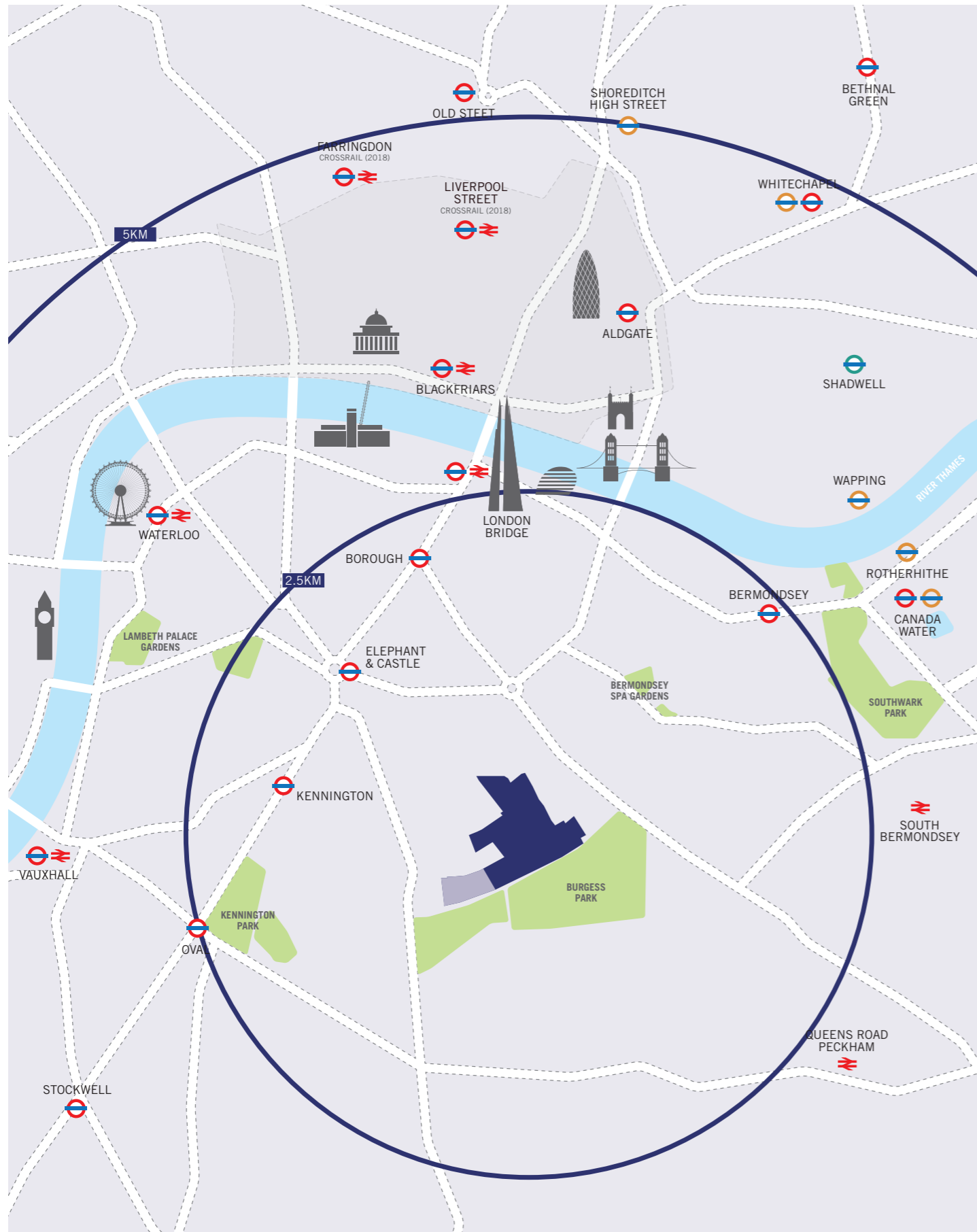


# Masterplan Application



# Design & Access Statement



# CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	4.3	Seamless integration and new connections	<b>6.0</b>	<b>PHASED REGENERATION</b>
1.1	Purpose of the document	4.4	Masterplan layout	6.1	The regeneration process
1.2	Summary of masterplan proposals	4.5	Urban grain	6.2	Phase 1 (FDS)
		4.6	Scale	6.3	Phase 2A ( Plot 18)
		4.7	Massing	6.4	Phase 2B/2C
<b>2.0</b>	<b>ASSESSMENT: CONTEXT AND ANALYSIS</b>	4.8	Landmarks	6.5	Phase 3
2.1	Site location	4.9	Townscape	6.5	Phase 4
2.2	Site background	4.10	Building typologies		
2.3	Site boundary	4.11	Appearance	<b>7.0</b>	<b>ACCESS</b>
2.4	Historical evolution	4.12	Movement	7.1	Site access
2.5	The Estate	4.13	Street hierarchy and character		
2.6	Aylesbury today	4.14	Frontages		
2.7	Site analysis	4.15	Trees	<b>8.0</b>	<b>PARAMETER PLANS</b>
2.8	Constraints and opportunities	4.16	Landscape and open spaces	8.1	PP01: Site boundary
2.9	Wider regeneration in Southwark	4.17	Mix of uses	8.2	PP02: Land uses
2.10	Summary	4.18	Public Art and Wayfinding	8.3	PP03: Building heights
		4.19	Housing mix and sizes	8.4	PP04: Access and circulation
<b>3.0</b>	<b>MASTERPLAN DEVELOPMENT</b>	4.20	Lifetime homes	8.5	PP05: Public open space
3.1	Introduction	4.21	Environmental performance	8.6	PP06: Horizontal deviations
3.2	Design development process	4.22	Sustainability	8.7	PP07: Basements
3.3	Overview of consultation and engagement			8.8	PP08: Demolition
3.4	Key design changes	<b>5.0</b>	<b>PLACES</b>	8.9	PP09: Development phasing
		5.1	Introduction to character areas	8.10	Schedule of drawings
<b>4.0</b>	<b>THE DESIGN</b>	5.2	Park Edge		
4.1	Design principles	5.3	Community Spine		
4.2	Illustrative masterplan	5.4	Thurlow Street		
		5.5	School Neighbourhood		
		5.6	Surrey Square Park Neighbourhood		



**1.0**

**INTRODUCTION**



*Aylesbury Illustrative Masterplan*

## 1.1 PURPOSE OF THE DOCUMENT

Following extensive consultation and with the support of local residents, Southwark Council adopted the Aylesbury Area Action Plan (AAP) as part of the Local Development Framework in 2010 with the intention of radically changing this part of South London. The Aylesbury Estate was identified as the Action Area Core, the first part to be comprehensively redeveloped and replaced by a series of new and integrated neighbourhoods based around well-designed and safe streets.

In January 2014 Southwark Council announced Notting Hill Housing (NHH) as its preferred development partner following an 18 month procurement process. NHH's multi-disciplinary team includes a panel of architects led by HTA Design LLP with Hawkins Brown and Mae Architects, landscape and sustainability consultants HTA Design LLP, engineering consultants WSP, planning consultants Deloitte and consultation specialists Soundings.

Since January the team has worked with residents, local stakeholders and Council Officers to develop the detailed Masterplan for the Estate to deliver the vision in the AAP. On approval of this outline Masterplan, over the next 15 to 20 years NHH will deliver one of the most ambitious regeneration projects in Europe, creating a series of successful new neighbourhoods in this part of South London.

This Design and Access Statement accompanies the Masterplan Outline Planning Application. It provides a summary of the constraints and opportunities of this site and an overview of the policy context, setting out the rationale for the redevelopment of the Estate and the design-led engagement which has taken place with existing residents and local stakeholders. It outlines the Masterplan framework aspirations, summarises the design development process, describes the illustrative proposals and details how access issues are expected to be dealt with at Reserved Matters stage.

This report should be read in conjunction with the documents for which Outline Planning Approval is sought: nine Parameter Plans, the Design Code and the Development Specification

## 1.2 SUMMARY OF MASTERPLAN PROPOSALS

The Masterplan vision is to create a series of new neighbourhoods of outstanding quality, establishing the area as an accessible and attractive piece of city, well integrated into the surrounding local network of streets and open spaces of Southwark.

Today, as housing becomes a top priority for Londoners, there is renewed interest in the questions of density, built form, high-rise and perimeter block planning as well as in the function of traditional streets and squares. It is in this context that the proposed Aylesbury Estate Masterplan is expressed as a coherent and well-illustrated design narrative that argues the benefits of re-introducing streets.

Streets are, and feel, safer. Streets are an endlessly sustainable system of the renewal of our cities.

Through recreating streets, this Masterplan aims to remove the physical and psychological barriers that used to signal the edge of the estate. Distinctive new squares and open spaces will intersect with streets to form the focal points of various and diverse neighborhoods.

This Masterplan Application sets the framework to future proposals that will deliver quality new homes and ensure that the development knits seamlessly with the surrounding city, creating a place that is recognisably part of Walworth, and part of London.





**2.0**

**ASSESSMENT:**

**CONTEXT AND ANALYSIS**

Fig 2.1 Aylesbury Estate and central London, aerial view, source: Google Earth



## 2.1 SITE LOCATION

Designed by the architect Hans Peter Trenton, the Aylesbury Estate was built during the late 1960s and early 1970s, and is one of the largest housing Estates in Europe.

Located in the London Borough of Southwark, the Estate is home to over 7,000 people and also includes a number of offices, community buildings and some shops.

