

10.4 Canal basin

Vision

The Canal basin will solidify DPGV’s connection to the Wey and Arun Canal, establishing a small centre with a local offer for food, drink, leisure and community uses adjacent to Compasses bridge. The creation of a neighbourhood around the canal basin presents an opportunity for a distinctive character and identity, creating a strong edge to the rejuvenated waterway and potential for a cluster of self-build homes.”

Figure 36 shows an indicative layout plan of the village centre which will be a key location in DPGV. The annotations on the plan provide an overview of some of the key opportunities and design considerations that any proposals coming forward will be expected to respond to.

Streets and movement

- 1 The position of the basin adjacent to the Wey and Arun Canal presents an opportunity to maximise walking and cycling via the new towpath which will connect to the retained Peri-track and beyond DPGV.



Fig 36 Indicative layout for the canal basin

- 2 It is envisaged that a local cycle hub would be provided alongside the basin with ample cycle parking. Electric vehicle charging points will also be encouraged in this location.
- 3 Vehicle access will be provided via the re-instated route between Compasses Bridge and Stovolds Hill. This route will allow direct links to the main village centre and business park to the north.



The new towpath will be an asset for walking and cycling

Landscape and public realm

- 4 The canal basin and corridor will be a special and memorable place. The basin itself will adopt a formal arrangement of hard space arranged around the basin edge.
- 5 The canal corridor will have a greener, verdant quality, with existing trees and planting retained as far as possible. The new towpath will necessitate a degree of re-landscaping and re-grading to establish a suitable route. This is illustrated in further detail in chapter 7.
- 6 A buffer between the edge of the adjacent residential neighbourhoods will enable the landscape to connect seamlessly to the green wedges, and further west to the swathe of country park and, ultimately runway park.



Wey and Arun Canal

Character and scale

- 7 The Canal basin area will have a unique character within the overall settlement, establishing a strong relationship with the basin edge and linear canal corridor.
- 8 It is anticipated that buildings immediately adjacent to the basin would be 3 storeys, reflecting the provision of residential dwellings above active ground floors.



Contemporary narrow canal houses in Borneo-Sporenburg

Land use and activities

- 9 The basin area itself will be suitable for an active mix of uses. The Council will encourage the careful curation of ground floor uses in tandem with the adjacent public space. Opportunities for food, drink and leisure uses will be pursued, alongside for a flexible community space. Other activities including convenience retail, or small scale office space would also be considered. Residential dwellings above these active ground floor uses will also be encouraged,
- 10 The wider canal basin neighbourhood should adopt mid-density house types, responding to the urban character of the basin. This location is also considered to be appropriate for self-build homes. Detailed design should explore the potential for a “diverse uniformity” of character. For example, it might be appropriate to draw inspiration from the traditional narrow Dutch canal houses, or the more contemporary waterfront at Borneo-Sporenburg in Amsterdam.
- 11 Provision of the canal basin will establish a mooring facility. Early discussions should be progressed to understand the management of the basin, as this is likely to fall outside the remit of the Wey and Arun Canal Trust.

10.5 Typical neighbourhood

Vision

DPGV will be defined by a series of residential neighbourhoods which fan out from the village centre and green in a distinctive petal-like form, with green wedges forming the spaces between the housing areas. Each neighbourhood will share common characteristics and defining features, with greater flexibility for variation in architectural character and definition within each neighbourhood.

Figure 37 illustrates an indicative layout for a typical neighbourhood, highlighting the transition in density as the petal moves from the central part of the settlement to the landscape edge.

Streets and movement

- 1 The principal access street to each neighbourhood should be situated within the petal, not at the perimeter. These arterial streets should connect directly to the main street / connecting street network which bounds the village green to the south of the village centre.
- 2 An open network of neighbourhood streets and local spaces will form rational parcels within each neighbourhood, allowing choice and freedom of movement around the settlement.



Fig 37 Indicative layout for a typical neighbourhood “petal”

3 Cycling routes and walking connections must be well-integrated within each neighbourhood, with connections between adjacent petals possible across the green wedges.

Landscape and public realm

- 4** The qualities and characteristics of different streets within the neighbourhood are set out in Part C. These should include an appropriate hierarchy of connecting streets, neighbourhood streets and shared surfaces.
- 5** Strategic areas of green define the spaces between the neighbourhood petals. South of the village centre, these green spaces are envisaged as green wedges (see chapter 11 for guidance). The wedges have a key role to play as multi-functional green space, including provision for different scales of play (see section 4.3). In the northern part of the settlement, the runway park adopts a similar function, albeit with greater linearity.
- 6** Existing areas of planting and trees should be retained.

