

# First Development Site Application



# Landscape Statement Addendum



# CONTENTS

- 1.0 INTRODUCTION**
  - 1.1 Purpose the Document
  - 1.2 Summary of Scheme Amendments
  
- 2.0 DETAILING THE PLACE - STREETS AND OPEN SPACES**
  - 2.1 Streets and Open Spaces Design Improvements
  - 2.2 LBS Street Design Standards
  - 2.3 Westmoreland Road
  - 2.4 East-West Street and Boundary Mews
  - 2.5 Westmoreland Green and Phelp Gardens 'Green Links'
  - 2.6 Bradenham Close
  - 2.7 Albany Road
  - 2.8 Street Materials
  - 2.9 Westmoreland Square
  - 2.10 Westmoreland Park
  - 2.11 Portland Street Park
  
- 3.0 STRATEGIC PROPOSALS**
  - 3.1 Tree Strategy
  - 3.2 Play Strategy

FDS Masterplan



- 1 Permeable Streets**  
Informal pedestrian crossing points added to most streets. Parking spaces omitted to break up banks of parking and create more accessible kerb side space.
- 2 Refuse Collection**  
Access from refuse storage facilities to the refuse service vehicles has been improved through the inclusion of kerb side access points within suitable drag distances.
- 3 Plant Servicing / Deliveries**  
11No. new loadingbays have been included within the proposed streets for deliveries and plot servicing.
- 4 Westmoreland Square**  
The spatial arrangement of the square has been adjusted to better reflect the requirements of the SSDM for shared spaces.
- 5 Westmoreland Park**  
As with Westmoreland Square, the park design has been amended to address SSDM requirements for pedestrian and cycle shared spaces. Access for building servicing has also been improved.
- 6 Parking Removal**  
Omission of parking deemed unacceptable under LBS Highways visibility standards.

## 1.1 PURPOSE OF DOCUMENT

This Landscape Statement Addendum accompanies the application for Full Planning Consent 14/AP/3843 for the redevelopment of the 4.4 Ha site bounded by Albany Road, Westmoreland Road and Portland Street. The application area forms the First Development Site (FDS) within the wider Aylesbury Estate Regeneration.

Further to the submission of the Detailed Application in October 2014 various elements of the landscape design proposals have been developed primarily in response to comments received from LBS Planning, LBS Highways, GLA and TfL. This document provides a record of the development of the design and the response to the comments received through the consultation process since the original application.

The landscape design scheme enhancements are focused mainly on streets and open space areas throughout the site. No significant departures from the principles and general aspirations as described within the FDS Landscape Statement which accompanies the application and as such this addendum should be read in conjunction with this document.

## 1.2 SUMMARY OF SCHEME ENHANCEMENTS

A summary of the main enhancements to the landscape scheme are set out below. Generally the improvements address the usability and function of the street network and how the new dwellings and blocks will be serviced.

- Loading zones have been located at key locations around the development to ensure deliveries and servicing of the buildings can be undertaken without blocking the highway.
- Pedestrian access points have been placed within the parking areas to allow pedestrians to easily and safely cross the streets and for refuse bins to be collected.
- Some parking bays have been removed to ensure suitable visibility of pedestrians crossing the streets at junctions.
- A raised table has been introduced at the Portland Street, Westmoreland Road and Hopewood Road junction to improve the east-west connection for pedestrians and cyclists along the Community Spine.
- The shared space and pedestrian only routes through Westmoreland Square and Westmoreland Park have been clarified to ensure safe movements by both pedestrians and cyclists.
- The on-road cycle route on Albany Road has been removed due to safety concerns and to reflect Southwark's Cycling Strategy. Albany Road and Portland Street will be subject to further design in collaboration between LBS' Highways Department, Transport for London and Sustrans to ensure the successful integration of LBS' and TfL's Quietway Cycling Strategy.
- Changes to building core locations due to changes in internal arrangements.

These changes are reflected within the revised FDS masterplan. Details have also been provided regarding the proposed street widths and the effects of the overall design development on strategic matters such as children's play space, spatial provision, materials, street lighting and trees.



**2.0**

**DETAILING THE PLACE -  
STREETS AND  
PUBLIC OPEN SPACES**

## 2.1 STREETScape AND OPEN SPACE DESIGN IMPROVEMENTS

The streets within the FDS are an integral part of the landscape strategy to create safe and attractive green routes through the proposed development, in accordance with the requirements of the AAAP Principle PL1 ‘Street Layout’.

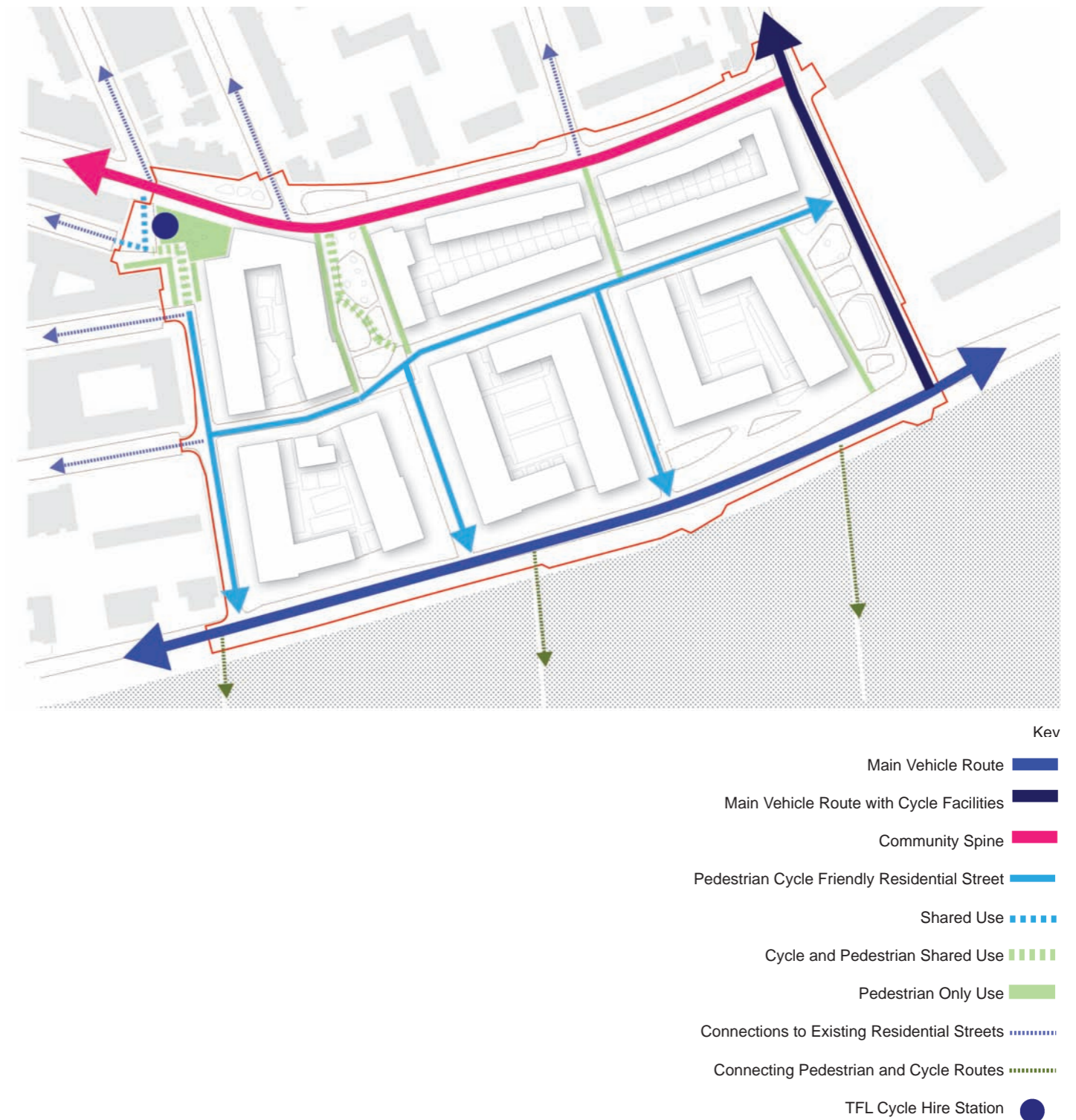
The street network has been designed to prevent the car from dominating the public realm whilst providing convenient vehicular access to all homes and community facilities. All streets provide on-street parking and footpaths on both sides with regular crossing points and free, accessible kerb side to create a permeable pedestrian and cycle friendly neighbourhood.

Consultation with the LBS Highway Authority, LBS Planners and Transport for London since the 2014 submission suggested the following changes to improve pedestrian access around the site, pedestrian and cycle access through the squares and parks and service vehicle access to the proposed development:

- **Street Furniture** - To meet with LBS’ Highway standards, street lighting and other furniture have been located at the back of the footpaths in most instances to provide a 1.8 metre pedestrian zone clear of any obstructions within the proposed 2.1 metre footpaths.
- **Refuse Collection** - Parking arrangements have been adjusted and in some instances parking has been omitted to allow for clear and level access between communal and private refuse stores and collection vehicles. As far as possible, drag distances are within the LBS standard of 10m for 4 wheeled containers and 15m for 23 wheeled containers.
- **Deliveries and Loading** - Streets have been reorganized with the removal of selected parking bays and adjustments to soft landscape areas to provide dedicated loading and delivery bays as close to core entrances as possible.
- **Plant Service Access** - Clear access to the fronts of UKPN sub-stations as well as the PRS has been provided with emergency/ infrequent access provided for other plant rooms across the site.
- **Cycle and Pedestrian Shared Surface Areas** - The SSDM requirement for shared surface areas to include both visual and physical separation of the pedestrian only zones is acknowledged and the designs of Westmoreland Square and Westmoreland Park adjusted to incorporate these requirements.

The following plans and sections of the streets and open spaces identify the design improvements in detail.

