ASW)
- 0-3km Zone of Influence Around Epping Forest SAC
- 3-6km Zone of Influence Around Epping Forest SAC
- 2km Site Buffer



5548/ECO2 - ECOLOGICAL DESIGNATIONS MAP - ASPECT



# Ecology and Biodiversity

The proposed development will be informed by a range of ecological survey information and assessment. Existing ecological survey information is based on surveys undertaken across the site in 2018 and 2019 with separate surveys and constraints information prepared in relation to the western (WAL.R2) and eastern (WAL.R1 and WAL.R3) parts of the site. The existing survey information provides an initial baseline position on which to identify likely strategic constraints, opportunities and considerations, whilst further up to date surveys will be undertaken as appropriate in order to inform any forthcoming development scheme and associated planning applications.

## Ecological Designations

On the basis of the information available to date, the site does not include, nor is it located immediately adjacent to any identified ecological designations.

The site is located within the SAC zone of influence and Lee Valley SPA and as such any proposed development will need to be subject to a Habitats Regulations Assessment, with particular reference to recreational pressures. Nonetheless, in line with the allocation of the site for residential development within the adopted Epping Forest District Local Plan 2011-2033 (allocations WAL.R1, WAL.R2 and WAL.R3, forming Waltham Abbey North Strategic Masterplan Area, including as set out at Policy P3) and Policy DM2 (Epping Forest SAC and the Lee Valley SPA), regard will be had to the adopted Air Pollution Mitigation Strategy for the Epping Forest, the District’s Green Infrastructure Strategy and Epping Forest Strategic Access Management and Monitoring Strategy.

Measures will include onsite provision of open space, along with relevant contributions in relation to off-site strategic measures to address likely recreational and/or air pollution effects.

No other identified ecological designations are located within close proximity to the site, nor likely to be adversely affected by the proposed strategic development based on the information available.

## Green Infrastructure

Proposed green infrastructure will be incorporated into the development. This will include a range of new wildlife habitats and linked corridors. New green infrastructure will incorporate Biodiversity Net Gain. This will include vegetated corridors and buffers and habitats for bats, birds and a range of invertebrates. In particular, buffers will focus on the northern boundary and central open space, with corridors provided through the development.

## Biodiversity Net Gain

The scheme will be assessed using the government’s Biodiversity Net Gain calculator in line with legislative and planning requirements to demonstrate that appropriate gains in biodiversity are achieved. In line with planning and legislative requirements, any proposed development will demonstrate a net gain of at least 10% calculated using the statutory biodiversity metric tool. Biodiversity gains will be ensured, including suitable management and monitoring for 30 years as part of the development.

## Habitats

A range of ecology surveys has been undertaken to inform the proposed development. Surveys include desktop study, phase 1 habitat and protected species surveys (baseline ecology surveys - including surveys over a number of years). Surveys will include assessment in relation to the UK Habitat Classification 2.0 methodology and condition assessment in line with standard Biodiversity Net Gain criteria published by DEFRA. In addition, surveys for breeding birds, Great Crested Newt and bats have been undertaken in line with standard guidance requirements.

The eastern part of the site is dominated by existing agricultural land, which is currently intensively farmed. As such, significant ecological value or constraints are largely absent. However a small number of hedgerows provide some value and corridors (which will be largely incorporated). There is considerable potential for ecology enhancements to be included, including new habitats and enhancements for animals.

The west of the site includes a number of habitats such as species-poor grassland, scrub and built form, with hedgerows and trees in particular providing raised ecology value. None of the habitats are defined as irreplaceable.

## Protected Species

The habitats forming the site support a number of common and widespread animal species, but the current management limits the majority of these to the field boundaries.

Specific surveys for Great Crested Newt indicate this species is likely to be absent and as such no mitigation is required for this species.

The site is unlikely to include significant use by roosting bats, but bats likely fly and feed within the site. The levels of bat activity are being confirmed by survey work, which will inform the development.

Badger survey work has been undertaken (and will be kept updated as required) and no Badger setts have been recorded within the site.

Breeding bird survey work has been undertaken at the site in 2024, which has recorded a total of 12 bird species breeding within the site.

The existing habitats of greatest value, including hedgerows and trees will be retained and enhanced where possible. New habitats and vegetation will be included as part of the proposals which will benefit animal species at the site, including those already present and other species that could move in. A range of animal species will therefore continue to be able to use the site, including those already present.

## Summary

Overall, the proposals will include substantial new wildlife habitats and open space, which will be fully assessed using the government methodology in regard to biodiversity net gain. Measures will be included to protect and safeguard wildlife using the site and encourage new species to come in.”



# Initial Ecological Constraints/Key Features Plan

- ▬ Strategic Masterplan Area Boundary
- ▬ Pond (Unsuitable for GCN - Potential for Enhancement)
- ▬ Offsite Pond (eDNA Survey Undertaken for GCN during 2019 recorded no evidence for presence - unlikely to represent a constraint)
- ▬ Hedgerow to be retained
- ⋯⋯⋯ Ditch
- Mature Tree



ECOLOGICAL CONSTRAINTS PLAN - ASPECT



# Existing Drainage

There is a series of shallow ditches across the site which manage the existing sites surface water. There are foul water sewers located in Parklands and Crooked Mile.

# Flood Risk

## Fluvial Flood Risk

The whole site is located within Flood Zone 1 so it is at a low risk of flooding from rivers or the sea.

## Surface Water

There is a surface water flood risk route which runs through the site from north east to south west as shown on the adjacent plan. Along this route there are areas of medium and high surface water flood risk. Several SuDS measures will be present on this route. Development parcels have been placed to ensure that development is only located in areas of low surface water flood risk.







## Opportunities and Constraints

## Constraints

- The site has a gradual sloping topography from the high point in the north-east corner (approx. 42m) to the lowest in the south-west (approx. 22m).
- The existing PRow (WA 11, site code FP 11 211), crosses through the site from the north east to south west.
- Views of the Grade I listed Church of the Holy Cross and St Lawrence located to the south-west can be seen from PRow (WA 11) on-site as well as off-site to the north-east. These views are to be retained and sensitively addressed.
- Large sheds and light structures within Abbey View Nursery can be seen along the eastern boundary of the site.
- Parts of the site are located within low to high risk zones for potential surface water flooding and will need to be mitigated to prevent additional risk.
- Existing ditches and vegetation on site to be retained, where possible.
- The site is located near Waltham Abbey's Conservation Area and the development will need to be sensitive towards the character of the area.
- An existing overhead power cable runs through part of the eastern area of the site.

## Opportunities

- Potential to create a new local centre along Parklands Road.
- Opportunity to improve accessibility with additional pedestrian and cycle routes linking into the existing PRoW and the wider network of routes.
- Potential to create viewing corridors within the development to safeguard the views to the Grade I listed Church of the Holy Cross and St Lawrence.
- Opportunity to create pedestrian links from the site to local amenities such as Lee Valley Regional Park and local schools.
- Opportunity to establish green corridors through the site, retaining existing vegetation/ habitats and linking green spaces.
- Opportunity to create a linear parkland that follows the route of the PRoW creating a viewing corridor towards the Abbey.
- Opportunity to provide allotments and traveller pitches in the western part of the site.
- Potential to provide a landscape buffer along the northern edge of the site to reinforce the new settlement boundary.

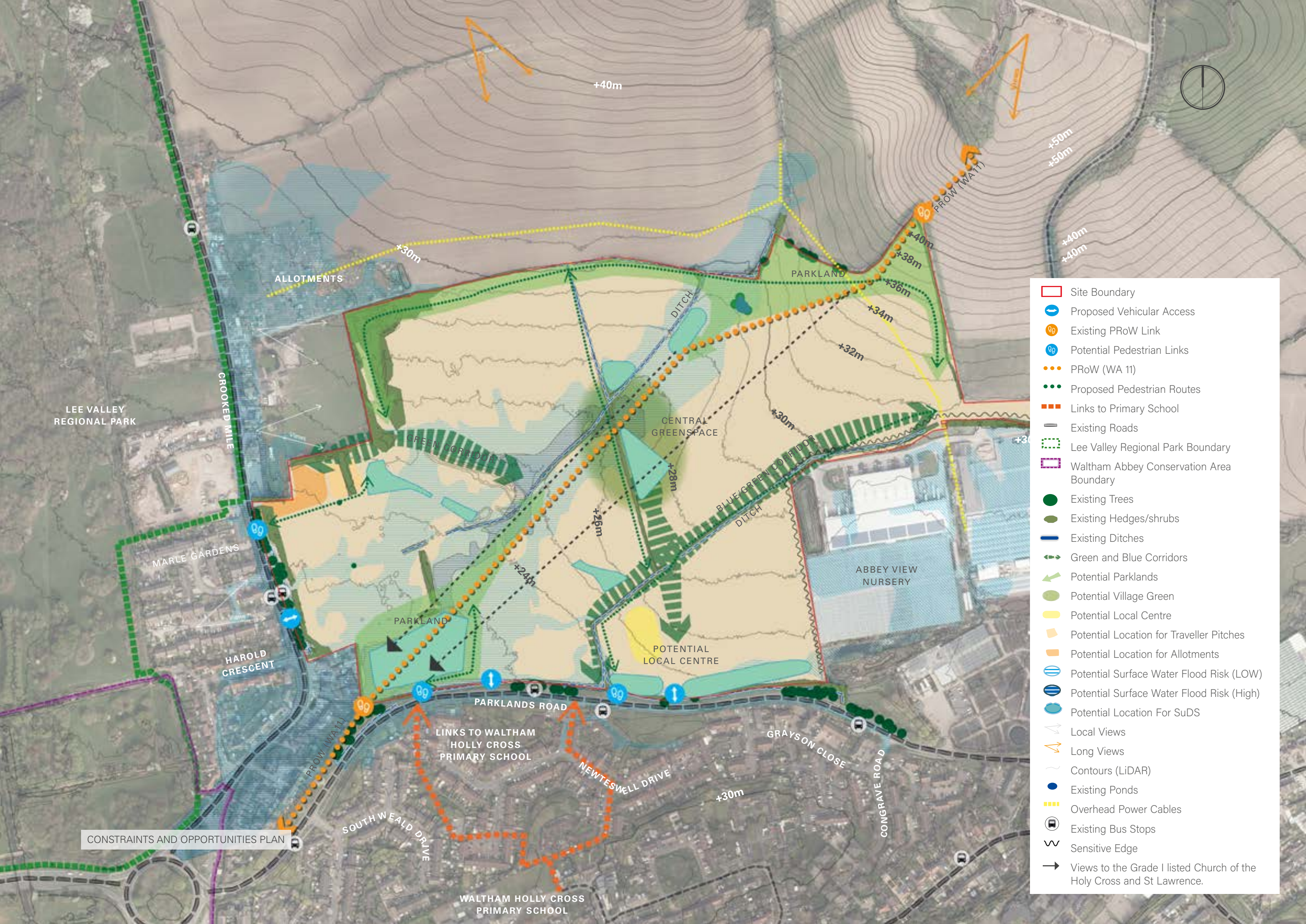


OPPORTUNITY TO CREATE VIEWING CORRIDORS WITHIN THE DEVELOPMENT TO SAFEGUARD LONG DISTANCE VIEWS TO THE NORTH AND VIEW TO THE CHURCH OF THE HOLY CROSS AND ST LAWRENCE.



## OPPORTUNITY TO CREATE GREEN CORRIDORS AND KEY SPACES AROUND EXISTING LANDSCAPE FEATURES





CONSTRAINTS AND OPPORTUNITIES PLAN

- Site Boundary
- Proposed Vehicular Access
- Existing PRow Link
- Potential Pedestrian Links
- PRow (WA 11)
- Proposed Pedestrian Routes
- Links to Primary School
- Existing Roads
- Lee Valley Regional Park Boundary
- Waltham Abbey Conservation Area Boundary
- Existing Trees
- Existing Hedges/shrubs
- Existing Ditches
- Green and Blue Corridors
- Potential Parklands
- Potential Village Green
- Potential Local Centre
- Potential Location for Traveller Pitches
- Potential Location for Allotments
- Potential Surface Water Flood Risk (LOW)
- Potential Surface Water Flood Risk (High)
- Potential Location For SuDS
- Local Views
- Long Views
- Contours (LiDAR)
- Existing Ponds
- Overhead Power Cables
- Existing Bus Stops
- Sensitive Edge
- Views to the Grade I listed Church of the Holy Cross and St Lawrence.









---

## PART B: THE FRAMEWORK

---



# 4. THE VISION



A. CONTEXT



B. FRAMEWORK

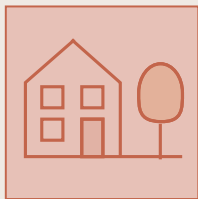


C. CHARACTER



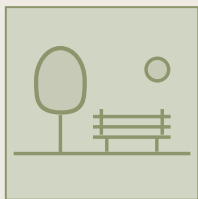
D. IMPLEMENTATION

## Waltham Abbey will be:



### Healthy Distinctive Place

An attractive and distinct neighbourhood designed to be resource-efficient allowing space for nature and low-carbon living. Residents will live in adaptable, comfortable and beautiful homes in close proximity to Waltham Abbey town centre and a new local centre with complementary uses, public spaces and activities to promote social interaction and inspire people to live healthy lives.



### Nature Focused

Designed to work with nature and respect the landscape setting with a generous network of open spaces and green corridors that conserve and enhance biodiversity, and a varied and accessible landscape environment for existing and new residents to enjoy. Creating a new Green Belt boundary to the north and east of the site along with green biodiversity corridors.



### Active & Connected

A place that promotes active living and travel by creating accessible, safe and attractive spaces and routes to connect with the wider context encouraging walking and cycling and the use of sustainable transport options, including internal infrastructure to support a bus corridor.



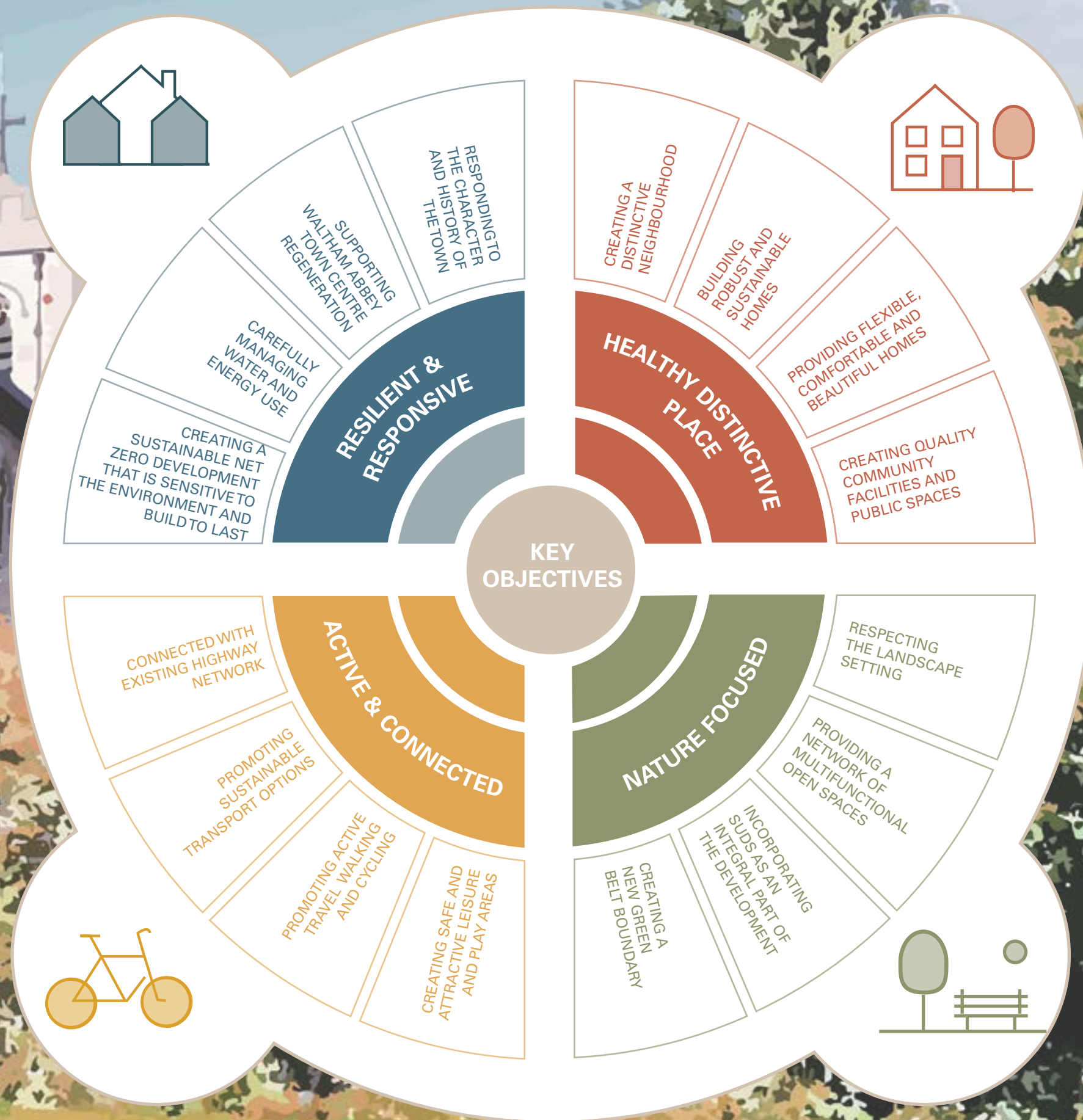
### Resilient & Responsive

A resilient, sustainable and net-zero development that is sensitive to the environment, protecting and enhancing resources and aiming to produce some of its energy on-site from renewable sources and where water and energy use is carefully managed. Buildings will be net zero in operational carbon emissions.

Responding to the context, character and history of the town with a meaningful green corridor that will revive the Waltham Abbey Church corridor as an attractive route that celebrates the culture and history of this once peregrinate route.











# Engagement

## 1st Quality Review Panel

In March 2021, we presented the first draft of the SMF to the Quality Review Panel (QRP). Key comments included:

- Develop a clearer vision for placemaking character at different densities.
- A more robust landscape strategy with a variety of open spaces for different experiences.
- Creatively designed streets with a clear hierarchy for multiple uses.
- Vehicular access to Galley Road.
- Enhance links with recreational routes, such as equestrian paths, if an additional connection to Galley Hill Road.
- Direct and convenient pedestrian and cycle routes, and more circuitous driving routes.
- Promoting sustainable transport modes and car-sharing.
- Re-orient Local Centre to face parkland more directly. Parkland could become a boulevard with single lane dual carriageway, dedicated walking/cycling, trees and SuDS.
- Local centre could be on the diagonal green spine.
- Question local centre as a single urban block, proposed mixed use along a street that leads to a public space may be more successful.
- Integration with surroundings.
- Explore ways to integrate with the existing surrounding neighbourhood.
- Dutch style roundabout on Parkways? (see Fendon Road roundabout, Cambridge).
- Improvements might be needed to connections from the site into WA town centre.



## 1st Public Consultation

A 6-week public consultation took place from the 16th July to the 26th August 2021 with two virtual consultation events (due to the pandemic) on 19th July and 4th August.

Feedback was provided in a number of forms and collated by the project team. This included the opportunity for interested parties to provide their responses to the project team via a dedicated website set up for the project, via email or via letter/ completion of written comments. Paper copies of the consultation material was also sent to residents by request. Key points raised by members of the public and other stakeholders include the following:

- The interface between the development and Parklands is important. There appears to be a desire to promote lower traffic speeds on Parklands and safe crossing points, which is important to ensure integration between the new and existing community, including walking routes to the schools.
- The importance of ensuring good design and layout of dwellings allowing natural surveillance on to key areas of public open space.
- The need to consider a play strategy within the development with provision for play equipment for older children.
- The need to ensure that the tenure and mix of housing is appropriate for the locality.

- Concern regarding the provision of the traveller pitches within the masterplan. A number of residents questioned the need for the traveller pitches and whether they needed to be provided within the masterplan area.

- Support for the provision of the retail and community centre on the site and the need for the facilities to be accessible by the existing community.

Consultation was a key factor in the development of the masterplan and the team has carefully reviewed the feedback provided and where feasible have sought to address the comments made.





## 2nd Quality Review Panel

A 2nd presentation to the QRP took place on the 2 August 2024. The panel welcomed the positive development of the SMF. Key feedback included:

- The location of the local centre, being more effectively placed along the street rather than in a perimeter block arrangement.
- Demonstrate how sustainability has informed the masterplan layout.
- Further testing of block layouts to ensure the masterplan layout can create active streets and positive placemaking.
- More distinction between landscape character areas, and how they can be used by different groups, ages and abilities.
- Consider the edge conditions of the site to allow for flexibility should nearby uses change.
- Establish clear typologies and provide houses to meet different people's needs.
- Establishing clear relationships within the framework between landscape, movement and built form for each area is recommended.



## 2nd Public Consultation

- TBC



# Future Trends

The Strategic Masterplan will look to the future, designed to be flexible and adapt to meet changing trends and behaviours of residents and the environment in order to:

- Provide flexible office spaces, explore co-housing, and promote hybrid work and community living.
- Encourage active travel, reduce carbon emissions, and adapt to climate change through energy-efficient design and green infrastructure.
- Create a vibrant local center, support community gardens, and promote economic growth.

The further section explains in detail how these goals will be achieved through specific strategies and initiatives.

# Key Trends In The Way We Live And Work



## Hybrid Work

Made possible by broadband and accelerated by the pandemic, the hybrid model of remote/office working is now part of everyday life.

Waltham Abbey North will make provision for home working at the local centre/community building by offering flexible office spaces. These spaces can be easily rearranged to accommodate changing business objectives, and residents can share printing, meeting, and other facilities to avoid long commutes.



## Multi-generational Households

Households are changing with more people opting for social and economic reasons to live as part of a close community.

There is the potential to provide a co-housing block for those wanting the best of both worlds: privacy and a highly sociable neighbourhood life.

Links to a couple of UK examples of successful Multi-generational and Co-housing models are included below:

- \* <https://newgroundcohousing.uk/>
- \* <https://www.marmaladelane.co.uk/>



## Sustainable Transport Options

Behavioural shifts are moving away from private car usage with people seeking more active and sustainable modes of transport to get about.

Low private car ownership is a driver of the design proposal and to encourage the transition, the development will promote sustainable transport options including:

- A bus corridor.
- A neighbourhood mobility hub offering more options for travel, other useful facilities and information.
- Electric car club spaces/car sharing or pooling arrangements, with dual electric vehicle chargers.
- Additional EV chargers for visitors or surrounding community.
- Parcel lockers / Parcel drop-in/ Hub to Home delivery.
- Bike hire/repair facilities.







### Active Travel - Walking and Cycling

Active travel has clear health benefits, with physical activity proven to have a positive impact on mental health.

Waltham Abbey North will encourage residents to have healthier lifestyles providing safe, attractive pedestrian and cycle routes that will connect with the wider context, with reference to improvements proposed as part of the Waltham Abbey LCWIP, to encourage walking and cycling as the most appropriate means of travel.



### Mixed Use and Flexible Spaces

Shopping trends have dramatically changed post-pandemic with online shopping becoming more popular. Retail and community facilities traditionally associated with neighbourhoods, have suffered a decline but there is a resurgence of specialists, community-owned shops and local community markets that continue to bring life to local centres.

Waltham Abbey North will respond to changes in consumer behaviour and create a local centre that provides flexible shopping and outdoor spaces, to cater for a wide range of uses and activities to encourage economic growth and social interaction. The uses proposed will be complementary to those found in Waltham Abbey town centre.



### Community Gardens

People are steadily becoming more invested in community, healthy eating and self-sufficiency with food growing and community gardens/allotments, becoming an integral part of neighbourhoods.

New allotments, community orchards and community growing spaces will provide opportunity for residents to grow their own food with the potential to sell or exchange any surplus at a weekly community market hosted within the new neighbourhood square adjacent to the local centre.



### Energy Efficient/Low Carbon Living

The design of places and buildings should mitigate against further climate impacts by minimising carbon emissions and adapt to respond to existing and increasing climate impacts.

