



CHESHUNT LAKESIDE
Borough of Broxbourne

Parcel 14

Design & Access Statement
November 2020



MAKOWER
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Revisions

REV	DATE	NOTES
PI	30-11-2020	Application submission



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INTRODUCTION

PURPOSE OF THIS DOCUMENT
EXECUTIVE SUMMARY

- 1. **SITE LOCATION & CONTEXT**
- 1.1. THE SURROUNDING CONTEXT
- 1.2. THE DESIGN CODE
- 1.3. THE SITE

2. **DESIGN PRINCIPLES**

- 2.1. VISION
- 2.2. CONCEPT DEVELOPMENT
- 2.3. DESIGN EVOLUTION

3. **PROPOSED DEVELOPMENT**

- 3.1. SITE ARRANGEMENT
- 3.2. PLACE-MAKING STRATEGIES
- 3.3. TOWNSCAPE
- 3.4. MASSING AND QUANTUM
- 3.5. GROUND FLOOR
- 3.6. NON-RESIDENTIAL USE
- 3.7. ARCHITECTURAL STRATEGIES

4.1. **APPEARANCE**

- 4.2. MATERIALITY
- 4.3. WINDMILL LANE
- 4.4. STATION SQUARE
- 4.5. COURTYARD NORTH
- 4.6. COURTYARD WEST
- 4.7. BALCONY STRATEGY

5. **ACCESS**

- 5.1. OVERVIEW
- 5.2. PEDESTRIAN ACCESS
- 5.3. CYCLE ROUTES AND STORAGE
- 5.4. VEHICLE ACCESS AND CAR PARK
- 5.5. SERVICING AND DELIVERIES
- 5.6. EMERGENCY VEHICLES

APPENDIX

- APPENDIX 1 - FLOOR PLANS
- APPENDIX 2 - SCHEDULE OF AREAS
- APPENDIX 3 - GIA AREA PLANS



Historical Map of the local area (1898) highlighting Parcel 14's site



Historical Map of the local area (1967) highlighting Parcel 14's site

Purpose of this document

The Design and Access Statement for Cheshunt Lakeside Parcel 14 consists of one main volume and supporting technical reports which describe in detail the design and access strategies for the development.

This document is the main volume and sets out the context and site wide strategies for the scheme.

This document should be read in conjunction with the technical reports and appendices.

Note for the reader

The texts with “**this colour**” are direct quotes from the consented Design Code and from the Broxbourne Local Plan 2018-2033.



INTRODUCTION

Executive Summary

In August 2019 outline planning consent was granted (07/18/0461/O) for the Cheshunt Lakeside development, a new vibrant mixed use scheme. Cheshunt Lakeside sits wholly within the Greater London Metropolitan Area and is strategically located within walking distance to Cheshunt Rail Station, the River Lee and the wider Lee Valley Regional Park.

The simple and robust Masterplan aims to create a new neighbourhood with a full range of amenities that make up a walkable mixed use urban village that will be as culturally, ecologically and economically relevant today as tomorrow. A timeless place to live and work.

The outline masterplan lays out three character areas within the development. Parcel 14 lies in the 'Local Centre' located in the southern end of the development adjacent to the rail station. It will be the first mixed use block delivered in the zone. Its position at the corner of Windmill Lane and the new Station Square and its close proximity to Cheshunt Station makes it a strategically important development within Cheshunt Lakeside.

Parcel 14 massing consists of a single L-shaped block, ranging in height from 3 to 4 storeys. The proposed building will deliver 22 new homes and ground floor commercial unit/s. Open Space makes up 70% of the site, providing the first portion of the strategically important new public realm: New Street and Station Square.

The building has 2 main public frontages, one along Windmill Lane and the other on Station Square, creating a prime corner, visible from Cheshunt Station and the entrance of the River Lee Country Park.

The commercial unit with large inviting windows dominate three sides of the building fronting the new Station Square and Windmill Lane. The residential lobby is dual sided, opening onto both Windmill Lane and on the Business Courtyard.