*Movement and Street Hierarchy*





## 2.1.2 PLOT SERVICING STRATEGY

In response to comments received from LBS Planners and Highways officers delivery, servicing and loading access arrangements across the FDS site have been amended.











Within the green links parking bays were removed and the rain gardens reduced in length to create more available free kerbside space to accommodate dedicated loading and delivery bays as well as refuse collection access to communal stores.

On Westmoreland Road, East-West Street and Bradenham Close, further parking bays were omitted to create the required loading bays and refuse access.

Sub-stations will be servicable from the highway and a loading bay has been provided outside the energy centre to allow for future maintenance. Westmoreland Park has been amended to allow for emergency and infrequent maintenance access to the facade of Block 1.

**Plot Servicing Strategy**



- Key**
-  UKPN Sub-stations
  -  Energy Centre
  -  Gas Pressure Reduction Room
  -  Secondary/Miscellaneous Plant Rooms
  -  Internal Refuse Stores
  -  Household Bins
  -  Delivery/ Loading Bay
  -  Refuse Collection Access
  -  Controlled Service Access
  -  Temporary Servicing Access Zone

## 2.2 WESTMORELAND ROAD

Westmoreland Road forms the first section of the Aylesbury Community Spine. It will be the key East-West access route through the FDS development, connecting Walworth Road to Portland Street and the remainder of the regeneration area.

The junctions and crossings along the street have been raised to ensure pedestrians and cyclists are prioritised. In particular, a raised table or traffic carpet has been introduced at the Portland Street junction to facilitate pedestrian and cyclist movement on the Community Spine.

Breaks in the parking allow for informal crossing of the street as well as facilitating refuse collection from the dwellings.

Parking is provided in parallel, inset bays to both sides of the street, maintaining a clear and well ordered streetscape. Quality, mature existing trees have been retained and supplemented with new street trees between the parking bays. The proposed trees will be planted in generous, wide beds and under planted with evergreen, perennial plants to create a green and pleasant character to the street.

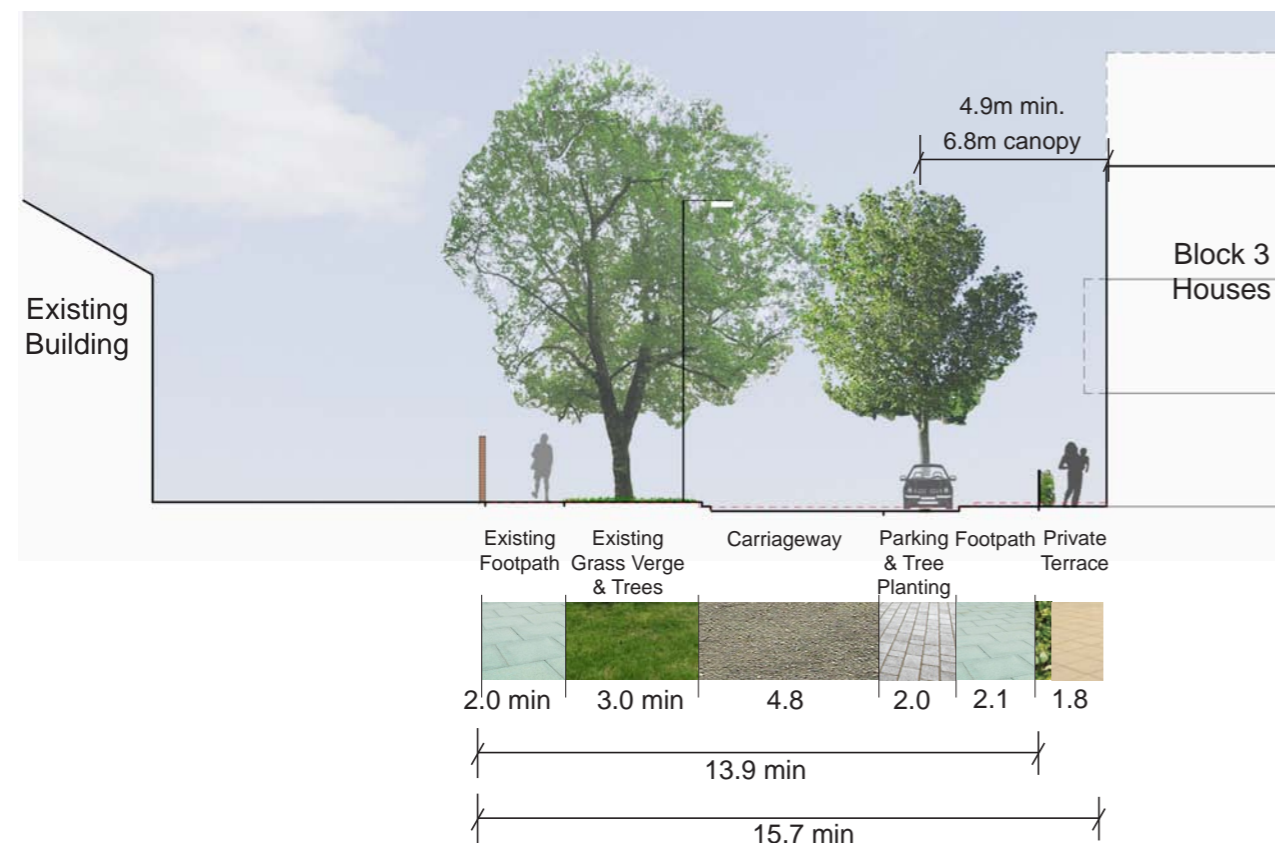
The materials used will follow Southwark Council's 'General' surfacing materials palette.

**Westmoreland Road Illustrative Plan**

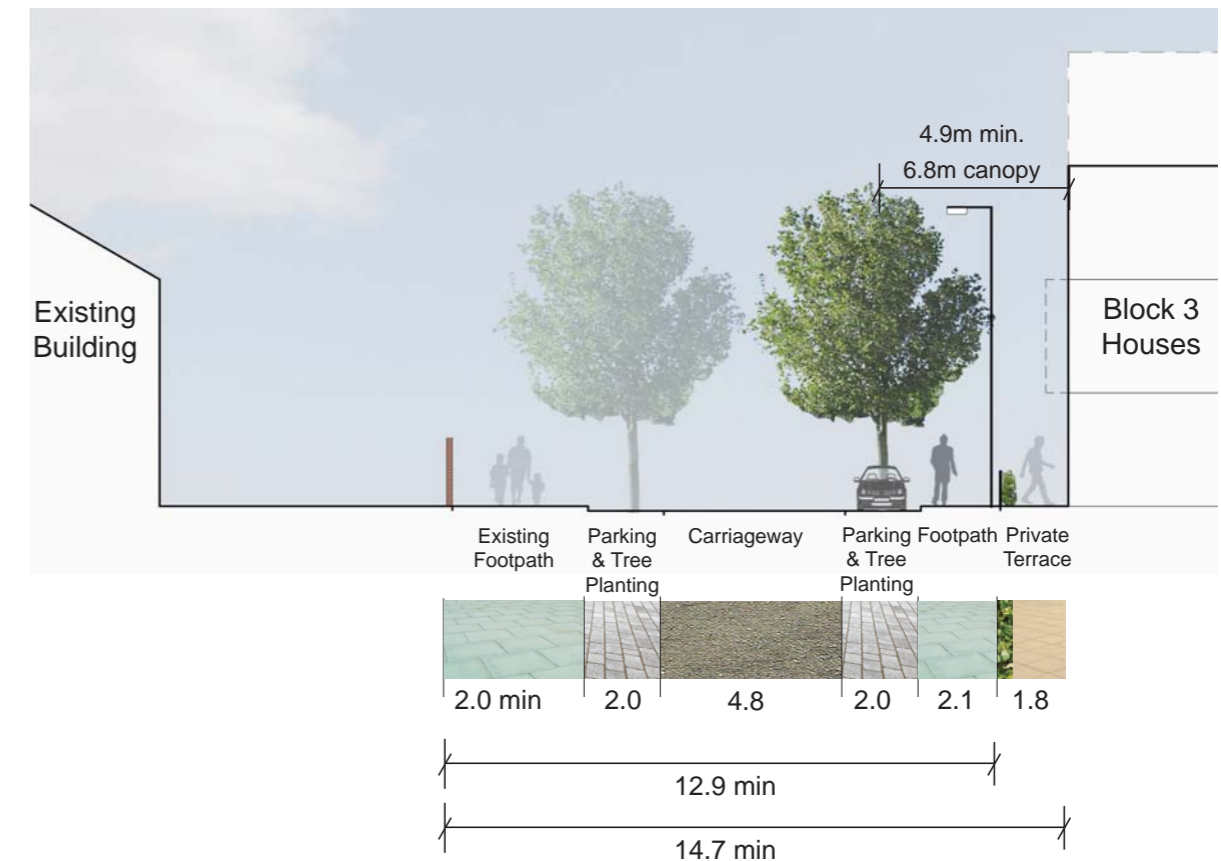


- 1 Shared surface
- 2 Road improvements by LBS
- 3 Retained existing trees
- 4 Raised pedestrian crossing
- 5 LD facility drop-off spaces
- 6 Raised junctions
- 7 Existing utility cabinets retained
- 8 Bio-retention raingarden
- 9 Extra Care Centre ambulance and drop-off spaces
- 10 Proposed trees
- 11 Aycliffe House - Grade II Listed
- 12 Existing footpath improved

### Section A-A



### Section B-B



## 2.3 EAST-WEST STREET AND BOUNDARY MEWS

The East-West Street and Boundary Mews are designed to provide safe and convenient access through the FDS for pedestrians, cyclists and vehicles and are comparable to the 'Access Streets' outlined in the AAP. Traffic calming measures such as raised junctions and crossings will keep traffic speeds low and allow for comfortable north-south pedestrian permeability. Well ordered parking with frequent tree planting will keep the space uncluttered and feel green and welcoming.