Waltham Abbey North will be designed to

- Reduce demand for energy and minimise embodied carbon.
- Adapt to rising temperatures and the increasing risk of flooding.
- Assist carbon absorption by enhancing and creating natural ecosystems, minimising flood risk and reducing overheating and air pollution.

All new buildings will be designed and built to be Net Zero Carbon in operation. They will be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match annual energy use.

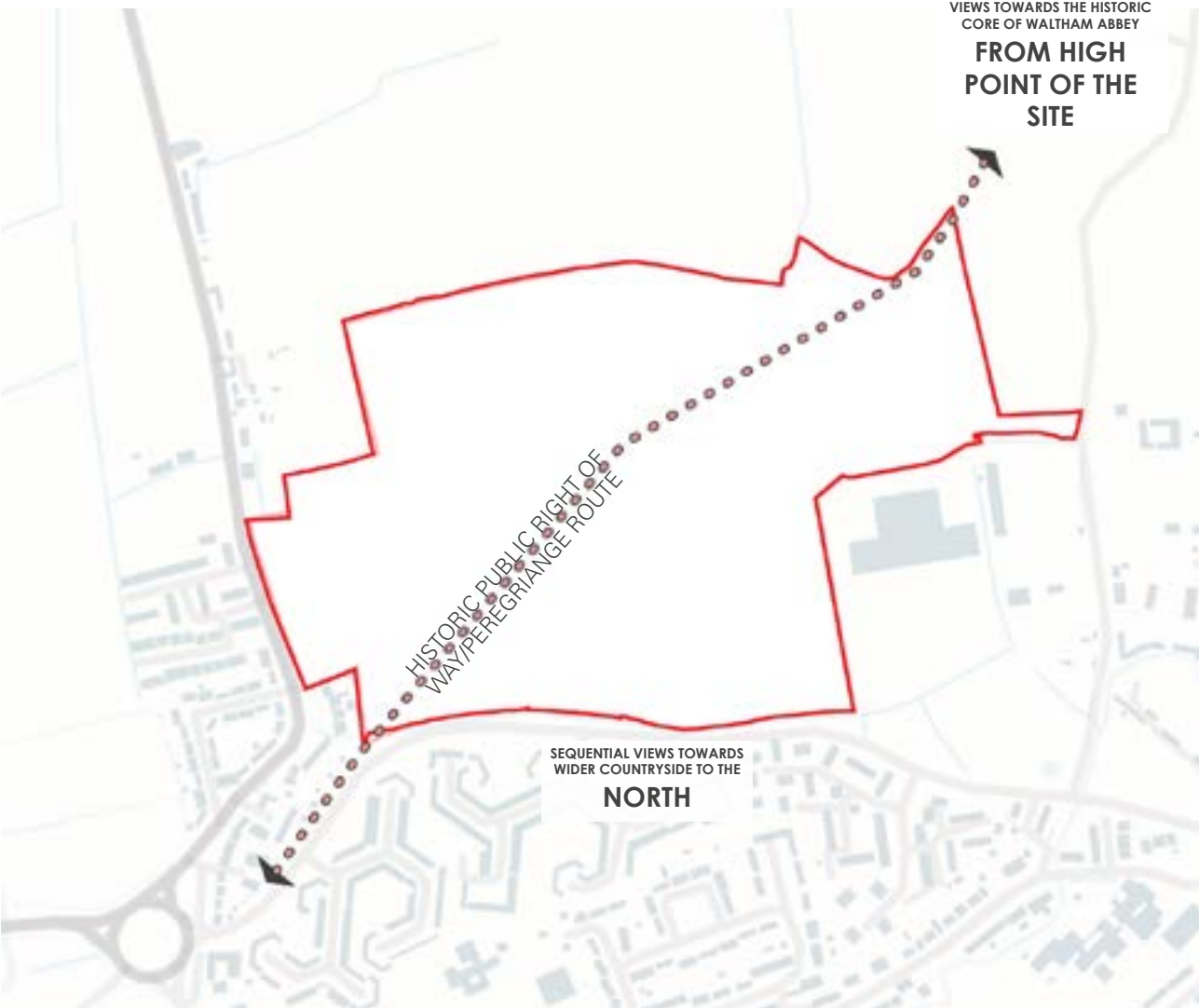


# Masterplan Drivers

The following site characteristics and its immediate context act as key drivers that help shape the design of the proposal.



## Historical factors



- The existing Public Right of Way crossing the site identifies more than a simple walking route: it sets out a narrative for the site as being along a direct route that connects the countryside to the destination of the Abbey and Medieval centre of Waltham Abbey.
- Any proposed development should be built around this key route and clearly acknowledge its importance.

## Natural Elements



- A topography that slopes gradually down from the north-east to the south west.
- The areas of the site which are at risk of surface water flooding run diagonally across the centre of the site.
- The prominent hedges that run along the same diagonal route and connects various areas of the site.



## Local Movement



- The PRoW (WA11) traverses the site in a southeast to northwest direction, establishing the primary pedestrian routes.
- The extended link towards Waltham Abbey from the PRoW (WA11).
- The potential vehicular access points and vehicular/pedestrian links between the Crooked Mile and Parklands Road.

## Adjacent Uses



- The development will provide a local centre connecting Parklands with the new formal garden at the heart of the development.
- New frontages and landscaping along the southern and western boundaries will create a visually appealing and well connected transition between the new development and the existing residential area.

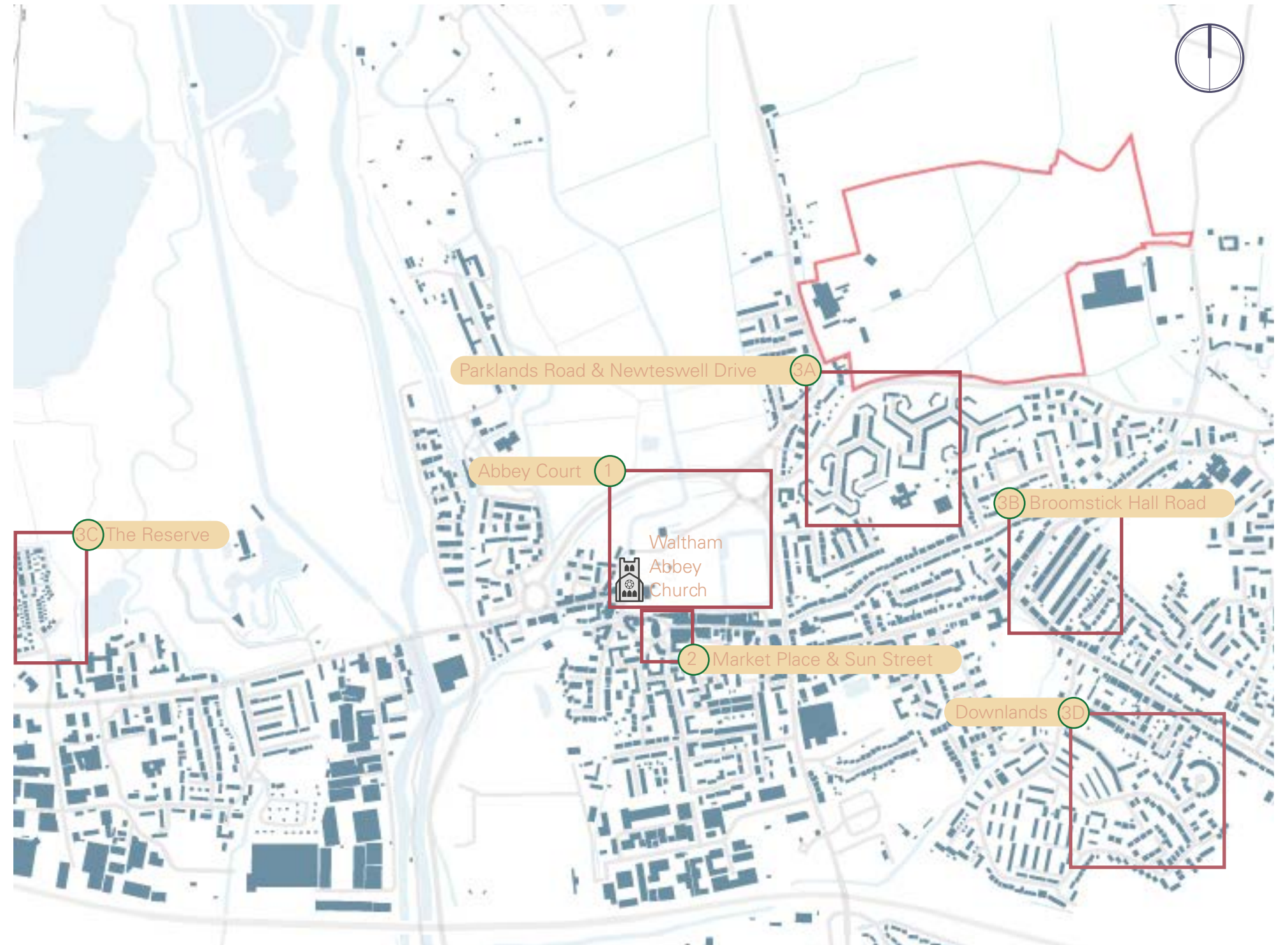


## Urban Design and Character Influences

The masterplan is influenced by the townscape, landscape, historic character of the site and the local context with particular focus on the following local areas:

- 1 Abbey Court.
- 2 Market Place and Sun Street.
- 3 Recent developments in proximity to the site including urban areas within Waltham Abbey.

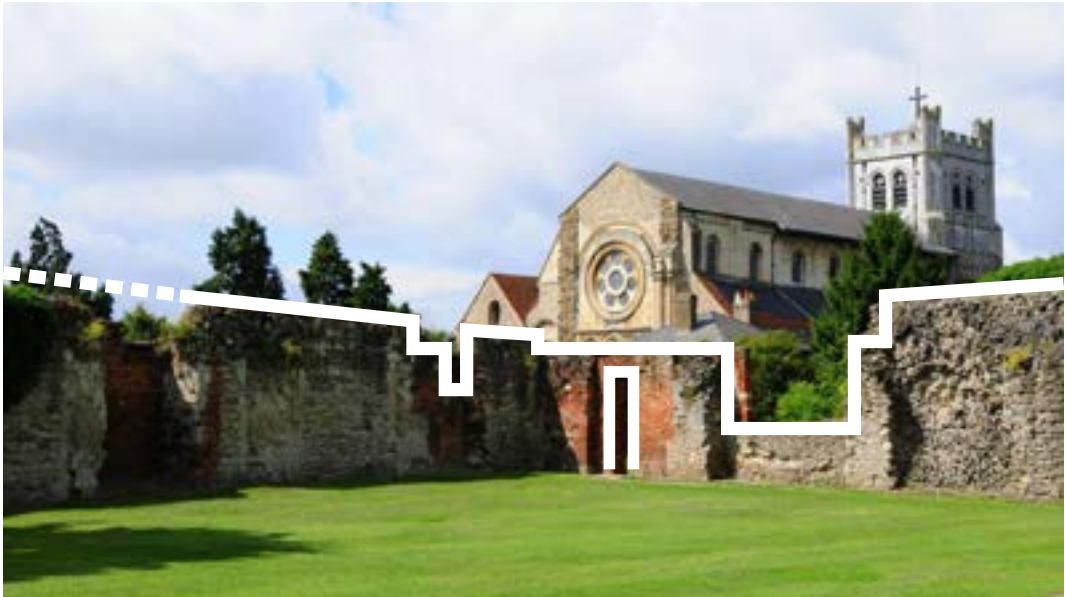
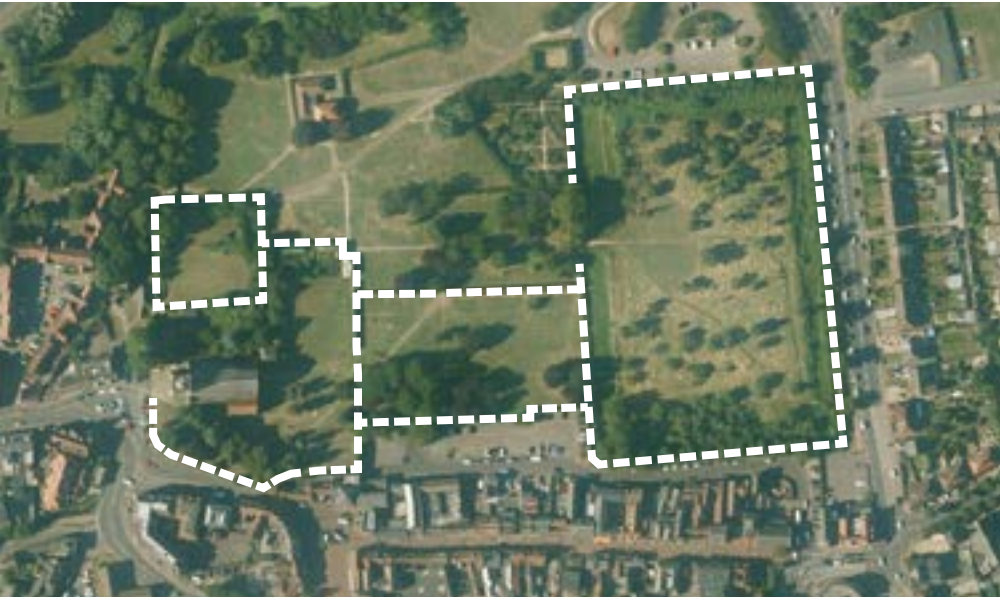
The following section provides a summary of the positive qualities and the character influences found on each of the above areas, which in turn have been used to shape the Strategic Masterplan for Waltham Abbey North.



## CHARACTER INFLUENCES LOCATION PLAN



1 - Abbey Court



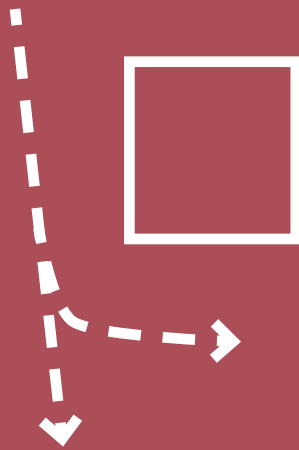
The enclosure (Wall) surrounding the Abbey's gardens is more than a simple functional barrier.

This historical wall not only provides a boundary but serves as a striking architectural element. Its strategic gaps, openings, and entrances frame attractive views of the Abbey and the neighbouring trees. The wall's layered design adds a visual dimension, inviting visitors to explore its history and enhance the garden's overall appeal.



Enclosed Garden

- The layout comprises of an open space set separate from the active streets, and enclosed by walls on all sides.
- Buildings/architectural forms are joined by this enclosing wall.
- Garden walls enclose gardens and open spaces.
- Gables (Vicarage House) break the horizontality of the wall sometimes with contrasting materials.
- Rich textured materials including; stone, brick and painted brick.



PRINCIPLE CHARACTERISTIC FEATURES OF THE WALTHAM ABBEY WALLED GARDEN





A. CONTEXT



B. FRAMEWORK



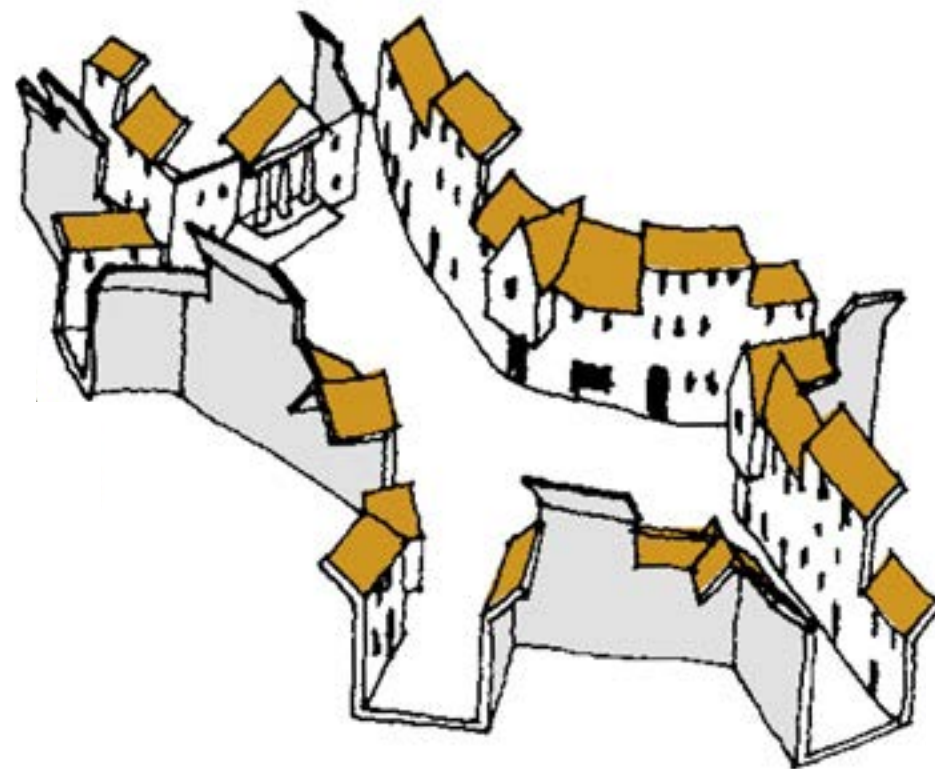
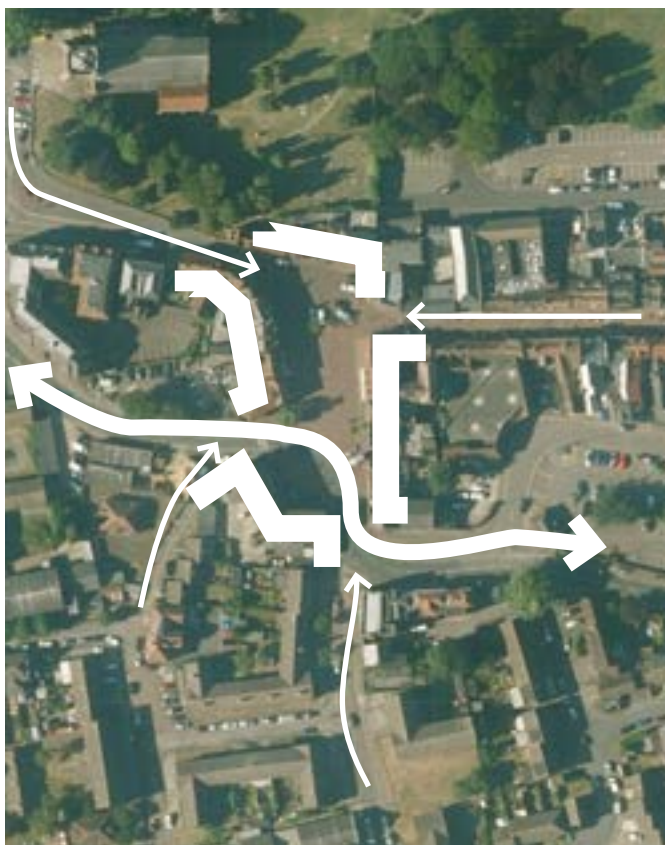
C. CHARACTER



D. IMPLEMENTATION

## Urban Design and Character Influences

### 2 - Market Place and Sun street

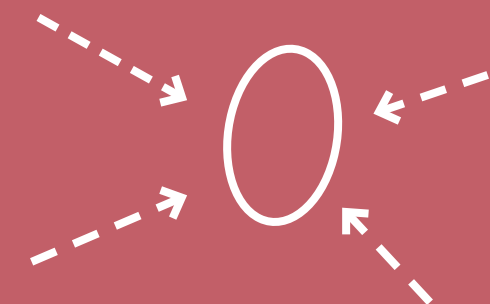


INFORMAL SPACE AND BUILDINGS FROM ESSEX DESIGN GUIDE



#### Nodal Point

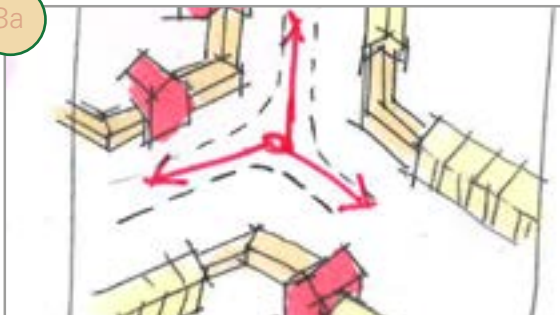
- Sun Street links with the Market Square through a long linear medieval street.
- The Market Square is a welcoming public space, that serves as a central hub where Sun Street, Leverton Way, and Church Street converge.
- As routes converge into the Market Square, they assume less importance which helps highlight the square's unique character. The square's perimeter is defined by a continuous facade of buildings, featuring community facilities and services on their ground floors.
- Interest is created through the interplay of diverse materials, varying heights, and functional uses. This is expressed with the use of different materials, varying heights and uses. Textures such as brick, painted brick, light rendered walls, timber boarding and dark-painted aprons are used.





### 3 - Recent development in proximity to the site including urban areas within Waltham Abbey

3a

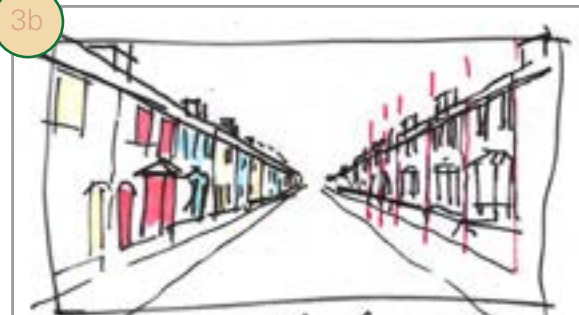


#### 1970's / 80's residential areas to the south of the Site.

- Routes converge into one point with good visibility.
- Variety of typologies and hierarchy of buildings.



3b

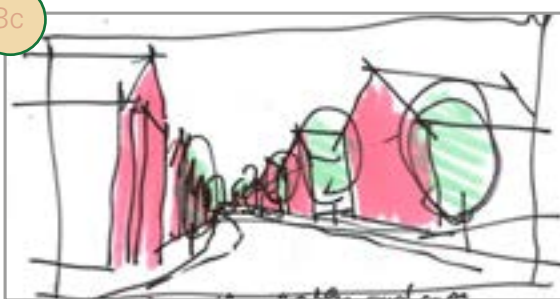


#### Victorian Terraces

- Good level of enclosure.
- Regular narrow plots and frontages providing active frontages and interest.



3c

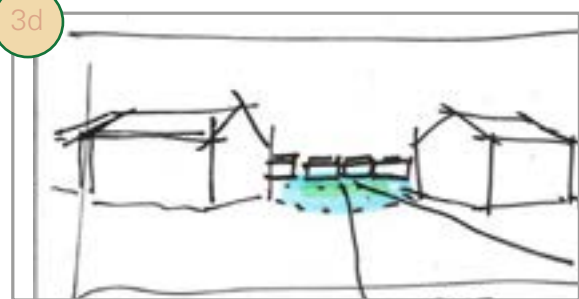


#### Limes Avenue

- Regular rhythm for gables and gaps for trees.



3d



#### 1970's / 80's developments in Waltham Abbey

- Circular forms with central space clearly identified.



#### Formal / Geometric Patterns

- Linear, geometric, regular and formal patterns.
- Street enclosure - with buildings defining streets and spaces.
- Buildings address the public realm.
- On street parking is minimised or intersperse with landscape or on-street for the rows of Victorian Terraces.
- Some streets feature buildings with a similar typology, while others showcase a variety of building types, adding variation and character.





## Concept Masterplan

The Concept Masterplan combines the Design Drivers and the Urban Design and Character Influences.

The concept for the masterplan is derived from the close proximity of the site to Waltham Abbey and its surrounding Waltham Abbey Gardens.

This setting has inspired the overarching concept that revolves around unifying the proposed development through the integration of an Avenue/Bus Route and a Linear Park. At the heart of this arrangement lies a central focal point, a formal contemporary garden.

These key features serve as robust and positive connections, establishing the structure for an urban extension to Waltham Abbey.

The formal Linear Park and a tree-lined Avenue respond to the site's existing features, like topography, water drainage, and the boundaries of existing hedges and fields. These features serve as integral components, weaving together the proposed perimeter blocks.

