Maybourne Rise, Woking

Design Review Panel no.2

Document no. 927-LR-003

ADMG
ASTRANTIA DEVELOPMENT MANAGEMENT GROUP

corylus
Planning & Environmental Ltd

Contents

1 Design Review Panel Recap
Key Recommendations

2 Landscape Character
Re-start
National Landscape Character

3 Transport Connections
Regional Scale

4 Architectural Context
Local Architectural Character

5 Concept Development
Site Appraisal
Design Drivers
Design Evolution
Design Layout
Design Development
Character Areas
Urban Spinney
Woodland Village
Central Heathland

6 Layout Exploration

7 Consultant Coordination
Additional Loop Road & Woodland Lanes
Drainage & SuDS strategy

8 Layout Evolution
Option Development
Review
Design Freeze

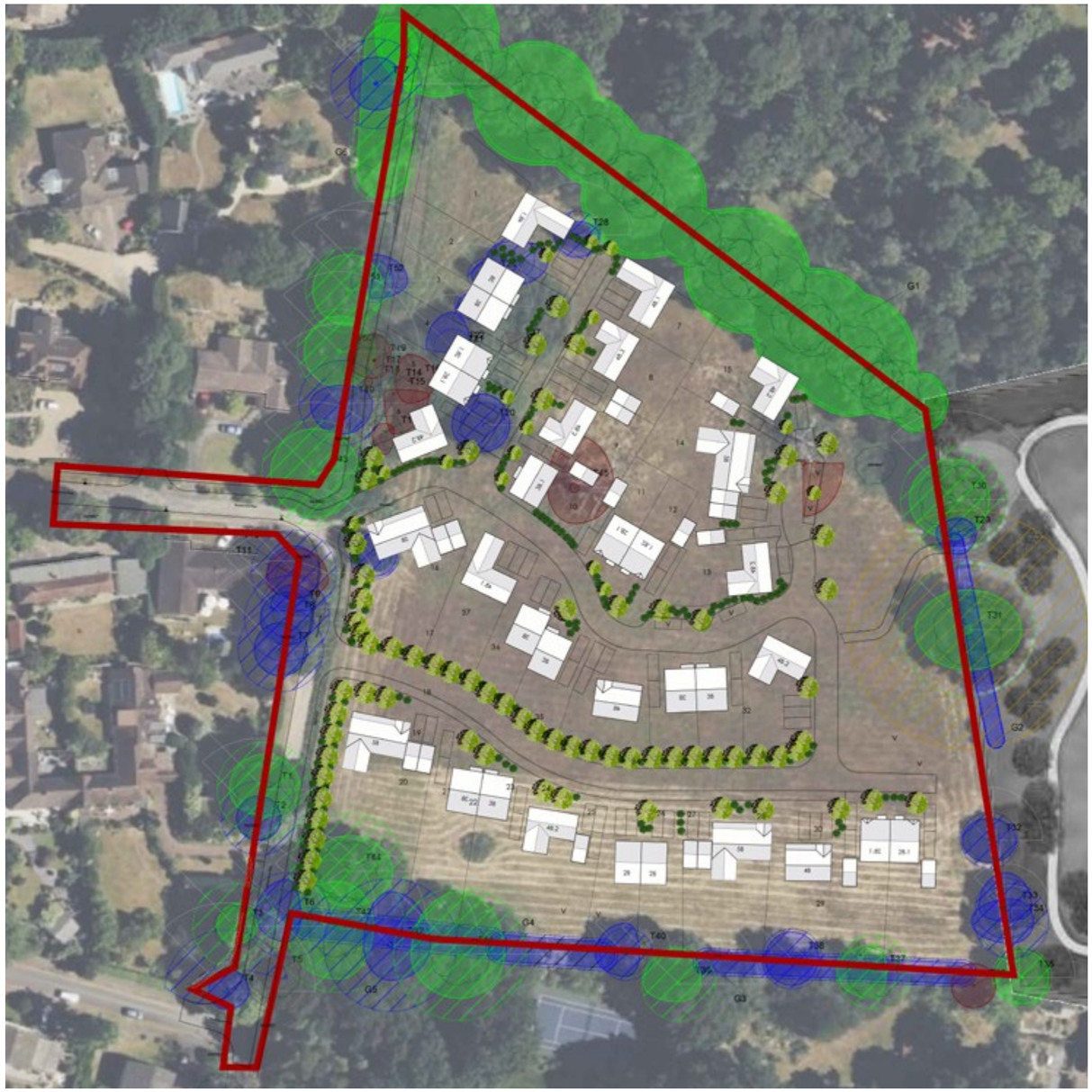
9 Design Code Development

1 Design Review Panel no.1 - Recap

1.1 DRP no.1

The first Design Review Panel (DRP) presentation on the 12th August concluded with the below proposed plans;

- 33 units (left plan)
- 34 units (right plan)





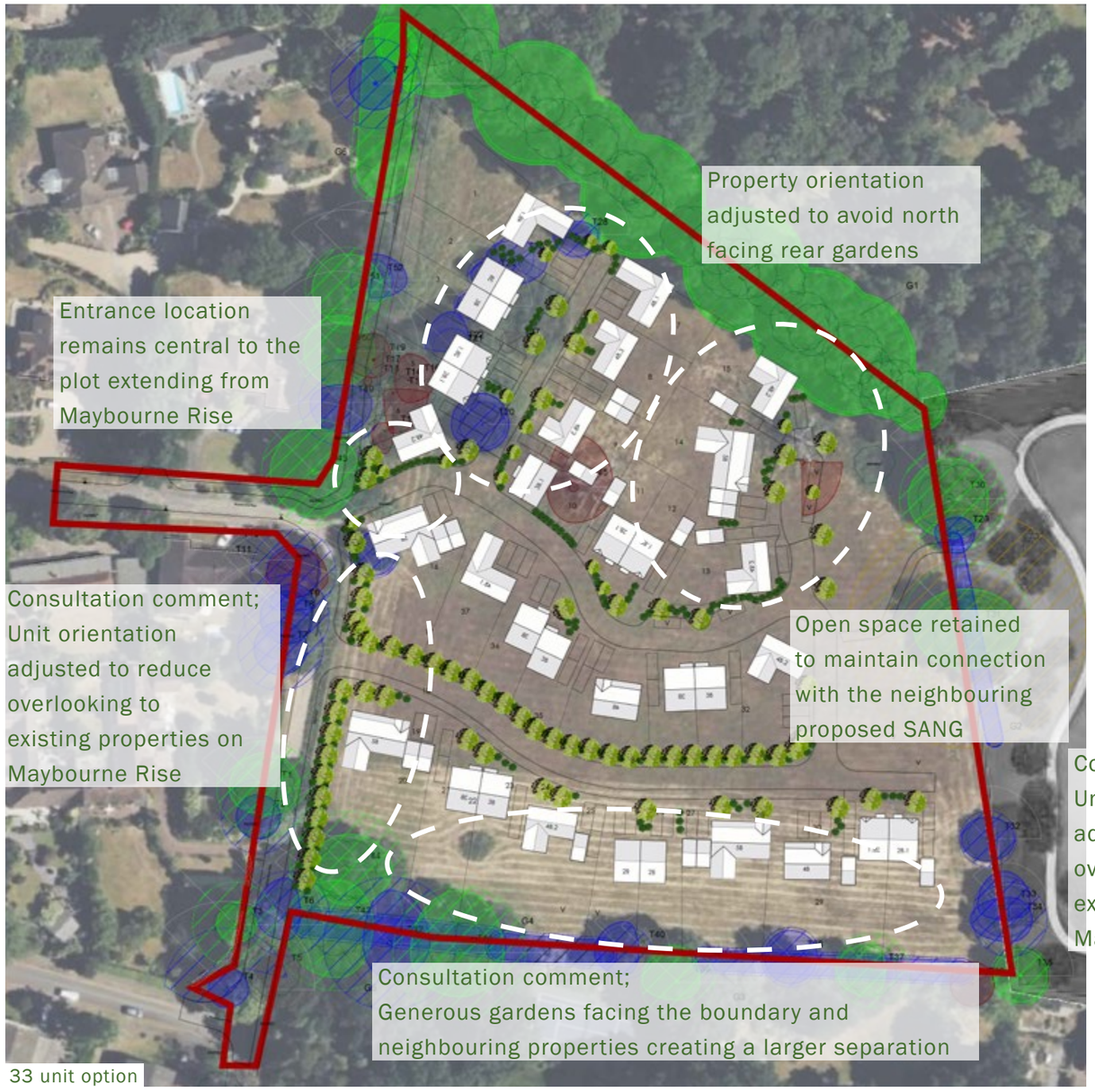
1 Design Review Panel no.1 - Recap

1.1 DRP no.1

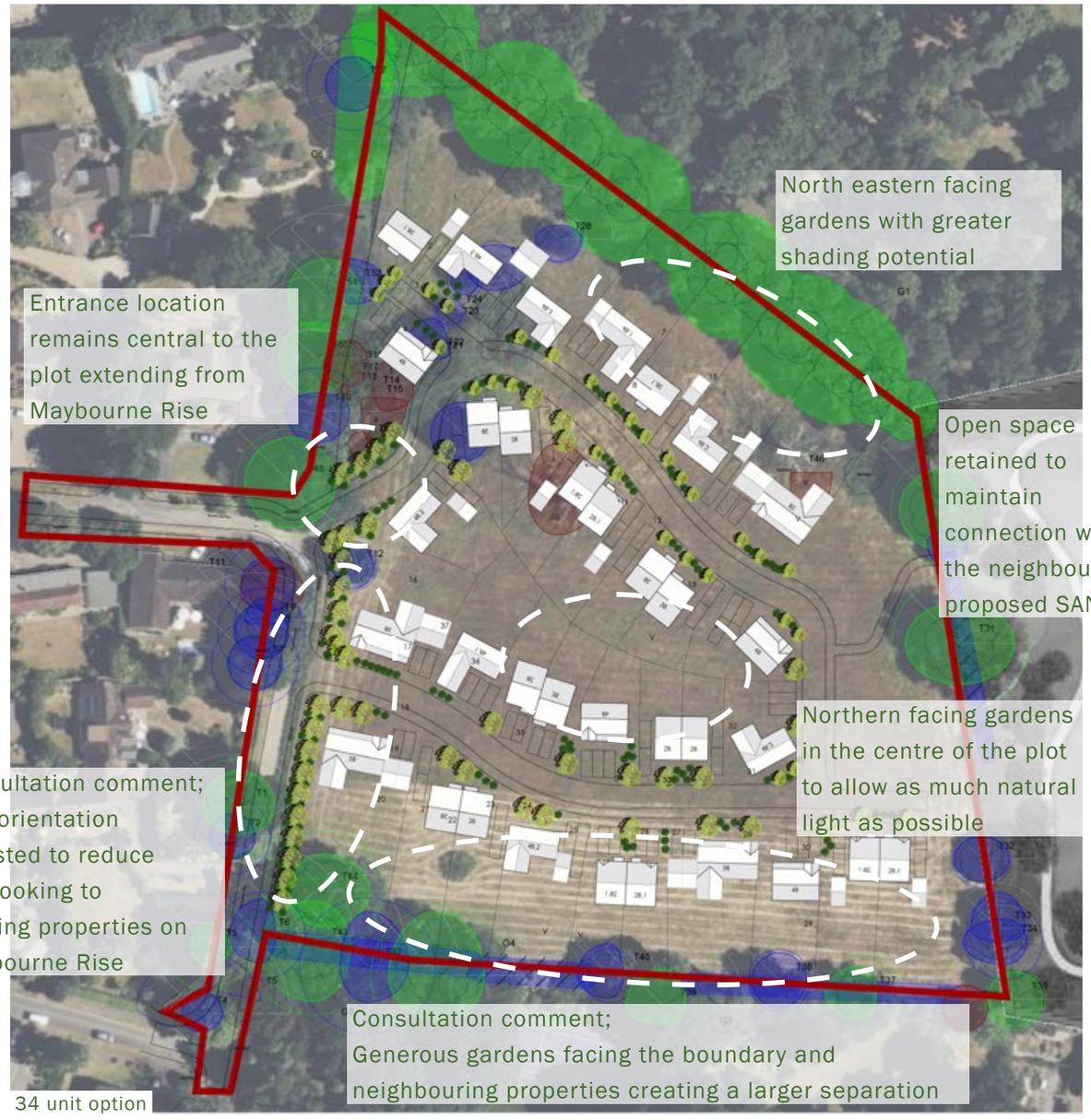
The below plans represent a sketch exercise in response to feedback from a public consultation event and discussions with neighbouring residents.
These principles are retained as part of the starting point following the DRP-1 feedback.