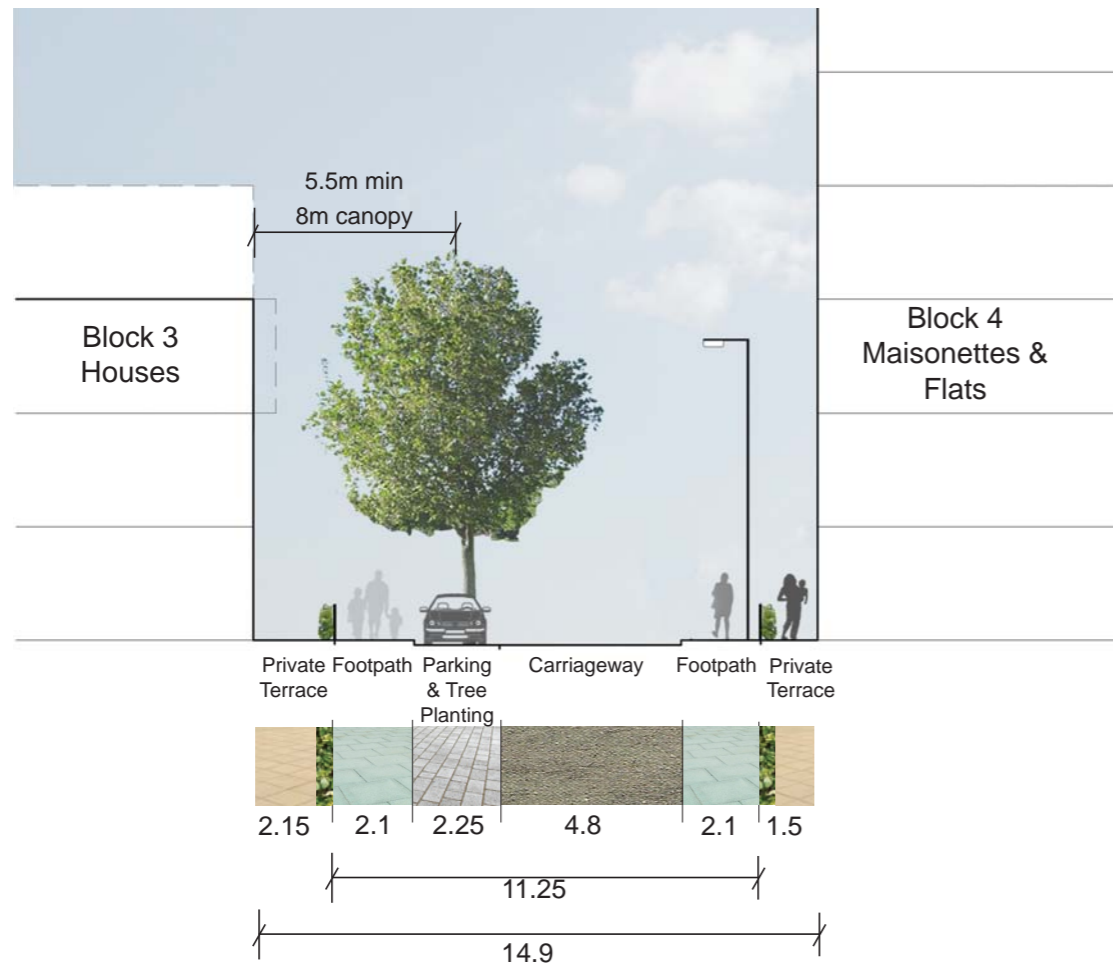
Breaks in the parking allow for informal crossing of the street as well as facilitating refuse collection from the dwellings.

**East-West Street and Boundary Mews Illustrative Plan**

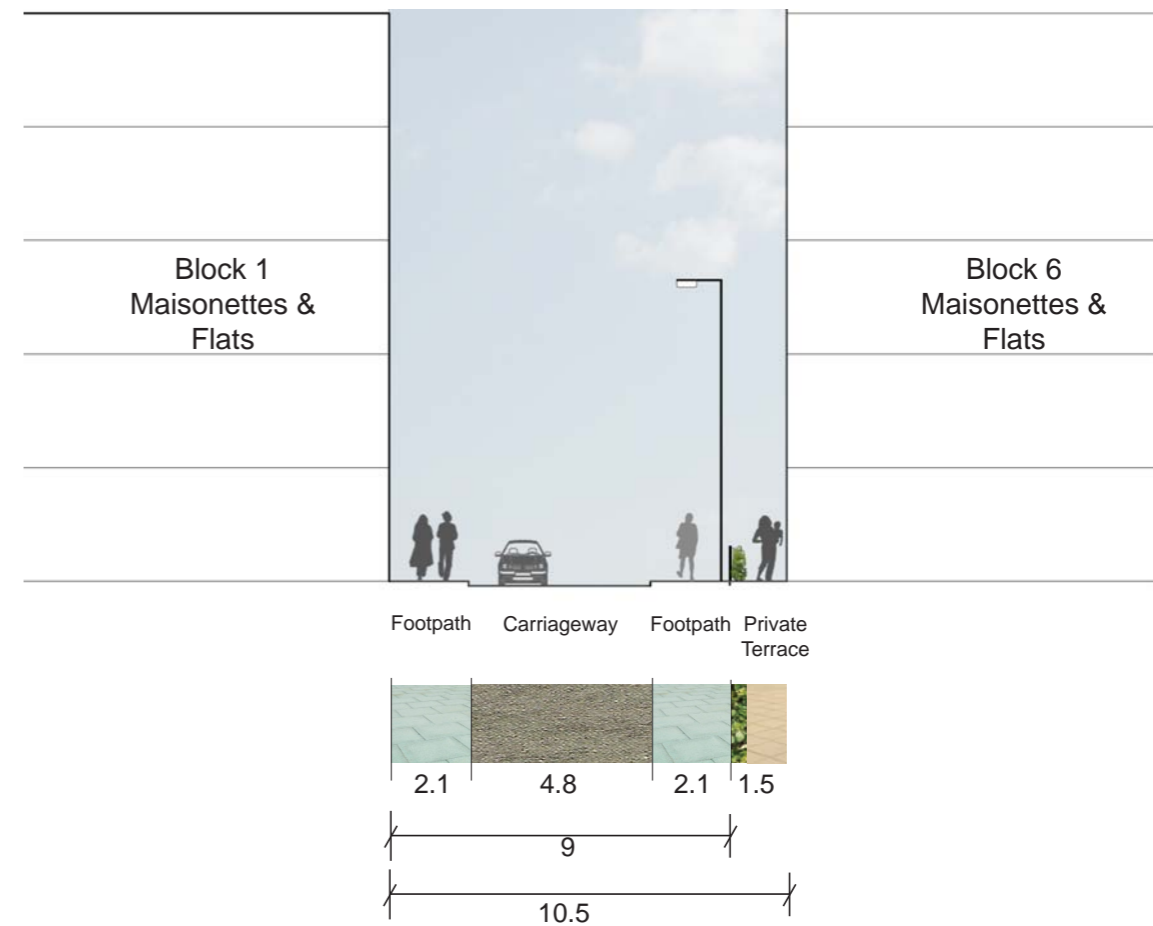


- 1 Shared surface square
- 2 North-South cycle link
- 3 Raised junction
- 4 Undecroft vehicular access
- 5 Pedestrian crossing
- 6 Parallel parking to North side
- 7 Proposed trees

### Section C-C



### Section D-D



## 2.5 WESTMORELAND GREEN AND PHELP GARDENS 'GREEN LINKS'

Two Green Links connect Burgess Park to the FDS development area and the existing neighbourhoods beyond. Westmoreland Green also forms a visual connection between Westmoreland Park and Burgess Park.

Key features of the streets are large canopy trees in generous planting beds and linear raingarden bio-retention beds with tree planting. More extensive planting gives the streets a garden-like character. The Green Links also create a habitat connection to Burgess Park, enhancing biodiversity.

The design of the Green Links reduces vehicle speeds within the streets and allows the green character to dominate. 60mm kerb upstands have been used to reduce the separation of the carriageway and breaks in the rain gardens and parking areas promote east-west informal pedestrian crossing.

Delivery/loading and servicing access is provided via loading bays adjacent to the main communal entrances into the buildings.

To reduce vehicle speeds and traffic volumes, Phelp Gardens will be exit only for vehicles onto Albany Road whilst providing two way cycle access via a contra-flow cycle lane on the shared surface or traffic carpet feature.

The materials used will follow Southwark Council's 'General' surfacing materials palette.