The scheme provides 1:1 car parking ratio to residential units. The residential car parking will be delivered in two stages as further described within the report. Both the residential and commercial parking will be provided in Parcel 13.

Mix: 22 residential units with 1 bed, 2 bed, 3 bed and 1 no. commercial unit Class E of approximately 350sqm

Arrangement: 1 central core





CHESHUNT LAKESIDE

Parcel 14

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SITE LOCATION & CONTEXT

THE SURROUNDING CONTEXT

The Outline Consent

The proposed development will extend from Windmill Lane to Cadmore Lane and is set to create a new urban village.

Running parallel with the West Anglia main railway line and immediately to the north of Cheshunt Station, Delamare Road connects Windmill Lane and Cadmore Lane in Cheshunt.

The departure of Tesco from its Delamare Road buildings created the opportunity to deliver the regeneration of this area.

The regeneration can encourage neighbouring activities and character to flow in; expanding the local residential community that borders the site, renewing the commercial focal points to the north and south and bringing back the natural landscape of the Lee Valley from the east.

Parcel 14 will realize the first building of the Masterplan "visible" from Windmill Lane and the train station.



Illustrative Masterplan from the OPA highlighting Parcel 14



NEW HOMES



REGENERATION SITE



NEW PUBLIC PARKS AND SQUARES



FLEXIBLE COMMERCIAL SPACE



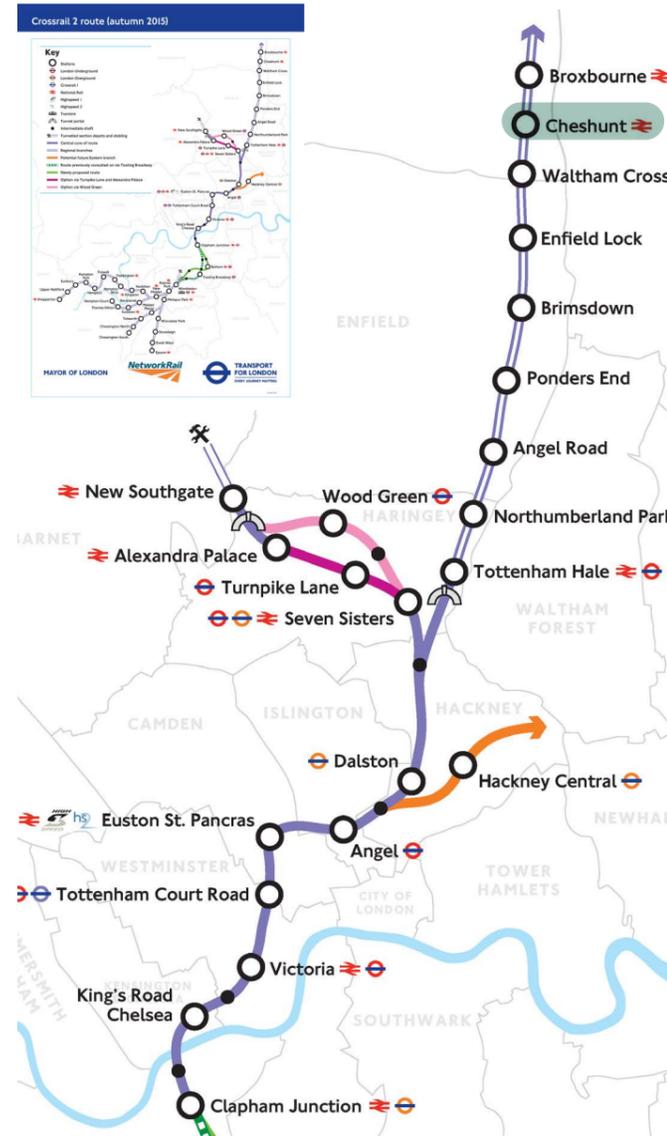
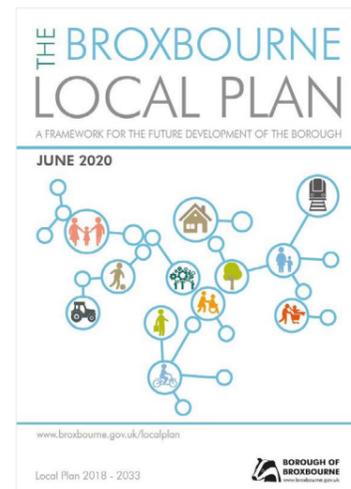
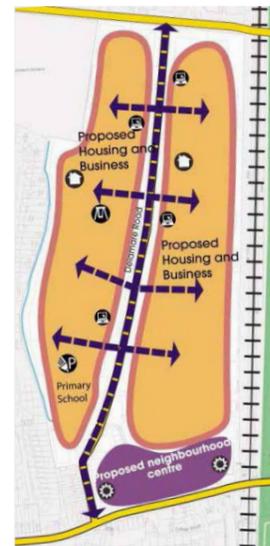


