

# **Kingfield Road - Architectural D and A that accompanied the submission**

Appeal Reference: APP/A3655/W/20/3265969

Site Address: Land South of Kingfield Road and East of  
Westfield Avenue, Westfield Avenue Westfield, Woking

LPA: Woking Borough Council

Inquiry Start Date: 10 May 2021

—

Architectural Drawings Forming the Submission



WOKING FOOTBALL CLUB  
**WOKING**  
**DESIGN & ACCESS STATEMENT**

LRW-7884-L(00)284H | NOVEMBER 2019

PREPARED BY  
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Architects

working with  
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# 1.0 Introduction

# 1.0 Introduction

This Design and Access Statement has been prepared by Leach Rhodes Walker, Holmes Miller and the Design Team appointed for this project, working for Goldev Woking Ltd. on behalf of Woking Football Club. The scope is for a Masterplan vision on the site of the existing football ground (the club's historic home) which currently holds the existing Woking Football Stadium and David Lloyd Leisure Centre (and other ancillary uses). The proposed Masterplan includes a new Football Stadium, retail/restaurant/café use, with an integrated medical centre, a concierge/delivery building with cycle hub, significant new public and private realm, a new primary street and a new residential community consisting of 1,048 new homes with associated parking.

The document presented is a culmination of many month's work by the design team, working with officers and stakeholders to create a new high-quality development within Woking.

The proposals and design principles stated in this document have been developed through pre-application meetings and discussions with Woking Council (WC) and public consultation, to ensure that the correct strategy and approach have been undertaken prior to the application being submitted. An extensive public consultation has also taken place.

The structure and content of this statement has been informed by 'Design and Access Statement; how to write, read and use them' (CABE 2006). It will demonstrate that the development has considered the context of the site and demonstrate how this has informed the final design of the buildings.

The format of the design statement starts with the Masterplan, then focuses on the Stadium and Residential buildings broken into a summary of site location and context followed by a commentary of the design development and the scale, massing and appearance on which the buildings are based.



## The Vision

"To create a new village and community with the new Football Stadium at its heart, it will be a place residents can live, flourish and grow with a varied range of new homes. The scheme delivers a new purpose built football stadium, cementing a sustainable future for the club in Woking at its historic location, and deliver a range of apartment types, in different locations all with unique outlooks, in a vibrant location, just over a 15 minute walk from the town centre. The scheme will be bold, create a mix of private and public amenity space, and create a tranquil setting for residents to enjoy. The scheme will create a series of new streets with a high quality public realm connecting Westfield Avenue and Kingfield Road. The cluster of buildings will form a framework for urban living but with generous amenity space, and where cars will be all hidden from view. The scheme will frame the site whilst respecting the boundaries and improve the edges of the site and beyond.."



# 1.1 Location & Wider Context

The site is located just 1,500m South of Woking Town Centre, only a 6-minute drive away and a 15 to 20 minute walk.

It benefits from a high degree of connectivity, being only 25 minutes away from London Waterloo Station by train, 30 minutes away from London Heathrow Airport by car, and is easily accessed from the M3 and M25 motorways.

Woking railway station is within walking distance of the Site to the north, approximately 1,500m away. This equates to an approximate 15-minute walk.

Woking railway station, operated by South Western Railway, provides connections to London Waterloo to the East, Basingstoke to the West, and Portsmouth to the south. Services during a weekday run on average every five minutes to London, on average every 15 minutes to Portsmouth, and on average every ten minutes to Basingstoke. Access to London Waterloo can be used as a node for travel further afield.

There are 61 cycle racks for cycle parking at the station.

Further information on Train Times and schedules can be found in the Residential Travel Plan.







An architectural rendering of a modern, multi-story building with a glass facade and red vertical accents. The building features large glass panels with text and a crest. The text 'WOKING MEDICAL CENTRE' is visible on the upper part of the facade. A large crest with a red shield and a white cross is also visible. The text '2.0 The Team' is overlaid in large white letters across the center of the image. The building is surrounded by a paved plaza with many people walking, and trees are planted along the sidewalk. The sky is blue with some clouds.

# 2.0 The Team

# 2.1 The Team



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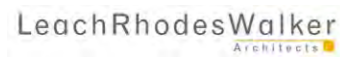
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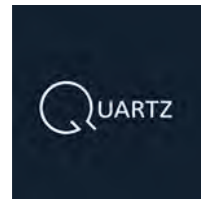
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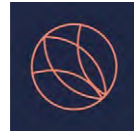
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An architectural rendering of a modern multi-story brick building. The building features a mix of brickwork, including a grey brick section on the ground floor. It has large windows and balconies with dark railings. In the foreground, a paved courtyard is populated with diverse people walking and interacting. There are trees, greenery, and a red awning on the right side. A semi-transparent purple banner is overlaid across the middle of the image, containing the text '3.0 Masterplan'.

# 3.0 Masterplan

## 3.1 The Brief

The proposal is for a full planning application for a new 9,026 capacity football stadium including a medical / dental centre, hospitality areas and retail, alongside; 5 new residential blocks consisting of 1,048 new residences, and a community concierge building on the existing Football ground site.

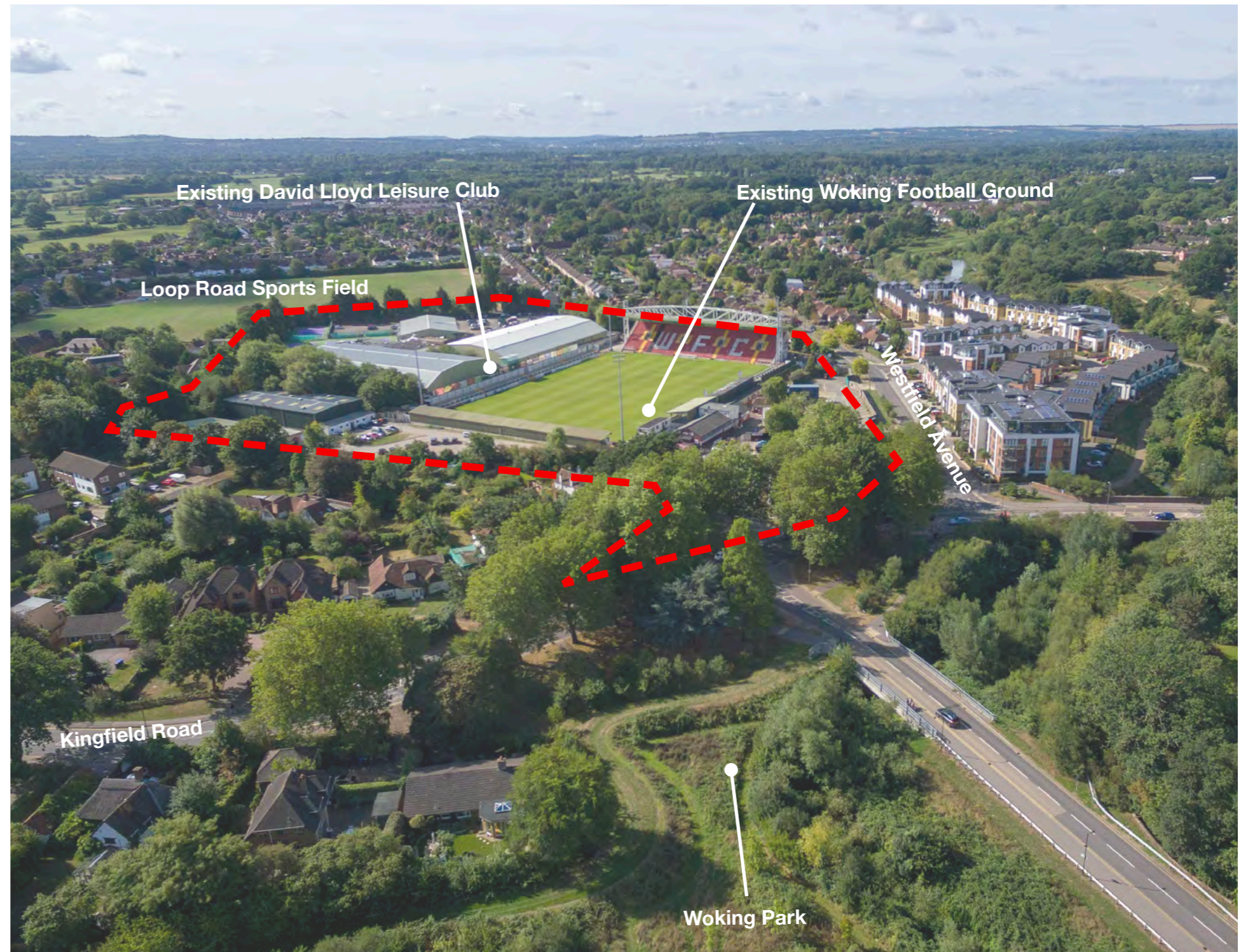
The detail proposals consist of:

- DEMOLITION OF ANY REMAINING BUILDINGS AND STRUCTURES ON THE SITE.
- FULL DETAILS OF THE NEWLY PROPOSED STADIUM DEVELOPMENT.
- FULL DETAILS OF THE RESIDENTIAL DEVELOPMENT AND COMMUNITY CONCIERGE BUILDING, INCLUDING DESIGN, ACCESS, SITING, CAR PARKING, SERVICING AND ASSOCIATED LANDSCAPING.

## 3.2 Site Location

The site is to the south of Woking town centre, via an attractive journey through Woking Park. The site is bound to the north by a row of trees, followed by Kingfield Road, residential properties and Hoe Stream; the East by a thick row of trees, followed by residential properties and Kingfield Green, which includes open green space and a small body of water; the south by a row of trees and footpath, followed by Loop Road Sports Field and Old Wokingians Football Club; and the west by Westfield Avenue, a substantial group of trees and residential properties.

Whilst the site itself is commercial and industrial in nature, the wider local area is predominantly comprised of residential dwellings, open space and highways. Commercial and retail uses become more prominent further to the north of the site, where Woking town centre and Woking Station are located.



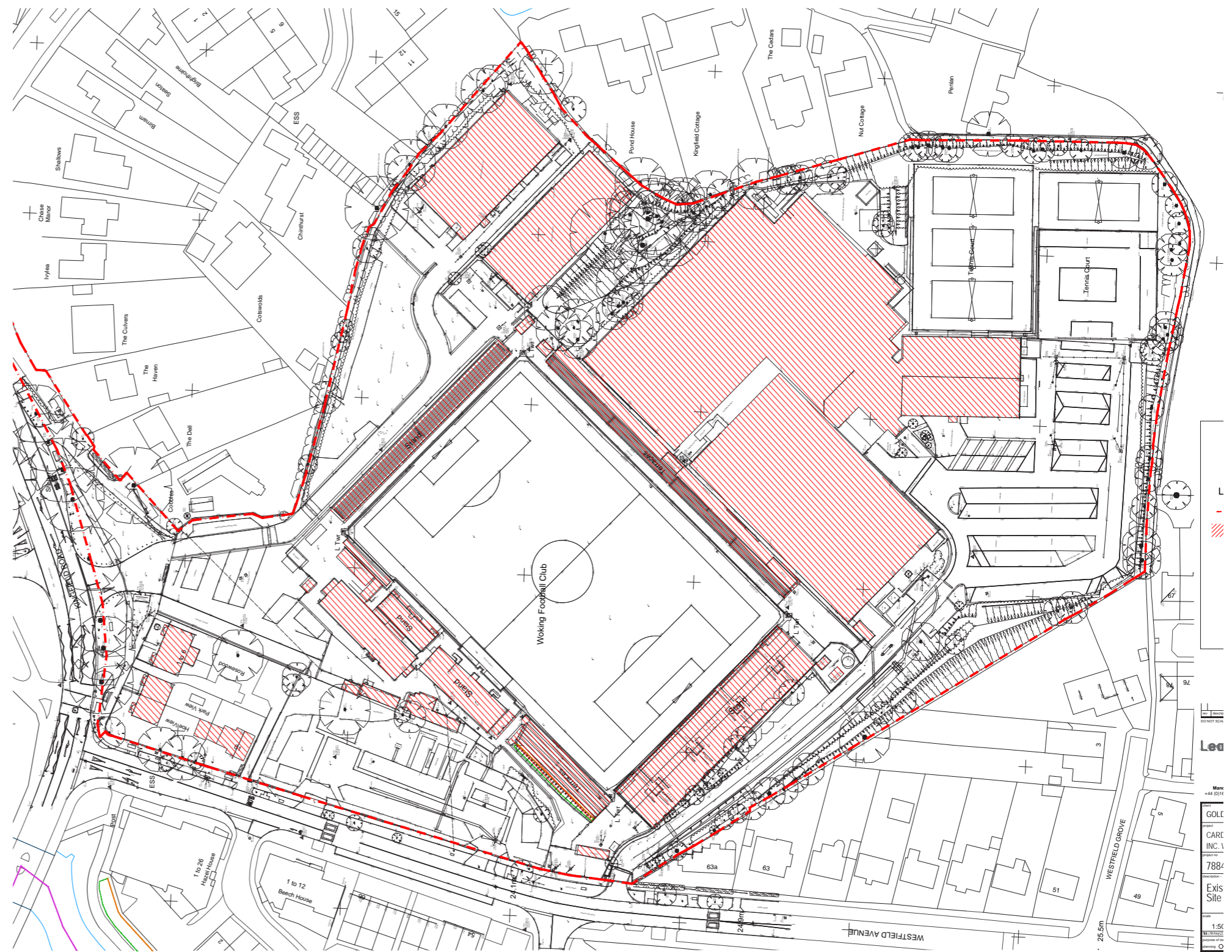


# 3.3 Existing Site Plan & Extent of Demolition

The extent of the demolition on the existing site is indicated on the adjacent plan. Buildings to be demolished are hatched in red. It is envisaged that the scheme will be delivered in phases, to allow the minimum disruption to the football club during the sites redevelopment.

The existing Football stadium will be demolished along with the existing David Lloyd Leisure club.

Existing trees to be removed are detailed in the arboriculturalists report.



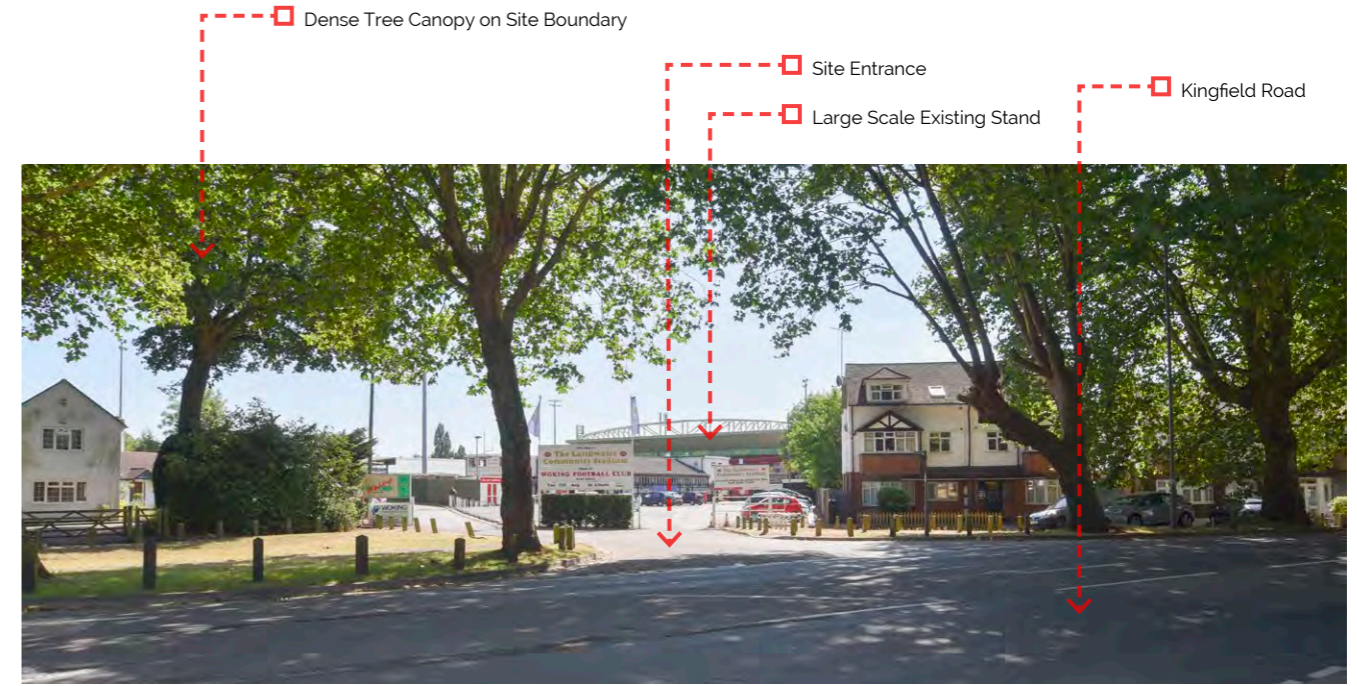
## LEGEND

- - - SITE BOUNDARY
- EXISTING BUILDINGS TO BE DEMOLISHED

# 3.4 Existing Site Photos



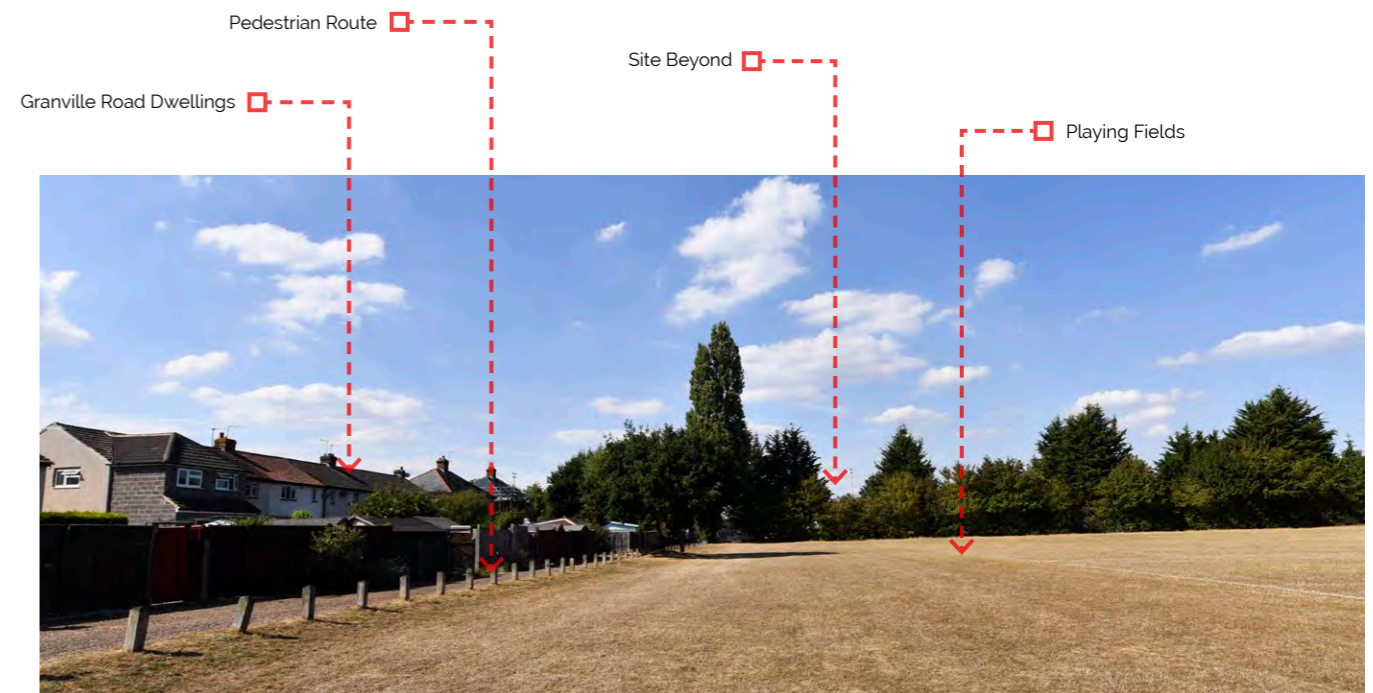
View 01. Corner of Kingfield Road and Westfield Avenue



View 02. Site Entrance



View 03. Across playing fields




View 04. Rear of Granville Road dwellings overlooking the playing fields

# 3.4 Existing Site Photos


Significant Scale Stand 



View 05. Granville Road

Significant scale windowless stand already on site 

Single storey bungalows 

5 Storey Apartments 



View 06. Westfield Road

5 Storey Apartments 

Single storey bungalow 

Significant scale windowless stand already on site 



View 07. Westfield Avenue

3 Storey Townhouses 

4 Storey Townhouses 

5 Storey Townhouses 

Westfield Avenue 

Site 



View 08. Westfield Avenue

Descending Scale Modern Contemporary Homes 

## 3.5 Site Analysis

### 3.5.1 Heritage Assets

The site has few heritages assets in proximity and most are located well away from the site.

The Heritage assets in the locality are predominantly brick houses of Grade II listings.

To the North is:

1. Elmbridge Cottage (Grade II Listing)

To the East is:

2. Howards Farm (Grade II Listing)
3. Laurel Cottage (Grade II Listing)

To the South-East is:

4. The Old Oak Cottage (Grade II Listing)

The closest Conservation Area to the site is the Mount Hermon Conservation Area, located approximately 430m to the West of the site.



# 3.5 Site Analysis

## 3.5.2 Green Spaces

Woking's outdoor spaces range from urban parks and green areas to playing fields including ponds and gardens, playgrounds, leisure centres, as well as outdoor gym and pool.

To the North is:

- 1. Woking Park

To the West is:

- 2. Hoe Valley Linear Park

To the South is:

- 3. Loop Road Sports Field

The site is very well located for green spaces, as it sits sandwiched between Woking Park to the North and Loop Road Playing Fields to the South.



1.



2.



3.

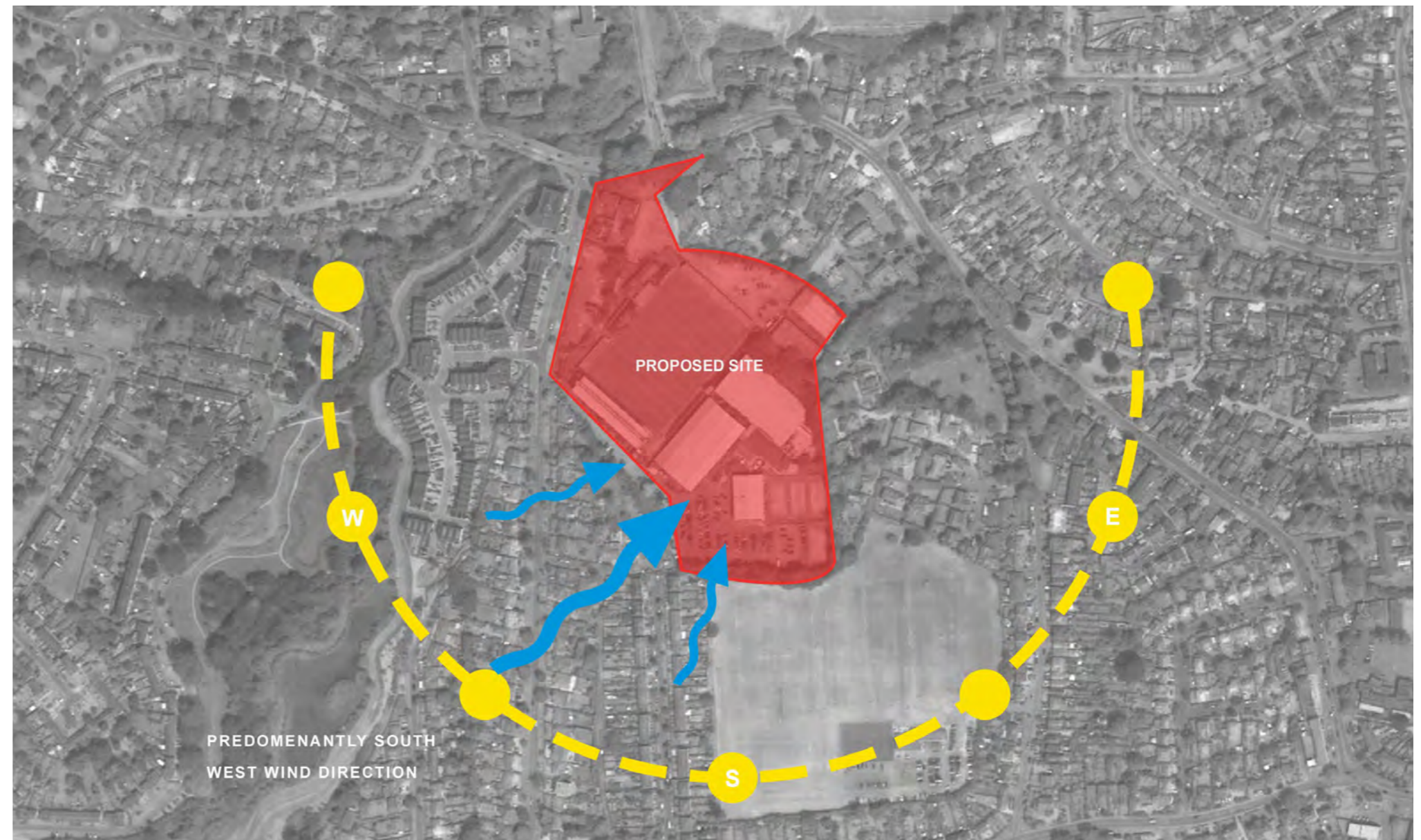
# 3.5 Site Analysis

## 3.5.3 Environment

The site has a good southerly aspect across open playing fields.

The wind is predominantly from the South West.

A full wind and a daylight study have been undertaken.



# 3.5 Site Analysis

## 3.5.4 Vehicular Access

The finished development will have 3 vehicular accesses.

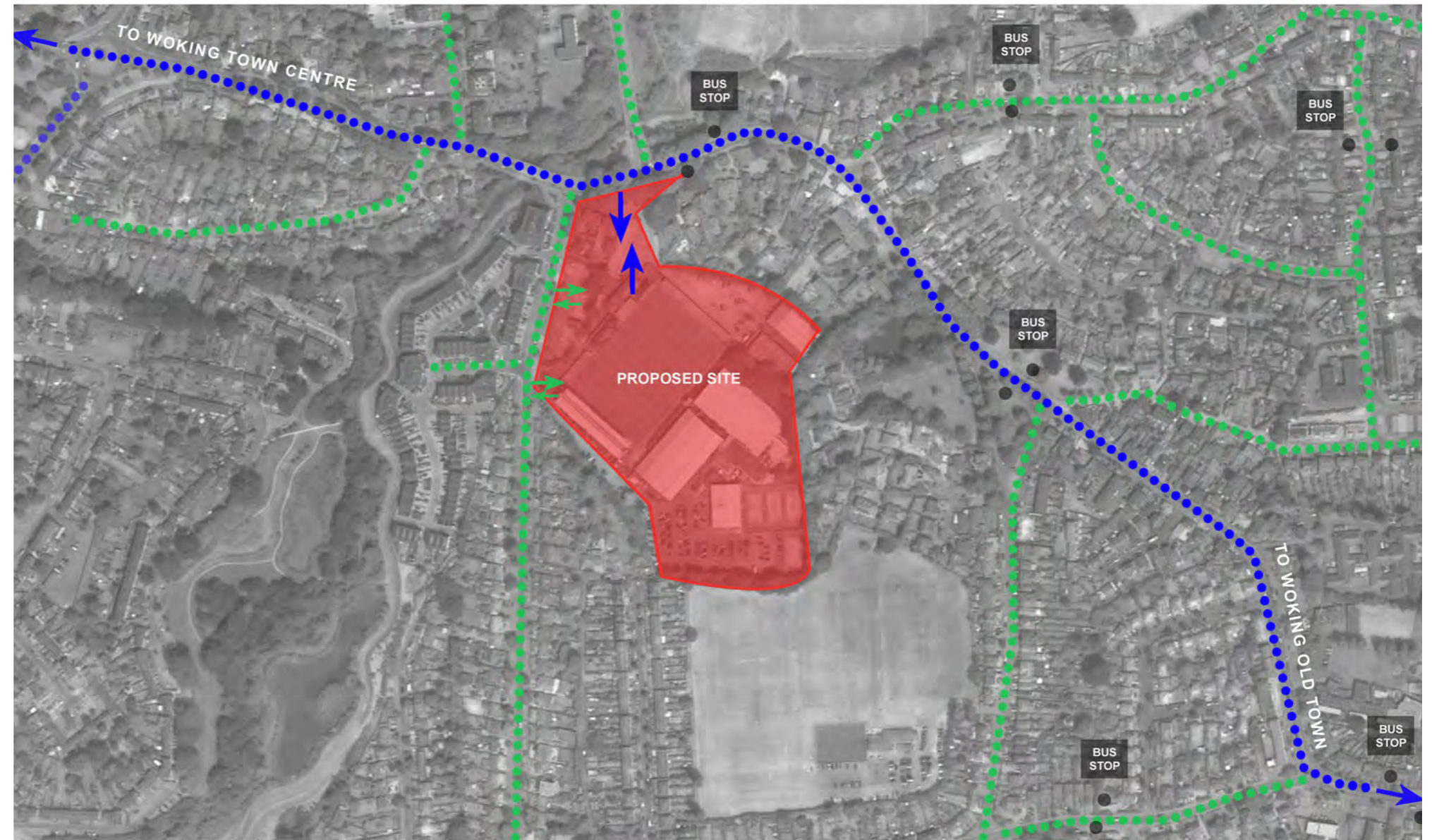
Two will be for the residential car parking, one will be a new access and one will be a reconfigured access to the David Lloyd, and one will be from Kingfield using the existing access, for the Football Stadium, the concierge and deliveries for the residential.

The Football Stadium and concierge entrance will be from the A427 in the North with both residential accesses from Westfield Avenue.

The proposed layout of the southernmost western access junction on Westfield Avenue will take the form of a priority junction. The proposal is effectively an upgrade of an existing junction which provides access to a David Lloyd fitness centre that is to be relocated. The access in its proposed form will lead to an underground parking area for blocks 3, 4 and 5.

A northern vehicular access on Westfield Avenue will be constructed approximately 80m north of the existing David Lloyd junction, this will be an entirely new junction and will be designed to suit the needs of the residential development of block 1 and 2. The proposed access will take the form of a priority junction.

Further analysis of vehicular access can be found in the Residential Travel Plan and Vectos' Report.



- ..... Secondary Vehicular Carriageway
- ..... Primary Vehicular Carriageway
- ← Residential Vehicular access and egress
- ← Service, Stadium and Community Concierge Vehicular access and egress

# 3.5 Site Analysis

## 3.5.5 Cycle Access

The site sits within a well covered cycle network with a number of cycle routes converging on the site from all directions. Our proposals will seek to integrate the site within the cycle network and facilitate cycle access within and through the site into new cycle networks.

An on-road cycle route passes the site along the western boundary on Westfield Avenue. This on-road cycle route extends northbound through Woking Park towards the railway station and southbound from the site towards Guildford where the cycle route joins onto National Cycle Network (NCN) Route 22 heading towards Portsmouth or continues on NCN Route 223 towards Brighton.

There will be 3 points of cyclist access to the site. These will be from the north and west ensuring the site is permeable for both pedestrians and cyclists.

All of these on-road cycle routes link with NCN Route 223 to the west which links through Woking before connecting with Guildford to the South and Chertsey to the North. NCN Route 223 provides access to a number of designated cycle routes such as NCN Route 22 to the South which links with South London and Portsmouth, and NCN Route 223 which continues to the South and links with Brighton.





# 3.5 Site Analysis

## 3.5.6 Pedestrian Access

There is a network of pedestrian footways located within Woking on the periphery of the site. The roads within the town include pedestrian footpaths on both sides of the carriageway and there are pedestrian crossing islands at all of the key junctions located within the town.

We envisage the bulk of the access to the site on foot will be from the North, since this is the direction of access to the Town Centre and is the location of the local bus stops along Kingfield Road. These closest bus stops are the 'Leisure Centre' stops located on Kingfield Road immediately North of the site. The Westbound stop is approximately 50m from the northern site access and benefits from a lay-by, shelter and timetabling information.

To ensure the permeability is maximised, and the scheme knitted into its context, there will be 5 points of pedestrian access. Pedestrians will be able to access the site from existing highways and footpaths from the North, South, East and West ensuring the site is highly permeable and access to, as well as through, is facilitated.

Routes surrounding the site are extensive, with a number of Public Rights of Way (PRoW) passing the site in most directions. The majority of the route from Woking FC stadium to Woking railway station can be accessed almost entirely through PRoW. Where PRoW are not available, there are sufficient footpaths adjacent to the highway. A plan showing the locations of recommended walking routes (from Surrey County Council) surrounding the site and the anticipated walking route to and from Woking railway station are shown in the Residential Travel Plan.



# 3.5 Site Analysis

## 3.5.7 Building Heights

In order to determine the heights of any new proposals for the new development, we have looked at the character of the site context, its boundaries and the nature of the existing uses on the site.

We have reviewed the boundaries to the site, the nature of those boundaries (many screened by existing large trees in this location) and the proximity of buildings to the site (many with large rear gardens, making them a long way away from the screened boundaries) has shaped our view of scale.

We have an external boundary to Westfield Avenue and Kingfield Road, where new development has taken place, which is more dense in nature.

In terms of the site itself, the existing uses is more industrial and commercial in its character with large format buildings already on the site and a single significant stand in close proximity to single storey bungalows.

So whilst building heights around the edges of the site to the North, East and South are from 2 storey to 5 storeys at the junction of Westfield Avenue and Kingfield Road, we believe that the site, with its significant width and depth, former industrial use, and landscape boundaries, can accommodate greater scale.



# 3.5 Site Analysis

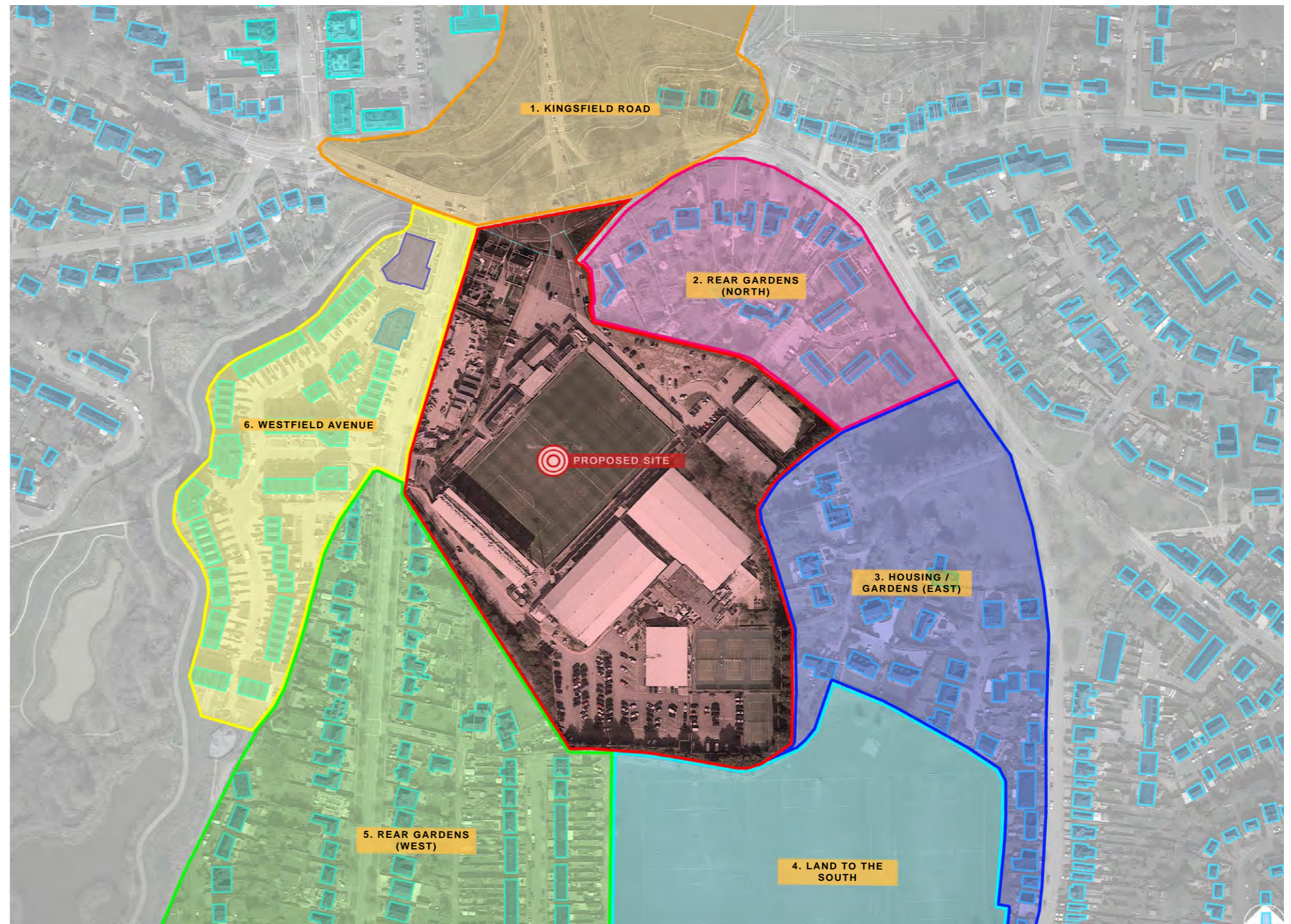
## 3.5.8 Local Zones

The site is boarded by a number of distinctive zones. Kingfield Road to the northern entry of the site. Large detached houses with large rear gardens are located to the North-West of the site.

To the East of the site are a further series of large detached houses with large rear gardens.

To the South are open fields with tennis courts. The South-West corner of the site is bounded by a combination of detached and semi-detached residences.

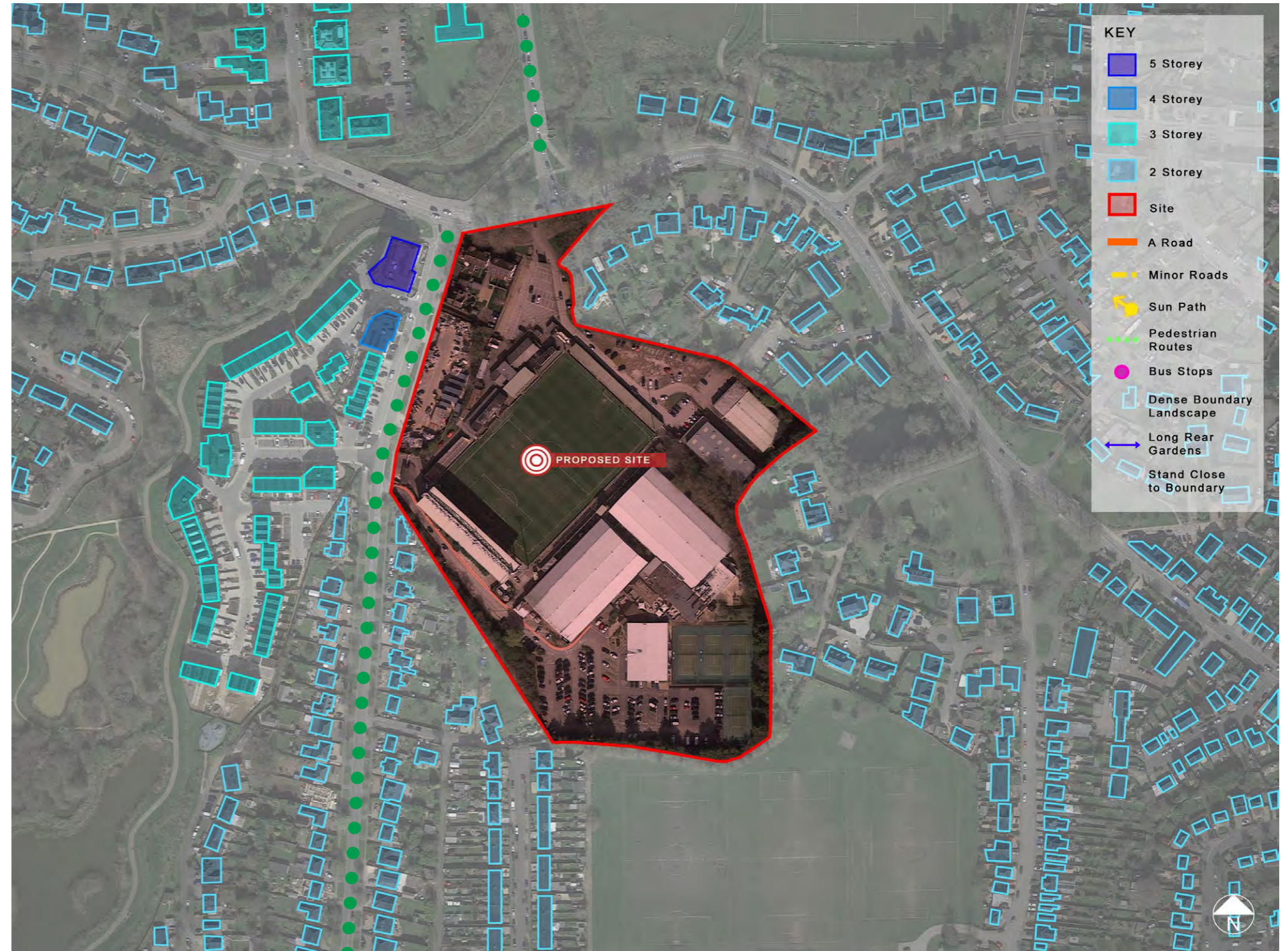
To the West of the site is Westfield Avenue which contains a combination of new 3 storey townhouses and two new apartment buildings, of up to 5 storeys to the most northerly point.



# 3.5 Site Analysis

## 3.5.9 Key Characteristics

- Large site occupied by football ground and collection of large buildings
- Dense boundary landscape to existing residential and Kingfield Road
- Long rear gardens to existing residential
- Large scale stand in close proximity to boundary
- Open aspect to the South of Westfield Avenue and Kingfield Road is a 5 storey office building.

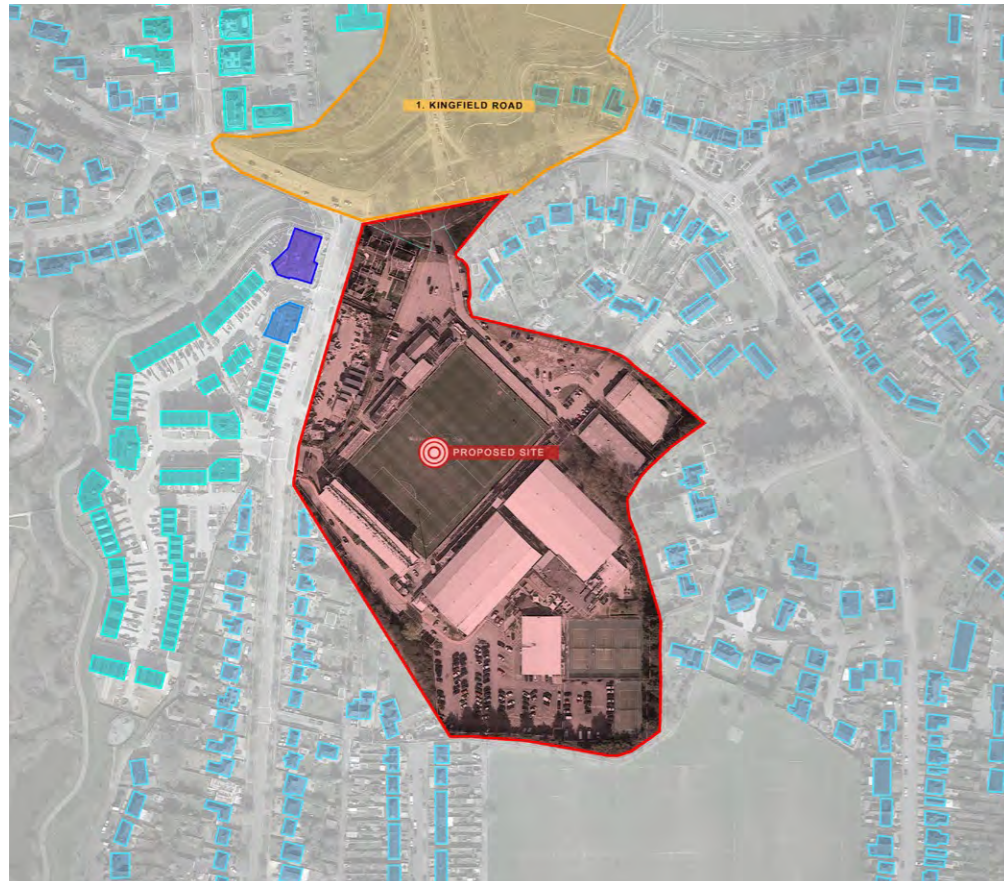


Existing Site Conditions

# 3.5 Site Analysis - Local Urban Context

## 3.5.10 Kingfield Road

These photos shows the context of the surrounding boundaries along Kingfield Road



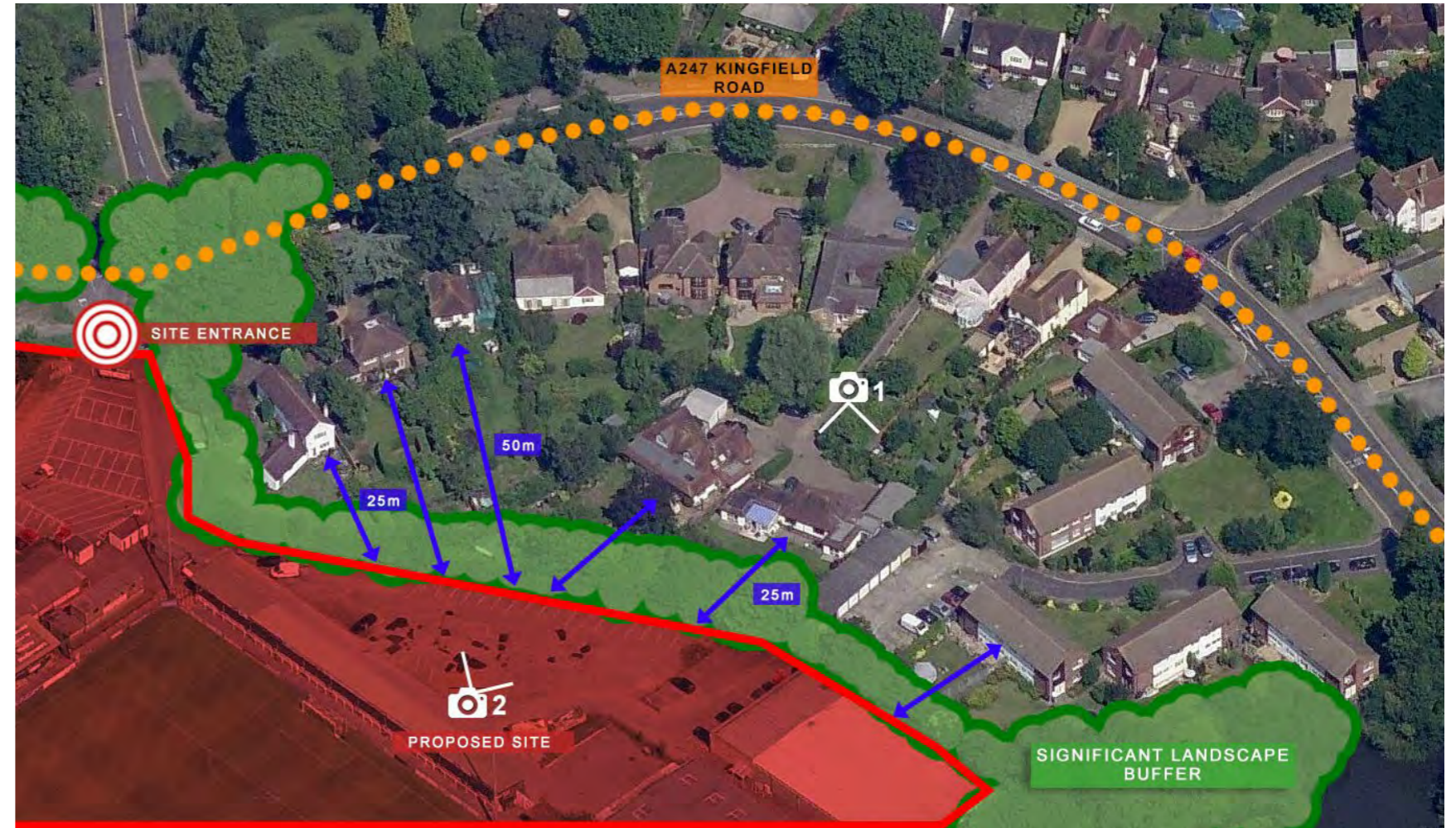
### 1. Kingfield Road

- Dense landscape and trees
- Parkland beyond
- No neighbouring properties opposite the Northern boundary
- Site entrance is screened by significant mature trees



# 3.5 Site Analysis - Local Urban Context

## 3.5.11 Rear Gardens (North)



### 2. Rear Gardens (North)

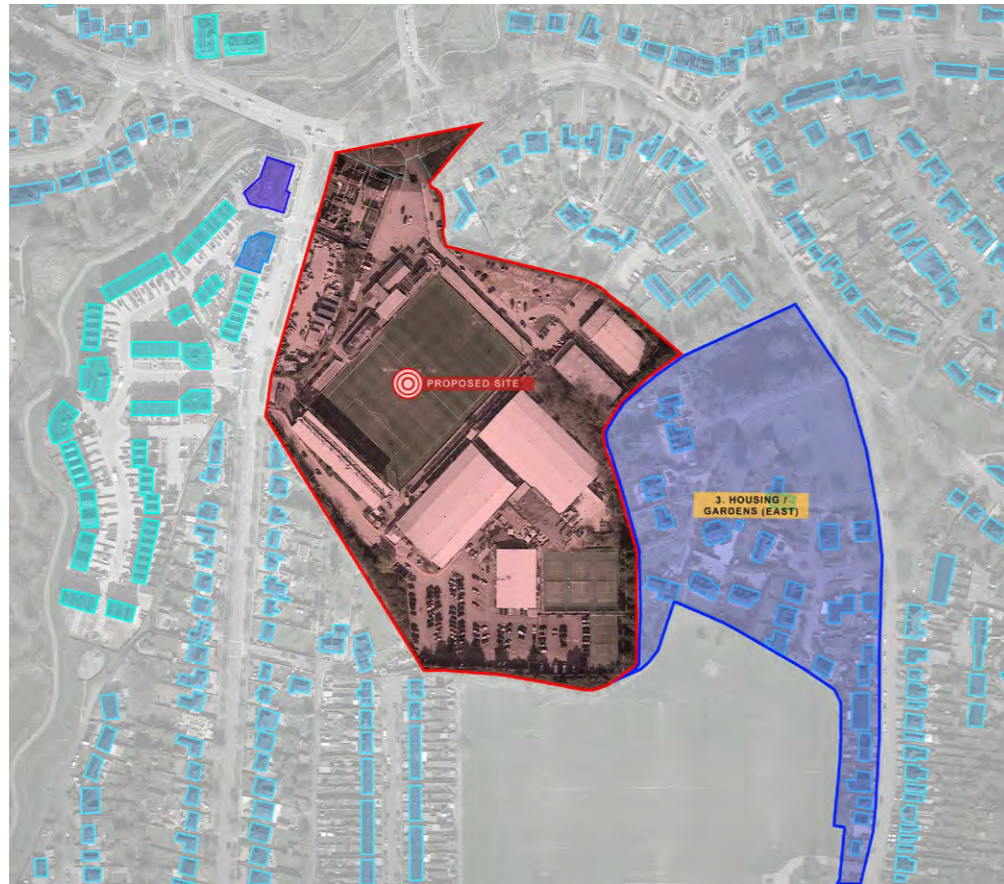
- Detached residential homes front Kingfield Road
- Significant front and rear gardens
- 25m to 50m rear gardens
- Significant landscape boundary to site perimeter
- New development will be set within the site



# 3.5 Site Analysis - Local Urban Context

## 3.5.12 Housing / Gardens (East)

These photos shows the context of the surrounding boundaries to the East



### 3. Housing / Gardens (East)

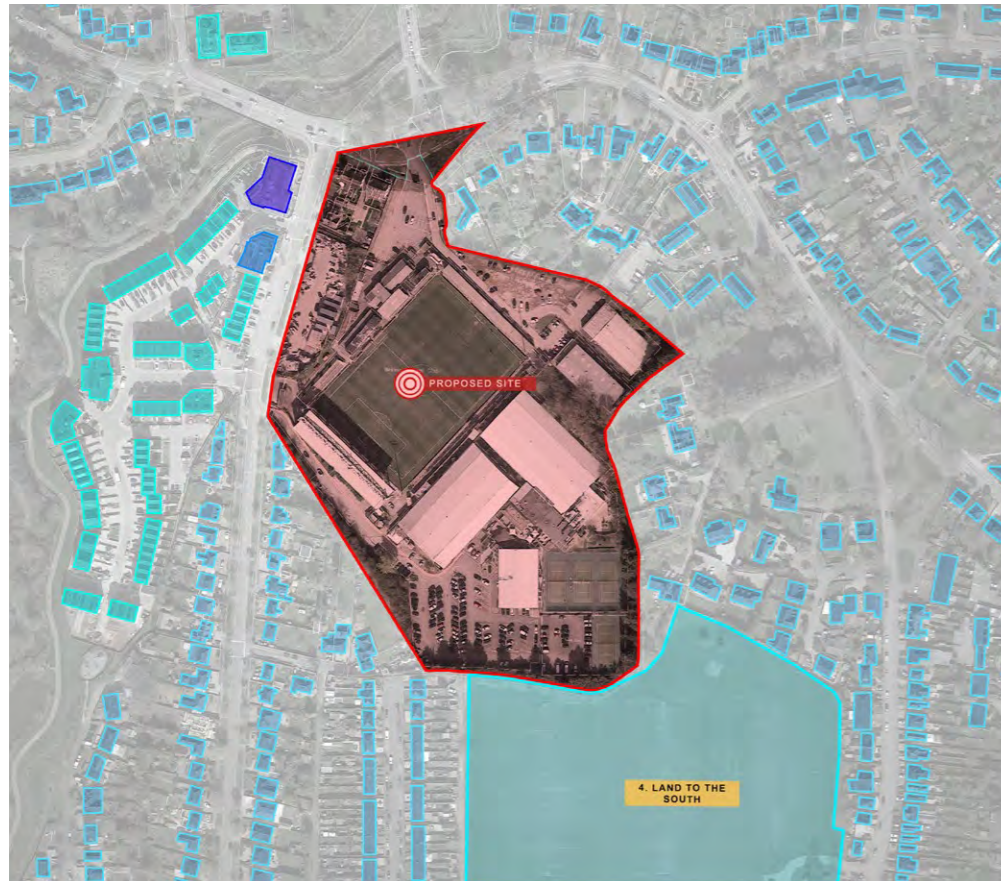
- Substantial Properties
- Set within large grounds
- Houses are set a significant distance from the site boundary.
- Boundary has major tree planting
- Large distances from properties to site boundary