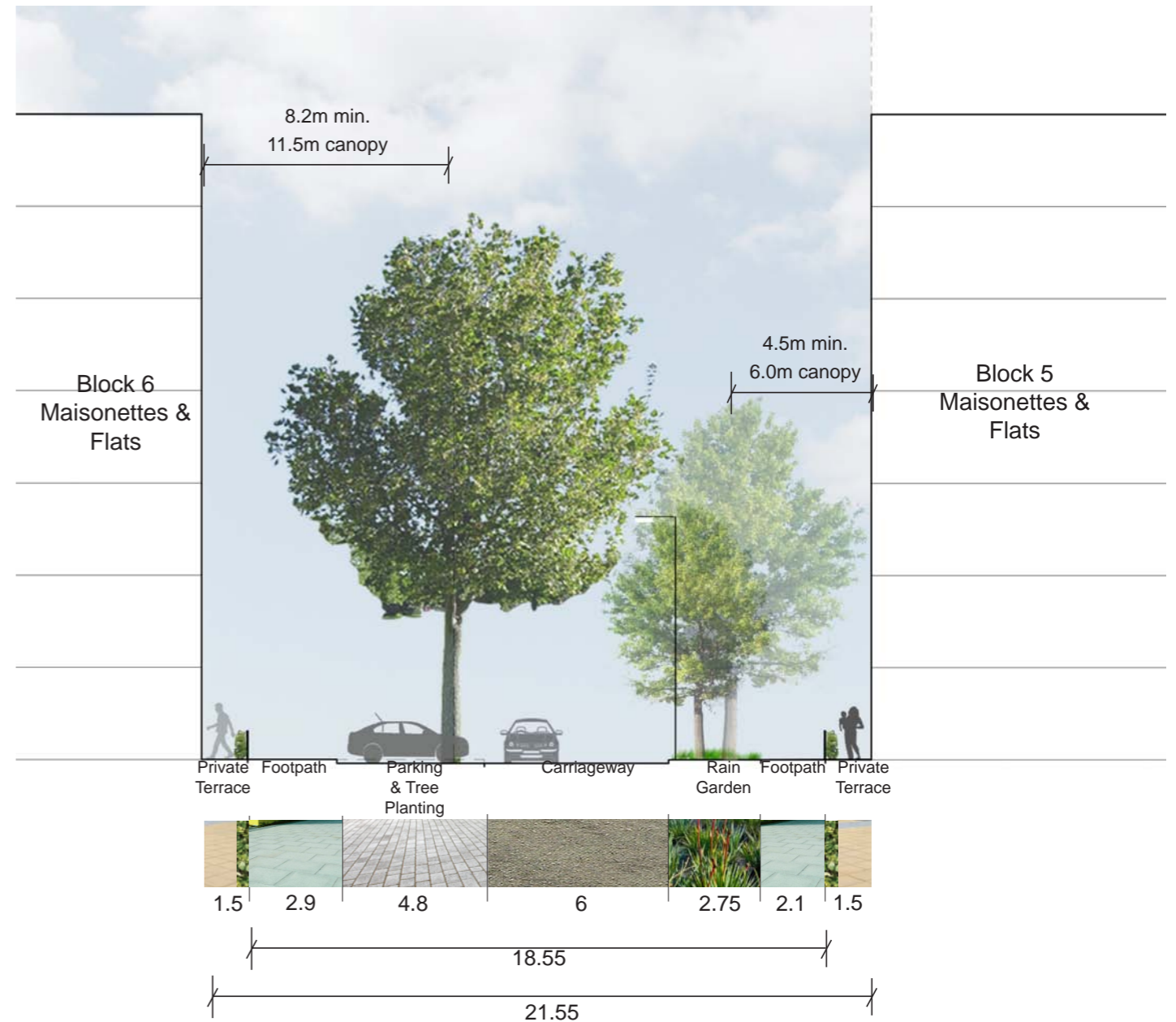
Westmoreland Green Illustrative Plan



- 1 Large tree planting
- 2 Bio-retention raingarden
- 3 Perpendicular parking
- 4 Pedestrian access between raingardens and street trees
- 5 Raised pedestrian crossings
- 6 Loading zone for deliveries
- 7 Cycle stands
- 8 Pedestrian crossing to Burgess Park
- 9 Shared surface



Section E-E



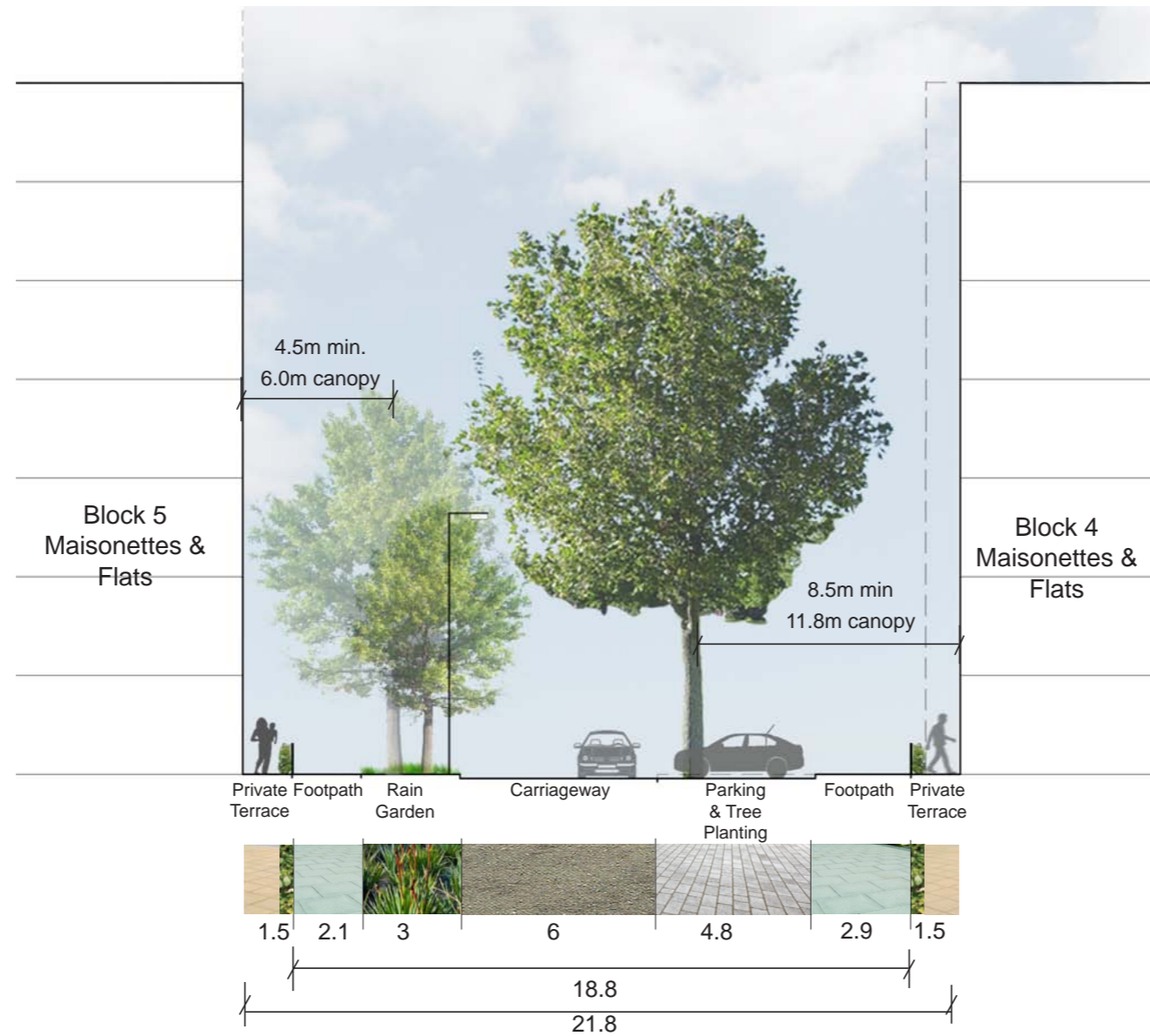
Phelps Gardens 'Green Link' Illustrative Plan



- 1 Large tree planting
- 2 Bio-retention raingarden
- 3 Perpendicular parking
- 4 Pedestrian access between raingardens and street trees
- 5 Raised junction
- 6 Loading zone for deliveries
- 7 Cyle stands
- 8 Informal pedestrian crossing to Burgess Park
- 9 Shared surface



Section F-F



## 2.6 BRADENHAM CLOSE

The development of the FDS will see the completion of Bradenham Close. The street was recently remodelled as part of the Site 1A works to the west, with new parking bays, tree planting and block paved carriageway and footways installed. The newly built Site 1A blocks have few front doors onto the street and some have high boundaries, reducing the potential for activity and passive surveillance.

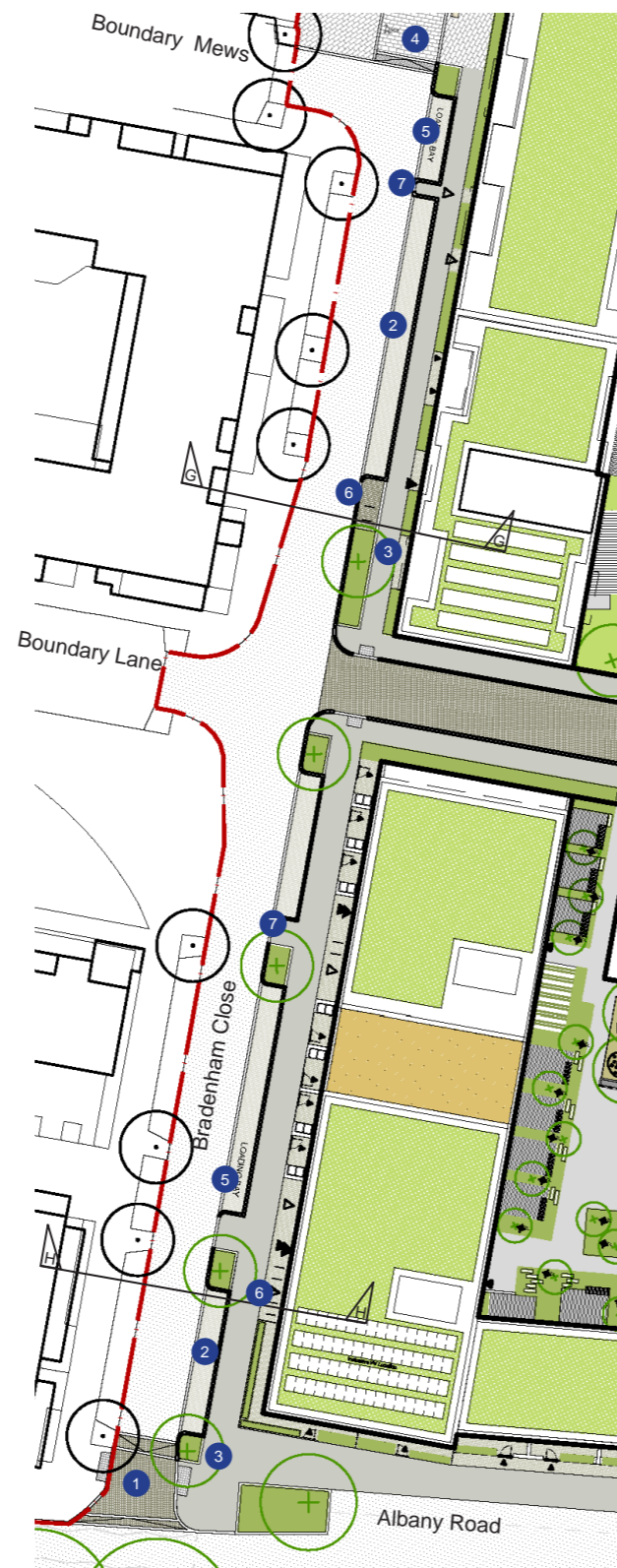
The FDS proposals will provide parallel parking and loading bays to the east side of the street as well as further tree planting where existing services allow. Pedestrian activity will be increased through primary entrances to the FDS buildings addressing the street. At the northern end, cycle and pedestrian only access is provided into Westmoreland Square.