A Framework for Delamare Road

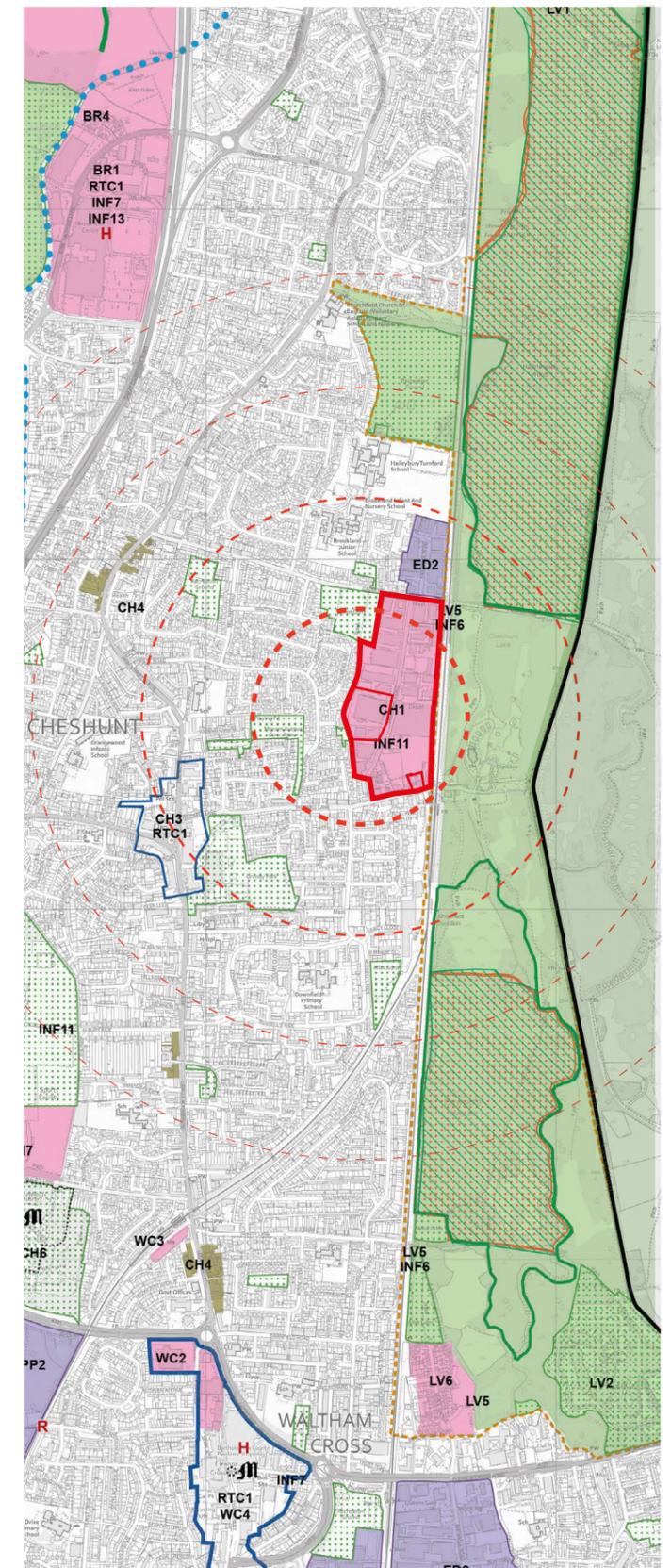
In June 2020 the 'Broxbourne Local Plan 2018-2033' was adopted, replacing the Local Plan 2005.