# 3.5 Site Analysis - Local Urban Context

## 3.5.13 Land to the South

These photos shows the context of the surrounding boundaries to the South



### 4. Land to the South

- Open facing south aspect
- No visual impacts on adjacent properties

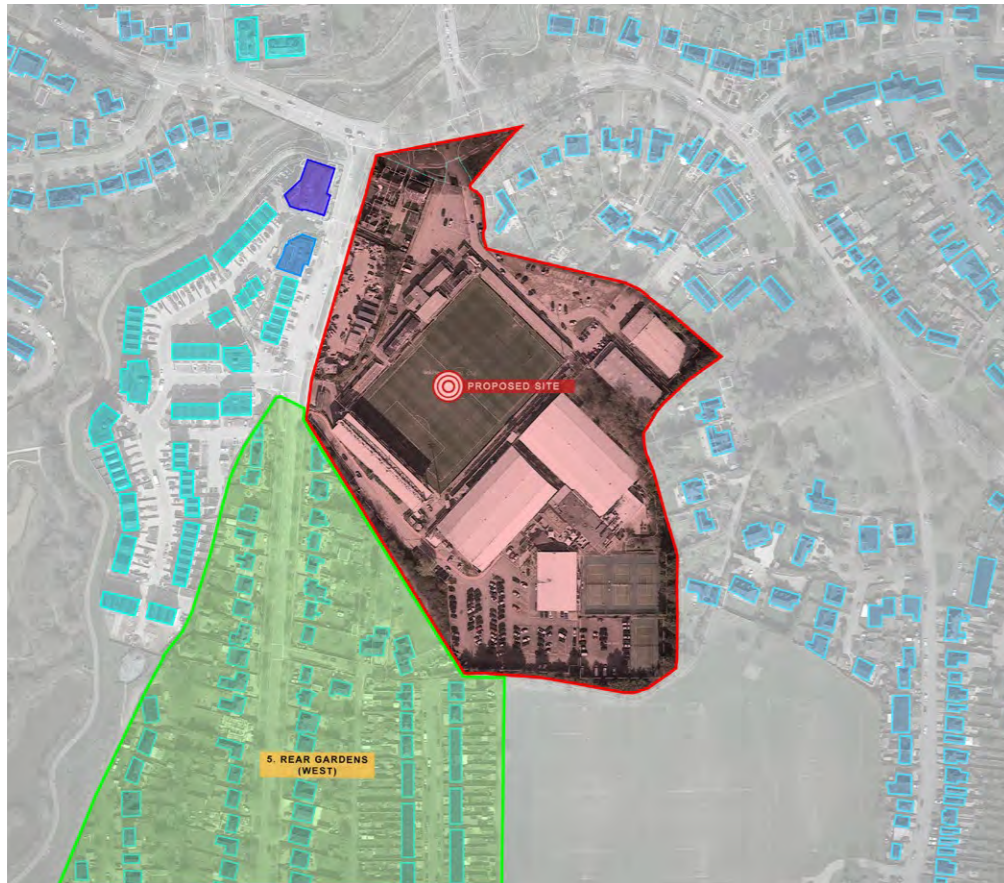




# 3.5 Site Analysis - Local Urban Context

## 3.5.14 South of Westfield Avenue

These photos shows the context of the surrounding boundaries to the South West



### 5. Rear Gardens (West)

- Significant landscape to the boundary
- Gardens increase in depth as you move to the South
- Predominantly bungalows that front Westfield Avenue
- Existing stand sits very close to the boundary
- Existing stand is over 4 storeys tall
- Existing stand has large blank face facing the rear gardens
- Any new buildings will seem tall against the Bungalows



# 3.5 Site Analysis - Local Urban Context

## 3.5.15 North of Westfield Avenue

These photos shows the context of the surrounding boundaries to the West



### 6. Westfield Avenue

- Contemporary Modern Urban Development
- 5 Storeys, dropping to 4 Storeys, to 3 Storeys on very generous street widths



## 3.6 Proposed Masterplan Concept

### 3.6.1 Key Characteristics

The Masterplan consists of following key Characteristics:

- 1 Residential** and **New Football stadium** separated into **distinct deliverable areas**
- The new **football Stadium is moved to the East** so it is similar scale to buildings it adjoins
- This creates an opportunity for a **new central avenue** connecting to Kingfield Road.
- 4 New stadium fronts 2 existing site boundaries**
- The **stadium is lower on these 2 sides** where it adjoins the existing residential
- 6 Residential** is in **two distinct areas**
- New residential **connects to existing** residential areas with new streets
- Residential **fronts EXISTING highways** and open space to the South **minimising impact on other surrounding residential**



## 3.6 Proposed Masterplan Concept

### 3.6.1 Key Characteristics Continued

- 9** New roads **integrate the scheme into the existing context**
- 10** Introduction of **diverse mix of units** - Studios, One-bedroom and Two-bedroom Apartments, and Two-bedroom Duplexes and townhouses
- 11** New residential units front streets with **active frontage** and **hide cars below buildings**
- 12** **New residential units** providing a **vibrant character** to the streets and allow **passive surveillance**.
- 13** **Parking has been integrated within the residential blocks**, in a half-in half-out podium, with amenity space above
- 14** Site allows for **phased delivery**
- 15** **Scale responds to surrounding scale.**
- 16** Maximised **high quality public realm** and **green space** within the site and on new roofs



# 3.6 Proposed Masterplan Concept

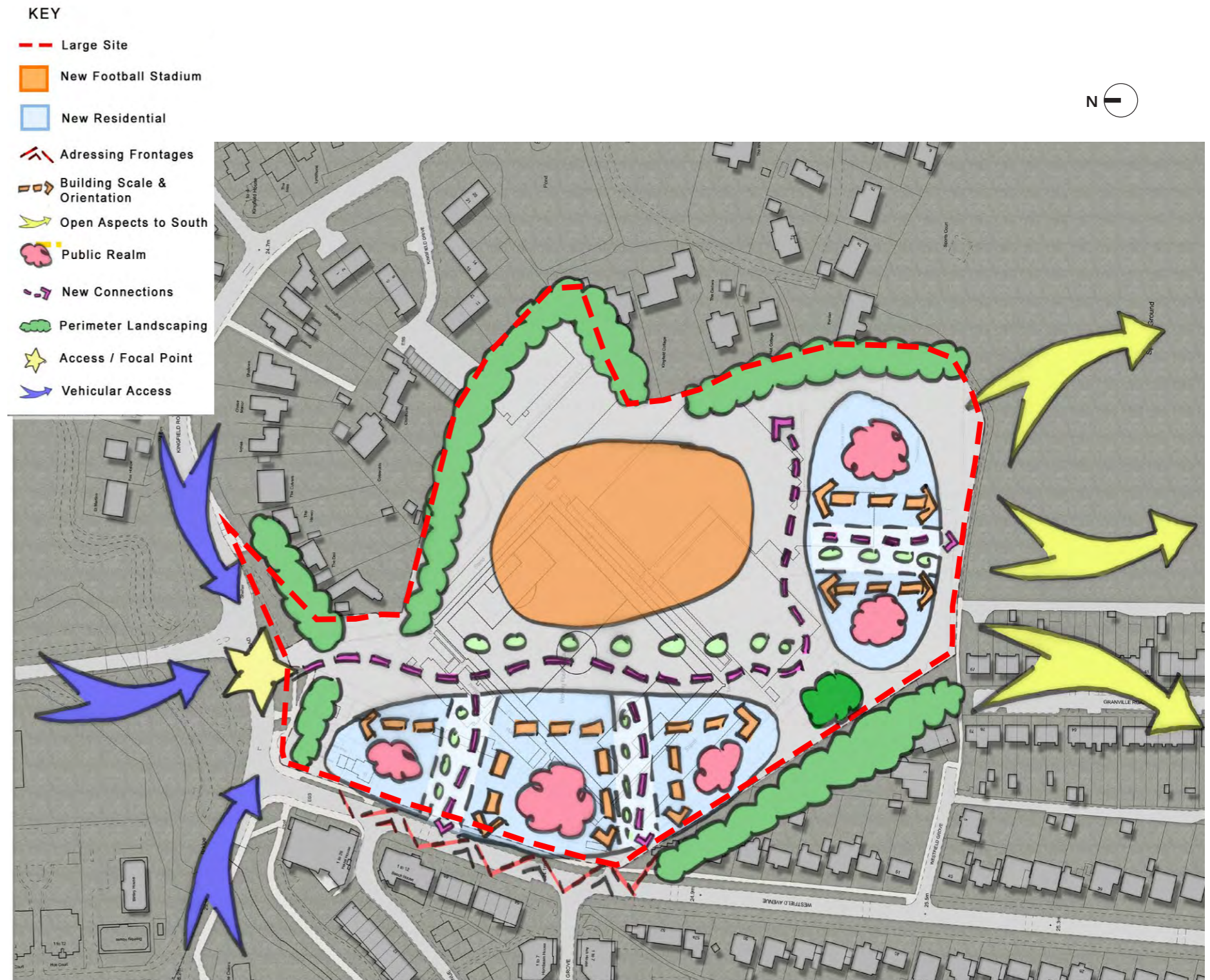
## 3.6.2 Opportunities & Constraints

### Constraints:

- Residential to surrounding aspects – scale should respond to this.
- External frontage to only small portion of the site.
- Vehicular access preferred from main highway.

### Opportunities:

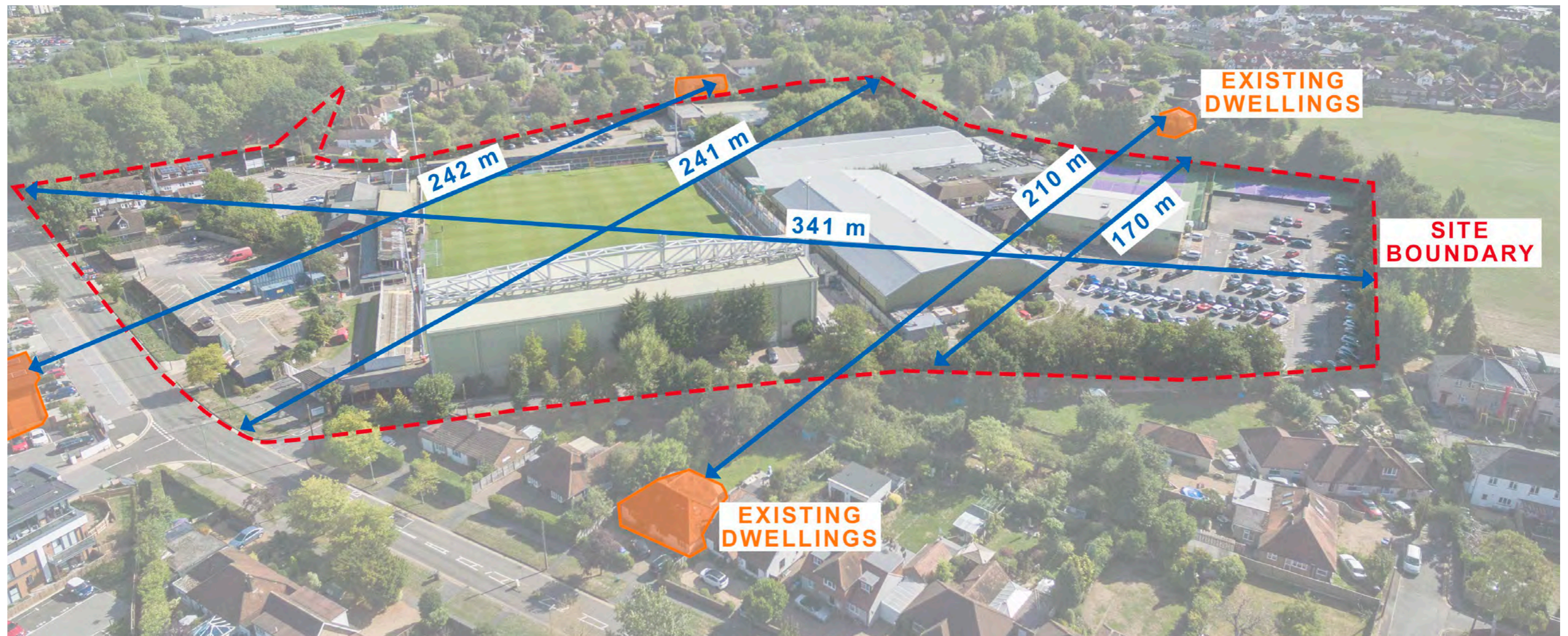
- Large site capable of creating new community.
- Large site capable of rationalising for a new Football Stadium and new Residential.
- Opportunities for addressing the poor street frontages.
- Opportunities for larger scale on Kingfield Road, dropping in scale on Westfield.
- Open aspect to the south.
- Orientation of buildings could create high quality new public realm.
- Opportunities to integrate the scheme into the local context.
- Cars can be hidden from view in underground parking.
- New streets can connect the site.
- Mature perimeter landscaping will provide instant buffers to adjacent residential.
- Opportunity to nestle the stadium within the site.
- Opportunities for public benefits from stadiums community integration.
- Create focal point to entry.



# 3.6 Proposed Masterplan Concept

## 3.6.2 Opportunities & Constraints

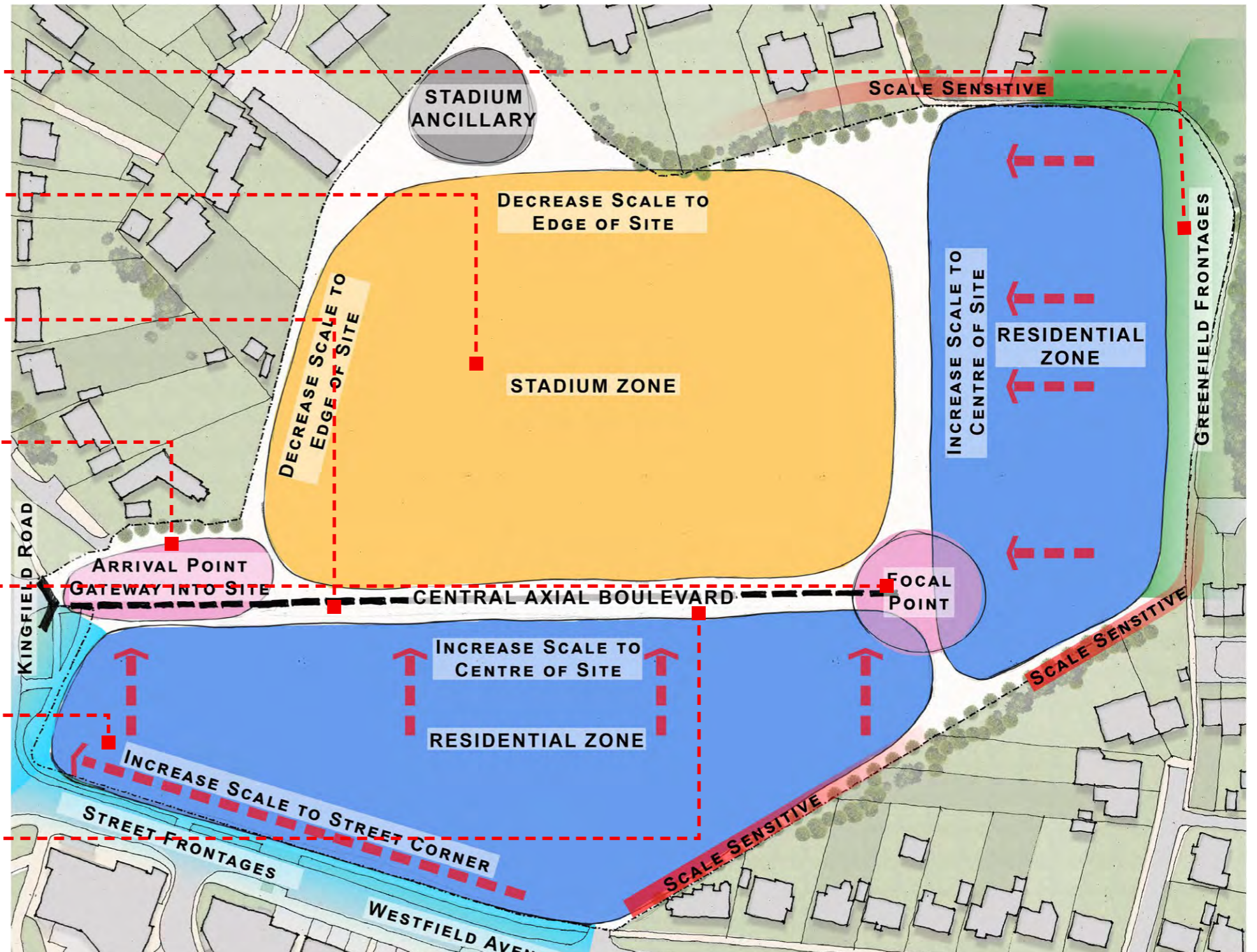
- Large site capable of creating enough scale for a new community.
- Large site capable of rationalising for a new Football Stadium and new Residential.
- Any buildings set within the site will be a long way from existing properties.



# 3.6 Proposed Masterplan Concept

## 3.6.3

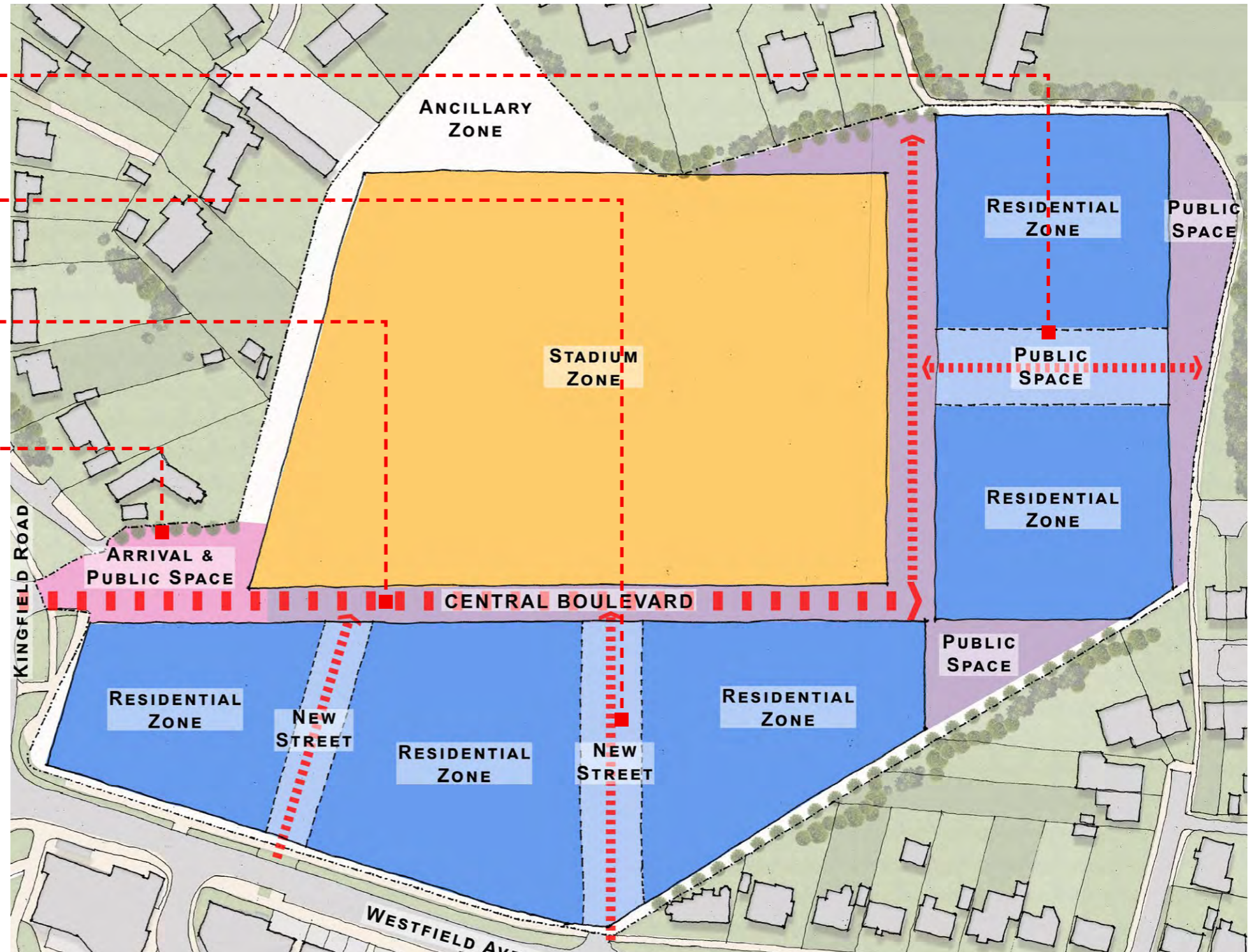
- Residential areas along South and West edges, facing Westfield Road and Sports Field
- Stadium moved East, reduced scale responds to sensitive context
- Scale increases to the centre of the site, away from sensitive context
- Gateway arrival point from Kingfield Road to the North with a Community Concierge Building
- Focal point at end of boulevard
- Greatest scale towards Kingfield Road & Westfield Avenue - prominent corner location
- Central boulevard divides residential areas from the stadium



# 3.6 Proposed Masterplan Concept

## 3.6.3

- Residential areas along South and West edges divided by public spaces
- New streets along Westfield Avenue leading to the Stadium
- Central boulevard to be animated creating lively new community
- Large public space marks the entrance into site from Kingfield Road as well as a new Community Concierge Building.

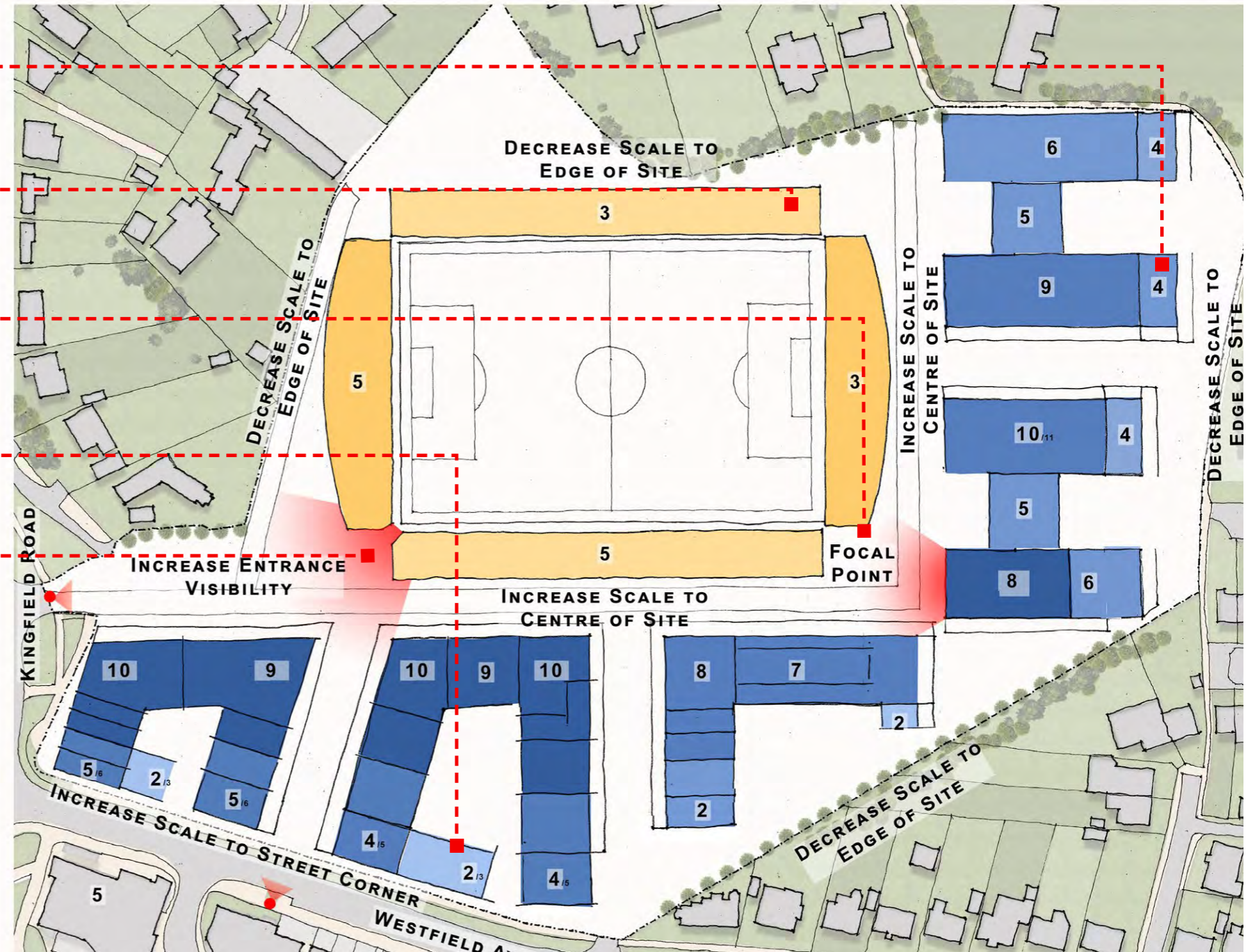




# 3.6 Proposed Masterplan Concept

## 3.6.3

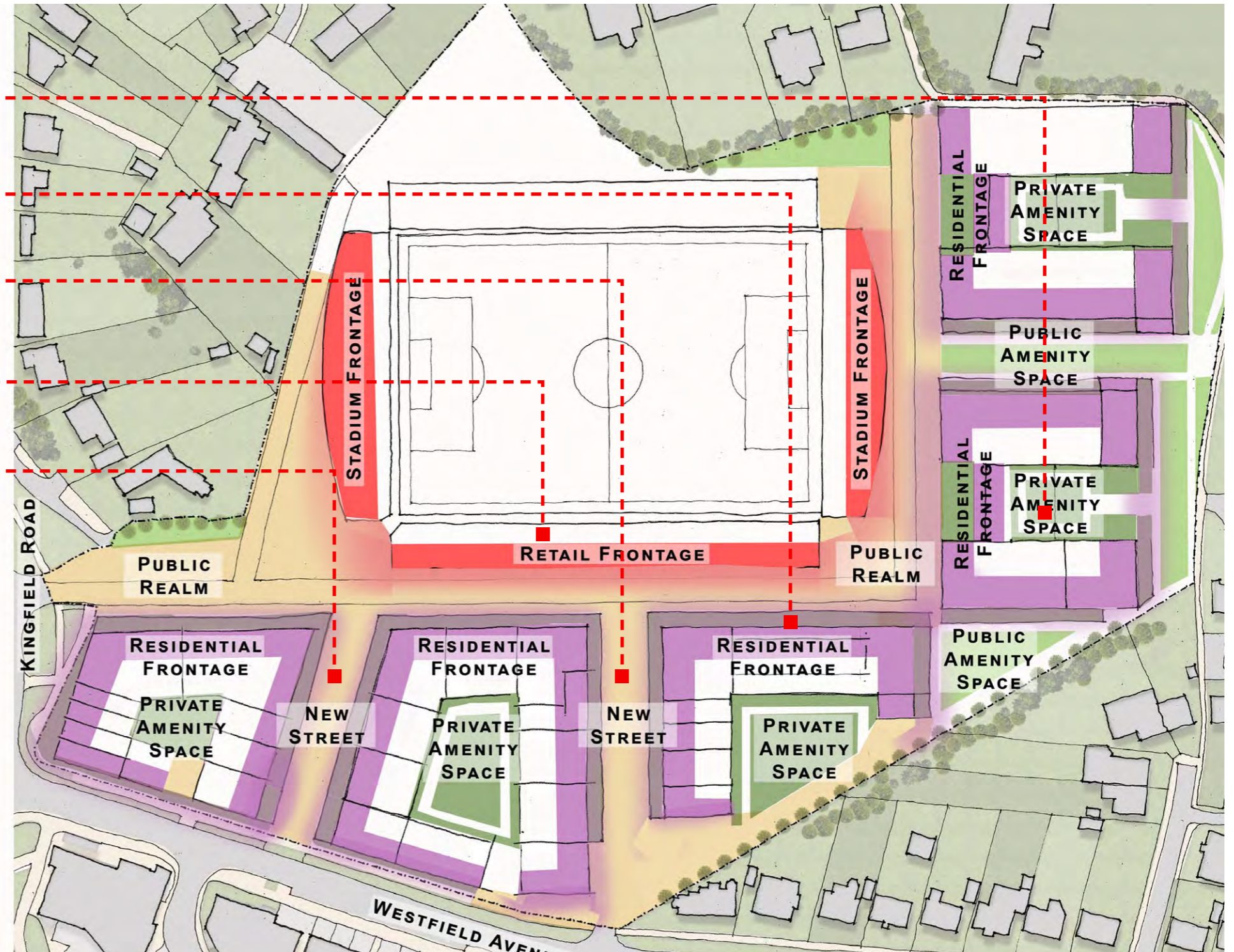
- Residential blocks drop in scale towards the edges of the site
- Stadium has reduced scale towards existing residential context
- Focal point at boulevard end draws the view into the site
- Along Westfield Avenue blocks have an articulated massing, with smaller frontages facing the street
- Stadium entrance and Community Concierge building visible from Kingfield Road and Westfield Avenue.



# 3.6 Proposed Masterplan Concept

## 3.6.4 Amenity Space

- Residential blocks to provide private individual and communal amenity space
- Ground level residences will have own front door accessible from street
- Traditional, passive street surveillance and activity
- Central boulevard to be animated with retail frontages from Stadium
- High quality public realm between buildings knitting the scheme together



# 3.6 Proposed Masterplan Concept

## 3.6.4 Amenity Space

- Residential blocks to provide private individual and communal amenity space .
- Ground level residences will have own front door accessible from street with private terraces.
- The main avenue will be a shared space accessible to the entire community.
- Central boulevard connecting public parks and playing fields.
- High quality public realm between buildings knitting the scheme together.
- A childrens play area set safely in the heart of the development offers secure amenity space for the residents and larger community.



# 3.7 Proposed Masterplan Design Concept

## 3.7.1 Looking From the North

The design concept has been to divide the site into two deliverable and distinct areas. The newly proposed and relocated football stadium to the east and residential blocks to the south and west of the site.

This re-organisation of the site creates a strong axis through the site from the gateway arrival point at the northern tip to the focal building on the southern end of the axis. This main axis is a direct extension from Woking town centre forming a visual and actual link back to the town.

The residential development is split into 5 distinct blocks which cascade in scale to the perimeter of the site. The central axis boulevard forms a dense urban high street with commercial and residential activity along the facades and the scale of the buildings increase along this important centre to the community.

The new stadium is nestled amongst the mature trees to the east of the site and will form a social hub for the whole community, giving Woking a Community Stadium with a sustainable future. The Stadium Entrance will be visible from both Kingfield Road and Westfield Avenue.



# 3.7 Proposed Masterplan Design Concept

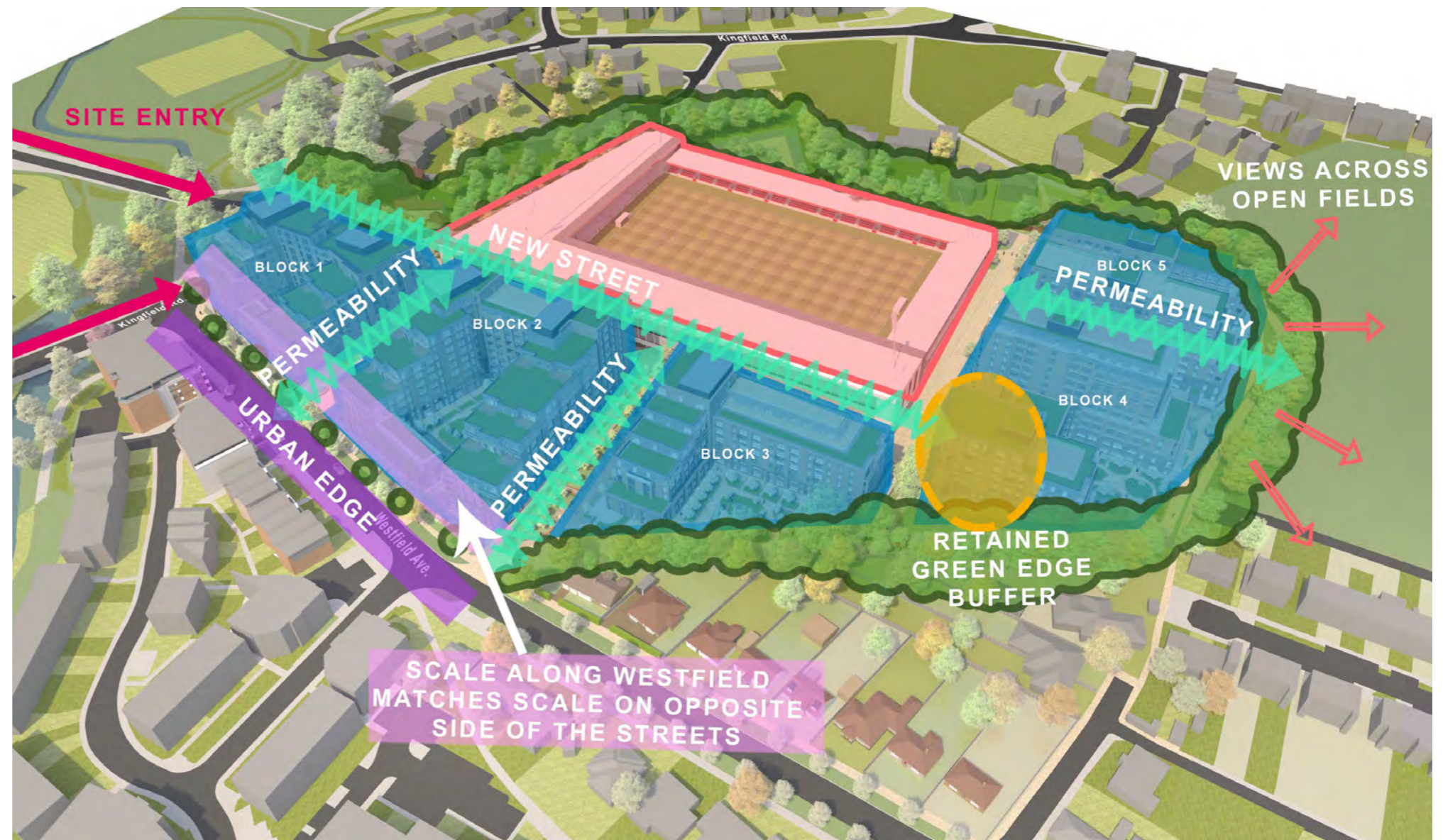
## 3.7.2 Looking From the West

The design is inherently permeable with views from Westfield Avenue, Kingfield Road and Loop Road recreation ground through the pedestrianised arterial streets which connect the main axis and the commercial and leisure facilities of the boulevard.

The aspect facing Westfield Avenue is given life with the creation of active residential frontages along this urban edge creating family homes for the community.

The cascading rooftops of the residential development of block 1 to 3 respond directly to its existing residential surroundings meeting the opposite side of the street with a similar mass and height.

The views across the open fields are maximised by the linear design of the blocks which predominantly extend from north to south.

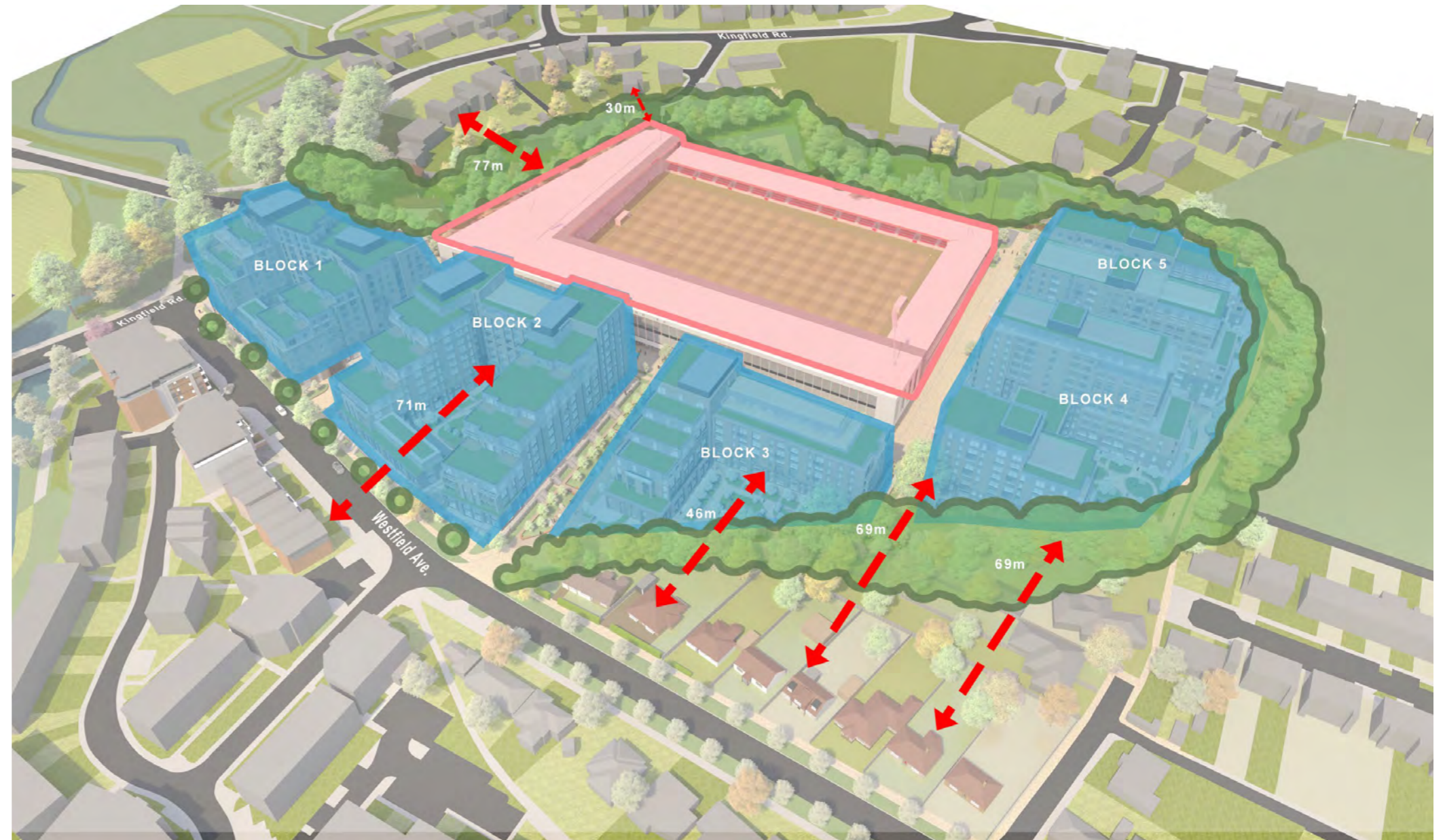


## 3.8 Proposed Masterplan Massing & Offsets

The size and location of the site allows the main mass of the development extensive offset distances from the existing residential buildings around the site.

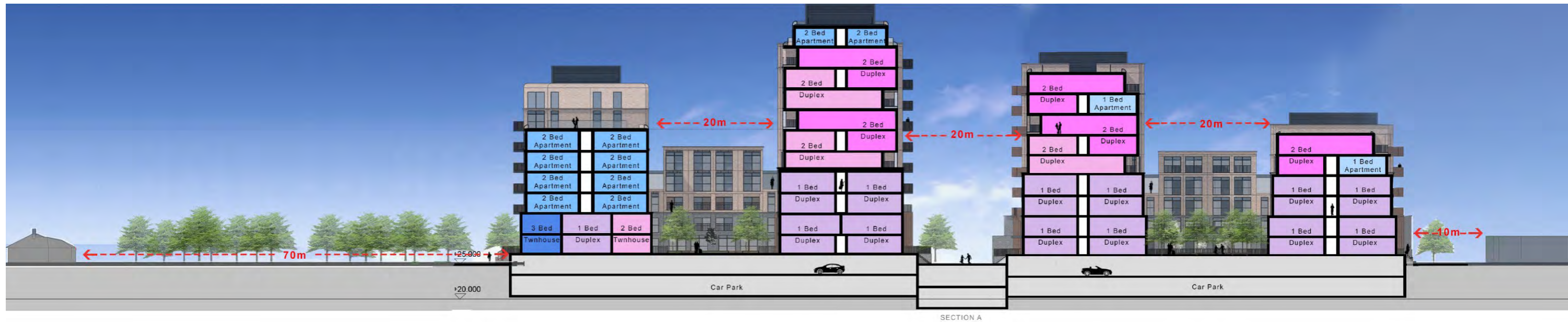
The main avenue houses the houses the main height and mass of the development which is indicated on the adjacent diagram. The main mass of the development to the west is offset from the existing houses along Westfield Avenue. Block 2 is 71m away from the existing residences on Westfield Avenue. The main mass of block 2 is 46m away from the existing houses rear elevation. Block 4 is 69m away from the rear elevations of the existing houses along Westfield Avenue.

To the north the stadium is extensively offset from the rear elevations of the existing houses along Westfield Road. The offset distances range from 77m along the north elevation of the Stadium to 30m at the corner of the stadium as indicated on the adjacent image.



# 3.8 Proposed Masterplan Massing & Offsets

- Ground level units provide family housing having their own front entrance from the new streets, animating the frontages
- Private communal amenity space is provided in the courtyards between blocks
- Roofs to be landscaped and accessible to residents
- High quality public realm and green landscape is provided between residential blocks
- Parking is provided underneath the blocks, screened away from view
- Distances between blocks is at min. 20 meters
- Blocks orientation kept N-S to minimise North facing units
- Block orientation maximises natural light into residences and into courtyard spaces
- Block orientations minimises overshadowing



## 3.9 Proposed Masterplan Design Evolution / Explanation

### 3.9.1

The site is also predominantly screened from adjacent neighbours by EXISTING TREES apart from the Westfield Avenue boundary.

The **landscape boundaries** and **long rear gardens** to the East are used to SCREEN THE NEW STADIUM FROM VIEW.

The football stadium is **SET BACK** within the site, so it is **screened from view** (apart from its main entrance and glimpses through new streets). The lower parts of the stadium adjoin the residential boundaries to the east (with long rear gardens).

The stadium and the Town Centre are **CONNECTED** to the new scheme with a NEW STREET and arrival area of **public realm which contains the Community Concierge Building**.

The new street into the site **connects** and **separates** the stadium from the new residential development. The stadium is used to **PROVIDE ACTIVITY** at street level. The same new street within the site is used to **FOCUS SCALE AND BUSTLE AWAY** from the existing boundaries.

The residential development is wrapped around the stadium forming **one new community** which creates the transition from Stadium to adjacent residential and streets, and **REPAIRS** Westfield Avenue FRONTAGE.

The **tree lined boundaries** are maintained as a **visual buffers** to the new residential development.

New **CONNECTING STREETS** are run from Westfield Avenue into the new active North South main axis boulevard, **integrating** the new development **into the existing neighbourhood** and **CREATING PUBLIC AMENITY SPACE** within the development.

Block 4 will provide a **focal point** at the termination to the new main axis boulevard.

At the southern end of the site new linear blocks run towards the park **MAXIMIZING LIGHT** and **VIEWS** and **PERMEABILITY** into the site.

Each of the blocks will create a **raised private residential courtyard** creating further **AMENITY SPACE**.

The concept massing of blocks 1 to 3 **maintains higher scale** to the new axis boulevard and steps down with a **SERIES OF CASCADING TERRACES** towards adjacent western boundaries.

The massing of blocks 4 and 5 also **REDUCES** to the adjacent residential boundaries which are also **screened by the existing dense trees**.



# 3.9 Proposed Masterplan Design Evolution / Explanation



01. The site is also predominantly screened from adjacent neighbours by existing trees apart from the Westfield Avenue boundary



02. Use the landscape boundaries and long rear gardens to the East to screen the new Stadium from view.



03. Set the football ground back within the site, so it is screened from view (apart from its main entrance and glimpses through new streets).



04. Keep the lower part of the stadium adjoining the residential boundaries (with long rear gardens).

# 3.9 Proposed Masterplan Design Evolution / Explanation



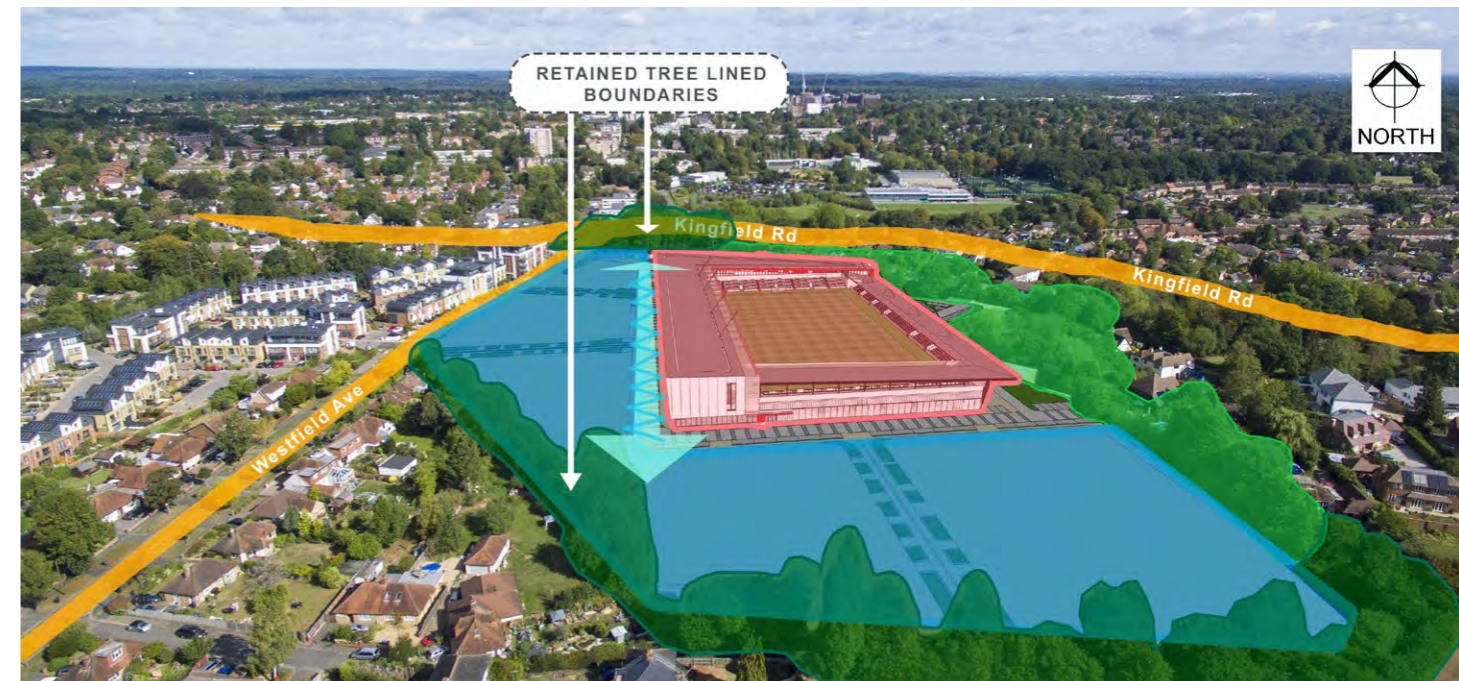
05. Connect the stadium and the Town Centre to Kingfield with a new street and arrival area of public realm.



06. Create the new street into the site which connects and separates the stadium from the new residential. Use the stadium to provide activity at street level. Use the same new street within the site, to focus scale and bustle, away from the existing boundaries.

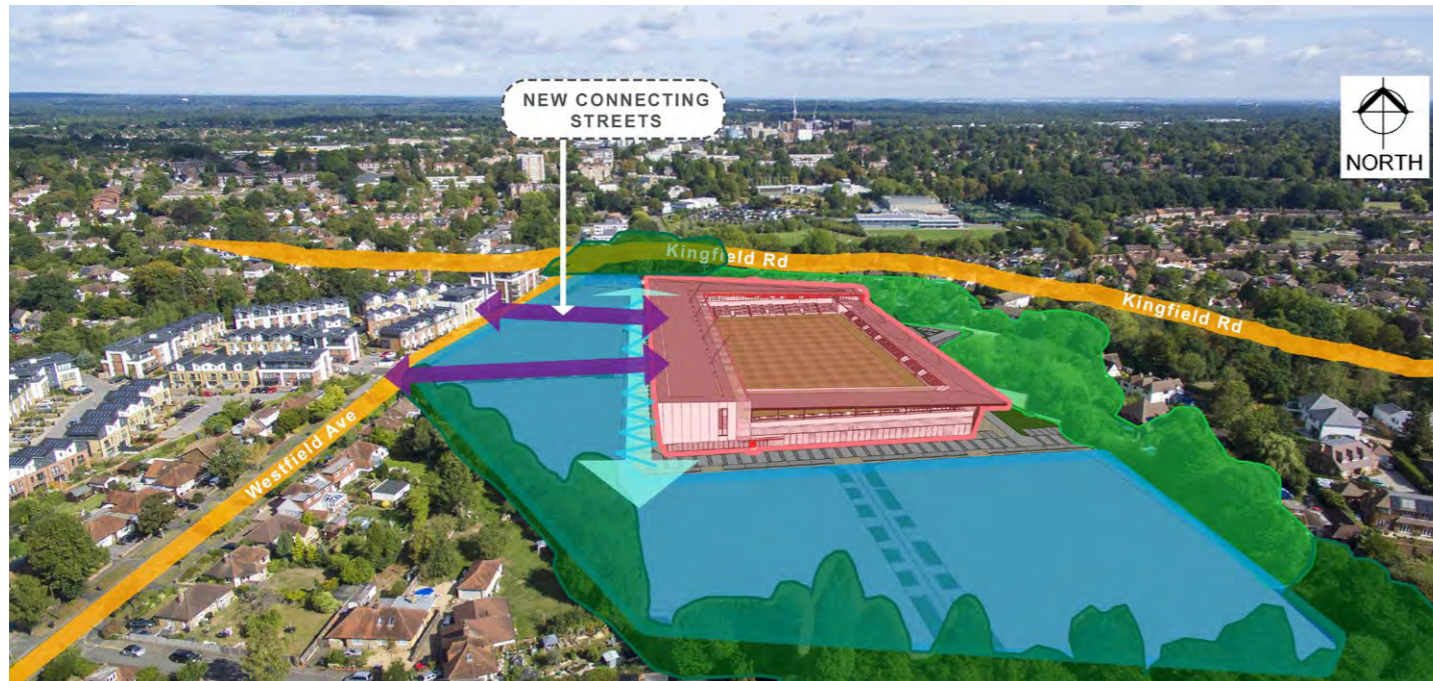


07. Wrap the residential around the stadium forming one new community which creates the transition from Stadium to adjacent residential and streets, and repairs Westfield Avenue frontage.

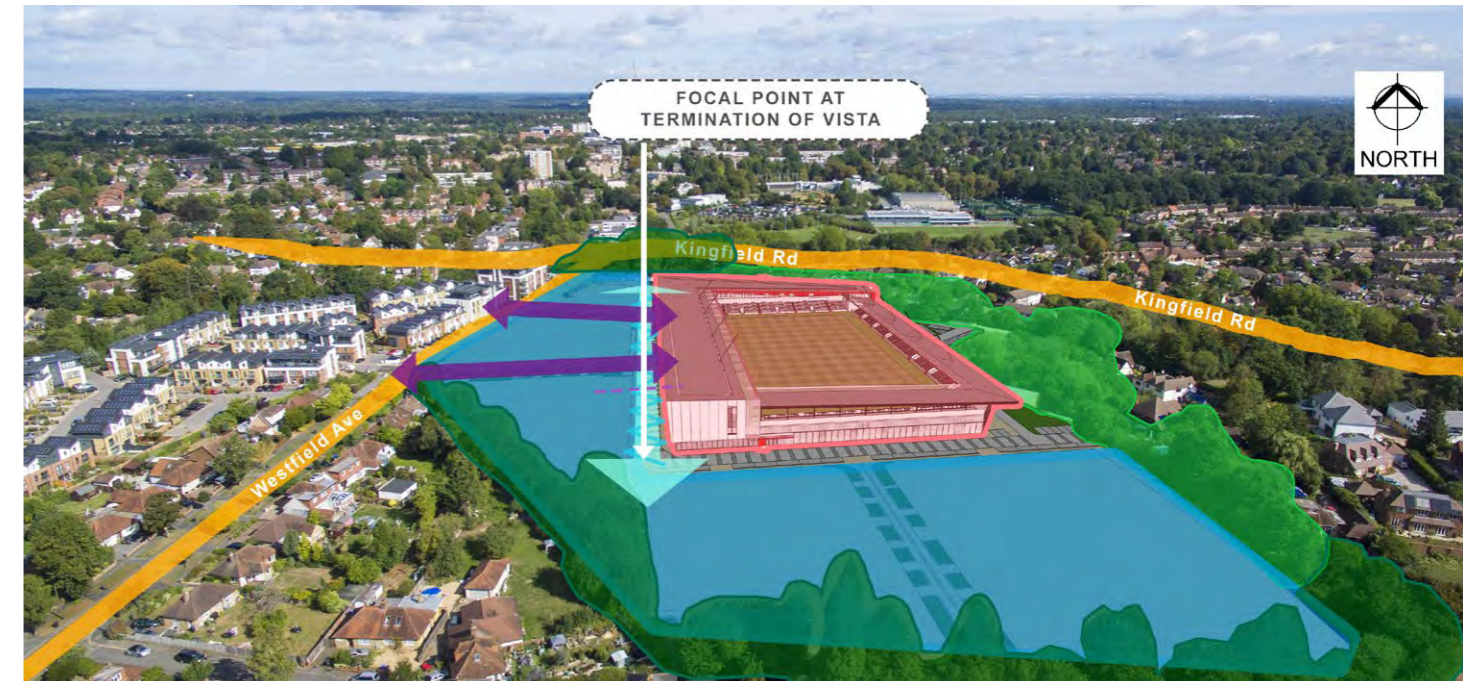


08. Maintain the tree lined boundaries as visual buffers to the new residential.

# 3.9 Proposed Masterplan Design Evolution / Explanation



09. Run new connecting Streets from Westfield Avenue into the new active North South main street, integrating the new development into the existing neighbourhood.