Key Principles:

- Entrance/welcome space
- Property orientation to avoid north facing gardens
- Unit orientation along western boundary to avoid properties facing neighbouring homes
- Open space connections



33 unit option



34 unit option

1 Design review panel recommendations

1.2 Key Recommendations

The table on this page is an extract from the Design review panel report that highlights key recommendations for consideration.

Summary of key recommendations

1. Establish clear design parameters, informed by site analysis, landscape character, topography, movement and density, and demonstrate how the masterplan layout has evolved.

2. Develop a series of conceptual diagrams which, together, clarify the key design drivers for the masterplan and reinforce the rationale behind the street layout, placemaking, housing typology and landscaping within the scheme

3. Deliver a comprehensive movement strategy that prioritises high-quality, safe walking, cycling, and public transport connections, including to Worplesdon Station, local bus stops and along public rights of way. Demonstrate how these will be delivered in partnership with Surrey County Council and relevant stakeholders.

4. Refine the street hierarchy, parking strategy and residential layout to create more characterful and distinctive streets and prioritise placemaking over highway infrastructure.

5. Explore and respond to the site's landscape character in the masterplan, including topography, ecology, mature trees, views and wider landscape context, and embed landscape character and biodiversity in the development.

6. Use the site's landscape assets, such as the mature oak tree views and long-distance landscape views, to create a strong sense of arrival, a coherent open space network and a distinctive identity for the development.

7. Secure the quality of streets, frontages, parking, cycle storage, landscape treatment and biodiversity measures across the development through a robust and site-specific Design Code.

8. Create a distinctive sense of place through the careful arrangement of housing typologies, density, landscape and public realm, ensuring that different parts of the site respond to their specific context and character.

2 Landscape character

2.1 Re-start

Reviewing the DRP feedback and considering how to take the scheme forward, the first place to start is on a large scale - The National Landscape Character.

Below are the key elements from the national character area which helped to set the principles when re-designing the scheme.

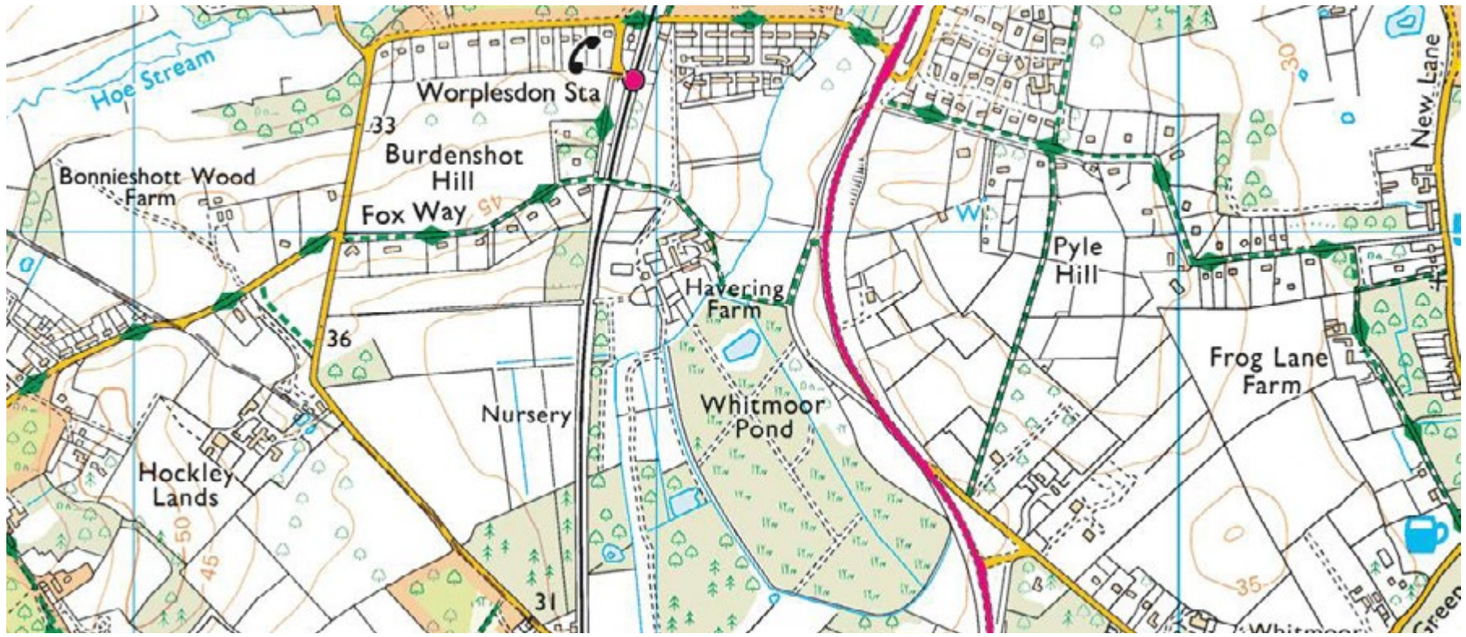
National Landscape character

NCA Profile: 129 Thames Basin Heaths.

- High woodland cover, offering an array of colour in the autumn. Conifers and large plantations on former heathland.

- There is a patchwork of small to medium-sized fields with woods.



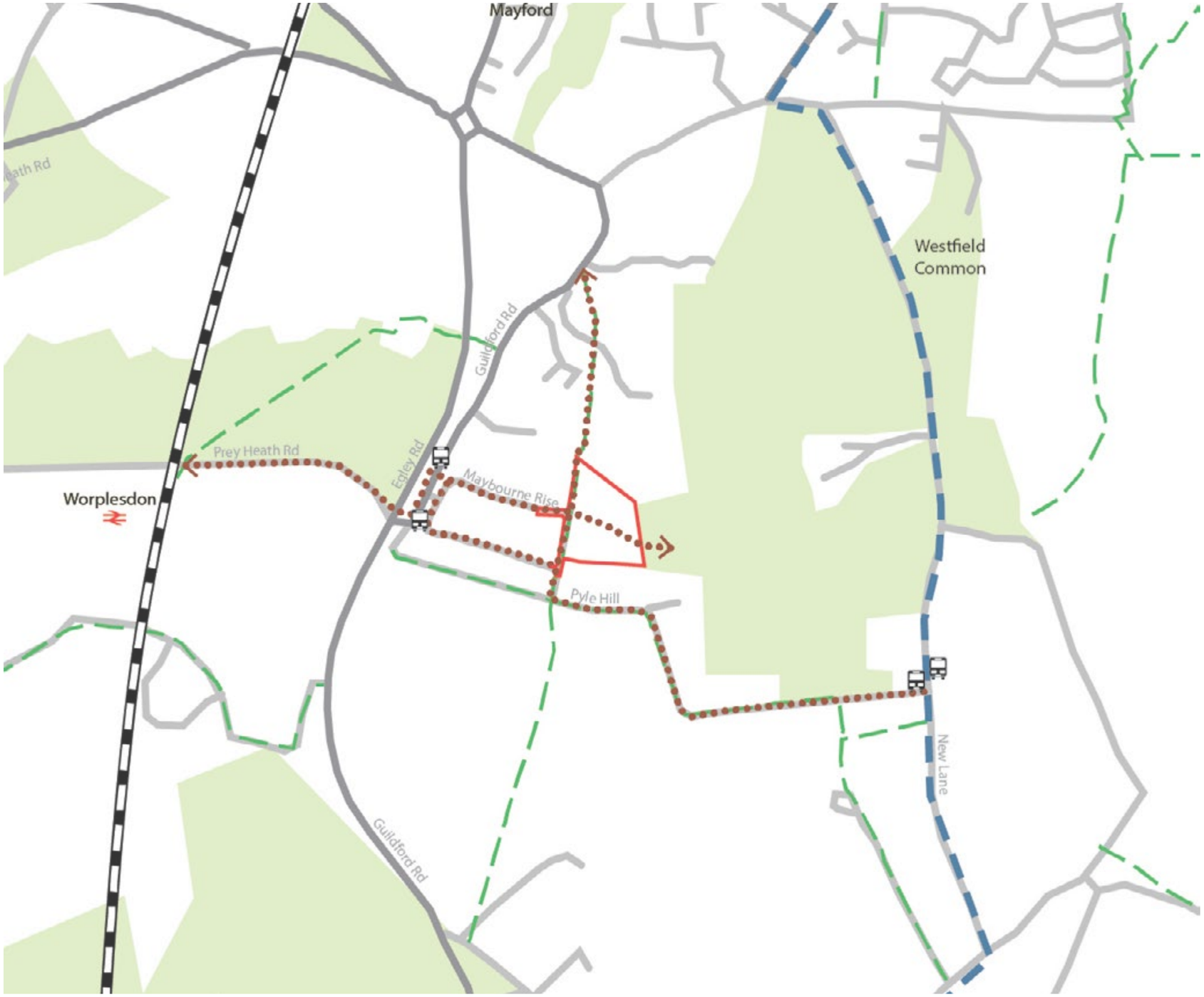


3 Transport connections

3.1 Regional scale

The sustainable connections form a key link and desire line through the site.