The Council's Local Plan explains how land in the Borough of Broxbourne will be used and developed, following the principles of Economy, Environment and Society.

One of the 28 areas indicated as 'strategic development' is the Cheshunt Lakeside, accommodating a level of growth of approximately 1,750 new homes.



Crossrail 2 - The proposed route will further improve the public transport connection with Cheshunt Station



Broxbourne Local Plan 2017-2044 - Policy Map indicating the Cheshunt Lakeside site

SITE LOCATION & CONTEXT

THE DESIGN CODE

Two parts, One Vision

The Principles and Design Criteria set out in the Design Code and masterplanned by Metropolis, seek to create “the best possible framework for a great place to live”.

The simple and robust Masterplan aims to create a new neighbourhood with a full range of services that make up a walkable mixed use urban village.

Within each of the three Character Areas, principles have been set out for the building design and to identify the key elements of the public realm which make up the key ‘places’ in each area.



	Urban Village	Cadmore Lane	Local Centre
Street Type	Primary Boulevard Neighbourhood Streets Non Car Route	Existing Street Primary Boulevard	Existing Street New Street and Public Square
Land Use	Residential	Offices Light industrial Health care Residential	Offices Retail Health care Education Residential
Building Type	Apartment blocks	Small, medium, large commercial units Apartment blocks	Activity centre Office block Education buildings Apartment blocks
Height	G+2 to G+6	G+1 to G+5	G+2 to G+6
Parks and Open Spaces	Western Park Green Route Amenity Courtyards	Fore Courts Courtyards	Public Square Courtyard School

Character Areas

In order to create a place to live, work and enjoy the Lee Valley, the masterplan has set up three character areas; a business focus at Cadmore Lane, a residential neighbourhood in a natural landscape setting in the heart of the scheme and an enhanced local centre on Windmill Lane.

Parcel 14 sits within the “Local Centre” and will be the first mixed use block to be delivered in the area. Its prominent corner location, created by Windmill Lane and the new Station Square, will create a strong visual and physical connect to Cheshunt Station as well as serving as the head of the Green Route.

Architecture and Townscape

The creation of the new road connection within the development is a key move to open the Masterplan onto Windmill Lane and to create permeability with the surrounding neighbourhood, the station and Lee Valley. This will be an important corridor at a local scale, reinforcing the Local Centre and its commercial areas.

Parcel 14 works by reinforcing the presence of the Masterplan near the Station and with the creation of a strong identity for the Local Centre and the Masterplan. The Townscape contribution of Parcel 14 plays an important role to strengthen the strategies within the Masterplan

Parameter Plans

The consented outline scheme includes Parameter Plans which control siting of the buildings and the configuration of the spaces between them.

In this context, Parcel 14 plays an important role within the Masterplan's vision, being at the same time inward looking with the creation of the Courtyard and of the New Street and Station Square, but also outward looking, being on a prominent location on Windmill Lane, interfacing with the existing neighbourhood.

Working within the maximum height parameter, Parcel 14 reinforces its corner presence, whilst strengthening the whole character and townscape of the Local Centre.

As a mixed use building, an early delivery of this Parcel benefits not only the Masterplan, but also the existing community, beginning the process of regenerating Windmill Lane.