The Linear Park, a pivotal element of the development, consists of two distinct spaces:

### Formal Linear Space

- This space aligns with the existing Public Right of Way (PRoW) that traverses the site. Its formal design includes SuDS features and landscaped areas and provides a guided path for movement.

### Formal Garden

- Inspired by the principles of the existing Abbey's walled garden, this new Formal Garden is conceived as a contained space within the Linear Park. It serves as a sanctuary along the route, inviting individuals to pause, seek shelter, and appreciate the surroundings, adding a touch of tranquillity along the route and further interest.

Additionally, an Avenue/Bus Route is proposed which follows the street patterns found within Waltham Abbey.

Together, these interconnected elements create an attractive and harmonious place that celebrates the history of Waltham Abbey.

## Key spatial concept elements

**Waltham Abbey -  
Formal Gardens**



**Waltham Abbey -  
Walled Garden**



**Waltham  
Abbey - Recent  
Developments**









# 5. FRAMEWORK PRINCIPLES



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

## Mandatory Spatial Principles

The SMF sets mandatory spatial principles regarding:

- Green & Blue Infrastructure.
- Access & Movement.
- Land Use & Community Infrastructure.
- Placemaking & Wayfinding.
- Density Approach.
- Building Heights.
- Waste, Energy & Utilities (please see Implementation section).
- Employment & Stewardship (please see Implementation section).
- Environmental and Socio-economic Sustainability (please see Implementation section).

The subsequent sections present the mandatory spatial principles that will set the foundations for the Strategic Masterplan Framework to be delivered comprehensively and to the highest quality.

Mandatory Spatial Principles are highlighted in a colour box throughout the document and must be incorporated in any future design proposals for the site. Future applications should provide a compliance checklist explaining how they have complied with these principles.

## Framework Plan

The Framework Plan is illustrative and only shows an example of how the site could be developed in line with the SMF Mandatory Spatial Principles.

The Mandatory Spatial Principles aim to create a new community that is:

### Resilient and responsive

A resilient, sustainable place that is sensitive to the environment, protecting and enhancing resources and where water and energy use is carefully managed. Buildings will be net zero in operational carbon emissions.

Waltham Abbey North will respond to the context, character, and history of Waltham Abbey with a meaningful green corridor that will celebrate Waltham Abbey Church and the former pilgrimage path.



### Healthy and distinctive

The masterplan will feature a distinct identity with Character Areas and key open spaces, incorporating subtle variations in design and landscaping to reflect their function and hierarchy.

A well-structured network of open spaces and routes will enhance wayfinding, helping residents and visitors navigate the neighbourhood with ease. This design ensures convenient access to nature from all areas, promoting a healthy lifestyle and enhancing overall well-being.



### Active and connected

A place that promotes active living and travel by providing accessible, safe, and attractive spaces and routes.

New routes will connect with the wider context, encouraging walking, cycling, and the use of sustainable transport options.

The main street of the development, The Avenue will be designed to support a bus corridor and include a traffic free cycle and pedestrian path.







Nodal/Pocket Parks

Trim Trail

BUS GATE

NEAP

LEAP

Diverted PRoW

500m  
6 mins

Formal Gardens

250m  
3 mins

Community Building

Linear Park

Nursery

LEAP

SuDS

Local Centre

Parklands

Links to Waltham Holy Cross Primary School Via Newteswell Drive

Newteswell Drive

Links to Town Centre

Bus Route

Travellers Pitches

Allotments

Crooked Mile

FRAMEWORK PLAN - ILLUSTRATIVE

KEY

- Vehicular Access
- Pedestrian Access
- PRoW Access
- Traveller Land Access
- Tree Lined Avenue
- Bus Route
- Cycle Route
- Public Right of Way
- Diverted Public Right of Way
- Pedestrian & Cycle Paths
- Trim Trail
- Linear Park
- Formal Gardens
- Open Space
- Pocket Greens
- Allotments
- Travellers Pitches
- Existing Vegetation
- Proposed SuDS
- Existing Ditch
- Development Blocks
- Local Centre
- Potential to Incorporate Commercial Use
- Views towards Grade I Listed Church
- LAP
- LEAP/NEAP
- View Corridor
- Bus Gate
- Key Building





# Urban Design Framework Plan

The Urban Design Framework Plan compile the key mandatory parameters and mandatory spatial principles into a single plan.

This plan builds upon the Waltham Abbey North Vision and the key framework principles and defines the landscape and townscape elements of the masterplan that are to be provided to create a sustainable, high-quality and distinctive development.

The Urban Design Framework Plan is the first point of reference for designers, providing the foundations for the design of the development. Further guidance on how to execute the regulating plan is provided in the subsequent sections of this document.

The plan illustrates:

- Access Points.
- Development blocks.
- Key spaces.
- Prominent frontages enclosing key junctions and spaces.
- Marker buildings addressing key views.
- Streets and movement corridors.
- Key townscape views.
- Main attenuation features (i.e. main swales and infiltration basins).



ILLUSTRATION OF KEY SPACE/BUILDINGS AROUND THE FORMAL GREEN





KEY	
	Proposed Site Access
	Existing PRoW Access
	Proposed Pedestrian Access
	Traveller Land Access
	Tree Lined Avenue with Verges and Bus Route
	Segregated Cycle Route
	Primary Street
	Lanes and Mews
	Edge Streets
	Proposed Paths
	Existing Roads
	PRoW
	PRoW to be Diverted
	Trim Trail
	Pocket Greens
	Linear Park
	Formal Garden
	Open Space
	SuDS
	Key Frontage
	Frontage
	Development Parcels
	Local Centre
	Key Views
	Landmark Building
	Allotments
	Existing Vegetation
	Proposed Trees
	Existing Ditches
	Bus Gate
	Traveller Pitches
	Play Space



# 6. LAND USE & COMMUNITY INFRASTRUCTURE



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

The SMF will deliver a mix of uses which is complementary to the existing local residential areas and that provides opportunities for the local community to socialise.

The exact type and mix of uses within the Local Centre will be defined at more detailed stages, however, the following uses could be included as a guide:

- Minimum 740 dwellings.
- Minimum area of public open space: 10 Ha.
- No. 5 traveller pitches.
- Community Centre and Retail Space on an area of circa 0.2 Ha which could potentially include uses such as:
  - \* Community & Enterprise Hub.
  - \* Crèche with outdoor play area.
  - \* Car club.
  - \* Community food store.
  - \* Commercial space.
  - \* Hairdresser.
  - \* A mobility hub.
  - \* Takeaway/cafe'.



ELECTRIC CAR CLUB SPACES



ELECTRIC CHARGING POINTS FOR CLUB CARS AND VISITORS



COMMUNAL FACILITIES: LOCKERS AND STORAGE



COMMUNAL ACTIVITIES



PARCEL DROP IN/ HUB TO HOME DELIVERY



MOBILITY HUB: SUSTAINABLE TRAVEL OPTIONS



ALLOTMENTS/COMMUNAL ACTIVITY



COMMUNITY FOOD STORE

## Mandatory Spatial Principles

- The Strategic Masterplan Framework is capable of delivering approximately 775 dwellings.
- Five travellers pitches.
- Allotments gardens located to the west of the site.
- Multifunctional public open space surrounding the proposed residential development and enhancing biodiversity on site.
- A green linear corridor following the alignment of the existing PRow.
- A formal garden located at the centre of the development.
- Buffer planting along the north-eastern edges.
- A local centre located at the main entrance with Parklands and following the alignment of the Avenue. Potential uses to include a local store (at the corner with Parklands), other compatible service and retail uses and a mobility hub and community facility adjacent to the formal garden.
- A minimum requirement for public open space of 10Ha.





KEY	
	Pocket Greens
	Linear Park
	Formal Garden
	Open Space
	Green Corridors
	Development Parcels
	Local Centre
	Potential to Incorporate Commercial Use
	PRoW
	PRoW to be Diverted
	Tree Lined Avenue with Verges
	Proposed Allotments
	Proposed Traveller Pitches
	LAP
	LEAP / NEAP
	Key Building



# 7. GREEN AND BLUE INFRASTRUCTURE



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

The urban forms will respond directly to the Green and Blue Infrastructure defined by routes, open spaces, topography, views and SuD's.

Existing natural features will be retained and integrated within the network of public open spaces.

Views of the Grade I listed Church of the Holy Cross and St Lawrence from PRoW FP 11 211 retained along the majority of this route as a result of the provision of a primary green corridor running through the heart of the site. Development heights in the north eastern parts of the site to be limited in order to maintain unobstructed views of the church from the PRoW on elevated ground to the north-east, off-site.

N.B. it is suggested that this is tested via 3d Wireframe visuals at the appropriate point in the detailed design process.

## Nature Focused

The new development is a landscape led design that acknowledges the value of existing water courses and the surrounding landscape. The design consciously integrates these natural elements to establish an expansive network of open spaces and green corridors, fostering the conservation and enhancement of biodiversity. The result is a diverse and easily accessible landscape environment, tailored for the enjoyment of both existing and new residents.

A new Green Belt boundary is introduced to the north and east of the site, complemented by green biodiversity corridors. This strategic approach not only aligns with the preservation of the natural environment but also contributes to the creation of a thriving ecosystem within and around the development, promoting a balanced and interconnected relationship between the community and the surrounding nature.

## Mandatory Spatial Principles

- A robust green and blue infrastructure that builds upon existing features and topography.
- Multifunctional and accessible open spaces including opportunities for play areas, formal gardens, allotments and areas to socialise.
- Natural green space to the north and east to create a new boundary to the Green Belt.
- A central green corridor in the form of a formal linear park and gardens which follows broadly the flood area and the existing PRoW crossing the site.
- A new formal garden adjacent to the central green corridor acting as the heart of the development.
- Pocket green spaces linked to local junctions/squares along main bus/vehicular routes.
- Sustainable drainage systems to manage surface water within the site without impacting on surrounding areas.
- Play space provision of 3x LAP, 2x LEAP, and 1x NEAP to be incorporated across the site.
- Views of the Grade I listed Church of the Holy Cross and St Lawrence from PRoW FP 11 211 to be largely retained on-site. Unobstructed views of this landmark from the PRoW on elevated ground off-site to the north-east to remain.
- Provision of at least 10 hectares of green infrastructure as identified in the Waltham Abbey Masterplan Area within the adopted Green Infrastructure Strategy to be provided across the site.







**KEY**

- PRoW
- Diverted PRoW
- Strategic Views
- Existing Vegetation to be Retained
- Existing Ditches
- Existing Contours & Levels
- Bus Route/Tree Lined Avenue with Verges
- Proposed Trim Trail
- Multi-functional Open Space
- Pocket Green
- Linear Park
- Formal Garden
- Area Containing SuDS
- Landscape Buffer & Green Fingers
- Area for Food Production
- LAP
- LEAP/NEAP
- Key Building



# Strategic Principles

The green and blue infrastructure proposals for the site centre around the existing landscape features, namely: the PRoW route, a drainage channel that runs broadly parallel to the PRoW and the external and internal boundary vegetation. These features will be retained and enhanced to form the key elements of a robust green and blue infrastructure framework that focuses on the natural assets of the site to deliver a sustainable, landscape-led development.

The design approach seeks to ensure that development is well integrated into the site and its setting, primarily through enhancements to the landscape structure of the site, the retention and enhancement of key existing landscape features, the introduction of sustainable drainage solutions, and the provision of high-quality, multifunctional open spaces promoting recreation and play for all.

A combination of formal and informal open spaces is proposed across the site, with a significant portion of green open space running along the development edges and permeating through the heart of the site.

These green spaces will provide different types of open space provision to those currently within Waltham Abbey for the benefit of new and existing communities.

## Policy and Guidance:

The adopted EFDC Local Plan sets out policy regarding open space typologies and provision, while open space provision has also been informed by guidance from Fields in Trust (Guidance for Outdoor Sport and Play – Beyond the Six Acre Standard).

Policy DM6 of the Local Plan states that: “Where appropriate development proposals will be required to provide open space, or links to open space (with the exception of the Epping Forest Special Area of Conservation) in accordance with the guidance contained within the Infrastructure Delivery Plan Schedules and the Council’s adopted Green Infrastructure Strategy. National space standards and quantity guidelines will be used as a starting point for provision.”

Policy P3 – Waltham Abbey provides specific requirements relating to the Masterplan Area, including the need to provide: “improvements to existing open space in the locality, together with enhancements within the Lee Valley Regional Park and on-site open space, including a proportion of natural greenspace.”

The adopted Green Infrastructure Strategy states that the Waltham Abbey Masterplan area should provide 10 hectares of green infrastructure that is not a Suitable Alternative Natural Green Space (SANG) specifically due to proximity to Lee Valley.

## Strategic Green Infrastructure:

The green and blue infrastructure illustrated on the Illustrative Masterplan and the Green and Blue Infrastructure Framework Plan has been designed to form an integrated and transitional space between the existing built form and countryside. This network includes:

- **A primary green corridor** – running through the heart of the development and defined by the existing PRoW and a drainage channel that form key landscape features. This space mainly comprises a formal linear park with SuDS features in its north-eastern and south-western extents, transitioning into natural parkland with a large play space area in the north-eastern extents of the site.
- **Secondary green corridors** – comprising two areas of the site with different functions. The first runs broadly east to west across its northern extents before wrapping around the eastern edge of the development. This corridor functions as a transitional space between the built form and the countryside as well as a robust, integrated and defensible Green Belt boundary. The other corridor also broadly runs east to west along an internal field boundary in the south-eastern extents of the site extending between Parklands and Galley Hill Road.
- **Tertiary green corridors** – consisting of wildlife corridors along the development edges around the southern extents of the site where there is a focus on wildlife and biodiversity rather than human activity. Informal paths through these spaces to be provided.
- **Green fingers** – forming smaller, linear areas within the built form that connect the primary and secondary corridors and mostly provide natural and semi-natural green space.
- **Green nodes** – providing important multifunctional, communal spaces in strategic locations of the development. This includes

a central meeting point at the heart of the development, smaller areas both along the primary green corridor and within the built form areas, and formal/informal play spaces.

- **Primary and secondary road corridors** – comprising avenue tree planting and grass verges that provide connectivity with the more defined areas of green space on the site, as well as green links onto Parklands and the B194 Crooked Mile, with the latter providing improved connections between the site and Lee Valley Regional Park to the west.
- **Existing vegetation** – mainly along the site boundaries but also partly defining the existing internal field boundaries. Existing trees, scrub and hedgerow form a component of the proposed primary and secondary green corridors and should be retained and enhanced wherever possible. Where breaks in existing vegetation both within and along the outer edge of the site are required for access and movement, this should be justified.
- **SuDS** – providing sustainable drainage solutions, these will be sensitively integrated into the open space proposals and will be accompanied by native planting and a wet grass meadow to maximise biodiversity enhancements and to provide semi-natural green space.
- **Play Space Opportunities** – formal and informal play space opportunities are an important aspect of the green infrastructure strategy for the site. A variety of play and exercise equipment will be integrated across the site offering play opportunities for people of all ages.
- **Views** – Views of the Grade I listed Church of the Holy Cross and St Lawrence from PRoW FP 11 211 will be retained retained along the majority of this route through the creation of a primary green corridor running through the site.







# Open Space, Recreation and Play

The SMF establishes the overarching strategy for the provision of open space, recreation and play across the development. It complies with the adopted EFDC Local Plan Policy DM6, the EFDC Infrastructure Delivery Plan Schedules and the adopted Green Infrastructure Strategy. Guidance provided by Fields in Trust has also been followed (Fields in Trust: Guidance for Outdoor Sport and Play – Beyond the Six Acre Standard), and EFDC’s Open Space Strategy (2017) has informed the strategy.

The Illustrative Masterplan provides over 10 hectares of green space and includes the provision of:

- Amenity Green Space.
- Parks and Gardens.
- Natural / Semi-natural Green Space.
- Equipped / Designated Play Areas including 3x Local Areas for Play (LAPs), 2x Locally Equipped Areas for Play (LEAPs), and 1x Neighbourhood Equipped Area for Play (NEAP).
- Trim Trail Equipment and Doorstep Play / Exercise Equipment.
- Allotments and Community Growing Areas.
- SuDS Features.

No playing pitches or outdoor (non-pitch) sports are proposed within the development area.

The key open spaces across the site are provided below. It is envisaged that the more formal areas associated with the primary green corridor will connect seamlessly with the more, informal semi-natural areas, as well as with the secondary and tertiary green corridors and green fingers that permeate through the site and along its edges. Native tree, shrub and hedgerow planting are features that will be incorporated into the green spaces to soften this transition.

## Key Open Spaces:

- **Formal Linear Park** – forming a large portion of the primary green corridor along the central open space, designed to provide a range of open space provision and offer an experience for park users.  
  
Key Users: residents, visitors, public footpath users, school children.
- **Formal Garden** – a central green node and meeting point based on the concept of a walled garden. It is envisaged that this space will provide social and recreational opportunities as well as community food-growing areas, functioning as a ‘village green’ and providing connectivity with the local centre to the south.  
  
Key Users: residents, visitors, local centre users.
- **Formal Pocket Greens** – small, intimate communal areas within the development offering a green breathing space and promoting outdoor socialising and recreation for residents, including the provision of play space for young children.  
  
Key Users: residents.

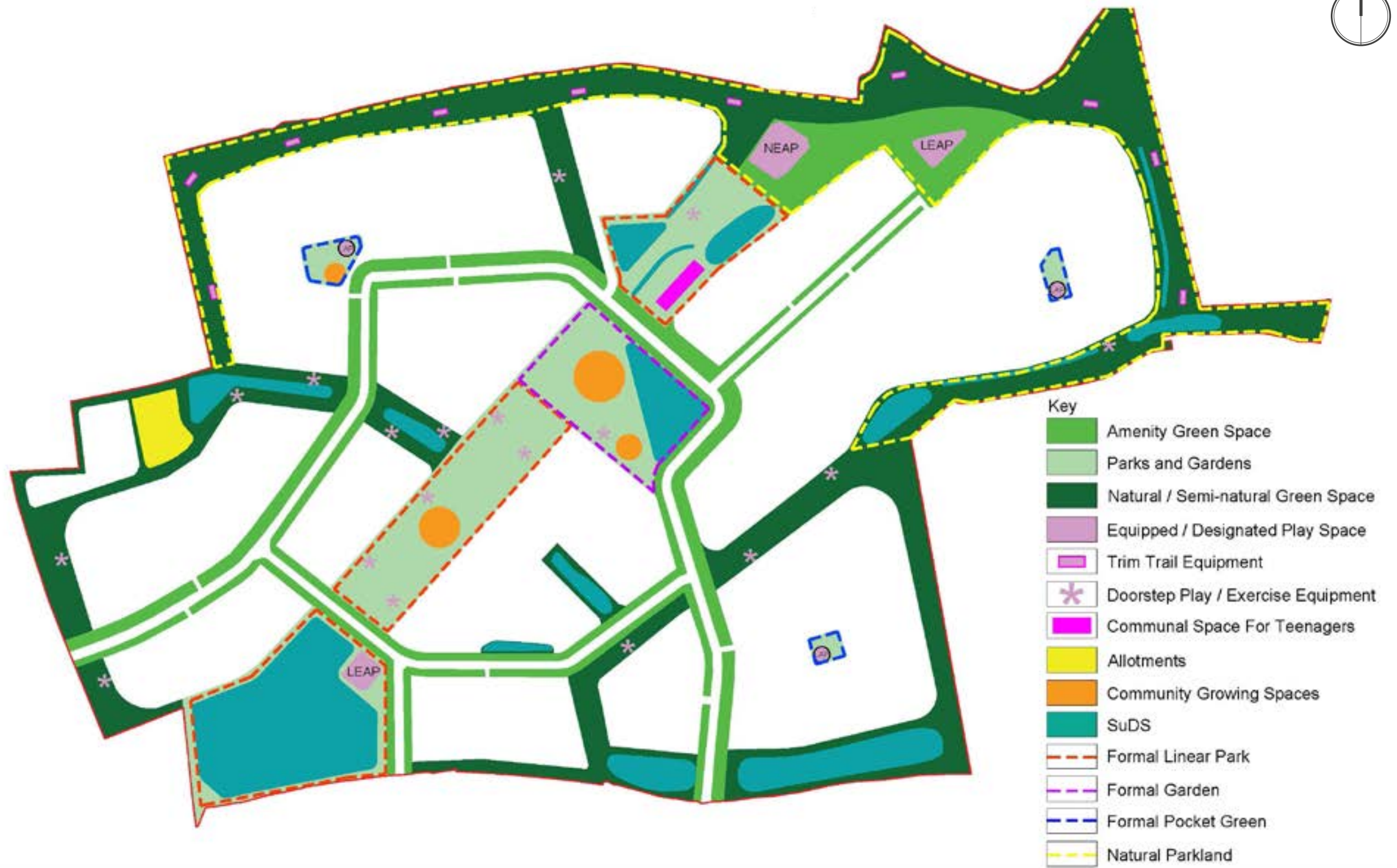
- **Natural Parkland** – running along the outer development edges of the site and forming a transitional space between the proposed built form and the countryside to the north and east. The emphasis here is on a more informal landscape structure displaying a semi-natural feel, with reinforced field boundaries and native planting blocks to help integrate the built form with the countryside beyond. Along the northern and eastern boundaries, it will be important to establish a strong green edge to the development to provide a defensible, revised Green Belt boundary.  
  
Key Users: residents, dog walkers.
- **Productive Landscapes** – A new allotment area will be provided in the western extents of the site, while community growing areas including community orchards will promote local food production within the formal linear park, the formal garden and the various formal pocket greens.
- **Play Spaces** – 3x LAPs have been incorporated into the formal pocket greens aimed at younger children, typically up to 6 years of age, while a LEAP is provided in the south-western extents of the site catering for children between the ages of 4-8 years. A large NEAP play space aimed at older children is located in the open space to the north-eastern extents along with a further LEAP to the south of the public footpath. These spaces will provide a range of engaging play equipment for children of all ages, where the primary and northern secondary green corridor meet.
- Informal play opportunities for children and adults are also provided in the form of trim trail equipment located at regular intervals along the northern and eastern development edge. The

central open space and green fingers will offer a different and unique experience for future residents and visitors through the provision of doorstep play / outdoor gym equipment / public art spaces catering for people of all ages.

- A communal space for teenagers will be provided along the central linear corridor designed to provide safe open space in which teenage boys and girls can socialise.
- Natural surveillance will be provided through the careful siting of properties to ensure that these play space and recreational areas are overlooked. The areas themselves will be carefully designed to ensure safety, in particular for women and girls, through the planting design, the selection of materials and equipment, lighting and other design considerations.
- **SuDS** – Sustainable urban drainage systems will be provided across the site, including retention basins, swales and rain gardens. These features will be integrated through native planting and the network of footpaths running through the open spaces, which in turn will enhance visual amenity. The larger attenuation basin in the south-western extents of the site will be designed to promote informal recreation during the dry season to maximise the use of this green space.

The open space provision offers a variety of experiences for the benefit of new and existing communities, while providing quieter wildlife corridors along the development edges. These spaces will be designed to establish a safe, sustainable and high-quality series of connected open spaces across the site.







# Sustainable Drainage

## Drainage Strategy

The proposed development will have several outfalls into the existing ditch network to replicate where possible the existing natural catchments. Each outfall will discharge surface water at greenfield runoff rates in accordance with local guidance (with Essex SuDS Design Guide 2020 ) subject to the LLFA approval.

Within the site, the development will provide rain gardens, permeable paving, swales and detention basins to ensure water is attenuated up to a 1 in 100 year plus climate change event whilst improving water quality, and providing amenity and biodiversity value. The SuDS strategy will reflect the existing topography, outfalls and catchments of the existing site as far as is reasonably practicable.



PRECEDENTS OF SUDS FEATURES





KEY

- Proposed Surface Water Attenuation
- Proposed Swale



# 8. ACCESS & MOVEMENT



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

A well connected network of streets and routes is key to assist connectivity and wayfinding.

The Access and Movement Framework will encourage walking and cycling with a network of well connected, safe and attractive streets and routes that will improve connectivity within the masterplan and its surrounding area.