The alignment between the Site 1A and proposed FDS buildings cause the street to taper slightly from south to north. A raised pedestrian crossing is located at the Albany Road junction to prioritise pedestrians along Albany Road and reduce the speed of vehicles entering the development.

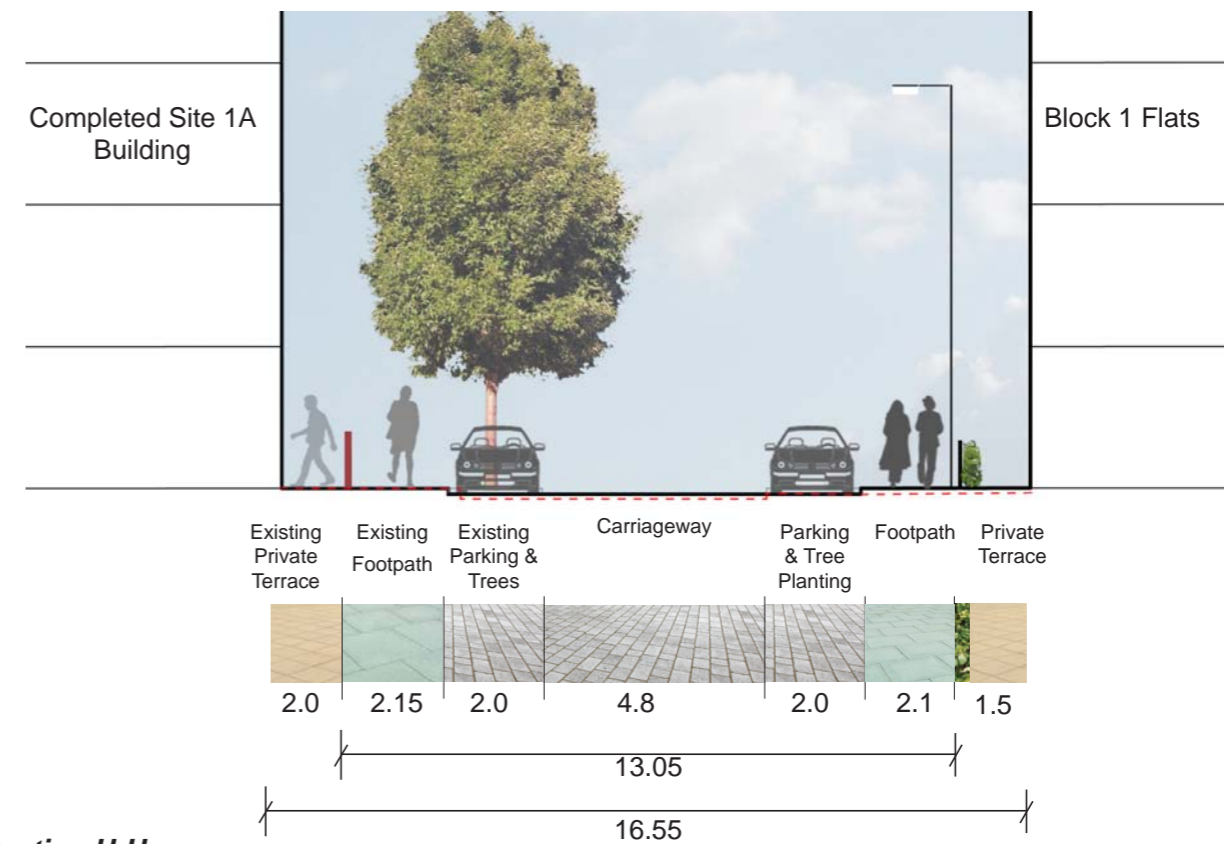
The materials used will follow Southwark Council's 'General' surfacing materials palette except for the carriageway which will use the existing block paving to be completed portion of the street.

- 1 Raised pedestrian crossing
- 2 Parallel parking
- 3 Proposed tree planting
- 4 Pedestrian and cycle connection to Westmoreland Square
- 5 Loading zone
- 6 Cycle stands
- 7 Pedestrian access between parking bays