The Estate is situated to the east of Walworth Road and extends along the north of Burgess Park, within the northern part of the Borough of Southwark, located south of the Thames. Burgess Park re-opened in 2012 following an £8 million transformation, stretching from Camberwell and Walworth in the west to Peckham and the Old Kent Road in the east.

The Estate is centrally located in between Zones 1 and 2, with Elephant and Castle to the north-west and Camberwell directly south.

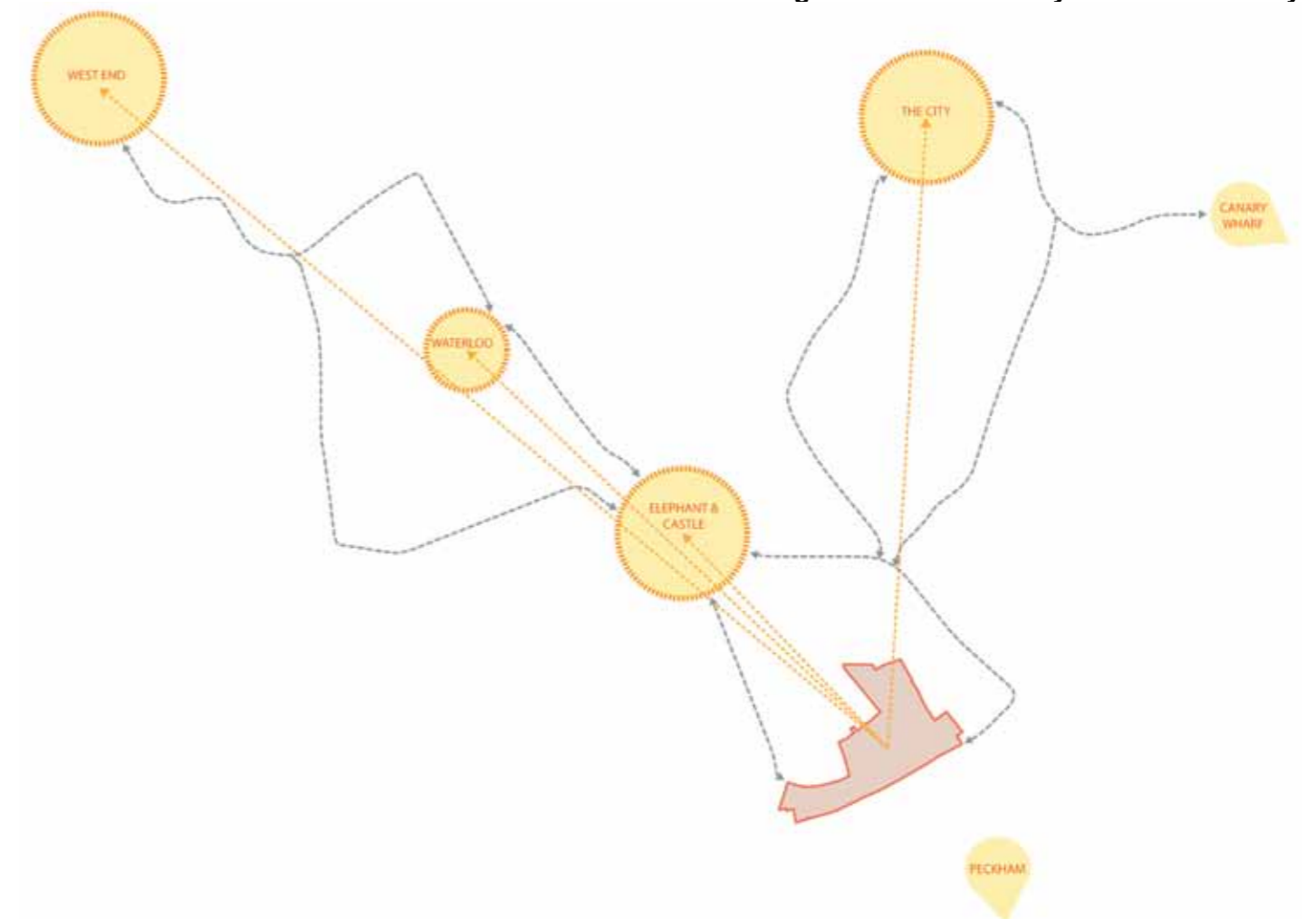
The area is well connected to existing public transport routes and cycle networks. There are three designated cycle routes which pass through the Estate via Burgess Park and numerous local bus services, including three routes which run through the Estate along Thurlow Street and Albany Road, two of which run through the night.

There are three underground stations in close proximity including Elephant and Castle (1.1 miles), Kennington (1.1 miles) and Oval (1.3 miles) all on the Northern Line.

Fig 2.2 London Borough of Southwark (Number 25) within the London boroughs



Fig 2.3 The site and key centres of activity



## 2.1

### SITE LOCATION

The AAP sets the following vision for the area:

***“We want the Aylesbury area to become a successful neighbourhood incorporating the highest design standards, a good mix of uses and a layout that will meet the needs of current and future generations. We want the Aylesbury area to be known for high quality social rented and private homes that address a variety of local needs, including those of the elderly and vulnerable. We also want to be known for an outstanding environment with excellent parks and great streets which are accessible for all. We want residents to choose to stay in the area because of the quality of its schools and community facilities. Overall we want to create a place with a strong sense of community.”***

***We want to contribute to the regeneration of our neighbourhood by setting out key principles on the quality of new homes, improved access and transport, great streets, squares and parks and better social and community facilities.***

***We also want to contribute by encouraging all those who take decisions that affect our community to aspire to and maintain the highest standards.***

***In this way we shall build an exemplary neighbourhood in which we and our children will want to live and of which we can be rightly proud.”***

(source AAP, pp. 19)

Fig 2.4 Aylesbury AAP Masterplan



#### Key

- 1-Thurlow Street – the neighbourhood’s main street and public transport route.
- 2-Albany Road – a calmed route alongside the park providing great links to the rest of the area.
- 3- The East-West Community Spine – a pedestrian and cycling focused street linking many of the facilities in the area, which will include some shops, space for community meetings and events, and health facilities.
- 4- Michael Faraday Primary School and Community Learning Centre – a new local campus for learning, which will be a resource for all members of the community including both local children and adults.
- 5-New Walworth Academy – a new secondary school to be completed in 2010.
- 6-A new secondary school with community facilities located on the site of the Walworth Lower School and to be completed in 2013.
- 7-A redesigned and improved Burgess Park – a destination ‘World Park’ for South London.
- 8- New community facilities, shops and business space focused on Thurlow Street, the Amersham site and East Street
- 9- Westmoreland Road Square – a major new plaza to provide the setting for new community facilities and shops.
- 10- Three Green Fingers – providing high quality local open space that link Burgess Park with the rest of the AAP area.
- 11- Improved good quality open spaces, including Burgess Park and Surrey Square Park.

## 2.2

### SITE BACKGROUND

The potential for the Aylesbury Estate Regeneration to deliver a significant number of new replacement and additional homes has been identified in Southwark Council's Aylesbury Area Action Plan (AAP). The Council recognised the urgent need for change, and the AAP document sets out a clear vision for the future of the area.

In September 2005 Southwark Council concluded that it would be too costly to bring the existing homes up to decent homes standards. It was agreed that the current built fabric was dated with mounting maintenance and management costs particularly arising from the building facades and services.

Furthermore the layout of the existing built environment contradicts current principles of good urban design. Many elements of the existing Estate's design and structure, such as the raised walkways and ground floor garage areas, contribute to negative perceptions of crime and safety in the area.

Following consultation with local residents and stakeholders, Southwark Council concluded that the best way forward was the phased redevelopment of the Estate. After four years of extensive consultation and Masterplanning, and with the support of local residents, Southwark Council adopted the AAP in 2010.

Over the next 15 to 20 years the redevelopment of the Aylesbury Estate will create a series of new neighbourhoods in this part of South London, providing the opportunity to improve the quality of life for everyone living in the area.

The AAP sets a vision for the new neighbourhood and guidance to achieve the following key changes in the area:

- Better homes:
  - A high quality residential neighbourhood
- Public life:
  - Better and safer streets, squares and parks
- Connections:
  - Improved transport links
- Community:
  - Enhanced social and economic opportunities

Chapter 3.0 outlines how the AAP Masterplan has informed the design process and principles for the regeneration of the Aylesbury Estate.



Fig 2.5 Aerial view of the Aylesbury Estate



Fig 2.7 Street view from the Estate

Fig 2.6 Location of the Aylesbury Area Action Plan



Fig 2.8 View under an undercroft



## 2.3

### SITE BOUNDARY

Figure 2.9 shows the extent of the outline planning application boundary (22 ha) and the extent of the first development site (4.4 ha).

Our proposals do not intend to preserve the Estate as an inward looking entity, but to open it up and integrate it within its surroundings by introducing and strengthening new connections, particularly north-south and east-west.

We have identified three 'boundaries' forming the edge of the Estate:

- **Physical**

The 'Physical' boundaries defining the Aylesbury Estate are the edge of Burgess Park to the south, Walworth and Old Kent Road to the east and west and, to a lesser extent, East Street to the north - all of which contribute to creating a bounding box around the Estate.