### Inclusive Streets

All streets will be Inclusive Streets. Inclusive design ensures that the needs of all disabled people are considered at every stage of transport and pedestrian infrastructure planning, from initial design to maintenance. This includes features like tactile paving for visually impaired individuals, which should be designed to avoid trip hazards and discomfort for people with conditions like arthritis.

The focus is on accommodating mobility aids (wheelchairs, rollators, mobility scooters), individuals with physical, sensory, or cognitive impairments, and those traveling on foot. Inclusive designs not only benefit these groups but also cater to a wider range of users, including people with small children, luggage, or heavy shopping, those with temporary mobility issues, and older individuals.

Good, inclusive design ensures that all users, including those with non-visible disabilities, can benefit from accessible infrastructure.

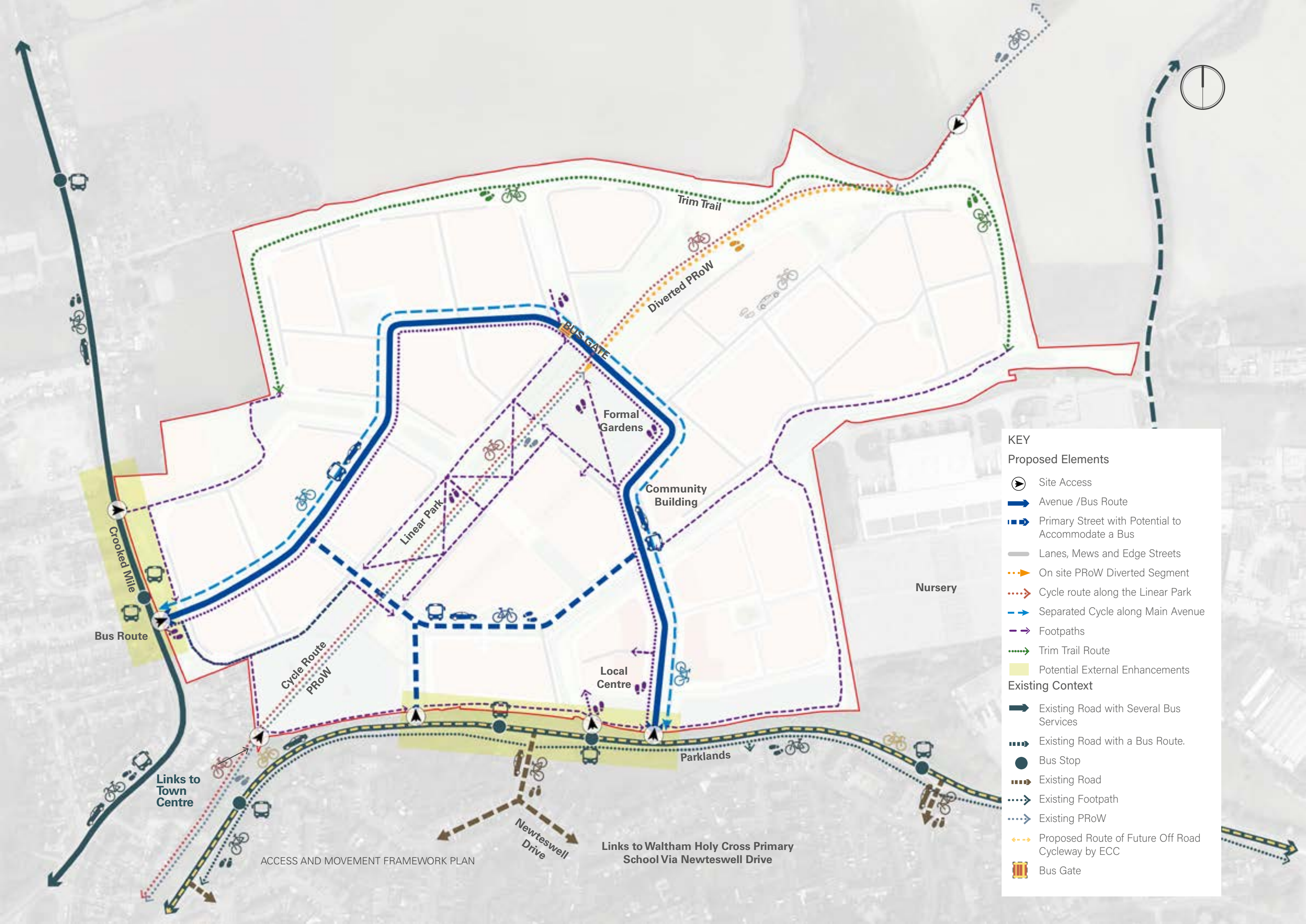


Streets within the development will be designed to accommodate the relevant levels of anticipated usage and in accordance with Highways Authority's adoptable standards.

### Mandatory Spatial Principles

- A clear hierarchy of streets to accommodate multiple uses and enhance distinctive character area.
- Two vehicular accesses along Parklands and one off Crooked Mile.
- Pedestrian accesses along Parklands and at the two ends of the existing PRow crossing the site.
- A main route through the site that is capable to incorporate a bus corridor and cycle/pedestrian links.
- Existing Public Right of Ways and new pedestrian and cycle routes will form a permeable network across the development linking towards:
  - \* The north and north east.
  - \* The town centre and schools to the south.
- Provision of viable alternatives to single occupancy private car use including a mobility hub with car clubs/car sharing or pooling arrangements.
- The existing PRow crossing the site will be retained and enhanced to have a landscape setting free from vehicular traffic to provide a safe, attractive and stimulating environment to encourage active travel. The PRow will be slightly diverted but will broadly retain the original direction of travel ending at the existing point of access to the north-east.
- Narrowing and improvements to the section of Parklands and Crooked Mile fronting the site to ensure safe and viable access and crossings.





KEY

Proposed Elements

- Site Access
- Avenue /Bus Route
- Primary Street with Potential to Accommodate a Bus
- Lanes, Mews and Edge Streets
- On site PRoW Diverted Segment
- Cycle route along the Linear Park
- Separated Cycle along Main Avenue
- Footpaths
- Trim Trail Route
- Potential External Enhancements

Existing Context

- Existing Road with Several Bus Services
- Existing Road with a Bus Route.
- Bus Stop
- Existing Road
- Existing Footpath
- Existing PRoW
- Proposed Route of Future Off Road Cycleway by ECC
- Bus Gate



# Street Hierarchy

The development street network features a clear hierarchy of streets, each with a unique character.

Streets are designed following MfS (Manual for Streets) and Essex Design Guide guidance to ensure these consider the needs of pedestrians and provide the right balance between safety, accessibility, place and movement.

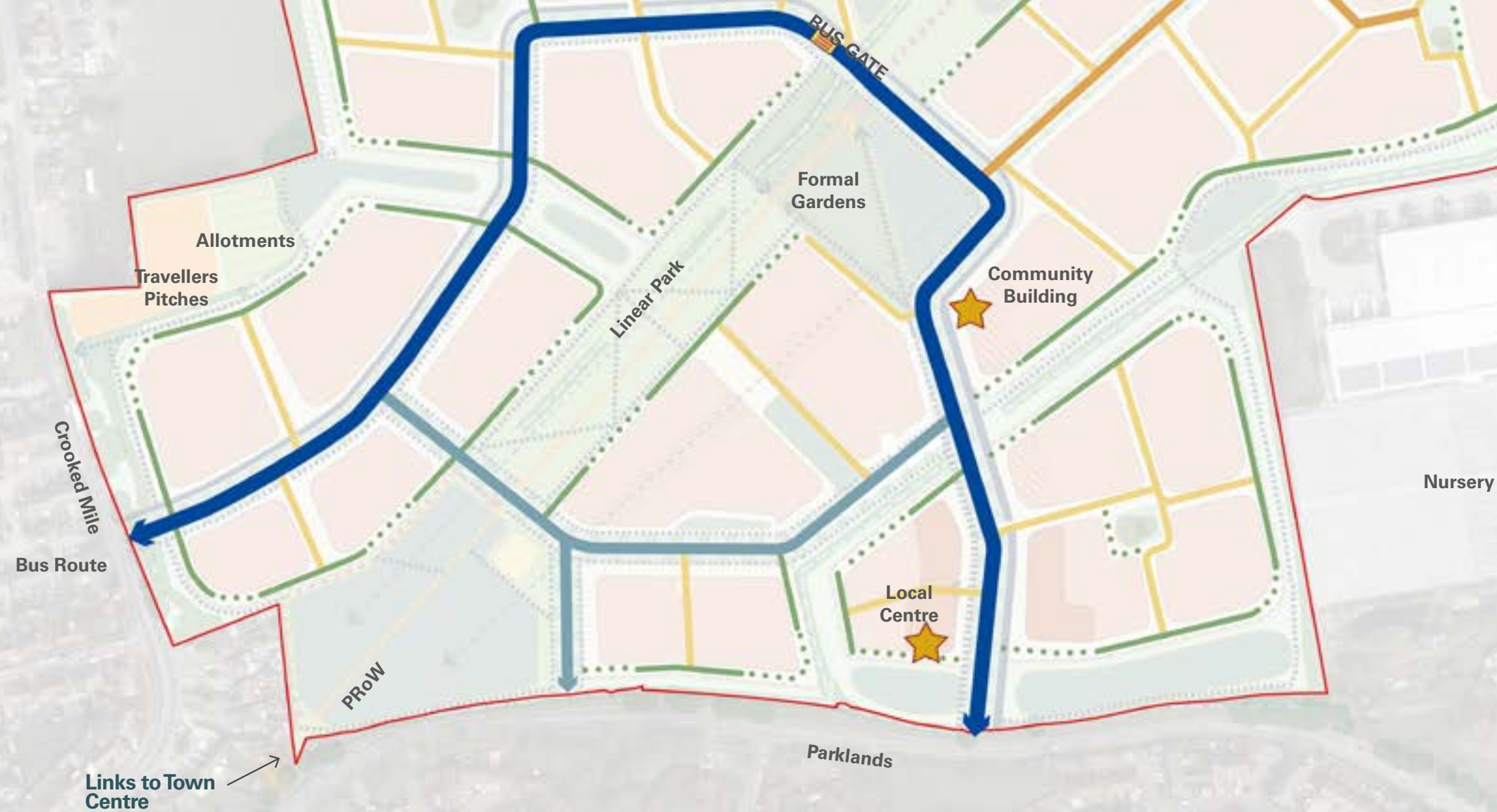
## Movement Along Open Spaces and Linear Park

Edges to public open spaces do not allow for through vehicular traffic allowing pedestrian and cyclist to move freely.

Potential for car-free streets could be investigated.







**KEY**

- Avenue / Bus Route
- Primary Street with Potential to Accommodate a Bus
- Secondary Street
- Lanes and Mews
- Edge Streets
- No Through Vehicular Traffic
- Key Building



# Street Hierarchy

The following street sections are illustrative only and they will further developed in the Design Code.

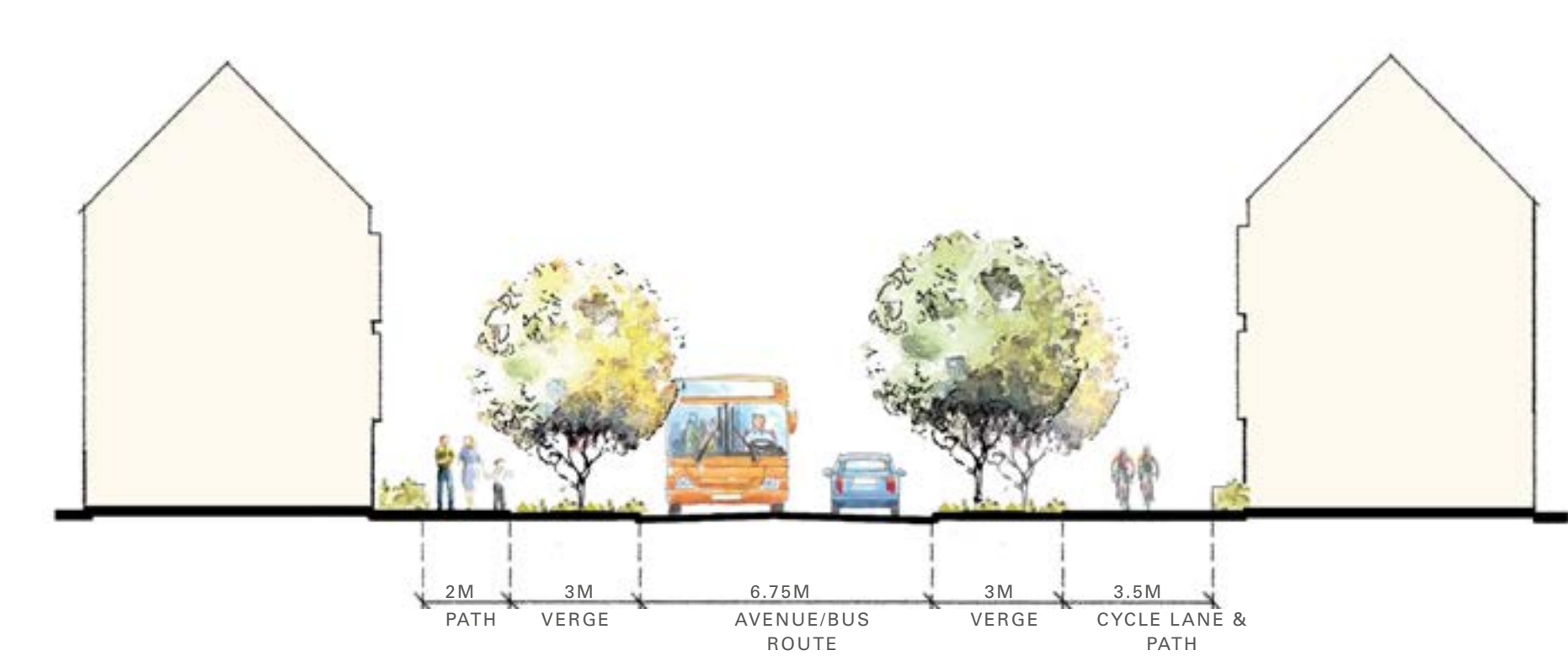
## Avenue/Bus Route

The Avenue/Bus Route, with its meandering path, will navigate through the development. At key intersections, the design incorporates pocket parks and open spaces, including the formal garden. These additions not only break the monotony but also add variety and visual interest along the route, creating an engaging and dynamic experience for residents and visitors alike.



CHARACTER PRECEDENTS

Avenue/Bus Route	
Character	Tree lined Avenue, to follow the linear patterns within Waltham Abbey with a clear definition of carriageway and cycle and pedestrian routes.
Carriageway width	6.75 m single carriageway road .
Design speed	20 MPH
Cycle/ Footways	2m footway to one side of the Avenue and a 3.5 m segregated cycle and pedestrian path to the other side.
Verge	3m wide verges with tree planting adjacent to the cycle and pedestrian paths. Verges on both sides within the southern end of the Avenue/Bus Route which could be reduced to one within the northern stretch.
Landscape/ Trees	Grass verges with trees and potentially swales or rain gardens.
Parking	No parking unless off carriageway provision is made. No frontage access within 15m from junctions.
Street furniture	Street lighting will be provided in accordance with ECC Operational Plan. Lighting to be designed to maximise street trees.
Boundary treatment	Low timber knee rail to deter parking on edge of open spaces.  For boundary treatment to private gardens see Character Areas section.
Materials	Asphalt Road finish.  Standard concrete kerb.

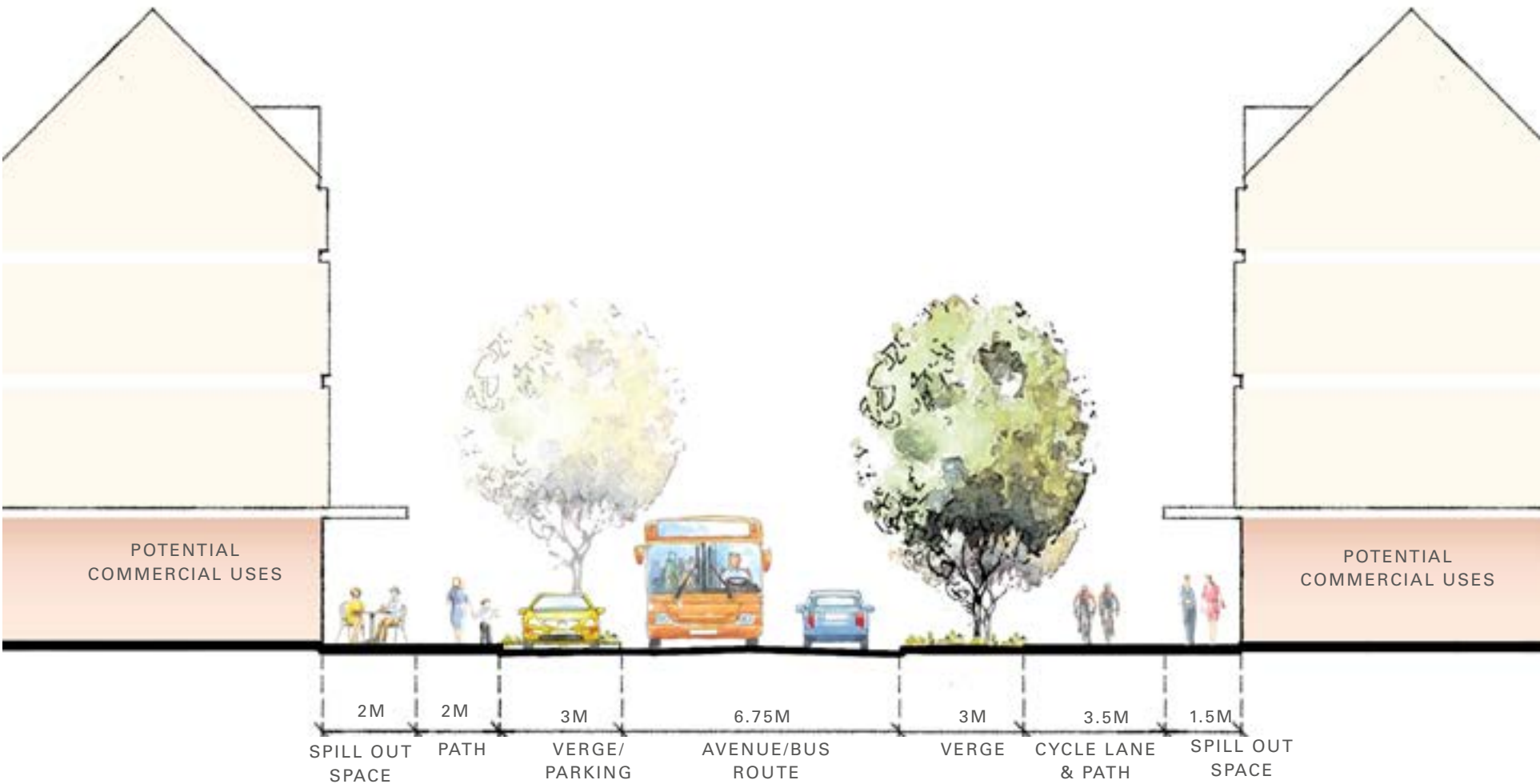


AVENUE/BUS ROUTE-TYPICAL SECTION



Avenue/Bus Route-Local Centre

The Avenue/Bus Route through the local centre will be a wider street, designed to accommodate the movement of shoppers from nearby businesses. The street will feature wider footways that support leisurely strolling, window shopping, and enjoying outdoor seating.



AVENUE/BUS ROUTE- LOCAL CENTRE

Avenue/Bus Route	
Character	Tree lined Avenue, to follow the linear patterns within Waltham Abbey with a clear definition of carriageway and cycle and pedestrian routes.
Carriageway width	6.75 m single carriageway road .
Design speed	20 MPH
Cycle/ Footways	2m footway to one side of the Avenue and a 3.5 m segregated cycle and pedestrian path to the other side.
Verge and Spill out areas	3m wide verges with tree planting adjacent to the cycle and pedestrian paths.  1.5/2 m spillage space adjacent to commercial uses and foot/cycle paths.
Landscape/ Trees	Grass verges with trees and potentially swales or rain gardens.
Parking	No parking unless off carriageway provision is made.
Street furniture	Street lighting will be provided in accordance with ECC Operational Plan. Lighting to be designed to maximise street trees.
Boundary treatment	Low timber knee rail to deter parking on edge of open spaces.
Materials	Asphalt Road finish.  Standard concrete kerb.



# Street Hierarchy

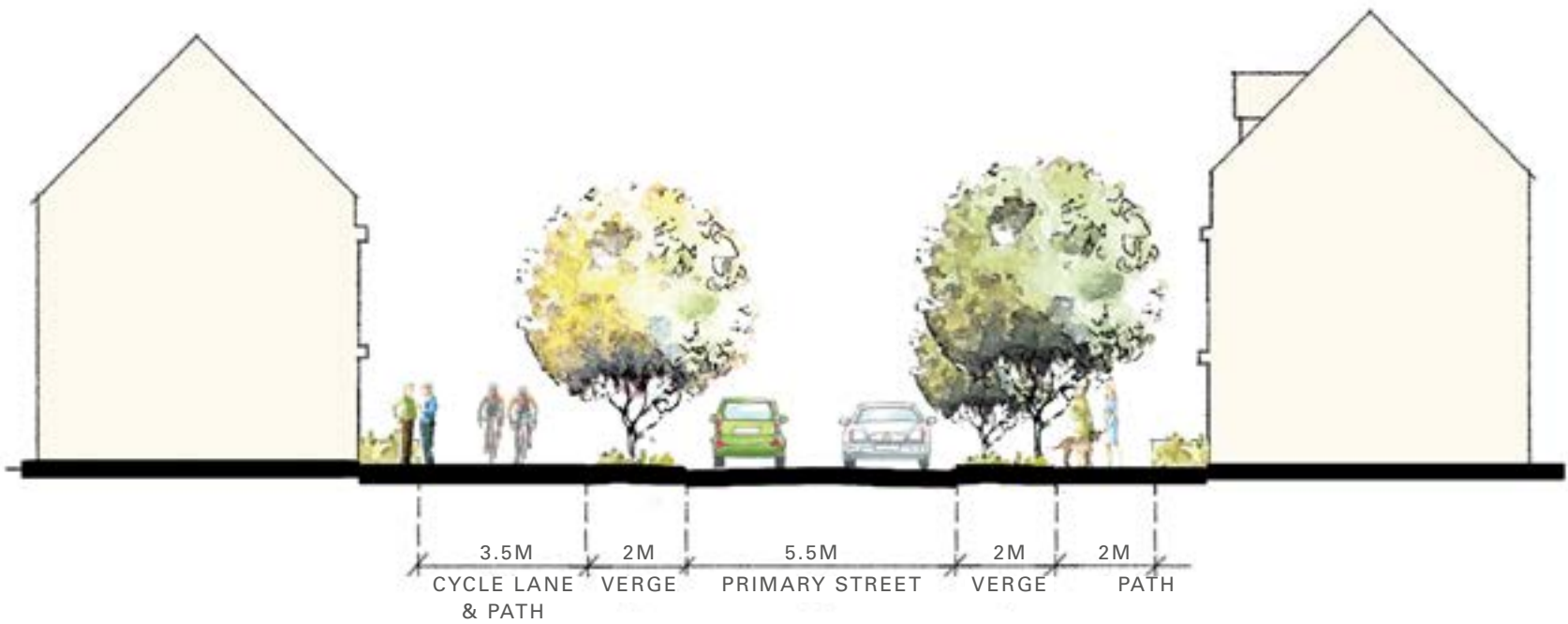
## Primary Street

The Primary Street will provide a link between the two ends of the bus route to provide an internal loop to serve the site and a potential alternative bus route.

This route will be the second level in the street hierarchy with a similar design to the Avenue/Bus Route but with either smaller green verges or one combined green verge on one side of the street.