Linking the development site to an existing railway station to the west and assuming the golf course scheme comes forward a direct link into the proposed SANG area and onto bus/cycle connections to the east.



4 Architectural Context

4.1 Local Architectural Character

The images here show variation in the property types in the locality of the Maybourne Rise site.

The top images generally reflect parking to the front of properties as a local character style with the associated hard-standing.

The middle and bottom rows are properties located in other parts of Maybourne Rise, indicating varied widths to the plots, all generous with parking to the sides and generous front gardens, set back from the highway edge.

Both of these differing approaches have been noted and will be considered as the scheme develops.



Semi-detached properties with separate parking



New build estate with parking to front of properties



Parking to front of properties interspersed with trees



Parking for up to four cars to the side of the property with large front garden



Generous driveway with considerable set-back from the road for a mature front garden



Parking to the side of the property with large driveway and front garden



Large driveway and parking for multiple vehicles with generous front garden



Parking integrated with property line with large drive and front garden



House refurbishment retaining the large front garden and large plot width

5 Concept development

5.1 Site appraisal

Alongside the key factors noted above, a simplified site appraisal indicates the key elements for retention or enhancing as more layers are added into the sketches.

The adjacent sketch indicates the following elements;

- Existing public right of way (no. N33/23) along western edge
- Existing Cat B Oak tree in western area of site
- Veteran tree in neighbouring land to the east
- Mature vegetation to three (north, east & south) boundaries
- Long distance views from western side with easterly outlook





View east from site main entrance



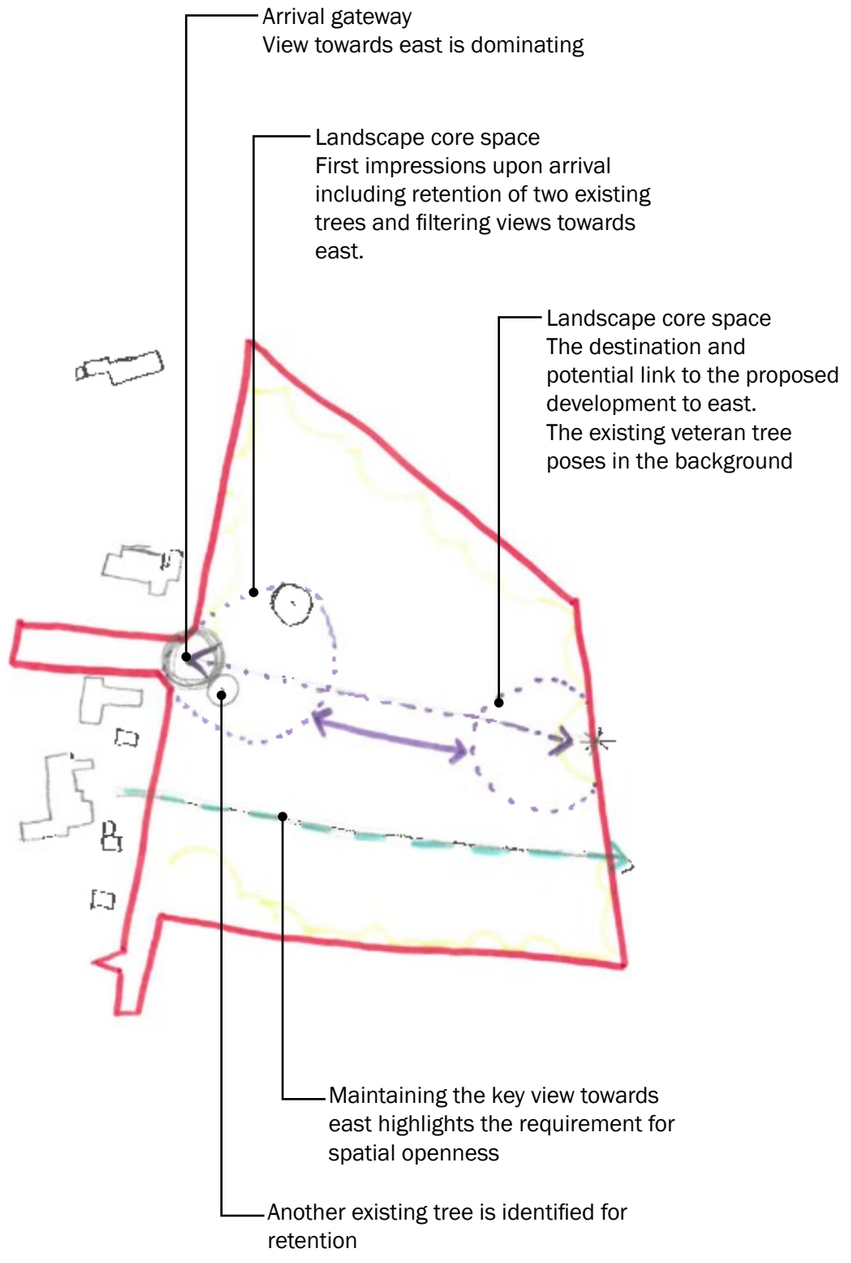
View east from Maybourne Rise south

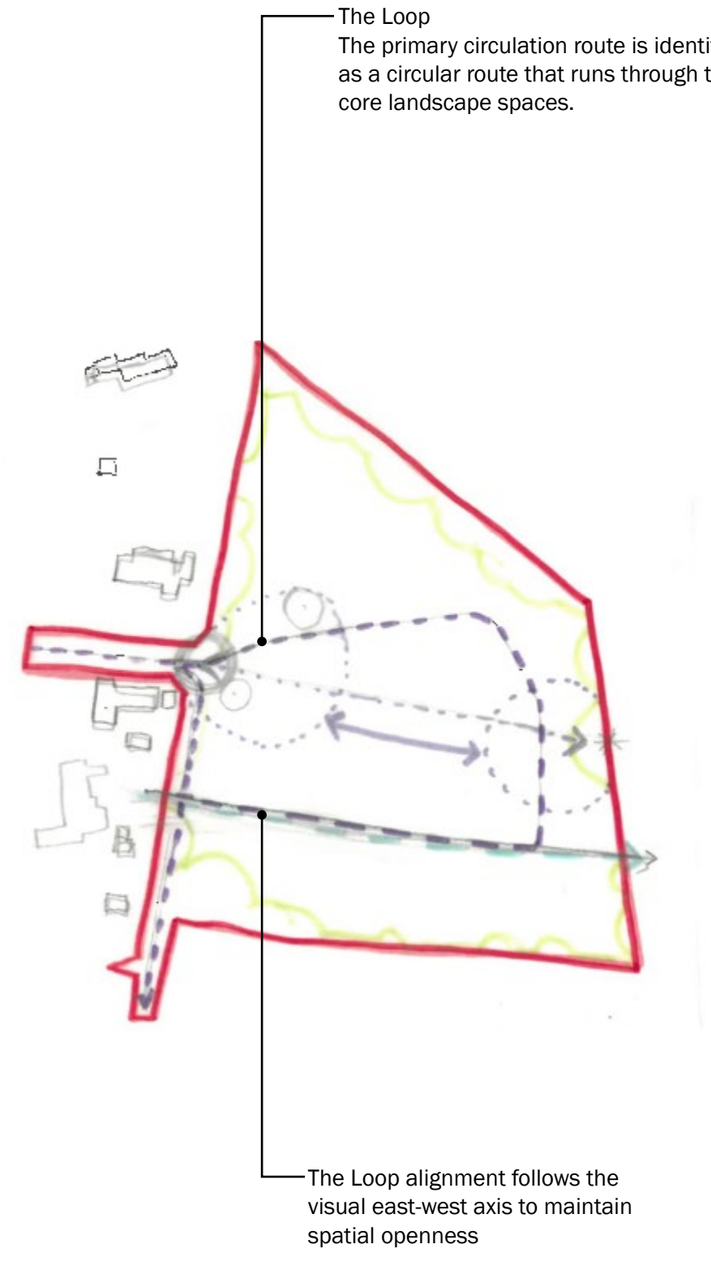
5 Concept development

5.2 Design drivers

Adding layers onto the scheme and refining key areas, the adjacent sketches indicate concept layouts with the following elements added;

- Arrival gateway with connection to retained Oak tree
- Connection between entrance gateway and veteran tree location
- Key view corridors align with proposed loop road creating the main spine to the scheme





5 Concept development

5.3 Design evolution

As the scheme has progressed, the principal spaces have developed more defined boundaries and character. Building upon the principles of the previous sketches, these spaces are supplemented by carefully considered extensions that make efficient use of the available land.

The key elements developed in these sketches are;

- The arrival space, polygon form,
- The parkland, second landscape area,
- Loop navigating through the above spaces,
- Secondary road,
- Green link





5 Concept development

5.4 Design layout

Progressing the sketches with potential plot orientations indicates feasible and usable space with adjustments where required to maximise the sites potential.

The principle elements in this sketch;

- Plot orientation testing
- More secondary roads
- Loop alignment adjusted for even plot spaces



5 Concept development

5.5 Design Development

From the drawing board the layout principles were taken into drafting software to refine the layout further.

The image shows an overlay of one of the final sketches with the loop road and footpaths drawn in AutoCAD.

From here additional information and measurements including plot footprints were added to develop the scheme further.



5 Concept development

5.6 Character Areas

As the scheme develops and layers are added, a natural creation of character areas is developing.