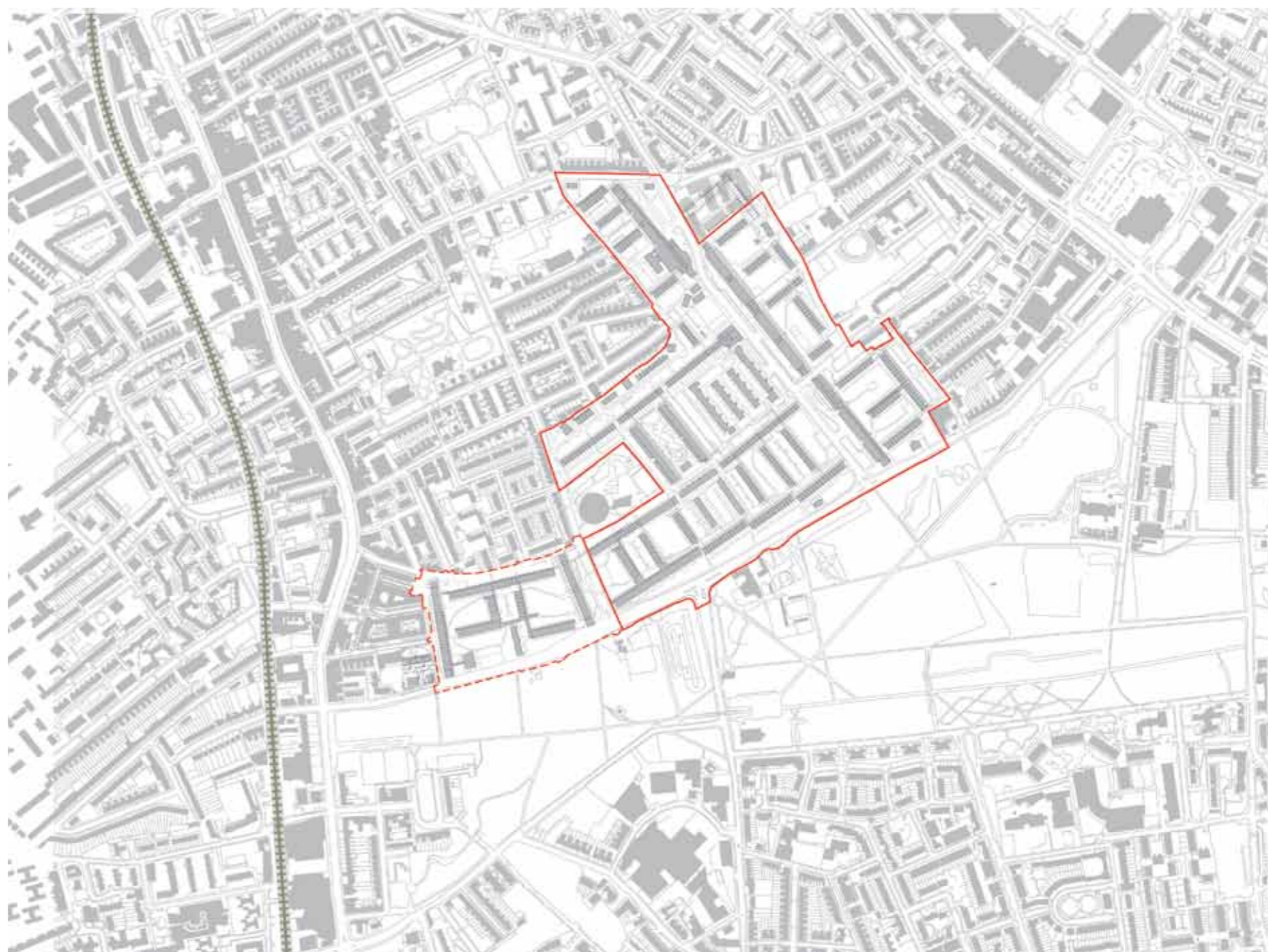
- **Architectural**

The 'Architectural' boundaries exist where a considerable change in architectural form and character occurs. Due to the recognisable form and style of the buildings on the Estate this boundary tends to follow the red-line boundary as the neighbouring properties change quite dramatically in both appearance and scale - in particular the Walworth Conservation Area to the north-west of the Estate.

- **Socio-Economic**

The 'Socio-Economic' boundaries of the site are much wider reaching and generally more loose. In South London, and particularly in this and the surrounding areas of Camberwell, and Peckham, deprivation is quite widespread and cannot be isolated to the site area alone.

Fig 2.9 Site boundaries



**Key**

- First Development Site ( Extent of Detailed Planning Application)
- Masterplan ( Extent of Outline Planning Application)

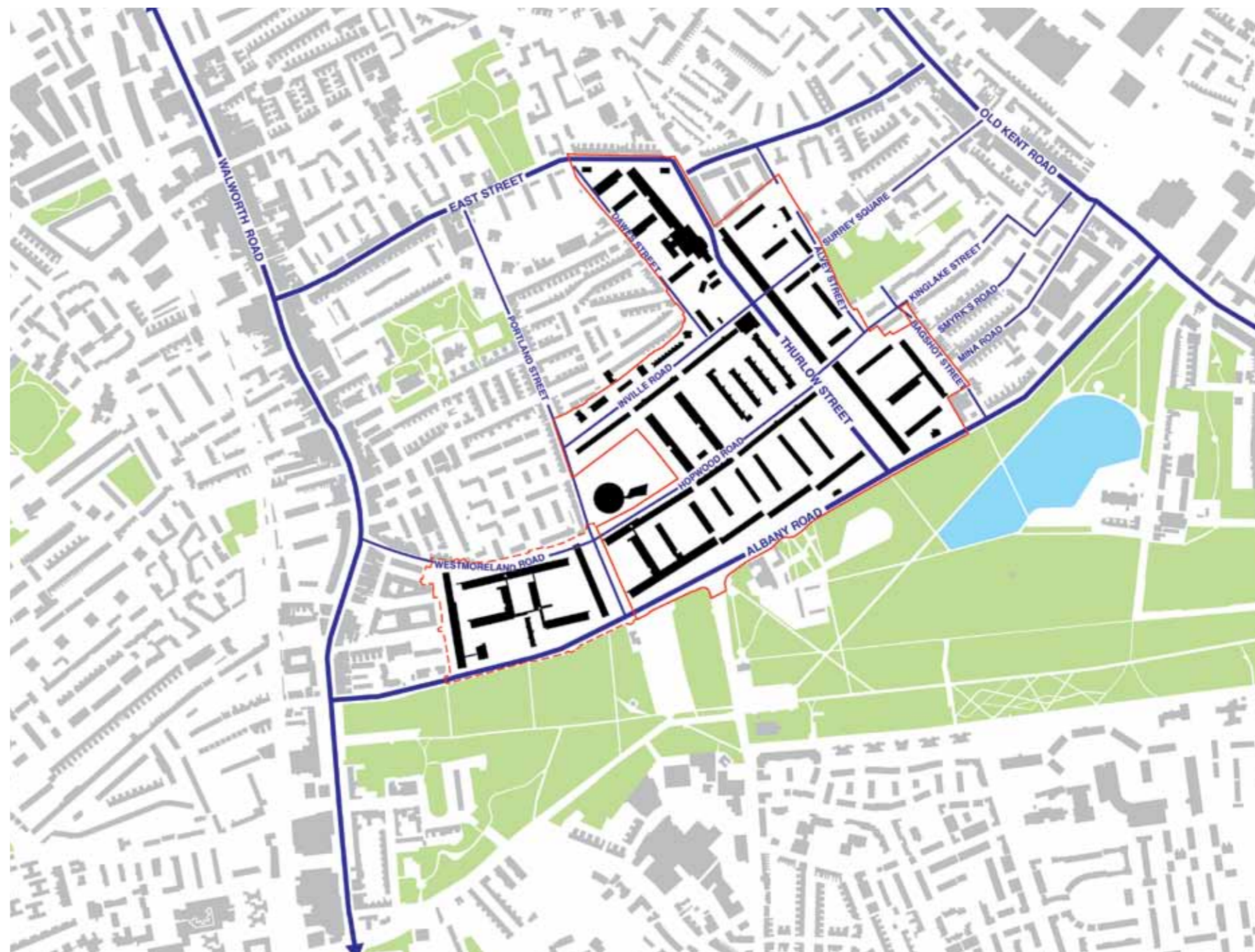
## 2.3

### SITE BOUNDARY

The red line boundary of the Estate runs along the following roads (from east to west):

- Westmoreland Road
- Portland Street
- Inville Road
- Roland Way
- Inville Road
- Dawes Street
- East Street
- Thurlow Street
- Sedan Way
- Alvey Street
- Kinglake Street
- Bagshot Street
- Albany Road
- Albany Mews
- Red Lion Row

Fig 2.10 Plan showing major existing streets in and adjacent to the site



**Key**

- First Development Site ( Extent of Detailed Planning Application)
- Masterplan ( Extent of Outline Planning Application)

## 2.4

### HISTORICAL EVOLUTION

At the turn of the 19th century the Walworth area was a tightly packed urban neighbourhood made up of narrow streets and Victorian housing.

The Borough has a long and rich history with ancient foundations in early settlement bordering the Thames at its northern point, which typifies the development of London as a whole, from its high-density northern core to suburban development at its southern extremity. Throughout its history, and across its entire extent, the urban fabric of Southwark was - until the 1960s, at least - predicated on the ordering principles dictated by the urban street. Streets as ordering system largely disappeared with the development of the Aylesbury Estate.

The LBS was formed from the amalgamation of Southwark, Camberwell and Bermondsey boroughs in 1965. To inform the Council's District Plan, and in turn the Greater London Development Plan, the department of Architecture and Planning carried out a study of the Walworth Area to understand the possibilities for redevelopment. The Base Map for this study suggests the site boundary of the Aylesbury Estate and an open space to the south, North Camberwell Open Space, now known as Burgess Park.

The redevelopment study identified routes inadequate for traffic and led to the ambition to move through-traffic onto major routes like the Old Kent Road and making Walworth shopping centre more efficient, advocating a degree of separation between pedestrians and vehicular movements.