PRECEDENTS OF CHARACTER INTENDED



PRIMARY STREET - TYPICAL SECTION

Primary Street	
Character	Key route to link the Avenue/Bus Route and provide a loop around the site and an alternative bus route with a clear definition of carriageway and cycle and pedestrian routes.
Carriageway width	5.5 m single carriageway road
Design speed	20 MPH
Cycle/ Footways	2m footway on the southern side of the road and 3.5 m segregated bi-directional cycle route provided on the northern side.
Verge	2x 2m wide green verges or 1 combined wide verge with tree planting adjacent to the cycle / pedestrian routes.
Landscape/ Trees	Small grass verges with trees.
Parking	No parking unless off carriageway provision is made. No frontage access within 15m from junctions.
Street furniture	Street lighting will be provided in accordance with ECC Operational Plan. Lighting to be designed to maximise street trees.
Boundary treatment	Low timber knee rail to deter parking on edge of open spaces.  For boundary treatment to private gardens see Character Areas section.
Materials	Asphalt Road finish.  Standard concrete kerb.



Secondary Street

Secondary Streets connect the Avenue/Bus Route and Primary street with Mews streets. They are a more traditional design with a dedicated carriageway and footpath along one or both sides of the street.

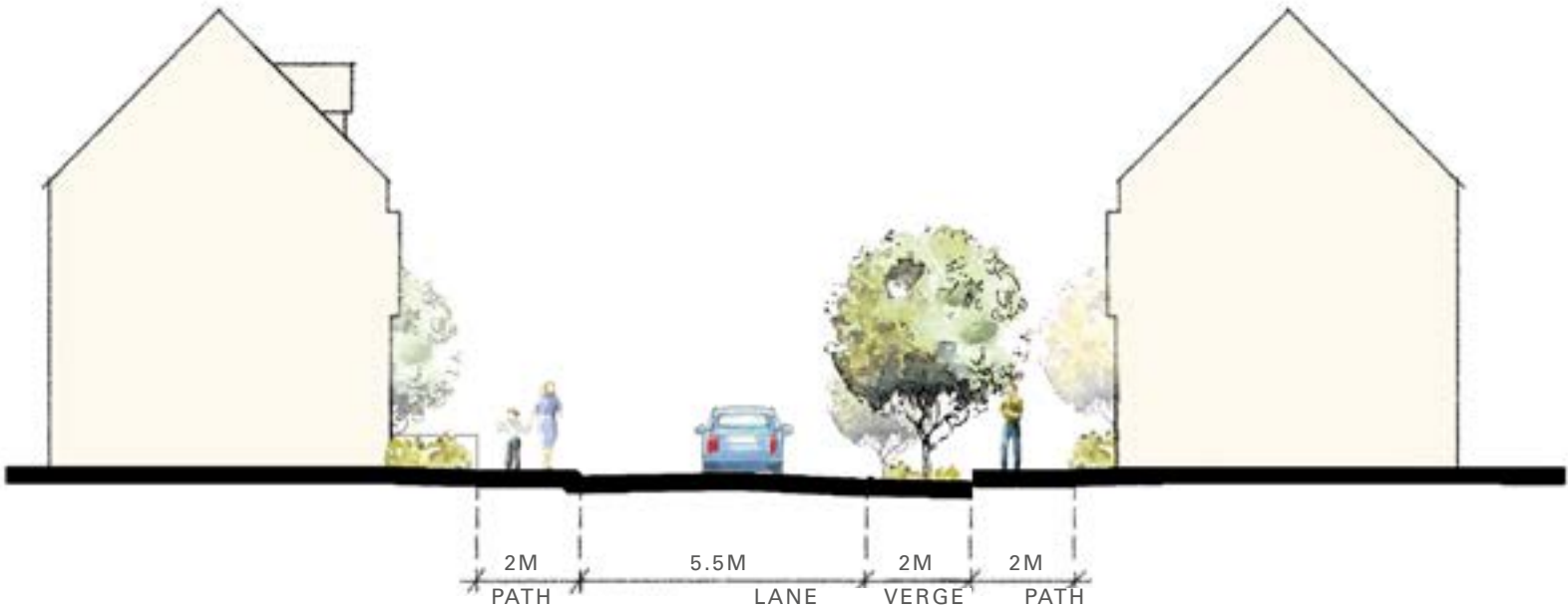
Most streets will include a verge to one side or some greenery and tree planting.



PRECEDENTS OF CHARACTER INTENDED



RAIN GARDEN



SECONDARY STREET - TYPICAL SECTION

Secondary Street	
Character	Informal in character, mainly shared surface streets.
Carriageway width	5.5m single carriageway road.
Design speed	20 MPH.
Cycle/ Footways	2 x 2m footways.
Verge	In some areas of approx 2m.
Landscape/ Trees	Incidental tree planting along the streets. At least one side of the road to have tree planting.
Parking	Mix of on-plot and on-street parking, including small parking courts.  Direct access to properties.
Street furniture	Street lighting will be provided in accordance with ECC Operational Plan. Lighting to be designed to maximise street trees.
Boundary treatment	Low level planting on edge of open spaces.  For boundary treatment to private gardens see Character Areas section.
Materials	Asphalt Road finish.  Concrete block raised tables.  Standard concrete kerb.



# Street Hierarchy

## Mews/Shared surface Streets

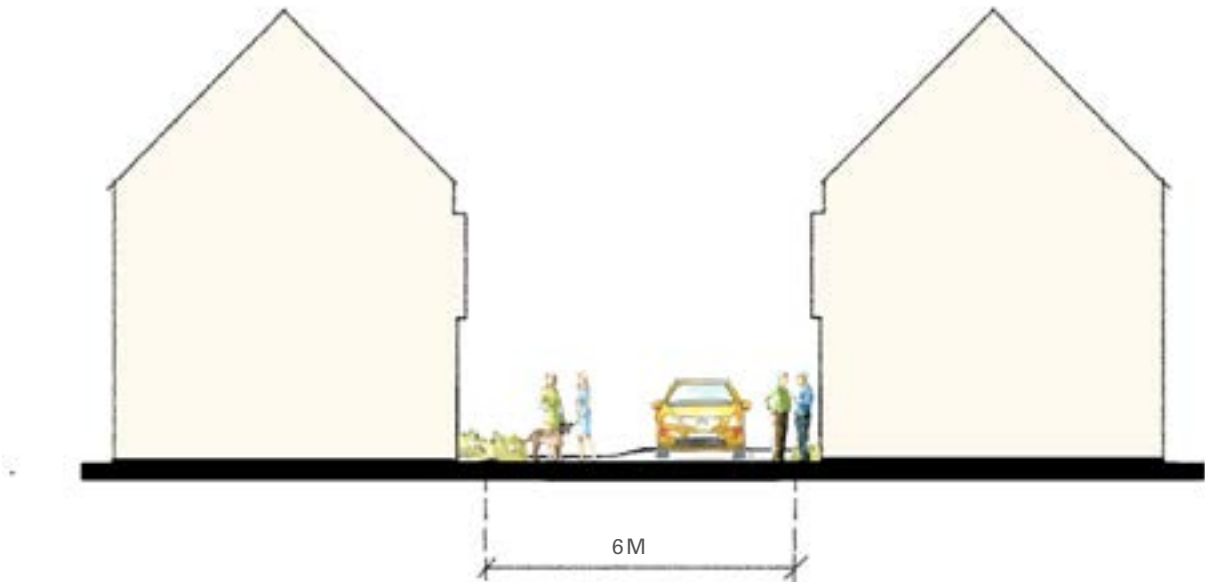
Mews/ Shared surface streets have a more informal character encouraging greater social interaction and enjoyment for non-motorised users.

They connect the Secondary Street with Edge streets/ private drives and provide a transition between the two as designed to lower vehicle speeds from the Main Street to 15 - 10mph.

Incidental green spaces, localised trees and street furniture and appropriate material finishes are a feature to support vibrancy and social connection. (Details to be further developed on Design Code).



PRECEDENTS OF CHARACTER INTENDED



MEWS/SHARED SURFACE STREET - TYPICAL SECTION



Mews/Shared surface Street	
Character	Informal in character, shared surface streets.
Carriageway width	Combined pedestrian and vehicular surface of 6m. Localised narrowing where appropriate.  Maximum length around 125m.
Design speed	15/10 MPH.
Cycle/ Footways	N/A
Verge	In some areas.
Landscape/ Trees	Incidental tree planting along the streets.
Parking	Mix of on-plot and on-street parking, including small parking courts.  Direct access to properties.
Street furniture	Street lighting will be provided in accordance with ECC Operational Plan. Lighting to be designed to maximise street trees.
Boundary treatment	Low level planting on edge of open spaces.  For boundary treatment to private gardens see Character Areas section.
Materials	Concrete block raised tables.



Edge Streets

Along the edges of the development, Edge Streets will serve a limited number of units and have a “softer, greener” character to reflect adjacent open spaces and green corridors.

Edge streets / private drives are informal more organic/winding streets normally not adopted streets and designed as shared surface streets enclosed by development and open space.

These streets are pedestrian/cycle priority, designed in a way that encourage slow driving using street furniture and different widths as a deterrent. Edge Streets are unlit to minimise disturbance to adjacent habitats.



PRECEDENTS OF CHARACTER INTENDED



EDGE STREET - TYPICAL SECTION

Edge Street	
Character	Informal in character, mainly shared surface streets.
Carriageway width	Combined pedestrian and vehicular surface of 6m, with narrowing to 3.70m in appropriate areas.
Design speed	5 MPH.
Cycle/ Footways	N/A
Verge	N/A
Landscape/ Trees	As part of open space adjacent to the street
Parking	Limited on street parking  Direct access to properties.
Street furniture	Unlit or using ecologically sensitive lighting. Street furnitures could act as traffic calming features and to offer opportunities for social interactions.
Boundary treatment	Low level planting on edge of open spaces.  For boundary treatment to private gardens see Character Areas section.
Materials	Colour block permeable paving limited to only the parking areas



# Parking

## Parking Provision

The Essex Planning Officers Association (EPOA) Parking Guidance (September 2024) take into account the location of new developments and their proximity to everyday service.

Waltham Abbey North is currently within a Low accessibility level. However, the guidance recognises *“that a development itself has the potential to improve the existing connectivity of the site or the surrounding area”*

Therefore, an accessibility level of Moderate will be used to define parking standards due to the introduction of a bus route and the relative vicinity to Waltham Abbey’s local services.

## Cycle Parking

Cycle parking should be made more or as convenient as car parking not only for private dwellings but also for apartment blocks and public spaces.

Cycle storage will be located in a safe, convenient and ideally covered space either as part of the building or within back gardens for individual dwellings.

For apartments, cycle storage will be designed as an integral and articulated part of the building. They will be bounded by walls and planting when adjoining neighbouring plots and contain landscape elements to help make them attractive spaces.

Cycle parking should be close to the main entrance and in a well lit, secure area. Parking areas must be accessible for all cyclists, including those with disabilities.

Key open space should include cycle parking facilities.

## Visitor Parking

Visitor and visitors cycle parking must be designed as an essential component of the development, and located adjacent to key public spaces including the local centre, the community building and the linear and formal garden.

## Electric Vehicles Charging Points

Policy Policy T1 - Sustainable Transport Choices states that the provision of electric vehicle charging points will be required within all new developments which make provision for car parking for vehicles.

The Council also proposes to develop an electric vehicle charging strategy to maximise opportunities to improve electric vehicle charging, including for different types of non-residential parking, based on an assessment of charging patterns and requirements, in consultation with local stakeholders.

The mobility hub, proposed adjacent to the community building, will include electric charging points for club cars and visitors.

## On-street Parking

Allocated parking on the street or located within parking courts will be discreetly marked and differentiated from unallocated visitors’ parking.

On street parking will be carefully designed and include landscape elements and street trees to soften and screen the visual dominance of cars.

## Parking Design

Private and visitor parking and cycle parking provision within the development will need to consider both current and emerging Essex County Council standards.

EPOA Parking Guidance Part 1 state that parking bay sizes for cars will be 5.5m x 2.9m (Parallel parking bay length) 6.0m. Disabled parking bays should be at least 6.7m by 4.1m.

Parking and parking areas will be integrated and conveniently located near the dwelling they serve. Their design must ensure they contribute to creating a positive environment without detriment to the quality of the streets and public places.

Detailed proposals may include integrated garages, car barns or innovative parking solutions and housing typologies that promote high quality public realm and avoid car dominated streetscapes. Garages should be linked where possible to the main dwelling they serve.

The design proposal will include a range of parking solutions applied on a location basis to help reinforce the character intended for each of the character areas.

Three typical parking arrangements are illustrated in the following pages, showing a potential mix of solutions adequate to each character area:

- **Rear Courtyards:** primarily along Bus Route and High Density areas.
- **Mews Streets:** serving key frontages along linear park and gardens.
- **Traditional Blocks:** mainly within development edges and low density areas.



# Rear Courtyards

Typically used in higher density areas and blocks along the Avenue/bus route and the main streets of the development. Key features are:

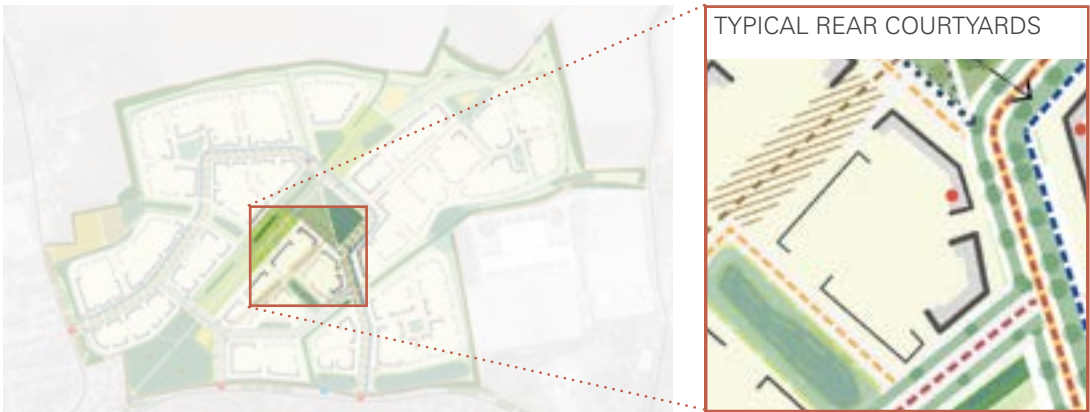
- Vehicular private access along the bus route and key streets will be reduced by consolidating parking in small rear courtyards (ideally serving no more than six dwellings) or on side streets instead of main frontages.
- Car parking areas for flats will be located near the associated dwellings, away from main streets. They will be designed to be overlooked by the buildings and include landscaping.
- Appropriate buffers to habitable rooms at ground floor and meaningful amenity spaces to apartments will be provided.
- Some under-croft parking could be included to reduce the visual impact of cars.



REAR COURTYARD - TYPICAL LAYOUT



REAR COURTYARD - TYPICAL PARKING LAYOUT



LOCATION PLAN





# Mews Streets

Informal Mews will provide access to parking avoiding the need for further roads along the Linear Park and other key spaces. Key features:

- Mews buildings incorporate active frontages above garages and drive through and will include flexible spaces like home offices.
- Mix of on-plot and on-street parking, including small parking courts.
- Incidental tree planting along the streets.
- Car ports and drive-through will be encouraged as they limit the visual impact of cars while maintaining street activity.
- Flat Over Garages (FOGs) typologies can provide overlooking to parking courts and key spaces however they need to be used sparingly.





# Northern Edge

## Open Courtyards Option

This typology will feature grouping of buildings to form a more open landscape and informal layout through:

- Breaking building lines with the intention of creating meaningful spaces and a loose and informal low density edge.
- Buildings grouped to create courtyards open towards the surrounding parkland with incidental planting and parking barns.
- Key buildings at the two ends of the development edge to frame entrances and vistas.



EXAMPLE OF OPEN COURTYARD SPACE.



LOCATION PLAN

## Traditional Block Option

This typology will include mainly on-plot parking and will be used predominantly in lower density areas and around the edges of the development. Key features are:

- Allocated car parking provision will be mainly within the curtilage of the dwelling, and as much as possible set back from the edge of the main frontage. Some front parking maybe utilised along secondary and tertiary streets.
- Car parking spaces to the side of properties will have a minimum width of 3.3m or 6m when serving two properties to allow for access to rear gardens for bicycle and bin storage.
- Garages will have a minimum size of 3.0m x 7.0m for single and 6.0m x 7.0m for double garages allowing for extra space for cycle storage.





# 9. DENSITY APPROACH



A. CONTEXT



B. FRAMEWORK



C. CHARACTER

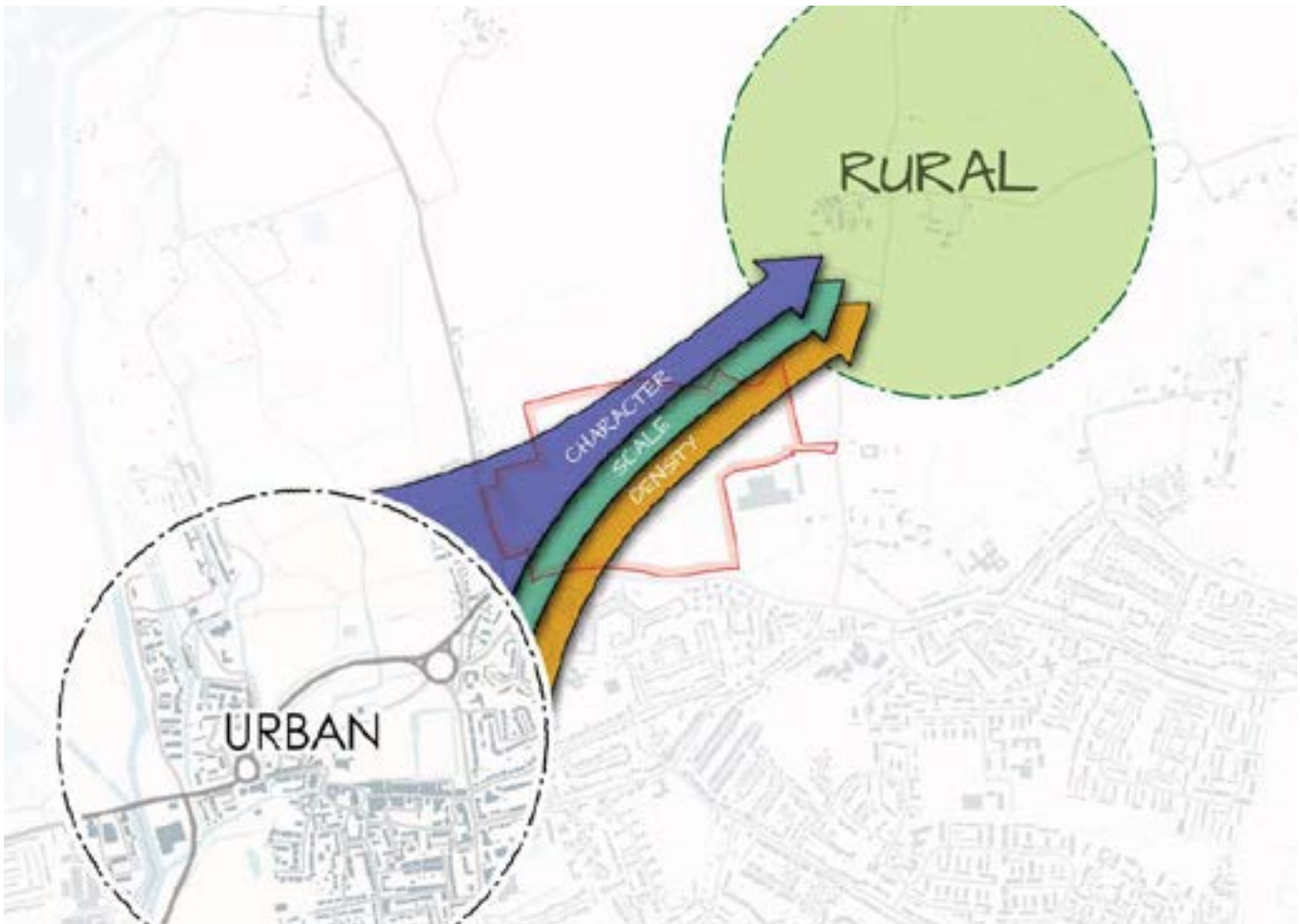


D. IMPLEMENTATION

The proposed densities vary across the site with higher densities towards Waltham Abbey to the south and lower densities to the north towards the hill.

This approach will create a more compact and dense development facing the existing town so that the proposed development will feel like an integral part of the town.

Densities will gradually decrease to the northeast to support the more open landscape. The bus route will mainly provide for medium and some areas of high density to create an interface that promotes the gradual decrease of density to the north.



## Mandatory Spatial Principles

- Density will be increased towards the existing town's edge in blocks adjacent to Parklands and Crooked Mile, with the highest densities within and around the local centre.
- Medium densities will follow the alignment of the Bus route and the formal linear park.
- Lower densities will be concentrated on the most elevated areas of the site, along the north and eastern edges of the development to create a looser edge towards the hills to the north.







# 10. BUILDING HEIGHTS



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

Building heights follow a similar approach to the densities across the site.

Different heights will be used to define distinctive character areas and to reinforce a hierarchy of spaces.

In general taller buildings will be located along the southern parts of the site, including the bus route and key spaces while lower scale, two-storey buildings will be predominantly located along the northern and northeastern edges of the development.



## Mandatory Spatial Principles

- Building heights will vary between 2 and 4 storeys.
- Higher buildings to be located within and around the Local Centre and to front key spaces and the Avenue / Bus Route.
- Lower buildings to be located along the northern edge of the site.
- Use building heights to reinforce a hierarchy of streets / spaces.





KEY	
	Up to 2.5 Storeys
	Up to 3 Storeys
	Up to 3.5 Storeys
	Up to 4 Storeys
	Avenue Street/Bus Route
	Key Building



# 11. PLACEMAKING & WAYFINDING



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

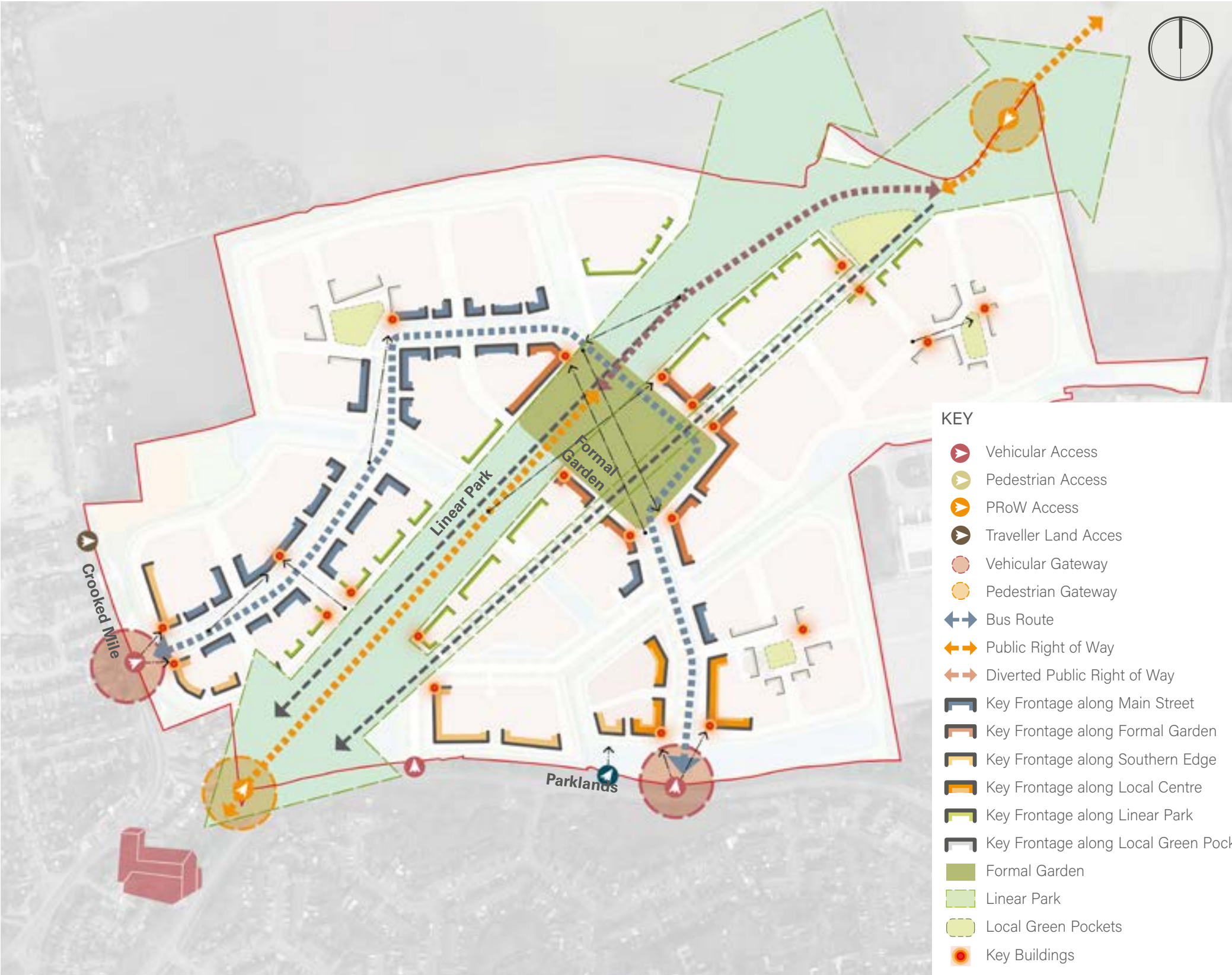
The scheme will establish a clear hierarchy of spaces and routes, shaping the character of the surrounding buildings.