“Ensure that growth and regeneration improves the physical quality and social and economic prosperity of neighbourhoods for residents, businesses, workers and visitors.”



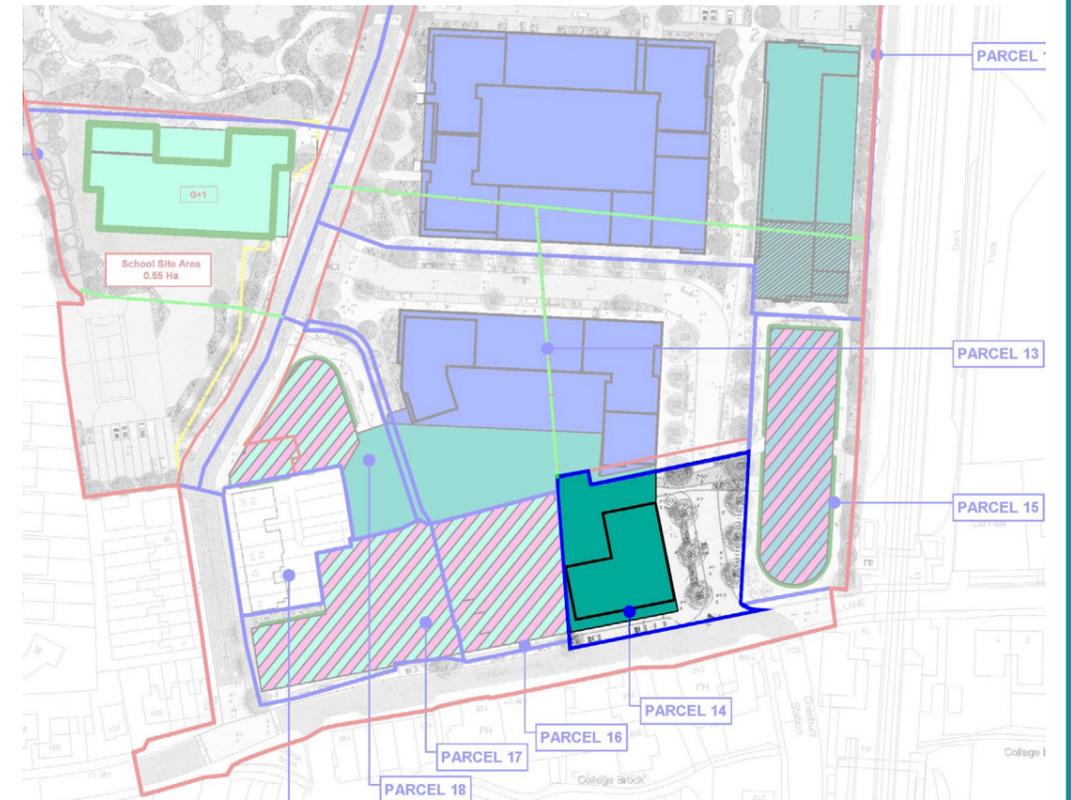
A sketch from the Consented Outline Scheme showing the massing of Parcel 14



Footprint and Use Parameter - Parcel 14 is Residential on top of Commercial



Parking Parameter - Parcel 14 has a car parking ratio of 1:1, temporarily located at Parcel 13



Scale Parameter - Parcel 14 has a flat Roofscape at four storeys height



Ground Floor Parking Parameter - Parcel 14 has only commercial car parking spaces and short term, at ground level

SITE LOCATION & CONTEXT

THE SITE

Current

Parcel 14 site covers a 0.22ha area. It is currently occupied by a short terrace run of six houses and two semi-detached houses. A small portion of this land, 680 sqm which holds the two semi-detached houses, is yet to be acquired. The purchase of the land is currently under way and it is anticipated that it will complete by the end of March 2021. Should it be required the early delivery of Parcel 14 will still be possible through a two-stage delivery strategy, which the design allows for.