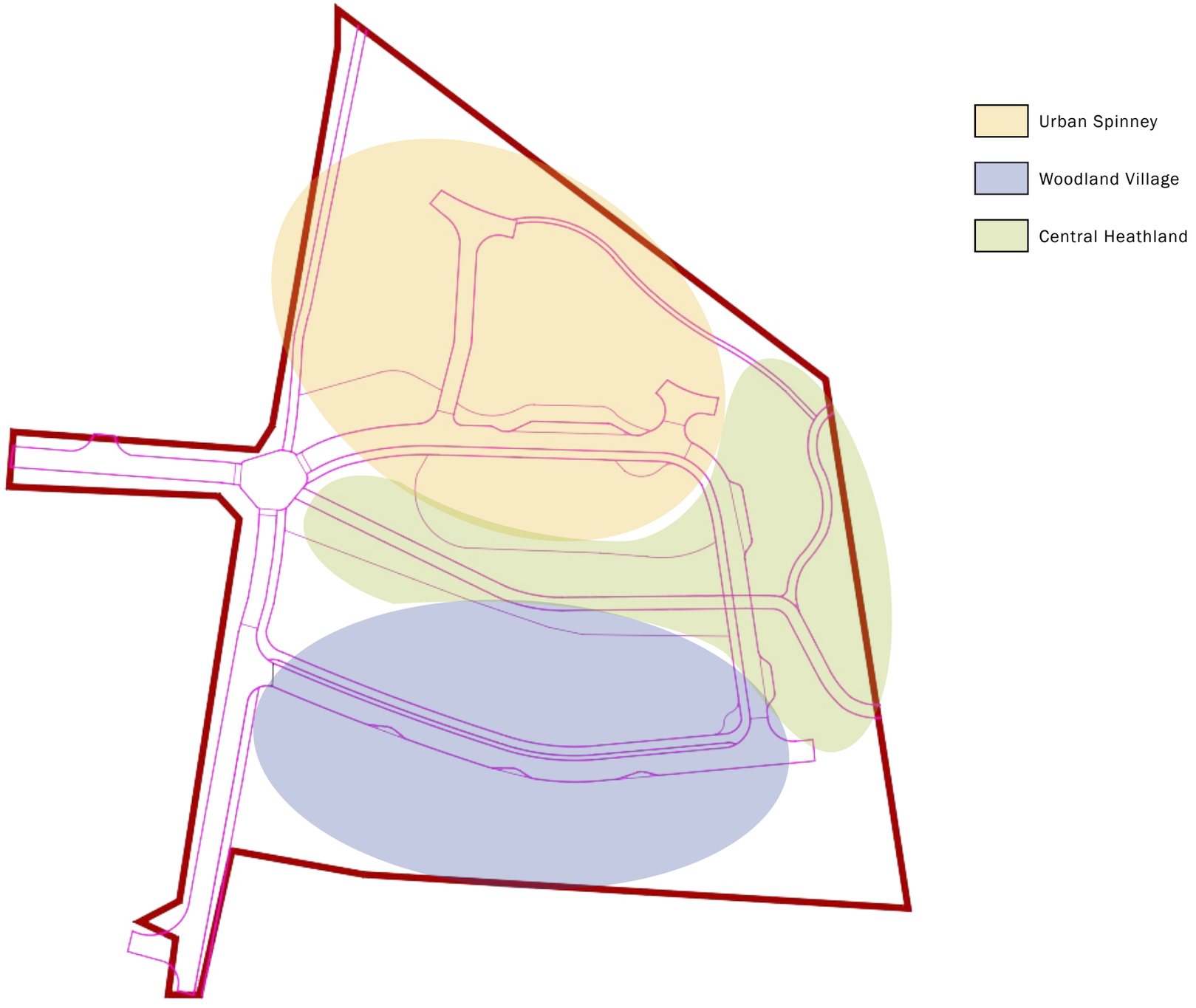
Combining the local architectural character styles integrated with landscape/open spaces the site splits into three areas.

In order to maintain these areas, below gives a summary definition to each;

1. Urban Spinney

2. Woodland Village

3. Central Heathland



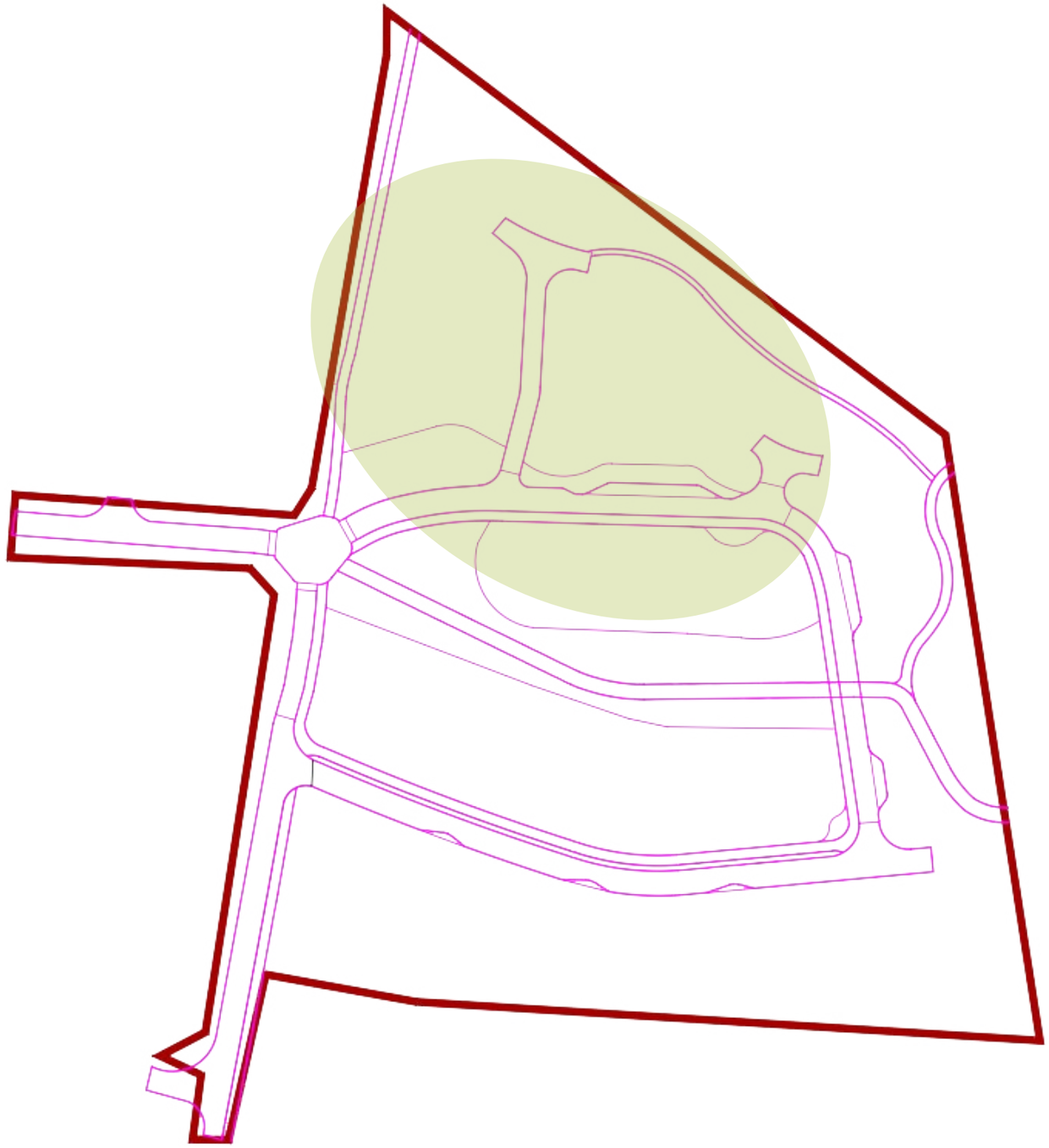
5 Concept development

5.7.1 Urban Spinney

Responding to the spinney definition of a small dense woodland, this area proposes higher urban density within natural green elements.







5 Concept development

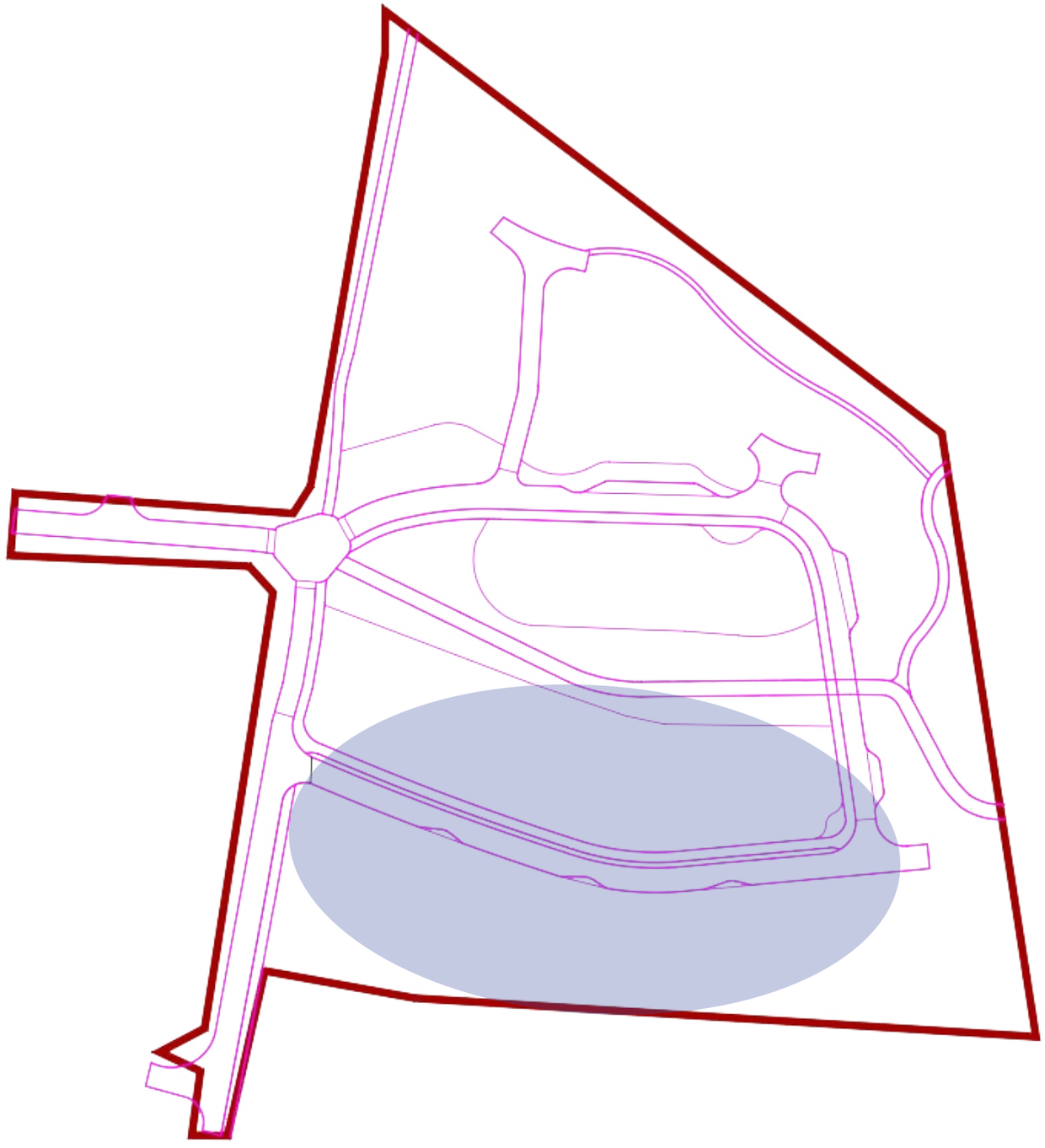
5.7.2 Woodland Village

The Woodland Village represents a larger mature woodland with increased spacing between elements.

This zone is larger with opportunities for increased plot sizes interspersed with native woodland species in selected locations.