10. Provide a termination to the new street with a focal point.



11. Run new linear blocks towards the park maximizing light and views.



12. Private residents courtyards

# 3.9

## Proposed Masterplan Design Evolution / Explanation



13. Maintain higher scale to the new main street and step it down towards adjacent residential.



14. Drop the scale to the Eastern boundary (with existing dense trees).

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# 4.0 Stadium



# 4.1 Stadium Aspirations

## 4.1.1 Key Design Criteria, Aspirations & Aims

01

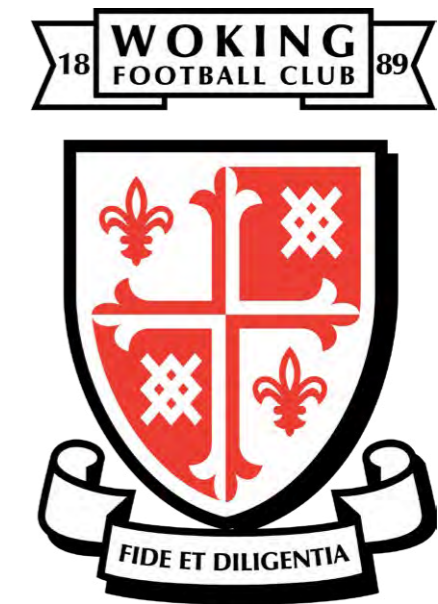
Provide a new home for Woking Football Club that encapsulates the spirit of Kingfield :

- Maintain a compact scale that retains the intimate atmosphere of Kingfield and respects the context
- Retain open terraced areas behind the goals to maintain tradition
- Reference details like “Moaner’s Corner” and replicate these areas within the design
- Maintain a community oriented layout
- Produce distinctive design that is unique to Woking Football Club

02

Provide facilities befitting of a Stadium in the Football League :

- A capacity of approximately 10,000
- Top class Catering facilities
- A fans bar / Function Space
- Spacious Hospitality suites and Boxes
- Provide a “Fanzone” area outside Stadium
- A new and Club Shop with Ticketing Facilities
- Access and facilities for disabled supporters



03

Provide added value:

- Incorporate commercial areas
- Incorporate let-table retail units
- Employ sustainable and ecological approach to the design
- Provide a flexible layout that offers usable space on non-matchdays

## 4.2 Existing Site

### 4.2.1 Existing Masterplan of the Kingfield Stadium



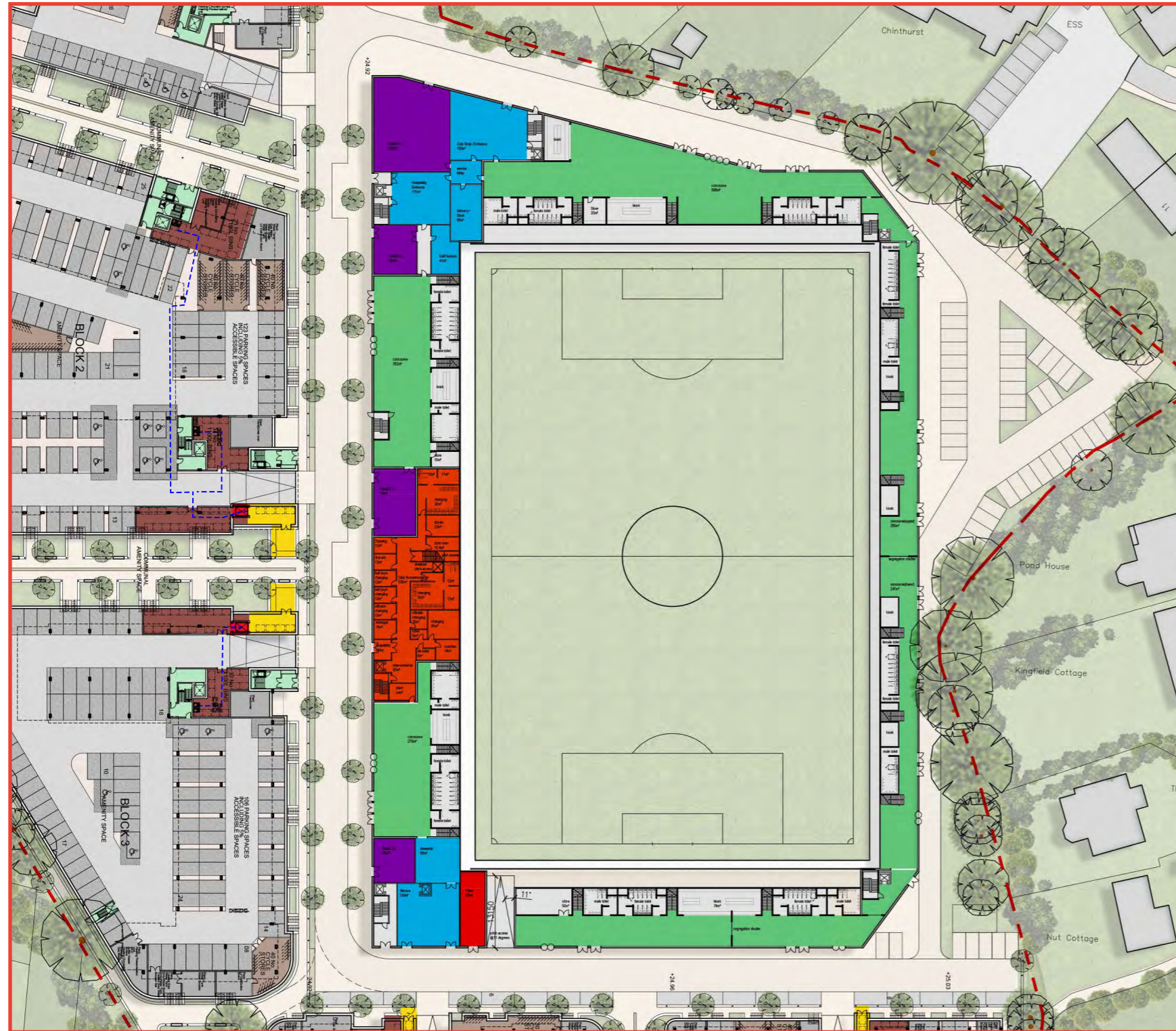
#### Site Observations

- 01 Built in 1921 / "Shoehorned" into the site
- 02 Pitch orientation isn't at the optimum angle of North/South
- 03 There isn't clear separation between vehicles and pedestrians
- 04 Access around stadium is poor for emergency vehicles, disabled and elderly supports



# 4.3 Proposed Masterplan

## 4.3.1 Proposed Masterplan for Residential & New Community Stadium



### Site Proposals

- 01 North Access Point Retained from Kingfield Road
- 02 Stadium realigned for optimum North/South orientation
- 03 Clearly defined circulation and clear delineation between pedestrians and vehicles
- 04 Approximately 70 Car Parking spaces
- 05 Better accessibility for disabled/elderly supporters

# 4.4 Design Development

## 4.4.1 Evolution of the Concept

### Testing Options

The proposed scheme is a result of a thorough design development process as a response to the original brief as outlined in section 4.1

Throughout 2018 Holmes Miller undertook a series of design charettes with the client, and our partner Architect Leach Rhodes Walker.

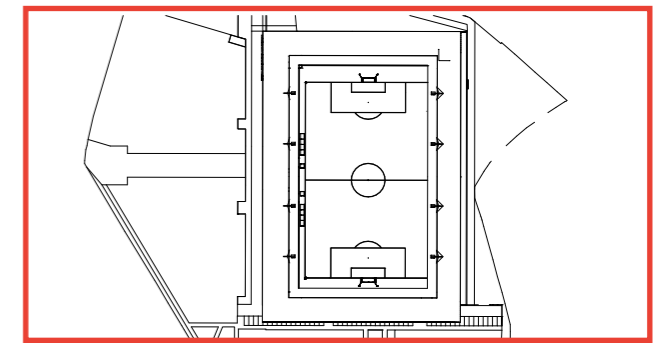
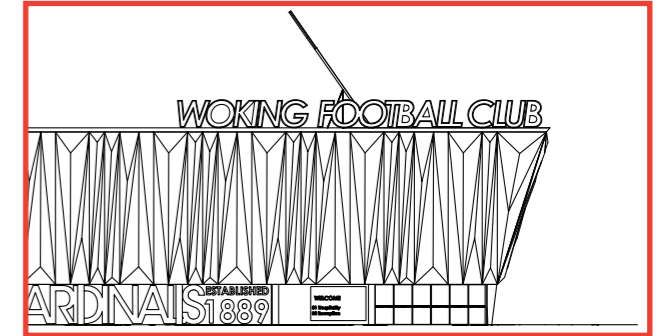
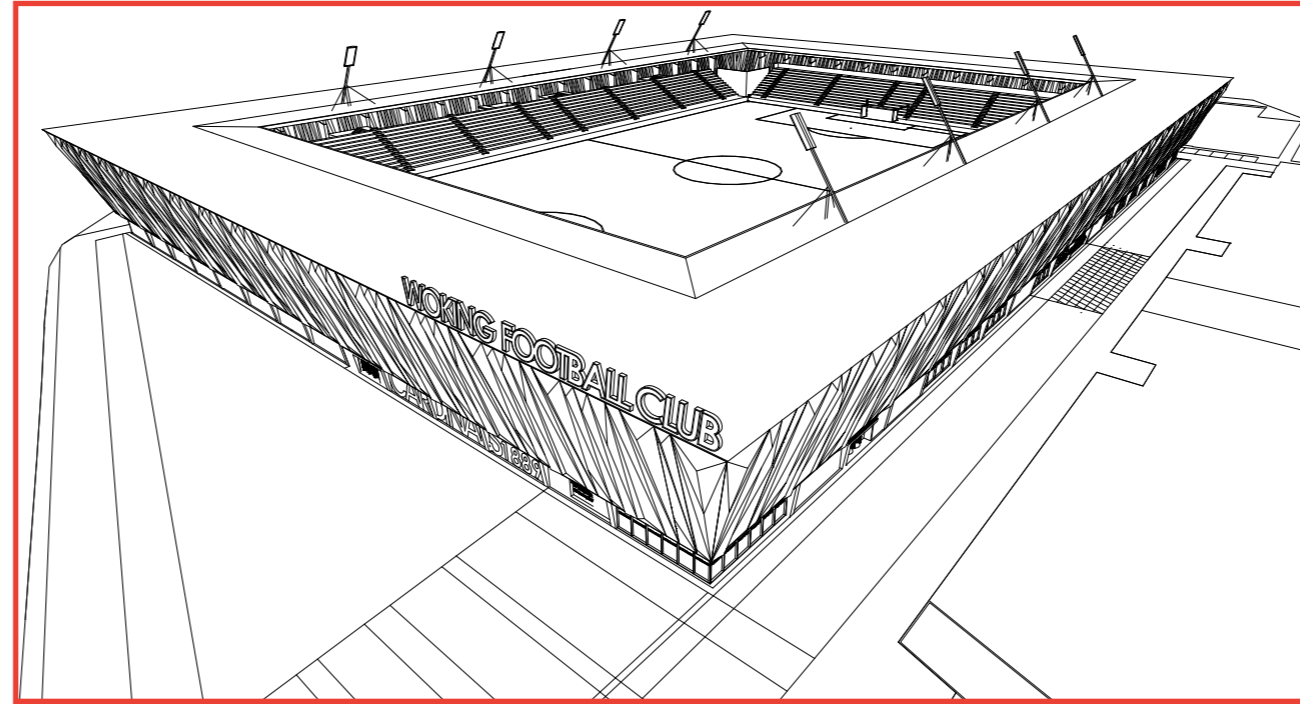
These sought to examine the key issues / constraints of the site and establish design parameters pertaining to the surrounding environment, namely;

- (1) Access+Egress
- (2) Neighbouring buildings (existing and proposed)
- (3) Existing trees
- (4) Topography

Taking cognisance of these factors, we produced an initial design response concept that provided a 10,000 fully seated capacity stadium, with a consistent ridge line. This created a fully enclosed Stadium with a height of c14m on all four sides, and a consistent approach to massing and form.

Analysis of this proposal drew several conclusions;

- (1) A fully seated Stadium placed a greater demand on area, with a larger footprint.
- (2) With accommodation focused on the West and North sides, surplus volume was created on the East and South sides.
- (3) The consistent ridge line throughout the scheme created a large mass near the Eastern boundary.



Option 1 Diagrams



Option 1 Images

# 4.4 Design Development

## 4.4.2 Evolution of the Concept

### Testing Options

Further options sought to address these items and took on a "wedge" form, which minimised the Stadium mass on the Eastern side. Seating was adjusted to a terrace and fixed seat format, prioritising capacity on the West and North sides - the overall result was a more efficient external envelope.

This addressed the following challenges;

#### (1) Access+Egress

Better access and egress with clearer lines of sight and vehicle movement around the Stadium. Improved emergency vehicle access and coach parking.

Clearer delineation for pedestrians in general, easier segregation of away supporters and home supporters.

#### (2) Neighbouring buildings (existing and proposed)

Minimized mass on Eastern boundary, adjacent to existing dwellings - visual impact of the Stadium greatly reduced. Simplified elevation design, with less contrasting colours.

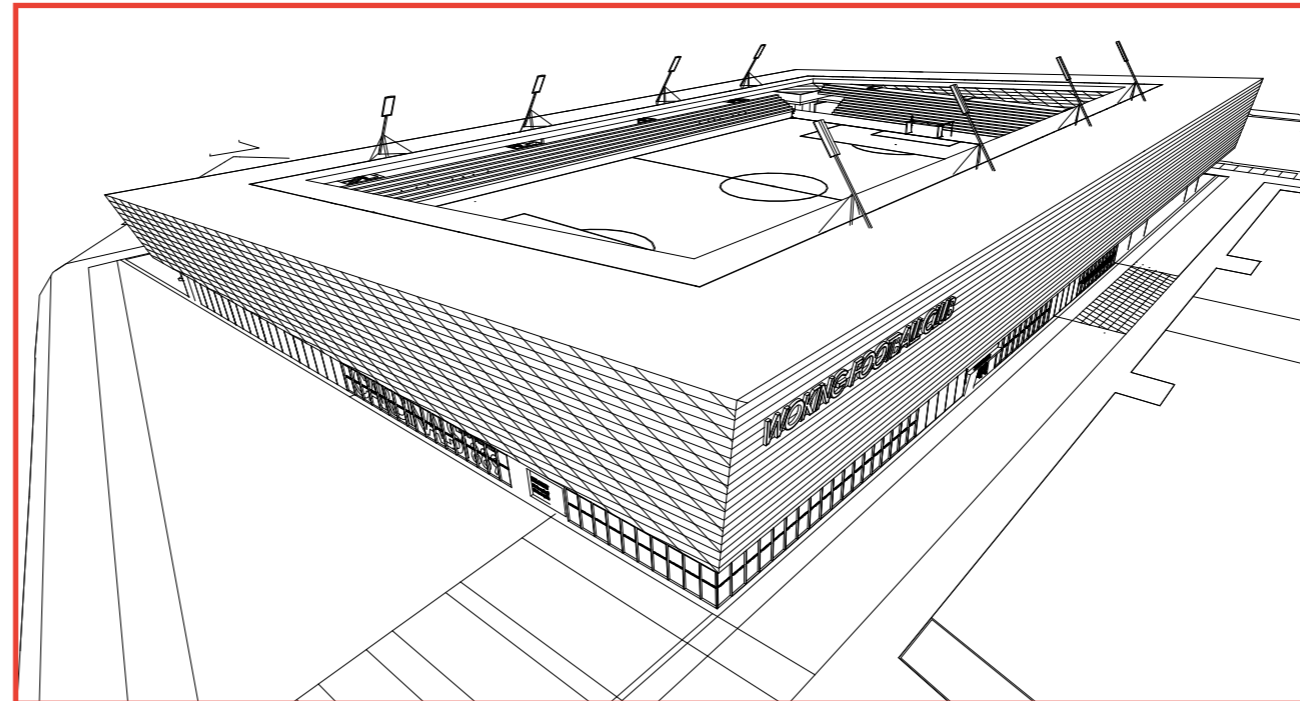
#### (3) Existing trees

The existing tree canopy on the Eastern Boundary stands proud of the Stadium ridge line following this revision.

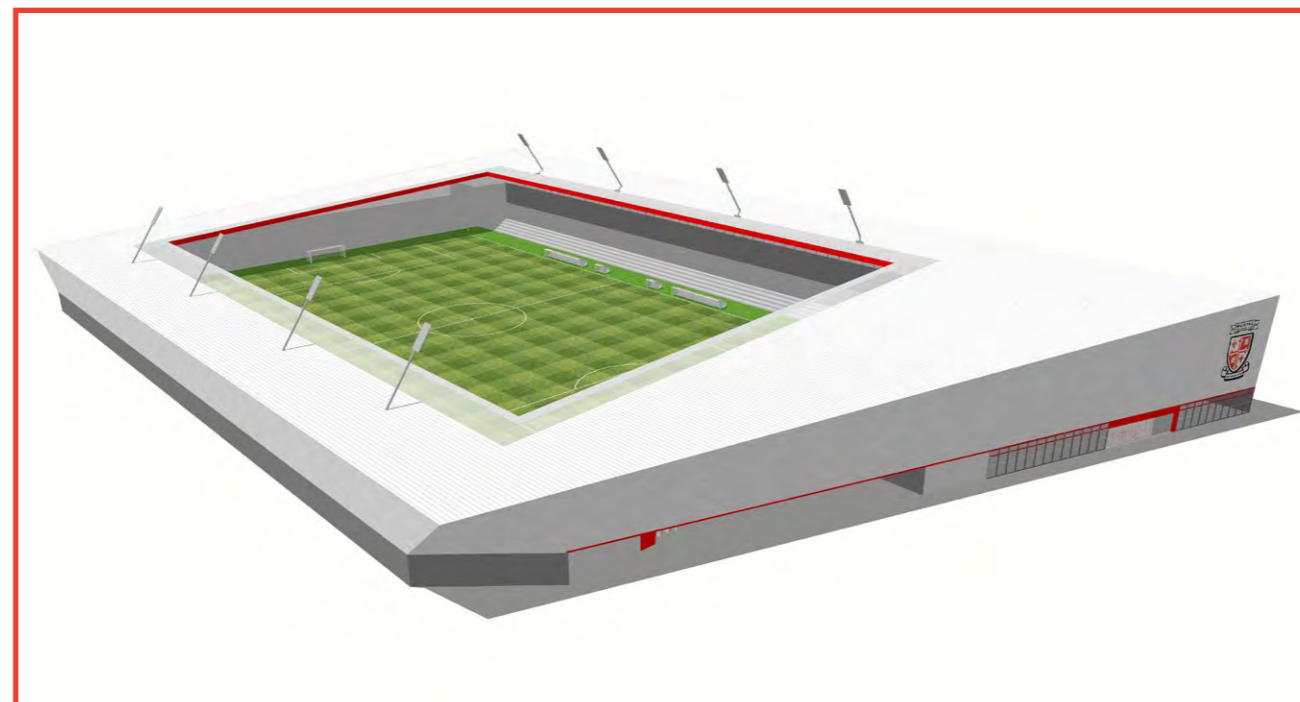
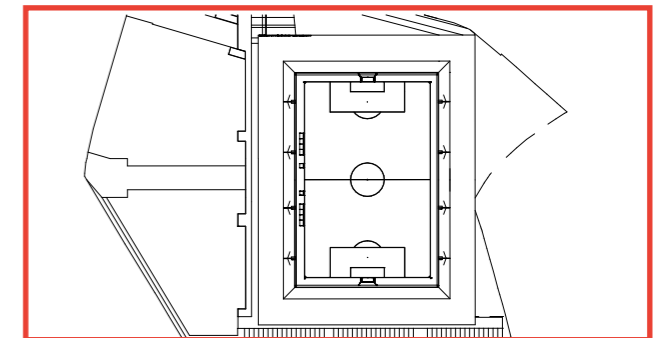
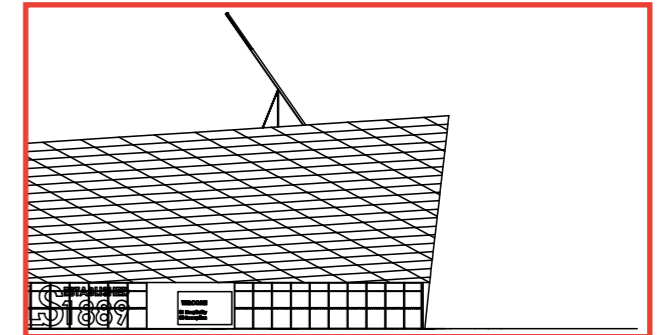
#### (4) Topography

Topography remains constant and level - preserving clear lines of sight around the site.

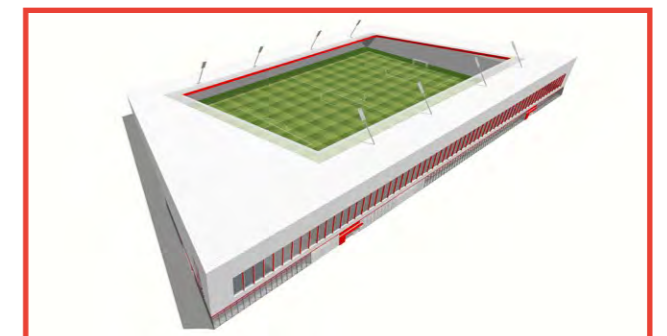
This testing process lead to the final proposal in August 2019.



Option 2 Diagrams



Option 2 Images



# 4.4 Design Development

## 4.4.3 Evolution of the Concept

### Testing Options

A comparison of the initial design option and developed option can be seen in the images on the pages that follow

View From Westfield Avenue  
Initial Option



# 4.4 Design Development

## 4.4.4 Evolution of the Concept

View From Westfield Avenue  
Developed Option



# 4.4 Design Development

## 4.4.5 Evolution of the Concept

View of East Elevation  
Initial Option



# 4.4 Design Development

## 4.4.6 Evolution of the Concept

View of East Elevation  
Developed Option



# 4.4 Design Development

## 4.4.7 Evolution of the Concept

View of West Access Route  
Initial Option





# 4.4 Design Development

## 4.4.8 Evolution of the Concept

View of West Access Route  
Developed Option



# 4.4 Design Development

## 4.4.9 Evolution of the Concept

Stadium Bowl View  
Initial Option



# 4.4 Design Development

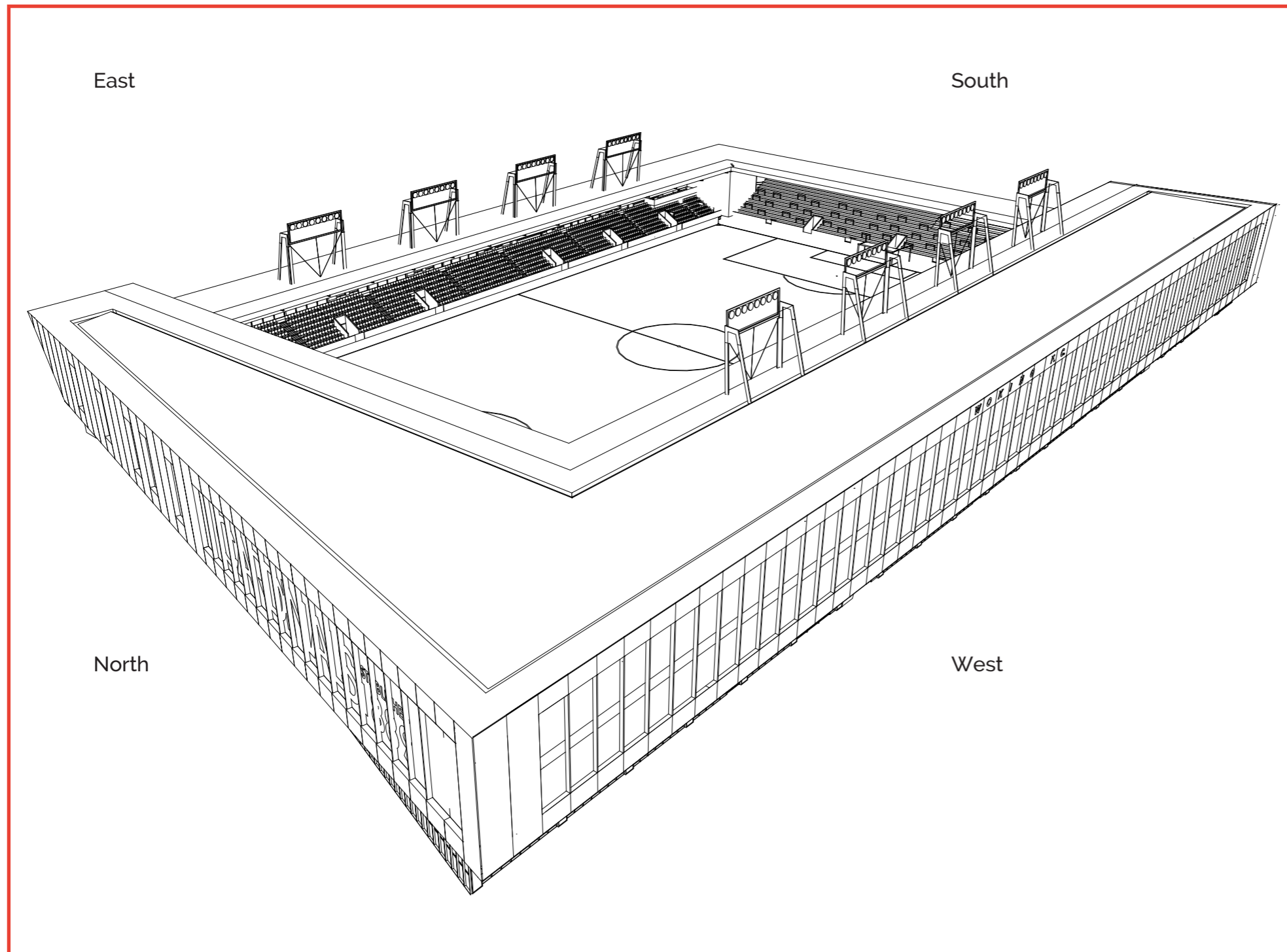
## 4.4.10 Evolution of the Concept

Stadium Bowl View  
Developed Option



# 4.5 Stadium Concept

## 4.5.1 Stadium Concept



### A Dual Approach

The clear and simple approach to the Stadium design is a combination of two distinct masses. From above these appear as two interlocking "L's", with one mastering the other.

The North and West sides of the scheme address the main entrance, and main circulation route through the site (which lies on a North / South axis).

As well as seat/standing spectator decks, these areas carry the bulk of the Stadium accommodation;

- Football Club Accommodation
- Hospitality
- Retail
- Offices
- Kiosks
- WC's

The East and South sides of the scheme are simpler in their form and massing.

These perform the basic football function of seating/standing spectator decks, along with the following;

- Kiosks
- WC's

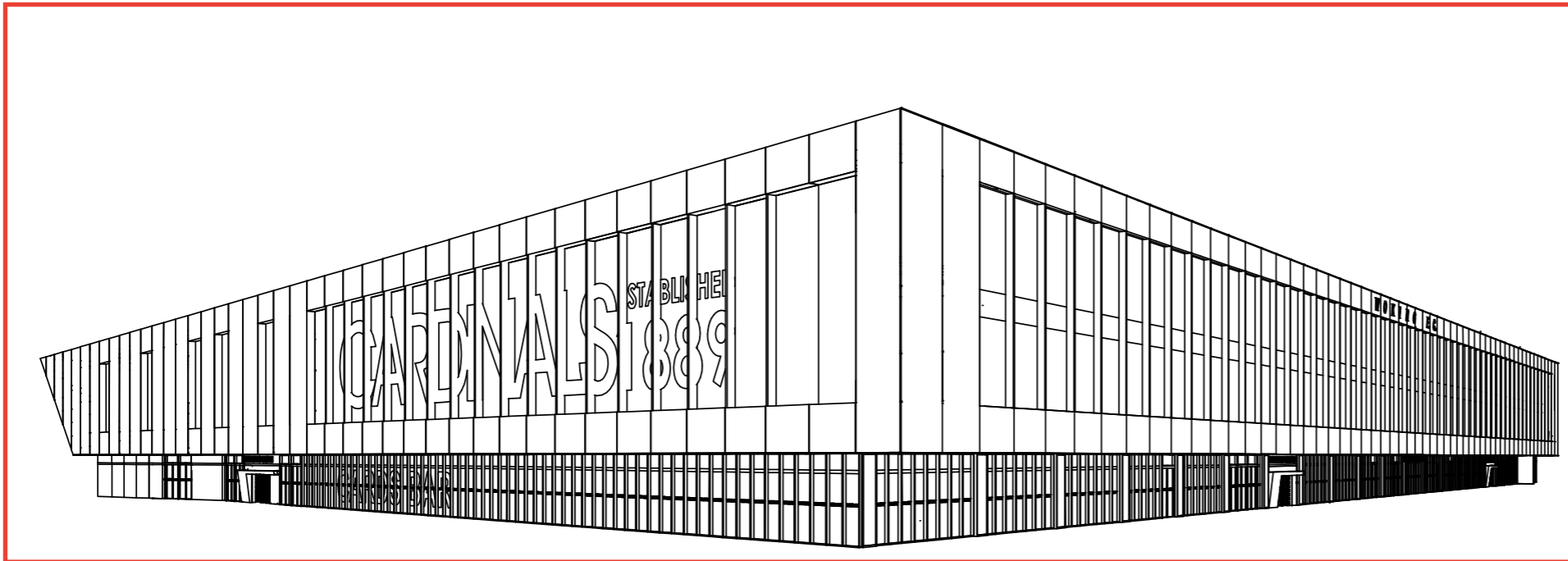
The result is North and West areas of the Stadium carry a greater height than the East and West, which drop in scale to respect the neighbouring dwellings.

In addition to this, the existing mature tree canopy and associated foliage help screen the Stadium on these sides.

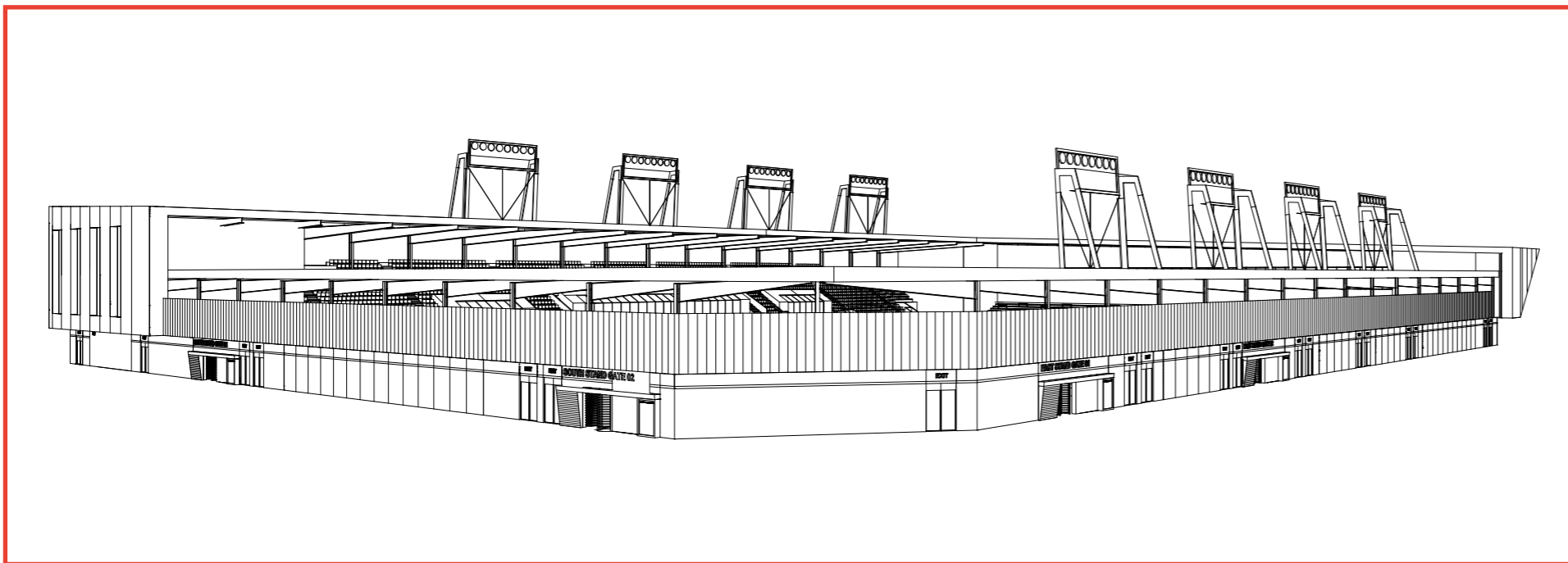
Overall the scheme is one that addresses the context in a sympathetic manner, performing the dual function of Stadium and Civic building at the same time.

# 4.5 Stadium Concept

## 4.5.2 Stadium Concept



North+West Massing / Form



South+East Massing / Form

### North & West

These elevations are the “public” face of the Stadium, in view from the main approach and the residential street.

They contain glazed frontage at ground floor level, providing active frontage that engages on a human scale.

The upper areas of the elevation contain generous amounts of glazing that provide glimpses of activity within and views out.

These elevations are designed with day and night modes in mind, providing a carefully considered composition of colour, solid and void.

### South & East

These elevations “wrap” around the two smaller spectator decks and have simple and functional uncluttered appearance.

Entrance points are clearly defined within a solid precast concrete base, which sits beneath a lighter translucent upper.

# 4.6 Stadium Elevations

## 4.6.1 Proposed Stadium Elevations

### Materiality Key

- (1) Rainscreen Cladding
- (2) Framed Glazing
- (3) Curtain Walling
- (4) Precast Concrete
- (5) Architectural Grating
- (6) Translucent Polycarbonate
- (7) Turnstile Assembly
- (8) PPC Aluminum Cladding



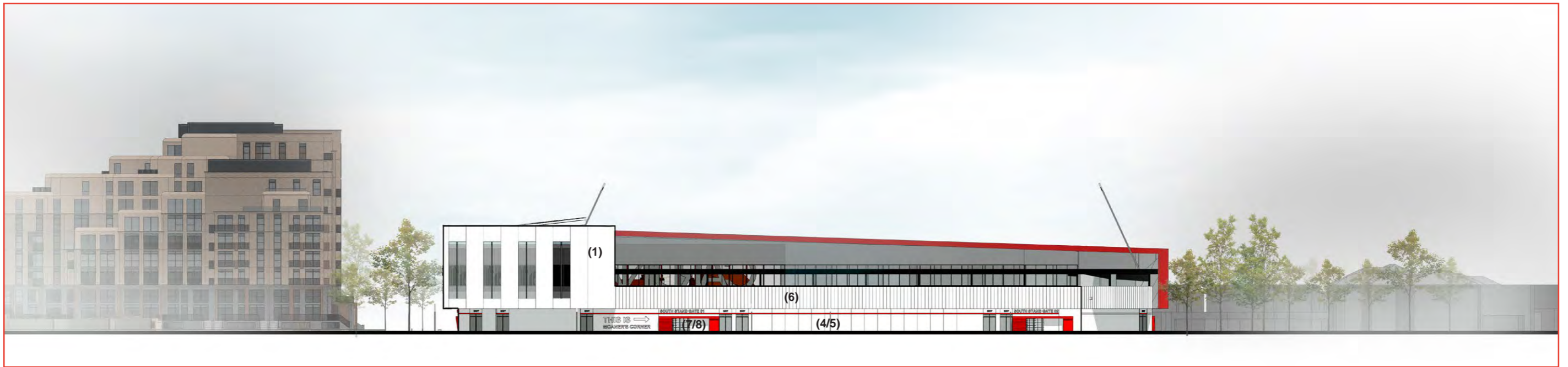
West Elevation



East Elevation

# 4.6 Stadium Elevations

## 4.6.2 Proposed Stadium Elevations



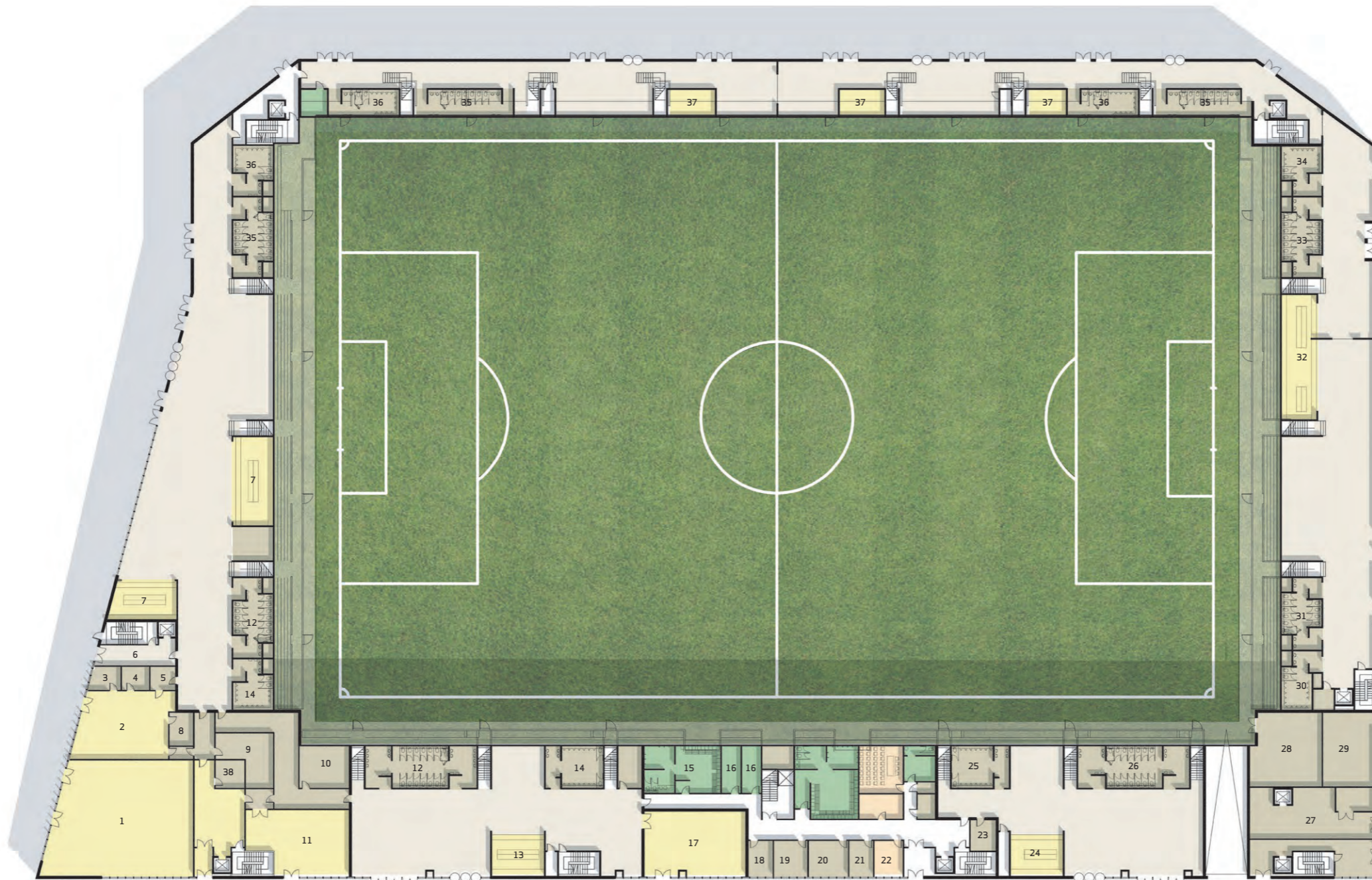
South Elevation



North Elevation

# 4.7 Stadium Plans

## 4.7.1 Proposed Ground Floor Plan



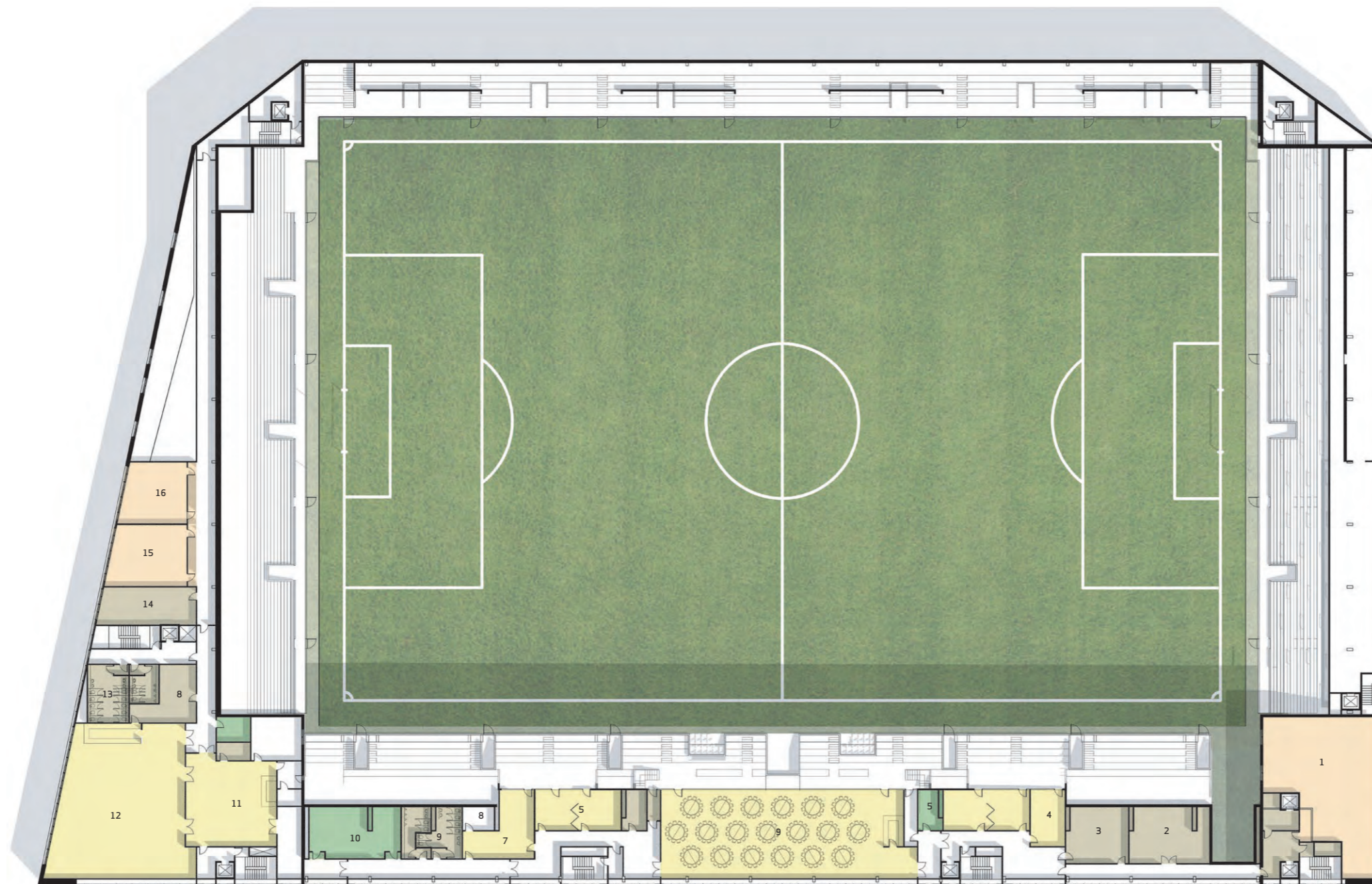
### PLAN KEY

- 1 RETAIL
- 2 CLUB SHOP/ ENTRANCE
- 3 OFFICE
- 4 OFFICE
- 5 LOBBY
- 6 LOBBY
- 7 KIOSK
- 8 STORE
- 9 DELIVERY/ CELLAR
- 10 STAFF LOCKERS / TOILETS
- 11 RETAIL
- 12 FEMALE TOILETS
- 13 KIOSK
- 14 MALE TOILETS
- 15 AWAY CHANGING
- 16 OFFICIALS CHANGING
- 17 RETAIL
- 18 ADMIN
- 19 FIRST AID
- 20 TREATMENT
- 21 STORE
- 22 MANAGER
- 23 CELLAR
- 24 KIOSK
- 25 MALE TOILETS
- 26 FEMALE TOILETS
- 27 SERVICE
- 28 GROUNDSMAN ACC
- 29 HV/LV
- 30 MALE TOILETS
- 31 FEMALE TOILETS
- 32 KIOSK
- 33 FEMALE TOILETS
- 34 MALE TOILETS
- 35 FEMALE TOILETS
- 36 MALE TOILETS
- 37 KIOSK
- 38 QUIET ROOM



# 4.7 Stadium Plans

## 4.7.2 Proposed First Floor Plan



### PLAN KEY

- 1 SCANNING
- 2 FURNITURE STORE
- 3 KITCHEN
- 4 HOSPITALITY BOX
- 5 CHANGING PLACE
- 6 HOSPITALITY
- 7 DIRECTORS HOSPITALITY
- 8 SERVERY
- 9 TOILETS
- 10 PLAYERS' LOUNGE
- 11 HOSPITALITY LOBBY
- 12 BAR
- 13 TOILETS
- 14 STORE
- 15 STAFF
- 16 STEWARDS

# 4.7 Stadium Plans

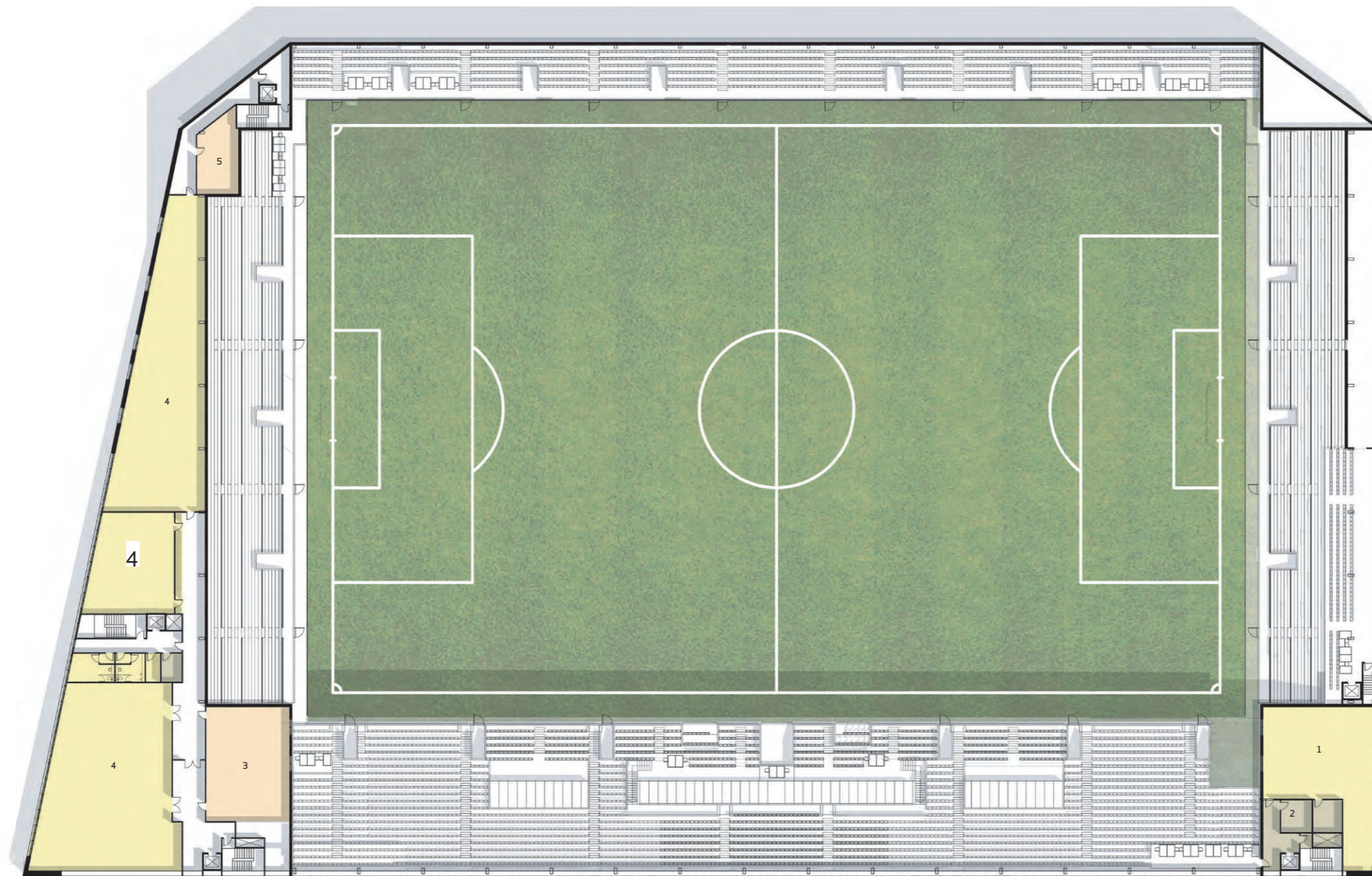
## 4.7.3 Proposed Seating Deck Plan

TOTAL CAPACITY 9026

(NORTH STANDING 2430 / SOUTH STANDING 2428 / WEST SEATING 2912 / EAST SEATING 1256)

### PLAN KEY

- 1 COMMERCIAL
- 2 DISABLED WC
- 3 CLUB ADMIN
- 4 MEDICAL CENTRE
- 5 MATCH CONTROL



# 4.8 Operation & Management

## 4.8.1 Waste Strategy

### INTRODUCTION

This Waste Management Plan (WMP) has been prepared by Holmes Miller, architects; in respect of the proposed Woking FC Stadium development. The WMP seeks to set out how waste will be managed within the stadium confines off Kingfield Road, Woking.

### DESCRIPTION OF PROJECT

The Woking FC Stadium is a 9026 capacity stadium. The building comprises of 4 seated and standing terraces with associated concourse and hospitality facilities on ground and first floors. The NW and SW corners have additional commercial and club accommodation over 3 floors. The concourses for each stand will have a suitable store for Euro type bins.

The main kitchen to the SW will have internal storage and lift access to a ground floor store. This will only be accessible by maintenance and kitchen staff.

### TECHNICAL CHARACTERISTICS

This section aims to clarify how the method of managing waste will work and the technical characteristics that are relevant.

### WASTE STORAGE

Each main area within the stadium will have a recycling storage unit. The cafe kitchen, staff kitchen and main kitchen will also have a food waste disposal unit installed. The building will be served by a common waste storage area within the ground floor.

### WASTE STORAGE UNITS

A recycling storage unit will be installed throughout the facility for the segregation of collected waste. The waste will then be collected by maintenance staff who will dispose of the waste in the correct Euro Bin(s) in the ground floor.

Storage Bin 1; Magazines, Newspapers, Phone Books, Computer Paper, Letters, Paper Packaging, Tetra Pak Cartons, Cardboard, Books, Glass Bottles and Jars, Aluminium Cans, Tin Cans, Aluminium; Foil, Scrap Metal and Plastics Bottles  
Storage Bin 2; unfortunately not all waste is considered as recyclable and therefore Bin No. 2 has been supplied for the collection of items which fall within this category.

These items may at some stage be considered for recycling and Tenants will be informed accordingly: Plastic Bags, Mirrors, Cigarette Ends, Chewing Gum, Wrapping Paper, Disposable Plates, cups and plastic cutlery, Polystyrene Packaging, Smoke Detectors without the batteries, Empty Aerosol Cans or Spray Bottles, Unusable Clothing & Footwear etc. This list will be updated on a regular basis.

### FOOD WASTE DISPOSAL UNIT

It is proposed to place food waste disposal units within the: cafe kitchen, staff kitchen and main kitchen areas. These units will be used to store and segregate food waste. The food waste will then be collected by kitchen and/or maintenance staff, who will dispose of the food waste in the correct Euro Bin(s) in the ground floor.

### WASTE COLLECTION

Woking Borough Council Commercial Waste Section will collect, sort, recycle and dispose of the waste produced in the stadium development. It is proposed to have a weekly collection of all the Euro Bins, the Bins will be moved to ground level of the rear of the building, by maintenance staff via the service lift, for collection.

All collections will be early morning collections to keep to a minimum the time waste will be left outside and reduce odours and risk of vermin. A waste collection schedule will be produced (and monitored) to accompany this Waste Management Plan

ensuring the efficient collection of all waste. This will be advised to each tenant in writing.

### OPERATION AND MAINTENANCE

As mentioned in Section 3.2, each tenant will receive a user's guide which will include:

- Copy of the Waste Management Plan
- Copy of the Waste Collection Schedule
- How and where waste streams are deposited
- Troubleshooting
- Who to contact if there are problems with the Waste Management Plan

The store will be constructed in materials which are easily kept clean and will have a water supply convenient for washing, to maintain hygiene standards.

Cleaning will be carried out on a fortnightly basis but will be reviewed by management in line with section 4 and the frequency increased or decreased as appropriate.

### CONCLUSIONS

Each tenant within the stadium development will have been informed of the Waste Management Plan and will be required to adhere to it. It is hoped that by implementing the plan as described above, that the tenants will dramatically reduce the amount of non-recyclable waste produced.

It is intended that Woking Borough Council will complete a weekly collection service from the stadium development. The facilities provided will adequately cater for the waste predicted to be generated.

It is acknowledged that this Waste Management Plan may need to be amended in the future to effect any change in policy or legislation.

# 4.9 Stadium Vision

## 4.9.1 Proposed Stadium Appearance - Arrival from the North



# 4.9 Stadium Vision

## 4.9.2 Proposed Stadium Appearance - The Main Axis



# 4.9 Stadium Vision

## 4.9.3 Proposed Stadium Appearance - Internal Perspective



# 4.9 Stadium Vision

## 4.9.4 Proposed Stadium Appearance - Section through the Stadium



# 4.9 Stadium Vision

## 4.9.5 Proposed Stadium Appearance - View from Terracing





## 4.9 Stadium Vision

### 4.9.6 Proposed Stadium Appearance - View from Community Space within Stadium



# 4.9 Stadium Vision

## 4.9.7 Proposed Stadium Appearance - Aerial View



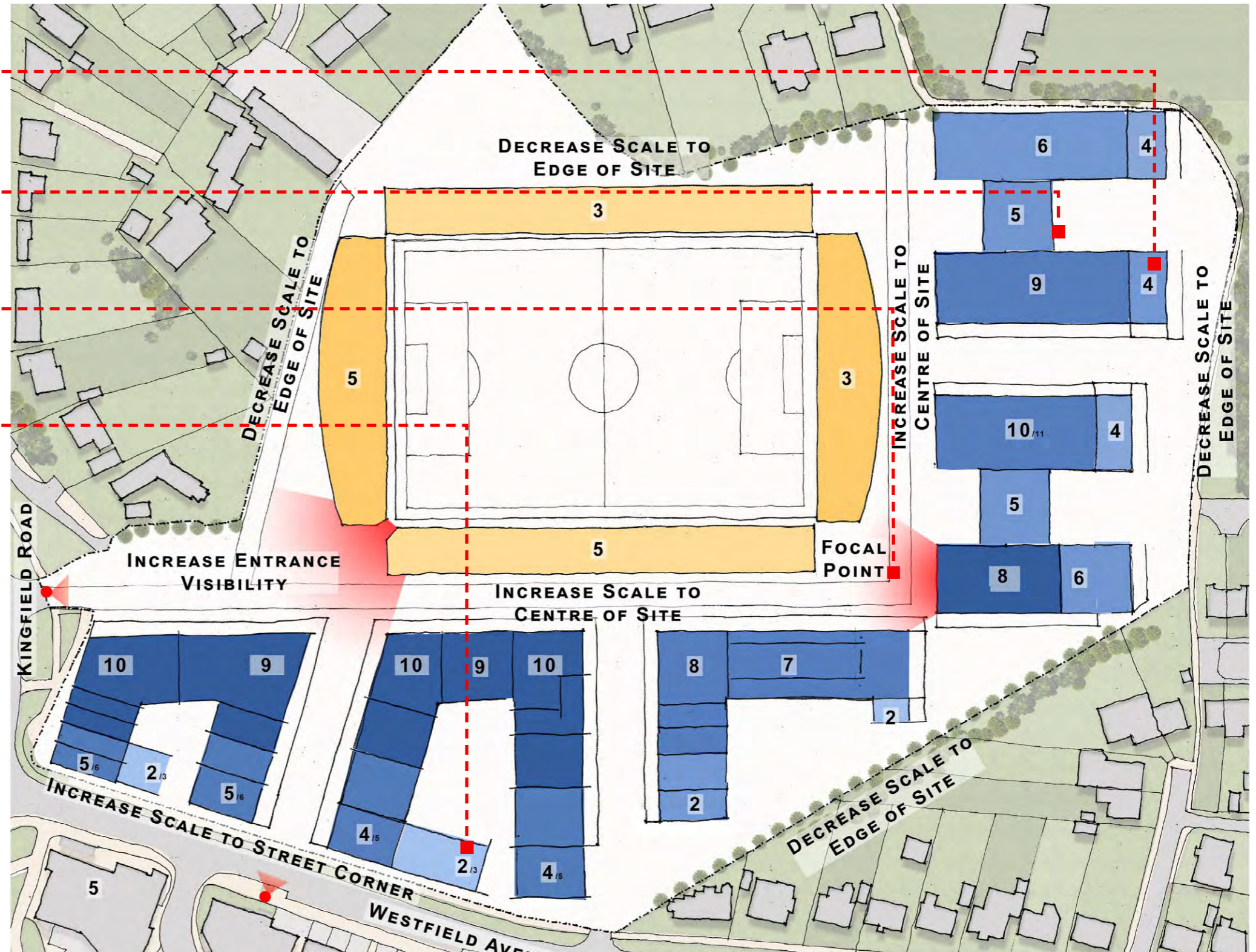
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# 5.0 Residential

# 5.1 Concept Layout

- Residential blocks drop in scale towards the edges of the site
- Residential Blocks create a series of private courtyard spaces and pedestrianised streets
- Focal point at boulevard end draws the view into the site
- Along Westfield Avenue blocks have an articulated massing, with smaller frontages facing the street



## 5.2 Proposed Masterplan

### 5.2.1 Ground Floor Plan

The proposed masterplan indicates a clear distinction between the residential development to the south and west of the site, while the stadium is located to the north east of the site.