The Avenue/Bus Route will serve as a key movement corridor, linking two prominent gateways along Crooked Mile and Parklands to a central focal point—the Formal Garden. Framed by continuous frontages, this vibrant space will form the heart of the development, integrating community facilities, water features, gardens, and informal play areas.

The southern gateways will be marked by prominent buildings along Crooked Mile and the southern edge of the proposed local centre near Parklands. From these entry points, a carefully designed sequence of frontages and vistas will create a natural transition from primary spaces to more intimate, local areas at the development's edges.

Visual connections will play a crucial role in defining the hierarchy and identity of spaces. Key among them are the views of the Grade I-listed Church of the Holy Cross and St. Lawrence from PRoW FP 11 211. This historic route will be enhanced and celebrated, strengthening physical and visual links between Waltham Abbey North, its heritage assets, and the town centre. A primary green corridor running through the site, along with the sensitive placement of built forms, will preserve sightlines from the northeast.

Key frontages will frame these visual connections, fostering natural surveillance and activating public spaces along their edges. The Linear Park will function as the primary wayfinding corridor, guiding movement from the open landscape in the northeast towards the heart of Waltham Abbey.





# 12. ILLUSTRATIVE MASTERPLAN

The adjacent masterplan is illustrative and there is a degree of flexibility within development blocks. The drawing shows how the SMF mandatory spatial parameters could be implemented in a particular design solution to deliver a sustainable, high quality development that responds to:

- Existing natural features and views and the proposed multifunctional network of Green & Blue Infrastructure.
- Existing paths, desirable links, proposed Access and bus, cycle and pedestrian Movement network.
- Existing and proposed Land Uses and Community Infrastructure.
- Considerations about Placemaking & Wayfinding.
- Parameters on the Density Approach.
- Parameters on Building Heights.



ILLUSTRATIVE MASTERPLAN









---

## PART C: CHARACTER AREA GUIDANCE

---



# 13. CHARACTER AREA GUIDANCE



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

## Built Character Area Guidance

This section explains the different character areas of the Framework Masterplan and provides guidances of how to achieve the character intended for each area.

Character areas include:

-  **Parkland Edge & Local Centre.**
-  **Avenue/Bus Route and Neighbourhoods.**
-  **The Formal Garden.**
-  **Formal Linear Park Edge.**
-  **Green Edges.**
-  **Travellers Pitches.**
-  **Allotments.**







ALLOTMENTS  
TRAVELLERS  
PITCHES



CHARACTER AREA PLAN

- Parkland Edge
- Local Centre
- Avenue/Bus Route and Neighbourhoods
- The Formal Garden
- Formal Linear Park Edge
- Green Edges
- ★ Key Building
- - - Development Parcels



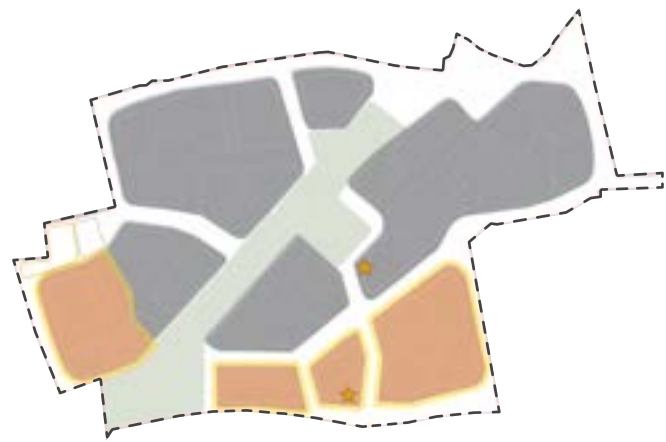
# Parkland Edge & Local Centre

## Parkland Edge

The Parkland Edge character area includes the south and western edges of the development which act as the interface between existing development south of the Parklands and west of Crooked Mile.

Density within the Parkland Edge is between 50-55 dph and buildings are larger in size, creating a defined built edge to the busy roads they adjoin.

SuDS ponds in this area offer a visual break from the surrounding development, creating a unique sense of space within the landscape.



LOCATION PLAN

## PARKLAND EDGE SUMMARY MATRIX

### General Layout

- The built form will be designed to be compact to define efficient development blocks and a clear definition of public and private realms.
- Key features include:
  - Green corridors along Crooked Mile and Parklands, and the corridor west of the local centre.
  - New attenuating ponds to the south of the linear corridor.
  - The Bus Route.

### Heights

- Up to 3.5 storey.

### Density

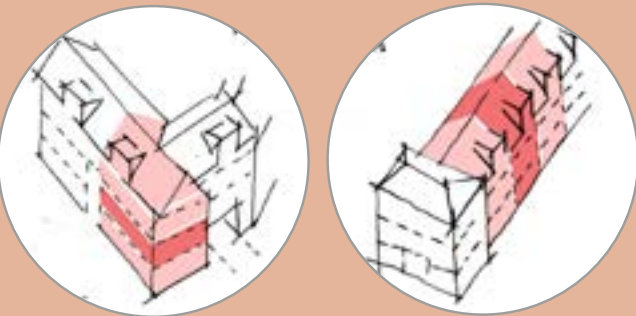
- 50-55 DPH.

### Parking

- Parking is to be located away from the streets as much as possible, predominantly in rear parking courts or integral within dwellings

### Buildings Typologies

- Buildings will have continuous frontages with typologies that include apartment buildings up to 3.5 storeys, town houses and terraces of 2.5/3 storeys.
- Contemporary approach to dwellings, with simple forms. Materials & detailing to be distinctive to this character, drawing influence from local examples where possible.



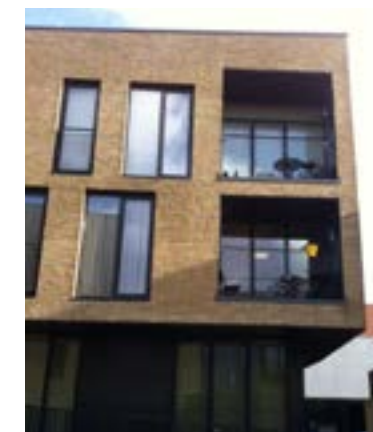
### Boundary Treatments

- Low brick walls.
- Trimmed formal low hedges.
- Shrubs and small trees.
- Railings.



KEY FRONTAGE WITH HIGHER MASSING BUILDINGS DEFINING THE WESTERN ACCESS FROM CROOKED MILE





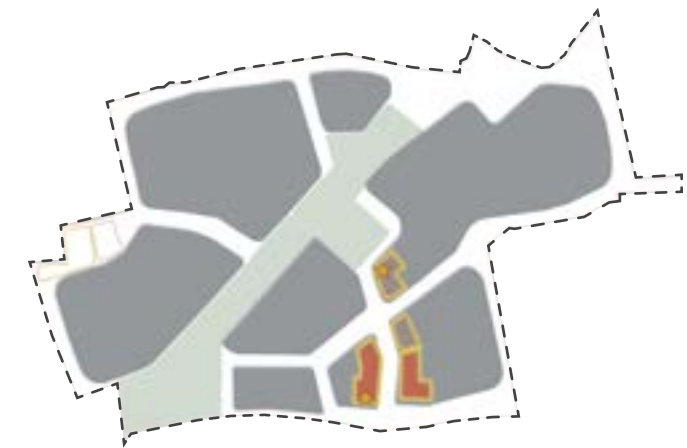


# Parkland Edge & Local Centre

## Local Centre

At the heart of the development is the desire to help create a sense of community. A key part of this vision is a Local Centre as an arcade with complementary uses/shops clustered next to the local store providing a range of facilities for residents. The extent of facilities will depend upon the scale of the development but could include:

- Electric car club.
- Cycle hub, with access to electric bikes and cargo bikes.
- Home delivery drop off for Amazon parcels and “Hub to Home” drone delivery.
- Café.
- Enterprise Hub with flexible workspace, meeting pods, and robust remote working access
- Reception and office facilities.
- Community food store.



LOCATION PLAN

## LOCAL CENTRE SUMMARY MATRIX

### General Layout

- A vibrant local centre with a mix of commercial, community, employment, and residential uses located adjacent to Parklands and the new Avenue / Bus route.
- Commercial activity should be focused on the corner or along key movement routes.
- Green corridors with existing hedges to become a key green infrastructure component.
- The local centre will provide adequate spaces and footways to allow for uses and activities to spill out.

### Heights

- Up to 4 storey.

### Density

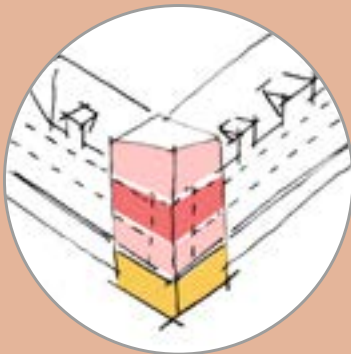
- 60-65 DPH.

### Parking

- Parking is to be predominantly located in rear parking courts to minimise the visual dominance of the car.

### Buildings Typologies

- Building typologies to include up to 4 storey in height apartment buildings with commercial space on the ground floor.



### Boundary Treatments

- Frontages will be set to the back of pavement and will include formal street planting and furniture to complement the commercial uses within the local centre.







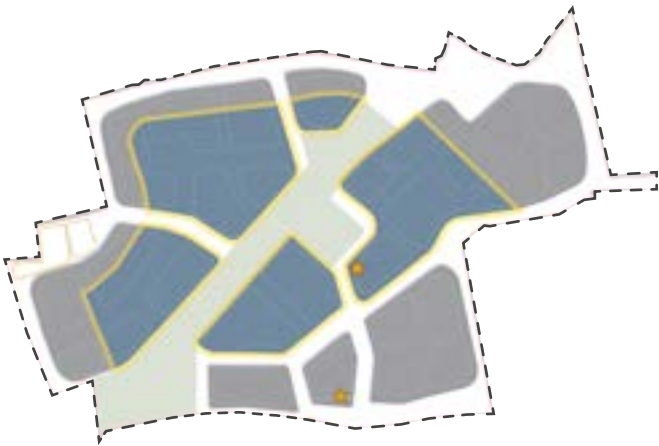


# Avenue/Bus Route and Neighbourhoods

## Avenue/Bus Route & Neighbourhoods

The residential areas served by the Avenue /bus route will be defined by formal perimeter blocks and streets.

Densities will be between 40 to 60 DPH and will provide a gradual reduction in density, transitioning from the development in the south to those situated along the northern and eastern edges.



LOCATION PLAN

## AVENUE/BUS ROUTE SUMMARY MATRIX

### General Layout

- The Avenue/Bus Route will be tree lined with green verges and include safe cycle and pedestrian routes.
- The built form will be designed to be compact to define efficient development blocks and a clear definition of public and private realms.
- No direct access from the Avenue/Bus Route apart from a reduced number of access to rear parking courts.
- Buildings to provide consistent frontages with repeated rhythm of plots with more variety at key corners.
- Frontages along the Avenue /Bus route will be more continuous and include buildings up to 3.5 storeys within the area.
- Key features include:
  - \* The Linear Park and Formal Garden.
  - \* The Bus Route.

### Heights

- Up to 3/3.5 storey

### Density

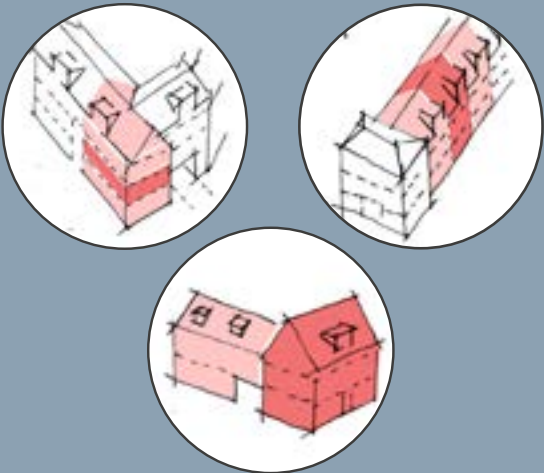
- 40 to 60 DPH.

### Parking

- Parking is to be located away from the streets as much as possible, predominantly in rear parking courts or integral within dwellings.

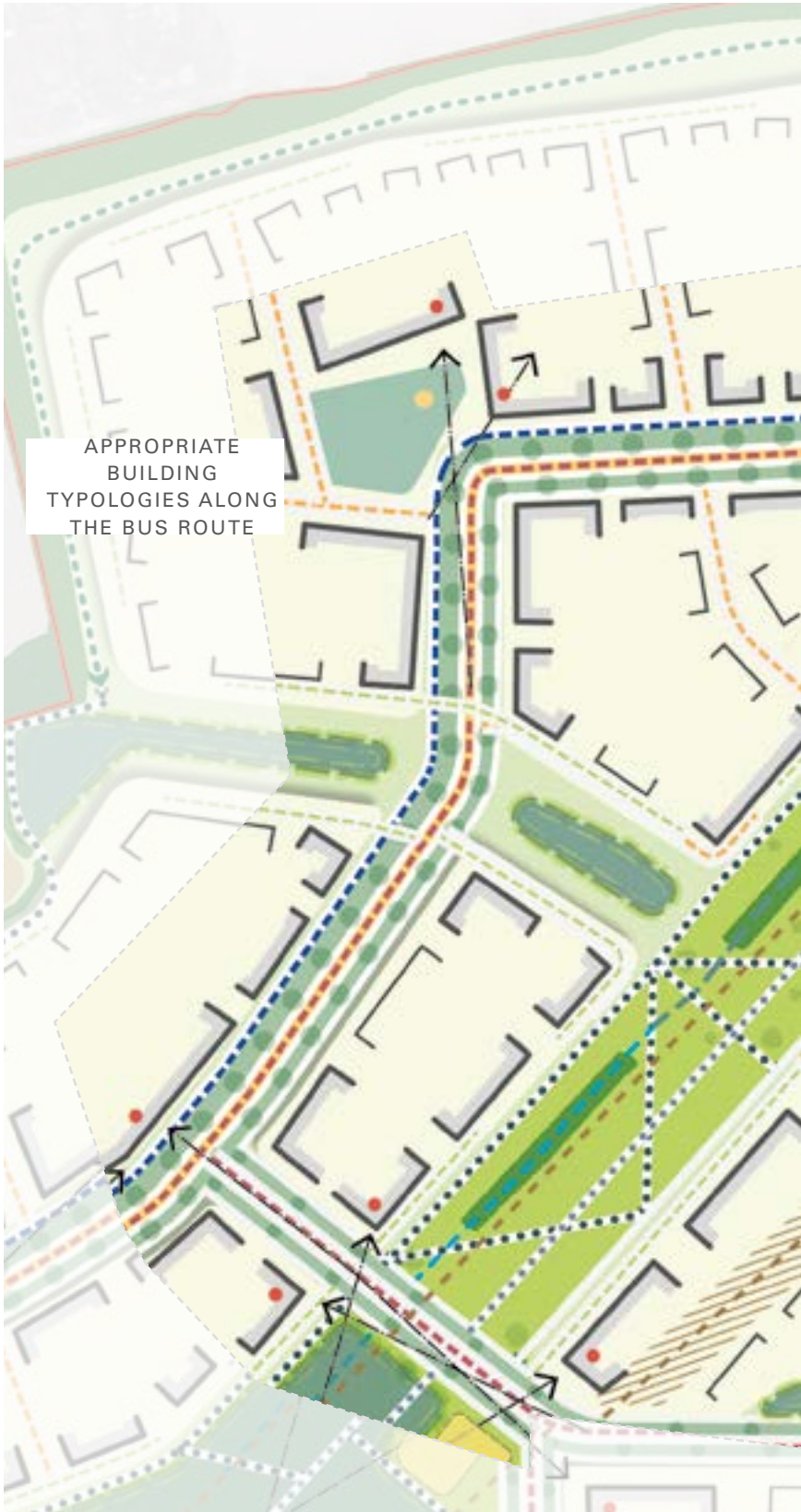
### Buildings Typologies

- Building typologies to include up to 3.5 storey apartment buildings, town houses and terraces of 2/3 storeys.
- Contemporary approach to dwellings, with simple forms. Materials & detailing to be distinctive to this character, drawing influence from local examples where possible.



### Boundary Treatments

- Low brick walls also combined with formal low hedges.
- Shrubs and small trees.
- Railings.







## Development Blocks

Development blocks will be influenced by the nature of the public spaces they frame. This will define the parking arrangements and landscaping /amenity spaces.

Key frontages and streets will be designed to balance the amount of on-street parking and access provided along the streets whilst providing the necessary level of parking to serve the mid density blocks. Three main approaches could be considered:

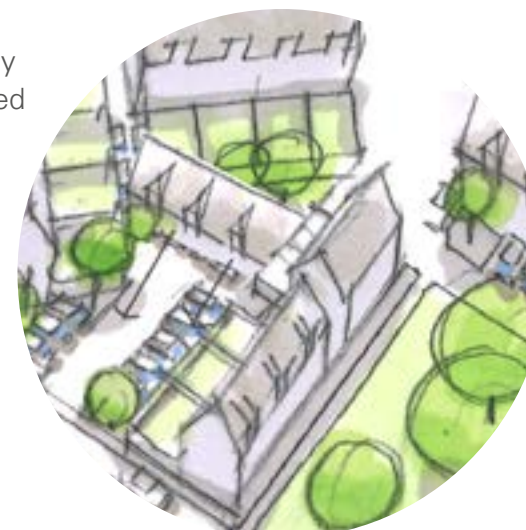
### Narrow Blocks

This approach defines compact and efficient development blocks by introducing housing typologies such as terraces and townhouses with parking located at the rear and access through mews streets. This approach allows for a principal frontage to the main streets/Bus route and a smaller scale frontage along a mews type of street enclosed by flats/home office space over parking.



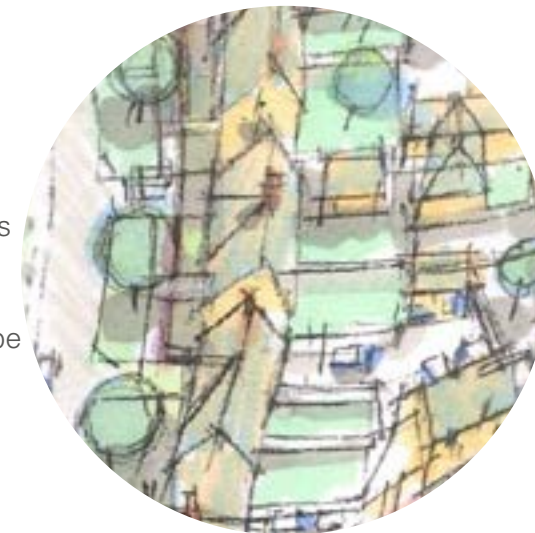
### Deep Blocks with internal parking courts

This approach will create a fairly continuous frontage with limited direct access along key routes through the development. Parking courts are located internally within the block and can be overlooked by small coach houses/home working units above garages/carports.



## Traditional Blocks

Traditional blocks may be more suited for those areas of the development not fronting onto the Bus route, where properties can have direct access to on plot/integral parking and where gaps along the frontage could be more common.





# Avenue/Bus Route and Neighbourhoods

## NEIGHBOURHOOD SUMMARY MATRIX

### General Layout

- Neighbourhood areas are the interface between the Avenue/Bus Route frontage and the edges of the development.
- Direct access from the street is more common.
- Key features include:
  - \* Incidental green spaces at some key junctions will be defined by building enclosure and serve as spaces to socialise, play and reduce vehicular traffic. At least one side of these spaces will be free of vehicular routes.
  - \* Viewing corridors to the Grade I listed Church of the Holy Cross and St Lawrence.
  - \* Adjacent green corridors.

### Heights

- Up to 3/3.5 storeys.

### Density

- 40 to 50 DPH.



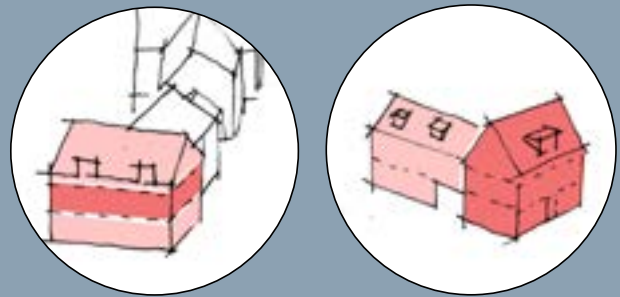
LOCATION PLAN

### Parking

- A mix of front, on-plot and rear parking courts will provide a mix of parking solutions.

### Buildings Typologies

- Building typologies to include a mix of small apartments blocks in key locations to define vistas and a hierarchy within the streets, terraced houses and some semi-detached houses.



### Boundary Treatments

- Front gardens will include formal and informal planting including shrubs, small trees and hedges.