5 Concept development

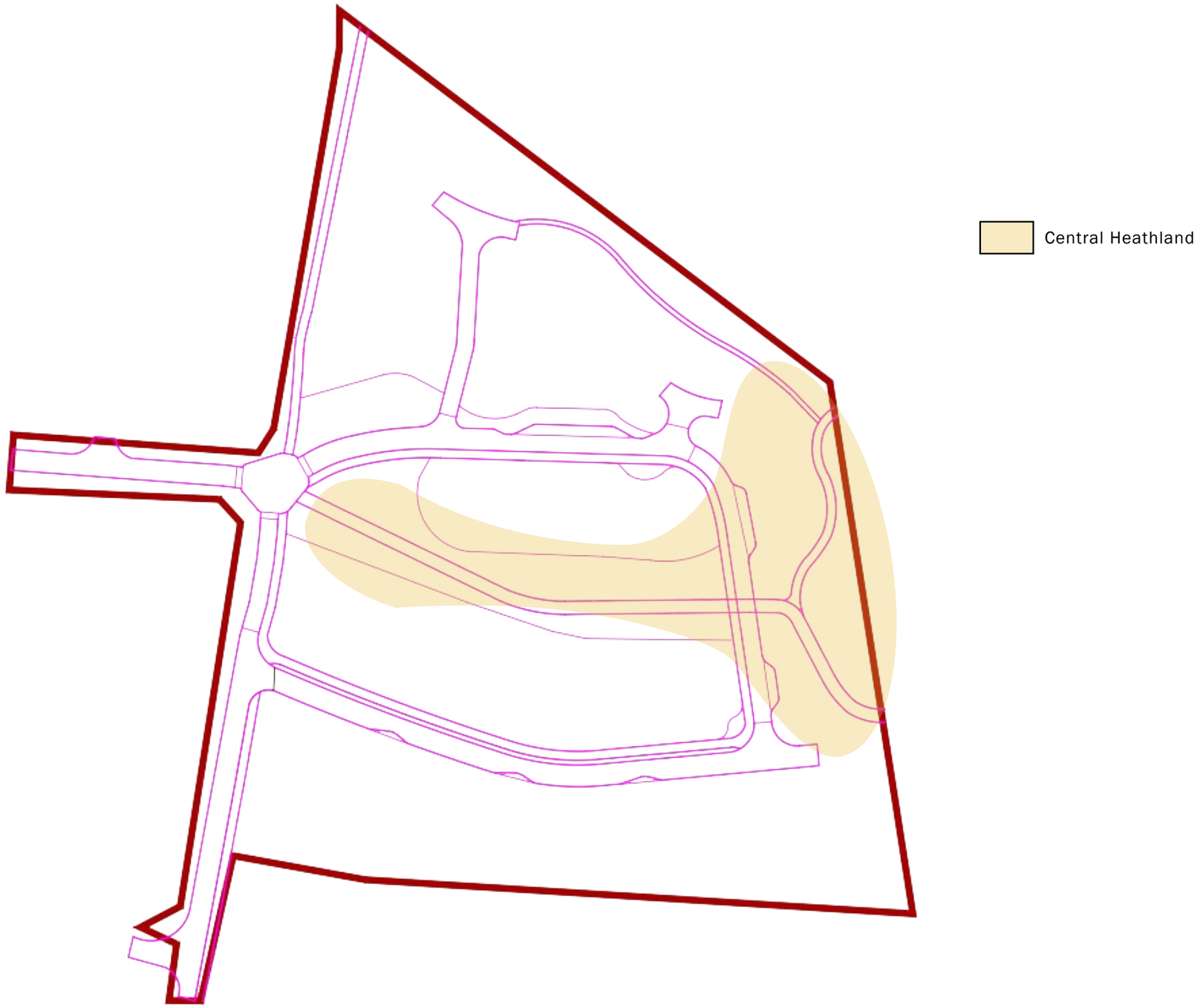
5.7.3 Central Heathland

A central spine playing an important role to the scheme, welcoming visitors and residents as they enter and offering a relaxing traffic free natural route through the site and beyond.

This central zone provides a green connection between the north and south character areas.







6 Layout Exploration

6.1 Design layout - option 1

This scheme includes a total of 32 dwellings, with the following mix:

- 16 Affordable dwellings – an equal mix of 2-bed and 3-bed houses.
- 16 Market dwellings – predominantly 4-bed and 5-bed houses, with a smaller number of 3-bed and 2-bed houses.

This layout picks up as many of the DRP comments as possible. The principles of this layout remain;

- Loop road
- Retention of the Cat B Oak
- Entrance/welcome area
- Desire line link through central space
- Key view corridors being retained



Option 1 - 32 units

UNIT TYPE	HOUSE TYPE	SQ.M
5B	DETACHED	214
4B.1	DETACHED	172
4B.2	DETACHED	152
4B.3	DETACHED	140
3B.1	DETACHED	110
2B.1	SEMI-DETACHED	106
3B	SEMI-DETACHED	96
2B	SEMI-DETACHED	82

6 Layout Exploration

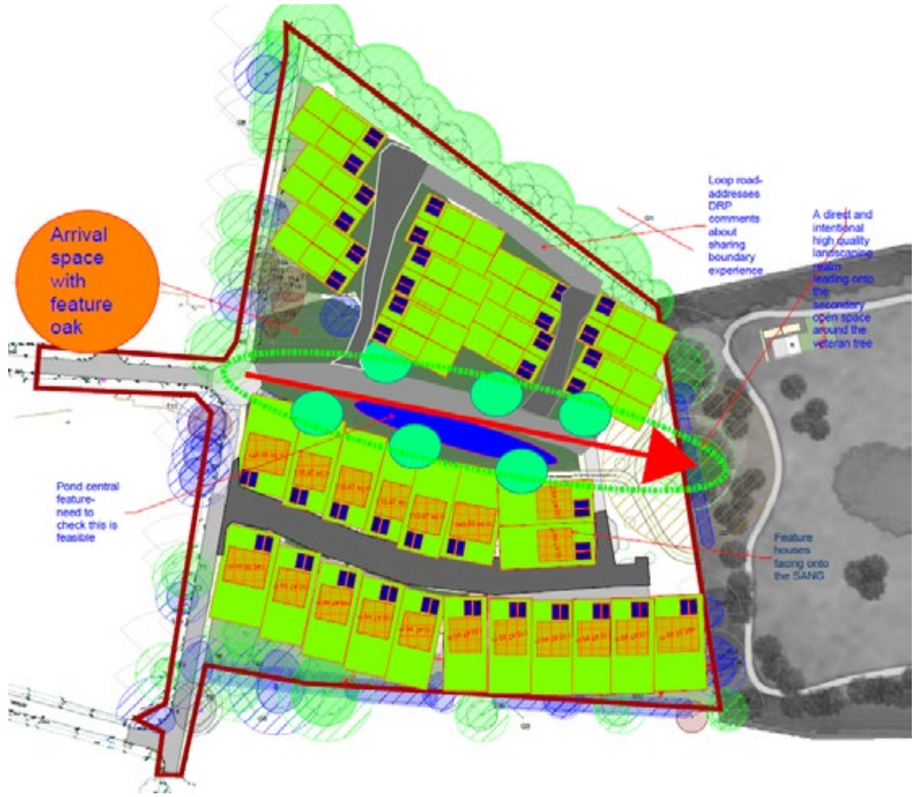
6.2 Design meeting notes

The 32 unit option layout was presented and discussed with the following amendments suggested;

- Too much space around the plots (some with 22m width), this creates an impact to the density and land value,
- Arrival space to incorporate views with pond/drainage feature - feasibility to be checked,
- Pond relocated to central location to allow views over towards the veteran tree and beyond,
- Arrival space and main access road to be complemented with landscape features,
- More density in the northern area to be explored,
- Two loop roads to avoid ‘dead-ends’
- Confirmation from arboricultural and highway consultants about feasibility of (un-made) road over RPZ to north,
- Accessible boundary areas along the northern edge,
- Integrated garages to combine parking within units to reduce widths,
- Parking to front of properties to reduce plot widths,
- 10-15m gardens (if back-to-back, 21m min. required between properties),
- Market properties to have 3rd/3rd/3rd split of 3,4,5 beds,
- Increase numbers to nearer 40 in total



Option 1 - 32 units



Sketch markup with alternative concept suggestions

6 Layout Exploration

6.3 Design layout

Retaining the key principles from the previous 32 unit layout, additional units were added to increase the offering to 40 units.

This was done predominately by moving the parking to the front of the properties, reducing the plot widths and creating more desirable garden sizes.

The main difference between the adjacent options relates to the affordable delivery; one option has only 2-bed units and the other option has a mix of 2 and 3 bed units as follows;

Option 2

Affordable: 20 x 2-bed homes

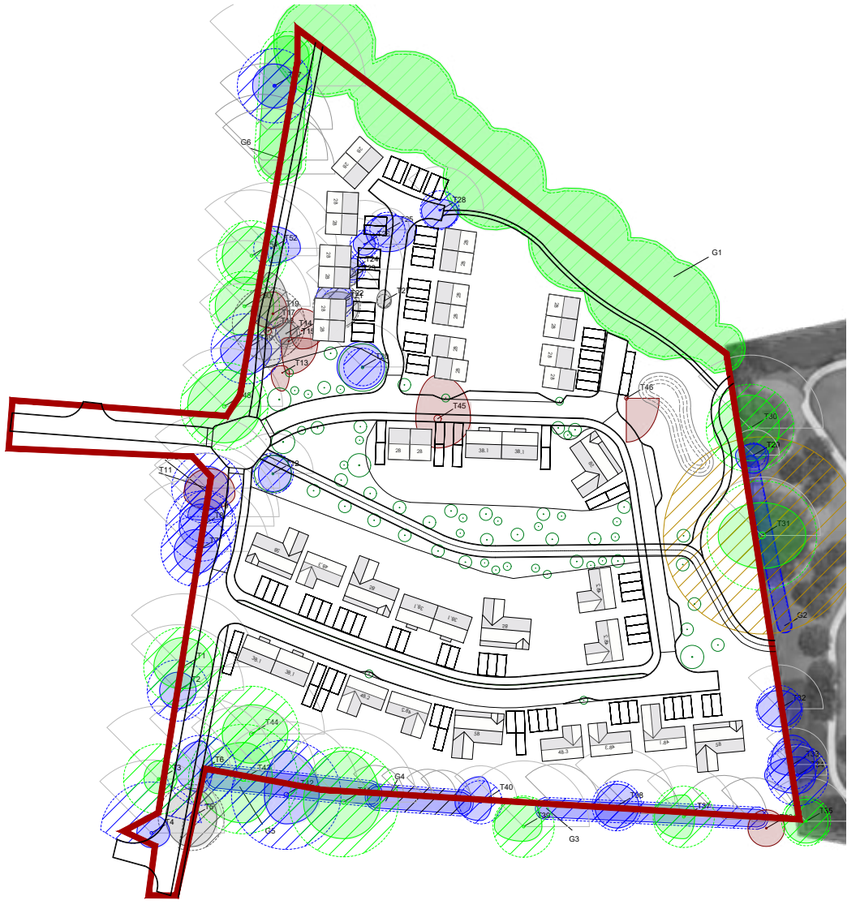
Market: 6 x 5-bed, 8 x 4-bed and 6 x 3-bed homes