Vehicular access for maintenance and the stadium is from the north of the site from Kingfield Road while all vehicular access to the residential development is from Westfield Avenue to the West.

The residential community is made up of 5 separate blocks which form the southern, western and northern boundaries to the site. Each block has its own unique and distinct layout which responds to its location within the site, as part of an integrated masterplan set out around a new main boulevard.

The overall concept is the creation of a new community boulevard of linear blocks spanning from the north to the south, with the stadium flanking the eastern side of the new street, connected to its surroundings by a series of cascading arms, which form private courtyards and arterial pedestrianised streets, and an onward connection to the playing fields to the south.

The blocks are entered on foot via either the main boulevard or the arterial pedestrianised streets bringing activity and a sense of community to the newly formed streets. The design of the scheme creates entry points to each dwelling from around the perimeter, animating and activating the streets. Each of these 'ground' floor units has its own external amenity space fronting the street, creating further activity and surveillance at this 'street level'.

Separate access points into residential entrance halls are located at ground floor providing level entry into the main circulation cores, for access to the 'ground' and upper floors. These are located around the perimeter on prominent pedestrian routes.

As well as external facing streets, new internal private courtyards are also created within the site with the same principals as external entry points into each unit at 'ground' level.

There is a concierge building at the arrival point from Kingfield Road, which serves the residents, deals with deliveries, management issues, cycle hub and parcel deliveries.

All cars are hidden from view below the buildings, but are semi submerged, so that they can be naturally ventilated.

The 'ground' floor residential homes, as a result of sitting above the cars, are elevated above the new and existing streets so that their 'ground floor' amenity space has some definition from the public routes and affords greater privacy and delineation of public and private amenity space, and defensible space for residents.

This definition is enhanced by a comprehensive landscape scheme so these boundaries are softened by soft landscaping and street trees and clear paths for pedestrians in and around the site.

# 5.2 Proposed Masterplan

## 5.2.1 Ground Floor Plan



- KEY**
- STUDIO APARTMENT
  - 1 BEDROOM APARTMENT
  - 1 BEDROOM DUPLEX / TOWNHOUSE
  - 2 BEDROOM APARTMENT
  - 2 BEDROOM TOWNHOUSE
  - 2 BEDROOM UPPER DUPLEX
  - 2 BEDROOM LOWER DUPLEX
  - 3 BEDROOM APARTMENT / TOWNHOUSE
  - COMMUNITY CONCERGE
  - COMMERCIAL AREA
  - MEDICAL CENTRE
  - STADIUM





## 5.2 Proposed Masterplan

### 5.2.3 Lower Ground Floor - Parking & Cycles

Vehicular access for residents and visitors to the new residential blocks will be via Westfield Avenue. For deliveries, and collections, access will be via a new concierge building accessed from Kingfield Avenue, sharing the entry point with the football stadium.

The 2 existing entry points to the site along Westfield Avenue will allow all vehicular access to the residential blocks. Once within the site all vehicles immediately ramp down to parking areas below the blocks and pedestrianised streets. The access points will have access control and entry systems, for residents and visitors alike.

Natural ventilation to the car park decks has been maximised by the creation of a half-submerged lower ground level, that houses the car parking. A further second level of parking has been added to meet the requirements of WBC parking standards below blocks 4 and 5.

Each parking deck is designed around the residential core which contains vital services for the residents including, accessible parking spaces, lifts which access all levels and subsidiary services such as cycle stores and refuse areas.

861 spaces are provided within the residential site including the required 5% of accessible spaces. There is 100% cycle provision parking provided in the car park levels. Further cycle provision is provided within each of the residential units to meet WBC 200% standard.

# 5.2 Proposed Masterplan

## 5.2.3 Lower Ground Floor Plan



# 5.2 Proposed Masterplan

## 5.2.4 First Floor Plan



# 5.2 Proposed Masterplan

## 5.2.5 Second Floor Plan



## 5.2 Proposed Masterplan

### 5.2.6 Third Floor Plan - Typical Upper

The upper storeys of the masterplan show clearly the intention to create a number of cascading gardens which reduce the scale of the development from the perimeter to the centre of the site.

The buildings are largely orientated to from north to south to allow maximum light penetration.

The upper floors of the residential development are accessed from the building regs compliant lift and stair core areas, which access the building from an entrance hall at ground level. Each block has been carefully designed to maximise efficiency ensuring that money can be spent on the design and aesthetics rather than on inefficient layouts. The number of lifts are designed to meet the specific capacity requirements of each of the blocks.

The upper floors offer a range of apartment types, ranging from studios to 3 bedroom apartments at the top of the blocks. Double level duplex apartments complete the mix in the upper levels offering dual aspect units to the development. The variety of twists and turns in the accommodation and articulation of the blocks provides for a wide variety of layouts and sizes.

Each of the cascading arms of accommodation terminate in 2 bedroom apartments which wrap around the corners and offer dual aspects as well as private roof terraces.

The upper levels of the blocks have been designed to accommodate further residential amenity space in the form of roof terraces, which provide great vantage points in all directions. The cascading green roofs offer further visual amenity from the upper levels of the development.

A series of projecting and recessed balconies form an integral part of the design creating interest and relief along the elevations.

# 5.2 Proposed Masterplan

## 5.2.6 Third Floor Plan



# 5.2 Proposed Masterplan

## 5.2.7 Fourth Floor Plan



# 5.2 Proposed Masterplan

## 5.2.8 Fifth Floor Plan



- KEY**
- STUDIO APARTMENT
  - 1 BEDROOM APARTMENT
  - 1 BEDROOM DUPLEX / TOWNHOUSE
  - 2 BEDROOM APARTMENT
  - 2 BEDROOM TOWNHOUSE
  - 2 BEDROOM UPPER DUPLEX
  - 2 BEDROOM LOWER DUPLEX
  - 3 BEDROOM APARTMENT / TOWNHOUSE
  - COMMERCIAL AREA
  - MEDICAL CENTRE
  - STADIUM



# 5.2 Proposed Masterplan

## 5.2.9 Sixth Floor Plan



# 5.2 Proposed Masterplan

## 5.2.10 Seventh Floor Plan



- KEY**
- STUDIO APARTMENT
  - 1 BEDROOM APARTMENT
  - 1 BEDROOM DUPLEX / TOWNHOUSE
  - 2 BEDROOM APARTMENT
  - 2 BEDROOM TOWNHOUSE
  - 2 BEDROOM UPPER DUPLEX
  - 2 BEDROOM LOWER DUPLEX
  - 3 BEDROOM APARTMENT / TOWNHOUSE
  - COMMERCIAL AREA
  - MEDICAL CENTRE
  - STADIUM

# 5.2 Proposed Masterplan

## 5.2.11 Eighth Floor Plan



# 5.2 Proposed Masterplan

## 5.2.12 Ninth Floor Plan



# 5.2 Proposed Masterplan

## 5.2.13 Tenth Floor Plan



# 5.2 Proposed Masterplan

## 5.2.14 Roof Floor Plan



- STUDIO APARTMENT
- 1 BEDROOM APARTMENT
- 1 BEDROOM DUPLEX / TOWNHOUSE
- 2 BEDROOM APARTMENT
- 2 BEDROOM TOWNHOUSE
- 2 BEDROOM UPPER DUPLEX
- 2 BEDROOM LOWER DUPLEX
- 3 BEDROOM APARTMENT / TOWNHOUSE
- COMMERCIAL AREA
- MEDICAL CENTRE
- STADIUM

# 5.3 Apartment Layouts

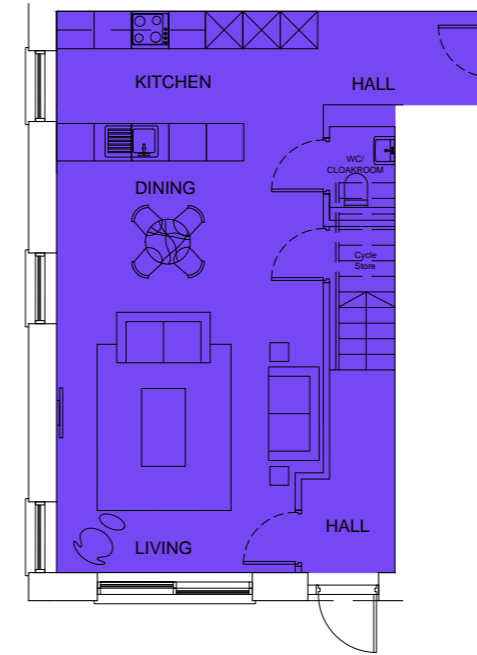
## 5.3.1 Typical Layout

The proposals consist of broad range of different types of accommodation (there are many variants across the site with different versions of these), all meeting national housing standard sizes offering a range of; 1, 2 and 3 bed townhouses, 1 and 2 bed duplex apartments, Studio apartments, 1 bed apartments, 2 bed apartments and 3 bed apartments.

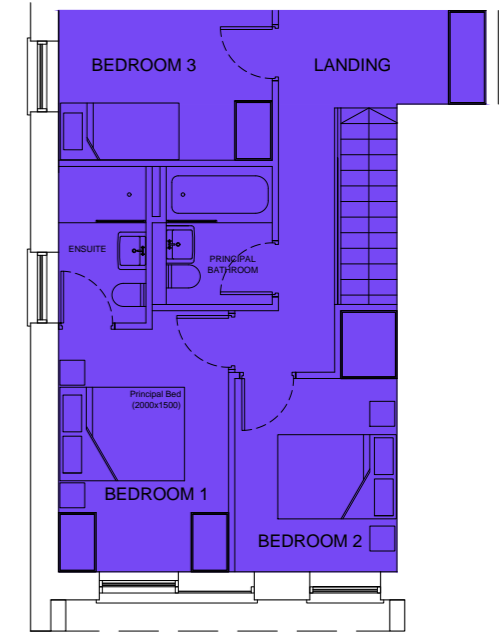
These basic layouts generate a multitude of variations as different apartments wrap around corners, articulate gable ends and so on, to provide a true varied mix of layouts.

Most of the accommodation is designed as single aspect (with the exception of the corner and duplex accommodation) to work around a central corridor layout.

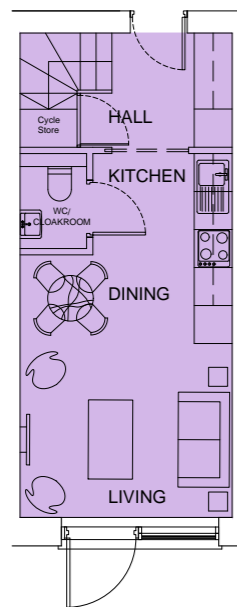
The apartments are designed for private sale where, in the majority of situations, each bedroom has an associated bathroom and each bedroom is the same size. The living space is central to the scheme and has the front door opening directly into the space to minimise any wasted space through corridors.



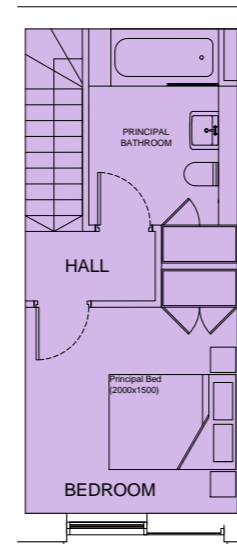
3 BED TOWNHOUSE - LOWER FLOOR PLAN



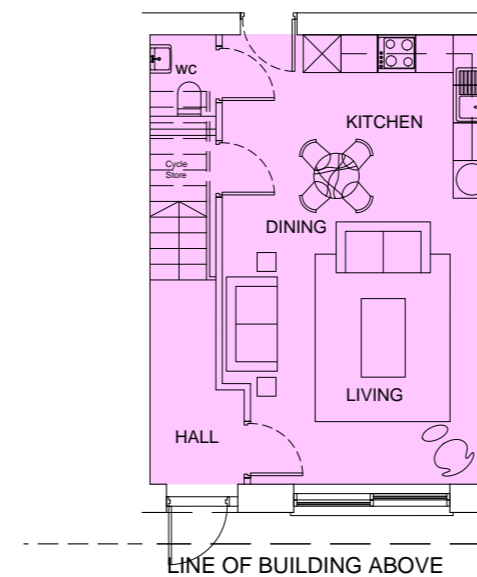
3 BED TOWNHOUSE - UPPER FLOOR PLAN



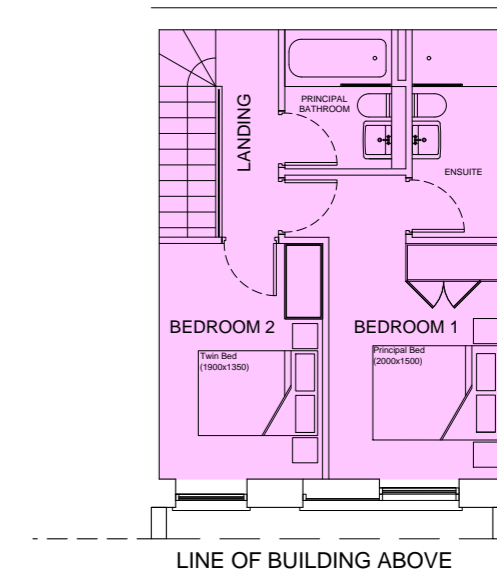
1 BED TOWNHOUSE - LOWER FLOOR PLAN



1 BED TOWNHOUSE - UPPER FLOOR PLAN



2 BED TOWNHOUSE - LOWER FLOOR PLAN

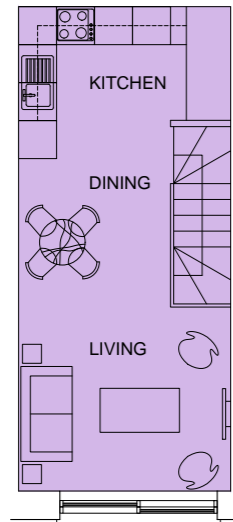


2 BED TOWNHOUSE - UPPER FLOOR PLAN

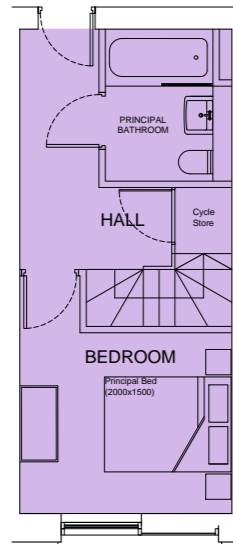
# 5.3 Apartment Layouts

## 5.3.2 Layouts

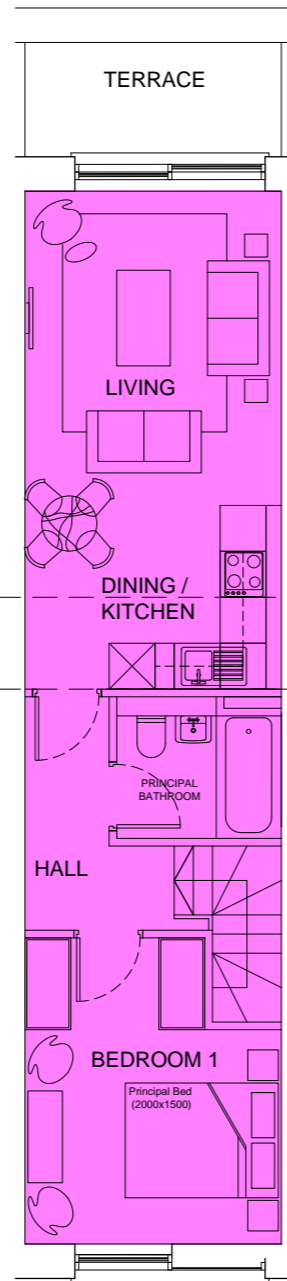
LINE OF BUILDING BELOW



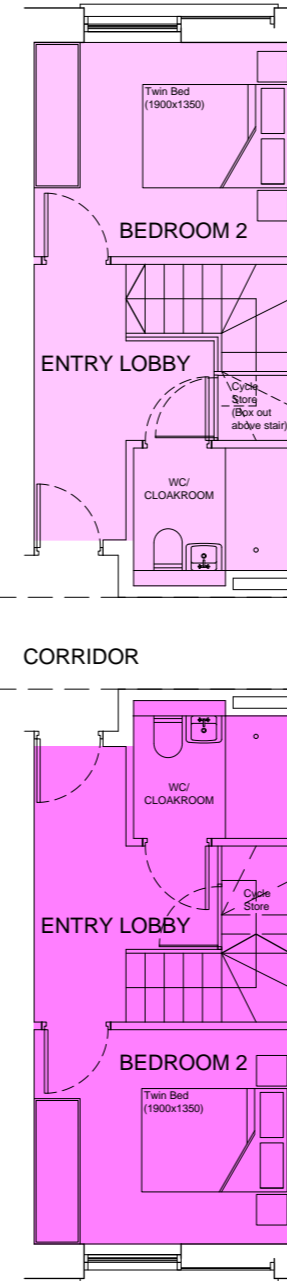
1 BED DUPLEX - UPPER FLOOR PLAN



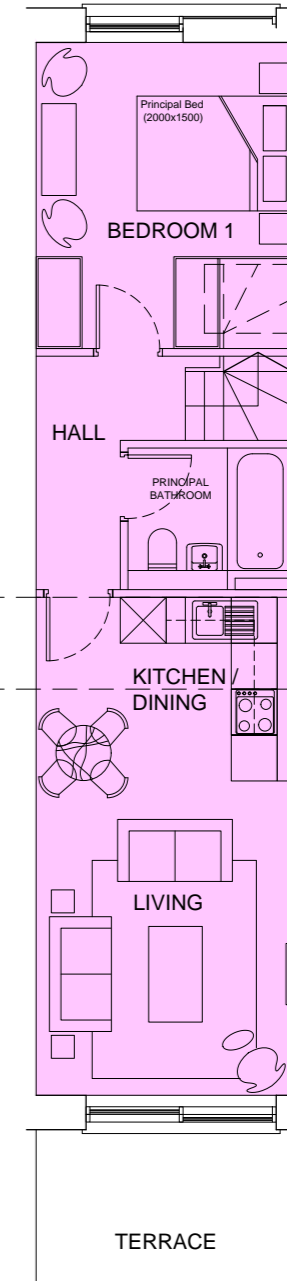
1 BED DUPLEX - LOWER FLOOR PLAN



2 BED DUPLEX - LOWER FLOOR PLAN



2 BED DUPLEX - MIDDLE FLOOR PLAN

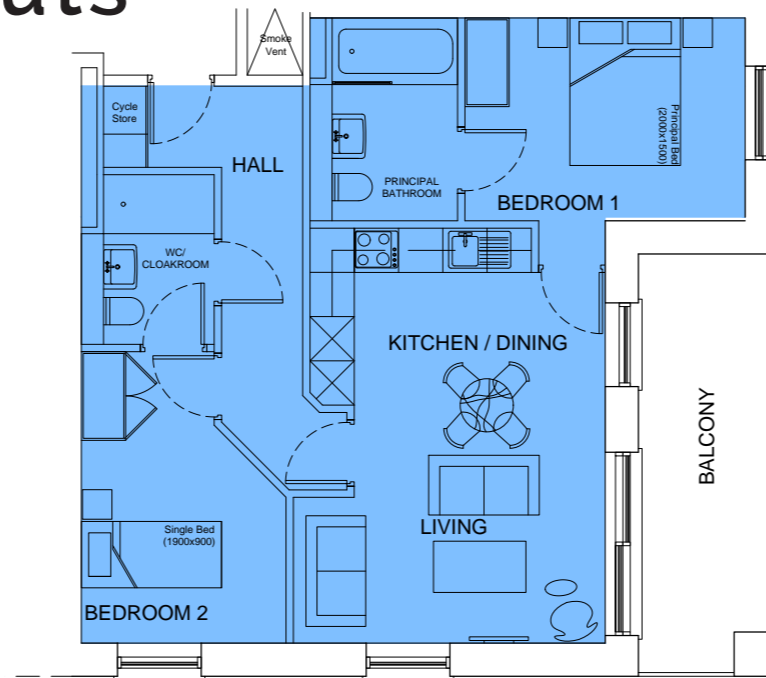


2 BED DUPLEX - UPPER FLOOR PLAN

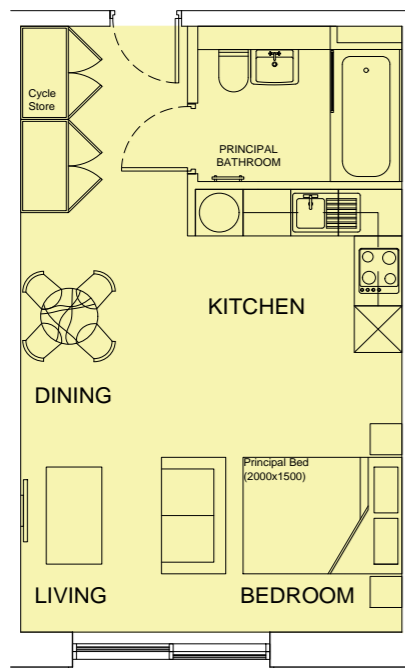


# 5.3 Apartment Layouts

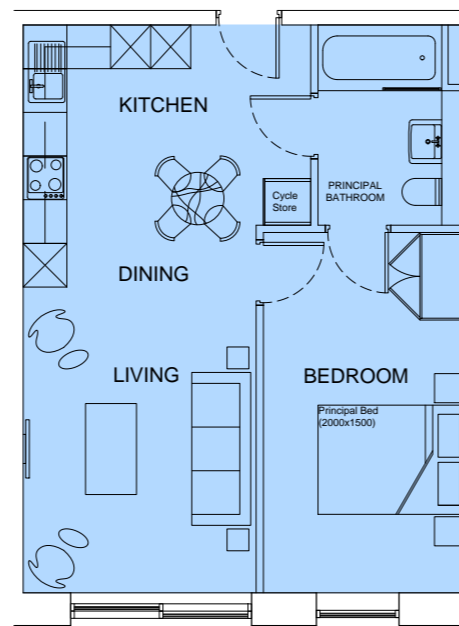
## 5.3.2 Layouts



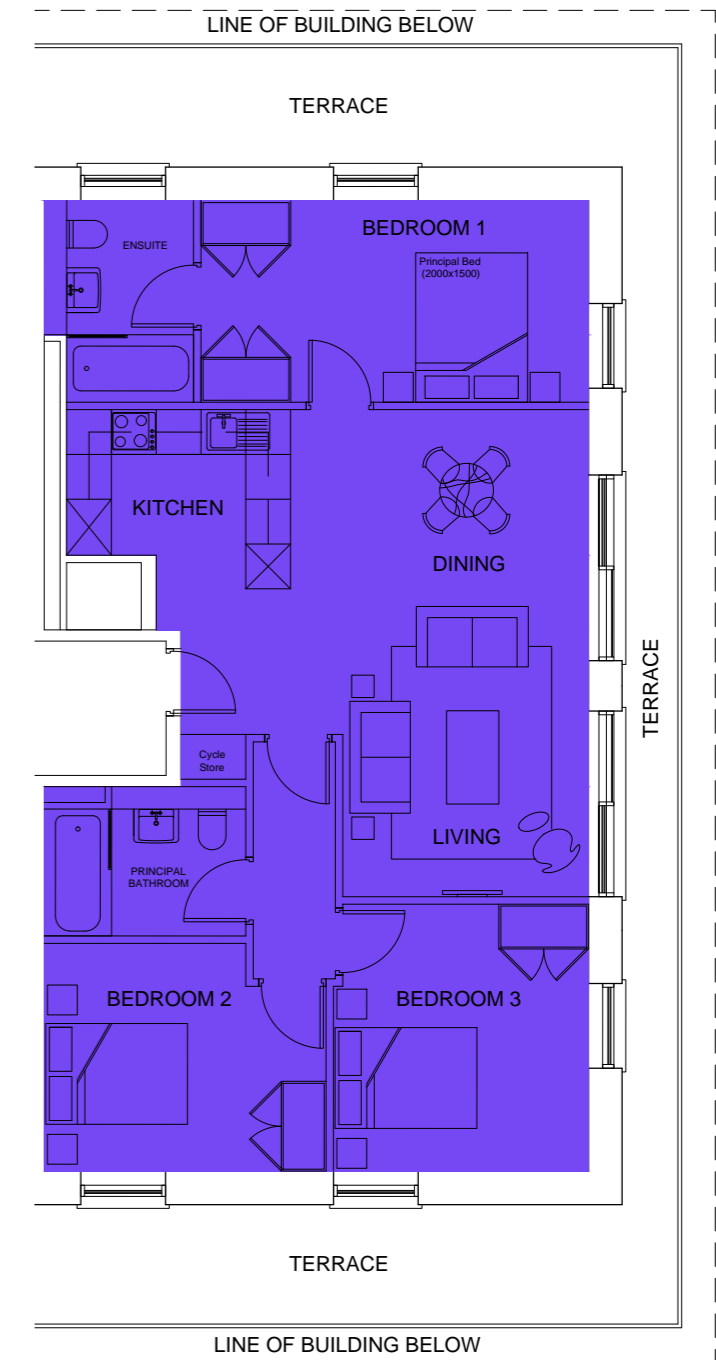
2 BED APARTMENT



STUDIO APARTMENT



1 BED APARTMENT



3 BED APARTMENT

# 5.4 Use and Amount

## Unit Sizes - Block 1 - (Sizes are subject to change depending on the layout variations)

BUILDING	Studio APT	1 BED APT	2 BED APT	3 BED APT	1 BED TH/ DUPLEX	2 BED TH	2 BED DUPLEX	3 BED TH
SQM	N/A	50	70	N/A	N/A	N/A	N/A	N/A
SQFT	N/A	538	749	N/A	N/A	N/A	N/A	N/A
<b>EFFICIENCY</b>								

## Unit Sizes - Block 2 to 5 (Sizes are subject to change depending on the layout variations)

BUILDING	Studio APT	1 BED APT	2 BED APT	3 BED APT	1 BED TH/ DUPLEX	2 BED TH	2 BED DUPLEX	3 BED TH
SQM	37	41	64	88	55	40	70	47
SQFT	402	439	684	947	591	428	755	502
<b>EFFICIENCY</b>								

## All Blocks

Block	Studio	1 BED	2 BED	3 BED APT	1 BED TH/ DUPLEX	2 BED TH	2 BED DUPLEX	3 BED TH	RESIDENCES	PARKING	NIA (sqm)	GIA (sqm)	GEA (sqm)	SITE AREA (sqm)
1	0	54	137	0	0	0	0	0	191	107	12,236	15,956	17,043	
2	58	88	58	0	20	24	24	5	277	121	15,531	19,570	20,924	
3	30	33	29	0	15	18	12	1	138	124	7,775	9,848	10,565	
4	26	53	57	1	28	12	32	2	211	260	12,271	15,314	16,503	
5	26	51	71	0	32	19	32	0	231	220	13,285	16,510	17,743	
<b>TOTAL</b>	<b>140</b>	<b>279</b>	<b>352</b>	<b>1</b>	<b>95</b>	<b>73</b>	<b>100</b>	<b>8</b>	<b>1048</b>	<b>832</b>	<b>61,097</b>	<b>77,198</b>	<b>82,778</b>	
<b>EFFICIENCY</b>	<b>13%</b>	<b>27%</b>	<b>34%</b>	<b>0%</b>	<b>9%</b>	<b>7%</b>	<b>10%</b>	<b>1%</b>		<b>79%</b>				

<b>sqft</b>	<b>657,646</b>	<b>830,952</b>	<b>891,014</b>
-------------	----------------	----------------	----------------

Community Concierge  
 On Street Parking  
 Tandem Parking  
**Total Parking**

3
20
<b>855</b>
<b>82%</b>

## 5.5 Concept Massing

The residential blocks form a perimeter to the site on the northern and western boundaries, framing the site, and creating a perimeter to the external frontages that at the same time form an integrated and permeable development knitting into its surroundings.

The scale of the residential development is concentrated towards the centre of the site, and at its arrival point coming from the town centre and it steps down in height to the perimeter boundaries, along Westfield Avenue and to the West. This ensures the scale respects and integrates the development into the existing context, and creates a continuation of scale along Westfield Avenue.

The residential site offers an 'edge' to the existing housing along Westfield Avenue, with own front doors and windows facing the street, enhancing the activity and passive surveillance along the tree lined Avenue.

The southern boundary is more open in its aspect, as this faces open playing fields, and the predominate north/south orientation, it maximises daylight between the fingers of accommodation as they stretch into the site. The blocks facing south just have their gables greeting the playing fields, so the buildings show their shortest width to these longer range views, across the playing fields.

Not only this but, the southern ends of the blocks step down to the playing field boundary, to 4 storeys.

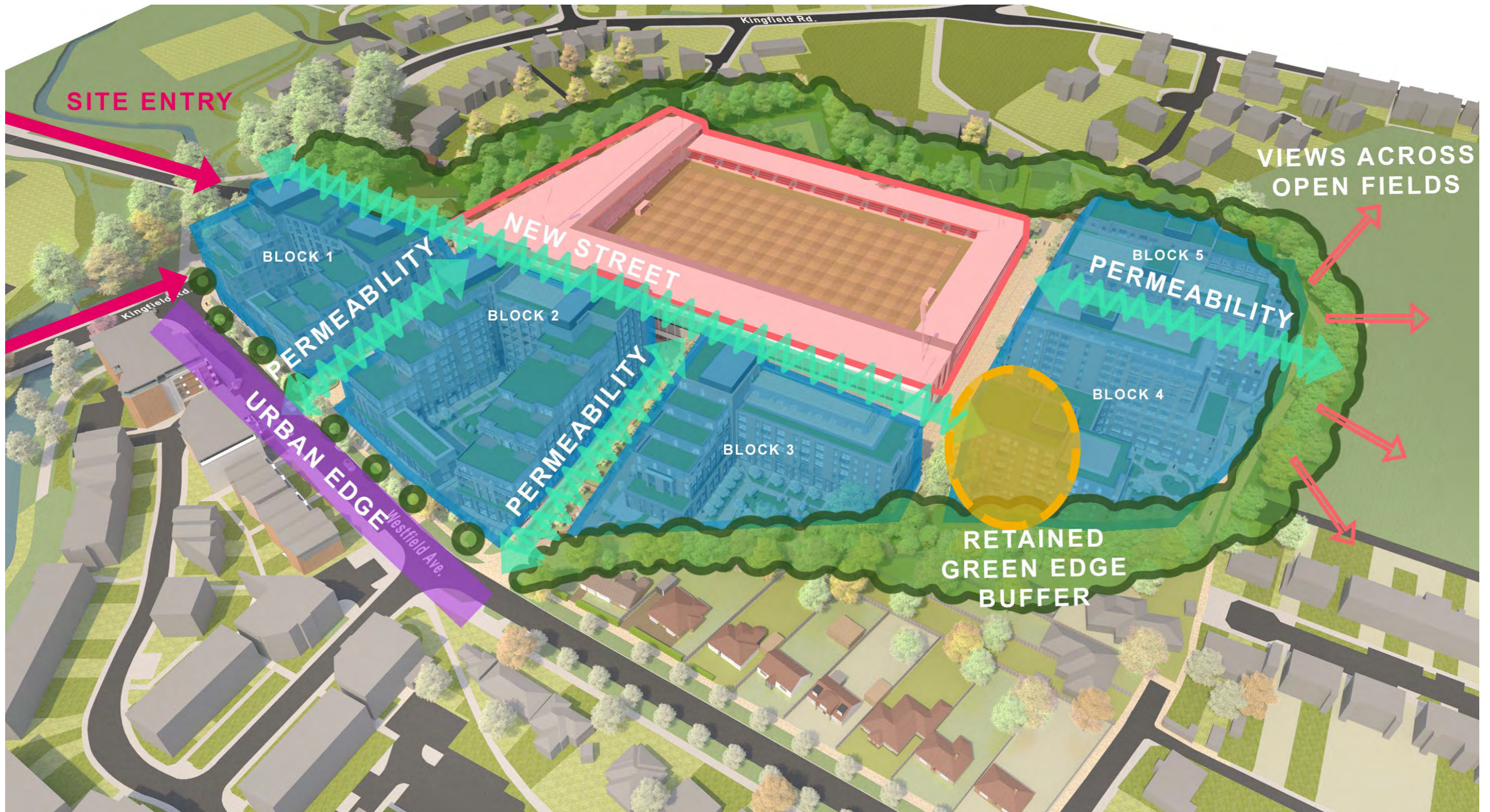
These 4 'fingers' of blocks rise up from the west (6 storeys) to the middle and drop back down to the strongly tree lined eastern boundary (again to 6 storeys).

The north south axis, has its tallest buildings on the northern end meeting the park and Kingfield Road/arrival point. Then as one moves along the new street going south, the blocks articulate up and down but predominantly drop in scale to 5 to 6 storeys, and are terminated by the focal end to one of the 4 fingers at 8 storeys, set well within the site.

The scheme is inherently permeable with the creation of a number of pedestrian entry streets leading from the sites perimeter offering glimpses of the new community stadium beyond, and connecting the northern entry point to the playing fields to the south.

The site is surrounded on 3 sides by a buffer of existing green foliage which offers a significant landscape edge, affording privacy to the existing surrounding buildings, as well as, a setting to the new development. These existing homes around the boundary also benefit from long rear gardens meaning separation distances are already significant.

# 5.5 Concept Massing



## 5.6 Proposed Scale & Massing

The design concept was to divide the site into two deliverable and distinct areas. The newly proposed and relocated football stadium to the east and residential blocks to the south, north and west of the site.

This re-organisation of the site creates a strong axis from the town centre through the site from the gateway arrival point at the northern tip on Kingfield Road to the focal building on the southern end of the axis. This main axis is a direct extension from Wokings town centre forming a visual and physical link back to the town centre through Woking Park.

The residential development is split into 5 distinct blocks. The central axis boulevard forms a denser more urban style high street with commercial and residential activity along the facades and the scale of the blocks remain taller along this important centre to the community. The blocks that form the central boulevard, articulate in height, offer a series of highlights on the journey through the space, reinforcing the corners where the new streets enter from Westfield Avenue, and which create a composition and relief to the overall form of the boulevard. From the central boulevard the blocks cascade in scale down towards the perimeter boundaries.

The scale of the perimeter boundary along Westfield Avenue is a direct response to its contextual urban character offering a range of heights forming visual interest along the street frontage.

Blocks 1 and 2 cascade from the central axis and provide book ends to each block connected by a series of 3 storey townhouses. The scale and massing are broken by glimpses into both the pedestrianised streets and the private residential courtyards offering breaks in the building mass and overall form.

Block 3 is set further into the site in a direct response to its urban context. Like Block 1 and 2, Block 3 cascades from the central axis towards the boundary culminating in a scale that is sympathetic to its adjoining neighbourhood. The predominantly taller sections of Block 3 are separated from its residential boundary with an extensive private communal courtyard, which is sensitively landscaped offering screening from its neighbours and amenity space to its residents.

Whilst blocks 1 to 3 tend to respond to the Northern and Western boundaries, the scale and massing of Blocks 4 and 5 responds to the southern aspect and the playing fields, keeping the urban grain in a north south direction, leaving open spaces bathed in daylight facing south, and minimising any north facing apartments. The taller central fingers to Block 4 and 5 are the furthest from the existing residential buildings and offer the greatest potential for views along the open playing fields to the south, while the fingers of these blocks to the eastern and western boundaries reduce in height integrating the scale into their contextual setting, and set back from the mature tree lined boundaries.

# 5.6 Proposed Scale & Massing



# 5.6 Proposed Scale & Massing



# 5.6 Proposed Scale & Massing

## 5.6.1 Westfield Avenue

The scale and massing of the residential development along Westfield Avenue is inherently contextual. It is only blocks 1 and 2 and part of block 4 that reach Westfield Avenue.

Blocks 1 and 2 are courtyard blocks, which concentrate their massing within the site on the new streets. These are configured so that it is only the gables of these blocks that meet Westfield Avenue. The gables, act as a series of bookends and form the frontage to Westfield Avenue. This means that it is only a narrow width of the building that actually fronts Westfield Avenue. These gables respond to the scale opposite and step quickly down from the north to the south, from 6, to 5, to 4 storeys with large space between.

The remainder of the Westfield Avenue frontage is made up of 3 storey townhouses, which respond directly to the development on the opposite side, nestling between the gables of the blocks. In addition breaks in the building mass breaks the facade along its length and offers glimpses into the pedestrianised streets and the private residential courtyards formed within the site.

The scale of the development gently steps in scale the further away from the boundary with Westfield Avenue towards the new internal main boulevard which can be seen in the background.

Block 3 forms the final bookend of the elevational view to the south of Westfield Avenue although it is considerably set back from the street frontage and its adjacent residential neighbour screened by the existing perimeter landscaping and proposed landscaping to the pedestrianised streets and private courtyards. Block 4, which has been lowered following the public consultation, will struggle to be seen at all from Westfield Avenue, screened by the existing homes, the extensive landscape in the rear gardens and the landscape on the boundary of the site.



# 5.6 Proposed Scale & Massing

## 5.6.1 Westfield Avenue



BUILDING SCALE ALONG WESTFIELD AVENUE

# 5.6 Proposed Scale & Massing

## 5.6.2 Kingfield Road

There is only a short frontage of the site to Kingfield Avenue. Anything along this frontage is mostly hidden from view by the extensive mature tree line which has been maintained.

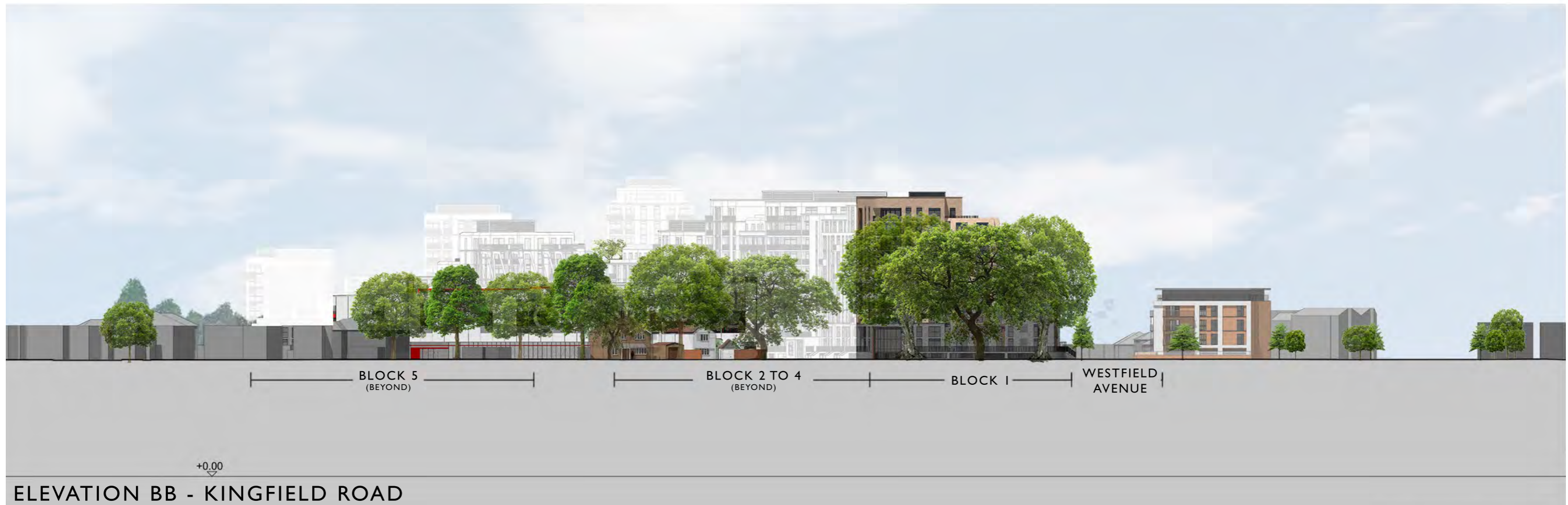
Most views from here will be looking below the canopies to within the site. In this location, there is a large space to the east before the existing dwellings and the highway and the 5 storey residential building to the west.

In this location, the residential development creates a gateway building to the north of the site which cascades in scale towards the existing residential building on the corner of Westfield Avenue and Kingfield Road. The internal corner of block 1 marks the edge of the main boulevard leading into the site whilst also signposting the connection with the axis back to the centre of Woking via Woking Park. The edge of block 1 is curved in form and draws the eye and the visitor into the development along the new street.

Below the tree lined canopies the entrance to the site can be viewed along with the new community concierge building and the stadium in the background. Instantly the visitor is made aware of the facilities within the site.

# 5.6 Proposed Scale & Massing

## 5.6.2 Kingfield Road



BUILDING SCALE ALONG KINGFIELD ROAD

# 5.6 Proposed Scale & Massing

## 5.6.3 Internal Street

The residential blocks (4 and 5) to the south are designed as a series of slender elegant forms creating 4 linear blocks, running north to south. These blocks rise up to the centre and drop to the boundaries, where they meet existing dense boundary landscape. A lower section between the blocks set back from the gables, creates private residents courtyards at the front and rear of the blocks.

This creates relief along the new internal boulevard running east west and forms a perimeter boundary to the south. The main public boulevard that enters from Kingfield Road, runs between blocks 4 and 5 connecting the playing fields to the south and the footpath links to the east and west. The scale of the residential development drops in height towards the eastern and western boundaries which are characterised by large mature tree lined boundaries, and housing set well away from the boundaries, particularly to Westfield Avenue (over 70m to nearest housing on Westfield Avenue).

The taller elements of the proposal occur within the centre of the site where views can be maximised across the open sports field beyond, and where the scale of these is screened by the adjacent residential buildings on the boundaries.

# 5.6 Proposed Scale & Massing

## 5.6.3 Internal Street



ELEVATION DD - INTERNAL ROAD (FROM STADIUM)

BUILDING SCALE WITHIN THE SITE THROUGH TO KINGFLED ROAD

# 5.6 Proposed Scale & Massing

## 5.6.4 Internal Spaces



ELEVATION EE - PLAYING FIELDS

BUILDING SCALE FROM WESTFIELD AVENUE CUTTING ACROSS THE SITE

The residential blocks are designed to reduce in mass towards the site perimeter while creating a central boulevard axis through the centre of the site which encompasses the retail elements of a new 'high street'.

# 5.6 Proposed Scale & Massing

## 5.6.5 Westfield Avenue Section

- Ground level units provide family housing which have their own front entrance from the new streets, animating the frontages
- Private communal amenity space is provided in the courtyards between blocks
- Roofs to be landscaped and accessible to residents, with dedicated rooftop residents gardens
- High quality public realm and green landscape is provided between residential blocks
- Parking is provided underneath the blocks, screened away from view
- Distances between blocks and existing at min. 27 meters, the taller blocks are set back from Westfield Avenue at min. 60 meters
- Blocks orientation kept N-S to minimise North facing units
- Block orientation maximises natural light into residences and into courtyard spaces
- Block orientations minimises overshadowing

# 5.6 Proposed Scale & Massing

## 5.6.5 Westfield Avenue Section





# 5.6 Proposed Scale & Massing

## 5.6.6 Typical Block Section

The typical block section shown adjacently clearly shows the design principals of the 5 blocks. The residential blocks are sat above a car park podium, circa 1.5m above the external streets, which then runs below the pedestrianised streets.

Each of the bocks have accessible townhouses or apartments at the base which are accessed both internally from the main entrance cores to each block and directly from the pedestrianised streets via own front doors and steps leading up from street level. The relationship of each townhouse with its defensible and private outdoor space, sitting directly above but adjacent to the street, offers both passive surveillance and animation and activity to the streets, whilst defining separation between public and private realm

There is a similar hierarchy of public and private space to the apartments internally facing the courtyards. Each ground floor apartment has its own private external space, onto the private courtyard. This is screened by raised planters and allows a buffer between the resident's communal external spaces in the courtyards.

Above this podium level of family townhouses and apartments sit the varied configurations of apartments which form the remainder of the residential development. The large windows to bedrooms and living rooms can be seen on this explanatory section

Further amenity space for apartments on upper floors is provided by balconies to apartments and a dedicated roof terrace per block.

# 5.6 Proposed Scale & Massing

## 5.6.7 Typical Block Section



# 5.7 Design Appearance

## 5.7.1 Summary

The design is intended to provide a complimentary building to the surrounding buildings but with a contemporary and modern feel.

The materials palette is intended to use natural tones to blend the facades with the hard and soft landscape so these complement each other and as such the feel is more village than city.

The surrounding buildings are predominantly brickwork, but in red or buff brick. The design proposes to use a mix of two tones of brick, with most of the larger areas being in a London multi stock type brick, which is warm in colour and visually soft in tone, but to sit this on a base brick in a multi- grey, that form a plinth to the buildings.

The break between plinth and upper brickwork floors, helps to break down the apparent scale of the building as well as defining the lower floors which are predominantly Townhouses with own front door access to the existing or new streets within the site.

The ground and upper brickworks floors are broken down by large glazed openings with floor to ceiling windows, and large glazed openings to maximise natural light but also to connect the interior more with the attractive hard and soft landscape exterior to the buildings.

The glazing tends to provide a vertical rhythm to the façades, but this is articulated by the horizontal layering of the brickwork.

The tops of the buildings are capped by simple light brickwork in a contrasting colour/tone. In this way the top floors are visually less dominant and the buildings visually appears to stop at the brickwork level below.

This upper simple masonry floors and more robust masonry floors below are a contemporary twist on the traditional mansard style roof above solid brick floors below, where you get usable accommodation out of the top floor.

This layering of brick and lightweight upper floors, is then further articulated by balconies and articulation of plane.

The balconies tend to provide a flourish at the end of the blocks and the brickwork façades between provide a more regular pattern so the façades are not too busy, and move from highlight to a calm façade and then to another highlight.

These gable ends are strongly modelled with the balconies appearing set back within the façades so the overall mass of the gables is greatly reduced. These deep set balconies happen at gable ends and then allows a calmer longer run of regular façade to link these features.

The longer façades are broken by balconies that project and articulate the larger façade areas.

A further layer and incorporation of the 'natural tones' in the façades are the frames around balconies, entrances and some upper level framing to reveals.

These provide another layer of subtle design change to break the regular façade pattern. These are intended to be in core ten or a metallic finished panel so they provide a complimentary earthy tone to these areas that echoes the strong earthy nature of the material palette.

# 5.7 Design Appearance

## 5.7.1 Summary

- ➔ Natural tones to the elevations – using high quality brickwork
- ➔ Brickwork is durable and complements existing residential
- ➔ Large window openings for maximised natural light and views out
- ➔ Layering of the elevations to define the base, the middle and top
- ➔ Reduce apparent scale by lighter coloured brickwork upper setback floors – the modern interpretation of a traditional mansard roof
- ➔ Strong depth and reveals to the facades to create articulation
- ➔ Use of balconies particularly on end to model the facades
- ➔ Articulate the scale, particularly along the street – up and down.



# 5.7 Design Appearance

## 5.7.2 View Looking east along Secondary Axis

The scale and massing of the residential development along Kingfield Road is generally hidden from view by the extensive significant scale mature trees which are being retained. The residential development provides an arrival building to the north of the site which whilst 10 storeys at the corner facing into the site, quickly steps down to 6 storeys where it fronts Westfield Avenue.

Views of the new development are generally below the tree canopy and it is only at close range when one arrives at the site, and from breaks in the trees, that the new buildings can be seen.

This sweeping corner of block 1 marks the new main boulevard into the site. The curved corner of block 1 draws the eye, and the visitor, into the development.

To the left of this view the concierge building is more human in scale meeting and greeting visitors, whilst behind, this wide plaza approaching the stadium highlights the football club within and makes it visible from the external highways, and main arrival point.

The contrasting materials of the stadium mark this important town centre facility.

The appearance of Block 1, like the other blocks, is neutral low maintenance and high quality natural brick tones, with generous window openings and with a strong glazed corner making the main entrance to Block 1 for the apartments within.

The base to block 1 is highlighted by the contrasting contemporary grey brick which identifies the podium and the own front door units that line the perimeter. This brick podium is further enhanced with the insertion of metal panel frames which breaks up the facade and further grounds the base of the building.

Beyond block 1, the new buildings line and enclose the new street within the site, with articulated blocks, inset and projecting balconies, with the scale of the blocks diminishing down the street to 6 storeys at block 3.

High quality public realm, seating, cycle parking, street trees and animated entrances to units facing the street make this a vibrant and high quality space within the site.

# 5.7 Design Appearance

## 5.7.2 View Looking east along Secondary Axis



## 5.7 Design Appearance

### 5.7.3 View Looking down Westfield Avenue

This view illustrates the other side of block 1, where it fronts Westfield Avenue. As can be seen the larger scale at the entrance, quickly reduces to 6 storeys with the lighter brick top above, where it sits opposite the large footprint 5 storey residential building, on the opposite side of Westfield Avenue.

The two narrower gables of block 1 stretch out to meet the street, but their narrow width mean there is breathing space between, so the scale does not dominate the street. The second 'leg' of block 1 that meets the street is a storey lower than the leg that fronts Kingfield and Westfield Avenue.

Sat between these legs, you see the 3 storey accommodation that is lower in scale than the block opposite, but assists in breaking up the scale of the scheme along Westfield Avenue.

Looking further down Westfield you see Block 2 legs project out to meet the street, albeit these have dropped a further storey in height, bringing them to 4 storeys plus the light brick top, and with a wider courtyard space opening up the lower frontage facing Westfield.

In this way, the scale drops as one moves down Westfield Avenue, and responds to the 5 storey to 3 storey homes on the opposite side.

Around the perimeter, the buffer of the elevated ground floors, wrapped in soft landscape, provides high quality private amenity space for the residents, away from the street, but passively surveilling it, and with own front doors to these 'ground floor' units from the street from Block 2 onwards.

Between the blocks, the new streets reach into the site connecting the new main boulevard to Westfield Avenue.

In the same way as the corner of Block 1 in the previous image, the appearance of Block 1, like the other blocks, is in neutral low maintenance and high quality natural brick tones, with generous window openings where the gables meet the street. We have inset balconies animating and articulating the gable ends, with a flourish and high quality end treatment.

Further interest is added in the form of intricate brick detailing, and along the return flanks, balconies punch out from the facades, breaking up the more linear runs of accommodation. All the balustrades are in a black metal railing form, which is more domestic in feel, and traditional in styling and simplicity.

# 5.7 Design Appearance

## 5.7.3 View Looking down Westfield Avenue





## 5.7 Design Appearance

### 5.7.4 View Looking from Westfield Avenue between Block 2 & 3

This view pictures the new street where the existing David Lloyd vehicular entrance was, running East into the site. The architectural design and language, and the landscape design are intertwined. The new streets (play streets in these areas) offer extensive high quality landscape as well as a pedestrian connectivity between the main boulevard with its activity and Westfield Avenue. The low scale of the blocks (block 2 to the left) with its 4 storey frontage, with a setback floor above, builds from Westfield Avenue to a high corner point marking this street from within the site, before dropping back to lower scale within the new street (not visible in this shot).

The materials of the residential elements are consistent across the site with neutral low maintenance and high quality natural brick tones, with generous window openings.

The podium base incorporating the townhouses is a combination of grey brick with metal feature panels to create a rhythm at ground level while the upper levels are predominantly the multi textured buff brick with careful brick detailing to create the architectural style.

The change in brick type is further defined by a pedimental brick detail and articulation across the facades which helps define the change in material from one type of brick to the other.

The flurry of drama and excitement is formed around the gable ends and then pavilions of mansion blocks, link with each other and stretch back within the site to break up the façades and massing. Balconies added in a more 'random pattern' add further modelling and help to break up the longer runs of facades before we reach a corner step, where the building corner then adds drama and excitement. The balconies at the book ends of the streets are predominantly recessed with brick pier details on the corners to form loggias and allow for the comfort of the residents.

# 5.7 Design Appearance

## 5.7.4 View Looking from Westfield Avenue between Block 2 & 3



## 5.7 Design Appearance

### 5.7.5 View from Westfield Avenue to Block 3

Whilst blocks 1 and 2 step in scale along Westfield Avenue, bringing the heights down to 4 storeys with a set back upper floor, block 3 not only frames the second pedestrian route into the site, but also steps right back from Westfield and gives breathing space to the existing dwellings that are near the boundary of the site on this corner.

This block occupies the position of the current main football stand. However the closest point of this block sits considerably lower than the existing stand, and is also much further away from the boundary than the stand. In addition to this and wide area of public realm sits between the existing rear boundaries of the homes on Westfield Avenue and the new building considerably improving the setting of the homes and increasing the separation distance and scale of buildings opposite these.

The longer part of the block that forms the street facing the new stadium can be seen in the background and is over 46m away from the rear of the homes on Westfield and 71m away from Westfield Avenue itself.

This longer and lower part of the block is 5 storeys where it fronts the rear of the Westfield properties and is also screened behind a significant mature tree lined boundary that is being retained.

As can be seen from the image, the new street scale is set at 4 storeys, plus a recessed lightweight upper floor, facing west which then rises moving into the scheme creating the residents roof gardens on the steps, culminating in a short block of 8 storeys, before dropping back to the 5 storey leg that runs along the new street, a significant distance from Westfield Avenue.

# 5.7 Design Appearance

## 5.7.5 View from Westfield Avenue to Block 3



## 5.7 Design Appearance

### 5.7.6 Looking North along the main boulevard

The idea was always to make this a vibrant and active new street, creating a heart to the new community. This street needed scale and bustle to make it more 'high street' than 'side street', and we wanted to move away from the very inactive and undefined feel already present on the western side of Westfield Avenue. Hence we have front doors to our new two storey townhouses facing the street, with their amenity space outside, and the entrances to the residential apartments, meaning that the buildings will naturally allow people to flow along this street to keep it activated. This happens along this entire new street (and returns at the end towards the East, and then onwards between blocks 4 and 5 towards the playing fields), and with the opportunity for non-match day activity of units along the eastern side of the new street.