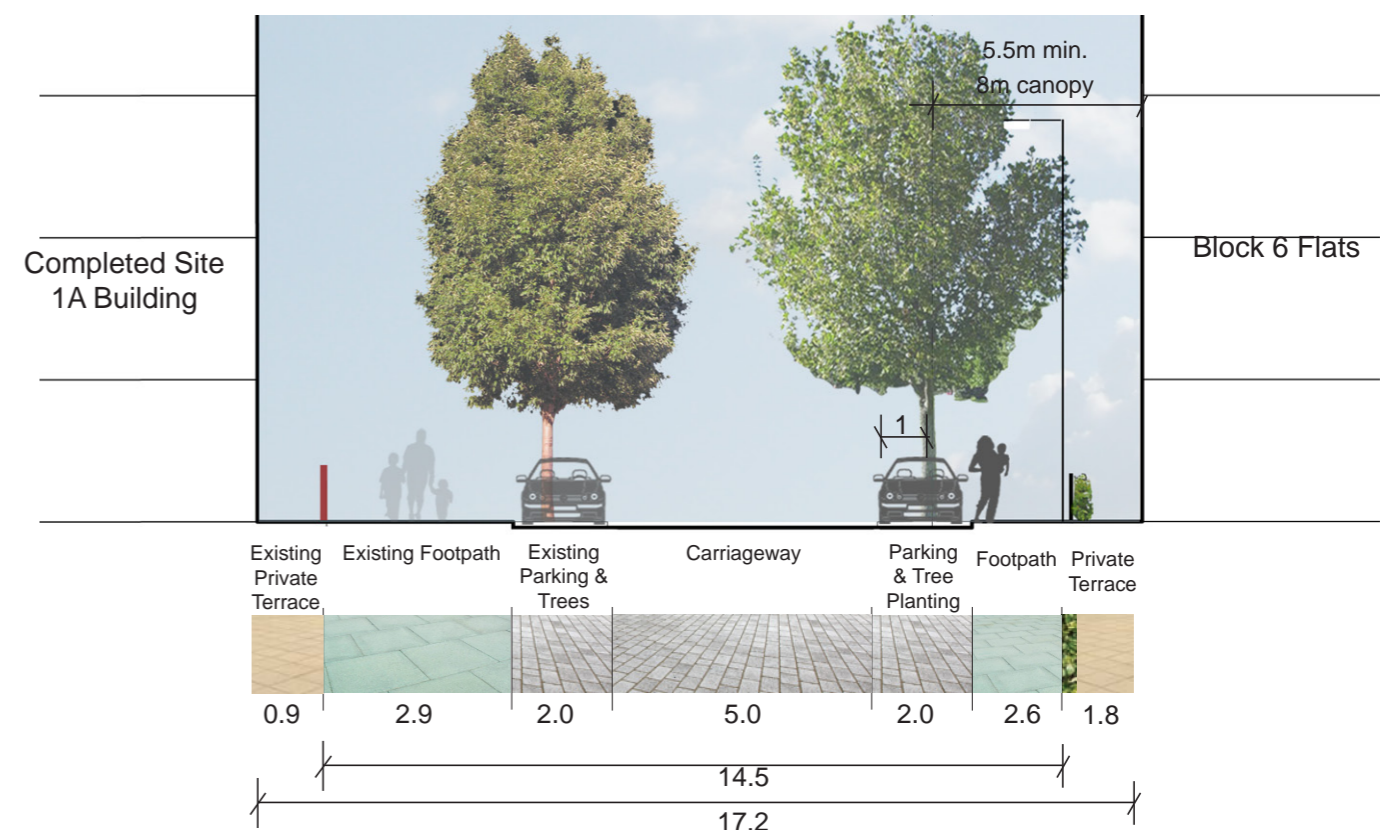
**Bradenham Close Illustrative Plan**



**Section G-G**



**Section H-H**



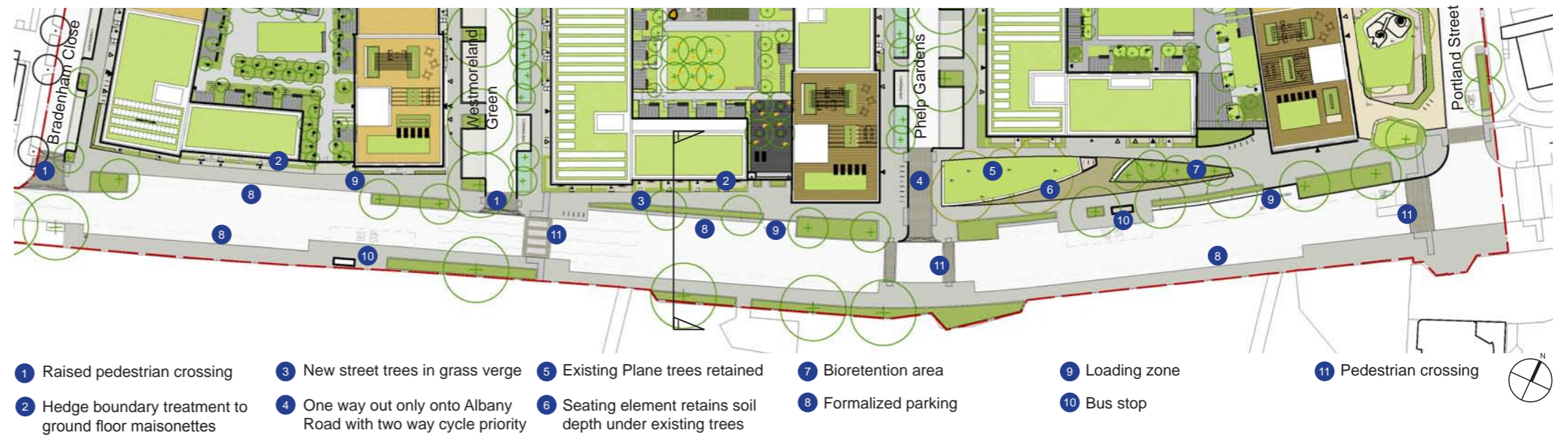
## 2.7 ALBANY ROAD

Albany Road is both the main East/West distributor road connecting Old Kent Road to Walworth Road and the interface between the Aylesbury regeneration area and Burgess Park. The design is indicative only as a collaborative design process is to be undertaken with LBS Highways, TfL and Sustrans to ensure the successful implementation of the Portland Street Quietway cycle route whilst maintain smooth bus flows along Albany Road. The design maintains the road's connective function but reduces the scale to create a calmer 'park road' character.

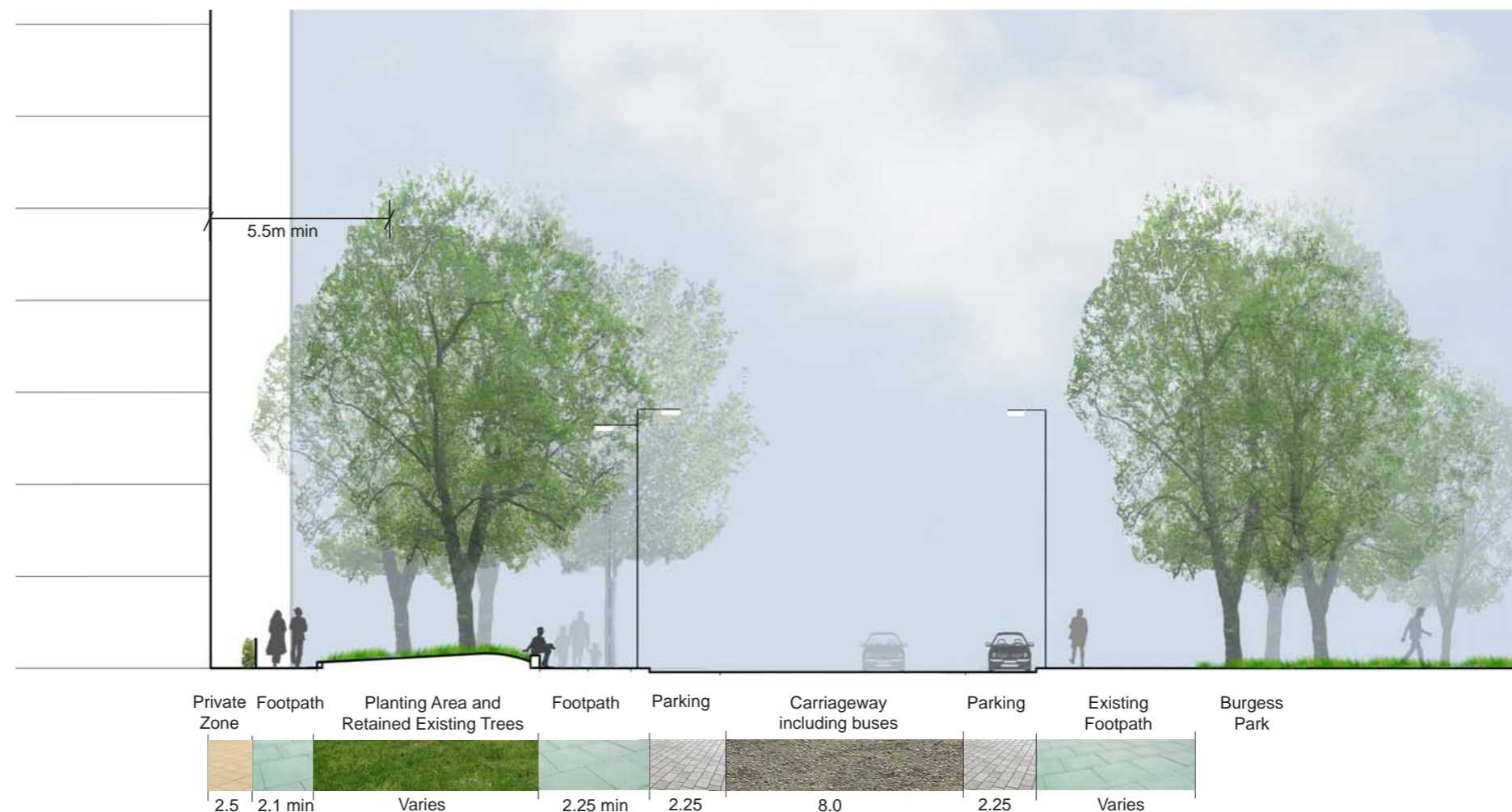
Regular formal and informal crossing points will be introduced to increase the opportunities for pedestrians to access Burgess Park. The crossings will be paved in a contrasting block to alert drivers to the likelihood of pedestrians' crossing. The remodelling of the carriageway and reduction in scale of the junctions will also slow traffic and encourage pedestrian access to the park.

Parking will be formalised into inset bays, creating a well ordered street scene. The northern footpath has been widened and a grass verge and new street trees planted where services allow to improve the pedestrian experience. Loading zones have been provided to ensure servicing of Blocks 4 and 5 can be undertaken without disrupting traffic flows.

**Albany Road Illustrative Plan**








**Section I-I (Albany Road)**







## 2.8 STREETSCAPE MATERIALS

The materials used within the streetscape will follow Southwark Council's 'General' surfacing materials palette.

In response to comments received from LBS Highway Authority the granite block trim detail to the carriageways has been omitted.

<b>1.1 STREET MATERIALS, FURNITURE AND LIGHTING SCHEDULE:</b>					
Ref/Element	Suggested Supplier	Type/Colour/Finish	Size	Notes	Image
<b>1.1.1 Carriageway</b>					
Main surfacing	-	- Bitumous surface mixture to LBS specification - Black - n/a	-	-	
Concrete block surfacing to Bradenham Close	Marshalls Ltd	- Metropolitan - Plum Brown - Standard	200x100x80mm	Reinstatement of existing surface treatment as required.	
<b>1.1.2 Parking Bays</b>					
Pre-cast concrete blocks. Anti-shift unit surfacing	Tobermore	- City Pave VS5 - Mid grey - Laid: Stretcher bond perpendicular to carriageway	300x150x100mm	Face mix including granite aggregates. Interlocking paving system	
<b>1.1.3 Pedestrian Crossings / Traffic Tables &amp; Carpets</b>					
Pre-cast concrete blocks. Anti-shift unit surfacing	Tobermore	- City Pave VS5 - 60% Mid grey, 40% Graphite - Laid: Stretcher bond perpendicular to carriageway	300x150x100mm	Face mix including granite aggregates. Interlocking paving system	
<b>1.1.4 Footways</b>					
British Standard pre-cast concrete paving flags	Marshalls	- BS PCC paving flag - Grey - Pimple finish	750x600x70/72mm	Fibre reinforced	



<b>1.1 STREETS MATERIALS, FURNITURE AND LIGHTING SCHEDULE:</b>					
Element	Suggested Supplier	Type/Colour/Finish	Size	Notes	Image
<b>1.1.5 Kerbs</b>					
Natural stone kerb and edging units	CED Ltd	- Granite - Silver grey - Fine picked to all sides	300x225x800-1100mm  65x150x800mm	Kerbs and edging units to all roads and planting areas on streets	
<b>1.1.6 Seating</b>					
None	-	-	-	-	-
<b>Cycle Stands</b>					
Stainless Steel	Falco	- Sheffield Cycle Stand - n/a - Stainless Steel	750x1100mm	Stands mainly located on private land at building entrances.	
<b>1.1.7 Litter Bins</b>					
LBS Standard on-street litter bin	to LBS requirements	to LBS requirements	to LBS requirements	-	
<b>1.1.8 Signage</b>					
Standard highway and parking signage only	-	to LBS requirements	to LBS requirements	Refer to section 4.1 for details of typical mounting positions.	-
<b>1.1.9 Lighting</b>					
Column mounted luminaire to LBS approval	Urbis Schreder	- ZX3 - Grey - Column finished to LBS specification	Heights to LBS approval	Refer to engineers proposals for positions/ numbers.	
Feature lighting	None	-	-	-	-

## 2.9 WESTMORELAND SQUARE

Westmoreland Square forms a key arrival point at the western end of the FDS and presents the opportunity to announce the regeneration of Aylesbury Estate. The Southwark Resource Centre, Extra Care Facility and existing shops provide active frontage and reinforce the Square as an important civic space for the community. The Square extends the space created as part of the Site 1A works.

The granite surface treatment and arrangement of the specimen tree planting and furniture have been designed to ensure safe vehicle, cycle and pedestrian connections. The arrangement of the square has been improved from the 2014 submission by the inclusion of clearly delineated pedestrian only areas to the edges of the square to ensure safe and attractive access for vulnerable pedestrians (refer movement hierarchy). In particular, a shared surface area for cyclists and pedestrians has been created between the square and Bradenham Close with pedestrian only paths either side to ensure safe access between Westmoreland Road and Bradenham Close.