Option 3

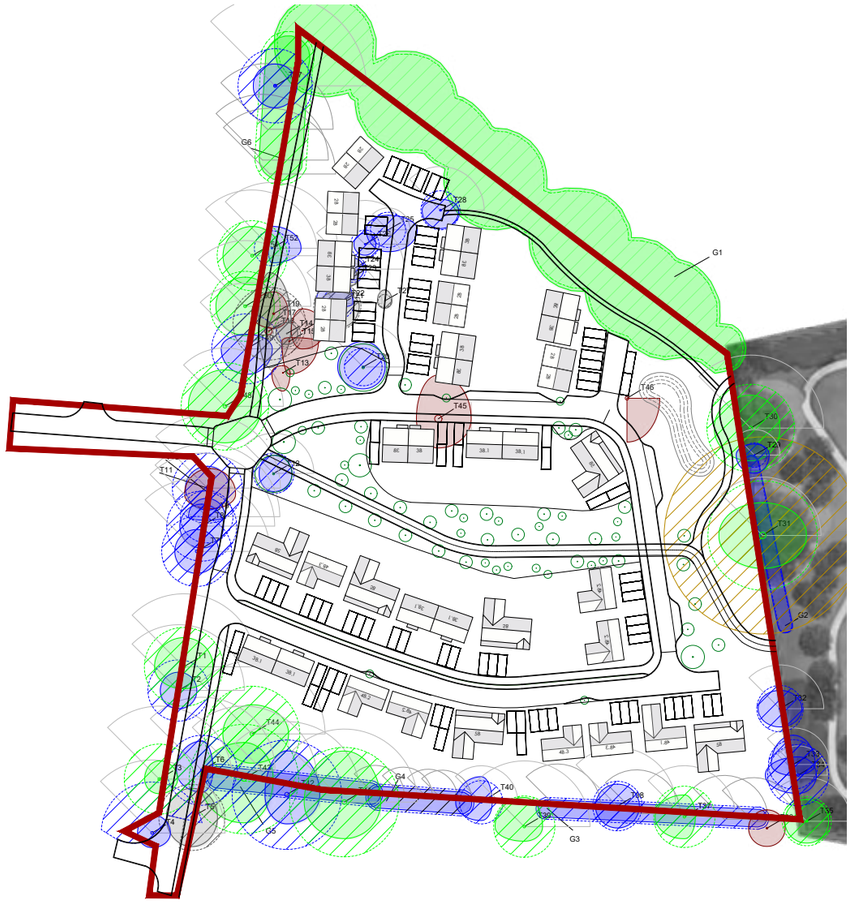
Affordable: 10 x 2-bed and 10 x 3-bed homes

Market: 6 x 5-bed, 8 x 4-bed and 6 x 3-bed homes

The preferred option was no.3 offering a mix of suitable units into this area.



Option 2



Option 3

6 Layout Exploration

6.4 Design layout - Option 3

The adjacent plan indicates the base of the previously discussed parameters with the following principles;

- Loop road
- Retention of the Cat B Oak
- Entrance/welcome area
- Desire line link through central space
- Key view corridors being retained

The next level of information seeks to refine some of the more detailed aspects from the DRP relating to;

- Character areas within the site
- Exploration of wood lanes concept
- Implementing a feasible SuDS strategy into the layout

Feedback from the Local Authority requests the following affordable housing mix:

- Primarily 2b4p units with a handful of 3 bed houses.
- On tenure 70% affordable rent (up to 80% market rent, capped at the relevant local housing allowance) these should include the 3 bed houses.
- The remaining 30% can be shared ownership (all 2b4p).

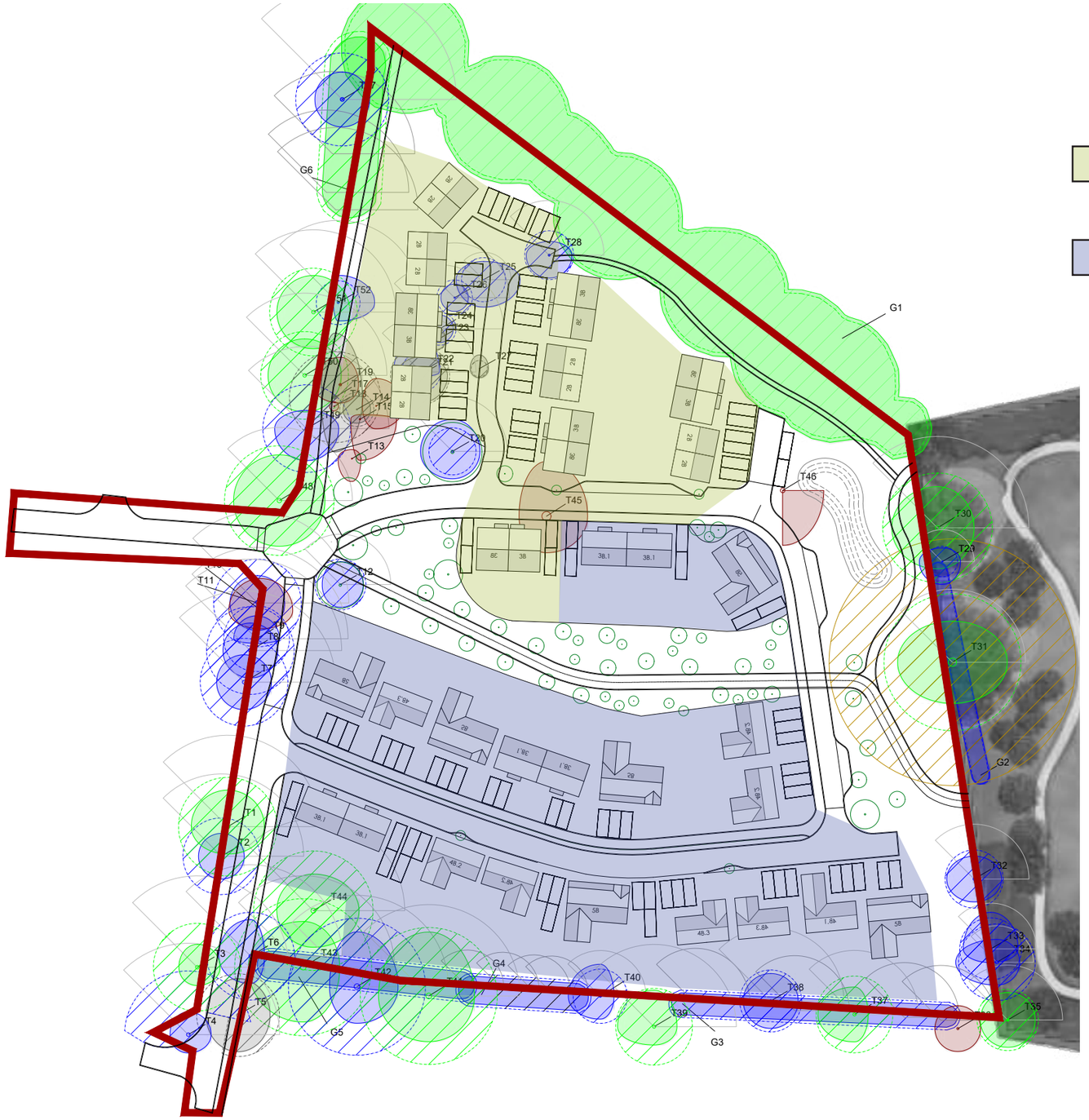
The adjacent plan provides;

Affordable:

- 10 x 2-bed and
- 10 x 3-bed homes

Market:

- 6 x 5-bed,
- 8 x 4-bed and
- 6 x 3-bed homes



7 Consultant Coordination

7.1 Additional Loop road & Woodland Lanes

The main elements for the scheme have been set as part of the continued design exploration further options have been considered. This page explores;

- A second loop road to the northern area
- The location of narrow ‘woodland lanes’

To fully explore these options further information from other consultants was required.

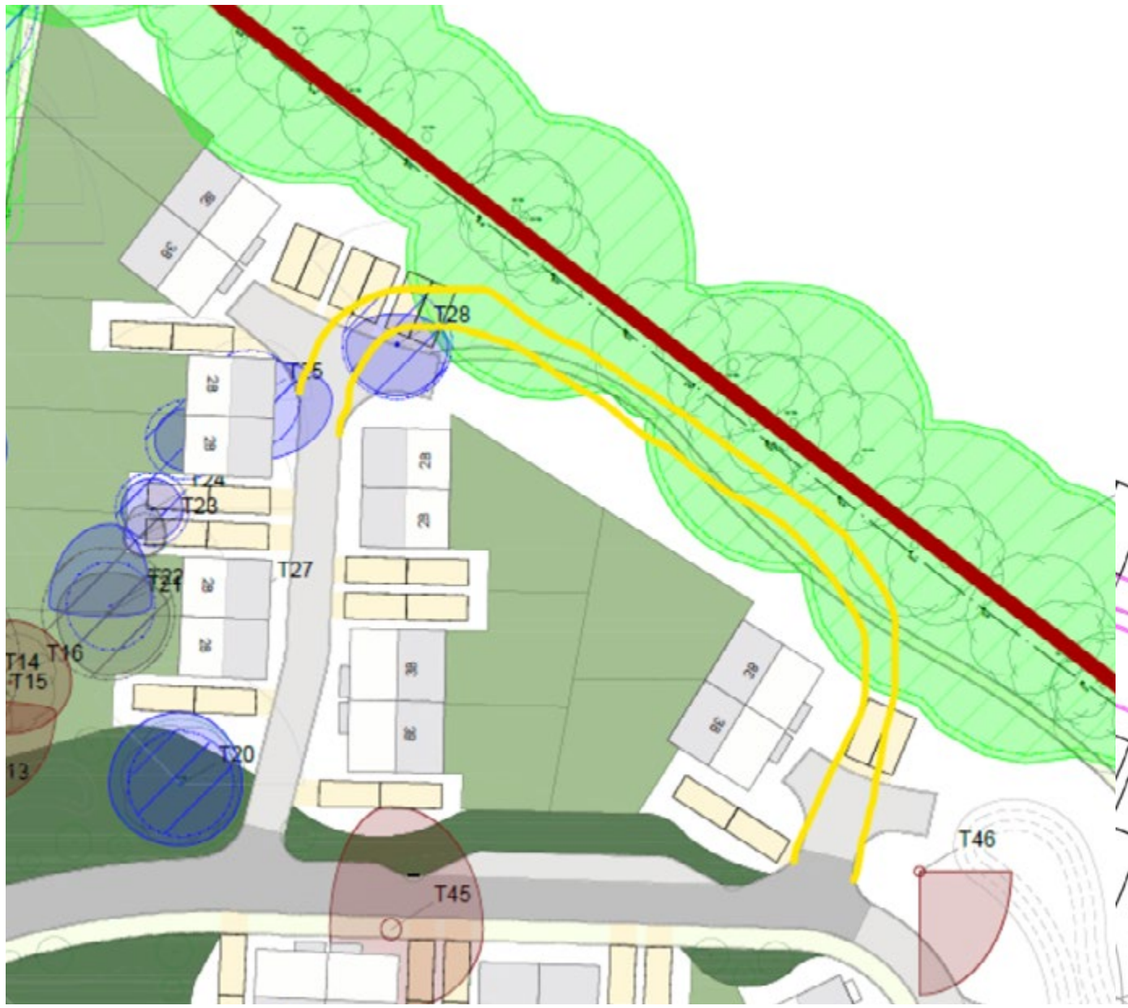
The tree consultant advised:

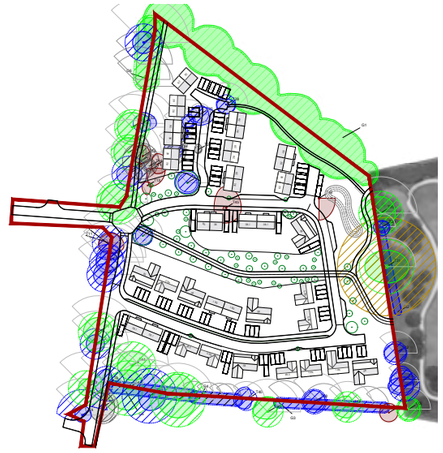
“The trees along the northern boundary have a canopy clearance height of 1–3m. Proposing the road in this location would require significant pruning works (up to 6m), which may not be possible to undertake without damaging the trees. The Council would likely look unfavourably on this and could potentially issue a Tree Preservation Order upon review, considering they are Category A trees.”

The highways engineer advised:

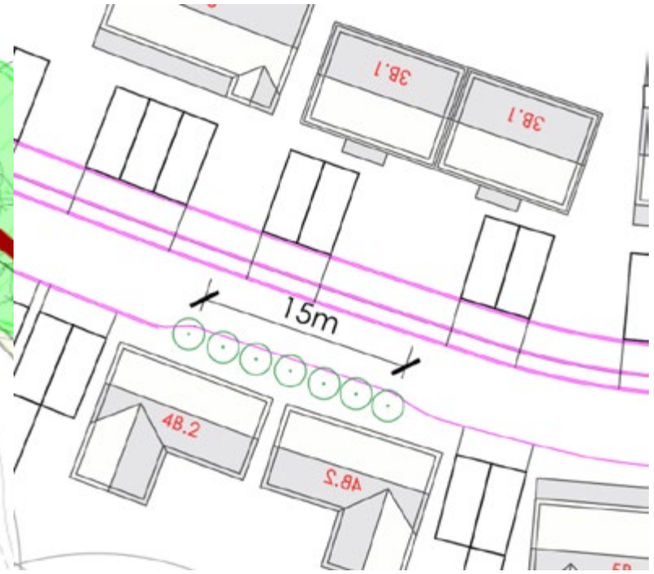
“If we are providing for refuse/fire access, then ultimately, we will need a suitable surface to accommodate HGVs. It’s unlikely that a gravel track or similar would be acceptable for HGVs, although it may be suitable for cars. Navigating around the northern part of the site would also likely require a reasonable road width. I suspect maintaining the turning heads will be the easier option and finding a way of avoiding refuse vehicles needing to loop around where tree roots may be affected, unless the access road can be moved south to avoid the trees.”

A further point to note, if the loop was moved out of the tree protection area this would have resulted in a reduced number of units. For this and the reasons stated above, this option was omitted from the scheme.





Option 3 - Key plan for reference



7 Consultant Coordination

7.2 Drainage & SuDS Strategy

The drainage engineer worked up a scheme based on a previous layout iteration and based on the filtration results for the scheme.

The site is made up a sand/clay mix resulting in varied filtration results across the scheme.

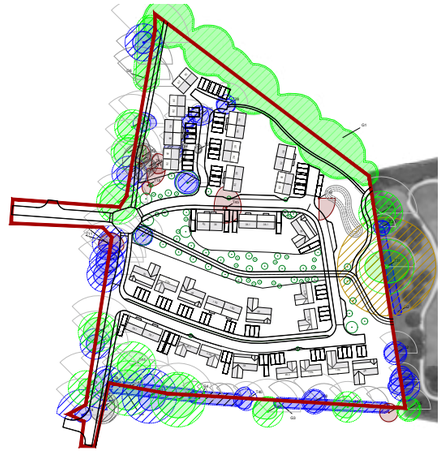
The initial proposals split the site into four catchment areas and drainage for each was dealt with respectively. Including a standard 10% urban creep contingency to the calculations.

Following various meetings and discussions around the aspirations for the scheme, the outcome consistently resulted in a large basin in the north-east corner. This location is the natural low point.

The aspiration is to reduce the size of the basin and following combining elements seek to use the site as efficiently as possible;

- Driveways, parking bays and private roads to be permeable
- The north/south (eastern) link on the loop to be permeable
- The southern road on the loop to utilise planted verge with trees
- The northern main access road has the potential to be split the western end to drain into entrance basins, the eastern end to drain into the north-east basin.
- Any drainage proposals to be min. 5m from built form structure.





Option 3 - Key plan for reference





7 Consultant Coordination

7.2 Drainage & SuDS Strategy

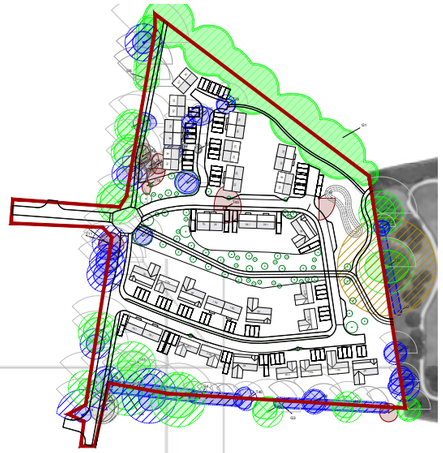
The below text with the adjacent plan indicates a work-in-progress drainage strategy sketch based on the latest:

- The southern most row of houses; to have their own soakaways, except the first two due to the RPZ. One option is to combine the soakaways for the first two or three units.
- The row of properties above, in this configuration may result in combined soakaways. One further option is to add a basin to accommodate those with red crosses.
- The row of house just above that, we might have to show combined soakaways as these also currently can't fit nicely within the property boundaries.
- The access road has been split the first section coming into the site to discharge into two basins either side of the road. The basin to the north also takes the two properties (circled in green) as soakaways don't fit in the gardens.
- The remainder of the road, circled in orange, discharges into the basin in the NE corner. This basin includes the two properties right above as soakaways don't fit within their respective boundaries.
- The remainder of the properties along the western boundary might need a combined soakaway due to the proximity to the boundary.
- The properties in the centre at the north of the site might be able to get individual soakaways in the gardens with a little moving around to ensure adequate spacing is provided.

This layout and the proposals are being further reviewed;

- The plot boundaries can be adjusted to allow more individual soakaways.
- The drainage to the southern road isn't currently shown, proposals include combined treepit/rain gardens





Option 3 - Key plan for reference

8 Layout Evolution

8.1 Option development

The adjacent plans provide an illustrative summary of the layout iterations considered for the site, with a brief description below.

- Started with Thrive layout - 40 units with maisonettes/flats
- Numbers varied between 30-37
- DRP presentation
- Key principles revisited
- Landscape character
- Architectural character
- All items (from DRP feedback) considered
- Unit numbers increased
- Housing mix adjusted
- Design exploration (loop)
- Drainage/SuDS incorporated
- Design code parameters explored