This active street is enhanced with new street trees, street furniture, lighting and high quality finishes. This along with its north south orientation will maximise sunlight into the street making it an attractive place to sit and dwell, and stroll throughout the day.

The fact that this street only has deliveries means that this is a pedestrian dominated environment where residents can both dwell and stroll back through here onwards to Woking Park and the Town centre.

The architecture here is a backdrop to the animated lower street levels. The buildings articulated both in depth and in height providing a varied and animated streetscape, and the width to height ratios provide sufficient enclosure to make it feel like a high quality space.

# 5.7 Design Appearance

## 5.7.6 Looking North along the main boulevard



## 5.7 Design Appearance

### 5.7.7 Looking East along Secondary Axis

This view is the view from the end of the new axial boulevard as it turns East. The line of north south blocks come to meet the street, creating these animated gable ends with balconies looking towards the football stadium and the town centre.

Once again residents private amenity space fronts the streets with front doors to the two storey townhouses facing the streets.

However this street is a quieter street than the main boulevard, without the activity at the football stadium at ground level to the south.

To differentiate this from the main street and to identify its different feel, we have set the low level links between the north south legs, set within the blocks, creating a less enclosed street with private residents amenity spaces in the form of private gardens within these recesses.

These insets ensure that there are more units overlooking the streets for passive surveillance as well as creating a change in the feel of this street as we move away from the main boulevard.

You only have to move 35m along this street from the main boulevard before we turn north south again to run down the extension of the public realm and new route that leads you into the playing fields to the south.

This north south boulevard into the playing fields is anchored by the two main pedestrian entrances into blocks 4 and 5, ensuring that this route from entrances to Kingfield Road, is animated by pedestrian flow and by residents windows and front doors acting as a traditional street.

Whilst these blocks are taller within the site, they quickly drop in scale both to the south and the playing fields and also to the eastern and western boundaries where they sit behind existing mature trees screening the buildings from the existing homes beyond.

# 5.7 Design Appearance

## 5.7.7 Looking East along Secondary Axis





## 5.7 Design Appearance

### 5.7.8 Residential Courtyard within Block 4

This view illustrates the environment of one of the two courtyards formed by block 4 and by block 5. These are private residents areas, enclosed by the blocks, but open to the south (and west in this case).

These become tranquil spaces for residents to use, but overlooked by the new homes, ensuring passive surveillance.

Ground floor units around these courtyards are once again townhouses with own front door access, and with private amenity spaces at ground floor level.

The architecture of the surrounding blocks mimics that around the rest of the site and creates a high quality environment for residents.

# 5.7 Design Appearance

## 5.7.8 Residential Courtyard within Block 4



# 5.7 Design Appearance

## 5.7.9 Community Concierge at Site Entrance

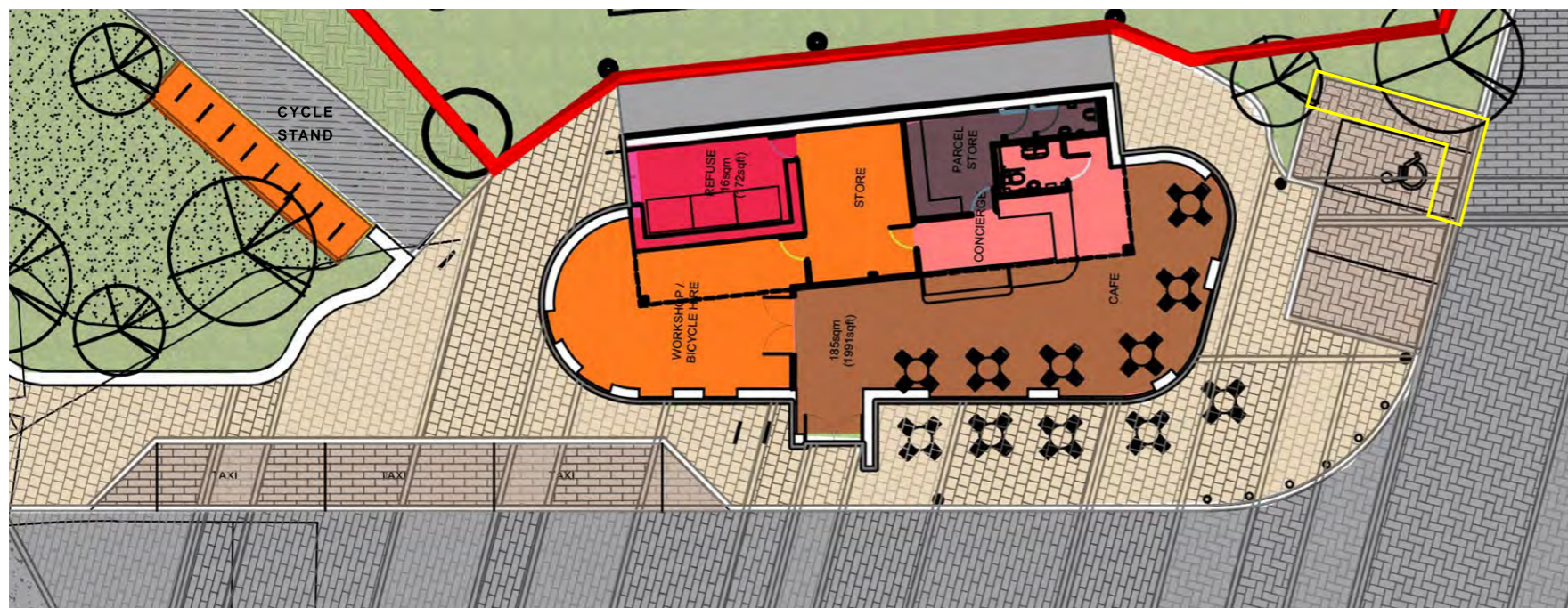
A development of this scale has a need for a management function. The proposed Community Concierge, serves both as the main 27/7 site management facility and as part of the sustainable cycle hub that is operating on the site.

This is sited at the main pedestrian and vehicular entrance to the site from Kingfield Avenue as you enter the new main boulevard. It is the modern day 'gatehouse' and as such sits as a subservient simple elegant building adjoining the principal main site entry point.

The architectural styling, as highlighted by the design south east panel, reflects the more 1930's styling, but in a contemporary way to complement the new buildings. It forms a bridge between Old and New. It will incorporate 1930's brick details, in a soft complementary red brick to match surrounding residential properties, but at the same time its modern simplicity and extensive glazing complements the larger residential properties opposite.

This building is a facility for both the residents of the site and visitors alike, consisting of an entry hub / reception with 24/7 concierge, who will receive deliveries and direct visitors, and smaller deliveries these will be deposited in a parcel store ready for residents collection. For the wider community and residents it offers a cafe with a bicycle store and workshop promoting greener and more environmental living.

Outside are cycle stands, and a drop off point, along with 3 dedicated private hire taxi waiting spaces.



# 5.7 Design Appearance

## 5.7.9 Community Concierge at Site Entrance



## 5.8 Materiality

The design approach has always been to use high quality durable brickwork, in a contemporary way. The brickwork reflects the local materials but is also a high quality durable product.

Brickwork is to be used with large areas of glass, to create clean and modern styling but with traditional references.

Layering of the façade materials and articulation of the blocks has been used to break down the apparent scale of the buildings and to define, bottom, middle and top of the buildings.

Further modelling is provided by a mix of recessed and projecting balconies, used to complement the architectural design, to highlight or turn corners or to break up longer facades.

A further layer of metalwork across the facades in a complimentary tone to the brickwork adds a further layer to the envelope design.

# 5.8 Materiality

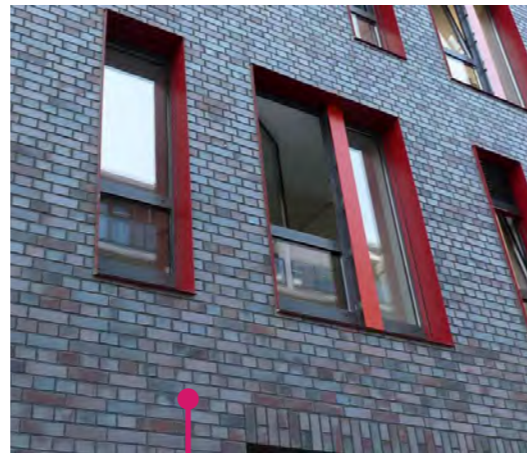
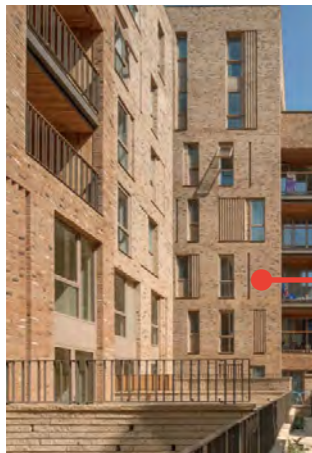
## 5.8.1 Urban Edge



- 1 - Permeable Screen
- 2 - Brick Type 1
- 3 - Brick Type 2
- 4 - Brick Type 3
- 5 - Aluminium Window
- 6 - Metal Effect Panel
- 7 - Metal Balustrade

# 5.8 Materiality

## 5.8.2 Boulevards



- 1 - Permeable Screen
- 2 - Brick Type 1
- 3 - Brick Type 2
- 4 - Brick Type 3
- 5 - Aluminium Window
- 6 - Metal Effect Panel
- 7 - Metal Balustrade

2

3

7

3

6



# 5.8 Materiality

## 5.8.2 Boulevards



- 1 - Permeable Screen
- 2 - Brick Type 1
- 3 - Brick Type 2
- 4 - Brick Type 3
- 5 - Aluminium Window
- 6 - Metal Effect Panel
- 7 - Metal Balustrade



2

2

4

6

3





# 5.8 Materiality

## 5.8.3 Design Appearance



# 5.9 Access

## 5.9.1 Access to the Site

### General Overview

The site is located centre in close proximity to the town centre, whilst sitting within the setting of a green environment surrounded by mature trees, and can be reached by a variety of transport modes. The site has a minor level difference but because of its width feels predominantly flat.

### Public Transport

The site benefits from its close proximity to key arterial bus routes in and out of the town, with regular high frequency Monday to Saturday services available.

### Public Pedestrian Access

The site, whilst currently a football club and commercial uses, is located in an area of predominantly residential uses, with good pedestrian highways and footpaths around the site which we will aim to improve connectivity to, and across the site.

The site sits between playing fields and Woking Park and we wish to connect these through the new pedestrian network, and to enable better East/West connectivity using our new streets.

### Cycle Access

Cycle access to and around the site has been described in the overall masterplan.

### Vehicle Access

Vehicle access to the residential blocks is via Westfield Avenue. Parking is provided to the residential blocks to the requirements of WBC. Vehicular deliveries and servicing is from Kingfield Road, utilising the new concierge building. Vehicular access to the medical centre and stadium parking will be via Kingfield Road.



# 5.9 Access

## 5.9.2 Inclusive Access

The buildings on the site have been designed to create an inclusive and highly accessible environment for all.

The design team have taken care to ensure the building and surrounding site take full account of the needs of disabled in relation to the following statutory regulations:

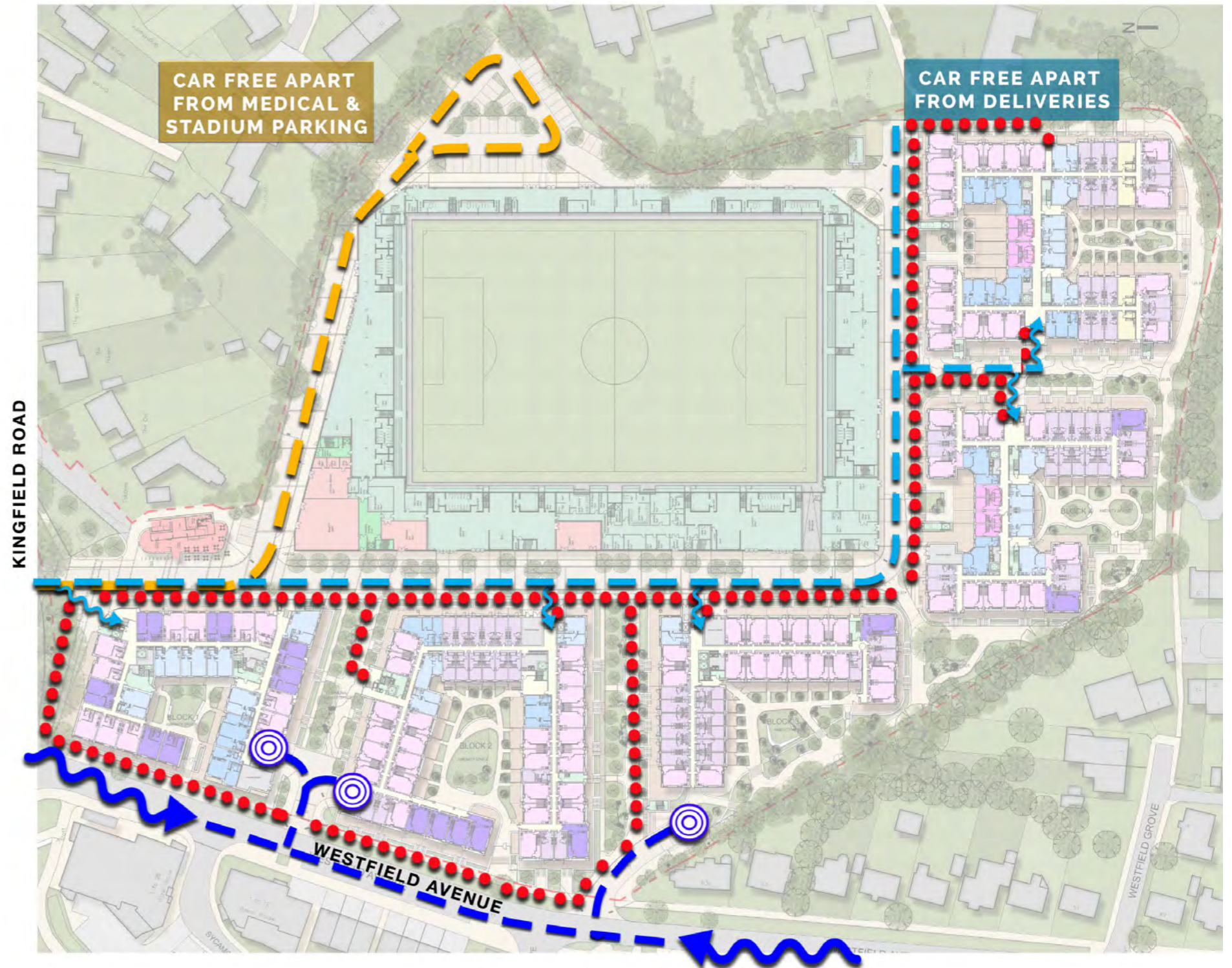
- Building Regulations Part M
- British Standard 8300
- The Disability Discrimination Act

The levels around the site are relatively flat and disabled access is provided to all areas around the building using either ramps or platform lifts. All entrances to residential units, commercial space or car parking areas as described above will have level access. Once within the apartment buildings a series of lifts provide access to all floors of the building and residents roof terrace. In the parking areas disabled spaces are located within close proximity of the cores.

The proposed masterplan indicates a clear distinction between the residential development to the south and west of the site, while the stadium is located to the north east of the site.

Vehicular access for maintenance and the stadium is from the north of the site from Kingfield Road while all vehicular access to the residential development is from Westfield Avenue to the West.

- ● ● Pedestrian Access
- ▬▬▬ Service / Delivery Access
- ▬▬▬ Stadium / Medical Access
- ▬▬▬ Residential Vehicular Access



# 5.9 Access

## 5.9.3 Access to the Residential Blocks

The access to the individual blocks is similar for all blocks. The visitor / resident arrives at grade from the newly formed streets, and enter the building via an entrance hall with secure access control. We envisage access control will be individual to each block and intercom facilities will be available at the main entrance doors.

All blocks will have 2 points of entry from the external streets (apart from block 3), however they also all have access into the building from the internal courtyards. This is illustrated on the plan opposite for Block 2 but the principals are similar for all blocks.

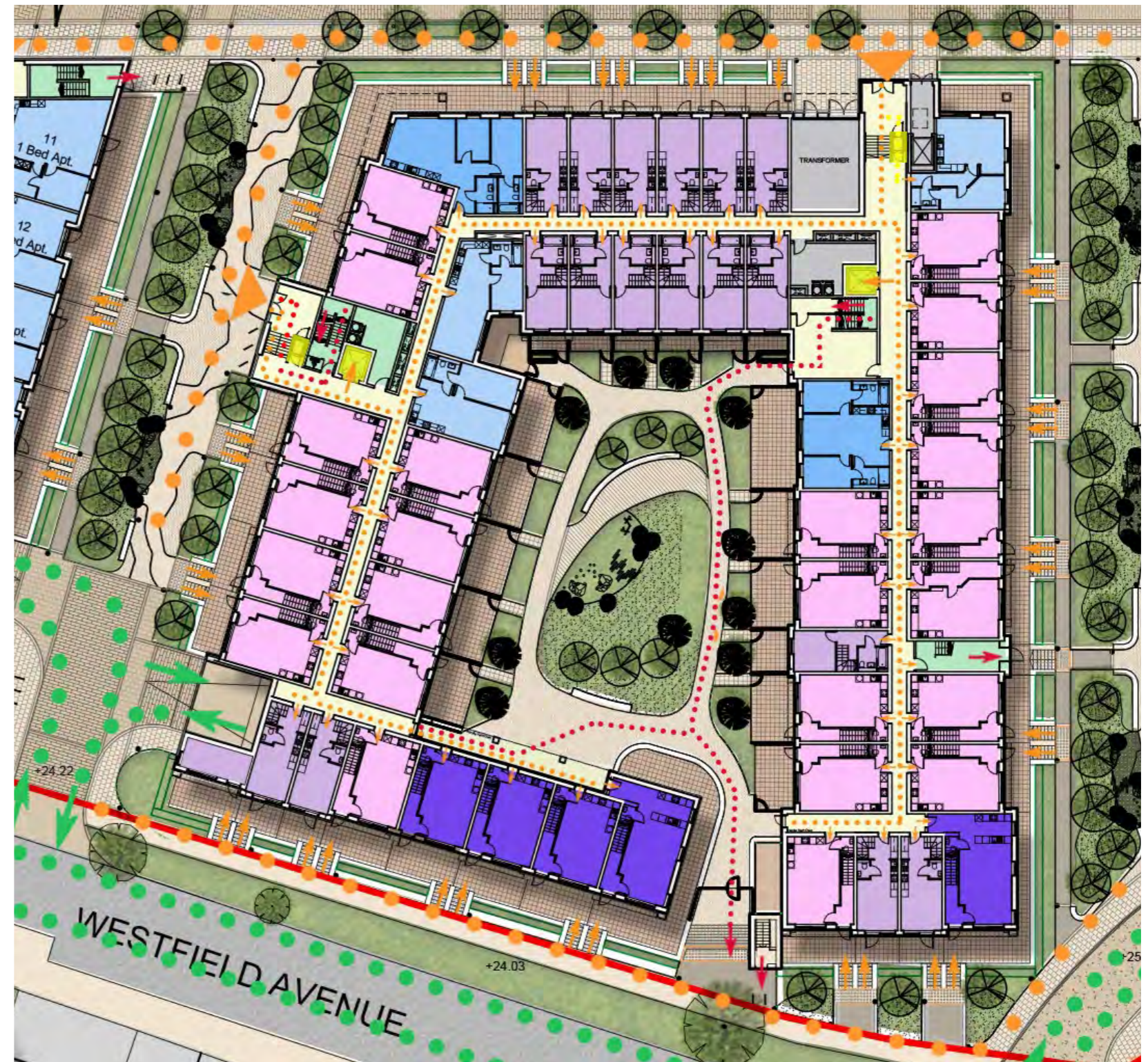
The entrance halls, which are important arrival spaces, deal with the transition from external ground to the elevated main ground floors. The transition from external ground to main ground level in the building is stairs and a platform lift. From here residents and visitors can access the entire residential development at grade via the main lift to all levels.

The entrance halls form important arrival points in the building and will have a further layer of design work to make these attractive and inviting, and incorporate post facilities. Examples of how these could look are shown on the images in 5.10.1.

The access throughout the residential levels is at grade and non ramped, and fully accessible to all residents and visitors in accordance with Part M4(1) of the building regulations.

The townhouses as can be seen have their external doors facing the streets for direct entry from outside, via steps and the private amenity space facing the street. There is also an internal door, from within the apartment building (from the apartment entrance hall), which gives a dual access into the townhouses, utilising the lift access to manage the level difference from outside to inside.

Block 2 Ground Level (Typical to Block 3 to 5)



# 5.9 Access




## 5.9.4 Access within the Residential Blocks

The access within the individual blocks is similar for all blocks. The visitor / resident is distributed by one of the vertical circulations cores containing lifts and stairs (and refuse stores) to the main corridors which have access to apartment front doors. The journey from the entrance, throughout the building will have clear signage and wayfinding to aid the visitor / resident to arrive at their destination easily (wayfinding examples are in section 5.10.3) making it clear which floor one is on and which way to individual apartments .

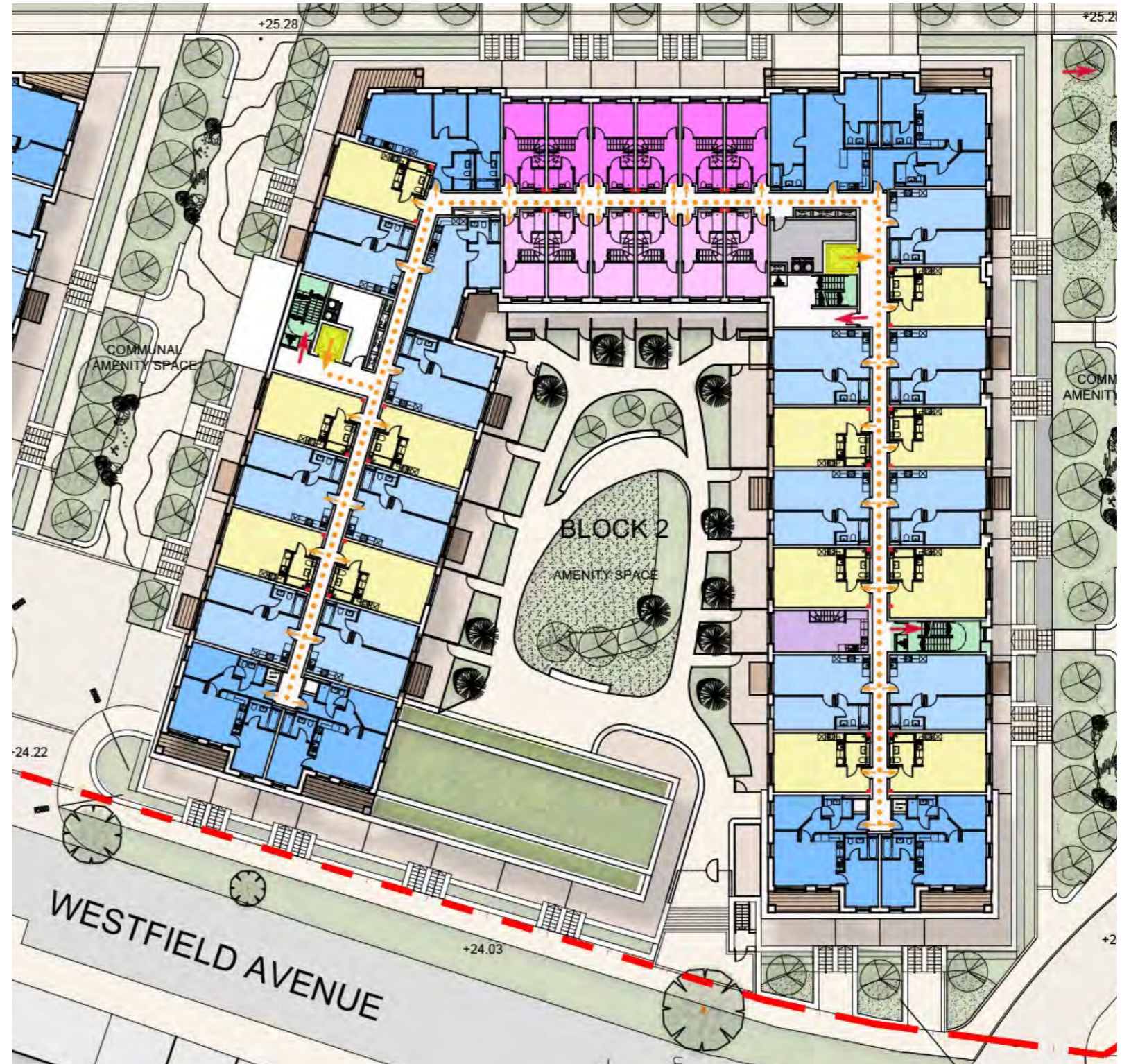
Access to, and into all apartments is via level entry.

There are many apartment types but the main versions (of which there are many variants) are set out in section 5.3.1

Typical apartment interiors are illustrated in section 5.10.2, and these will be modern, clean and attractive, with large windows and high quality interiors.

-  Pedestrian Access
-  Fire Access / Egress
-  Inclusive Access

Block 2 Third Floor Plan (Typical to Block 3 to 5)



# 5.10 Residential - Internal

## 5.10.1 Entrance Halls (Illustrative)

The entrance halls and apartment designs are important in the delivery of the high quality accommodation on the site. The following examples are taken from some of our interiors from other similar projects. We have a separate interior design business 'Koncept' who can be engaged to develop these important common areas, and apartment designs to differentiate your scheme from the competition – therefore illustrative examples follow'

**KONCEPT**  
INTERIOR DESIGN



# 5.10 Residential - Internal

## 5.10.2 Apartment Design (Illustrative)



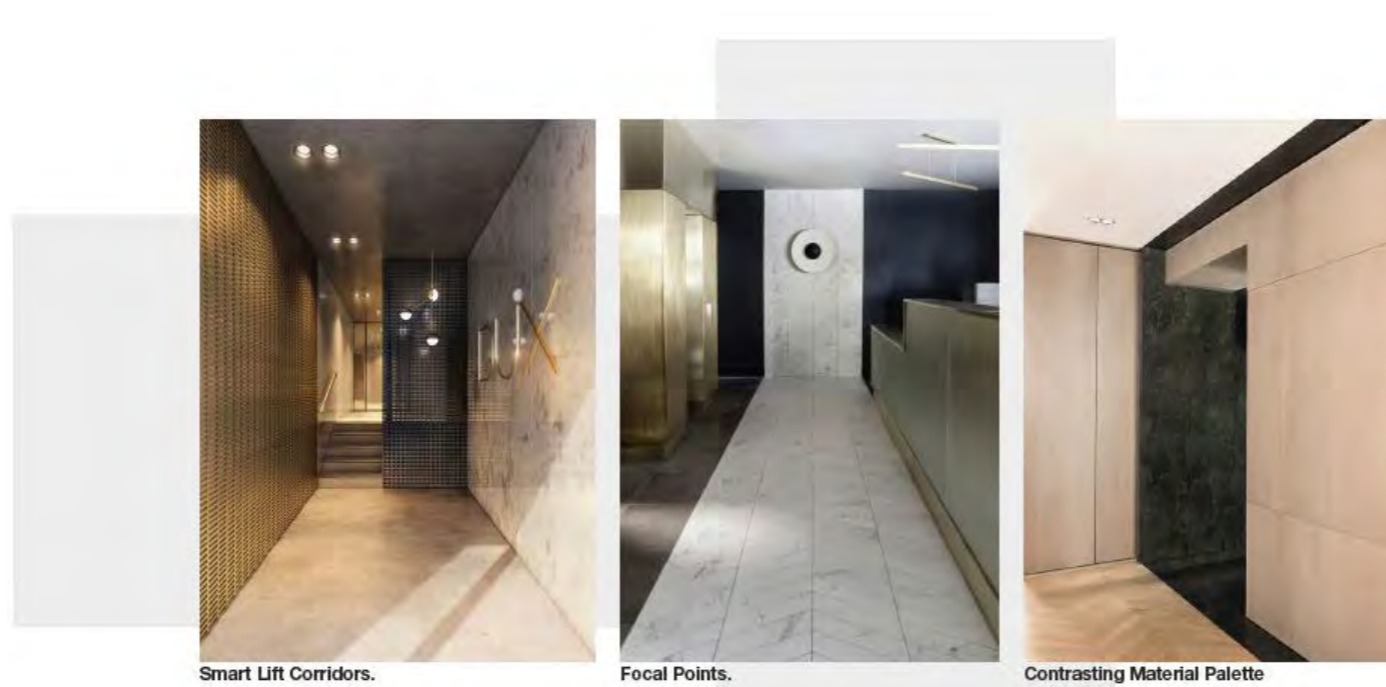
**KONCEPT**  
INTERIOR DESIGN



# 5.10 Residential - Internal

## 5.10.3 Wayfinding and Signage & Corridors (Illustrative)

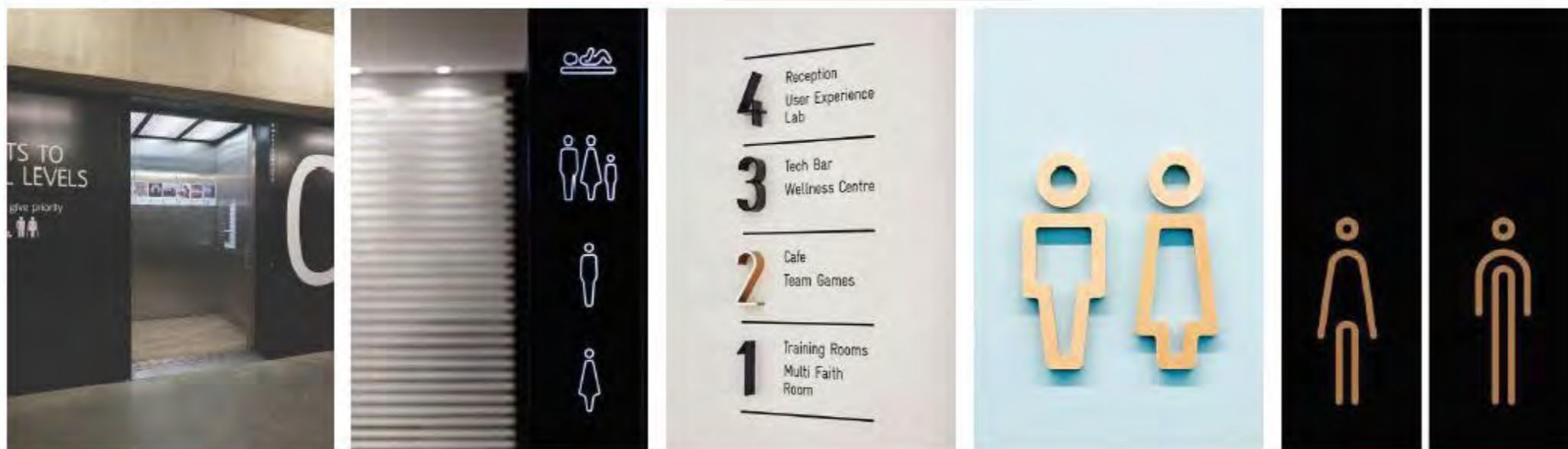
The signage design within the development will be high quality and 'cool but inherently provide easy navigation to all facilities within the buildings and site.



Smart Lift Corridors.

Focal Points.

Contrasting Material Palette

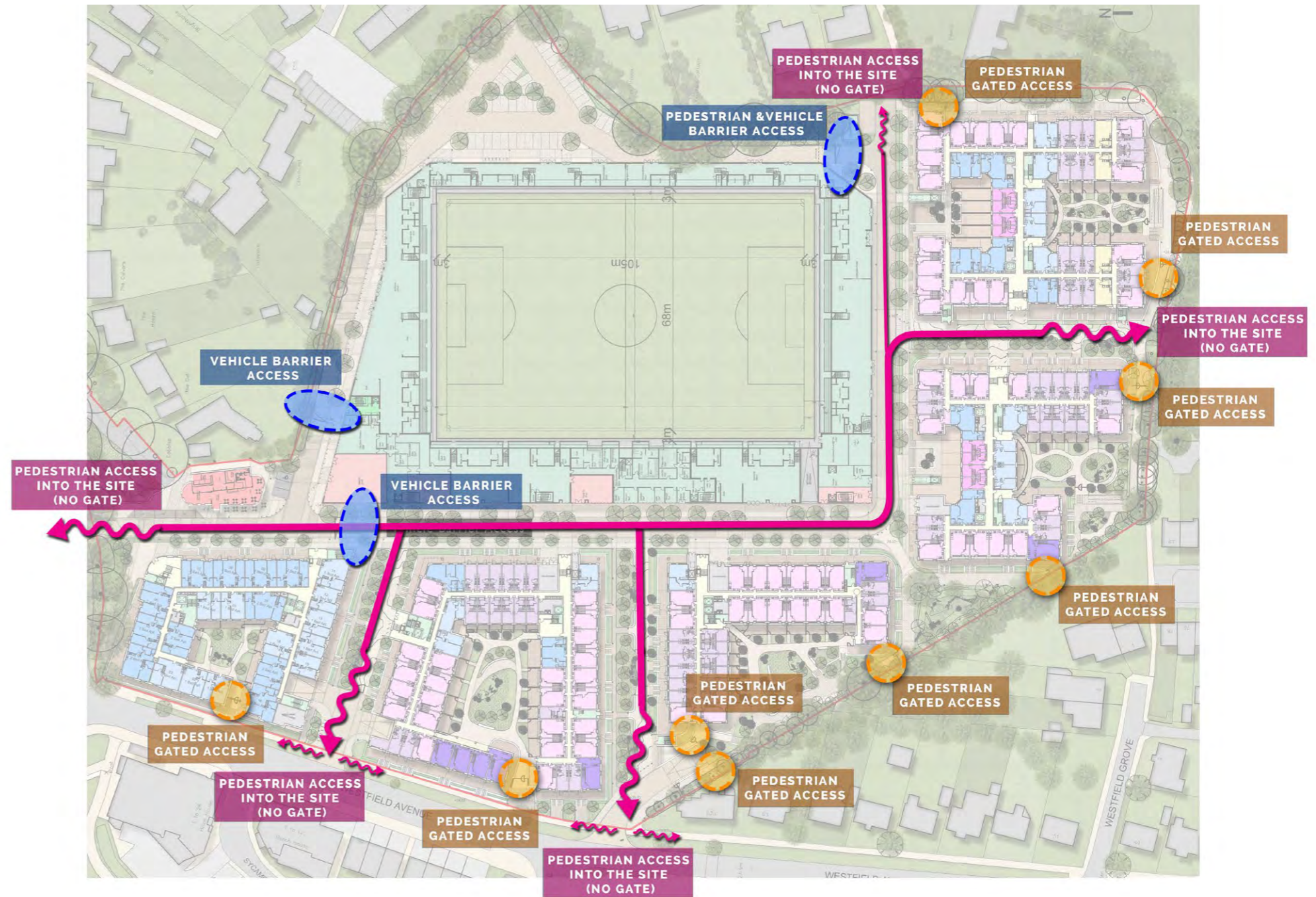




# 5.11 Security Strategy

The proposals have been designed with careful consideration to create a safe and secure environment for residents, visitors and passers-by. The arrangement of the individual blocks has deliberately been designed to ensure overlooking of all routes (both public and private) integrated with the landscape proposals. High quality street lighting, CCTV, management via concierge enhance the level of active as well as the passive surveillance within and around the site. Gates and barriers define the public route and private spaces, ensuring that the private spaces are controlled for residents and the public spaces are clear and defined and minimise any opportunities for antisocial behaviour.

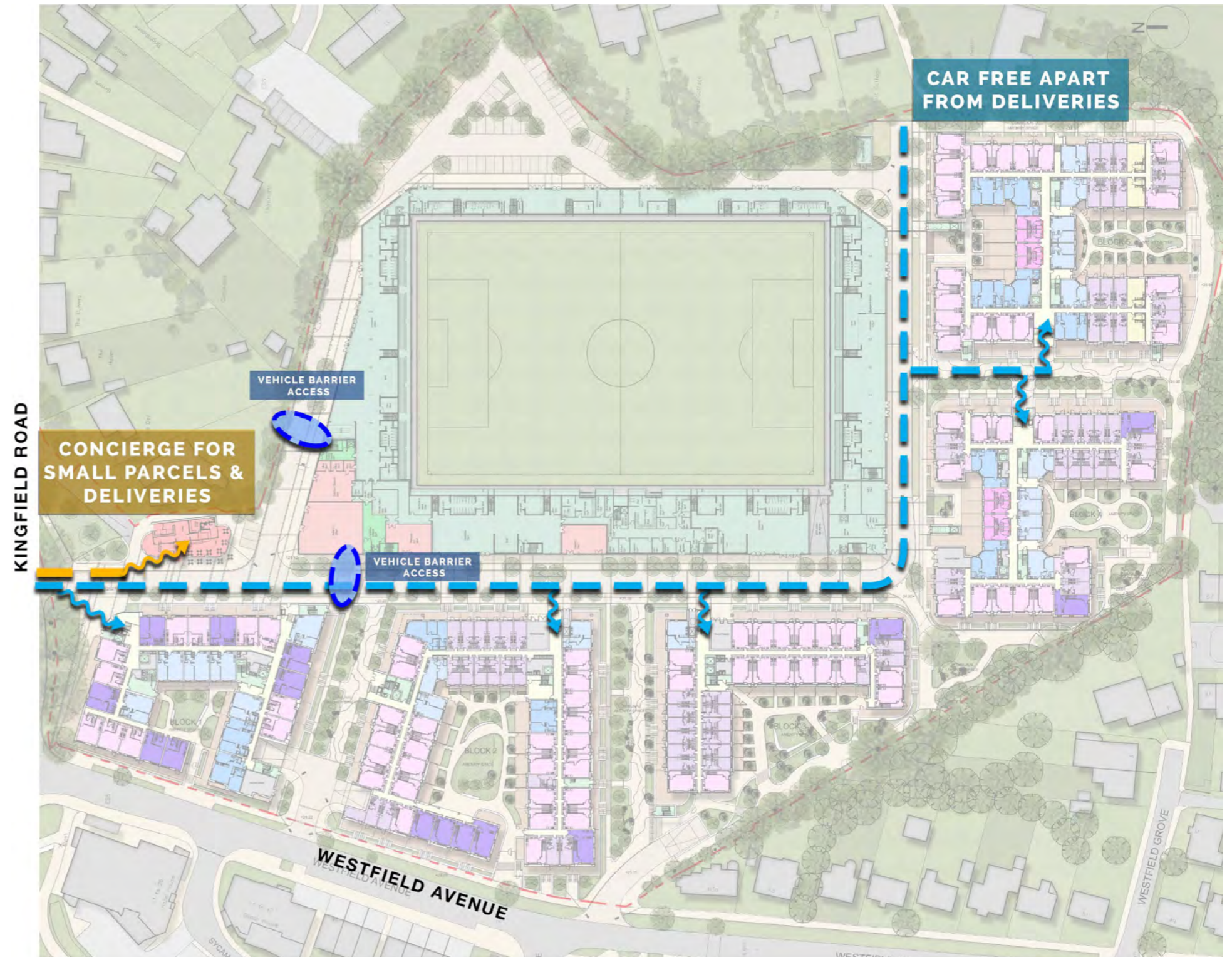
All main building entrances, car park entrances and residents gates, will be securely locked with access limited to residents (and visitors). Rear entrances, fire exits and entrances to cycle storages, refuse rooms and other ancillary accommodation will all be securely locked, and accessed via secure routes from within the development.



## 5.12 Servicing - Residential Units

Small parcels and deliveries to residential blocks will be via the main concierge. Parcels will be left for collection by residents at the concierge, however food deliveries and such like will be allowed entry via the main security barrier at reception. Deliveries such as deliveroo via bikes and scooters will be allowed access into the site via the road and cycle network, through to the main block entrances where residents can collect the good at the main apartment entry door.

Larger furniture and bulky goods deliveries, and moving in, will be allowed access to the main boulevard, where they can stop at the main core and access the lifts to get access to individual apartments.



# 5.13 Refuse Strategy

## For Residents:

The overall strategy for refuse collection from the apartments is via refuse chutes. These chutes allow segregation of refuse, to allow for recycling. The use of chutes minimises the distance that residents need to take refuse through the building, and thus minimises the ability to abuse any refuse impacts on the buildings.

Refuse chutes are located within secure and ventilated rooms at each vertical circulation core, making the journey to a chute part of a journey out of the building. Residents select the type of waste and deposit this into the chute.

The chutes terminate at the lower ground floor level in refuse stores, with bins sized to the number of units in that block (and in accordance with Woking standards). The refuse bins are managed by the management company who move the bins when full, and replace empty ones, in the refuse store.

## Collection

On refuse collection day, the management company move the bins via the dedicated refuse lifts, out onto the main boulevard, to dedicated collection points clear of vehicular movement and access, for collection. Private of local authority collection then takes place via the main boulevard. Following collection, the empty bins will be returned promptly to the refuse stores. The number of refuse bins provision has been calculated using standard guidance. The capacity of the refuse stores and the bins is based on 110 litres per unit. This can be subdivided to take account of recycling as described in the Waste and recycling provision for new residential developments produced by Woking Borough Council.



Block 2 (Typical to all residential blocks)

# 5.14 Waste & Recycling Provision

## 5.14.1 Woking Borough Council

The following calculations are based on requirements set out in Woking Borough Councils Waste and recycling provision for new residential developments.

Residual Waste	1,100 litre black metal bin per every 5 apartments or per 8 based on single occupancies.
Mixed dry recyclables	1,100 litre black metal bin per every 5 apartments or per 8 based on single occupancies.
Compostable kitchen waste	One 140 litre black bin, brown lid and one housing unit per every 15 apartments.
Small electrical items	60 litre carrier bag
Textiles	60 litre carrier bag

Please note that:

1. Opt-in services for Garden Waste, Clinical waste and Absorbent Hygiene products have not been accommodated.
2. 600mm clear space has been allowed between bulk containers.
3. Refuse chutes have been allocated to each core of each building so the refuse stores will only be accessed by building maintenance operatives.
4. The collection point for each block is within 10m from the road.
5. It is assumed that collection occurs on an alternate weekly collection system for residual waste and for mixed dry recyclables.,

# 5.14 Waste & Recycling Provision

## 5.14.2 Block 1

191 Residences

Type and Number of Apartment	Residual Waste (1100 litre bins)	Mixed dry recyclables (1100 litre bins)	Compostable kitchen waste (140 litre black bin) – 1 per 15 apartments	Small electrical items (60 litre carrier bag)	Textiles (60litre carrier bag)
54 x Studio / 1 bed (single occupancy)	54/8 = 7	54/8 = 7			
137 x 2 bed plus apartments (multiple occupancy)	137/5 = 28	137/5 = 28			
TOTAL	35	35	13	1	1

# 5.14 Waste & Recycling Provision

## 5.14.3 Block 2

277 Residences

Type and Number of Apartment	Residual Waste (1100 litre bins)	Mixed dry recyclables (1100 litre bins)	Compostable kitchen waste (140 litre black bin) – 1 per 15 apartments	Small electrical items (60 litre carrier bag)	Textiles (60litre carrier bag)
146 x Studio / 1 bed (single occupancy)	146/8 = 19	146/8 = 19			
131 x 2 bed plus apartments (multiple occupancy)	131/5 = 27	131/5 = 27			
TOTAL	46	46	19	1	1

# 5.14 Waste & Recycling Provision

## 5.14.4 Block 3

138 Residences

Type and Number of Apartment	Residual Waste (1100 litre bins)	Mixed dry recyclables (1100 litre bins)	Compostable kitchen waste (140 litre black bin) – 1 per 15 apartments	Small electrical items (60 litre carrier bag)	Textiles (60litre carrier bag)
63 x Studio / 1 bed (single occupancy)	63/8 = 8	63/8 = 8			
75 x 2 bed plus apartments (multiple occupancy)	75/5 = 15	75/5 = 15			
TOTAL	23	23	10	1	1

# 5.14 Waste & Recycling Provision

## 5.14.5 Block 4

211 Residences

Type and Number of Apartment	Residual Waste (1100 litre bins)	Mixed dry recyclables (1100 litre bins)	Compostable kitchen waste (140 litre black bin) – 1 per 15 apartments	Small electrical items (60 litre carrier bag)	Textiles (60litre carrier bag)
79 x Studio / 1 bed (single occupancy)	$79/8 = 9$	$79/8 = 9$			
132 x 2 bed plus apartments (multiple occupancy)	$132/5 = 27$	$132/5 = 27$			
TOTAL	36	36	14	1	1



# 5.14 Waste & Recycling Provision

## 5.14.6 Block 5

1231 Residences

Type and Number of Apartment	Residual Waste (1100 litre bins)	Mixed dry recyclables (1100 litre bins)	Compostable kitchen waste (140 litre black bin) – 1 per 15 apartments	Small electrical items (60 litre carrier bag)	Textiles (60litre carrier bag)
77 x Studio / 1 bed (single occupancy)	$77/8 = 10$	$77/8 = 10$			
154 x 2 bed plus apartments (multiple occupancy)	$154/5 = 30$	$154/5 = 30$			
TOTAL	40	40	16	1	1



# 6.0 Landscape & Public Realm

# 6.1 Introduction

## 6.1.1 Landscape Strategy Overview

This section sets out the landscape strategy for the proposed development and seeks to illustrate how the design proposals will achieve well-designed public open spaces, streetscapes and communal residential areas.

The overall objective of the landscape and public realm strategy is to create a high-quality environment that seeks to harmonise the two primary uses on site, namely that of the football stadium and the residential neighbourhood.

These two uses have clear and distinct characteristics and the design of the external areas are therefore important in ensuring the two can function successfully together as well as creating an attractive place to visit or to live. The proposals illustrated in this section explain the design rationale for the landscape and public realm elements of the scheme and accordingly include strategies for paving, street furniture, planting, play and informal recreation along with more detailed layouts for key spaces within the scheme.



## 6.2 Existing Site Features & Context









The site comprises of the existing buildings, car parking vegetation, and other areas of hard standing that are associated with the existing Football Club and David Lloyd Leisure club that currently occupy the site. There are existing pedestrian and vehicle access points from Kingfield Road and Westfield Avenue which form the northern and north-western boundaries.

The site is located within a predominantly residential area with a number of rear gardens backing onto the site boundary. The southern boundary adjoins the Loop Road Sports fields. A public right of way runs along the southern perimeter of the site which connects Westfield Avenue in the west to the public open space of Kingfield Green in the east.

The site is generally flat and with an overall fall of 1m from the southern boundary to the northern boundary. There are some small areas of localised mounding.

The most significant trees and vegetation are found at the boundary to the site. These are recorded and their condition noted within the Tree Survey (BS5837) undertaken by The Ecology Consultancy.

### Legend:

-  Application boundary
-  Existing building
-  Existing hardstanding
-  Existing planted / grassed area
-  Existing tree canopy
-  Existing tree RPA
-  Existing banking
-  Existing site access



## 6.2 Existing Site Features & Context



Taken from Kingfield Road, to the east of the Site



Taken from the entrance to Woking Leisure Centre, to the north of the Site



Taken from Loop Road Sports Field, to the southeast of the Site

# 6.3 Public Realm - Overall Strategy

The development will see the clearance of the existing buildings and hard standing areas. These will be replaced by the new football stadium, five new residential apartment blocks, a concierge and associated access and open space.

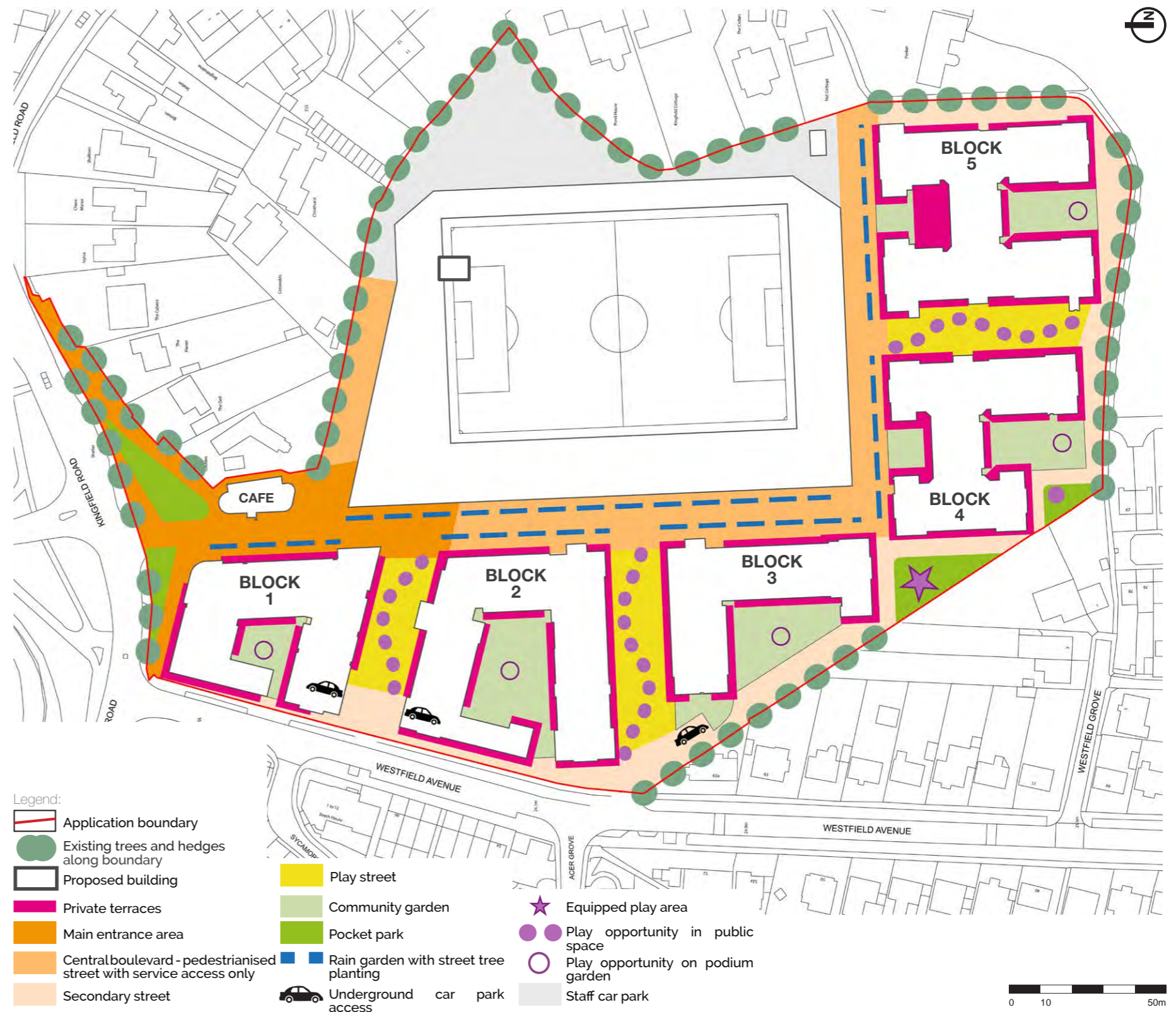
The public realm design strategy will seek to provide a healthy living environment through a series of linked spaces accessible for a range of users of all ages and abilities. The public realm seeks to respond to its everyday setting as a residential amenity, while providing legible and functional movement routes for the stadium on match days. There is a pedestrian focus to the public realm proposals, limiting car use and providing for free any legible movement across the site.

Open spaces will be inclusive and designed for all. Playful spaces and recreation will be available in a variety of forms and targeted not just at young children.

The development will incorporate watersensitive design solutions and features such as green roofs and rain-gardens within the streets. These will assist with both rain water management and attractive planted areas promoting biodiversity.

A carefully selected range of surface materials, street furniture and planting at different scales will create an attractive, legible public realm with a hierarchy of routes.

The best of the existing trees, including those around the perimeter will be retained. Where existing trees/vegetation are to be removed, new trees and enhanced planting is proposed. Full details of tree retention and removal is provided in the Arboricultural Impact Assessment (AIA) has been undertaken by The Ecology Consultancy.



# 6.4 Key Characteristics for Landscape & Public Realm Proposals

As noted the scheme is designed to create a pedestrian focused environment and therefore access and movement has been a key driver in developing the public realm proposals.

The existing access from Kingfield Road, to the north, will form one of the primary pedestrian access routes on match days, when traffic movements will be restricted. At other times this will provide the main vehicular access for service vehicles and for stadium staff. The existing mature trees will be retained along Kingfield Road and the this area, will, through the design of the concierge building, paving pattern, street furniture and new planting, create a visually attractive entrance to the site.

The entrance are will lead to a boulevard running through the centre of the development, wrapping around the western and southern perimeter of the stadium. This will also provide managed, service vehicular access with a pedestrian, shared surface along with formal tree planting and 'rain gardens' on either side of the street. On match days this route will become the main access route for pedestrians entering and existing the stadium.

New access links feed in from Westfield Avenue are designed as 'play streets' for adjacent residents. These are designed to be distinct in character and whilst incorporating emergency vehicular access, they will incorporate a mix of paved and planted areas with seating and informal children's play. Within the apartment blocks a series of communal gardens are designed at podium level above the under car parks.

The design proposals have been informed by an understanding of the conditions that result from the development. This includes responding to wind-tunnel testing to ensure adequate levels of comfort and in respect of understanding the effects of shade created by the new buildings.