CORNER BUILDING TO BE 2.5/3 STOREY AND HAVE WINDOWS/OPENING TO THE STREETS





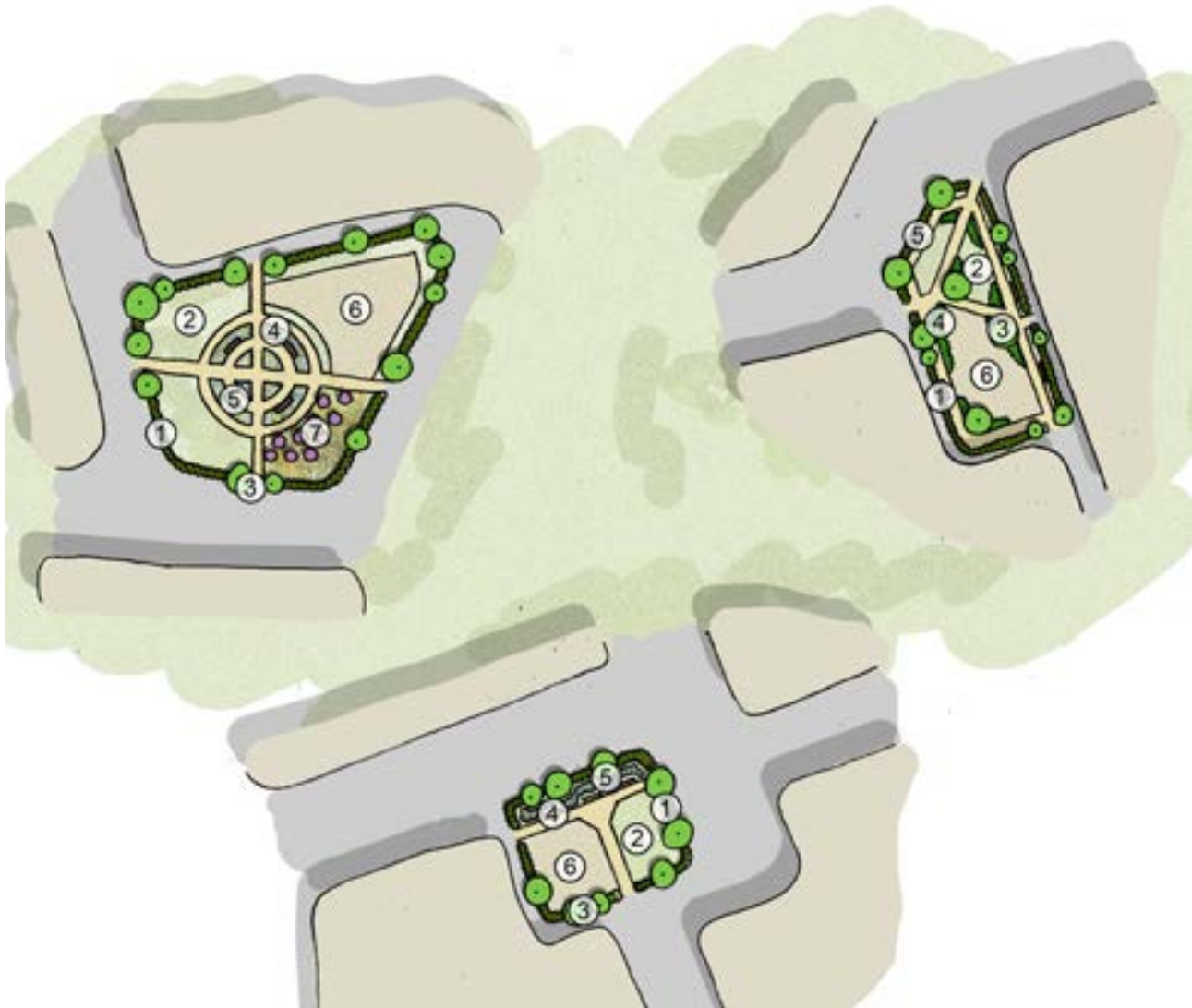
# Pocket Formal Greens Within Neighbourhoods

## The Vision

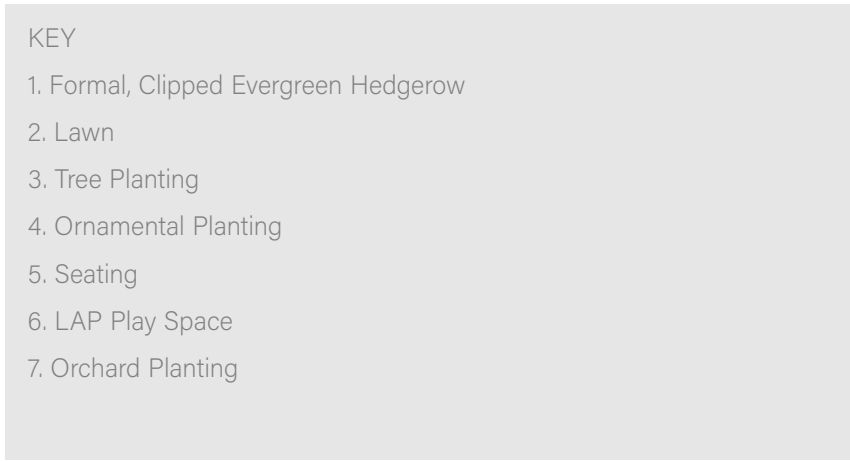
Within residential development areas, pocket formal greens will be provided to break up the massing of the built form and to create small, community open spaces for the benefit of local residents. These pocket greens will be enclosed by hedgerows to form safe, intimate recreational spaces that offer seating opportunities for residents and play space opportunities for young children. Community growing spaces will be encouraged where space allows, including the provision of orchard tree planting.

### Key Principles:

- At least one side of the pocket greens should be bounded by a car-free street.
- A variety of recreation, socialising and play opportunities to be provided, including a minimum 100m2 of LAP play space and a mown grass area.
- Seaters to promote social interaction.
- Formal planting to create an attractive setting, with clipped native hedgerows to define these pocket greens and create a sense of enclosure.
- Tree planting to add vertical interest and soften views of the surrounding built form.
- At least two access points to be provided.



ILLUSTRATIVE VIGNETTE OF SEVERAL OF THE POCKET FORMAL GREENS



MULTI-FUNCTIONAL SPACE WITH INTEGRATED PLAY SPACE



HIGH QUALITY STREET FURNITURE



FORMAL, CLIPPED HEDGEROWS TO ENCLOSE THE SPACES



AMENITY GRASS AREAS WITH PLANTING BORDERS ADJACENT TO PATHS



# The Formal Garden

## FORMAL GARDEN SUMMARY MATRIX

### General Layout

- The Formal Garden is an enclosed open space at the heart of the development emulating the enclosure and “Wall” surrounding the Abbey’s gardens. This space is also a nodal point which links the bus route, existing PRow, ditches and hedges.
- Frontages around the Formal Garden will feature linked ground floors, to recreate the abbey wall garden feature, sharing the same textured material. Upper levels will use contrasting materials for a modern touch.
- Buildings enclosing the space will have the same alignment and set back from the edge of the pavement

### Heights

- Up to 3.5 storey.

### Density

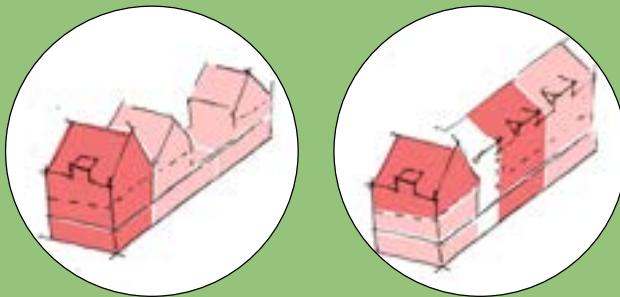
- 50 to 60 DPH.

### Parking

- Parking to the rear served via mews streets and parking courts.

### Buildings Typologies

- Building typologies to include terraced houses and small apartment blocks linked together by a ground floor podium.



### Boundary Treatments

- Frontages will complement the character of the formal gardens with the use of similar patterns of formal planting.



LOCATION PLAN





# Formal Garden / 'Safe' Space

## The Vision

The Formal Garden is a central node of public open space that will promote social and recreational opportunities for residents and visitors alike. The garden will be divided into various areas by a network of footpaths to reflect the compartmentalised character of the Abbey's gardens. These areas will include community growing spaces and orchards, rain gardens, mown grass areas and a central area of hardstanding imagined as a meeting point and a community events space, accessible for people with restricted mobility.

Key Principles:

- Public footpath to be retained and integrated into the character area through the design, for example with new footpaths linking onto this route.
- Existing ditch to be retained and enhanced with new native planting.
- A central footpath running north / south through the space to be provided along with secondary footpaths to create a series of spaces.
- Seating to be provided at regular intervals to promote social interaction.
- Community growing spaces to include a community orchard and raised planting beds.



- Central, hard-surfaced area to form a meeting point and provide opportunities for community events.
- Clipped native hedgerow along the outer edge of the formal garden to form a physical 'wall' and establish a degree of enclosure.
- Formal tree, shrub and hedgerow planting to provide year-round structure along the paths and create a welcoming space.
- Previously lost hedgerow line running north / south to be partly reinstated.
- SuDS features to be integrated into the space through appropriate native planting suited to wet conditions.

KEY	
1. Central Path running through the Space	8. Community Growing Space
2. Existing PRoW	9. Integrated SuDs Feature / Rain Gardens
3. Partly Reinstated Hedgerow	10. Seating
4. Formal, Clipped Hedgerow around Outer Edge	11. Existing Drainage Channel with Native Planting and Wildflower
5. Central Open Space / Meeting Point	12. Formal Border Planting
6. Amenity Grass Area	13. Doorstep Play / Exercise Area
7. Orchard Planting	



ILLUSTRATIVE VIGNETTE OF FORMAL GARDEN



COMMUNITY GROWING AREAS TO PROMOTE LOCAL FOOD PRODUCTION



WALKWAYS RUNNING THROUGH SUDS FEATURE



HIGH QUALITY OPEN SPACE OFFERING SOCIALISING AND RECREATIONAL OPPORTUNITIES



FORMAL PLANTING TO ADD STRUCTURE ALONG THE VARIOUS ROUTES



# Formal Linear Park Edge

## FORMAL LINEAR PARK EDGE SUMMARY MATRIX

### General Layout

- The proposed Linear Park will be a well defined space with a residential frontage having uniform setback from the edge of the linear park.
- The Linear Park hosts the existing PRoW and is composed of formal gardens with footpaths and features that break up the space into smaller geometrical portions.
- Key spaces include:
  - The Linear Park itself.
  - New attenuating ponds to the south and north of the linear corridor.

### Heights

- Up to 3/3.5 storey

### Density

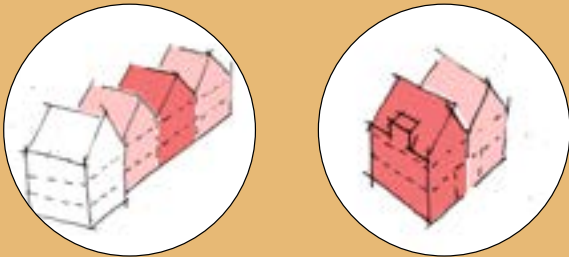
- 40 to 60 DPH.

### Parking

- Access to parking on plot or parking courts is to be provided from the rear to keep the park's edge free from cars or via short streets serving a small number of units.

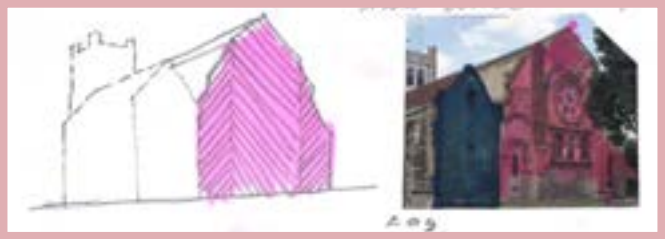
### Buildings Typologies

- Building typologies to include terraces of 2/3 storeys and semi-detached units, with apartment blocks at key corners.
- Buildings enclosing the space should be designed to create a pattern/rhythm along frontage, such rhythm could be created through the repetition of gables and gaps with some contrast/variety at key corners.



### Boundary Treatments

- Soft landscaping to blend with the linear park treatments.



THE DWELLINGS FEATURE A DISTINCT GABLE ROOF FRONTAGE EMULATING THE WALTHAM ABBEY CHURCH'S FACADE.



THE LINEAR PARK IS LINED BY A CONTINUOUS FRONTAGE OF PREDOMINANTLY GABLE-FRONTED DWELLINGS, PUNCTUATED BY GAPS AND SET BACK UNIFORMLY FROM THE EDGE OF THE SPACE.



LOCATION PLAN



# Formal Linear Park

## The Vision

The Formal Linear Park will be divided into a series of interconnected spaces offering an experience and journey through the heart of the site, with themes to include: formal planting, community gardens and orchards, play and exercise for all, recreation, rest, learning and SuDS. The key existing features, comprising the public footpath and a drainage channel, will be retained and enhanced within this multifunctional central linear park.

Key Principles:

- Public footpath to be retained as the central route through the linear park.
- Geometric patterns to be created, inspired by the Abbey gardens, with a network of footpaths to link onto adjacent development areas and the existing public footpath.
- Existing drainage channel retained and enhanced through native planting and wildflower meadow to form a wildlife corridor running parallel to the retained public footpath.
- Orchard trees to be planted to promote community growing.
- Seating to be provided at regular intervals, including as part of a formal seating area at the heart of this character area.
- Amenity grass areas to retain an open character along the public footpath.



- Planting beds to reinforce the formal character of the linear park.
- LEAP play space to be incorporated within the south-western extents of the linear park along with focal features including doorstep play, exercise equipment and public art throughout the park.
- Large SuDS features to be integrated into the south-western extents of the linear park, designed to be usable during the dry season, for example by offering informal play opportunities such as kickabouts.
- Outdoor learning opportunities to be provided, for example through information boards to educate park users on the local history of Waltham Abbey and local flora and fauna. Plant ID plaques to also be provided.

KEY	
1. Existing PRoW	7. Seating Areas
2. Existing Drainage Channel and Vegetation	8. Wildflower Areas
3. Ornamental Planting	9. Integrated LEAP
4. Formal, Clipped Hedgerow	10. Focal Feature (Doorstep Play / Exercise Equipment / Public Art)
5. Orchard Planting	11. SuDs with Native Block Planting
6. Amenity Grass Areas (including opportunities for informal recreation and play)	12. SuDS and informal play



ILLUSTRATIVE VIGNETTE OF THE CENTRAL EXTENTS OF THE SOUTHERN FORMAL LINEAR PARK



FORMAL PLANTING TO ADD STRUCTURE AND INTEREST



EXISTING DRAINAGE FEATURES INCORPORATED INTO OPEN SPACE AREAS ACCOMPANIED BY NATIVE PLANTING



STRONG GEOMETRIC LINES TO DEFINE THE SPACE



OUTDOOR LEARNING OPPORTUNITIES





# Green Edge

## GREEN EDGE SUMMARY MATRIX

### General Layout

- The Green Edge character area covers the development's northern and north-eastern extents and provides the transition between the rest of the development and the new green boundary for Waltham Abbey.
- The character along this northern part of the site is more informal and green.
- Long range views towards the northern elevation overlooking the greenbelt to be tested to access their visual impact.
- The dwellings are designed to have deeper setbacks and varying alignment from the street to create a more informal layout that helps to reinforce the soft, green character of the adjacent open green.
- Key features include:
  - \* The new green belt boundary proposed along the north and eastern edges.
  - \* The northern part of the Linear Park and some green corridors and pocket parks.
  - \* Dwellings to be of more varied typologies and of simple form and design.

### Heights

- Up to 2.5 storey.

### Density

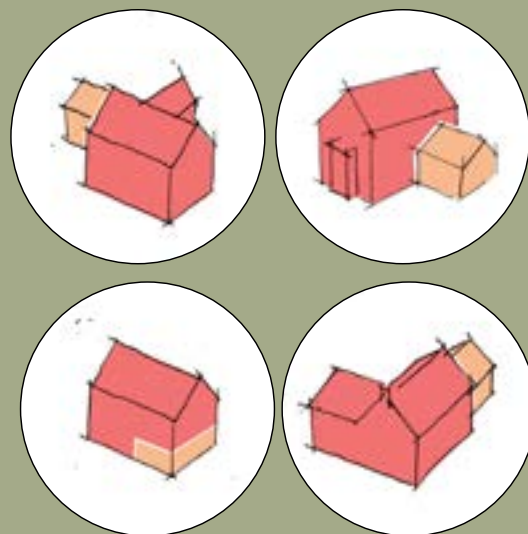
- 40 to 60 DPH.

### Parking

- Parking is mostly on plot/within garages or integrated within the building.

### Buildings Typologies

the Green Edge consists of a combination of small terraces, and semi-detached and detached houses in varied shapes including wide and narrow fronted buildings. Detached houses are predominantly located facing the new green corridor to the north and northeast.



### Boundary Treatments

- Informal soft landscaping including low planting, hedges and trees of various sizes.



LOCATION PLAN



ORGANIC ARRANGEMENT OF DEVELOPMENT EDGES



GREEN EDGE WITH DIFFERENT TYPOLOGY BUILDINGS CREATING VARIETY ALONG THE FRONTAGE





# Natural Parkland / Buffer

## The Vision

This character area will form a transitional, semi-natural green space between the built form and countryside along the northern and eastern extents of the site. New native planting will help to further integrate the built form into the receiving landscape setting, while the revised Green Belt boundary will be strengthened by field boundary restoration. Formal and informal play space opportunities will promote a natural play ethos for children of all ages, while high-quality trim trail equipment will encourage people of all ages to lead active lifestyles. The informal character of this parkland will be ideal for dog-walking, with dog waste bins to be provided along with high-quality timber street furniture.

Key Principles:

- Public footpath to be retained albeit diverted slightly.
- Mown grass footpaths running through wildflower meadows, and native shrub blocks planted at irregular intervals to create an informal, semi-natural character.
- Revised Green Belt boundary to be clearly defined by reinforced native hedgerow and hedgerow tree boundaries along the northern and eastern site boundaries.
- Formal and informal play space opportunities for children of all ages to be provided, with



- two large equipped play areas to be located by the north-eastern development edge, well integrated into the parkland through strategic planting and overlooked by nearby properties to ensure natural surveillance.
- Trim trail equipment designed for people of all ages to be located at intervals along the development edges.
  - Amenity grass areas to be provided between the proposed play spaces for kickabouts, picnics and other recreational activities.
  - High-quality timber street furniture and equipment to promote the use of natural materials.
  - Native tree planting at irregular intervals along the development edge to reinforce the transition between development areas and the countryside beyond.

- Existing PRow Partially Diverted
- Reinforced Native Boundary Vegetation
- Native Planting Blocks
- Mown Grass Paths
- Wildflower Areas
- Amenity Grass Areas (including opportunities for informal recreation and play)
- Integrated NEAP Play Space with Area of Hardstanding
- Integrated LEAP
- Trim Trail Equipment
- SuDs



ILLUSTRATIVE VIGNETTE OF NATURAL PARKLAND ALONG THE NORTHERN AND EASTERN BOUNDARIES



NATIVE PLANTING BLOCKS TO FORM A TRANSITIONAL EDGE OF DEVELOPMENT



MOWN GRASS PATHS RUNNING THROUGH WILDFLOWER GRASS



REINFORCED NATIVE HEDGEROW AND HEDGEROW TREE BOUNDARIES



HIGH QUALITY TRIM TRAIL EQUIPMENT





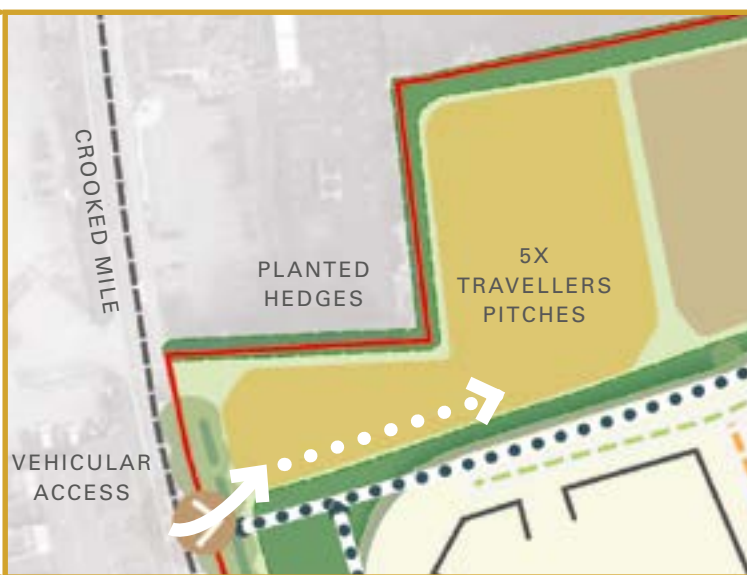
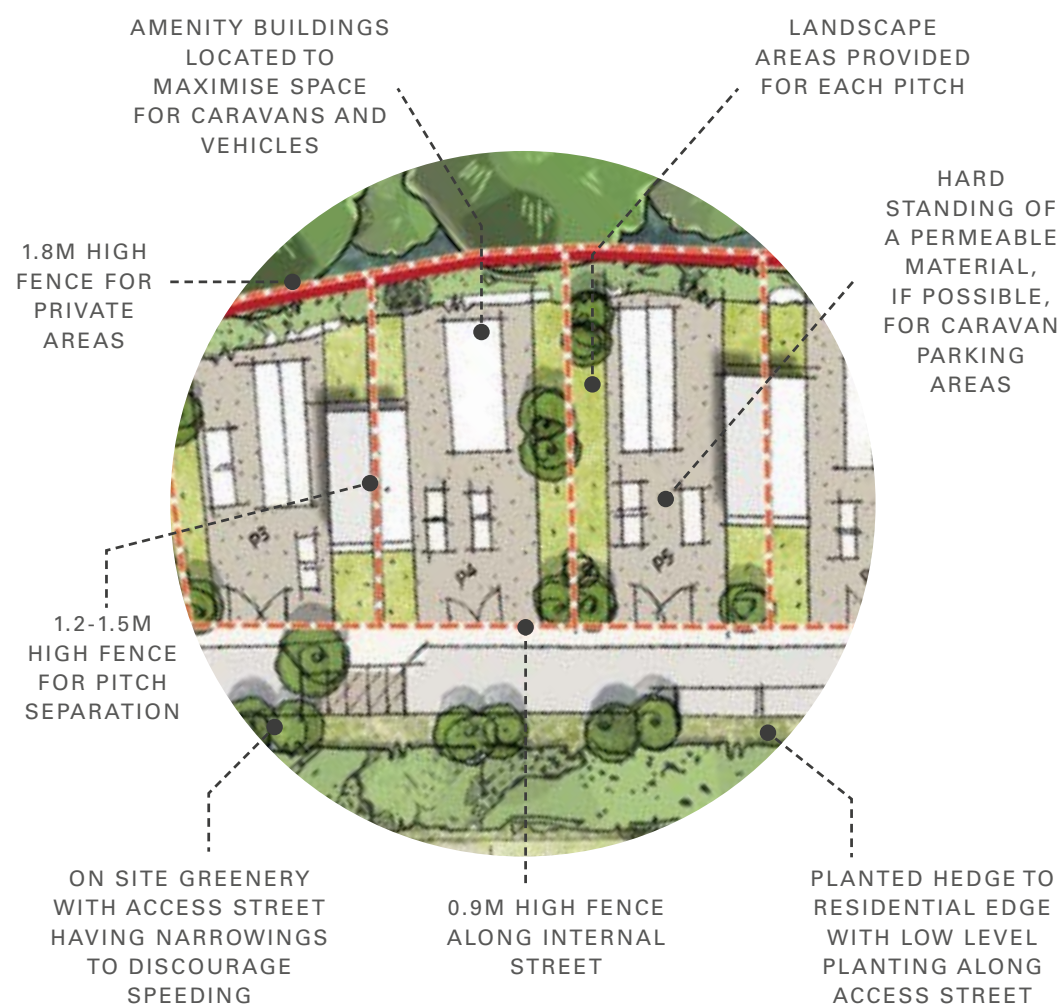
## Travellers Pitches

The development provides 5 no. G&T pitches on an area of 0.29 ha including:

- Pitches of various sizes with associated infrastructure.
- Access via Crooked Mile.
- Pedestrian links to the proposed Waltham Abbey North.
- Planted buffer edges with the southern buffer with the residential parcels, including an area of low level planting as the interface with the access street.
- Planted boundary edges to maximise permeable areas and soften the character of the site.

The design of the pitches should include:

- Pitches vary in size to enable different sized families to be accommodated.
- Space for one large or two small static caravans.
- Parking space for two vehicles.
- An amenity building of approx. 33sqm, with a living/bedroom area, kitchen, bathroom, storage and utility room.
- Meaningful grass areas along the edges with an airing area for drying cloths to the north of the amenity building and away from the street view.



### Pitch Size (Essex Design Guide)\*

- Pitch size will be determined by site layout, safety guidance, site specific requirements as well as considerations for size of family unit. Essex County Council's waiting lists and Gypsy and Traveller Accommodation Assessment (GTAA) can provide information of the need and requirements for families to allow for a variety of pitch sizes to cater for demand.
- The size, servicing and manoeuvrability should be considered. As mobile homes increase in size it is advised allowance for up to 25m in length should be considered.

For further details and guidance on Site & Pitch Layout refer to Essex Design Guide: Gypsy, Traveller and Showpeople Guidance.

This section has been informed by 'Places we're proud of. A short guide to providing and managing sites for Gypsies and Travellers.' (January 2021).



PRECEDENT IMAGES OF INTENDED CHARACTER - EXTRACTED FROM PLACES WE'RE PROUD OF.



## Allotments

Allotments will be provided on an area of 0.16 Ha just to the east of the Travellers Pitches and will cover a fairly regular shape of approx. 35m x 50m rectangle.

The allotments will have a vehicular access off Crooked Mile to the west.

The edges should be clearly identified and include hedges and landscaping.

The internal layout will be designed as a grid where typical plots of varied sizes can be accommodated.

Internal routes will need to be provided for pedestrian access and be at least 0.9m wide.

A small car park will need to be provided for maintenance.