The Aylesbury Estate was designed by Hans Peter Trenton and built between 1967 and 1977. The project was the largest public housing scheme in Europe at the time and it was intended to house 10,000 people. Its creation was a response to the housing crisis of the time and part of a large slum clearance programme in this part of South London. The differences between the historic and post-war street patterns are clear in the figure ground drawings and show how the provision of affordable housing has evolved through the years to respond to the housing need.

Fig 2.11 Aylesbury redevelopment area, 1965



Fig 2.12 Boundary overlay on 1842 street plan



Fig 2.13 Figure-Ground: 1896, Postwar II and 2014





2.4

HISTORICAL EVOLUTION

Table 2.1 The current opportunity in line with Historical Housing Solutions

	GENERAL CONTEXT	BUILT FORM	OPEN SPACES	STREETS
<b>GEORGIAN / VICTORIAN LONDON</b>	City expansion related with industrial revolution and with migrations from the countryside to the city.	2 or 3 storeys terraced houses near factories and warehouses. Both housing and work buildings have either timber or steel structure and brick walls.	Lack of open spaces, and, with exception of the greater parks, green is completely absent from the urban environment.	Narrow streets, with low daylight penetration. Streets were frequently the social space, as the houses lacked social areas and had very high levels of occupation.
<b>BETWEEN WARS AFFORDABLE HOUSING</b>	The need to improve housing conditions drives the establishment of social housing programmes by the recently formed GLC.	Buildings bear a resemblance to Georgian style but with 5 or 6 storeys. Clad in brick, their structure is mostly steel and the roofs are similar to large-scale traditional ones, often with mansard flats.	The buildings are arranged in blocks around square-shaped courtyards with grass and trees. Green open space is also available at the back of buildings with no direct access from the units or the courtyards. With the creation of open space, daylight conditions to both outdoors and interior spaces were greatly improved.	Streets are no longer continuously framed by buildings. Instead, they give access to courtyards where the building frontdoors are located.
<b>1950-1970 AFFORDABLE HOUSING</b>	After the War vast amounts of housing and reconstruction was needed in a short period of time.	Built form is greatly influenced by the Modern Movement ideas alongside new construction technologies like pre-fabrication and concrete structures. Large scale buildings and tower blocks with apparent structural frame and repetitive modules are the dominant building type.	Very large open spaces separate the buildings. Originally assumed to become green spaces, their scale made them hard to maintain, lose and lacking natural surveillance.	Vehicular and pedestrian movement is separated. Vehicular streets are very open as the buildings set back from the roads. Pedestrian access across the site is via footpaths often with underpasses through buildings. Access to the residential units is made from elevated pedestrian streets.
<b>1980 - 2000 PRIVATE AND AFFORDABLE HOUSING</b>	In parallel with de-industrialisation, the economy shifts to a financial/service sector oriented model. Given the perceived opposition to the previous block model, and a general trend to privatisation, there is a reduction in affordable housing provision by the Local Authorities. Affordable housing is instead provided within private developments. At the end of this period, the Urban Task Force report is published, highlighting the need for design excellence, social wellbeing and environmental responsibility.	A variety of building styles can be found during this period, ranging from Post-Modernist to Victorian- inspired to design with nautical features as most developments happened around the old docks. Many buildings are clad in a variety of composite panels, render and some brick surfaces.	Mostly with a suburban character, the open spaces are very car-oriented and generally lacking active frontages. There are few large usable open spaces besides pedestrian waterfronts, and there is unusable remaining space between neighbourhoods.	There are many small dead-end streets with local character, sometimes gated. Generally little attention was given to the quality of the pedestrian linkages between those streets.
<b>OPPORTUNITY</b>	Estate Regeneration emerges as an opportunity to address urban design issues in some areas like the Aylesbury Estate. Increasing density in sites centrally located, like Walworth, provide the opportunity to meet the expected housing growth in inner London. Private housing is used to fund re-provision of affordable housing for existing and new residents.	Buildings can be designed and built to higher quality standards including to better accessibility and energy standards. They can also have a more contemporary design with inspiration from traditional Georgian / Victorian London housing stock. There is also opportunity for greater mix between unit types and tenures including flats, houses and maisonettes ranging from target rent to private sale, which will allow for a more mixed community.	A hierarchy and variety of public open spaces can be provided, ranging from major public squares to neighbourhood play areas and pocket parks. The public realm can be designed considering future ownership and management strategies as part of the long-term process. In addition, there is opportunity to provide for quality private amenity spaces as well, including courtyards, balconies and back gardens.	Opportunity to create a network of connected streets with priority given to pedestrians and cyclists. The key urban design principles underlying the design of the traditional and most successful London streets can be reused and reinterpreted. Streets can be re-created in their full potential including functional and social dimensions.

Fig 2.14 Historic narrow London street



Fig 2.15 Site boundary for the future Estate



Fig 2.16 The Grand Surrey Canal when operational Fig 2.17 The newly opened Aylesbury Estate



## 2.5

### THE ESTATE

The Aylesbury Estate was designed by Austrian architect Hans Peter Trenton. His vision for the Estate was very much a product of the time; in the vein of modernism with its utopian ideals.

It comprised a number of tall residential blocks, low-rise flats and concrete walkways, and it was part of a futuristic plan to link Estates between the Elephant and Castle and Peckham with linear walkways which would separate pedestrian traffic from road traffic. However elevating the pedestrian activity led to garages forming the ground level and created large voids between buildings, predominately concrete, deserted with little activity.

The Aylesbury Estate was the largest public housing scheme in Europe at the time and it was intended to house 10,000 people, responding to the housing crisis of the time and part of a large slum clearance programme in this part of South London.

Due to its large scale and the pressure to deliver housing quickly, the majority of the blocks on the Estate were constructed using the Jespersen large panel system. These concrete panels were manufactured off-site. The homes were built to Parker Morris standards with generous amounts of storage and private amenity space.

The 'Aylesbury Estate in Use' report produced in 1973 by Southwark Architect's and Planning Department, found that the original designs "anticipated a much higher level of activity in the Ground, Second and First floor levels of the High Rise Blocks than has occurred." This reduction in pedestrian activity reduced the quality of experience of the Estate. The setting and design of the current buildings and open spaces within the Estate lead to overshadowing of public areas creating an unwelcoming feel to the area. The department concluded that the public areas were the least successful part of the development with poor quality of materials.

The architectural style of the existing buildings with the block layout, the elevated walkways and the lack of ground floor activity, led to the creation of a poor and confusing street layout. The result was the creation of spaces which were infrequently visited by the public, creating blank spots and hiding places across the Estate. All of these contribute to safety concerns, antisocial behaviour and negative public perception of the area.

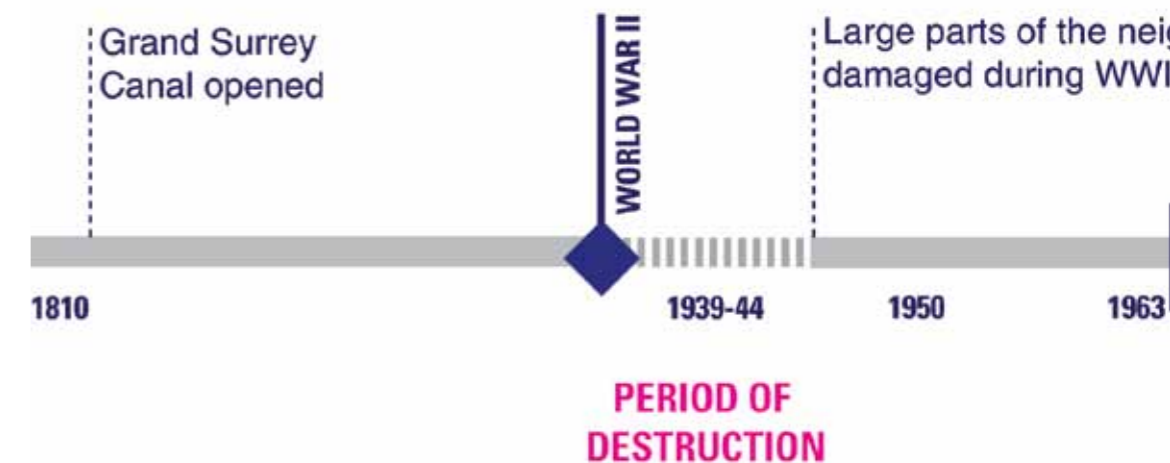
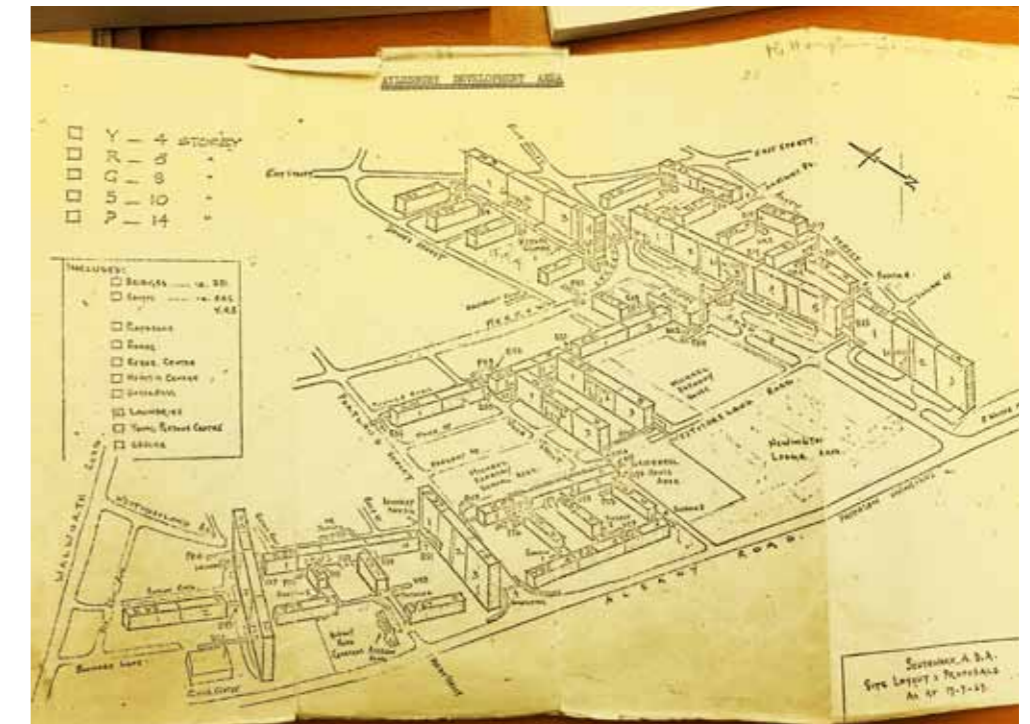
**Fig 2.18 Aylesbury Estate Aerial View, 1971**  
source: Southwark Archives