# 6.5 Landscape Masterplan

## Legend

1. Existing trees retained and enhanced
2. Main entrance area with directional paving and formal tree planting
3. Central boulevard - main pedestrian route with directional paving, tree planting and rain garden
4. Play street
5. Pocket park
6. Equipped area of play
7. Community podium garden
8. Underground car park entrance
9. Pedestrian boundary route with service vehicle access
10. Staff car park
11. Private terrace















# 6.6 Hard Landscaping Strategy

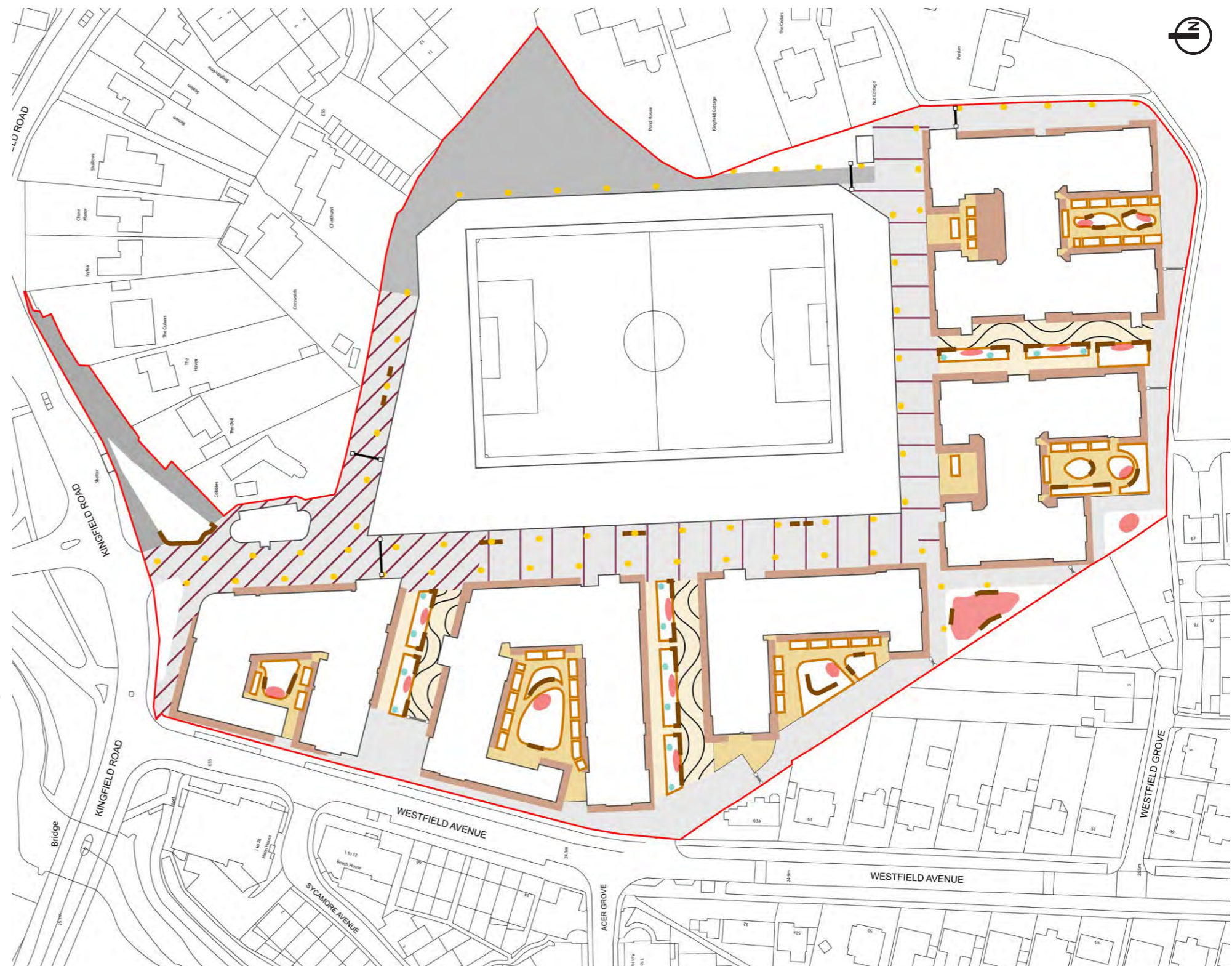
## 6.6.1

The choice of surface materials and street furniture will assist in defining the different characteristics and uses of the spaces around the buildings. This will help define a clear hierarchy, for example between public and private uses as well as the main access and the residential play streets.

Seating and lighting will be carefully integrated into the public realm - as well as functioning as required in this context, street furniture will be specified to enhance the visual qualities of the streetscape and complement the architectural language of both the stadium and residential buildings.

**Legend:**

-  Application boundary
-  Proposed building
-  Granite effect paving in 3 shade of grey with banding in blush to main entrance
-  Granite effect paving in silver grey with right angle banding in blush to main axis
-  Granite effect paving in silver grey to boundary footpath
-  Bound gravel in 3 colours to pedestrian streets
-  Podium garden area: composite decking, bound gravel and paving flag
-  Vitrified clay paving slabs to private terraces
-  Asphalt
-  Play areas: bound rubber bark mulch, red/yellow/brown tones
-  CorTen/CorTen style steel planter
-  Timber seating
-  Vehicular access gate
-  Pedestrian gate
-  Lighting along main street
-  Lighting along play street



# 6.6 Hard Landscape Strategy

## 6.6.2 Material Palette



Granite style paving to main entrance, central boulevard and pedestrian boundary route



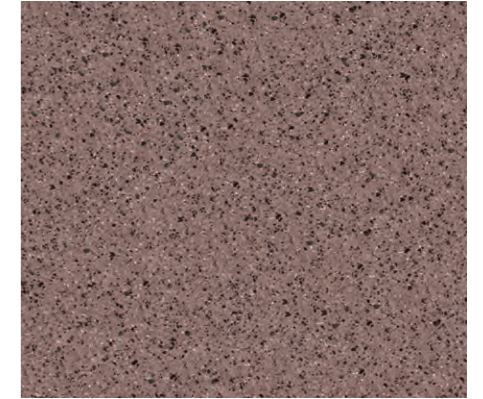
Dark grey paving to main entrance



Light grey paving to main entrance and central boulevard



Mid grey paving to main entrance, central boulevard and pedestrian boundary route



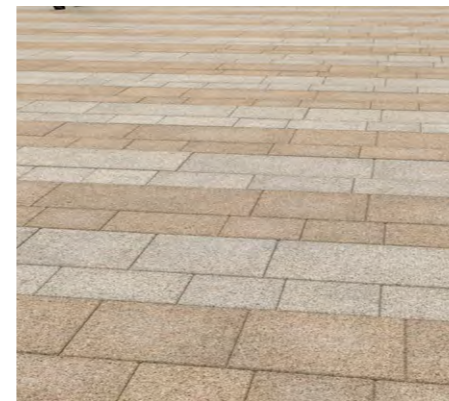
Blush paving details to main entrance and central boulevard



Asphalt with coloured chipping



Buff colours bound gravel, 3 tone following a wavy pattern, to play streets



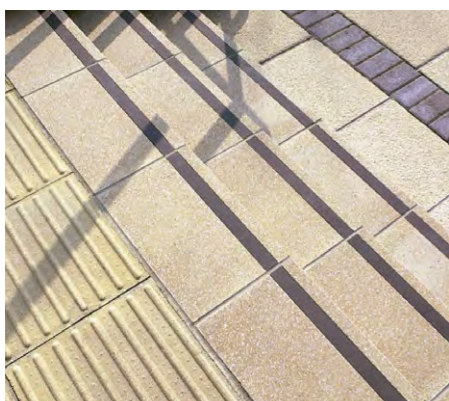
Oatmeal granite style paving to play streets



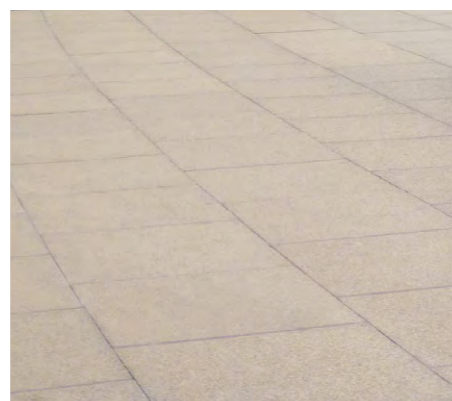
Red tone bound rubber mulch to play areas



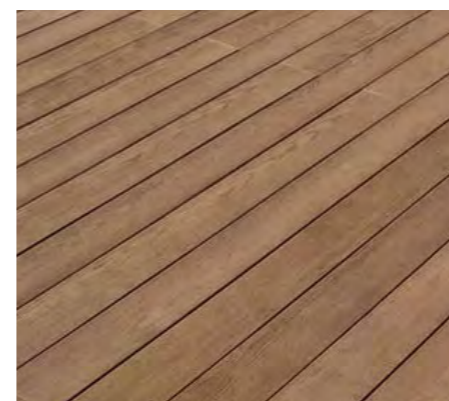
Mixed brown and red tones bound rubber mulch to play areas



Buff colour smooth paving to stepped accesses to podium and private terraces



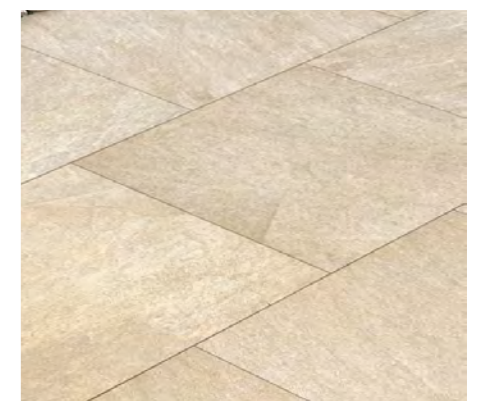
Buff colour smooth paving to podium and ramped accesses to podium



Composite decking to podium



Buff colour resin bound to podium



Vitrified clay paving slab to private terrace

# 6.6 Hard Landscaping Strategy

## 6.6.3 Furniture Palette



Bespoke CorTen/CorTen style steel planter along private terraces



Bespoke CorTen/CorTen style steel planter with timber top integrated seating



CorTen/ CorTen style street furniture to match planters



Street lighting along central boulevard



Street lighting along play streets



Timber bench along central boulevard



Stainless steel bollards and retractable bollards



Stainless steel cycle stands



Vehicular access gate
















Pedestrian access gate along pedestrian boundary route

# 6.7 Soft Landscape Strategy

## 6.7.1

As with the surface materials planting will be used to define character throughout the development. Much of the planting will be above carparking and species will be selected to accommodate these constraints. A range of plant types will seek to enhance biodiversity as well as providing joy and colour for both residents and visitors.

**Legend:**

-  Application boundary
-  Proposed building
-  Existing vegetation retained and enhanced
- Main Entrance & Central Boulevard**
  -  Trees in rain garden
  -  Frontage planting
- Play Streets**
  -  Planters with mounding and trees
  -  Frontage planting
- Podium Gardens**
  -  Planters along private terraces with specimen shrub
  -  Central usable space with grass area, trees and shrub planting
- Pocket Parks**
  -  Frontage planting
  -  Usable space with grass area, trees and shrub planting
- Car Park and boundary**
  -  Tree and evergreen planting
- Green Roofs**
  -  Green roofs - refer to section 6.10



# 6.7 Soft Landscaping Strategy

## 6.7.2 Planting Palette - Trees

### ENTRANCE & MAIN AXIS

- 1- *Acer rubrum*
- 2- *Liquidambar styraciflua*
- 3- *Pyrus calleyryana* 'Chanticleer'
- 4- *Quercus palustris*



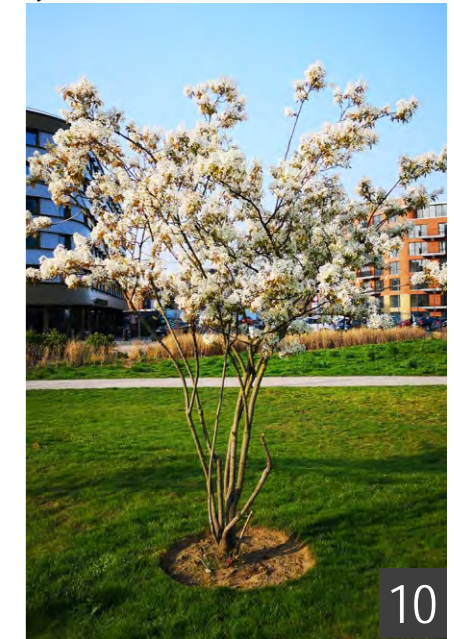
### PLAY STREETS

- 5- *Malus trilobata*
- 6- *Prunus serrula* 'Sunset Boulevard'
- 7- *Sorbus aucuparia*
- 8- *Zelkova serrata* 'Green Vase'



### PODIUM GARDENS

- 9- *Acer griseum*
- 10- *Amelanchier lamarckii*
- 11- *Betula utilis* var. *jacquemontii*
- 12- *Prunus maackii* 'Amber Beauty'



# 6.7 Soft Landscape Strategy

## 6.7.2 Planting Palette - Trees

### POCKET PARKS

13- *Cercidiphyllum japonicum*

14- *Parrotia Persica* 'Vanessa'

15- *Prunus avium*

16- *Tilia cordata*



13



14



15



16

### BOUNDARY AREA AND CAR PARK

17- *Alnus glutinosa*

18- *Betula pendula*

19- *Carpinus betulus*

20- *Quercus robur*



17



18



19



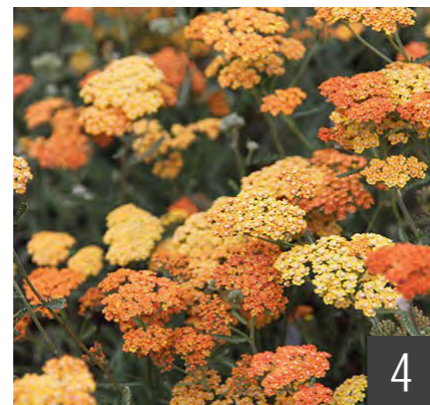
20

# 6.7 Soft Landscaping Strategy

## 6.7.3 Planting Palette - Shrubs and Herbaceous

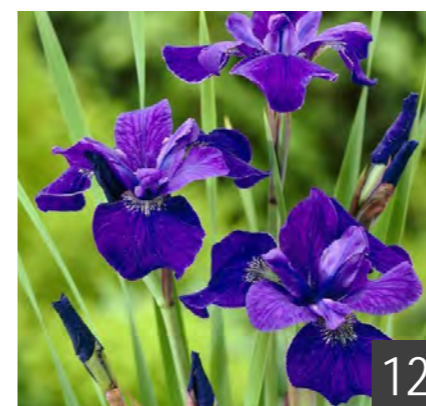
### ENTRANCE & MAIN AXIS

- 1- *Choisya ternata* 'Sundance'
- 2- *Cornus* 'Midwinter Fire'
- 3- *Skimmia japonica* 'Veitchii'
- 4- *Achillea* 'Terracotta'
- 5- *Crocsmia* 'Lucifer'
- 6- *Stipa arundinacea*



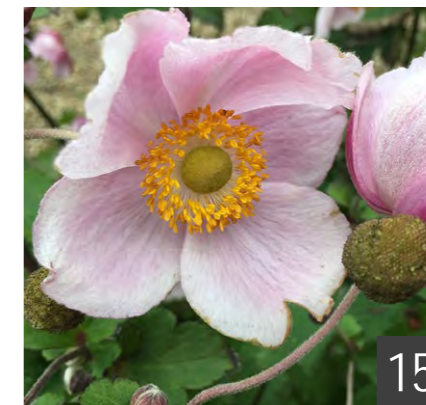
### PLAY STREETS

- 7- *Cornus stolonifera* 'Flaviramea'
- 8- *Euonymus* 'Emerald n Gold'
- 9- *Hebe* 'Mrs Winder'
- 10- *Carex oshimensis* 'Evergold'
- 11- *Geranium* 'Rozanne'
- 12- *Iris sibirica*



### PODIUM GARDENS

- 13- *Hebe* 'Great Orme'
- 14- *Lavandula angustifolia* 'Alba' 'Album'
- 15- *Anemone* 'September Charm'
- 16- *Geranium macrorrhizum* 'Album'
- 17- *Nepeta racemosa* 'Snowflake'
- 18- *Stipa tenuifolia*



# 6.7 Soft Landscape Strategy

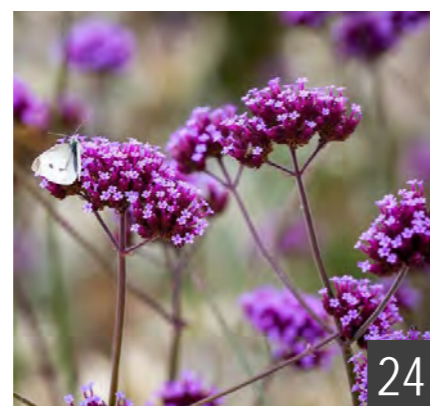
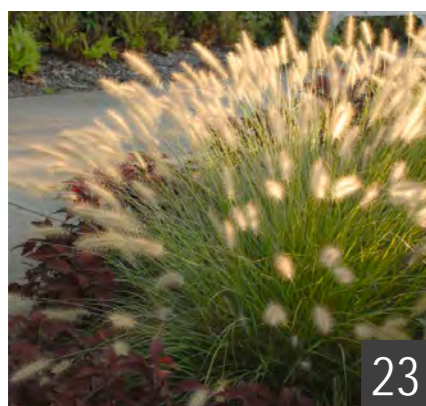
## 6.7.3 Planting Palette - Shrubs and Herbaceous

### POCKET PARKS

- 19- *Cistus* 'Silver Pink'
- 20- *Cornus alba* 'Sibirica'
- 21- *Lavandula* 'Hidcote'



- 22- *Nepeta* 'Six Hills Giant'
- 23- *Pennisetum* 'Hameln'
- 24- *Verbena bonariensis*



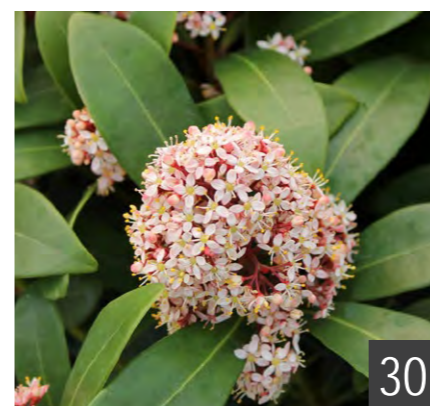
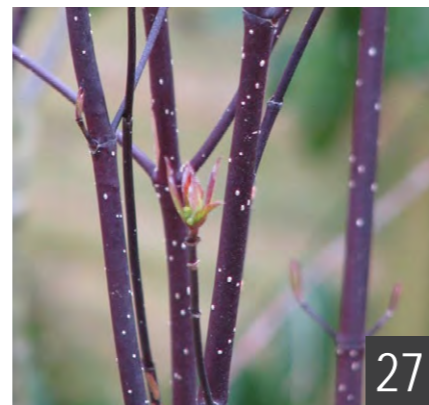
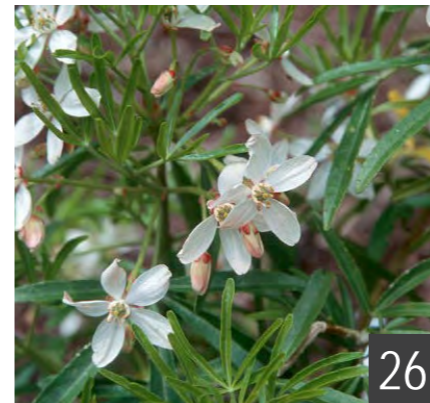
### BOUNDARY AREA AND CAR PARK

- 25- *Abelia x grandiflora*
- 26- *Choisya ternata* 'Aztec Pearl'
- 27- *Cornus alba* 'Kesselringii'



- 28- *Euonymus* 'Emerald Gaiety'

- 29- *Sarcococca confusa*
- 30- *Skimmia japonica* 'Rubella'



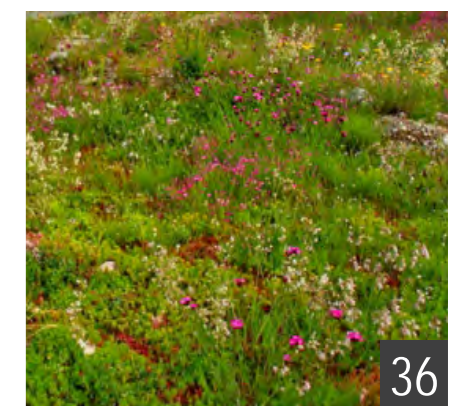
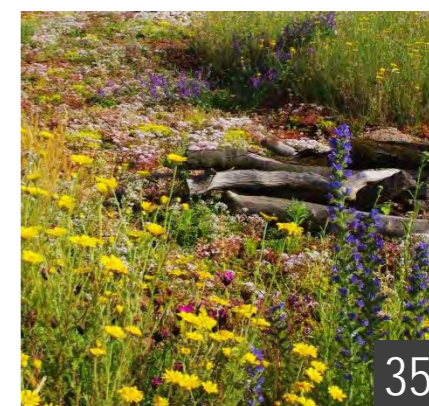
### ROOF GARDENS AND BIODIVERSE ROOFS

- 31- *Allium giganteum*
- 32- *Astelia chathamica* 'Silver Spear'
- 33- *Kniphofia* 'Royal Standard'



- 34- *Pittosporum tobira* 'Nanum'

- 35- Biodiverse roof
- 36- Biodiverse roof





# 6.8 Play Strategy

The public realm and communal gardens at podium level provide a variety of opportunities for recreation and playable landscapes for a range of ages and abilities.

The open space across the site is achieved through a combination of spaces between and around the apartment blocks (play streets and pocket parks ). These are overlooked by the proposed adjacent properties and their private terraces achieving natural surveillance throughout. Within these spaces, smaller areas will include natural/informal items of play framed by mounded grassed areas with shrub and tree planting. These spaces spill into the playable streetscape where there will be a pedestrian focus, distinct paving materials laid out in stylised patterns.

An equipped play area is proposed between blocks three and four which will include a range of fixed and informal play for a range of ages. (see section below for detailed layout).

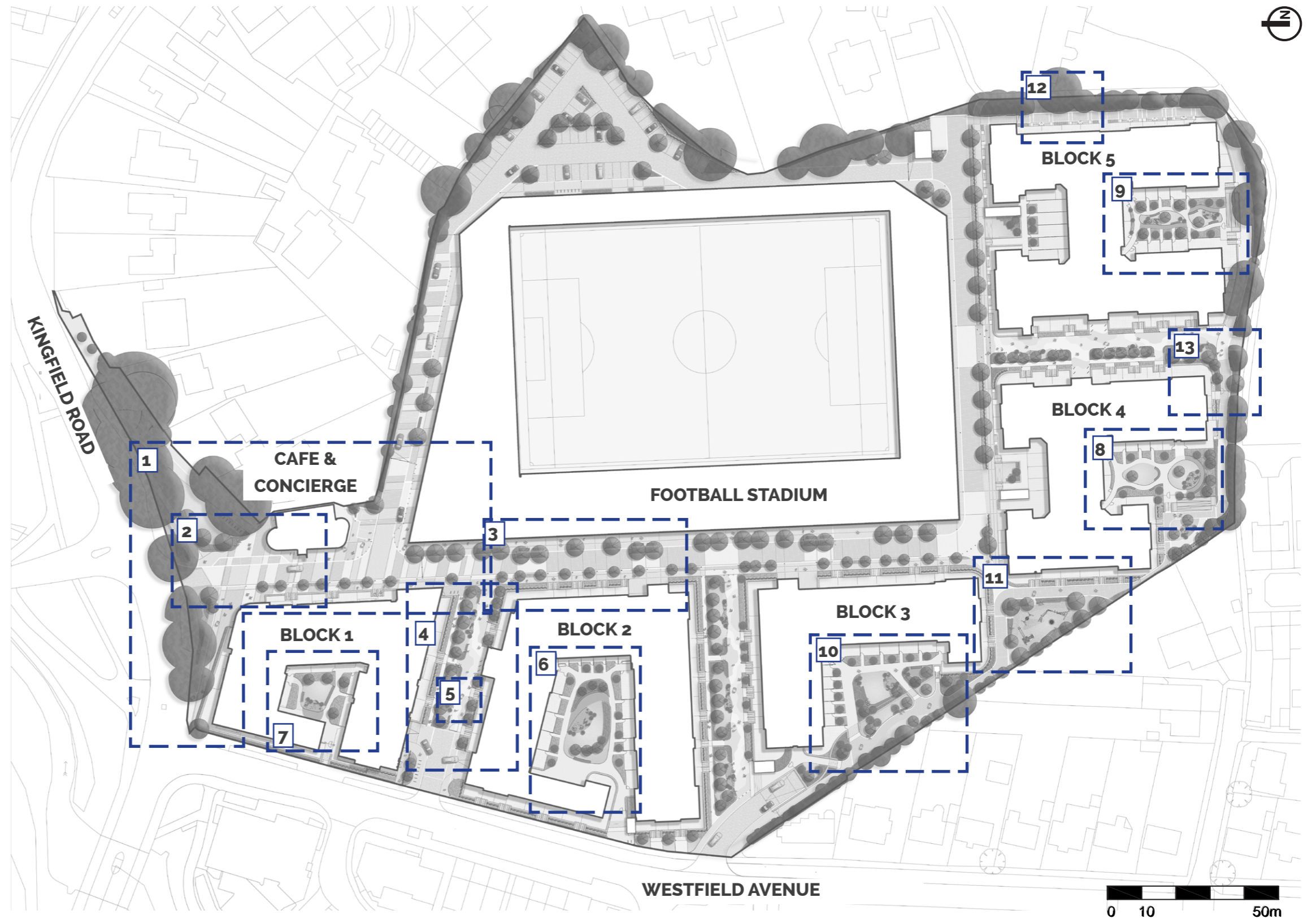
Additional communal open space is provided within the podium courtyard gardens and roof top amenity spaces. These areas are principally for the use of the residents with areas of informal play included in the podium gardens.



# 6.9 Detailed Landscape Proposals

The following pages review detailed areas of each of the key character areas and explain how the character and spaces have been achieved through the design layout and the material selection.

**1** Detailed landscape area - refer to following pages

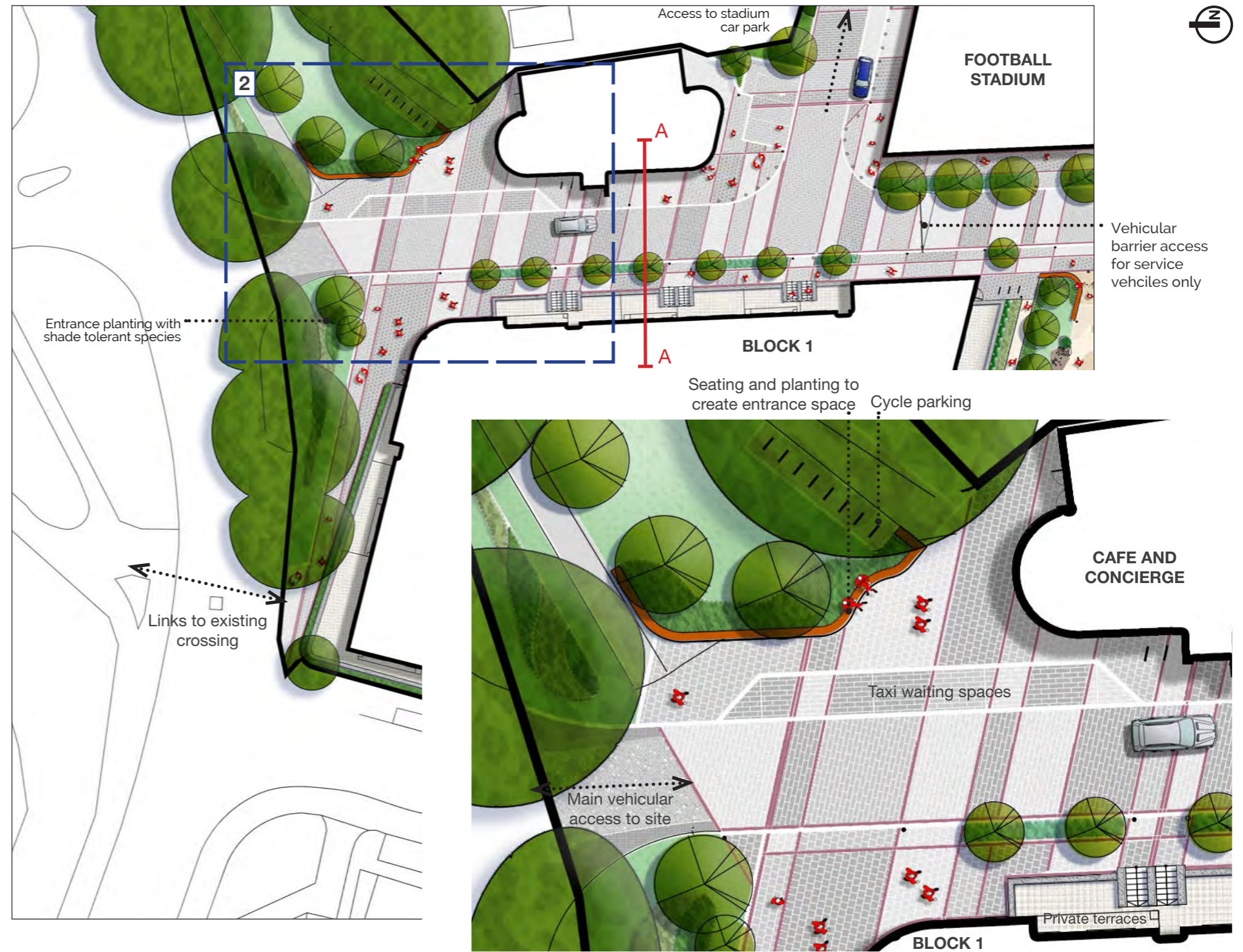


# 6.9 Detailed Landscape Area

## 6.9.1 Main Entrance

The main entrance to the new development seeks to:

- Provide a clearly defined arrival space
- Harmonise the uses of the new football stadium and residential neighbourhood through well design spaces
- Use high quality robust materials. Paving will be specified to create an attractive and strong response to the architectural form, with contrasting banding and textures used to define uses and enhance legibility.
- Retain existing mature trees and plant new trees at the entrance



DETAILED PLAN 1 - Entrance and arrival area  
1:500

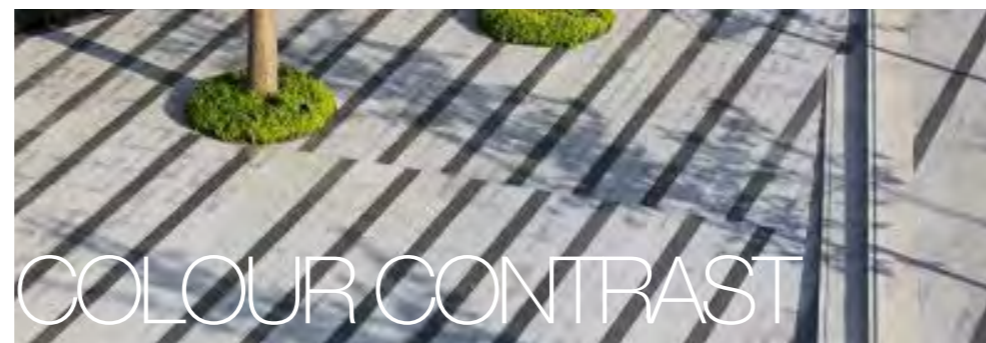
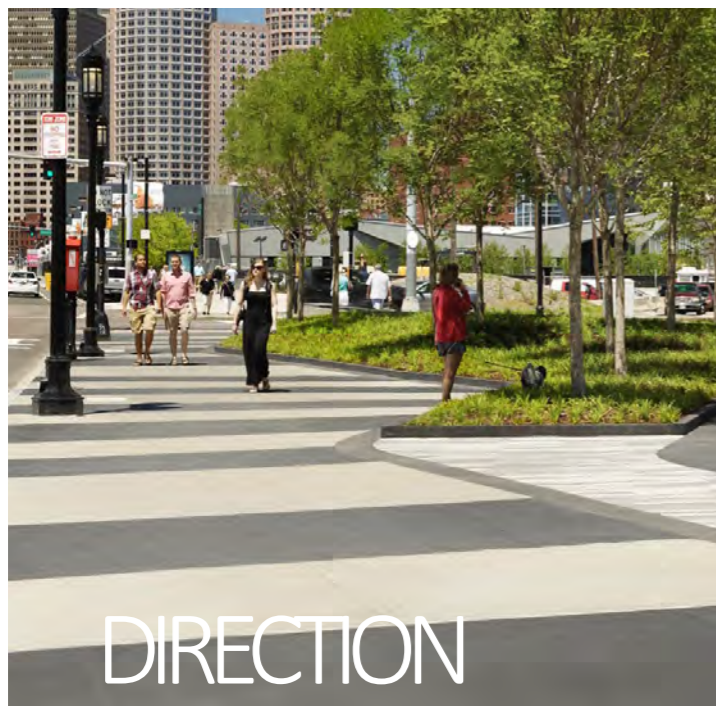
DETAILED PLAN 2- Main entrance area - 1:250

# 6.9 Detailed Landscape Area

## 6.9.1 Main Entrance



ILLUSTRATIVE SECTION AA - Through Block 1, entrance street and cafe - 1:100



# 6.9 Detailed Landscape Area

## 6.9.2 Central Boulevard

The central boulevard provides:

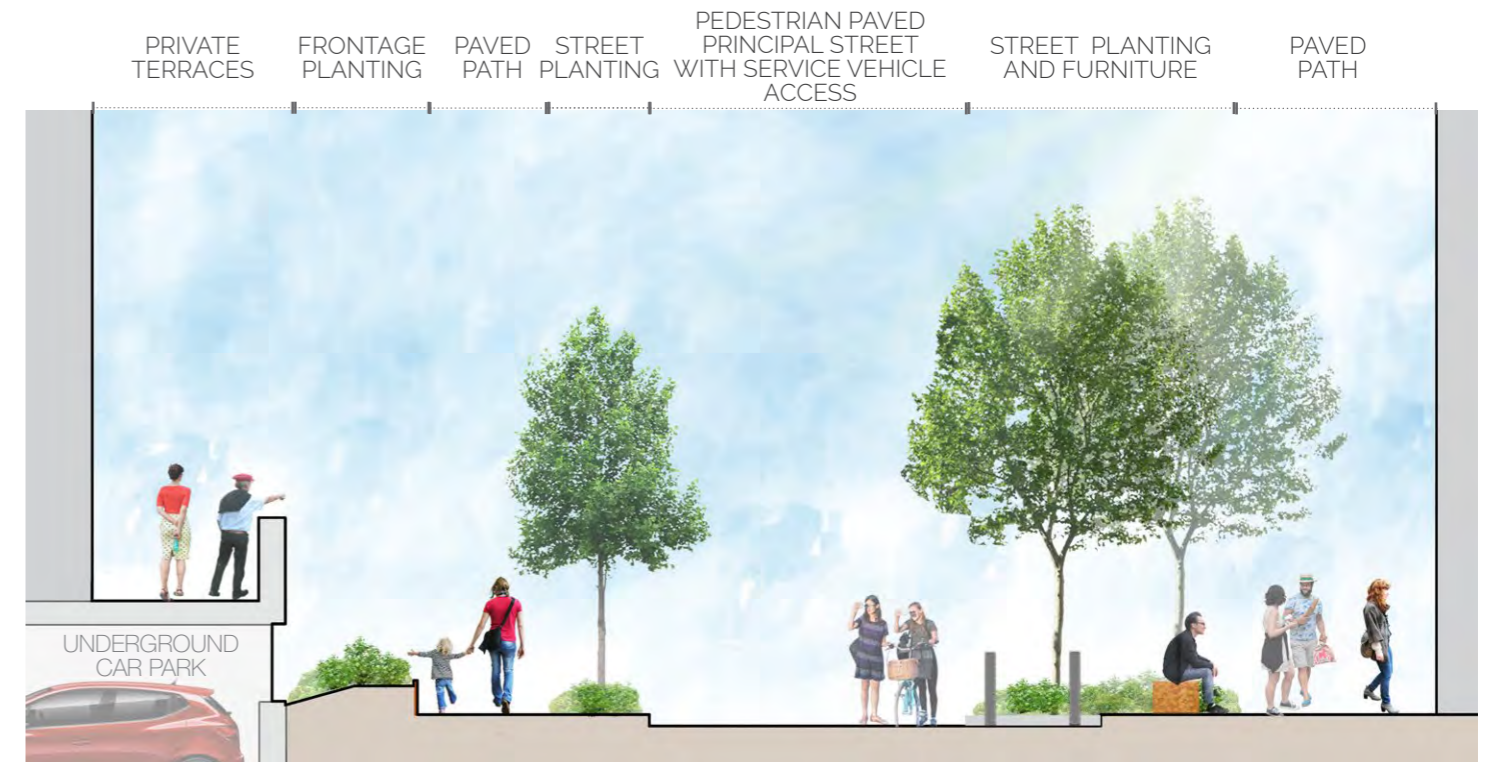
- a tree lined central axis to the site with a pedestrian focus.
- a legible high quality public realm in scale with both the football stadium and the residential areas

The paving will continue the material palette used at the site entrance area with high quality paving and accent banding. Vehicular barriers restrict access to service use only. The change to pedestrian only use is reflected in the change in rhythm to the banding.

The tree planting is under planted with long planting beds to allow for large species and the creation of rain gardens to collect water run off. Smaller tree species are proposed on the western side of the street and larger species trees on the eastern side responding to the scale of the building uses.

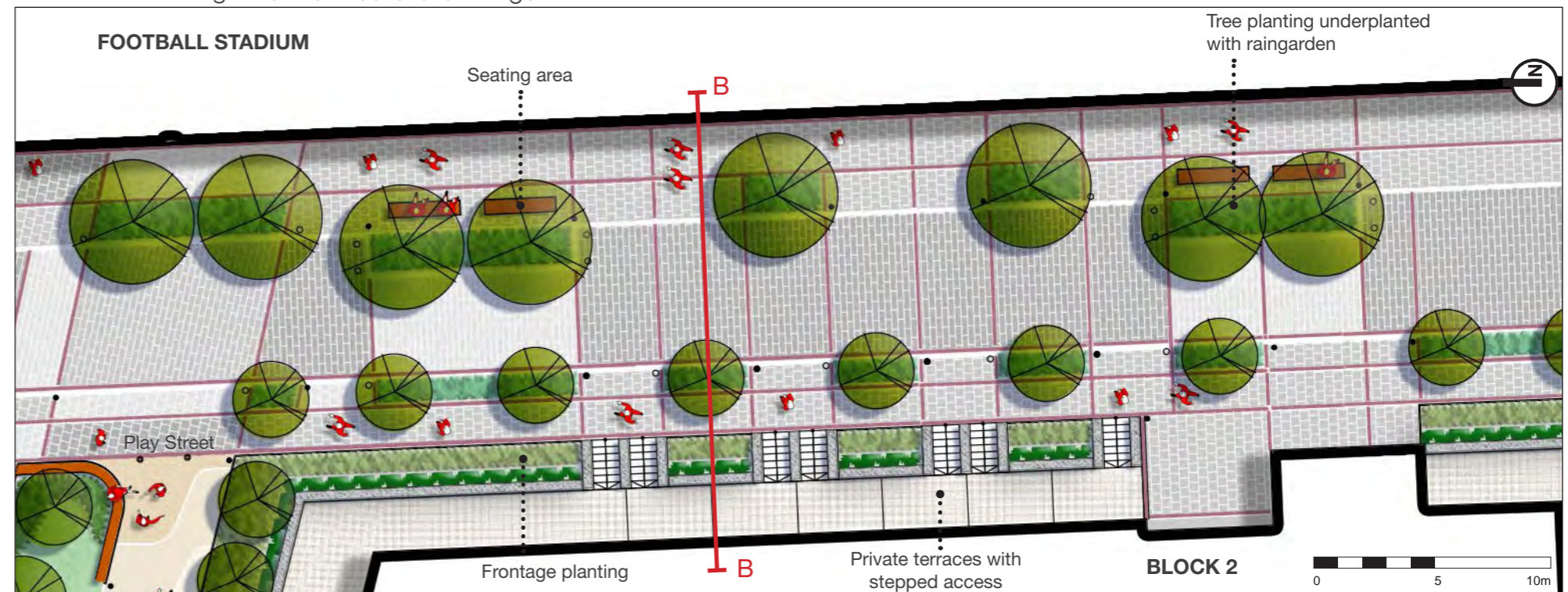
Residential terraces are raised from the street level to allow for the ventilation from car park level below. The terraces over look the street providing natural surveillance and are set back from the street activity with frontage shrub planting.

Regular seating opportunities are provided along the commercial side of the street.



ILLUSTRATIVE SECTION BB - Through Central Boulevard - 1:100

DETAILED PLAN 3 - Central Boulevard - 1:250



# 6.9 Detailed Landscape Area

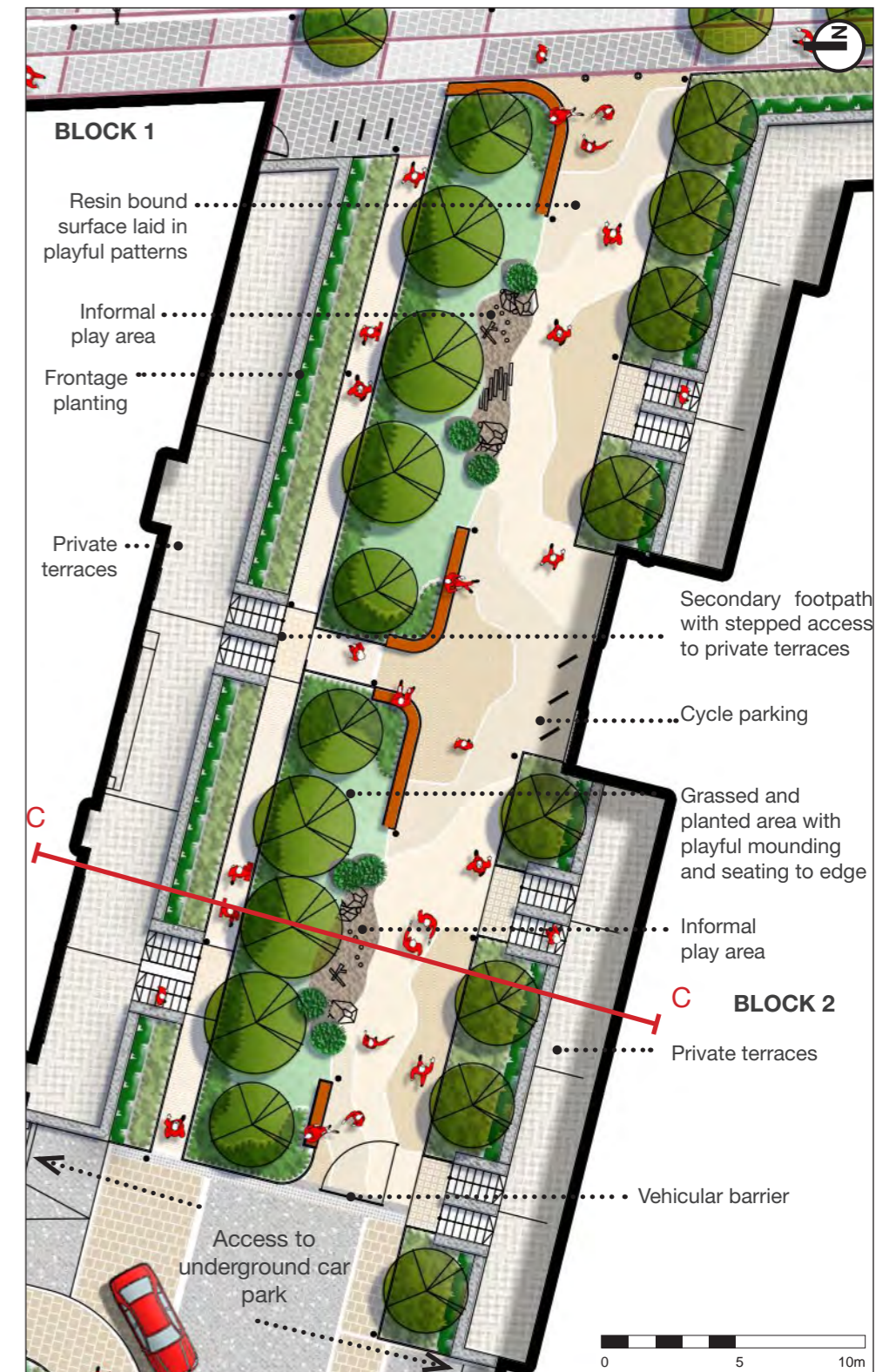
## 6.9.2 Central Boulevard

'Play streets' are set between the residential buildings and are designed to:

- Provide a clearly distinct character through use of materials and planting
- Provide a pedestrian focussed space
- Incorporate planting, lawns and play within raised areas
- Incorporate informal, natural play
- Design to accommodate below ground car park



ILLUSTRATIVE SECTION CC - Through play street - 1:100



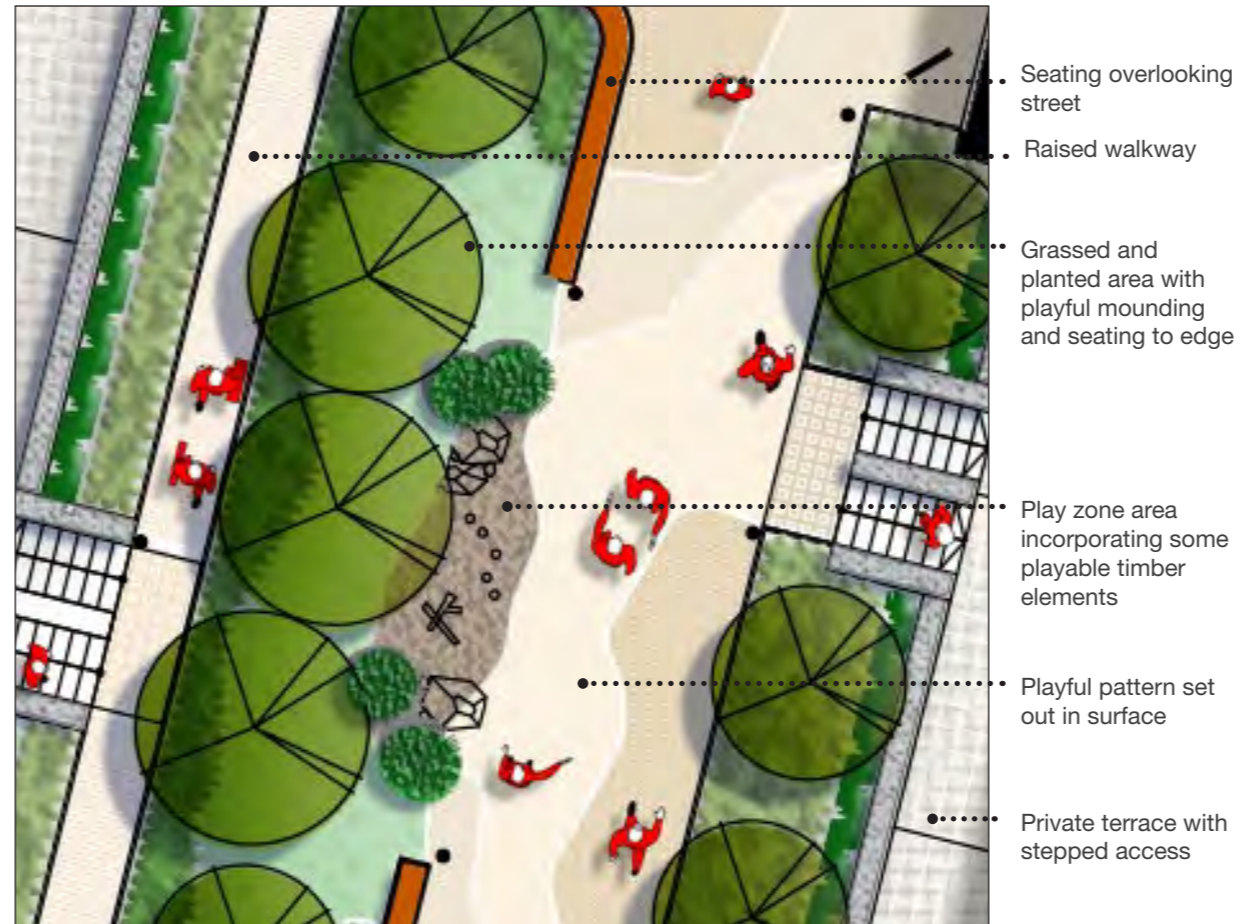
DETAILED PLAN 4 - Play street - 1:250

# 6.9 Detailed Landscape Area

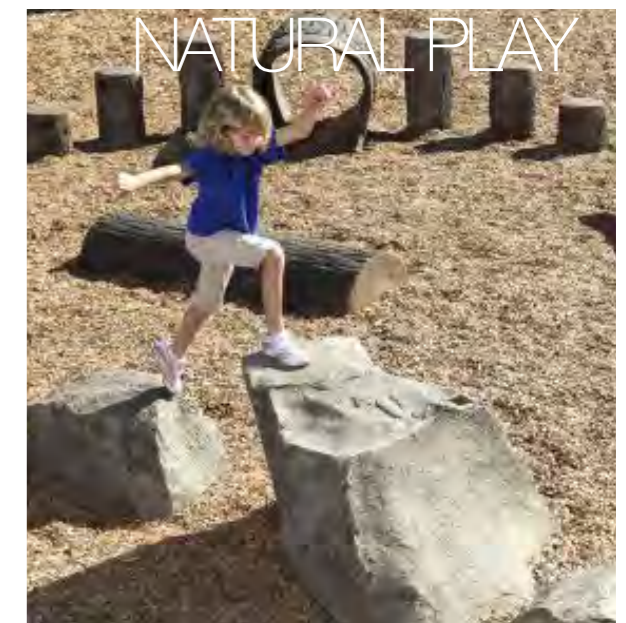
## 6.9.3 Play Street

The concept of the play street allows for informal play throughout. The use of varied paving materials create a playful and aesthetic floor pattern.

Along the play streets are focused play zones incorporating some incidental playable elements for younger children's play such as boulders, timber logs, small timber play sculpture.



DETAILED PLAN 5 - 'Play street' Play area - 1:200

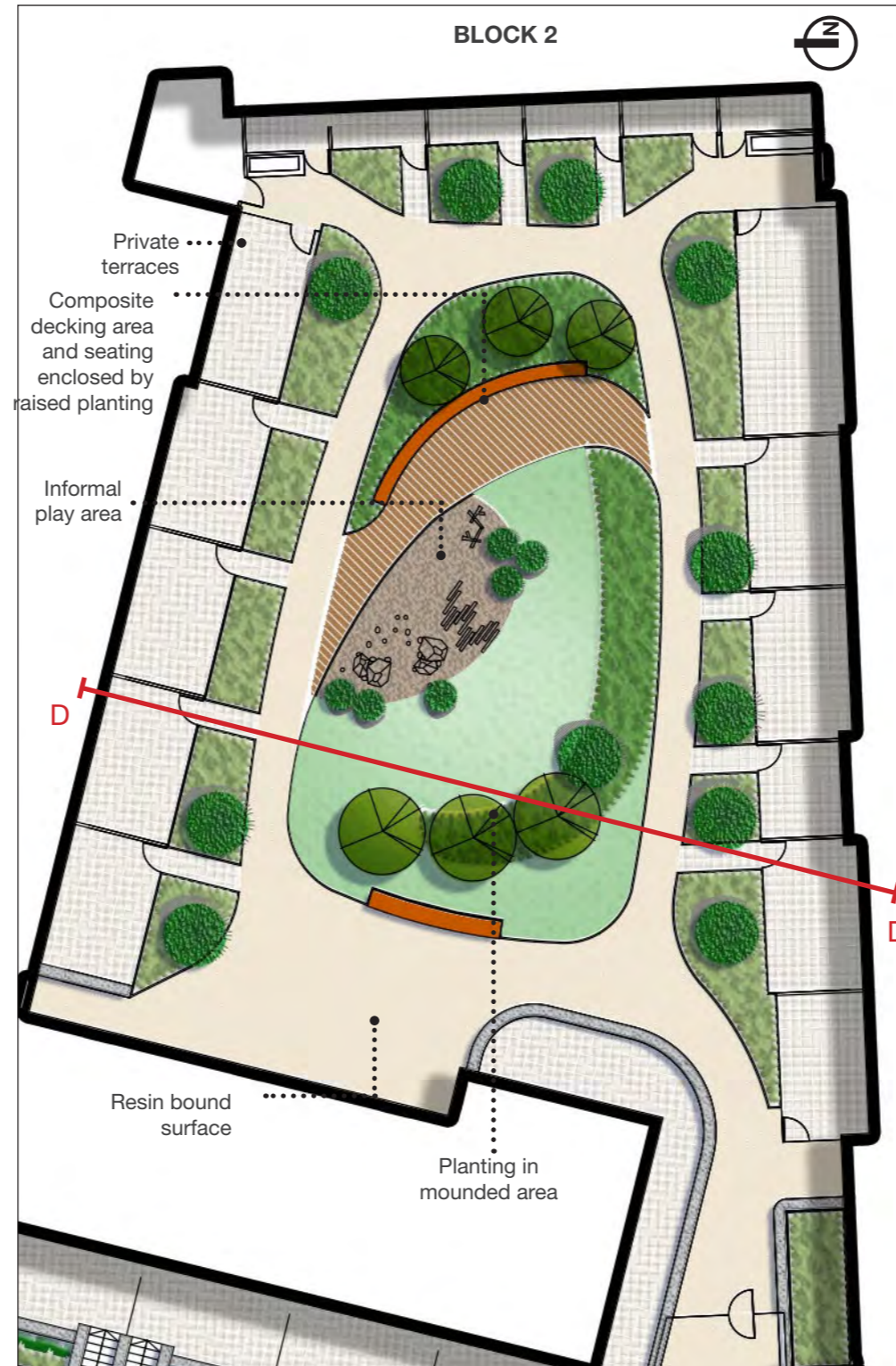


# 6.9 Detailed Landscape Area

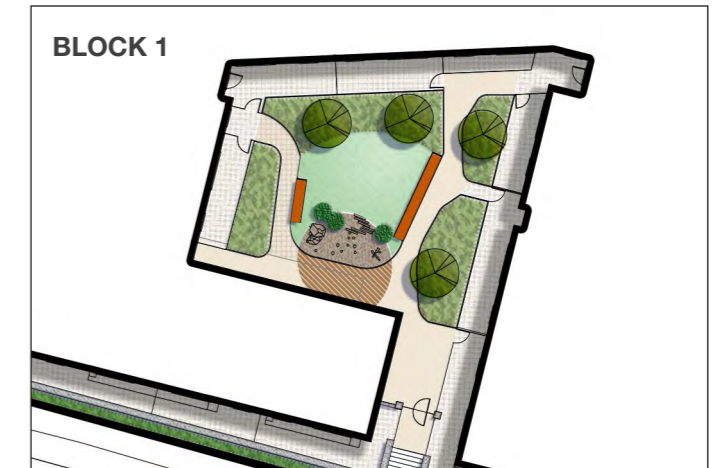
## 6.9.4 Podium Community Gardens

The communal gardens set within the residential buildings will:

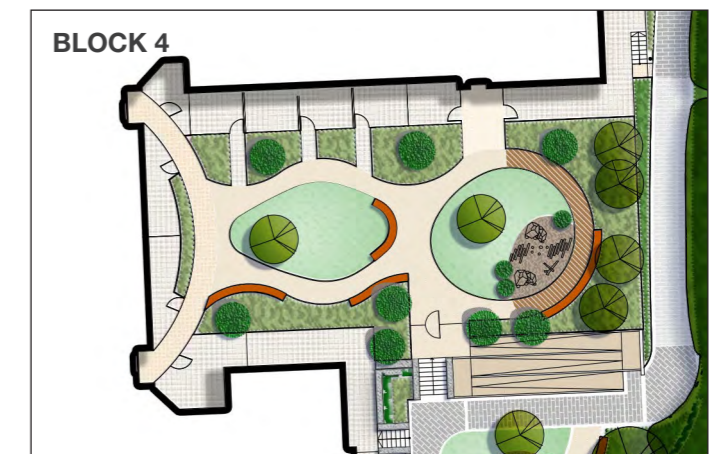
- Provide clearly defined communal and private amenity spaces for residents of each block.
- Use of combination of hard and soft areas to define spaces with a hard palette of resin bound gravel, composite timber decking and child friendly safety surface.
- Include areas of lawn and mixed planting in raised planters above the carpark areas below with mounded areas to provide for larger shrub/smaller tree species.
- Include incidental natural play elements for young children's play.
- Provide seating integrated into the raised planters.
- Be attractive when looked down upon from above.