Westmoreland Road will be treated as a shared surface to allow vehicles to pass through the space travelling east-west whilst ensuring they are restricted to very low speeds. Access for ambulance, refuse collection vehicles and fire engines as well as drop-off spaces for the Extra Care facility are provided.

To maintain the simplicity of the space, a grid of trees will create an urban forest effect that contrasts with the granite surface. The tree beds will be planted with different evergreen groundcovers chosen for their tolerance of shade.

An area is dedicated to the Mayor's Cycle Hire Scheme with capacity for 24 docking stations provided. An electrical supply will be provided to support events or other temporary uses in the Square.

The principles of the materials, street furniture and planting strategies remain unchanged from the 2014 submission.

Westmoreland Square Illustrative Plan



Westmoreland Square Movement Hierarchy



- Pedestrian, cycle and vehicle shared surface
- Pedestrian and cycle shared surface
- Pedestrian only areas

**Key**

- 1 Existing shops
- 2 Southwark Resource Centre
- 3 Entrance to Extra-Care facilities
- 4 Feature seating
- 5 Potential dynamic water feature
- 6 Grid of trees
- 7 Raingarden
- 8 Raised platform outdoor cafe area
- 9 Drop-off parking
- 10 Ambulance parking
- 11 Mayor's Cycle Hire docking station
- 12 Existing tree retained
- 13 Shared surface
- 14 Pedestrian/cycle shared surface delineated by cycle stands and benches
- 15 Feature lighting

## 2.10 WESTMORELAND PARK

Westmoreland Park complements the adjacent Westmoreland Square. It forms part of the 'Green Link' connecting Westmoreland Road and the existing neighbourhood to the north to Burgess Park in the south. Positioned close to the Community Facility and the flats for adults with learning disabilities, the park forms a place for the community to meet and interact as well as relax, play and engage in other passive recreation activities. Groves of trees form an urban forest within which play, planting, paving and urban furniture elements are positioned to create distinctive areas that allow multiple and varied uses and users to cohabit the space.

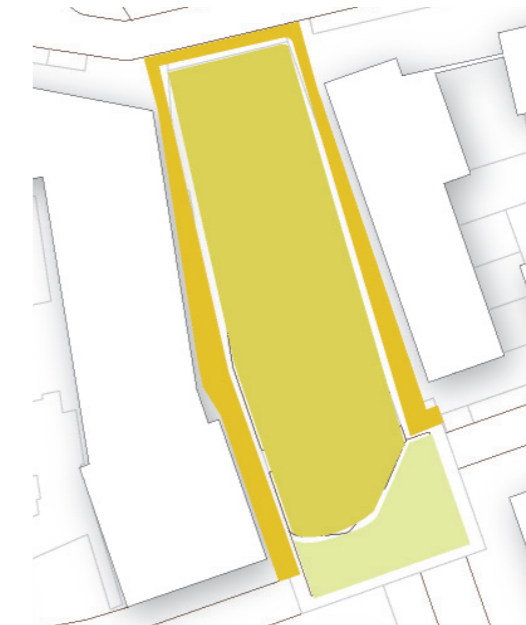
Large canopy trees give high visual impact and reinforce the green character of the park. The shrubs, perennial and evergreen herbaceous planting frame the different areas of the park and form a biodiverse perimeter to these spaces. These combined features add softness and seasonal interest and delineate a shared surface route for pedestrians and cyclists through the centre of the park. Pedestrian only paths to the edge of the square provide access to adjacent residential properties and for vulnerable pedestrians to move through the area safely.

The principles of the materials, street furniture and planting strategies remain unchanged from the 2014 submission.

**Westmoreland Park Illustrative Plan**



**Westmoreland Park Movement Hierarchy**



- Pedestrian, cycle and vehicle shared surface
- Pedestrian and cycle shared surface
- Pedestrian only areas

**Key**

- 1 Entrance to Community Facility
- 2 Flats for people with learning disabilities
- 3 Feature seating
- 4 Enclosed Play Area
- 5 Play - Undulating bench
- 6 Shrub and perennial planting
- 7 Lawn
- 8 In situ cast concrete paving
- 9 Small unit clay pavers
- 10 Shared surface square
- 11 Pedestrian/ cyclist shared
- 12 Pedestrian only paths
- 13 Access for cyclists
- 14 Cycle stands

## 2.11 PORTLAND STREET PARK

The key strategic landscape features of Portland Street Park are the existing mature Plane trees and its location between Michael Faraday Primary School and Burgess Park. This park provides a convenient place for parents to sit whilst their children play on the nearby equipment on route to and from school. It is equipped with an informal open ball court with seating and climbing structures orientated to older children.

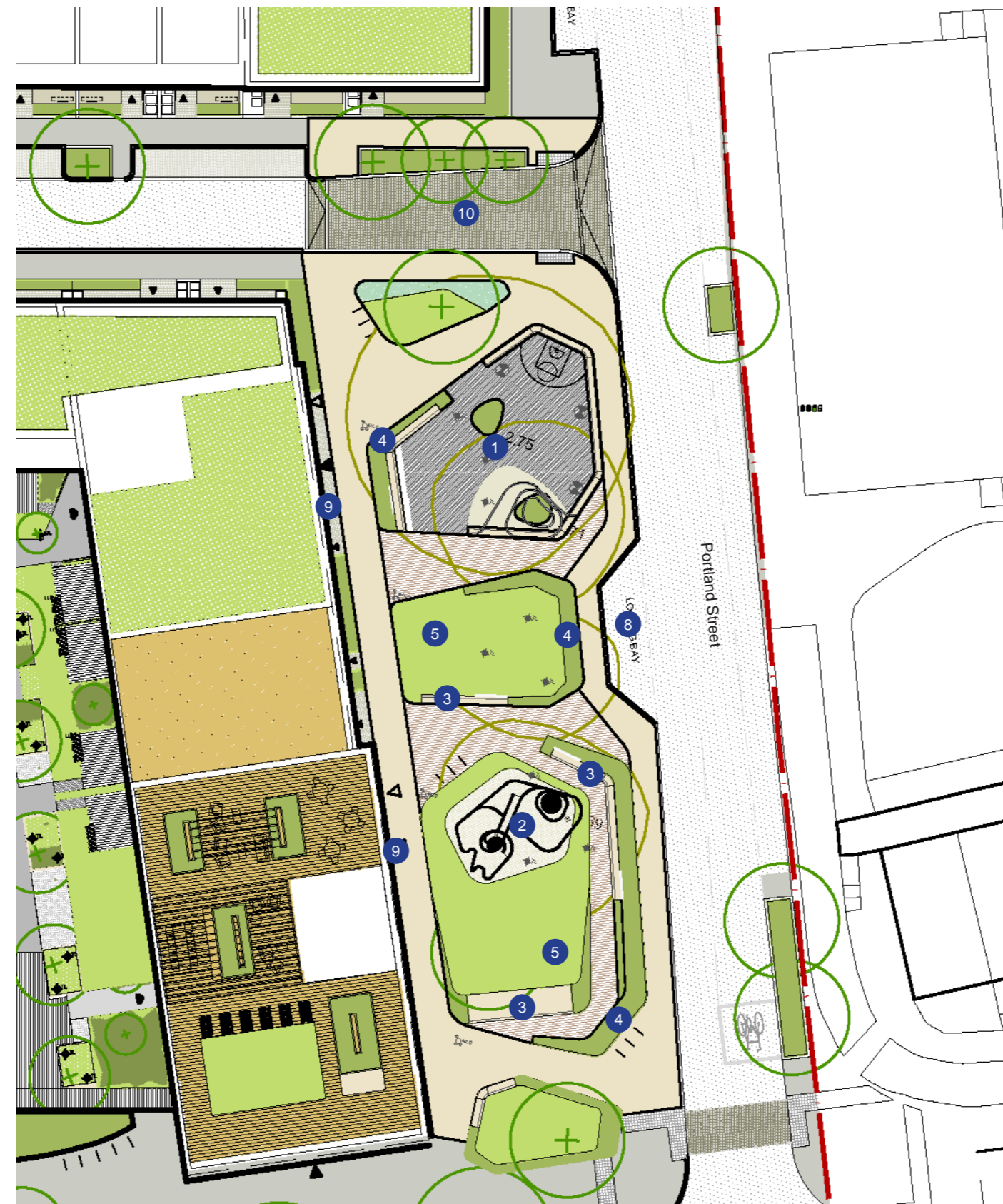
The four existing, mature Plane trees provide scale and character to the park as well as shade in the summertime. Space for relaxation is provided under the trees. The surrounding perennial and evergreen planting gives a sense of enclosure from the adjacent Portland Street.

Feature seating, paving and planting will define the different spaces, creating a structure that allows different generations and activities to co-exist and interact without conflict. Portland Street Park provides opportunities for active play for children ages 8 and up in two designated play areas. Cycle parking stands and litter bins are provided throughout the park.