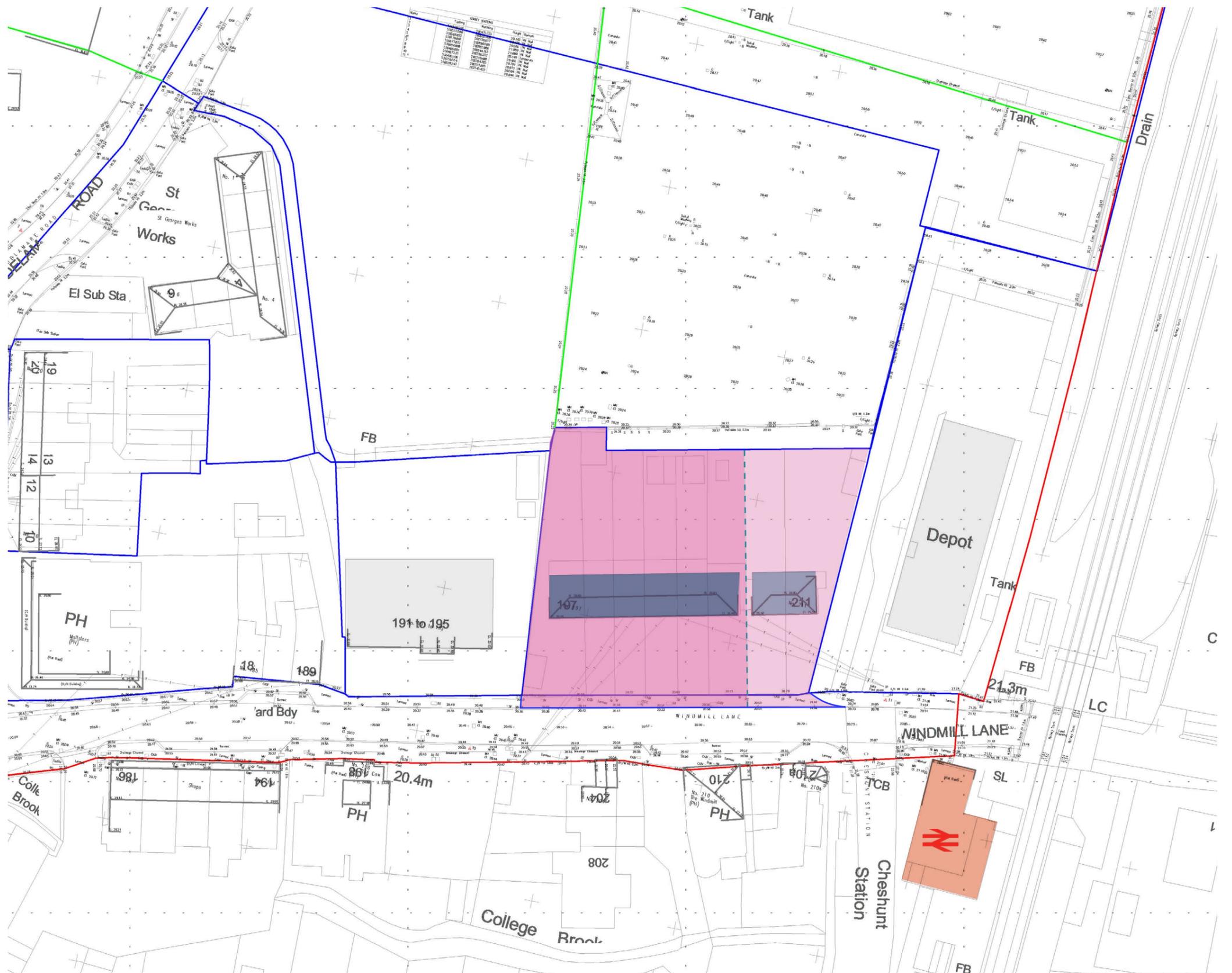
The site opposite Parcel 14, outside the Masterplan demise, has been developed in the past year from a single storey building, to a four-storey mixed use building, creating a significant corner on Windmill Lane. This should be seen as an opportunity to further reinforce the notion of the gateway.