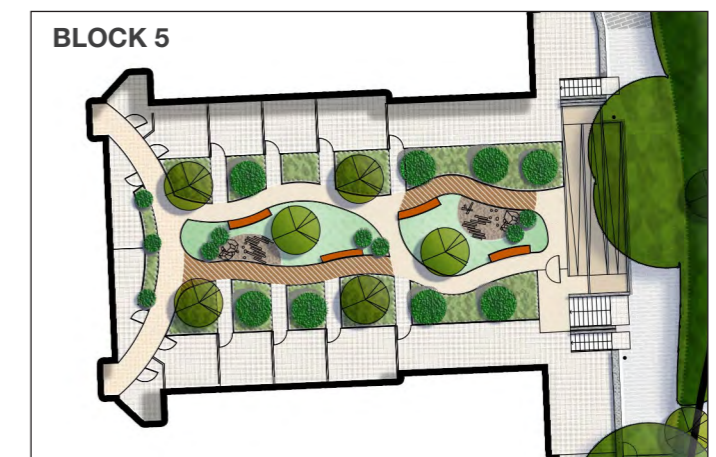
DETAILED PLAN 6 - Block 2 Podium Community Garden - 1:250



DETAILED PLAN 7 - Block 2 Podium Layout



DETAILED PLAN 8 - Block 4 Podium Layout



DETAILED PLAN 9 - Block 5 Podium Layout Above Plans 1:500



# 6.9 Detailed Landscape Area

## 6.9.4 Podium Community Garden



ILLUSTRATIVE SECTION DD - Through community podium garden - 1:100



# 6.9 Detailed Landscape Area

## 6.9.5 Communal Open Space

The communal open space for Block 3 is set over two levels, split between a podium level above the car park and along the ground level connecting to the western boundary.

The higher level provides a central communal space consistent with the podium courtyards, incorporating:

- A grassed area enclosed by planting set in mounding and raised planters with integrated feature seating
- An area for incidental natural play elements for young children's play
- A smaller intimate composite decking area and seating enclosed by planting
- Private paved terraces with planted frontages bordering the circulation path

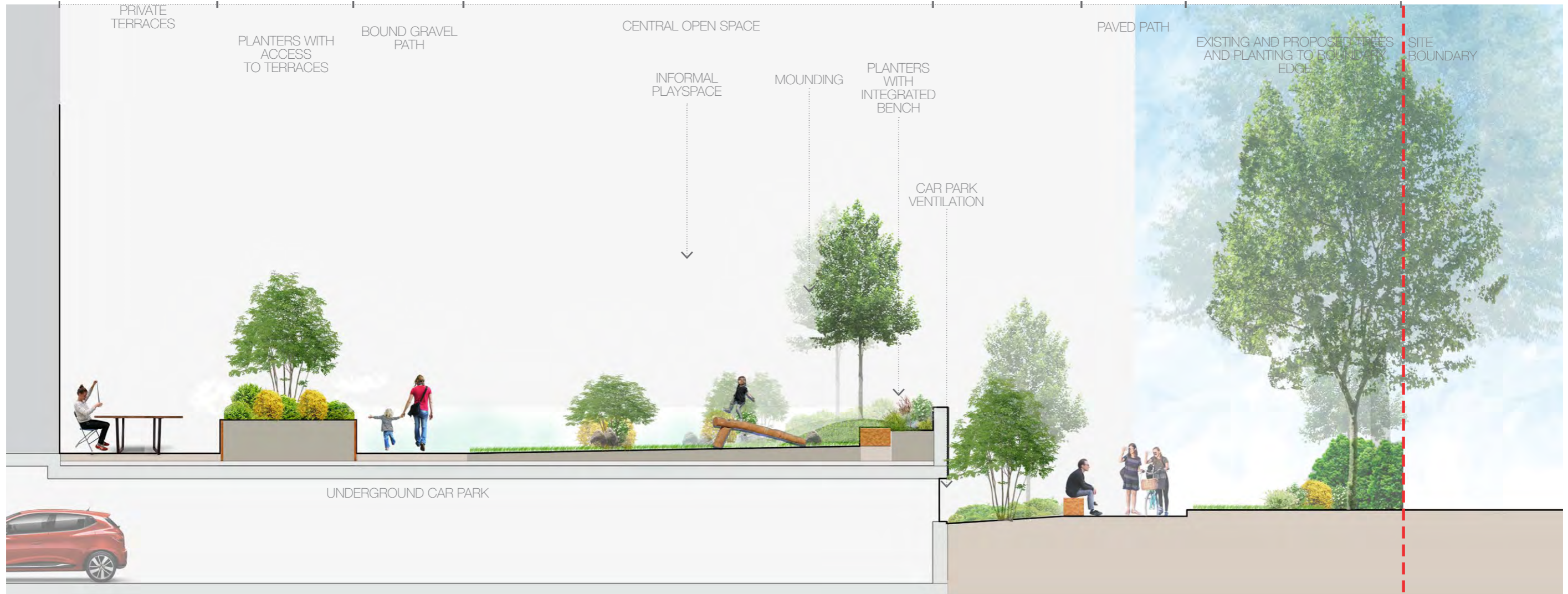
At ground level, a space is created along the paved pedestrian path which connects residents to the surrounding foot path network. The space incorporates seating, grassed areas, tree and shrub planting. The existing vegetation along the boundary will be retained and enhanced.



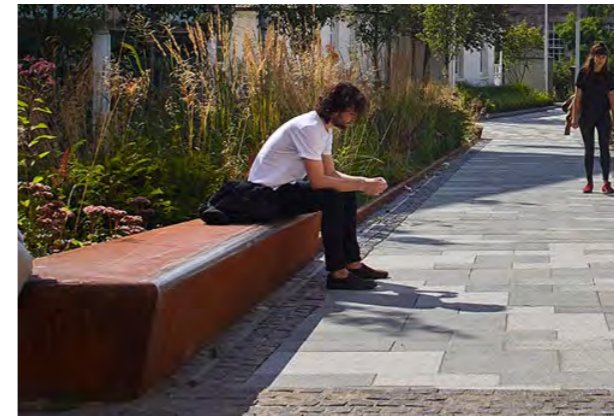
DETAILED PLAN 10 - Public Open Space, South-western boundary - 1:250

# 6.9 Detailed Landscape Area

## 6.9.5 Communal Open Space



ILLUSTRATIVE SECTION EE - Through podium and western boundary 1:100



# 6.9 Detailed Landscape Area

## 6.9.6 Pocket Park with Equipped Play Area

The pocket park is set within the open space of Block 3 and 4 and provides a recreational space with:

- Formal timber play equipment for engaging a varied of ages set in bound rubber mulch safety surfacing
- Feature seating with playful character and form
- Access via the principle pedestrian route and from the pedestrian paths
- Natural surveillance from overlooking Blocks 3 and 4
- Tree and shrub planting, including larger growing species and additional trees to replace the tree loss in this area
- Enhanced planting along the site boundary providing a green buffer to surrounding residential properties

The play area is enclosed by a paved pedestrian path (with service access only) which provides access to the residential blocks and associated private terraces. The terraces are set back from the space and separated with frontage planting.



DETAILED PLAN 11 - Equipped play area - 1:250

# 6.9 Detailed Landscape Area

## 6.9.6 Pocket Park with Equipped Play Area



ILLUSTRATIVE SECTION FF - Through pocket park - 1:100



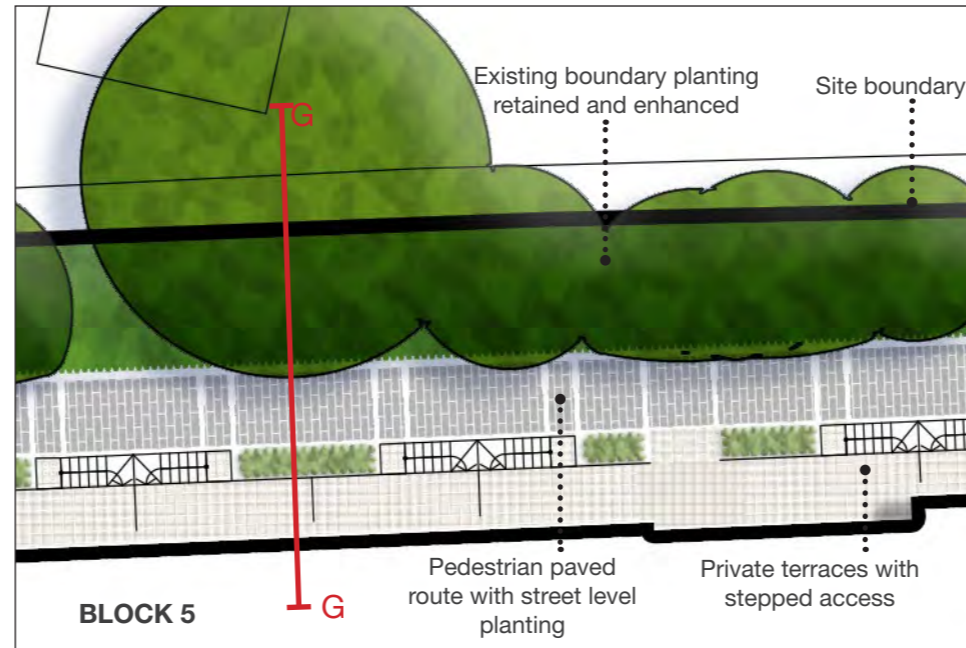
# 6.10 South-Eastern and Southern Boundary

A pedestrianised route follows the site boundary along the southern portion of the site and wraps around the residential blocks. The paved route provides access for residents around the building and link to the podium communal gardens and pocket parks. The route is gated to discourage use as a through route.

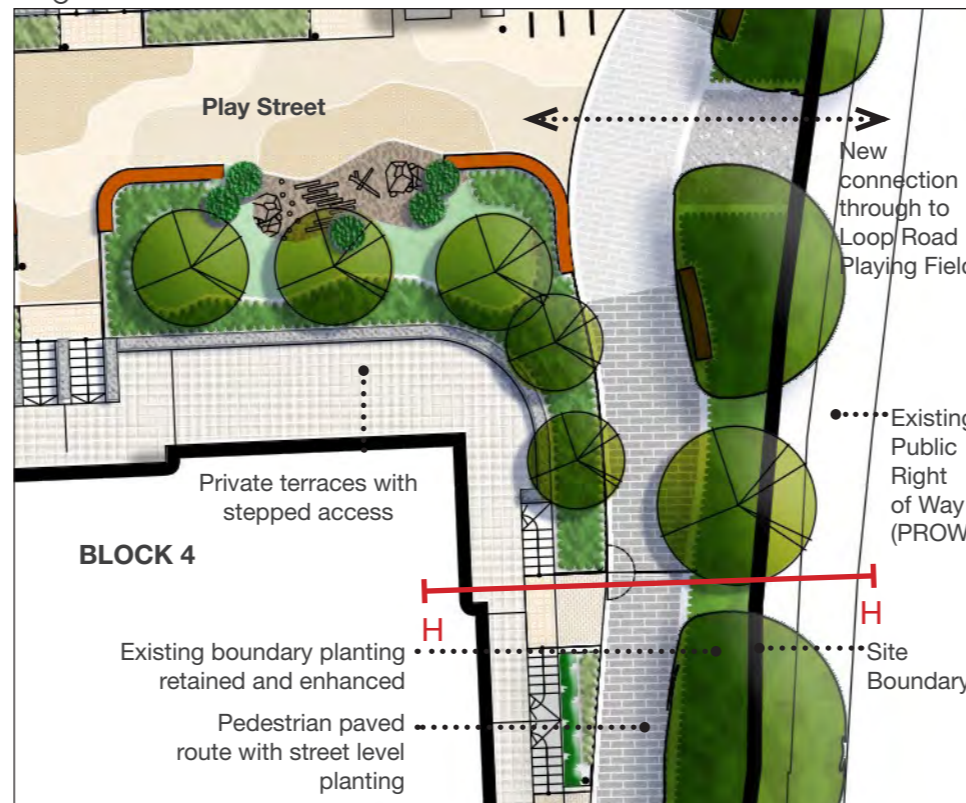
A new publicly accessible link is made from the play street through to the Loop Road Playing Fields to the south of the site, linking to the wider footpath network.

The paving materially links to the wider site material palette is visually broken up with banding and colour changes using light, mid and dark grey tones. Seating opportunities are provided along the route.

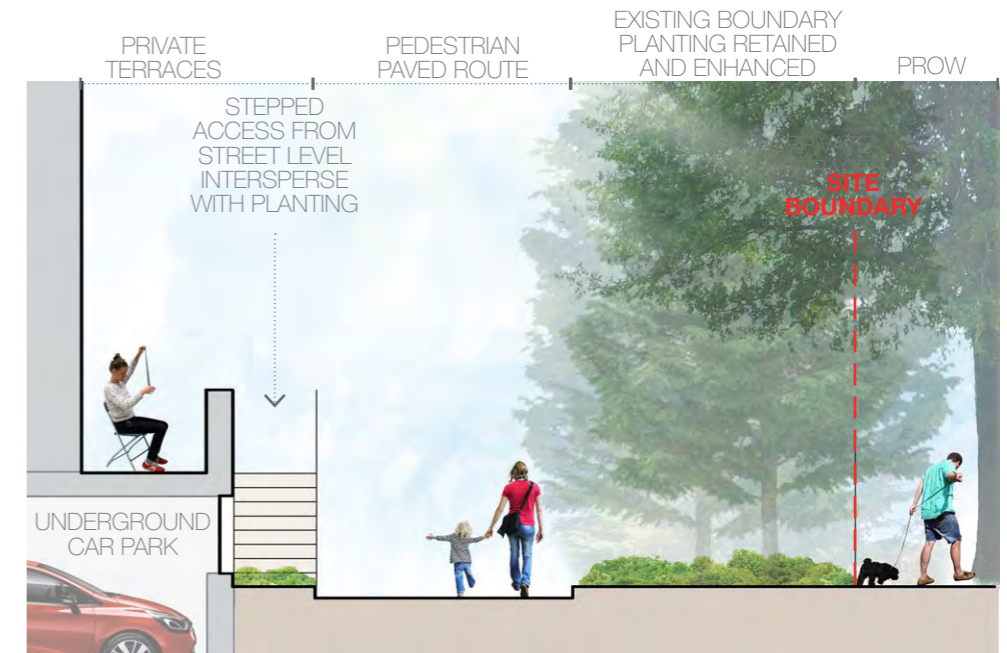
Existing trees and vegetation along the periphery will be retained where possible and enhanced with new planting to provide a green buffer to the southern perimeter of the site.



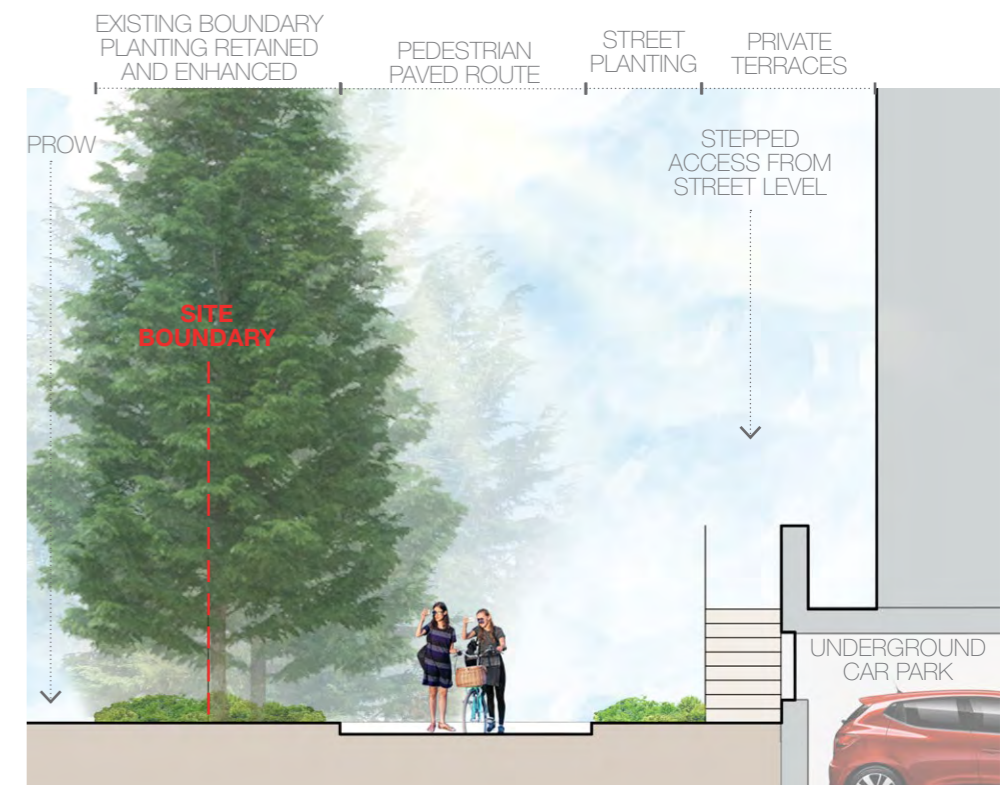
DETAILED PLAN 12 - South-eastern and southern boundary 1:250



DETAILED PLAN 13 - Southern boundary - 1:250@A3



ILLUSTRATIVE SECTION GG - Through Block 5 and eastern boundary 1:100



ILLUSTRATIVE SECTION HH - Through Block 4 and southern boundary 1:100

# 6.11 Green Roof Strategy

The residential blocks incorporate amenity roof gardens and biodiverse roofs. The roofs are accessible via the central cores.

Roof gardens provide amenity to the residents of each block and will be visually attractive when viewed from the apartments above. These are design to be low maintenance and flexible in use.

Planting will be selected to be tolerant of the more exposed conditions, whilst still providing a visually attractive range of species that will also encourage insects and pollinators.

Elsewhere, green roofs are proposed to add to the overall biodiversity of the development. Whilst intended to be low maintenance, safe access will be provided to allow for maintenance to the roof as required.

The roof layouts will be subject to detail design and coordinated of any safety, engineering or plant requirements.



**1** Detailed landscape area - refer to following pages

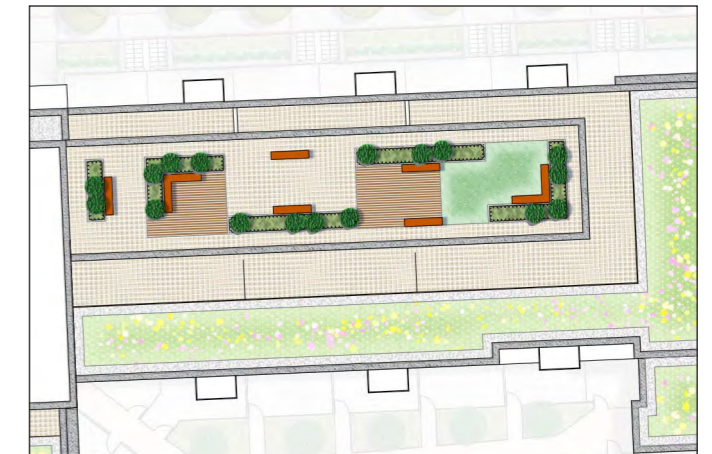
0 10 50m

# 6.12 Amenity Roof Terraces

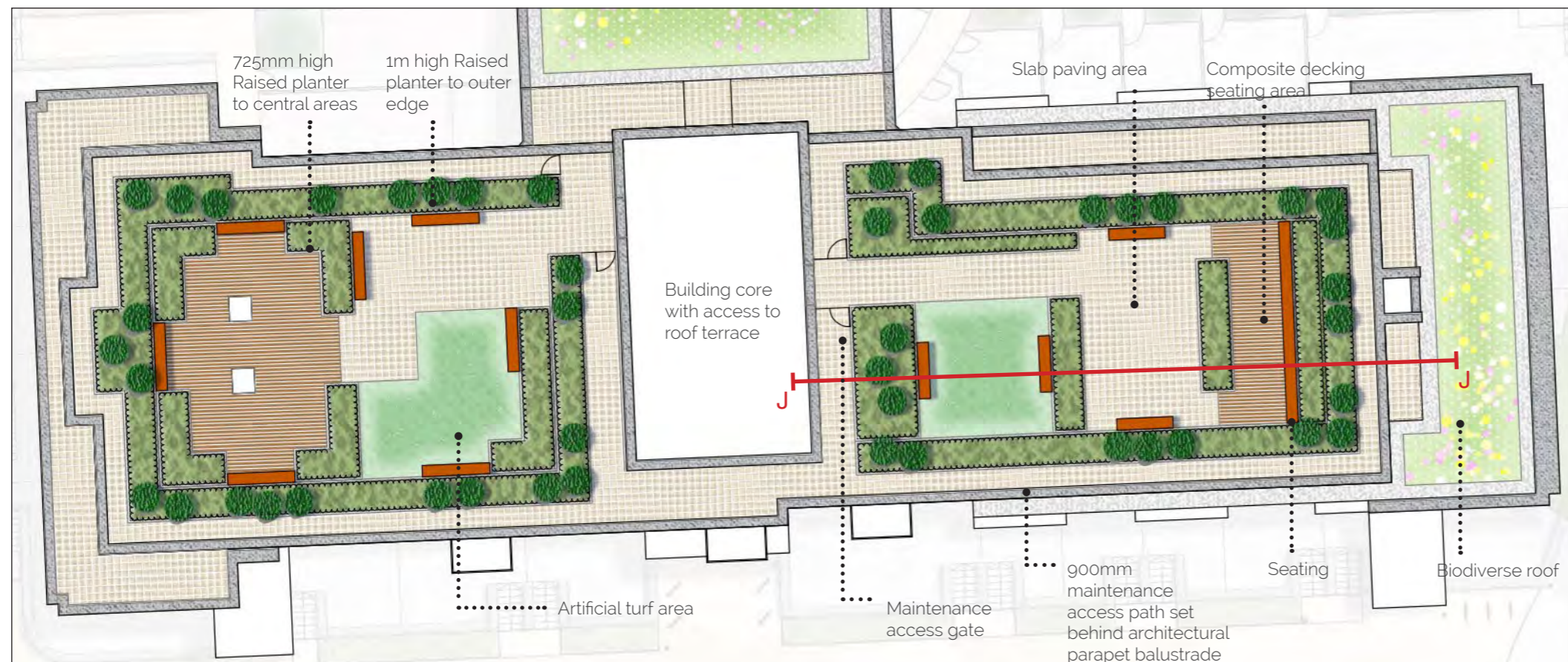
The roof gardens comprise of a paved area, composite decking, areas of artificial lawn and raised planters. The layout of each provides opportunities for different uses by individuals, small or larger groups. The gardens will have a safety fall height balustrades to the edge as part of the architectural detailing. Planters will be set back from the balustrade and include a maintenance access path around the perimeter.



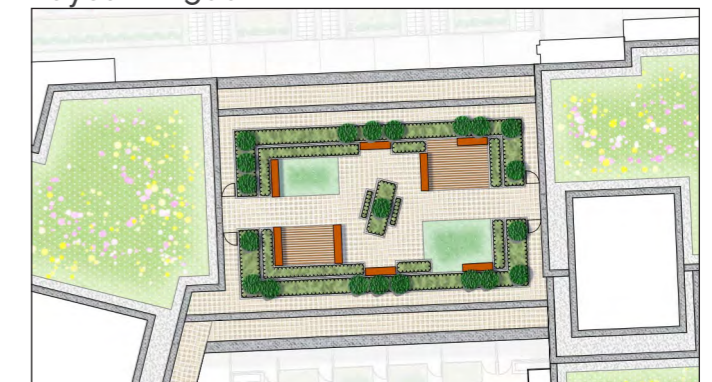
DETAILED PLAN 15 - Block 5 Amenity Roof Terrace Layout - 1:500



DETAILED PLAN 16 - Block 3 Roof Terrace Layout - 1:500



DETAILED PLAN 14 - Block 5 Amenity Roof Terrace - 1:250



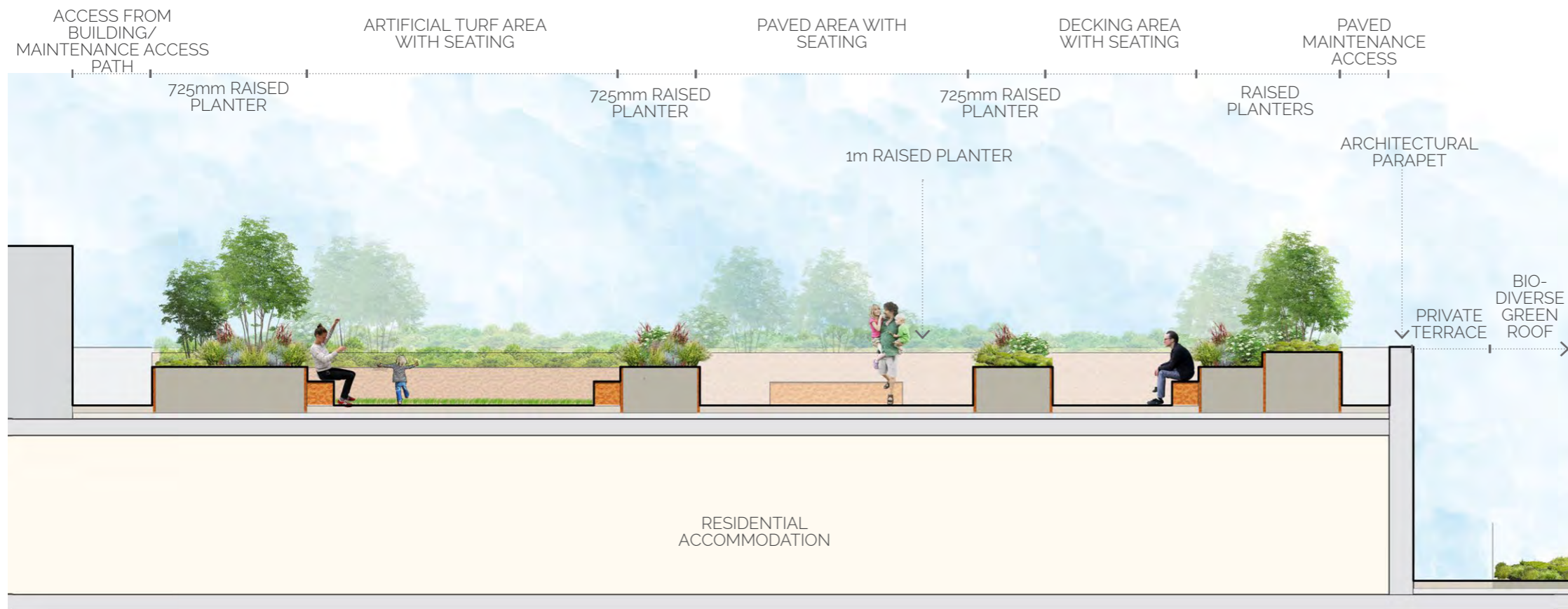
DETAILED PLAN 17 - Block 2 Roof Terrace Layout - 1:500



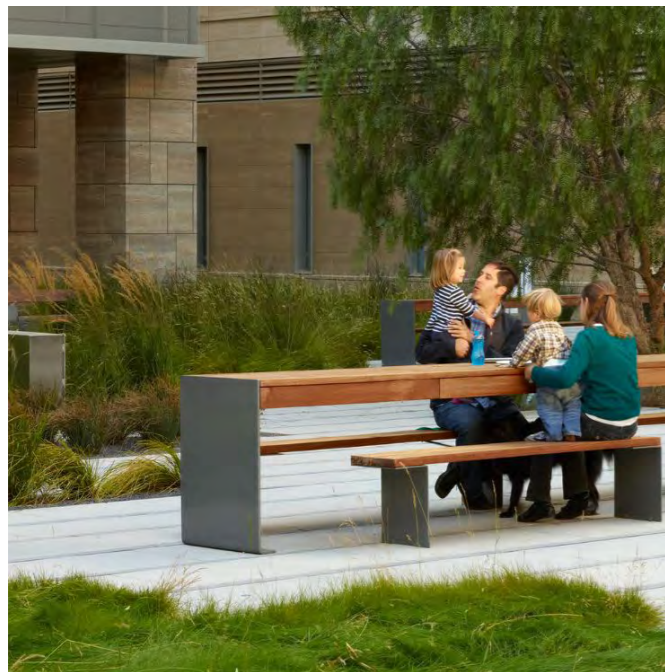
DETAILED PLAN 18 - Block 1 Roof Terrace Layout - 1:500



# 6.12 Amenity Roof Terraces



ILLUSTRATIVE SECTION JJ - Through Block 5 Amenity Roof Terrace - 1:100





# APPENDIX 1

# 7.0 Public Consultation

## 7.1.5 Public Consultation & Design Development

18th July 2019

A public consultation was held at the local community hall in July. The design of the scheme was received well.

Following the public consultation the access to the car parking deck was amended as indicated on the adjacent plan. All car access to the site would be from Westfield Avenue as opposed to Kingfield Road.

A further reduction in block 4 was accommodated to reduce the impact on the existing residences to the South-East.



# 7.0 Public Consultation

## 7.1.6 Design South East Presentation

19th September 2019

The scheme was presented to a Design South East, an independent design review panel, for review in September and following this on the 8th October 2019, they responded formally with the following key points. It should be noted that their key points which followed this below were set out at the presentation on the 19th, and hence we had already started to address these by the time we received the formal notification.

### **THEIR KEY RECOMMENDATIONS ARE LISTED BELOW:**

1. The boundary treatments require further attention, particularly in relation to the perimeter footpath on the western side of the development.
2. More activity surrounding the stadium would benefit a year-round appeal of the proposal to local communities.
3. The reduction in traffic has led to an over-pedestrianised development, and the introduction of small levels of controlled traffic would benefit the efficiency and levels of activity at the site, and corresponding sense of personal safety and security.
4. The brick detailing of the tall residential blocks should be extended over all residential development, including the glass proposed at the top of the residential blocks. This will ensure consistency in architectural language.
5. The entry sequence to the development requires further consideration. This may include the extension of highways enhancements beyond the site boundary.
6. Pedestrian-scale analysis should be conducted to ensure efficient and safe movement throughout the site both on match days and year-round.
7. Reflecting the brick detailing of the buildings in the landscape strategy will enhance the high-quality character of the proposal. Additional children's play space is necessary to meet the needs of residents.

# 7.0 Public Consultation

## 7.1.7 Design South East Presentation - Our Response

### OUR RESPONSE TO THOSE POINTS MADE IS AS FOLLOWS;

- 1.** In response to the comments on boundary treatments and footpaths on the western side of the development, it was decided to gate off the private residents amenity spaces that sit behind the buildings, in particular blocks 3, 4 and 5 and near this Western boundary. This will allow these to become private residents spaces rather than public routes and allow better monitoring and control of these areas, and not allowing them to be a risk where the public may be disoriented or funnelled or feel oppressed. In addition we feel that the relationship of the buildings and the car park, in proximity to these boundaries is adequate. These boundaries to the east, west and south have mature landscaping at their edge, but the boundaries are not hard up against buildings beyond the site boundary which would make the buildings seem oppressive. The boundaries have mainly open space beyond and therefore the building proximity to the boundaries should not cause any concern. To support this more detailed cross sections of this area and analysis are included within the landscape proposals.
- 2.** Our clients have already proposed permanent units in the available space at the base of the stadium, which will offer year round activity. The addition of the medical facility in the far northern end will only enhance this. We believe the level of ancillary space is of a critical mass to support the new community and aspirations of the scheme. We cannot remove the statutory space that is needed to make the stadium work operationally so adding any further space is not possible beyond what we have proposed now.
- 3.** We have addressed this point since the presentation and are now allowing controlled deliveries via the concierge, into and out of the site, for residents.
- 4.** We have taken on board the comment about the glazed tops and now changed all the top glazed sections to brick elements which we have presented to the planning authority various options which they have agreed a preferred approach. That is now incorporated into the proposals. The comment about the language of the taller blocks is a little confused. The buildings need to respond to their context and the language we have used in different parts of the site does that. The language of the taller blocks has been used to emphasise the verticality, however where we adjoin the lower buildings, we have used this to reduce scale and increase articulation which we believe is the right approach.
- 5.** ARC have addressed the improvements to the entry sequence as part of their scope and this is covered in their proposals.
- 6.** We have revised movement and access within the site, and as referred to in the comment on point 1, we have improved the permeability by more clearly defining safe routes, and gated off those that should be private. We have also identified that the site will have a site wide lighting and CCTV strategy which will enhance this along with the managed approach to the site via the concierge.
- 7.** ARC have responded on the comments here in their landscape proposals, however whilst we disagree with the comments on additional facilities for play, given a public park at one end of the site and large playing fields to the south, we have added a dedicated childrens play area now between blocks 3 and 4, off the main boulevard and located with excellent passive surveillance (but at safe distances) for childrens play.

An architectural rendering of a modern multi-story brick building. The building features a mix of brick textures, including a grey brick section on the ground floor and upper levels, and a lighter brick section on the upper floors. It has large windows and balconies with dark railings. In the foreground, a paved courtyard area is populated with diverse people walking, talking, and playing. There are trees, greenery, and a red awning on the right side. A semi-transparent blue banner is overlaid across the middle of the image, containing the text 'APPENDIX 2' in white, bold, sans-serif font.

# APPENDIX 2

# 8.0 Residential / Masterplan Design Evolution

## 8.1.1 Initial Masterplan

Leach Rhodes Walker were engaged initially by Goldev on behalf of Woking Football Club, to review the masterplan and proposals for the site in June 2018.

At that stage an indicate masterplan for redevelopment had already been presented to the Council, and this plan was prepared by Scott Brownrigg

Our role was to review that plan, and consider this against the site constraints, and the clients brief. The clients brief and analysis and design principals are set out in the separate masterplan section of the D and A.

The initial masterplan prepared by Scott Brownrigg is on the right.



# 8.0 Residential / Masterplan Design Evolution

## 8.1.2 Initial Masterplan

This plan had scope for improvement from our perspective, and our comments were;

- Confused journey through the site.
- New streets and public realm which didn't appear to go anywhere.
- Football pitch surrounded by apartments.
- Football stand very close to Westfield bungalows.
- Apartments built over football stands (complexity of design, cost and delivery of the scheme).
- Large scale apartments along all boundaries.
- Apartment buildings sat on boundaries with blank walls facing rear gardens.
- Buildings with windows in close proximity to residential rear gardens.
- Full basement car parking (viability issues).
- Loss of mature trees to Kingfield Road and other boundaries.
- Lack of good mix to the scheme (only studios and 1 and 2 bed units).
- Lack of activity at ground floor.

The initial plan prepared by Scott Brownrigg had improvements we felt we could make to the design itself, which we referred to as 'added value' proposal, and we also considered that there may be a better strategy for the design which created a more cohesive masterplan for the site.

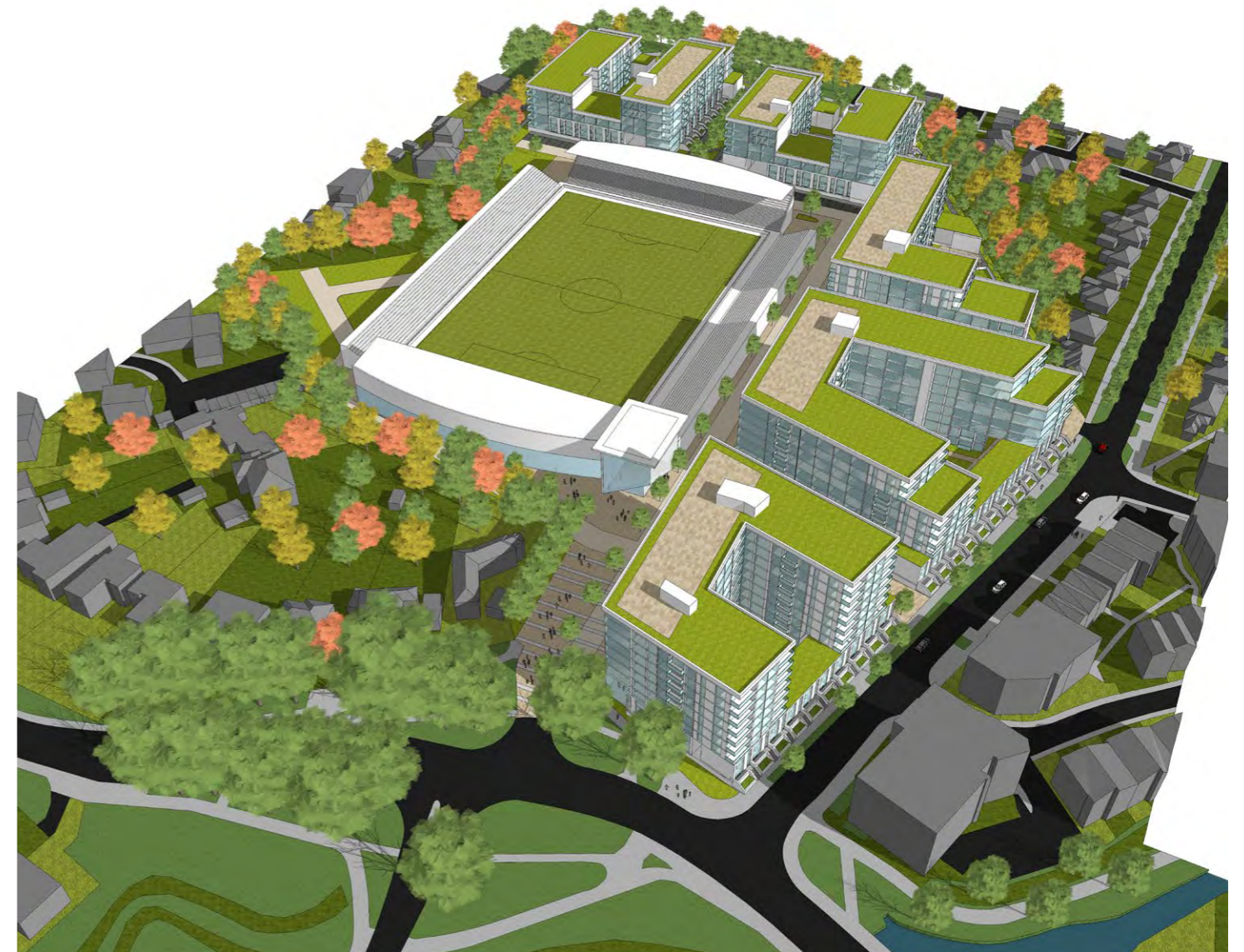
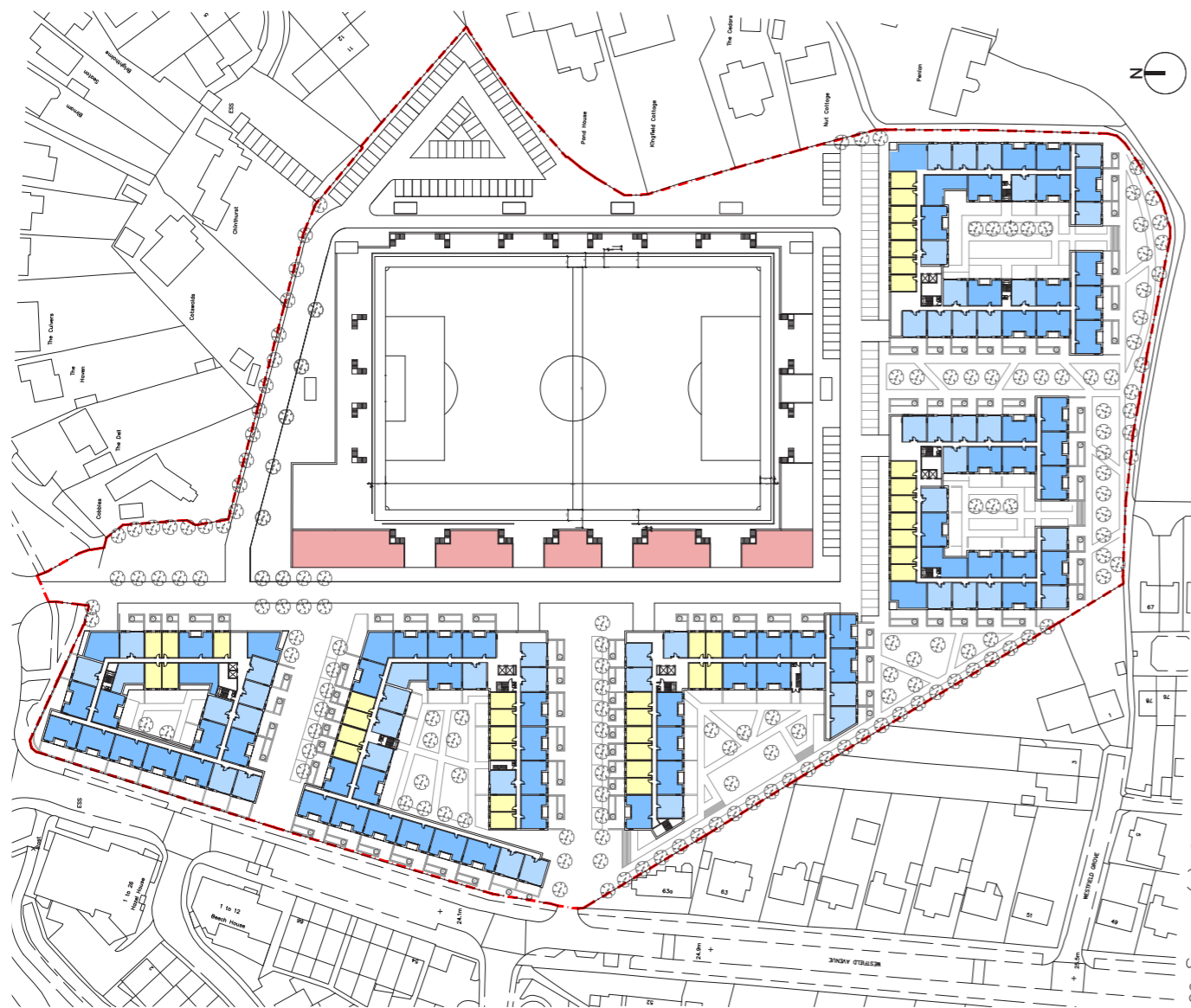




# 8.0 Residential / Masterplan Design Evolution

## 8.1.4 Alternative Masterplan

However, we also suggested to the client at the same time that the layout could be improved significantly, and we tabled an 'alternative layout', which improved many of the design related issues highlighted earlier. This alternative proposal created an increase in unit numbers to 1022 units but maintained the NIA similar to Scott Brownrigg's scheme at 549,965 sqft.



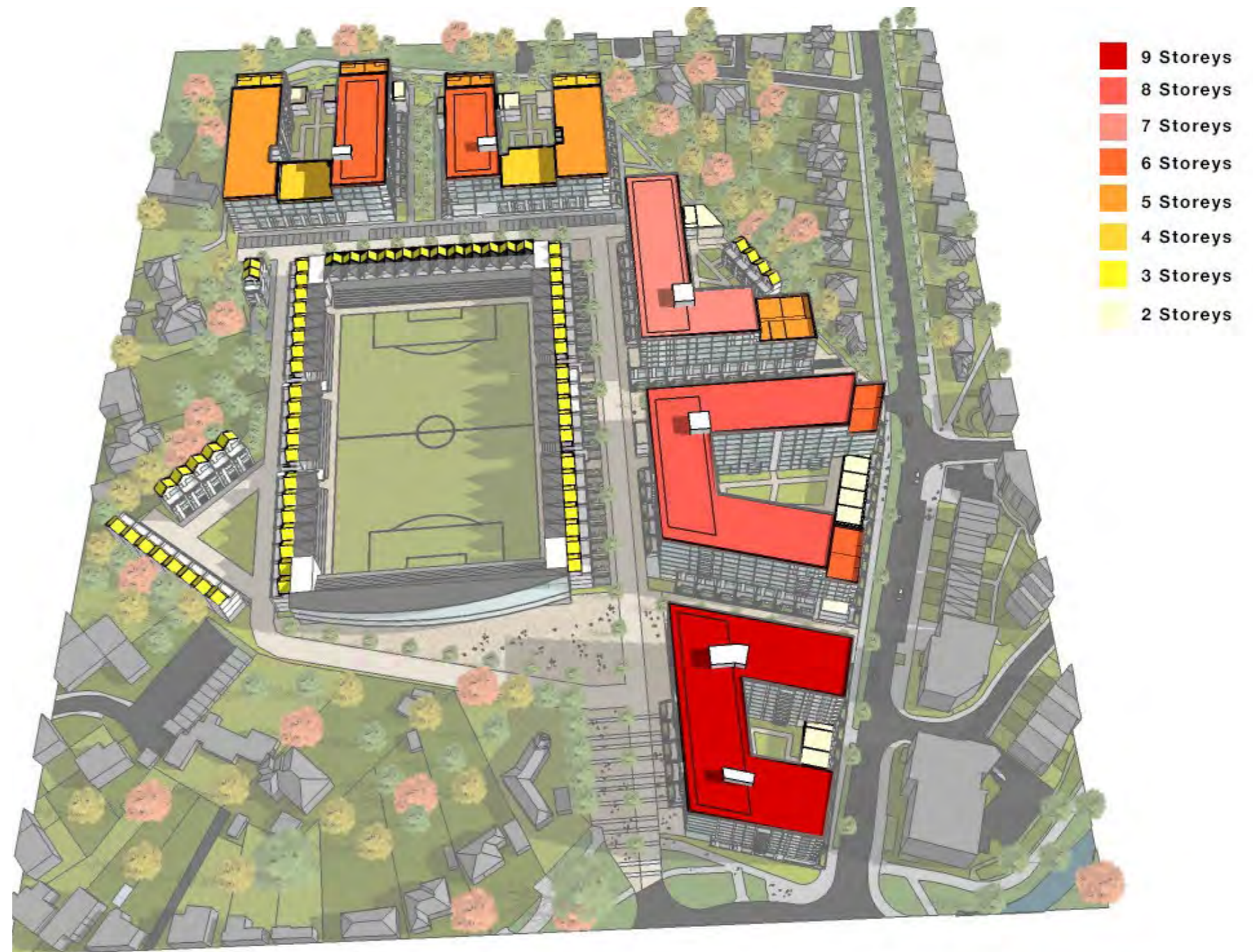
# 8.0 Residential / Masterplan Design Evolution

## 8.1.4 Alternative Masterplan

The alternative proposal had the benefits of;

- Maintaining the entrance off Kingfield to the Stadium, but make this a gateway entrance to the residential and the residential.
- Moving the stadium to within the site keeping the low element of the scheme adjoining the rear boundaries of adjacent properties to the North and East.
- Using the entrance off Kingfield to create a new 'legible' street within the site.
- Use this street to create activity at the base of the Stadium.
- Create clear legibility of layout and split the site into deliverable blocks of new homes.
- Create new street connections from Westfield.
- Repair Westfield with new built form street frontages.
- Maintain the taller buildings within the site around the new Street.
- Hide all cars from view in half in half out of the ground car parking.
- Create a clear zone for new residential and also for the new stadium so its more of a cohesive design.
- Animate the ground levels with active units at ground floor.
- Create clear public and private space
- Orientate the buildings predominantly North South to maximise daylight.
- Connect the scheme to the playing fields behind.
- Respect and maintain and enhance the mature tree lined boundaries to the site.
- Add green roofs to the roof spaces.

Given the major improvements to site layout and design as part of the revised layout, it was agreed that LRW would develop that proposal for presentation to Woking Council and the Planning Authority for their review.



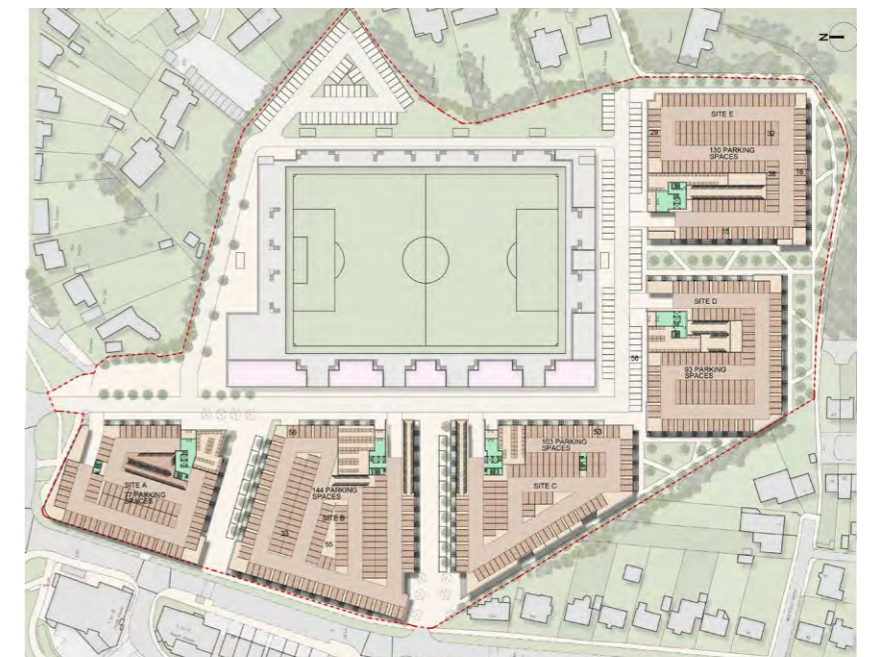
# 8.0 Residential / Masterplan Design Evolution

## 8.1.5 Refinement of Masterplan

The document and scheme proposals that were presented at an informal meeting with the council in July 2018 (LRW doc 7884L(00)45), went through the site analysis of the site, and the response to that in terms of the 'alternative' proposal presented to the client.



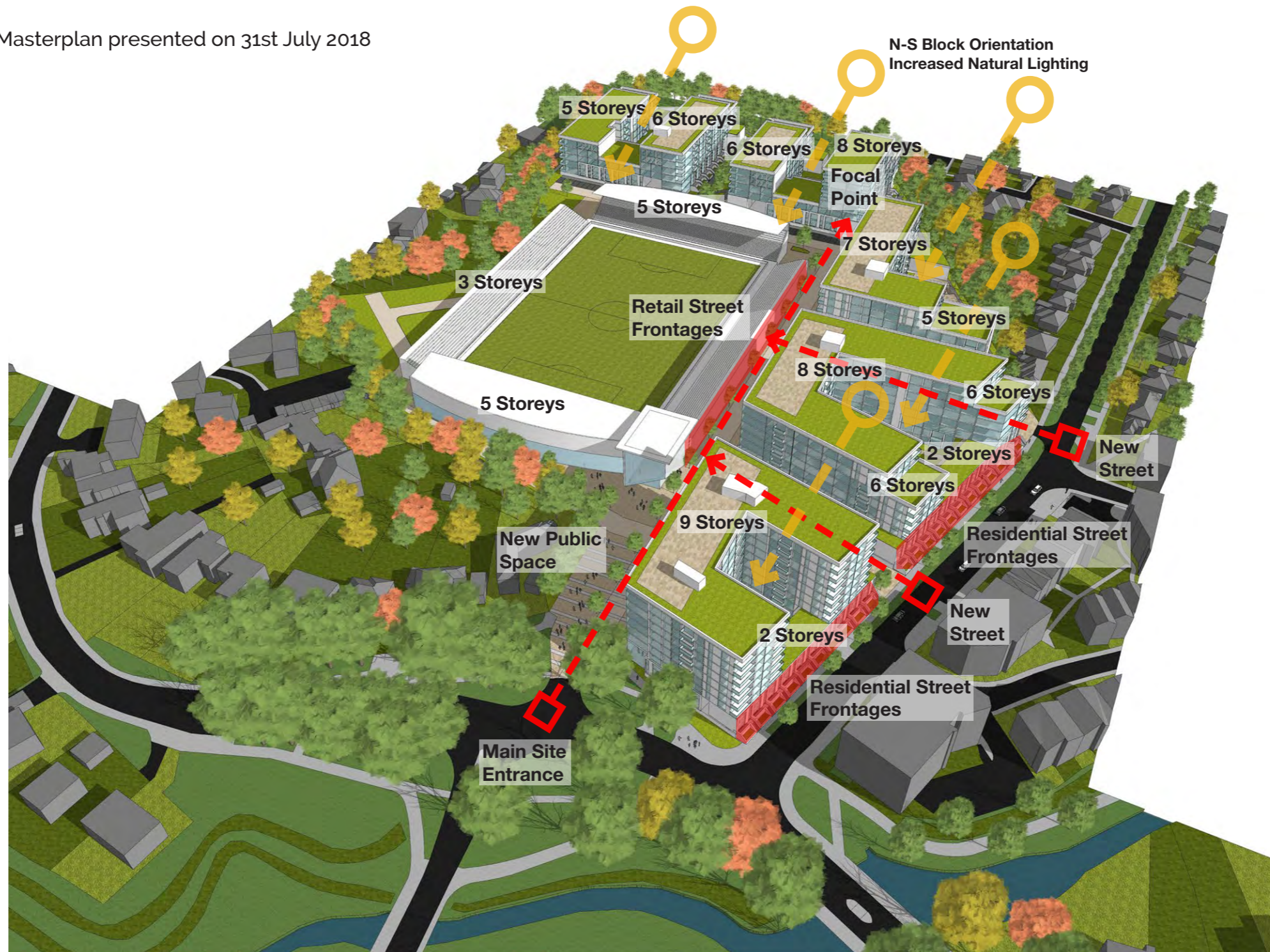
- LEGEND**
- SITE BOUNDARY (Site Area: 48,752sqm)
- KEY**
- STUDIO APARTMENT
  - 1 BEDROOM APARTMENT
  - 2 BEDROOM APARTMENT
  - 2 BEDROOM DUPLEX
  - 3 BEDROOM TOWNHOUSE



# 8.0 Residential / Masterplan Design Evolution

## 8.1.5 Refinement of Masterplan

Masterplan presented on 31st July 2018



# 8.0 Residential / Masterplan Design Evolution

## 8.1.6 Illustrative Photomontages

This presentation including initial street-scene photomontages setting out the scale of development with the streets (without design detail of the facades), so that the Council could understand the scale of what was being proposed. A selection of these initial street-scene images follow;



Kingfield Road approach from the West



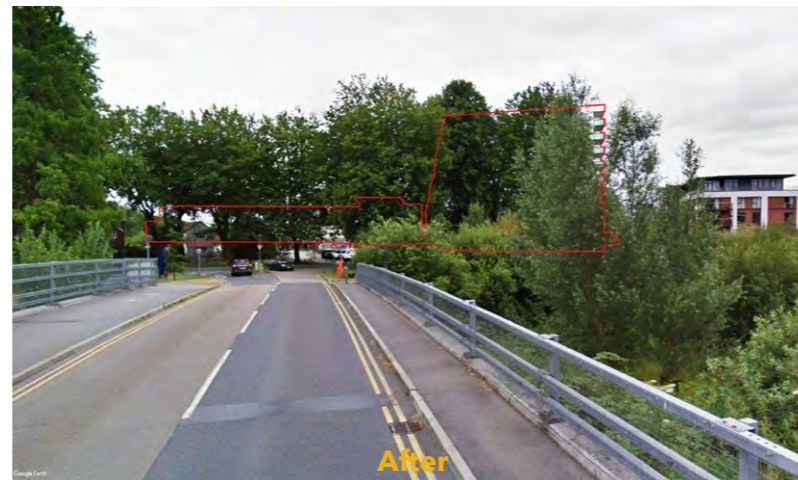
Kingfield Road approach from the West

# 8.0 Residential / Masterplan Design Evolution

## 8.1.6 Illustrative Photomontages



Kingfield Road approach from the East



Approach from Woking Park



View from Westfield Avenue looking North

# 8.0 Residential / Masterplan Design Evolution

## 8.1.7 Design Development

As part of that presentation, the design was adapted to include a wider mix of units including 2 bed duplex's/townhouses and 3 bed townhouses, alongside the studios, 1 and 2 bed apartments.