Character and scale

- 7** Neighbourhoods should generally adopt a radial pattern of density, with highest densities adjacent to the village centre and lowest densities at the ends of the petals, with a gradual transition between the upper and lower end of this range. In this context, the neighbourhoods will naturally embrace a diversity of dwelling sizes and types, supporting a genuinely mixed community. Building heights should step down towards the edges of the petals as illustrated in section 4.3. Building heights will be up to 3 storeys, stepping down to 2 or 2.5 storeys adjacent to the country park and outer parts of the green wedges.
- 8** The relationship between built frontages and the village green will require great care and attention. The illustrative scheme assumes a crescent-like street between the village green and the neighbouhood petals. Alternative geometries could be also considered. Continuous frontages should be provided at the edge of the petals to create a high quality, formal relationship with the village green and street.
- 9** Generally, it is expected that direct frontages will be maximised onto the green wedges and landscape areas.
- 10** The different outer neighbourhoods should stive to balance the need for a shared sense of place identity, with distinctive characteristics which create interest and diversity. Following discussions with D:SE, the emerging masterplan

for the existing consent, has used the phrase ‘harmonious diversity’ to capture this ambition which will be supported. Each petal, or pair of petals, should be conceived as a separate ‘hamlet’ with its own identity. The exact strategy for achieving a parallel sense of commonality and diversity should be articulated as part of the detailed masterplan and associated coding / guidance. Distinction could be achieved through variations in response to specific landscape / heritage setting, relationships with the adjacent streets, internal street structure and the approach to local streets and greens.

- 11** A range of typical urban design and sustainable building design characteristics are established in part C, reflecting the diversity of types and range of densities envisaged in the neighbourhood petals.



Typical neighbourhood street, Trumpington Meadows

Land use and activities

- 12** The neighbourhood petals will be predominantly residential in character.



Example of a small terrace development, Eden Street, Cambridge

10.6 The Woods

Vision

The Woods will be a neighbourhood of larger, lower density dwellings set within an enclave of woodland and mature trees in the south-western corner of the settlement. The Woods will be distinct from the neighbourhood petals, responding to existing landscape qualities and character, and detached from the main village.

Figure 38 illustrates an indicative layout for The Woods.

Streets and movement

- 1 The Woods will be accessed from the village centre via the connecting street which connects the centre to the Tickner’s Heath entrance.
- 2 The connecting street forms the preferred routing of the proposed public transport connection into the site. This is a key requirement of the scheme and WBC / SSC will work closely with the applicant to establish bus provision in perpetuity. It is anticipated that the access at Tickners Heath will only allow permit walking, cycling and public transport. Private vehicle access will not be allowed. Subject to more detailed discussions, there is potential for a bus stop to be situated close to the Tickners Heath entrance, which would serve The Woods.

- 3 The Woods will be readily accessible by foot and by bicycle, benefiting from close proximity to the peri-track which runs immediately to the east, and proposed towpath. Provision for an informal shared cycle and foot path connecting directly to the peri-track should be integrated
- 4 Access from the connecting street to the parcels north and south of the street will be provided via local streets with a shared surface character.
- 5 As set out in Part C, it is important that domestic car parking is carefully managed to avoid impact on the overall street scene and sense of place. The prevalence of larger domestic scale properties is likely to generate a high demand for parking in this location. Proposals should demonstrate how sustainable movement choices will be promoted, with a view to limiting the number of spaces whilst maintaining a realistic approach to parking. This is likely to require a combination of on-plot parking (garages and open parking to the side of houses), with visitor parking around a central green area.



Fig 38 Indicative layout for The Woods

Landscape and public realm

- 6 The Woods will nestle into the landscape gaps between a sequence of tree groups and copses situated between the peri-track and the canal. These existing landscape features should be maintained.
- 7 Opportunities exist to establish a framed view from Tickner’s Heath along the connecting street, strengthened by tree planting on either side of the route.
- 8 Play provision (a LEAP) should be provided on the central green space, alongside more informal local play (LAPs) within the parcels as illustrated in section 4.4.

Character and scale

- 9 This area is likely to have a very low density (a potential range of approximately 5 to 15 dwellings per hectare). Previous discussions have indicated that this area would be suitable for a diverse and bespoke approach to housing design. This could be achieved through a self-build or custom build model. Building heights will be 2 to 2.5 storeys.
- 10 Boundaries should adopt a soft, green character rather than fences or walls to facilitate integration with the landscape. The low density will enable significant setbacks from front and side boundaries.

Land use and activities

- 11 As noted above, this area will be purely residential in character.



Wood House, Tatsfield (Allies and Morrison), StÅle Eriksen
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Mature trees will be retained - example from Brampton Park, Huntingdon

11 LANDSCAPE CHARACTER AREAS DESIGN GUIDANCE

11.1 Overview

11.1.1 Landscape character

This section contains studies for a cross-section of key landscape characters within DPGV. The study areas selected capture different landscape typologies, as defined in section B.

The approximate location of the landscape study areas, as part of an illustrative landscape masterplan are illustrated on figure 39. The landscape typologies captured within the study areas are listed below for reference:

- 1 Village green
- 2 Community Park
- 3 Canal corridor
- 4 Country Park
- 5 Runway park
- 6 Peri-track

11.1.2 Purpose of the studies

For each area the following design guidance is provided using an illustrative landscape plan. These plans demonstrate important principles and and approaches, in alignment with design guidance in Part C, but should not be viewed as prescriptive.