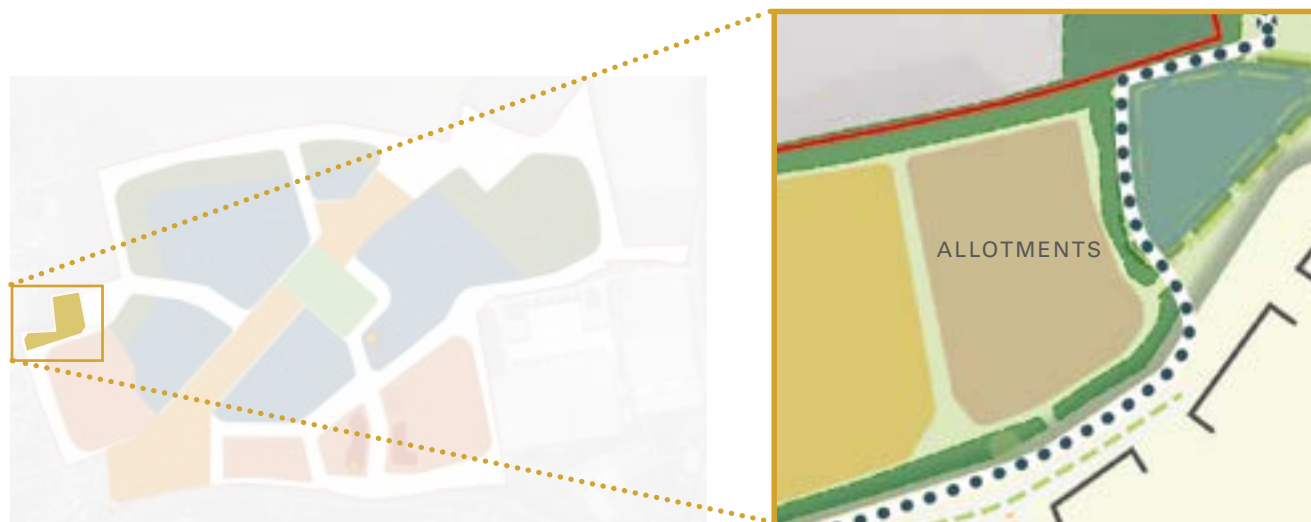
A communal space should be provided in a central location or as part of the access/car parking area.

This space will include water/storage facilities.

Potential to provide raised bed plots should be taken into consideration depending on local needs.

Whilst a final division of the allotments will need to be informed by the consultation process, typical plots could include:

- 1x 250m<sup>2</sup> plots.
- 3x 115m<sup>2</sup> plots.
- 6x 55m<sup>2</sup> plots.
- 8x 25m<sup>2</sup> plots.
- 10x 10m<sup>2</sup> plots.











# PART D: IMPLEMENTATION



# 14. SUSTAINABILITY

## Overview

Key guidance on climate change have informed best practice solutions for the proposals including the NPPF, Essex Design Guide and EFDC Sustainability guidance.

Local plan policies that set out the EFDC approach to sustainability in new developments include:

- Policy T1 - Sustainable Transport Choices.
- Policy DM19 - Sustainable Water Use.
- Policy DM20 - Low Carbon and Renewable Energy.

The proposals contained within this SMF will be assessed against the EFDC Sustainability Guidance & Checklist / Major Developments- March 2021, to meet EFDC's goals of becoming net zero carbon by 2030. The Guidance begins with the 'First Principles', which are a set of 10 principles, to be incorporated at the early stage of development. These principles help to meet the performance targets set out later in the Guidance as objectives.

The following section in the SMF shows how the development proposal complies with the First Principles within the Guidance. Compliance with these principles paves the way for hitting the future performance targets.

Detailed questions (particularly the topic based checklists within the Guidance) will be addressed at the appropriate outline, detailed or reserved matters planning applications stages.

**A comprehensive approach to sustainability that integrates environmental, social, and economic factors to ensure long-term balance and resilience.**

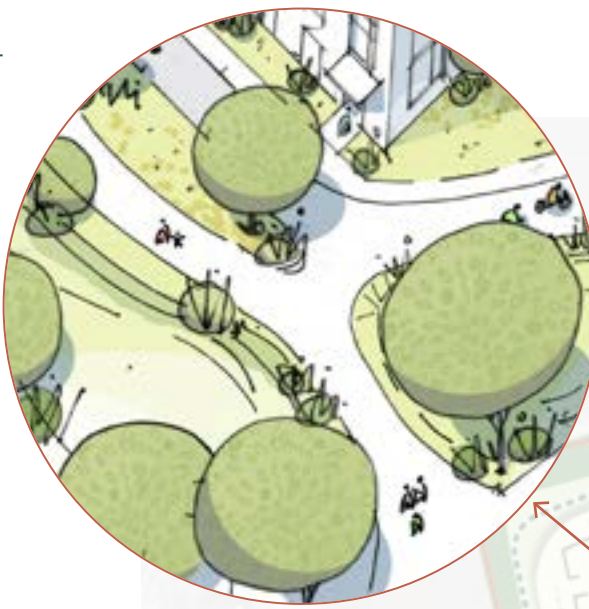
## Active Travel

Active travel is promoted across the scheme with new bus, cycle and pedestrian infrastructure which will bring plenty of opportunities for walking and cycling while enjoying a network of parkland and gardens.

## Landscape-Led Design

The design is based on a nature oriented approach by incorporating and enhancing existing key landscape features including:

- The existing hedgerows and ditches are integrated into the site's green corridors and drainage strategy.
- The site's topography shapes the primary green corridors, connecting the higher land in the northeast to the lower areas in the south-western corner.
- Important views of local historic assets have been preserved, forming key vistas incorporated into the site's design.



Safe cycle / pedestrian routes along public open spaces offer alternative transport modes across the site.



Formal and informal gardens providing new planting and biodiversity.



Food production in allotments and gardens - Local produce could be sold in local shop/ store.



Primary green corridors determined by topography and vistas to Holy Cross and St Lawrence.



SuDS to manage surface water and enhance biodiversity.





Play spaces for all to encourage discovery and play



Potential for neighbourhood mobility hub in central location adjacent to community building

Retained and enhanced existing hedgerows and landscape features

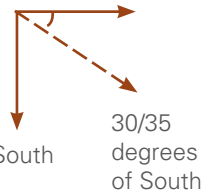


Local centre including local shop/store.



# Orientation and Form

- Solar layout to manage solar heat with buildings oriented as close as possible to an ideal 30/35 degrees south facing. This may not be always possible as the orientation of streets might follow other design principles such as connectivity with key spaces or existing features.
- Roof configurations optimised for rooftop PV / solar panels installation.
- Terraces and compact built forms favoured for efficient use of land and low energy demand.
- Internal layout oriented to be designed to maximise comfort – living spaces to have a southern orientation with bedrooms to face north.
- Features such as balconies/louvred panels and overhanging roofs will be integrated within the design to provide shading and comfort to private amenity spaces.
- Internal gardens and courtyards will include meaningful landscape features to help cooling down the local micro-climate.



Potential to use renewable materials such as timber structures and modern methods of construction



Roof configurations optimised for rooftop PV panels installation.

Roofs overhang to protect facade from over-heating and reduce its weathering and degradation



Energy efficient linear and compact forms

Optimal orientation may not be achieved in some instances to follow other design principles such as creating a continuous frontages along a main route.



# The Checklist - EFDC Sustainability Guidance

This section covers the sustainability aspects which will need to be included into any future Outline Planning Application and it is based on the EFDC sustainability guidance checklist.

## Energy Efficiency & Carbon

The design of places and buildings should mitigate against further climate impacts by minimising carbon emissions and adapt to respond to existing and increasing climate impacts.

Waltham Abbey North will be designed to:

- Reduce demand for operational energy, minimise embodied carbon and reduce CO2 emissions.
- Ensure that BREEAM standards are considered including BREEAM Communities guidelines for the residential uses and BREEAM New Construction standards for commercial uses.
- Adapt to rising temperatures and the increasing risk of flooding.
- Assist carbon absorption by enhancing and creating natural ecosystems, minimising flood risk and reducing overheating and air pollution.
- Improved air-tightness and reduced thermal bridging to minimise heat loss will be considered.

Future planning applications for the site must comply with the Essex Net Zero Carbon Policy, which outlines the following requirements:

- **Policy NZ1** - Net Zero Carbon Development (Operational Phase): the development must adopt a fabric-first approach and integrate the energy hierarchy to minimise energy demand. The policy establishes targets for the following key areas, which Waltham Abbey commits to achieving:

- \* Requirement 1: Minimising space heating demand.
- \* Requirement 2: Eliminating reliance on fossil fuels.
- \* Requirement 3: Reducing energy use intensity.
- \* Requirement 4: Incorporating on-site renewable energy generation and/or carbon offsetting measures.
- \* Requirement 5: Verifying as-built performance and enabling ongoing in-use monitoring.
- **Policy NZ2** - Net Zero Carbon Development (Embodied Carbon): this policy focuses on addressing embodied carbon impacts during the development process, and hence will be a target for Waltham Abbey.

The EFDC also dictates a framework that future planning applications for the site should follow:

- **Be Lean:** The development will promote reduced energy demand through improved fabric performance by enhancing the thermal, acoustic and durability property of building materials.
- **Be Clean and Green:** Homes will be supplied with solar panels to support net zero requirements and if available, be connected to a low-carbon heat network.
- **Be Seen:** A Monitor and Review panel will evaluate the performance post construction to ensure EFDC net zero-carbon target is achieved.

Natural and mechanical ventilation will be considered with focus placed on the orientation and sizing of window/door openings to optimise daylight and solar gain with maximised fabric

insulation to reduce space heating demand to as low a level as possible.

However, as the masterplan is high level, matters of ventilation and overheating will be addressed in detail at a future detailed or reserved matters stage.

## Renewable Energy

As part of the Key Vision to create a Resilient and Responsive development, the proposal aims to produce some of its energy on-site from renewable sources maximising the use of on-site renewable energy technologies.

The likely strategy for the site will be using Air Sourced Heat Pumps and optimising where possible the orientation of roofs to maximise the use of PV panels.



## Green Infrastructure

The design is based on a nature oriented landscape-led approach by incorporating and enhancing existing key landscape features. Therefore, the existing hedges, areas at risk of surface water flooding and the sloping topography, inform the overarching layout of the framework plan.

This approach will ensure a comprehensive and integrated green infrastructure to:

- Maximise Biodiversity Net Gain.
- Provide community facilities including play areas, allotments and community gardens.
- Integrate SuDS features.
- Reduce overheating through inclusion of natural elements within the design.

## Sustainable Movement

The scheme encourages active travel, offering numerous opportunities for walking and cycling through:

- An extensive network of paths and recreational paths within parklands and gardens.
- Ensuring that the existing Public Rights of Way (PRoWs) is preserved within the site, integrating it into the landscape design. This pathways will remain free from vehicular traffic, providing safe, scenic connections to the town centre.
- Connections with surrounding neighbourhoods to the south and with the Lee Valley Park to the west.
- A permeable block pattern with safe and attractive streets and high quality routes.
- Undertaking a detailed study of the existing.



bus routes which operate within the local area. To ensure all dwellings lie within a 5 min walking distance from a bus stop, a bus route is proposed within the site.

- Proposing bus/cycle routes which will link to Waltham Holy Cross Primary School via Newteswell Drive.
- Provision of viable alternatives to single occupancy private car use including a mobility hub with car clubs/car sharing or pooling arrangements.

### Adaptable & Future Proof Design

The framework masterplan aims to provide flexible and adaptable design by providing adequate green and blue infrastructure such as large green corridors, SuDS, and smaller pocket gardens.

The framework allows for varying house types and uses to ensure adaptability along with the potential to provide co-housing block.

It also makes provision for home working and will provide flexible office space that can be easily rearranged to accommodate changing business objectives.

Flexible shopping and outdoor spaces with community owned shops allow for adaptable facilities and potential meanwhile use spaces.

The neighbourhood mobility hub, bus corridor, electric car club spaces/car sharing arrangements ensure technological innovation.

Additionally, facilities such as community gardens help future proof the design as people are becoming more invested in healthy eating and self-sufficiency, alternatively it also supports social inclusion and well-being.

### Water Management

The Infrastructure Delivery Schedule within the Infrastructure Delivery Plans (IDPs) identifies risks of surface water flooding for the site. Proposals should be designed to minimize the risk and impact of surface water flooding by incorporating effective surface water drainage measures to protect both the site and its surroundings.

Furthermore, likely upgrades to water infrastructure, and local upgrades to wastewater network infrastructure are set out as critical for Waltham Abbey. Developers will need to ensure that appropriate consultation with EFDC is in place to assess potential upgrades.

Measures will include appropriate SuDS integrated within the proposed green infrastructure as well as provision of water-saving devices including:

- Use of water efficient taps, WC's and showers and leak detention.
- Provision of water butts with grey water recycling and harvesting (where possible).
- New homes to meet a water efficiency standard of 110 litres or less per person per day.
- Rainwater harvesting to be considered.

### Waste Management

Policy DM11 Waste Recycling Facilities in New Development of the EFDC Local Plan sets out the requirements for all new developments.

A key design principle is to integrate waste facilities seamlessly into the overall design, ensuring they operate efficiently while blending harmoniously with their surroundings.

The development will ensure the use of responsible sustainable materials which are locally sourced where feasible. Additionally, site waste management methods will be implemented to minimise construction waste.

The following on-site provision must be secured:

- Ensure sufficient internal and external storage space to manage site waste.
- Provide safe, accessible access to storage facilities for both occupants and collection operatives, including vehicles.
- Storage facilities should be located and screened to prevent nuisance and avoid negative impacts on the visual and overall amenity of occupants and neighbouring properties.
- Household and commercial waste should be appropriately separated.
- Ensure each flat has sufficient storage space for separating recyclable materials.
- Provide sufficient communal storage for waste, including separate areas for recyclables and organic material for composting.



### Promoting a Circular Economy

Developers will be responsible for establishing and evaluating waste targets to ensure high standards are maintained with the aim to eliminating waste and the continual use of resources.

Homes and buildings should be designed to minimise energy waste and promote recycling and reduced household waste by both:

- Minimising waste and recycling on-site materials during construction phases.
- Reducing waste and energy consumption in completed developments.

### Utilities

A comprehensive and adequate utility infrastructure will be developed including provision for water, wastewater, and sewage treatment, solid waste, gas, electricity and telecommunications.

As detailed within Policy D3 of EFDC Local Plan: "Planning permission will be granted for proposals only where there is sufficient capacity within the utilities infrastructure or where it has been demonstrated that capacity is capable of being provided in a timely manner in order to meet the needs of the development."

The existing overhead power cable that runs through part of the eastern area of the site will need to be **diverted / hidden underground (TBC)**.

### Air Quality

Proposals for the site will take into consideration the guidances within the District's Air Pollution Mitigation Strategy by adopting an air quality assessment to ensure acceptable levels of air pollution.



# 15. EMPLOYMENT & STEWARDSHIP



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

## Policy SP2 Place Shaping

The Epping Forest District Local Plan 2011-2033 emphasizes the importance of stewardship in establishing and funding mechanisms for the ongoing management of community infrastructure and assets. According to Policy SP2, all strategic masterplans and development proposals must include provisions for the long-term stewardship of these assets.

## Public Open Space

The intention is for a management company to manage the space on site, the detail of which will be subject to detailed discussions with EFDC at planning application stage to be secured as part of the Section106 agreement.

## SuDS

Discussions will also be held with Essex County Council to confirm the extent of Adoptable Highway and to agree the management of the Sustainable Urban Drainage Features.

## Community Facilities

Fostering a thriving, active community is essential and will require a creative strategy to encourage local residents to participate and engage in designing and caring for their new neighbourhoods.

Discussions will also be held with EFDC, Waltham Abbey Town Council and local stakeholders regarding the running and ownership of the Community Hall and other community facilities including Community Gardens and Community Growing.

## Flexible/Meanwhile uses for shopping and outdoor spaces

Flexible shopping and outdoor areas with potential for community-owned stores provide adaptable facilities and the opportunity for temporary or interim use spaces.

These uses could include:

- License agreements with meanwhile users with no public access such as workshop space, studio space, office/work space, rehearsal space, storage.
- License agreements for projects which generate public access making the building more fully active such as exhibition/gallery space, events space, pop up cinema, bar/ cafe/restaurant, space used as venue for local festivals, pop up shop/indoor market.

The latter could include the use of outdoor spaces such as the community gardens for hosting local events.









# 16. PHASING & DELIVERY



A. CONTEXT



B. FRAMEWORK



C. CHARACTER



D. IMPLEMENTATION

## Overview

The proposals contained within this SMF will be delivered in partnership between the two promoters of the site. At the appropriate time development parcels will be sold to developers to implement the proposals set out within this SMF. The proposals will also be implemented together with local service providers as follows:

- ECC, who will be responsible for adopted highways within the site.
- EFDC who are responsible for planning, refuse and leisure services.
- Utility companies who will provide telecommunications, electricity, gas, water and drainage provision.
- Public and private sector service providers such as retail, health and bus operators.

Policy P3 of the Adopted Local Plan sets out the Infrastructure Requirements for the proposals within the SMF area. In conjunction with the Adoption of the Local Plan, EFDC has produced a draft Infrastructure Delivery Plan (IDP). This IDP sets out details of the infrastructure required to support growth within the District. The requirements of Policy P3 and the draft IDP have where appropriate been used to inform the phasing and delivery of the development as set out within the table on the following pages.

This SMF sets out a framework to guide how new homes and infrastructure within Waltham Abbey North are to be delivered using a comprehensive approach. Infrastructure delivery includes social, green and physical infrastructure. Each individual planning application will be required to conform with the comprehensive approach set out within the SMF, which will then be secured as part of relevant planning obligations or planning conditions on each individual application.

## Phasing

The masterplan for the site provides a clear delineation for the delivery of the development. Sites WAL.R1 and WAL.R3 are situated on the east side of the site and to the east of the linear park and public open space that dissects the development (with the exception of a small area of the site located to the northeast of the linear park and identified as Phase 3 on the adjacent plan). Prior to the full completion of the spine road and bus route, the initial phases access to sites WAL.R1 and WAL.R3 will be solely from the south via Parklands. It will be the intention to build sites WAL.R1 and R3 out from the south to the north. The small area located to the northeast of the linear park will be one of the later phases to be delivered.

Sites WAL.R2 and WAL.T1 are situated on the west side of the linear park and POS (with the exception of a parcel of land to the southeast of the linear park, adjacent to the local centre and identified as Phase B on the adjacent plan). Prior to the full completion of the spine road and the bus road, the majority of dwellings within site WAL.R2 will be accessed via Crooked Mile, with the exception of the parcel part of Phase B. As with WAL R1 and R3, the general sequencing of development is likely to be from south to north.

To increase the speed of housing delivery on the site, the intention is to deliver the site as two separate outlets with WAL.R1 and WAL.R3 to the west and sites WAL.R2 and WAL.T2 to the east. This approach will assist EFDC with meeting their required housing land supply. Additionally, sites WAL.R1, WAL.R2, and WAL.R3 will contribute to the cost of delivering shared onsite facilities on a unit pro-rata basis.





TRAVELLER SITE/  
ALLOTMENTS  
SERVICED AND  
MARKETED PRIOR TO  
50% OF OCCUPANCY  
OF SITE WAL.R2

LOCAL CENTRE/COMMUNITY  
BUILDING MARKETING OF  
RESERVES LAND TO RETAIL  
OPERATORS NO LATER THAN  
25% OF OCCUPATIONS ON  
SITES WAL.R1 & WAL.R2

LOCAL CENTRE MARKETING  
OF RESERVES LAND  
TO RETAIL OPERATORS  
NO LATER THAN 25% OF  
OCCUPATIONS ON SITES  
WAL.R1 & WAL.R2

PHASING PLAN

- Site promoted by Manor Oak Homes
- Site promoted by Mrs Louise Barr
- Phase 1
- Phase 1 (A)
- Phase 2
- Phase 2 (A)
- Phase 3
- Phase 3 (A)
- Phase A
- Phase A (A)
- Phase B
- Phase B (A)
- Phase C
- Phase C (A)
- Local Centre
- Community Building
- Allotment/Traveller Pitch



# Delivery

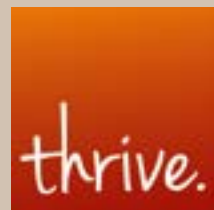
To ensure a comprehensive approach to the development, the table below sets out the proposed approach to infrastructure delivery.

Infrastructure requirement	Location on Site	Mechanism/phasing of delivery	Delivery Responsibility
Affordable housing	Sites WAL.R1, R2 and R3	Section106 for each planning application	Parcel developers and Registered Social Providers
Education Provision- Early Years, Primary and Secondary	Sites WAL R1, R2 and R3	Section106 for each planning application, depending on need for additional school places	Essex County Council
Doctors/NHS	Sites WAL R1, R2 and R3	Section106 for each planning application, depending on need for additional GP/NHS services	NHS and Hertfordshire and West Essex Integrated Care Board
Local Centre	Sites WAL R1 and R3	Land to be reserved for local centre as part of planning application. Section106 to require marketing of reserved land to retail operators no later than 25% of occupations on sites WAL R1 and R3. If upon expiry of marketing period no operators have been found, then the obligation will be deemed to be discharged. Details of marketing to be agreed as part of Section106.	Retail Operators
Community Facility	Sites WAL R1 and R3	Land to be reserved for community facility as part of planning application. Section106 to require proportional contributions towards delivery of community facility and marketing of community facility to find provider for the facility. If upon expiry of marketing period no operators have been found, then the obligation will be deemed to be discharged. Details of marketing to be agreed as part of Section106	Developers/EFDC/Community users
Traveller Pitch Provision	Site WAL R2	Land to be reserved for traveller pitch provision as part of planning application. Section106 to grant option to acquire on commercial terms the traveller site. Land transfer agreement can include covenants relating to the standards of management/ operation of the site. Traveller site serviced and marketed prior to 50% of occupation on site WAL.R2	Developer of site WAL.R2
Open Space Provision including Sustainable Drainage Systems	Sites WAL R1, R2 and R3	Planning application for each site/phase to provide details of the open space and sustainable drainage systems relating to their land/development parcel in accordance with the SMF. Planning condition requiring details of implementation.	Developers



Infrastructure requirement	Location on Site	Mechanism/phasing of delivery	Delivery Responsibility
<b>Allotments</b>	Site WAL.R2	Serviced allotments to be completed and offered for transfer prior to the occupation of 50% of dwellings on site WAL.R2	Developer of site WAL.R2
<b>Spine Road/Bus Route Delivery and bus stops</b>	Sites WAL R1, R2 and R3	Planning application for each site to provide details of spine road(s). Bus Route within the site, including provision for bus stops to be completed prior to 75% of total occupations on WAL R1, R2 and R3. Spine Road/bus route to be transferred to ECC for adoption.	Site developers/ECC
<b>Public Transport</b>	Sites WAL R1, R2 and R3	Section106 require owners to use reasonable endeavours to enter into a bus service agreement. Potential to use southern highway link between WALR1 and WAL R2 in advance of completion of full spine road.	Site developers/Bus Service providers/ECC
<b>On Site Footpaths/Cycleways</b>	Sites WAL R1, R2 and R3	Planning application for each site to provide details of cycleways and footpaths through their land. Site developer will be responsible for construction and transfer to ECC for adoption or offer other long-term management and maintenance such as a management company.	Site developer/ECC
<b>Offsite transport improvements</b>	Sites WAL R1, R2 and R3	Scope of off- site transport improvements to be agreed with EFDC/ECC as part of planning application process. This will include investigating provision for speed reduction along Parklands. Transport improvements to be implemented by ECC or developers.	ECC/Developers
<b>Contribution to access management and monitoring of visitors to the Epping Forest Special Area of Conservation</b>	Sites WAL R1, R2 and R3	Section106 to secure contributions for access management and monitoring of visitors to Epping Forest Special Area of Conservation.	Parcel Developer/ECC





**Thrive Architects Ltd**  
Building 300, The Grange  
Romsey Road  
Michelmersh  
Romsey  
Hampshire SO51 0AE

Tel: 01794 367703  
Fax: 01794 367276  
[www.thrivearchitects.co.uk](http://www.thrivearchitects.co.uk)