**Fig 2.19 Aylesbury Estate under construction**



**Fig 2.20 Aylesbury Estate site layout proposals**  
source: Southwark Archives



2.5  
THE ESTATE

Fig 2.21 Vehicle access proposal  
Fig 2.22 Elevated pedestrian circulation proposal  
Fig 2.23 Open space proposal  
source: Southwark Archives

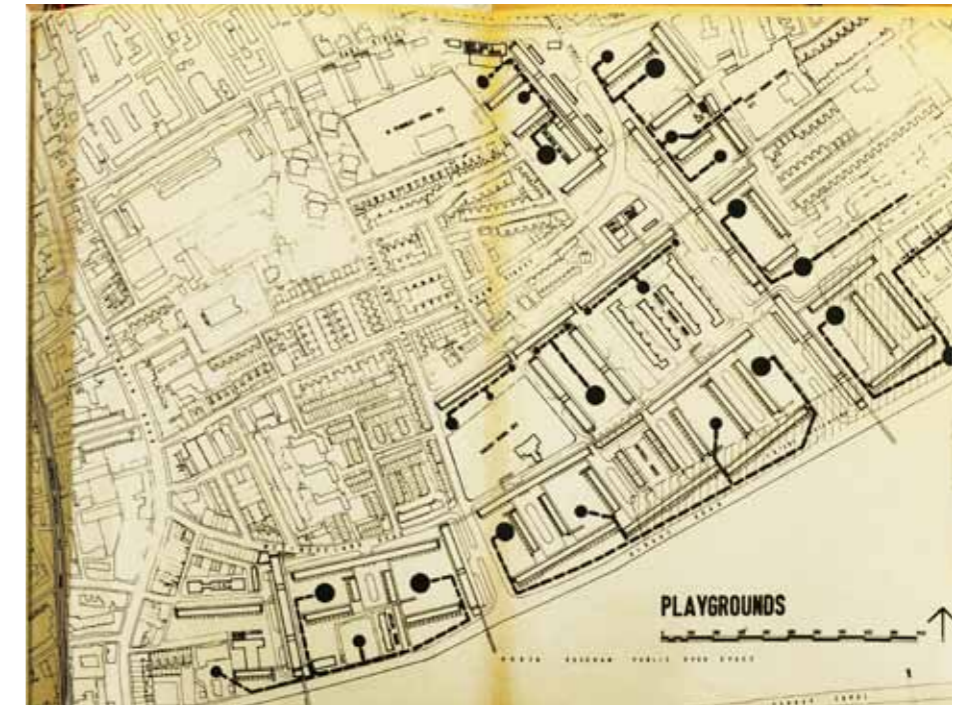
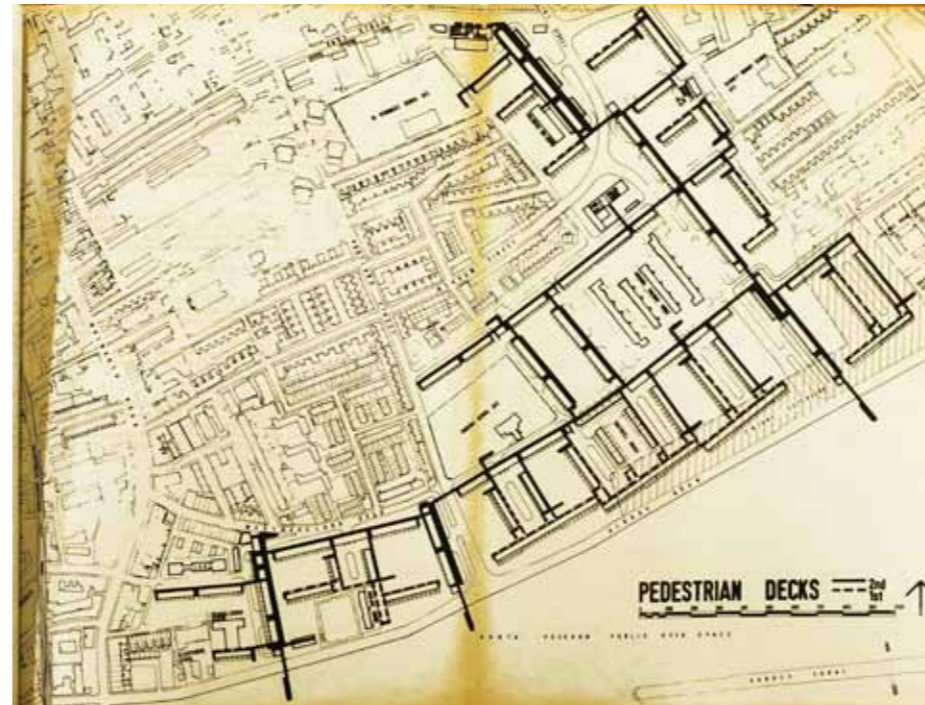
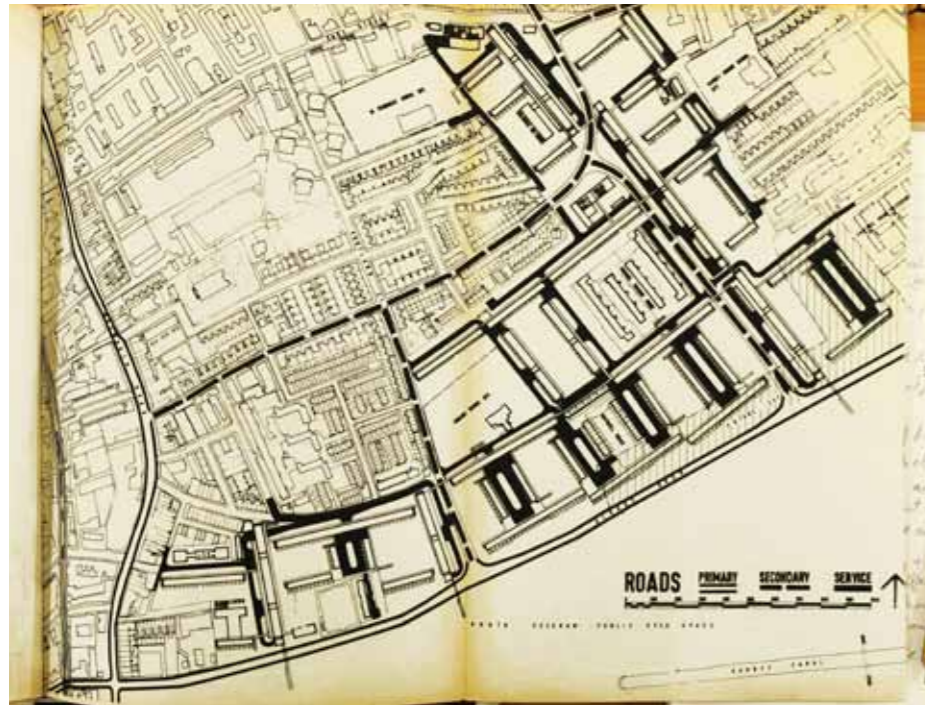


Fig 2.24 Aylesbury Estate Aerial View, 1971, source: Southwark Archives



## 2.6

### AYLESBURY TODAY

Since its inception, Aylesbury has been controversial and the condition of the Estate throughout the 1980s made it a prime target for those wishing to represent a 'dystopian' setting.

This has led the Estate to be featured quite heavily, and almost exclusively negatively, in various forms of media.

Several films and TV programmes have been filmed on the Estate, nearly all of which involve gangs, crime and violence whilst news stories covering aspects of the Estate are almost always portrayed in a negative and damning fashion.

The controversial Channel 4 ident which shows a council Estate strewn with laundry and litter was created in 2004 and has been airing for the past decade. It was filmed on the Estate and has angered many residents who are unhappy at their homes being portrayed in such a manner.

Local residents decided to ban filming on the Estate, a ban which is still in effect today with the exception of a 'response' ident which has been created by the residents to try and show the Estate as it is in actuality. This was broadcast by Channel 4 in a special one-off showing in March 2014.