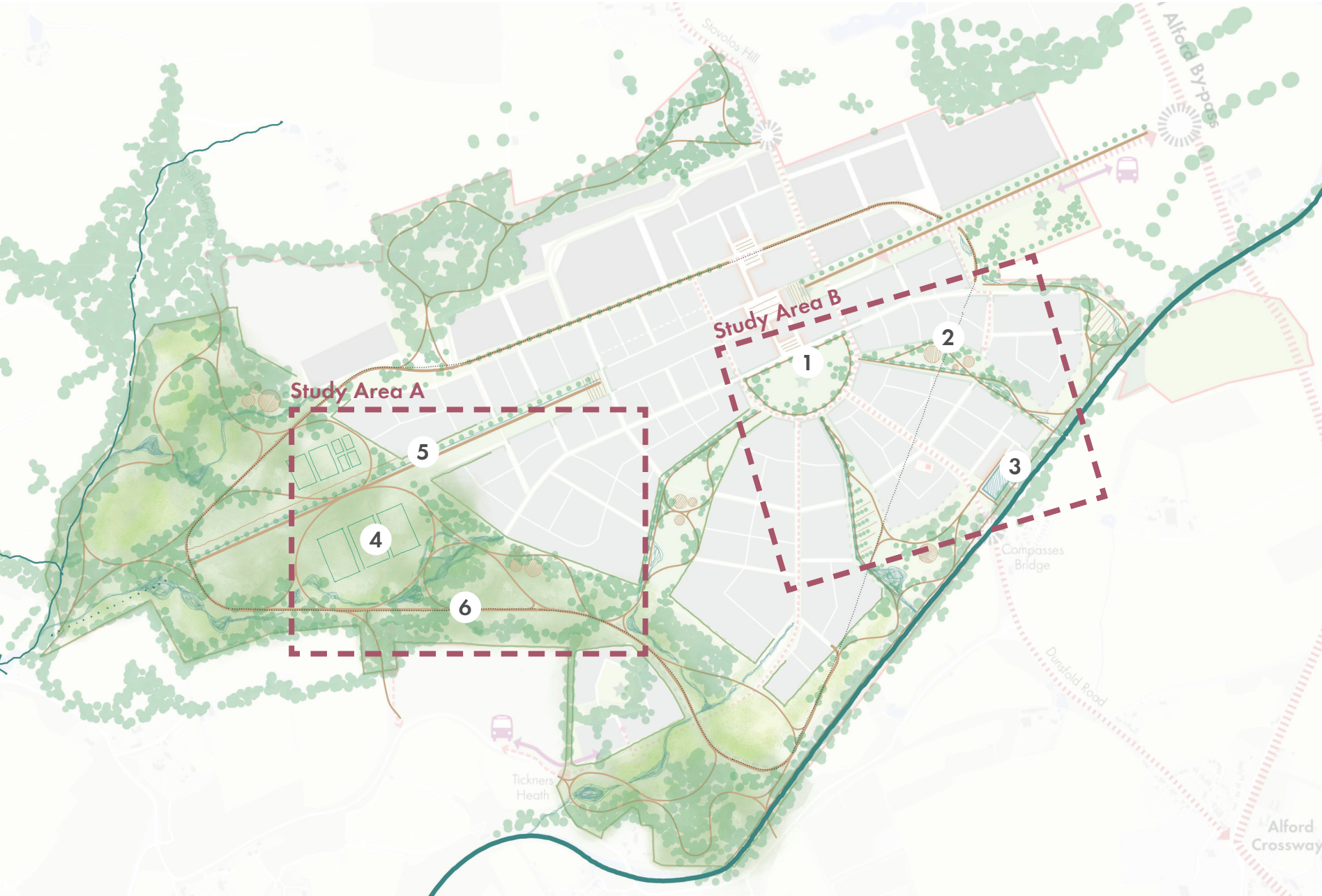


Fig 39 Character area study locations (see section 10.1.1 for explanation)

11.2 Landscape character:
study area A

11.2.1 Village green

The Village Green will become the heart of the new community. The edges should be animated with activities at ground floors. The outer ring should sit beneath a canopy of large trees with places to sit and socialise, with the form reinforced by a small brook with bridges across linking to the large open central lawn. The brook could incorporate subtle public art and play as part of the sustainable drainage feature. The central lawn should be an open area which can host a variety of activities such as community fêtes or fairs.



Village green precedent.
Credit: John Sturrock



Brook basin precedent



11.2.2 Neighbourhood park

The neighbourhood park would be one of the proposed green wedges, in this instance connecting the Village Green with Country Park and Canal. The park should serve the immediate residents' passive and active leisure requirements and should cater for all different ages and activities. Each neighbourhood park will have its own green and blue infrastructure requirements, which should inform the character and biodiversity of the different parks and green wedges.



Informal social spaces



Productive landscapes



Provision for young people

11.2.3 Canal basin and corridor

The canal basin will be a key moment along the canal providing a more formal and hard landscape that contrasts with naturalistic qualities of the canal corridor. Trees and planting could be curated around the basin to provide a distinctive, singular character with new high quality paving, active edges creating a welcoming place.



Active canal edge precedent.
Credit: Matt Brown



Naturalised canal edge with well-maintained towpath