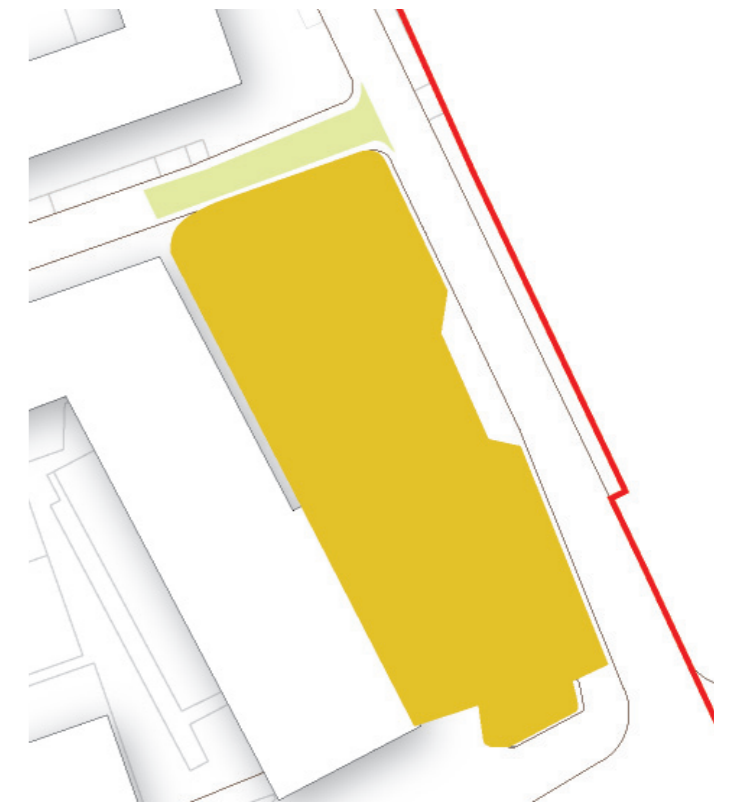
Portland Street will be reduced in scale with the carriageway narrowed and parking formalised. The design of Portland Street will be reviewed within a collaborative design process with LBS Highways, TfL and Sustrans as part of implementing LBS' and TfL's cycling strategies.

A loading zone will be installed off the road with tree planting where existing services allow. The junction between Portland Street and Westmoreland Road is to be raised to prioritise east-west pedestrian and cycle access as part of the Community Spine.

*Portland Street Park Illustrative Plan*



*Portland Street Park Movement Hierarchy*



Light green: Pedestrian, cycle and vehicle shared surface

Yellow: Pedestrian only areas

**Key**

- 1 Youth Play Facility
- 2 Play for younger children
- 3 Feature seating
- 4 Planted perimeter
- 5 Lawns
- 6 Shrub and perennial planting
- 7 Lawn
- 8 Loading Bay
- 9 Block Entrances / Refuse Access
- 10 Shared surface / Traffic carpet

**3.0**

# **STRATEGIC PROPOSALS**

### 3.1 TREE STRATEGY

#### Tree Replacement Strategy

Due to changes in the design of the streets, 212 trees are proposed to be planted within the FDS, in comparison to 215 in the 2014 submission. Using the methodology developed in the 2014 submission, the tree replacement requirement for the FDS is as follows:

- The stem girth for the existing retained and proposed trees is 1,069cm greater than the stem girth currently found on site. However, this is a reduction of 187cm from the 2014 submission.
- Changes to the species has increased the projected canopy cover from 5,705m<sup>2</sup> in the 2014 submission to 5,858m<sup>2</sup>, an increase of 153m<sup>2</sup>. However, the post development projected tree canopy is still less than the existing canopy of 5,974m<sup>2</sup>, a difference of 116m<sup>2</sup>.

Similar to the 2014 submission, as the proposed tree planting within the FDS increases the number of trees on the site which equates to a proposed stem girth provision far exceeding the existing, off-site compensation for the loss of projected tree canopy should not be required.

**Table 6.2.3 Tree Removal Compensation: First Development Site Projected Canopy and Stem Girth**

	Quantity	15 year Projected Canopy Cover from time of planting (area in m <sup>2</sup> )	Stem Girth/dia (cm)
<b>Existing Trees Pre-development</b>	<b>118</b>	-	-
Existing Trees Pre-development (excluding U category trees)	66	5,974	7,464
Existing Trees Retained	17	2,431	2,323
Proposed Trees	229	3,427	6,205
<b>Total Post Development Trees</b>	<b>229</b>	<b>5,858</b>	<b>8,528</b>
Difference between Pre and Post Development	+111	-	-
Difference between Pre and Post Development (excluding U category trees)	+163	116	+1,064
Potential Off-site Compensation	0	116	0

### Public Realm Tree Planting

Following the request of LBS' Tree Officer, *Prunus serrulata* 'Kanzan' (Japanese Flowering Cherry) and *Robinia psuedoacacia* 'Frisia' (Black Locust) has been removed from the public realm tree planting. A review of the mature canopy sizes of the proposed trees was also undertaken to minimise potential conflicts between the trees and proposed buildings. The choice of street trees responds to LBS' SSDM/ SER Tree Palette.



### Examples of Tree Species proposed for the Public Realm



### FDS Public Realm Tree Planting Schedule

	Common Name	Species	Girth Size at Supply (cm)	Height at Supply (cm)	Form	Root Form	Ultimate Mature Height (m)	Total Number
●	Norway Maple	<i>Acer platanoides</i> 'Princeton Gold'	30-35	550-600	SM	RB	10-12	3
●	Snowy Mespilus	<i>Amelanchier lamarki</i> 'Robin Hill'	20-25	500-550	SM	RB	8-10	18
●	Fastigate Beech * **	<i>Fagus sylvatica</i> 'Dawycyk'	20-25	500-550	SM	RB	15-20	13
●	Fern Leaved Beech * **	<i>Fagus sylvatica</i> 'Asplenifolia'	30-35	550-600	SM	RB	20-25	5
●	Silver Birch * **	<i>Betula pendula</i>	20-25	500-550	SM	RB	12-15	18
●	Sweet Gum	<i>Liquidambar styraciflua</i>	40-45	700-750	SM	RB	20-25	7
●	Honey Locust	<i>Gleditsia triacanthos</i>	20-25	500-550	SM	RB	15-20	12
●	London Plane *	<i>Platanus x hispanica</i>	40-45	700-750	SM	RB	20-25	13
●	Maidenhair Tree	<i>Ginkgo biloba</i> 'Princeton Sentry'	30-35	550-600	SM	RB	12-15	10
●	Small Leaved Lime * **	<i>Tilia cordata</i> 'Green Spire'	40-45	700-750	SM	RB	15-20	10
●	Judas Tree	<i>Cercis siliquastrum</i>	20-25	500-550	SM	RB	8-10	1
●	Persian Ironwood	<i>Parrotia persica</i> 'Vannesa'	18-20	450-500	SM	RB	8-10	5
●	Tulip Tree	<i>Liriodendron tulipifera</i>	40-45	700-750	SM	RB	15-20	4

\* Species of high ecological value

\*\* Native Species

## 3.2 PLAY STRATEGY

### Establishing Play Requirements

Due to the change in the accommodation provision across the FDS site since the 2014 submission the corresponding child yield and therefore play provision requirements have been amended and now require 70sqm more playable space within the development

**Table 3.2.1 FDS Child Yield and Play Provision Requirement - Oct' 2014 Submission**

	FIRST DEVELOPMENT SITE	
	CHILD YIELD	PLAY PROVISION REQUIREMENT
0-5	150	1,500 sqm
5-11	146	1,460 sqm
12+	111	1,110 sqm
<b>TOTAL</b>	<b>407</b>	<b>4,070 sqm</b>

**Table 3.2.1.A Revised FDS Child Yield and Play Provision Requirement - Feb' 2015**

	FIRST DEVELOPMENT SITE	
	CHILD YIELD	PLAY PROVISION REQUIREMENT
0-5	151	1,510 sqm
5-11	150	1,500 sqm
12+	113	1,130 sqm
<b>TOTAL</b>	<b>414</b>	<b>4,140 sqm</b>

### Access to Play Facilities

Adjustments to the arrangements of the open spaces across the site and the requirement to increase the playable space provision has altered the quantity of playable area within each open space.

**Table 3.2.3 Proposed Play and Recreation Facilities - Oct' 2014 Submission**

TPOLOGY	LOCATION	PROVISION	TOTAL FOR TPOLOGY	REQUIREMENT	DIFFERENCE	ACCESSIBILITY REQUIREMENTS
Local Playable Space (5-11yrs)	Westmoreland Park	885sqm	1,494sqm	1,460sqm	+ 34sqm	Within 400m
Local Playable Space (5-11yrs)	Portland Park	609sqm				
Doorstep Playable Spaces (0-5yrs)	Communal Courtyard Gardens, Blocks 4,5 & 6	1,970sqm	3,771sqm	1,260sqm	+ 710sqm	Within 100m
Doorstep Playable Spaces (0-5yrs)	Private Gardens to Houses	240sqm *		240sqm		
<b>Total On-site Provision</b>		<b>3,704sqm</b>				
Youth Space (12+yrs)	Off Site Provision	1,110sqm	1,110sqm	1,110sqm	0	Within 800m
<b>Total - Playable Space Provision</b>		<b>4,814sqm</b>				

\* In line with advice set out in paragraph 4.32 of the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation SPG', the child yield for children under the age of five has been calculated for houses separately and the spatial requirements have been assumed to have been met in full.

**Table 3.2.3.A Revised Proposed Play and Recreation Facilities - Feb' 2015**

TPOLOGY	LOCATION	PROVISION	TOTAL FOR TPOLOGY	REQUIREMENT	DIFFERENCE	ACCESSIBILITY REQUIREMENTS
Local Playable Space (5-11yrs)	Westmoreland Park	956sqm	1,631sqm	1,500sqm	+ 131sqm	Within 400m
Local Playable Space (5-11yrs)	Portland Park	675sqm				
Doorstep Playable Spaces (0-5yrs)	Communal Courtyard Gardens, Blocks 4,5 & 6	1,970sqm	3,771sqm	1,270sqm	+ 700sqm	Within 100m
Doorstep Playable Spaces (0-5yrs)	Private Gardens to Houses	240sqm *		240sqm		
<b>Total On-site Provision</b>		<b>3,841sqm</b>				
Youth Space (12+yrs)	Off Site Provision	1,130sqm	1,130sqm	1,130sqm	0	Within 800m
<b>Total - Playable Space Provision</b>		<b>4,971sqm</b>				

\* In line with advice set out in paragraph 4.32 of the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation SPG', the child yield for children under the age of five has been calculated for houses separately and the spatial requirements have been assumed to have been met in full.