**Fig 2.25** The infamous Channel 4 ident that has been proving unpopular with residents since its inception in 2004  
**Fig 2.26** The 're-imagined' ident depicting the Estate as it is, filmed by residents and being shown on Channel 4 in 2014  
**Fig 2.27** News stories regarding the Aylesbury state in National media - usually in a negative tone

### Channel 4



### Aylesbury Residents



Estate too dangerous



Southwark Council is spending thousands of pounds helping staff get home following a series of attacks on the Aylesbury Estate.

South London housing estate residents say no to film-makers



Many people would enjoy opening their front door to see a Hollywood star making their way home, but residents living in the Aylesbury and Murgate housing estates in South London have had enough of film-makers.

Related Stories  
Muggers' 'swirl' described  
Aylesbury Estate to be bulldozed?  
Estate too dangerous



Housing Network 360



South London estate residents hit back over negative Channel 4 housing ident

Death of an estate



The rising living on 'estate from hell'



'You're disguised if you live on a council estate'



**Fig 2.28** An example of some of the TV programmes and films that have used the Estate as a backdrop



## 2.6

### AYLESBURY TODAY

Fig 2.29 View of the Estate facing Burgess Park



Fig 2.30 Aerial View of the Estate



Fig 2.31 The City of London skyline visible beyond the Estate



## 2.7

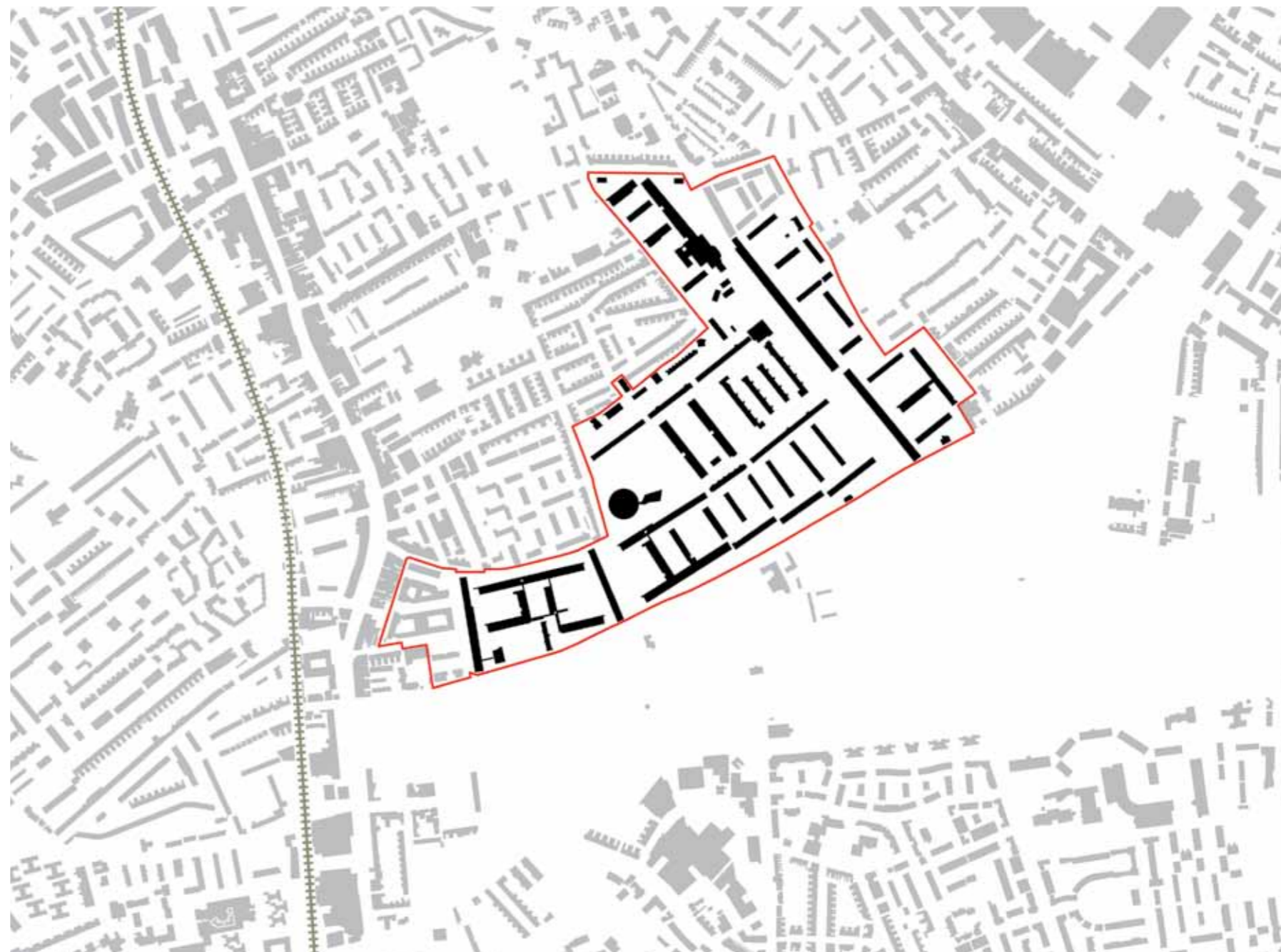
### SITE ANALYSIS

#### 2.7.1 Figure-ground

The existing figure ground shows how the current Aylesbury Estate sharply contrasts with the urban grain of the surrounding area in terms of scale, density and built form.

The large urban blocks and long parallel buildings are dispersed in space and do not fit well with the surrounding areas formed of small-scale buildings tightly arranged along streets.

Fig 2.33 Estate boundary and existing figure ground



**Key**

— Aylesbury Estate boundary

## 2.7

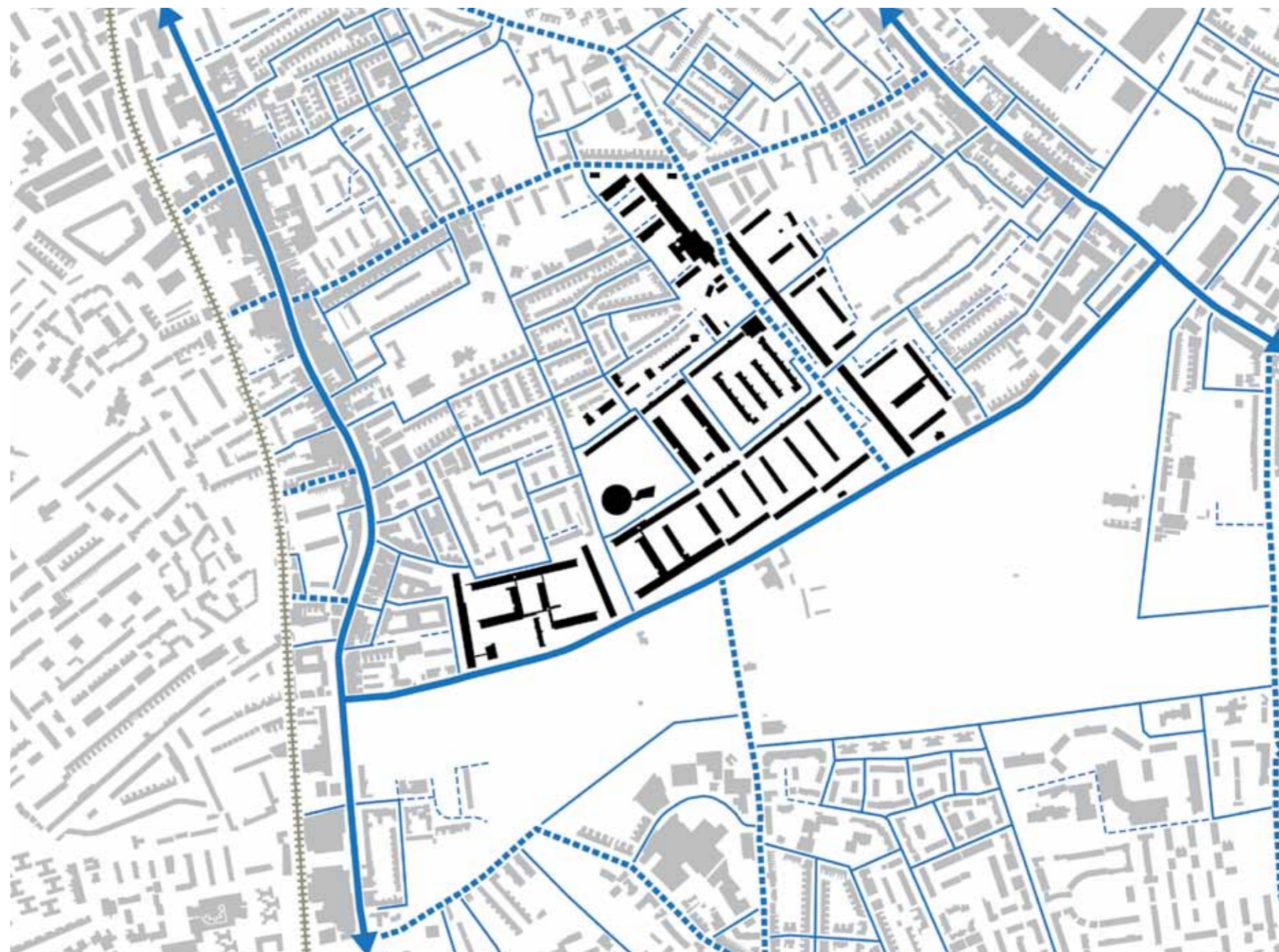
### SITE ANALYSIS

#### 2.7.2 Road network

The existing road network shows how the site is bounded between local connectors and primary roads.