The site is relatively flat with a slight slope of approximately 0.4m from the north to south.

- Consented Footprint
- Current Scheme Footprint

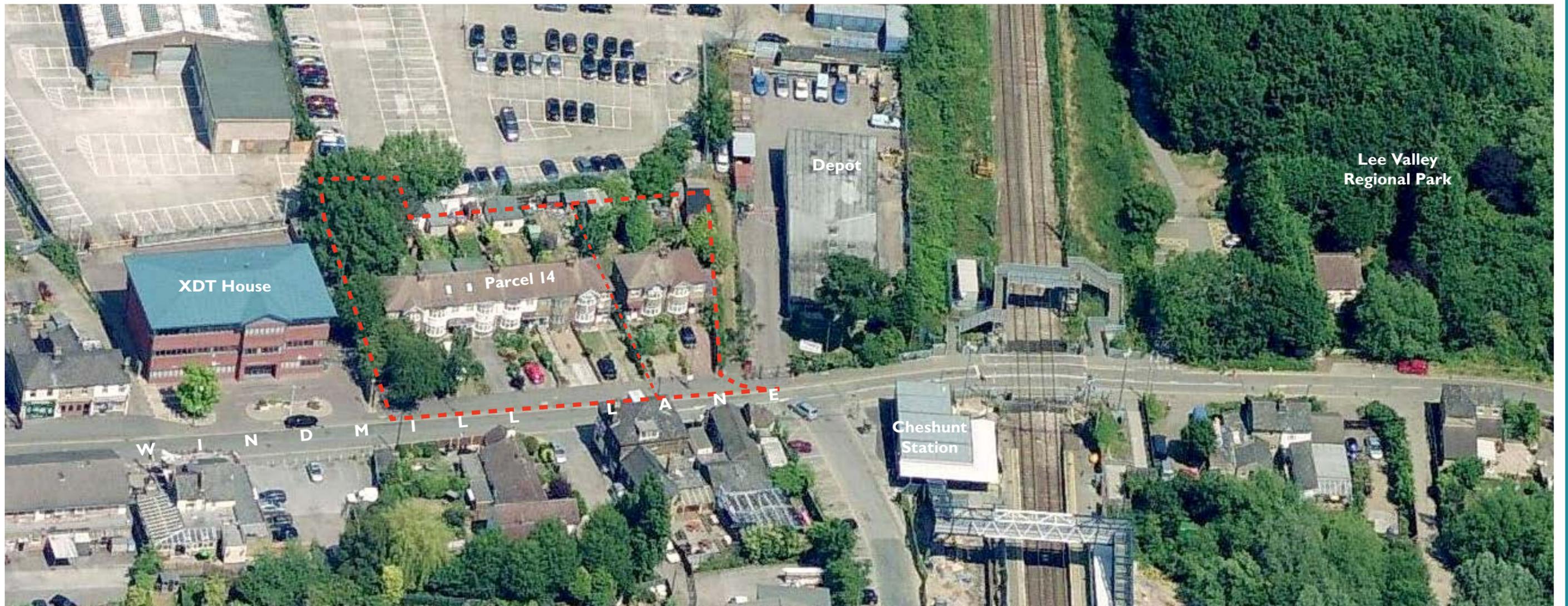


Overlay of Plans with Existing, Consented and Current footprints



Plan of the Existing showing in dark pink the area already owned by CLDL





Aerial view (2018)



Windmill Lane - On the left the single storey building since re-built (see image on right)



Cheshunt Station - On the right side the two newly built buildings



Illustrative view of the approach to Station Square from the Green Route: the bite in the massing gives directionality towards Windmill Lane and the station