Thrive layout



40 unit option



37 unit option



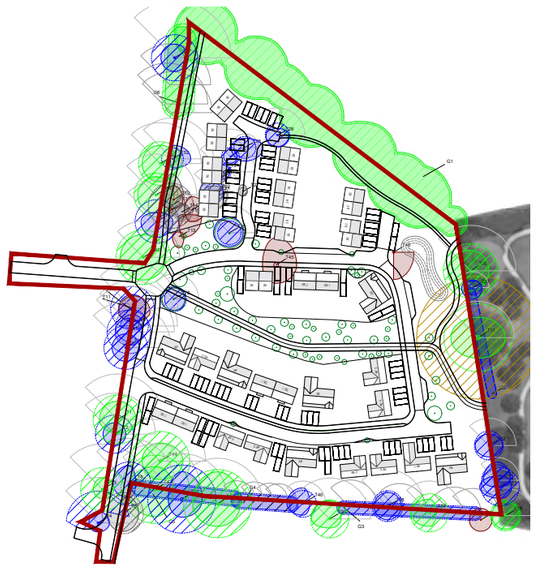
33 unit sketch



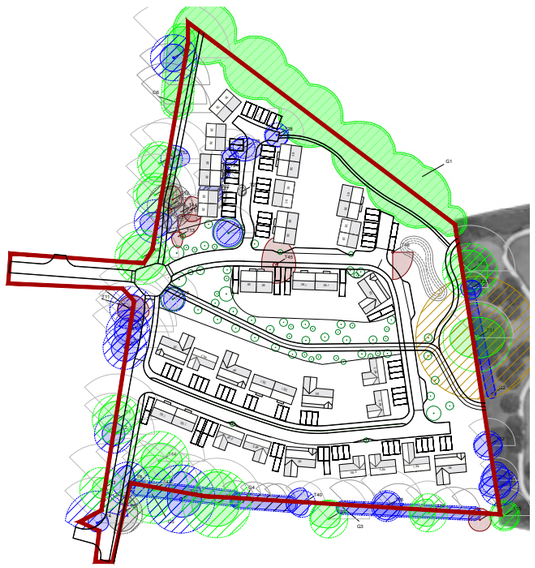
34 unit sketch



32 unit Option 1



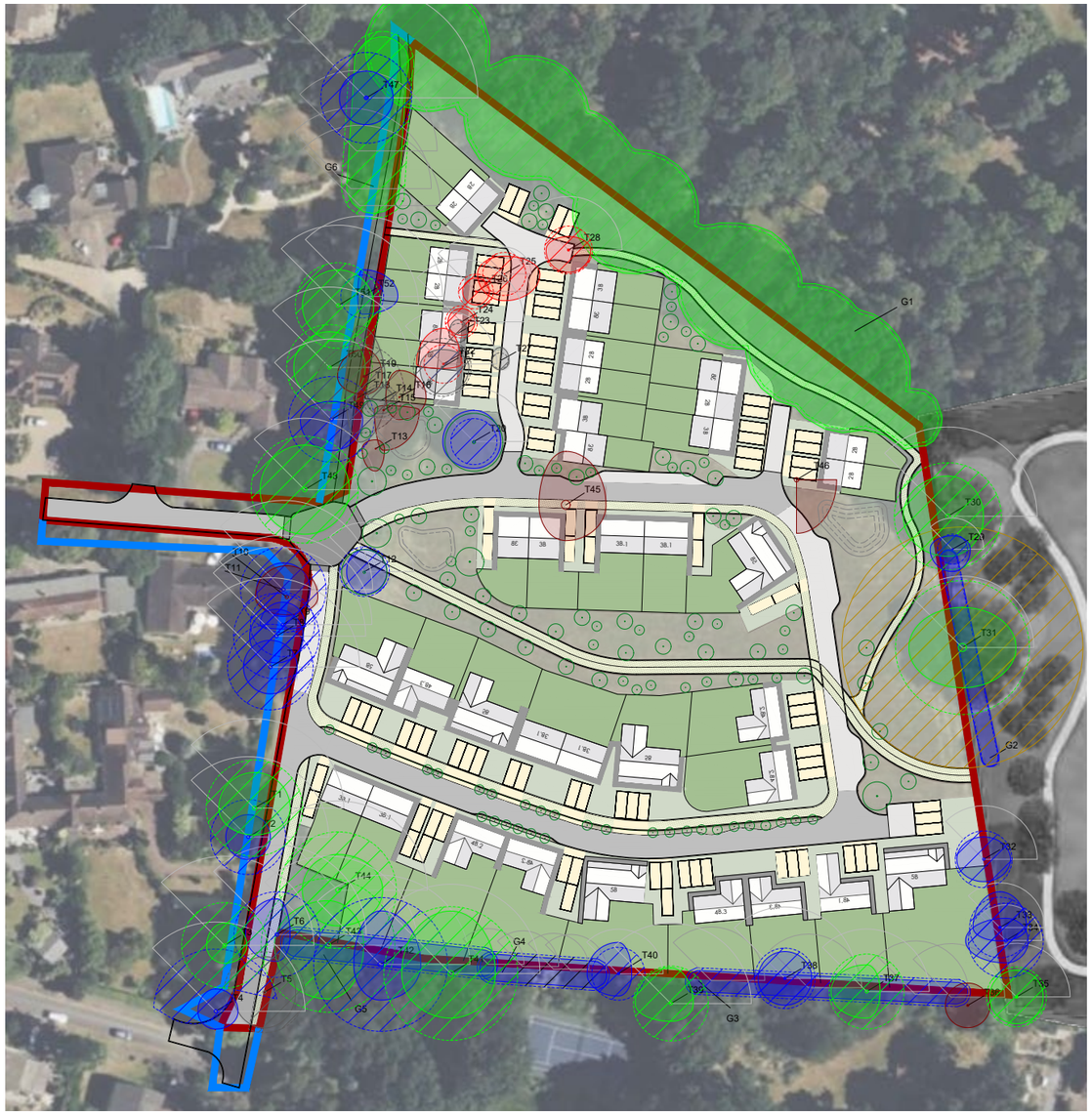
40 unit Option 2



40 unit Option 3

8 Layout Evolution

8.2 Request	Response
Establish clear design parameters, informed by site analysis, landscape character, topography, movement and density.	Mature woodland vegetation to perimeter growing into the site, movement routes & connections, differing densities
Develop a series of conceptual diagrams which, together, clarify the key design drivers.	Sketches include; site appraisal, design drivers/ evolution/development.
Refine the street hierarchy, parking strategy and residential layout to create more characterful and distinctive streets and prioritise placemaking.	Character areas created; Urban Spinney, Woodland Village, Central Heathland
Explore and respond to the site's landscape character in the masterplan.	Wood and heathlands grow through the spaces stemming from a central core
Use the site's landscape assets, such as the mature oak tree views and long-distance landscape views.	Retention of feature trees, Oak, veteran tree, loop road alignment maximising long-distance views
Deliver a movement strategy that prioritises high-quality, safe walking, cycling, and public transport connections, including to Worplesdon Station, local bus stops and along public rights of way.	High level review of the pedestrian/cycle route to Worplesdon Station alongside future connections to the east to New Road bus stops and national cycle routes.
Secure the quality of streets, frontages, parking, cycle storage, landscape treatment and biodiversity measures across the development through a robust and site-specific Design Code.	Currently the design code includes 23 items to ensure the desired quality is maintained and delivered during construction.
Create a distinctive sense of place through the careful arrangement of housing typologies, density, landscape and public realm.	Character areas creating a sense of place with varying house typologies and density, complemented with interspersed green spaces.



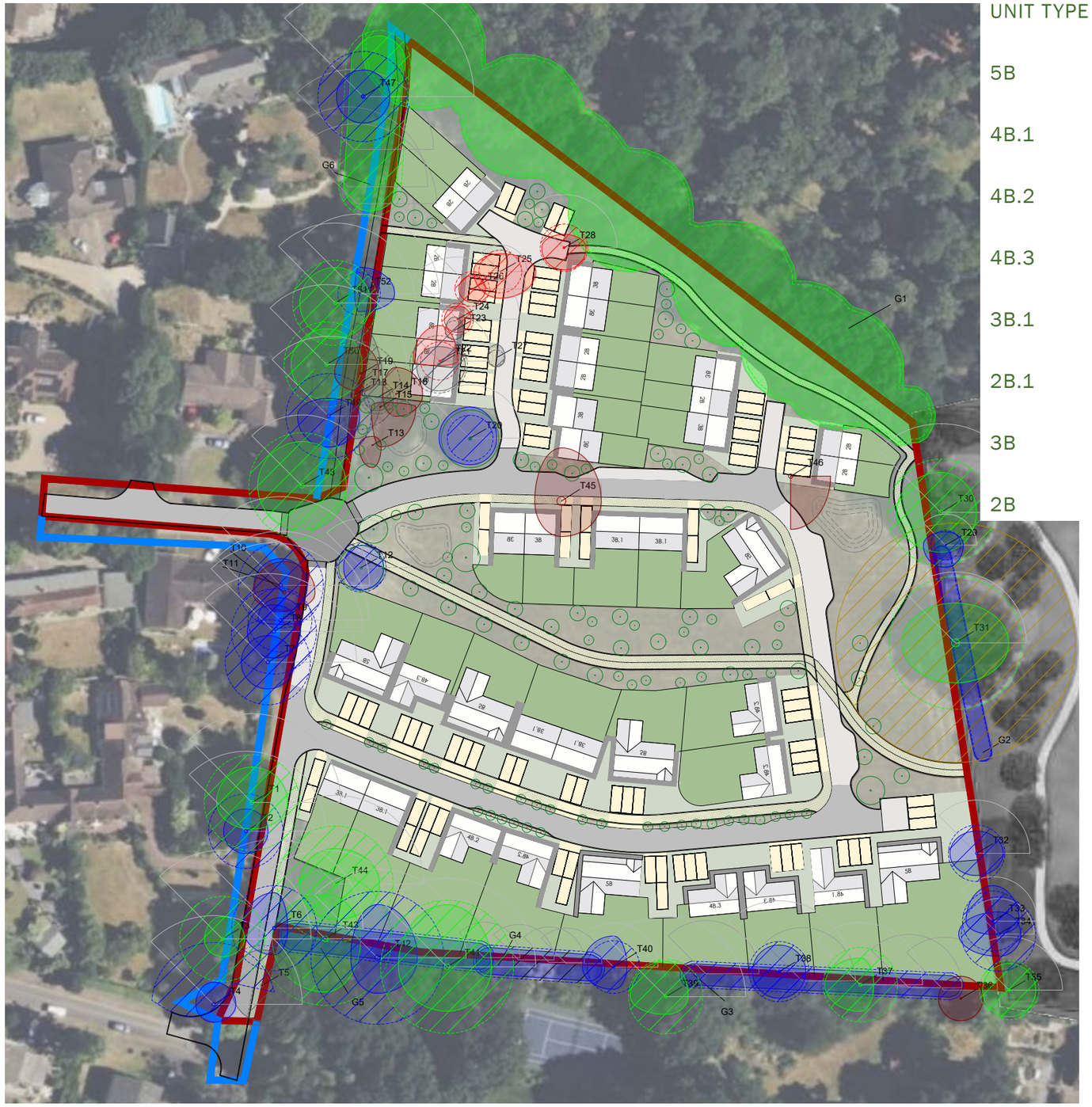
8 Layout Evolution

8.3 Design Freeze

The layout indicates the culmination of a revised process exploring this site using national and local influences to key principles and allow the layout to naturally grow into a feasible scheme.

Below is a summary list of the key elements within this layout;

- Retained Oak tree
- Open areas with central link connection
- Key view corridors retained
- 40 units feasible - without maisonettes/flats
- Differing character areas within the site
- Woodland lanes created
- Drainage SuDS principles included
- BNG habitat exploration
- Additional access to PRoW with link to east
- Seating area in south-west corner under mature existing tree
- Improved links to existing transport infrastructure



UNIT TYPE	HOUSE TYPE	SQ.M
5B	DETACHED	214
4B.1	DETACHED	172
4B.2	DETACHED	152
4B.3	DETACHED	140
3B.1	DETACHED	110
2B.1	SEMI-DETACHED	106
3B	SEMI-DETACHED	96
2B	SEMI-DETACHED	82

9 Design Code Development

9.1 The below is an example list to ensure the quality proposed as part of this outline application is taken forward as the scheme develops (list not exhaustive);

- Plot passports (unit heights, materials etc),
- Mixed designs and varying roof-types,
- Off-street parking to properties,
- Visitor parking bays in useful locations,
- Tree-lined frontages,
- Permeable surfacing,
- Entrance feature space,
- Focal open space around veteran tree,
- Existing vegetation retained as much as possible,
- Retention of notable Oak tree in entrance space,
- Large gardens,
- 2 storey, semi and detached properties,
- Brick, timber clad, rendered finishes,
- Colours to match local vicinity,
- SuDS and water recycling encouraged,
- Minimum planting standards (quantity, min. tree height/spacing etc.)
- Maintain a visual connection between the entrance space and eastern boundary to views beyond,
- Informal play space,
- Compliance with relevant construction and technical standards,
- Sustainable transport options to be first choice e.g. secure cycle parking to front of properties, electric car and bike charging facilities,
- Internal loop road to avoid unnecessary cul-de-sacs,
- Circular pedestrian walking routes within the site, connecting to the existing network,
- Footpath connection to east (when neighbouring Sutton Green Golf course scheme comes forward).









ADMG
ASTRANTIA DEVELOPMENT MANAGEMENT GROUP

corylus
Planning &
Environmental Ltd