The local connector roads Walworth Road and Old Kent Road sit respectively to the west and east of the site, whereas local connector Albany Road frames the south of the site. East Street, a primary road, frames the northern site boundary. The rest of the site is crossed by unconnected secondary roads and a few cul-de-sacs.

Fig 2.34 Existing road network and vehicular movement across the site



#### Key

- ↔ Local Connector
- ▬ Primary Road
- Secondary Road
- - Cul-de-sac

## 2.7

### SITE ANALYSIS

#### 2.7.3 Public transport and cycling network

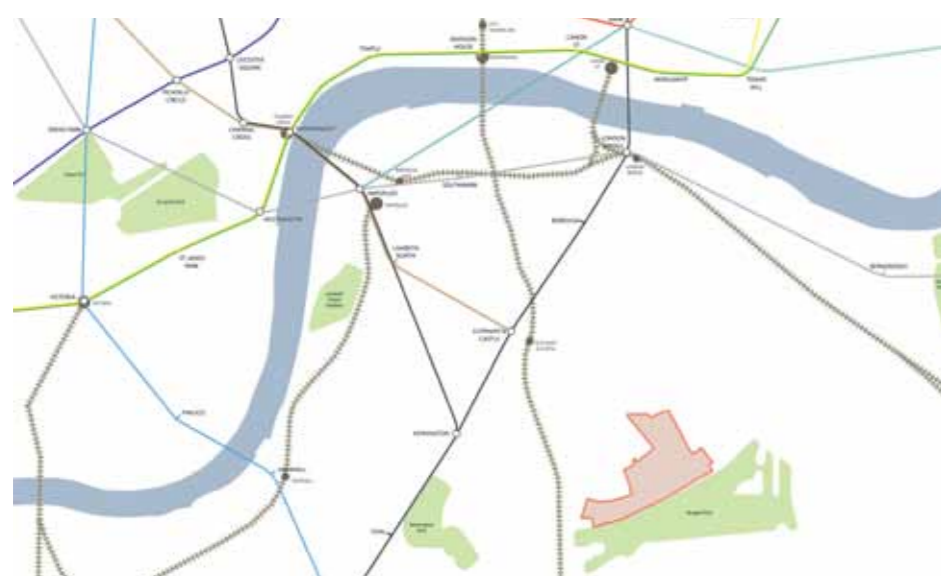
Although the Aylesbury Estate is in a very central location - between Zones 1 and 2 in South London, buses are the main public transport mode within a 5 to 10 minutes walking radius.

There are seven bus routes that run adjacent to the site along Walworth Road including 3 night services. A further three bus services - 42, 343 and 136- pass directly through the site, following a route along Albany Road and up through Thurlow Street. In addition, another two bus services operate along Old Kent Road.

Within 10 to 30 minutes walking radius, there are three underground stations all on the Northern Line - Elephant and Castle (1.1 miles), Kennington (1.1 miles) and Oval (1.3 miles). In addition, frequent rail services operate from Elephant and Castle connecting to the larger train stations of London Bridge and Waterloo.

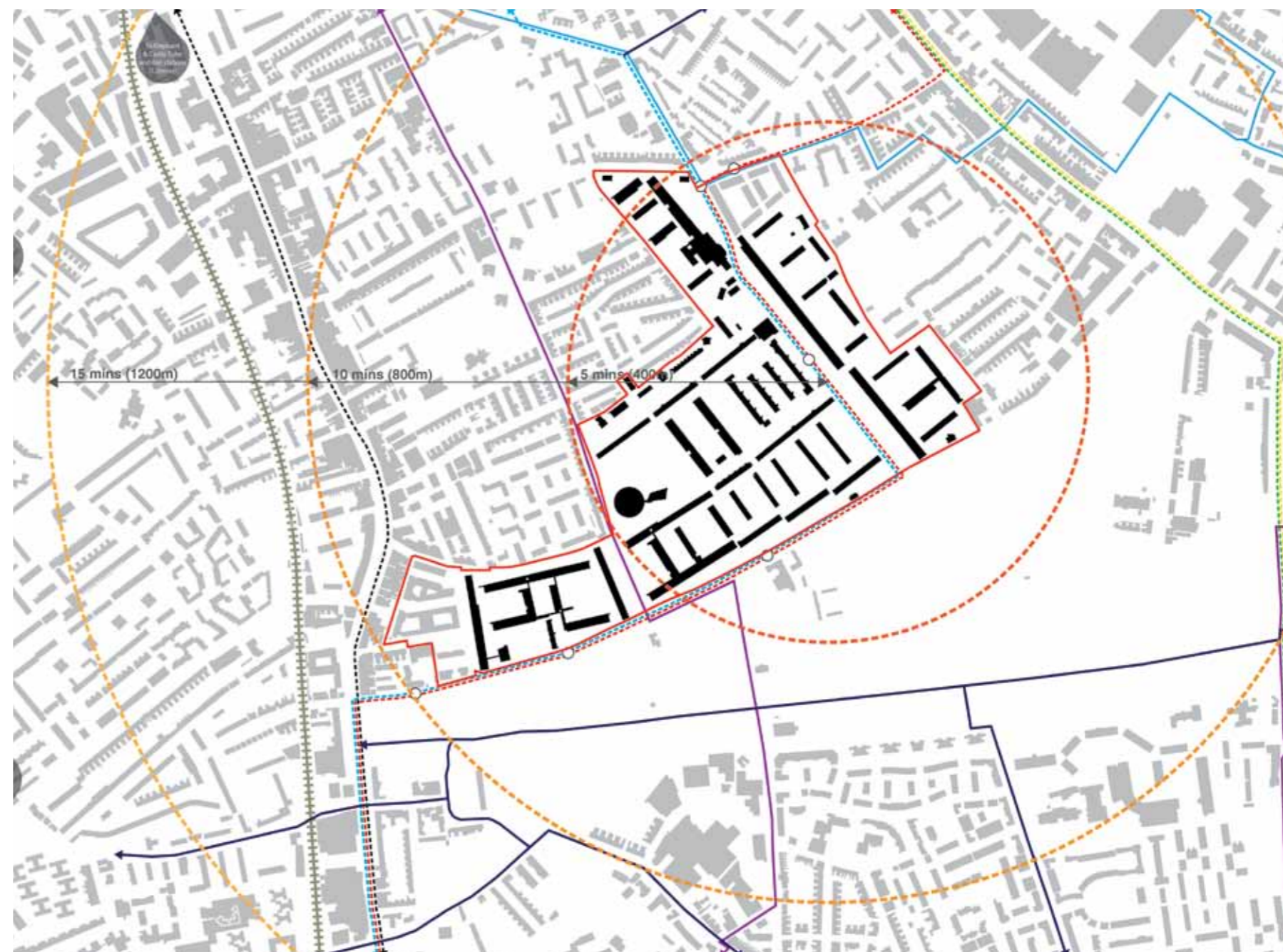
There are also three designated cycle routes that pass through the site or through Burgess Park.

**Fig 2.35 Underground and railway lines in proximity to the site**



**Key**  
 Railway network  
 Underground lines

**Fig 2.36 Existing public transport and cycle network**



**Key**  
 171/35/45/148/N171/N35/N89  
 42  
 343/N343/ 136/ N136  
 63/N63  
 363  
 LCN / Local Network  
 LCN+  
 NCN - Route 4  
 400m walking/time circles



## 2.7

### SITE ANALYSIS

#### 2.7.4 Pedestrian movement

Due to the layout of the site and the local retail/transport centres running parallel to the west and east, most of the key pedestrian movement from/ in the site runs in an east-west direction (with the exception of the north-south axis of Thurlow Street).

All of the distances are calculated from Thurlow Street and are generally between 5 to 10 minutes walking time.

- Route A follows East Street (westbound) to Walworth Road
- Route B follows Beaconsfield Road / Hopwood Road / Westmoreland Road (not a direct vehicular route) to Walworth Road
- Route C follows Albany Road (westbound) to Old Kent Road
- Route D follows East Street (eastbound) to Old Kent Road
- Route E follows Kinglake Street (not a direct vehicular route) to Old Kent Road
- Route F follows Albany Road (eastbound) to Old Kent Road

Fig 2.37 Existing pedestrian movement across the site



**Key**

<span style="color: red;">█</span>	Retail
<span style="color: lightblue;">█</span>	Pedestrian route to Walworth Road
<span style="color: darkblue;">█</span>	Pedestrian route to Old Kent Road
<span style="color: lightblue;">A</span>	0.4 miles: 8 minutes
<span style="color: lightblue;">B</span>	0.5 miles: 10 minutes
<span style="color: lightblue;">C</span>	0.6 miles: 11 minutes
<span style="color: darkblue;">D</span>	0.3 miles: 5 minutes
<span style="color: darkblue;">E</span>	0.3 miles: 6 minutes
<span style="color: darkblue;">F</span>	0.3 miles: 6 minutes