This design refinement resulted in an improvement in NIA to 634,446 sq ft, a gross to net of 80.5% and 951 apartments.

At this stage, other consultants hadn't been engaged, so detailed reviews of various design aspects hadn't taken place.

The design principals tabled in the documents were understood and agreed by the council, and welcomed as improvements over and above the Scott Brownrigg layout, but they identified that the design of the buildings would need development to really appreciate and understand the final design. However, the arguments of the principals of scale and massing and building layout were agreed subject to that further level of detail, and envelope design.

It was agreed that LRW would take the scheme away and develop it further given the principles appeared to be acceptable.

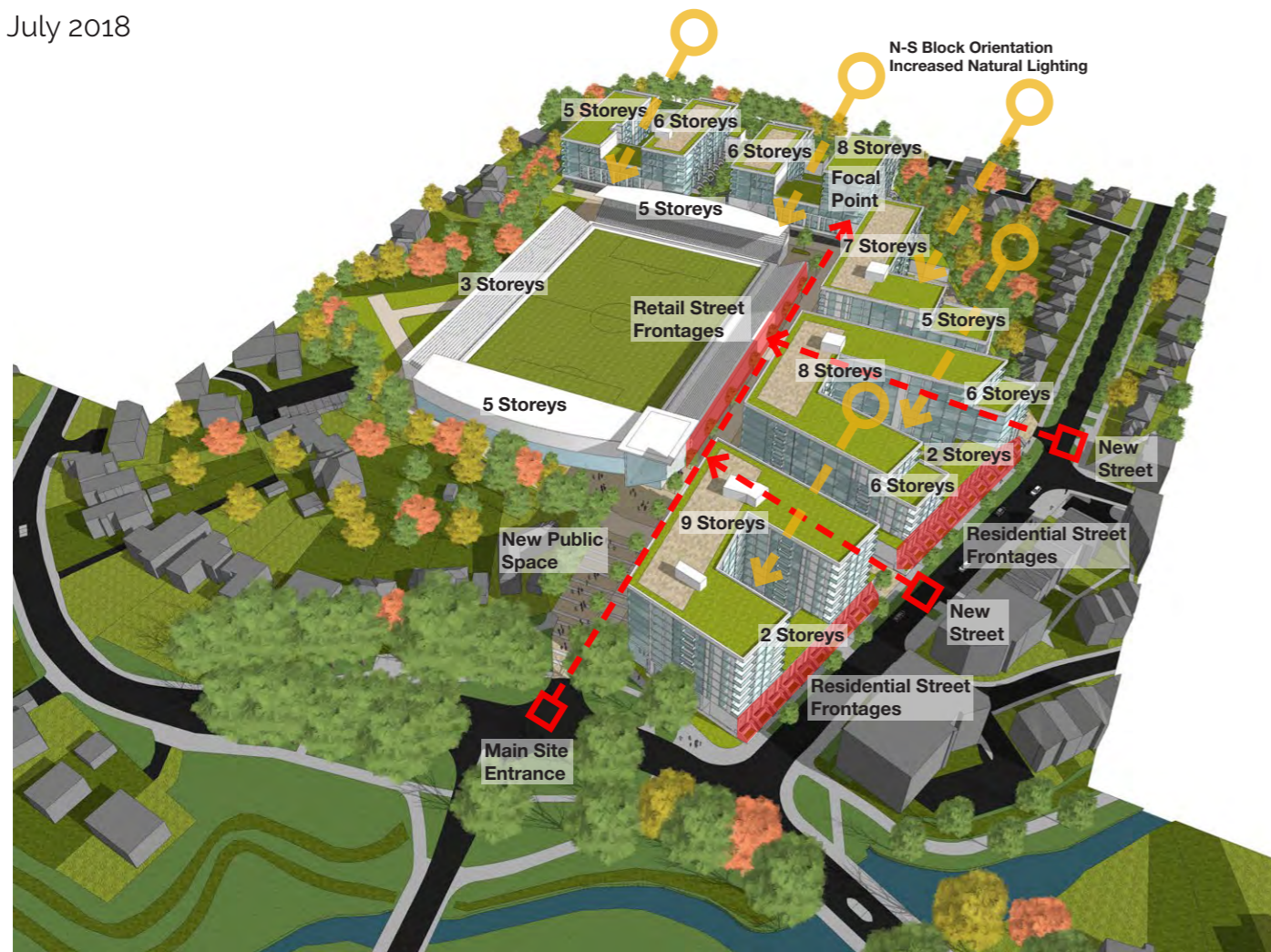


# 8.0 Residential / Masterplan Design Evolution

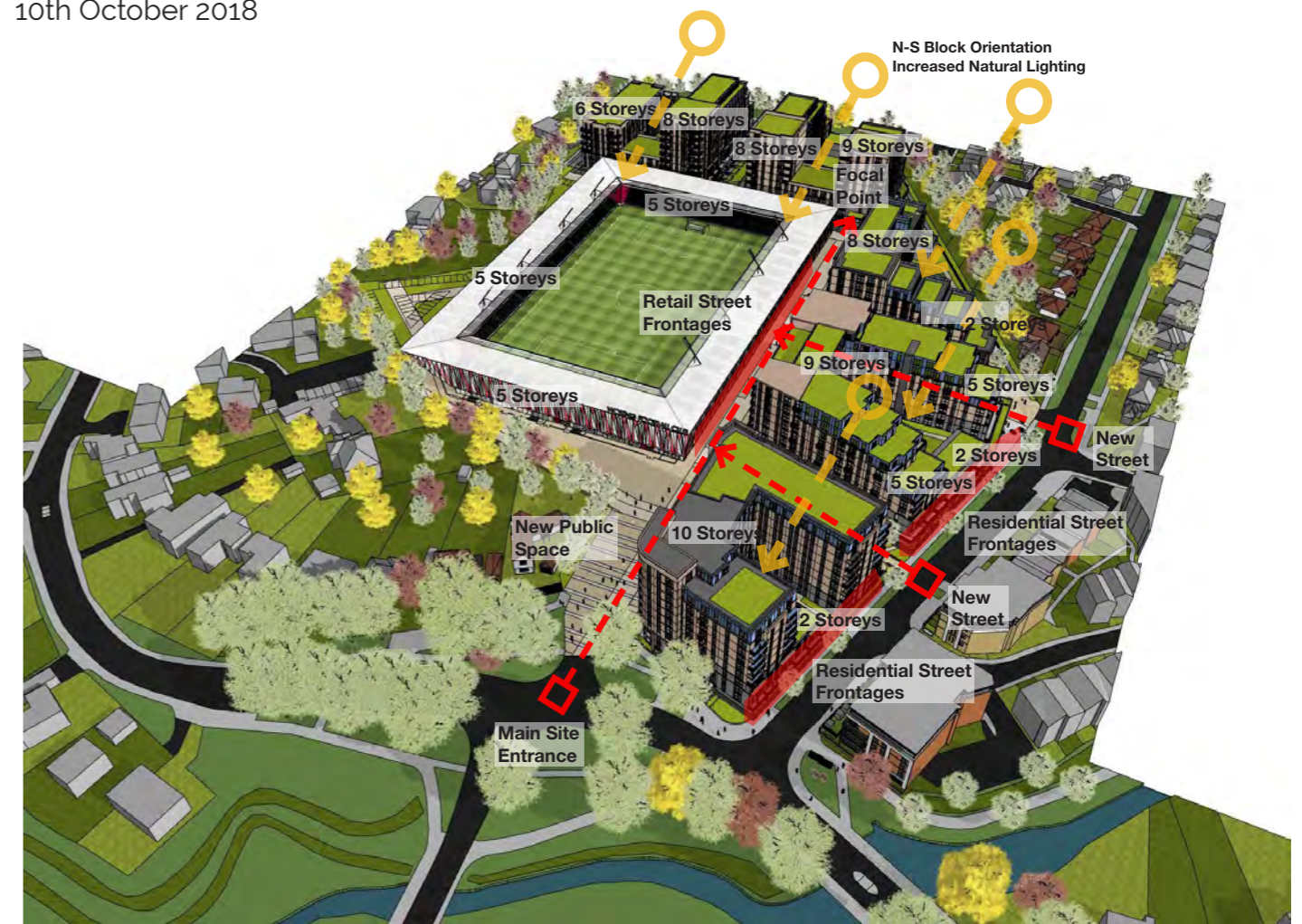
## 8.1.8 Feedback from Council - 10th October 2018

Following feedback from the meeting on the 31st July 2018, a renewed masterplan and design was presented to the council officers on 10th October 2018.

July 2018



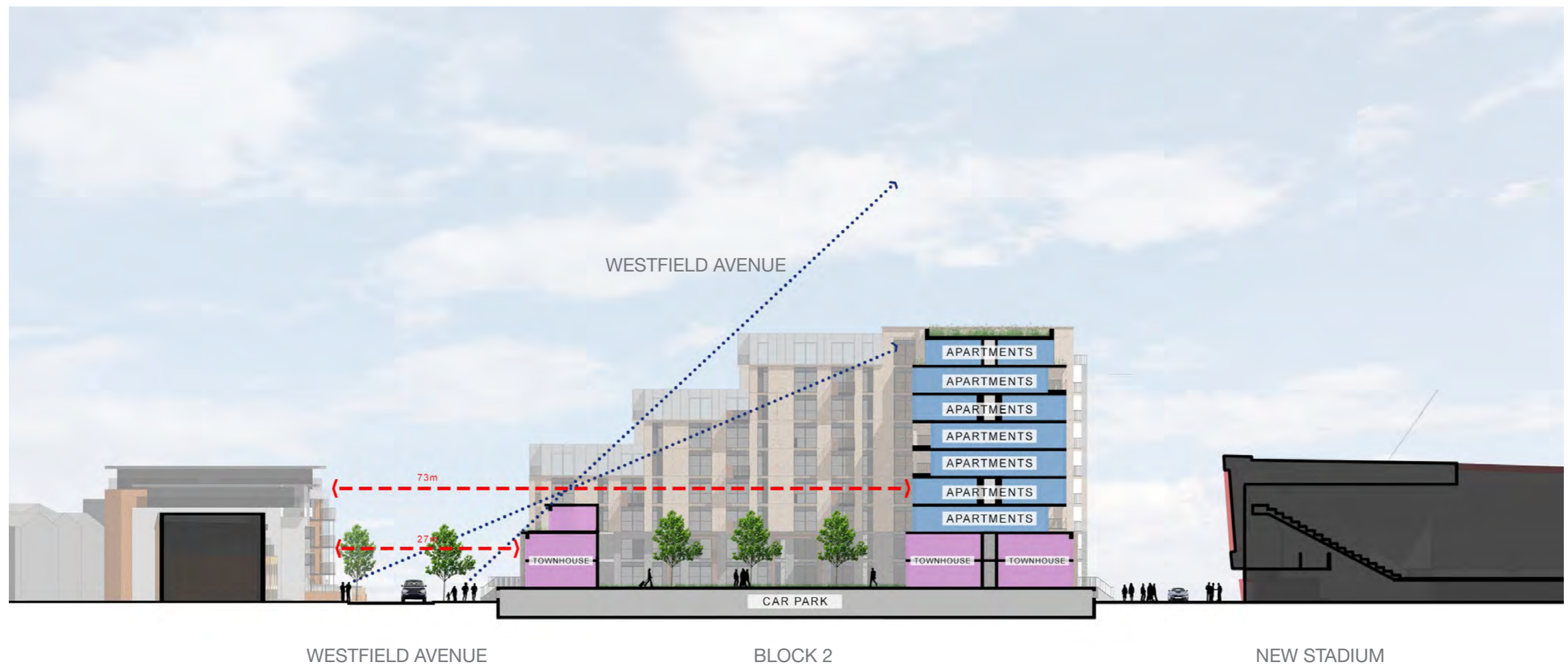
10th October 2018



# 8.0 Residential / Masterplan Design Evolution

## 8.1.9 Elevation Treatment & Refinement

This presentation moved the scheme forward focusing on the elevational treatment and refinement of the previously presented proposals. In terms of layout, there were no significant changes to the plan layout other than refinements of the design. The work focused on the principals of scale and envelope treatments. However further details were included which showed scale and separation distances.



# 8.0 Residential / Masterplan Design Evolution

## 8.1.10 Massing

The photo on the left shows that the massing was broadly the same, however greater stepping was created to cascade the blocks down from 8, 9 and 10 storeys, down to 2 to 5 storeys around the perimeter.

The aerial view on the right also illustrated how the blocks would be articulated and how they front the new streets. It showed the layering and the proposed brickwork designs. It showed the articulation the blocks.



# 8.0 Residential / Masterplan Design Evolution

## 8.1.11 View from Surrounding Streets

The following pages show how the design was seen within the surrounding streets and within the street views, and how the high quality brickwork could be articulated to break up the design.



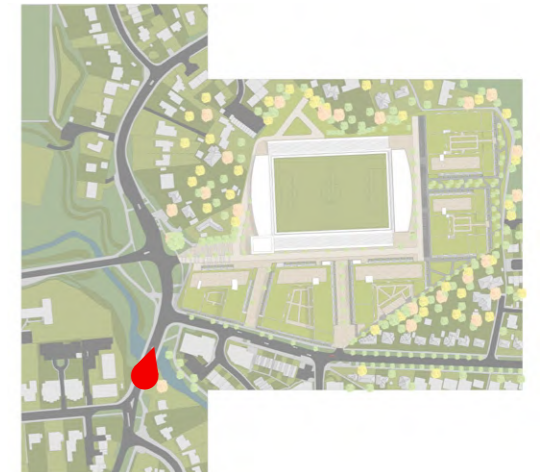
View from existing entrance on Kingfield Road



View from the corner of Kingfield Road and Westfield Avenue

# 8.0 Residential / Masterplan Design Evolution

## 8.1.11 View from Surrounding Streets

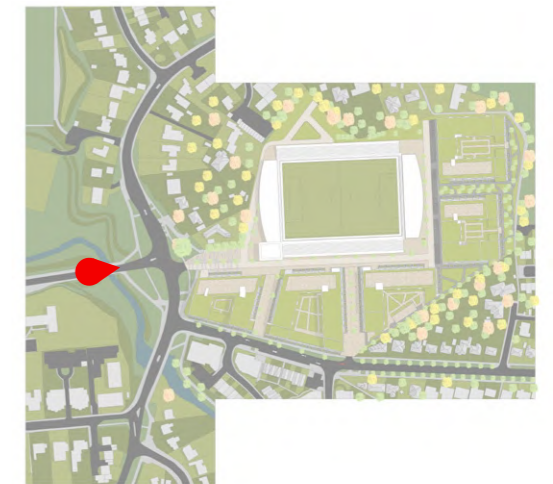


Approach to the site from Kingfield Road



# 8.0 Residential / Masterplan Design Evolution

## 8.1.11 View from Surrounding Streets



View along Westfield Avenue

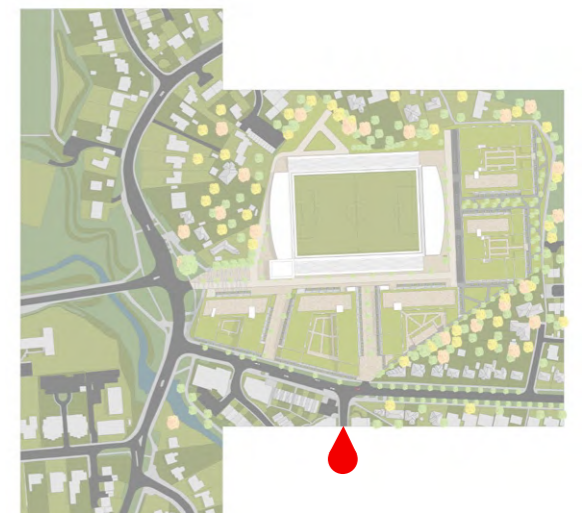


# 8.0 Residential / Masterplan Design Evolution

## 8.1.11 View from Surrounding Streets



View from Acer Road



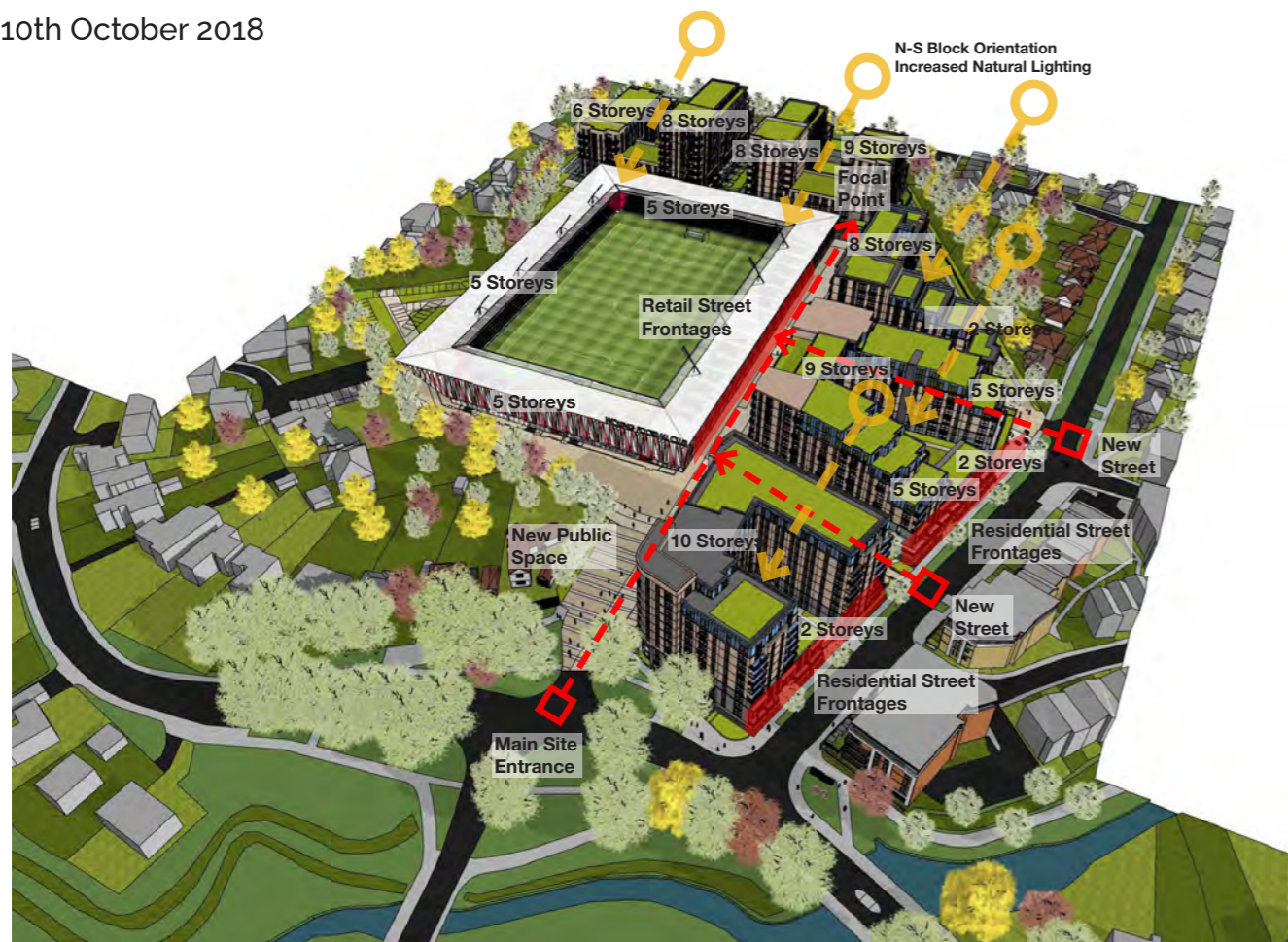
# 8.0 Residential / Masterplan Design Evolution

## 8.1.12 Design Evolution - 21st June 2019

Following the presentation and agreement of design principals presented in November 2018, the design was refined towards a planning application scheme, with input from a full team of consultants. Whilst designs were discussed prior to this date, the key meeting was held on the 21st June 2019 where the refined proposals were presented.

In a similar way to the meeting in October 2018, the overall block designs were similar in layout but had been refined significantly in their detailing.

10th October 2018



21st June 2019





# 8.0 Residential / Masterplan Design Evolution

## 8.1.12 Design Evolution

In this updated scheme, the articulation of blocks 4 and 5 was significantly improved with the breaks between the blocks being pushed back to bring the public realm from the new Southern Street between the blocks



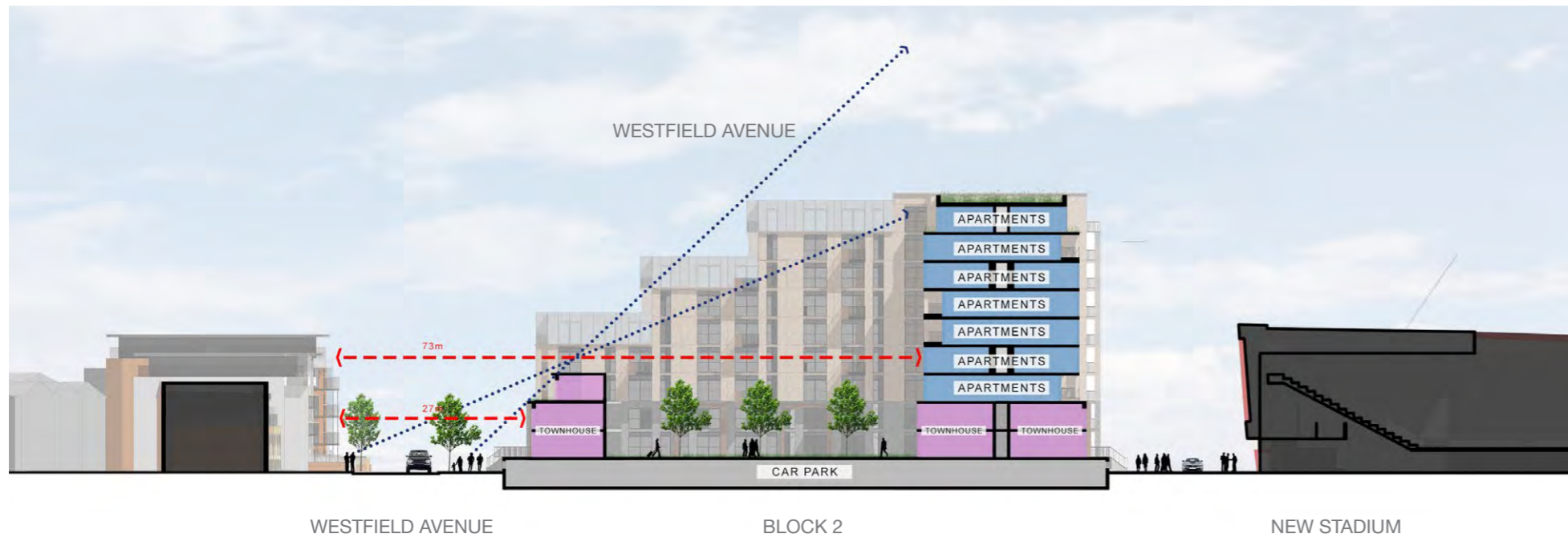
A clear understanding of the townhouses the car parking and the public and private realm was explained



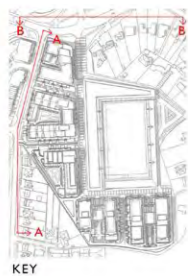
# 8.0 Residential / Masterplan Design Evolution

## 8.1.12 Design Evolution

The cross section through apartments and the relationship with Westfield Avenue was improved



Street scene elevations were produced that show the buildings scale within the street and adjacent to their neighbours.



# 8.0 Residential / Masterplan Design Evolution

## 8.1.12 Design Evolution

New photomontages were produced to illustrate the massing along CGI's showing the design quality and materiality.

Approach to the site from Woking Park entrance Road



View from existing entrance on Kingfield Road



Approach to the site from Kingfield Road



View from the corner of Kingfield Road and Westfield Avenue



# 8.0 Residential / Masterplan Design Evolution

## 8.1.12 Design Evolution

View along Westfield Avenue



Proposed entrance into the site from Westfield Avenue with high quality public realm

Proposed entrance into the site from Westfield Avenue with high quality public realm



# 8.0 Residential / Masterplan Design Evolution

## 8.1.12 Design Evolution

View from proposed internal street with high quality public realm



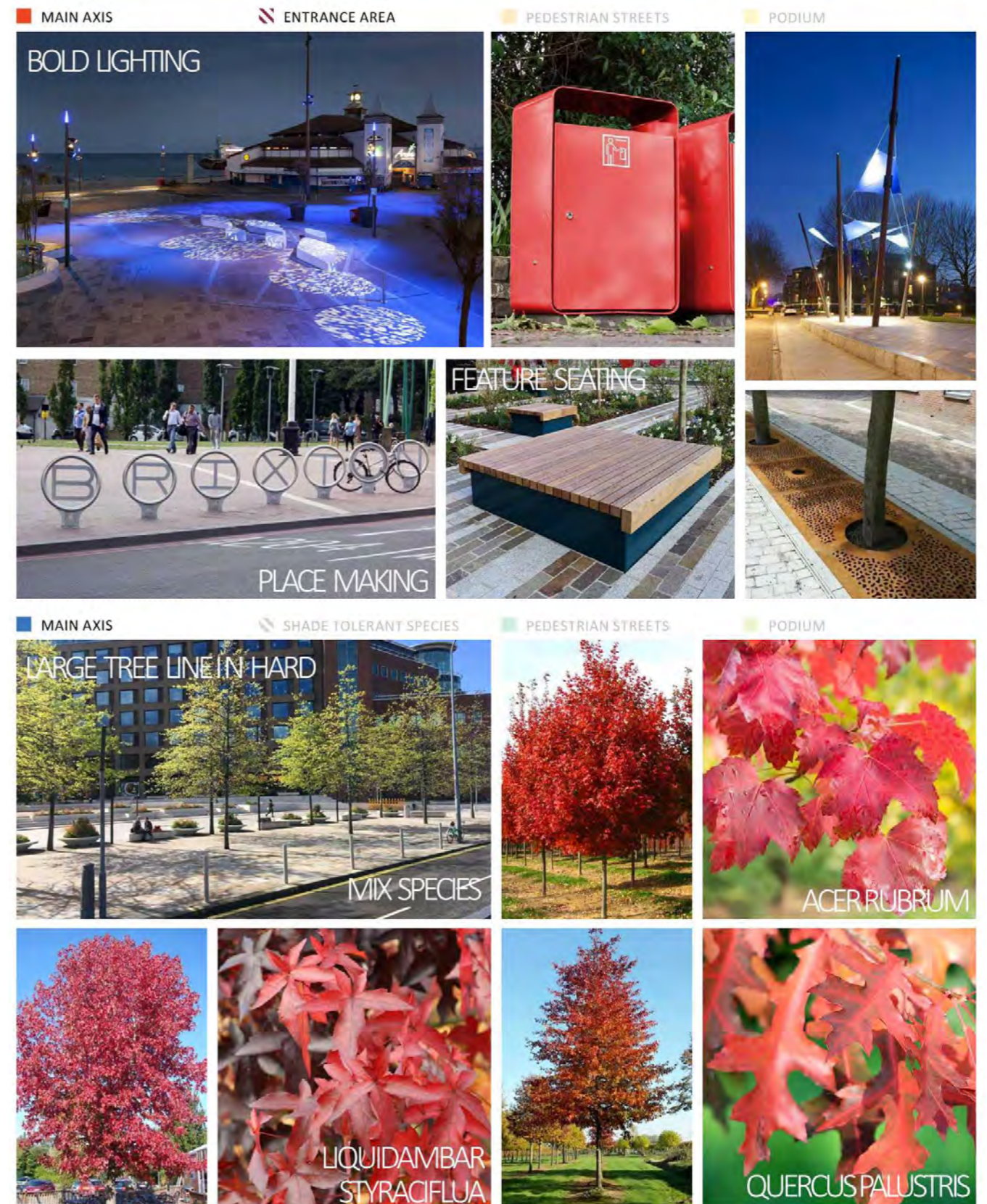
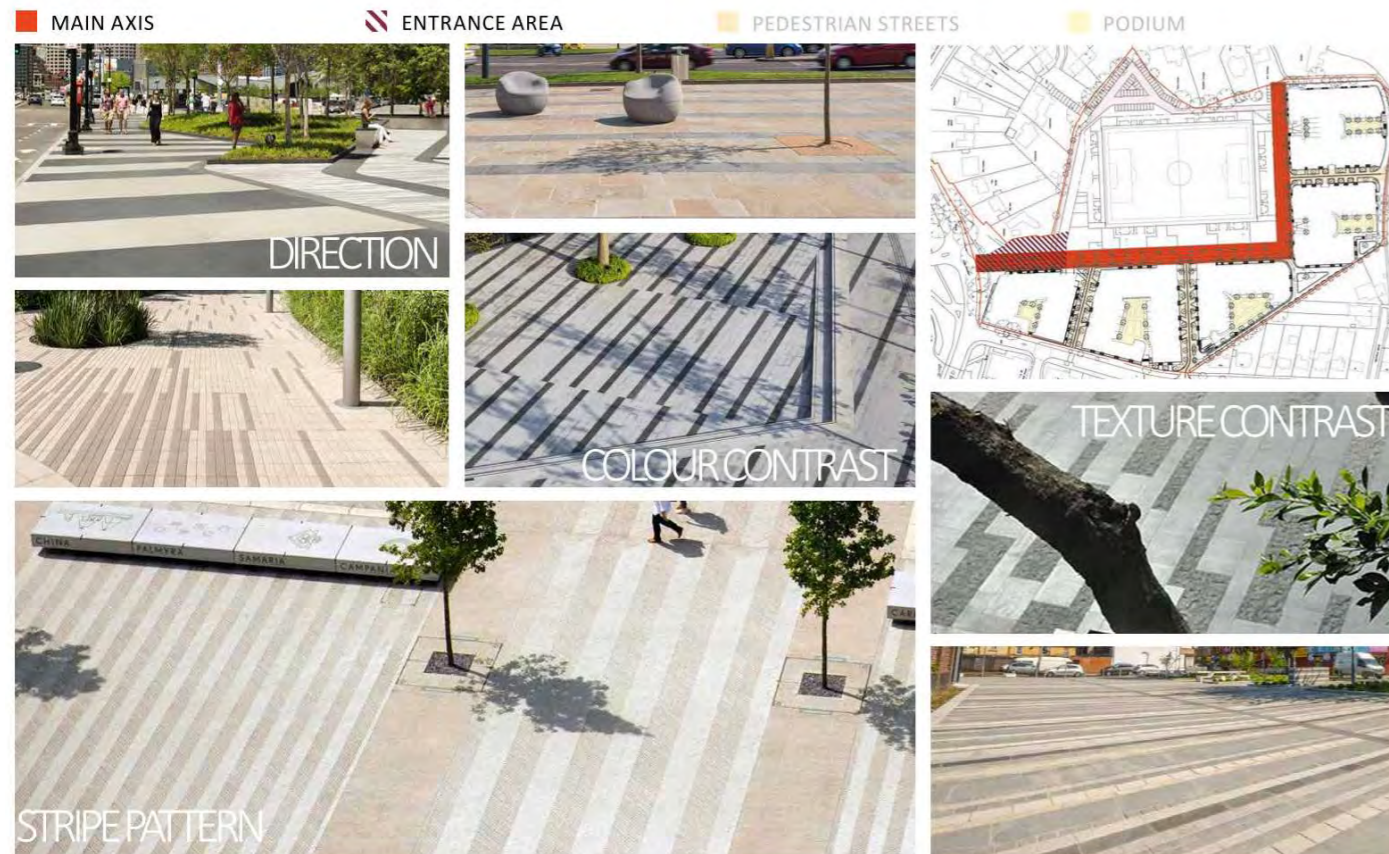
View into to Block 4 private amenity space



# 8.0 Residential / Masterplan Design Evolution

## 8.1.13 Landscape

The landscape design was also presented which was integrated with the building design



# 8.0 Residential / Masterplan Design Evolution

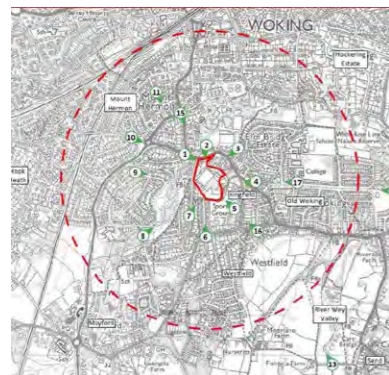
## 8.1.14 Verified Views

In addition to this the initial wire frame verified views were presented which showed no major adverse impacts (short selection of the 21 viewpoints follow)

VIEW 1

**LEGEND**

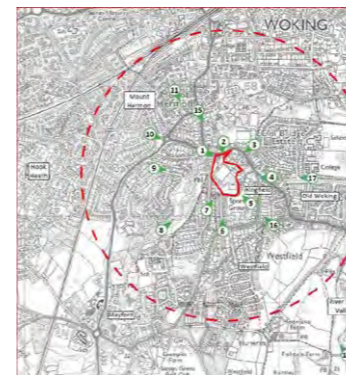
- Site
- Study Area (1 Kilometre)
- 1 Representative Views - Verified Views



VIEW 2

**LEGEND**

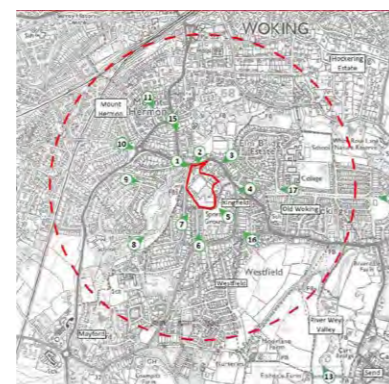
- Site
- Study Area (1 Kilometre)
- 1 Representative Views - Verified Views



VIEW 3

**LEGEND**

- Site
- Study Area (1 Kilometre)
- 1 Representative Views - Verified Views

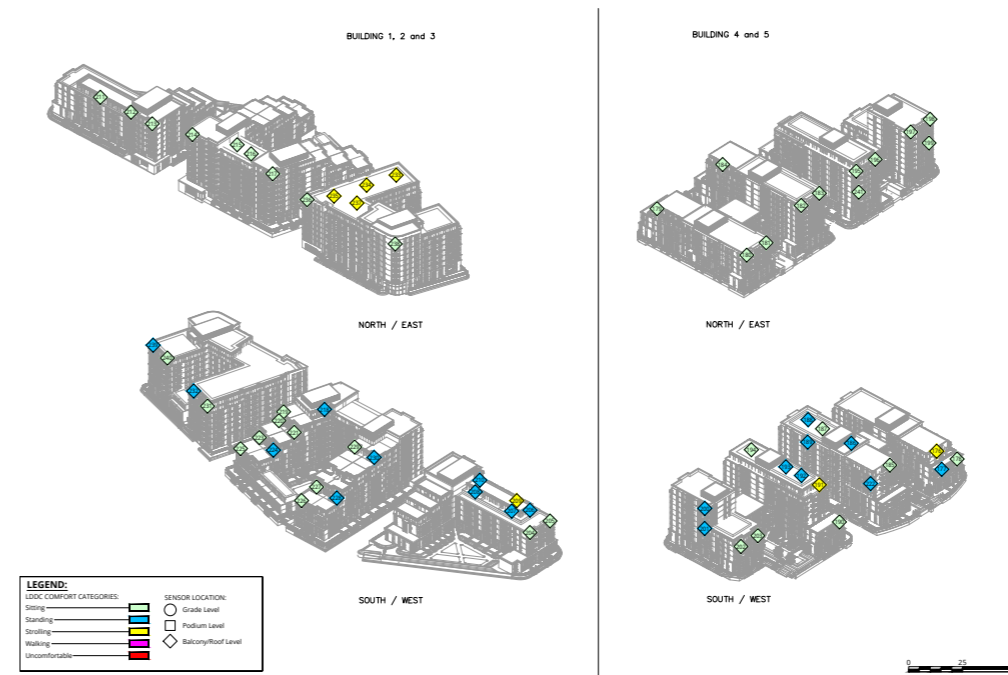


# 8.0 Residential / Masterplan Design Evolution

## 8.1.15 Wind Modelling

The scheme proposals undertook 3 wind model tests. At each stage any wind exceedances were identified and solutions to mitigate these incorporated into the design. The 3 tests were carried out as each stage there were changes to the scheme so that the final solution that was submitted for planning had been thoroughly tested before submission.

In essence the scheme has been designed to ensure that there are no adverse wind effects that would affect the design and use of the scheme.





# 8.0 Residential / Masterplan Design Evolution

## 8.1.16 Daylight

Following the presentation to the planners on the 21st June 2019, results were received from the Daylighting study. A combination of feedback from the daylight study and comments and review of massing of Block 1 at the meeting on the 21st June 2019, led us to amend the massing and stepping of the facades of Block 1 at the junction of Kingfield Road and Westfield Avenue.

As can be seen from the visual, the tallest corner which draws one into the site from Kingfield towards the new street, was significantly lowered from 8/9 storeys down to 6 storeys where the brickwork finishes on the Westfield Avenue/Kingfield Road junction, and down to 5 storeys on the second gable on Westfield (of block 1). These two gables here are facing a 5 storey apartment building opposite which is much wider in terms of its massing onto Westfield Avenue.

In making this step down along Kingfield we move from 5 or 6 storeys of visual height to the 5 storeys of Hazel House existing apartments and then to 2/3 storeys of the traditional residential properties further West along Kingfield Road.

This change to the massing which better suited a transition in scale from our taller part of the scheme to the 5 storey adjacent apartments also brought daylighting impacts to an acceptable level when tested against national standards for the scheme.



# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

Following the meeting with the planners on the 21st June 2019, a full and extensive public exhibition took place over 8 days, starting on Thursday 11th July 2019, and with an invitation to invite comments for a month after. Following the public consultation and public exhibition, it was decided to amend the massing to the 'tower' that terminated the vista on the new street so that the edge that faces the Westfield properties would all be reduced in scale, to predominantly 6 storeys with a high element at 8 storeys marking the end of the vista down the new street', so that this would minimize any overlooking of the rear of these properties on Westfield Avenue, and create a lowering of the scheme where it adjoins these properties.

Before



After



# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

This comparison illustrates the significant reduction in height the element of the scheme that adjoins Westfield Avenue properties (West facing leg of Block 4). It should be noted that these are also circa 70m away from the new buildings and screened by significant landscape.

Before



After



# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

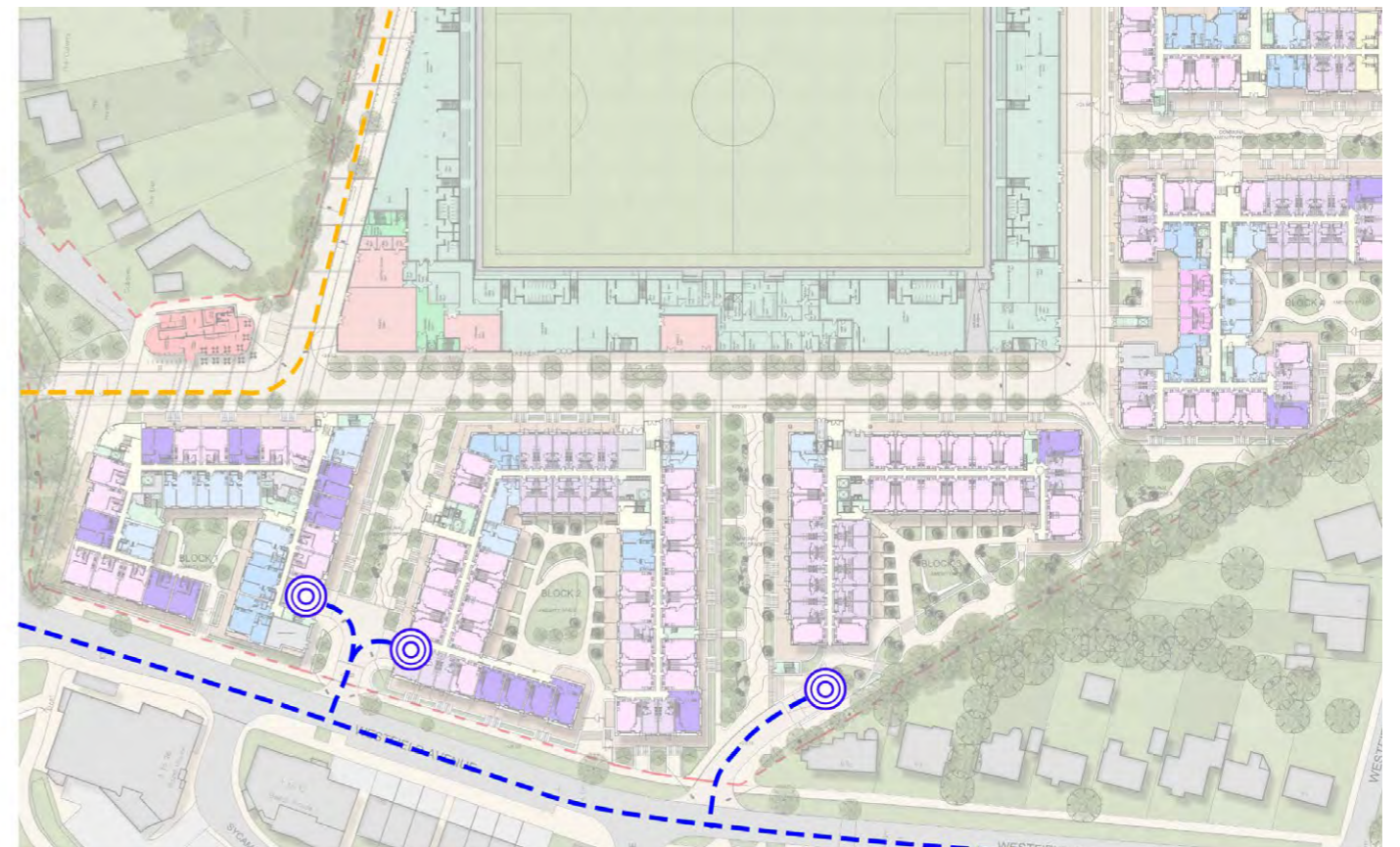
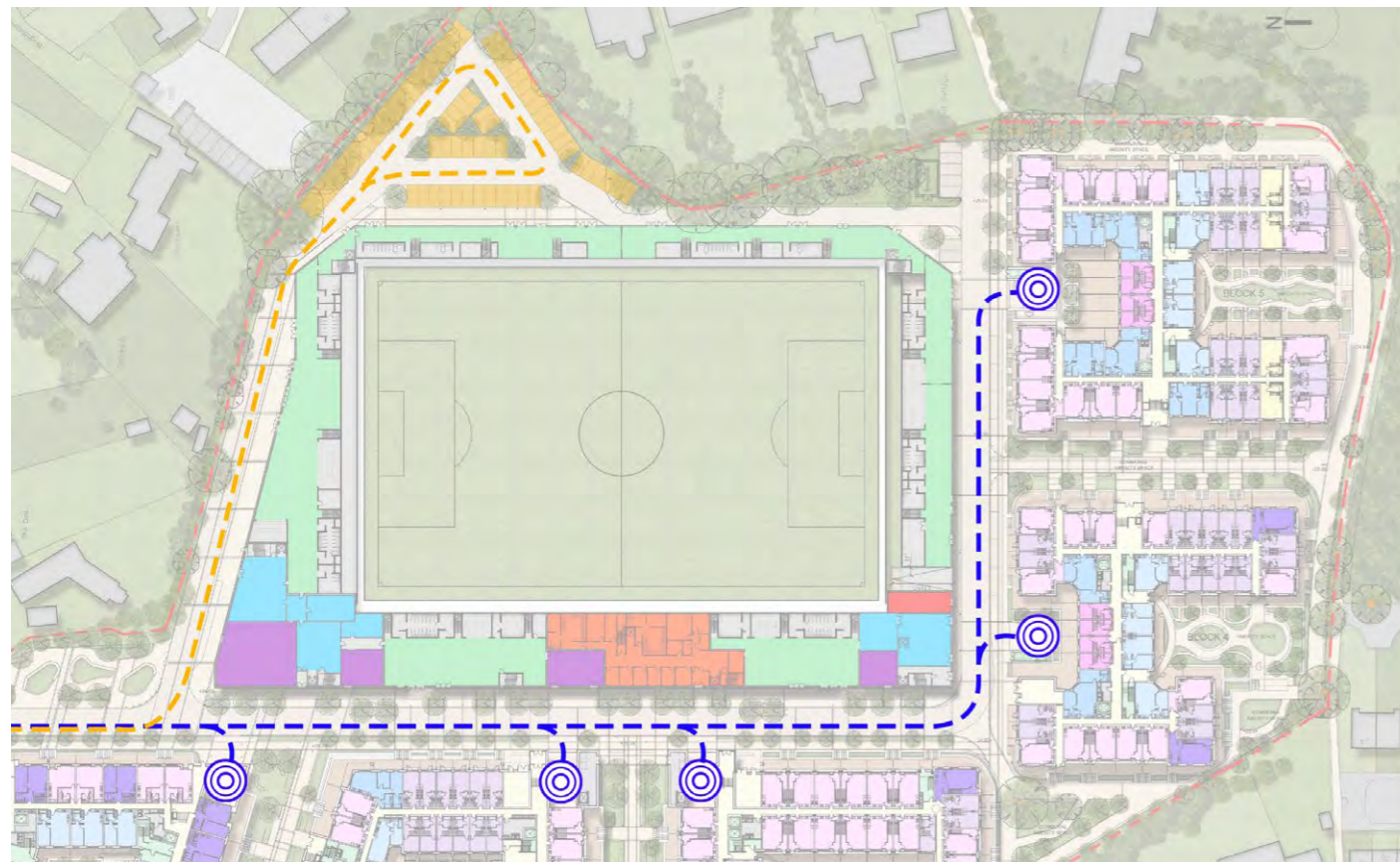
Another change that came from the public consultation event was to reconfigure the car park entrances to the blocks from Kingfield Road to Westfield Avenue which had the benefit of removing any conflict of cars from match day parking as well as reinforcing the internal streets to pedestrian priority with only deliveries and refuse allowed around the mains streets adjoining the Stadium.



# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

Another change that came from the public consultation event was to re configure the car park entrances to the blocks from Kingfield Road to Westfield Avenue which had the benefit of removing any conflict of cars from match day parking as well as reinforcing the internal streets to pedestrian priority with only deliveries and refuse allowed around the mains streets adjoining the Stadium.



# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

These views illustrate design proposed at public consultation and then the change to Block 4 where we removed the larger part of block 4 that was previously visible from the Westfield and now significantly lower when viewed from rear windows of the Westfield Avenue properties.

June 2019



July 2019



# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

The two aerial views below illustrate the pulling back and reduction in scale of block 3 from the Westfield Avenue boundary. It also illustrates the revised landscape design that has been developed for the properties with their own defensible space to ground level duplex's/townhouses as well as the shared amenity gardens for residents alongside the significant landscape boundaries to the Westfield boundary edge.

June 2019



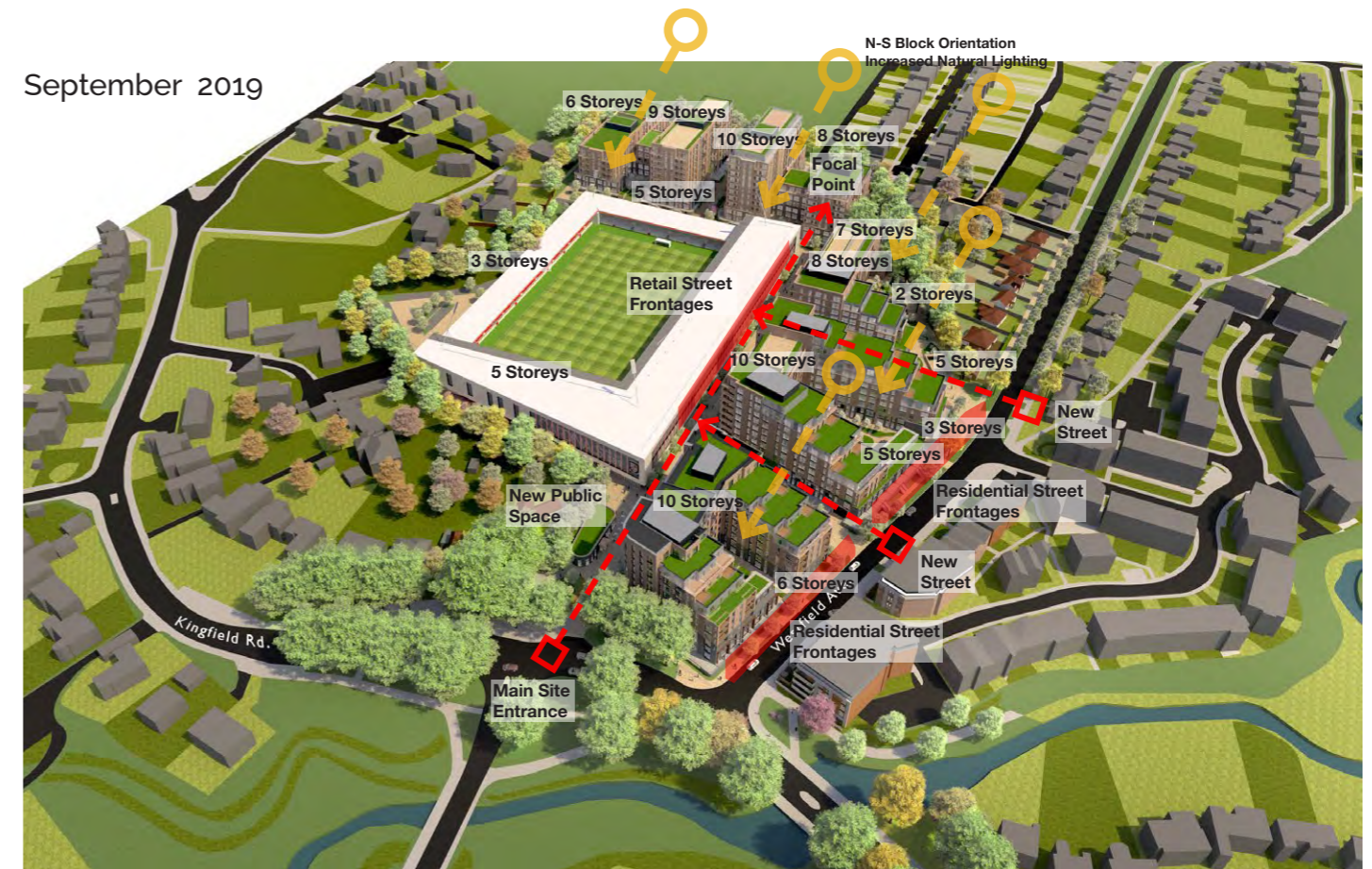
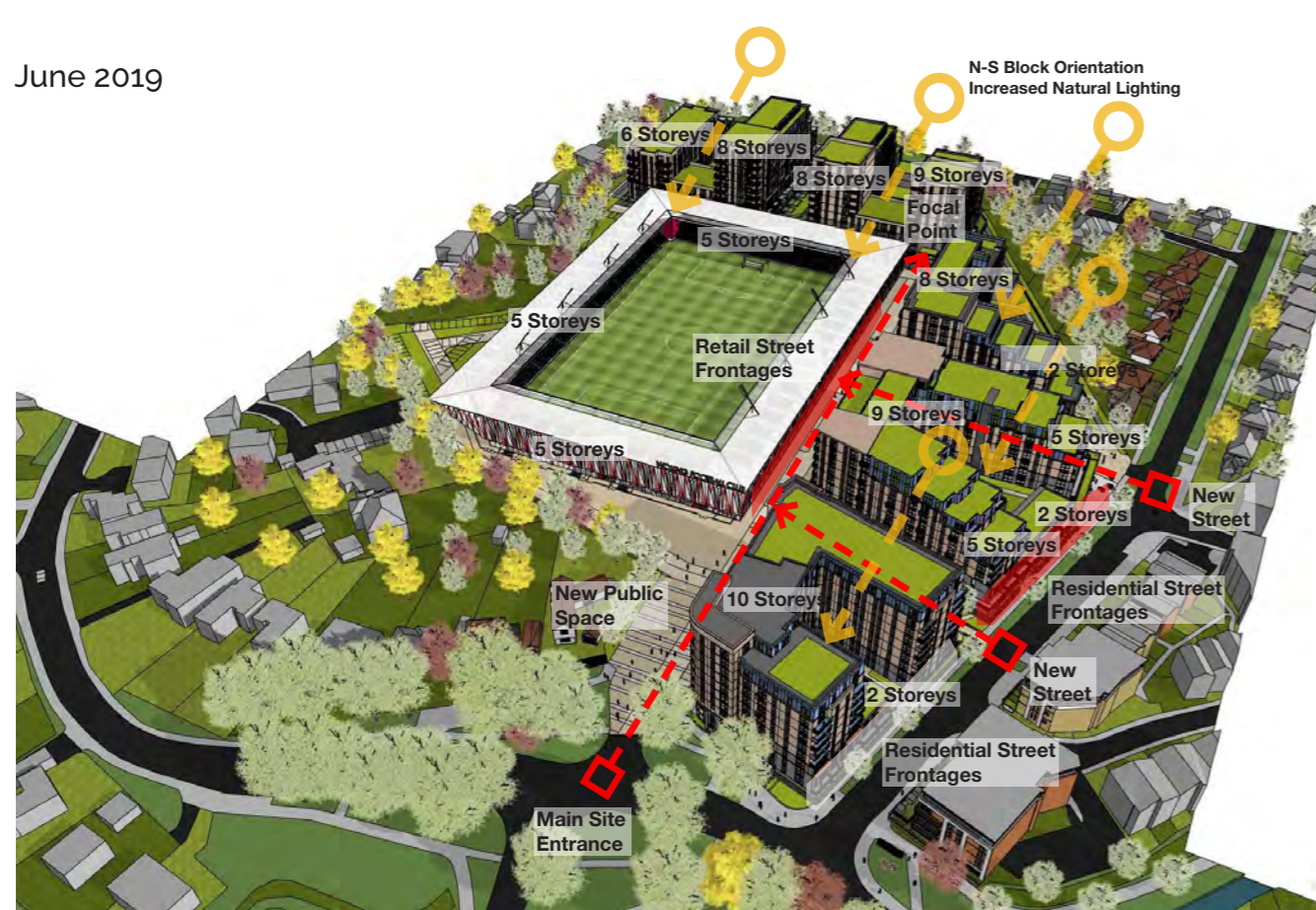
July 2019



# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

This summarises in aerial format the changes to the masterplan – both the stadium design and the significant modeling of the residential blocks following public consultation and the public exhibition.





# 8.0 Residential / Masterplan Design Evolution

## 8.1.17 Public Consultation

It had always been envisaged that the scheme would incorporate a concierge/management, however it was only concluded in July 2019 that we would locate this at the main entrance to the scheme coming in from Kingfield Road. This provides an arrival building for anyone visiting the site, and also serves as the cycle workshop, parcel store, small café and cycle store. It will become a busy focus for the site controlling people entering and leaving and managing residents issues.

Refer to pages 140 and 141 for further details.



# 8.0 Residential / Masterplan Design Evolution

8.1.17 South East Design Panel - Refer to Appendix 1

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