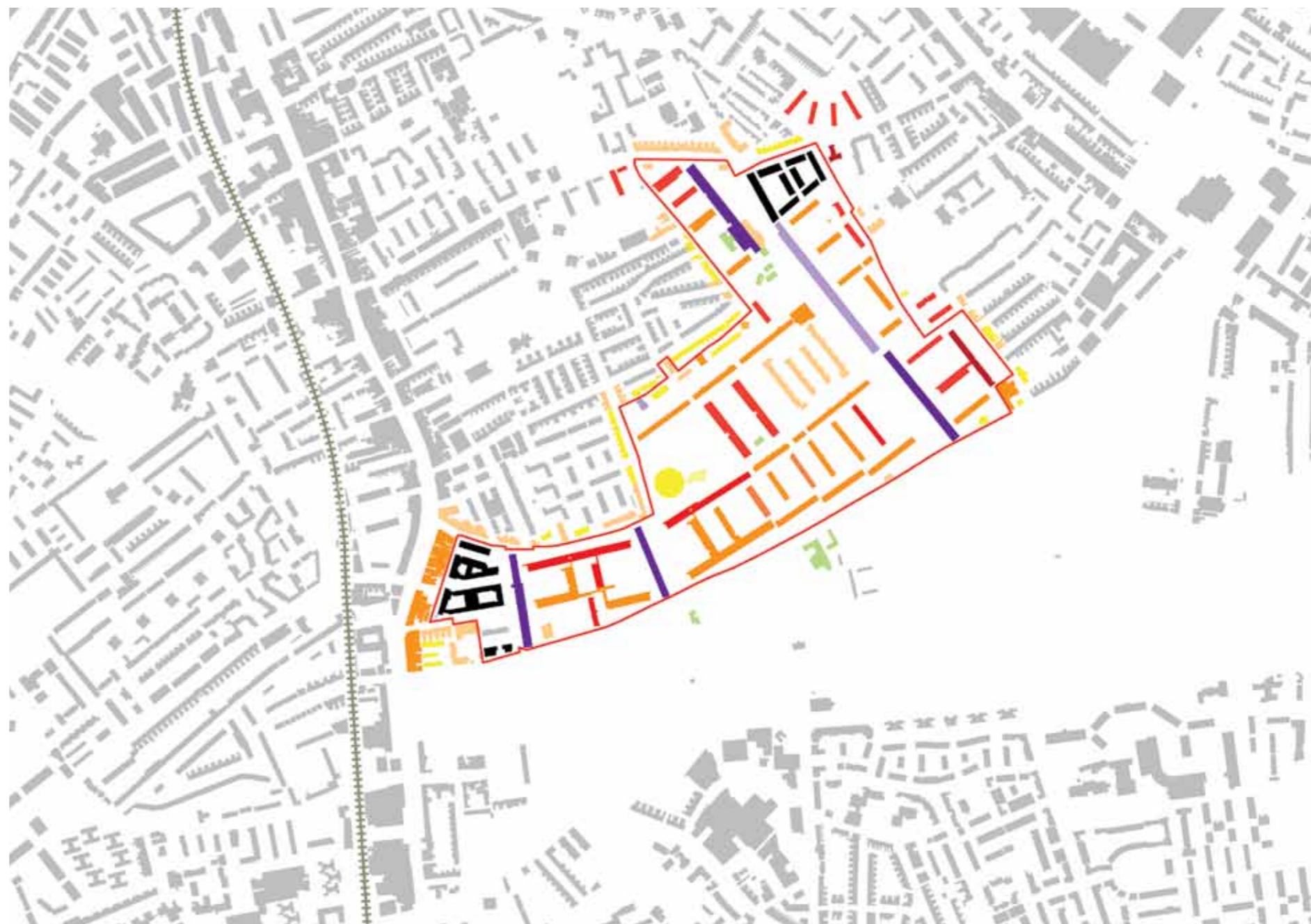
## 2.7

### SITE ANALYSIS

#### 2.7.5 Building heights

Most buildings are between three and five storeys, punctuated by taller buildings of ten to fifteen storeys that run perpendicular to Burgess Park and parallel to Thurlow Street.

Fig 2.38 Existing building heights



#### Key

- 1 storeys
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 10 storeys
- 15 storeys

## 2.7

### SITE ANALYSIS

#### 2.7.6 Land uses

The dominant land use within the Estate is residential. In addition, there are a number of small businesses and retail units within and adjacent to the site, some community facilities and a school (primary), a nursery and a local pub.

In the wider area there is a concentration of retail use along Walworth Road, Old Kent Road and East Street.

Fig 2.39 Existing land uses



**Key**

<span style="color: red;">■</span> Retail	<span style="color: lightblue;">■</span> Nursery
<span style="color: orange;">■</span> Religious	<span style="color: blue;">■</span> Primary
<span style="color: yellow;">■</span> Community	<span style="color: darkblue;">■</span> Secondary
<span style="color: green;">■</span> Medical	<span style="color: darkpurple;">■</span> Special Needs
<span style="color: pink;">■</span> Industrial	<span style="color: blue;">■</span> Adult Learning
<span style="color: purple;">■</span> Police	<span style="color: blue;">■</span> Energy Centre

## 2.7

### SITE ANALYSIS

#### 2.7.7 Frontages

Overall, the Aylesbury Estate has a high percentage of inactive frontages, lacking natural surveillance.

At ground level, many residential buildings have either undercroft parking or, more commonly, garages with steel shutter doors.

There are some gardens to the rear of the residential buildings, and some fenced edges where residents have built screens and walls to maintain their privacy.

The internal layout of the buildings determines that the majority of the dwellings face onto internal courtyards and turn their 'backs' onto the streets which further reduces the amount of passive surveillance of the public areas.

Fig 2.40 Existing frontages



#### Key

- Residential (ground floor)
- Office
- Commercial
- Garages
- Undercroft parking
- Blank facades
- Fencing

## 2.7

### SITE ANALYSIS

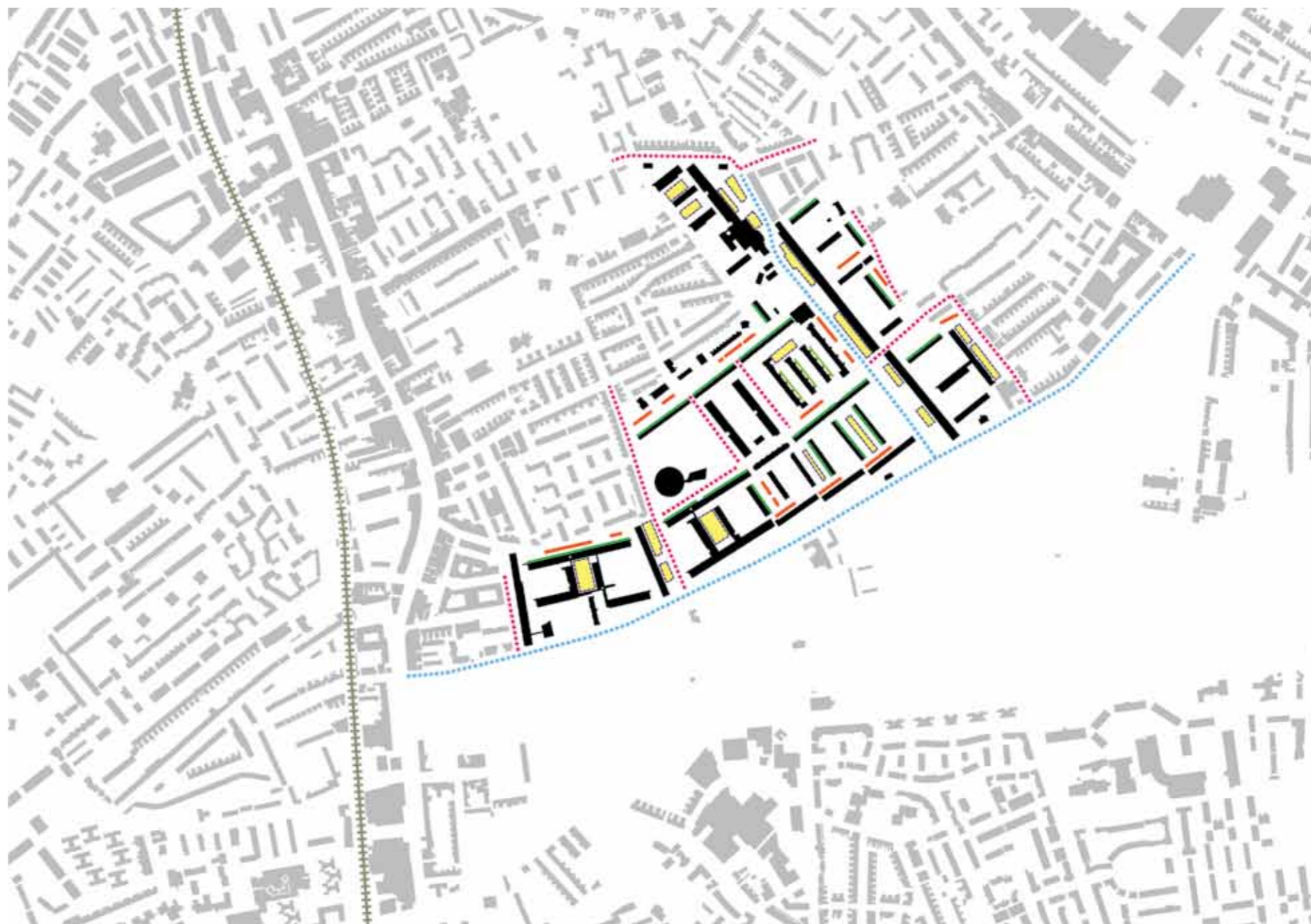
#### 2.7.8 Estate parking facilities

The site has good parking provision, possibly exceeding residents' needs as there are many empty spaces.

Alongside on-street parking, there are large undercroft parking spaces in the taller buildings and ground floor garages facing the streets.

There are also internal courtyard parking arrangements and some traditional driveway parking solutions with perpendicular bays.

Fig 2.41 Existing parking



**Key**

- Courtyard parking
- Parking in front of garage
- Continuous on-street parking including perpendicular parking (demarcated)
- Continuous on-street parking (non-demarcated)
- Intermittent on-street parking

## 2.7

### SITE ANALYSIS

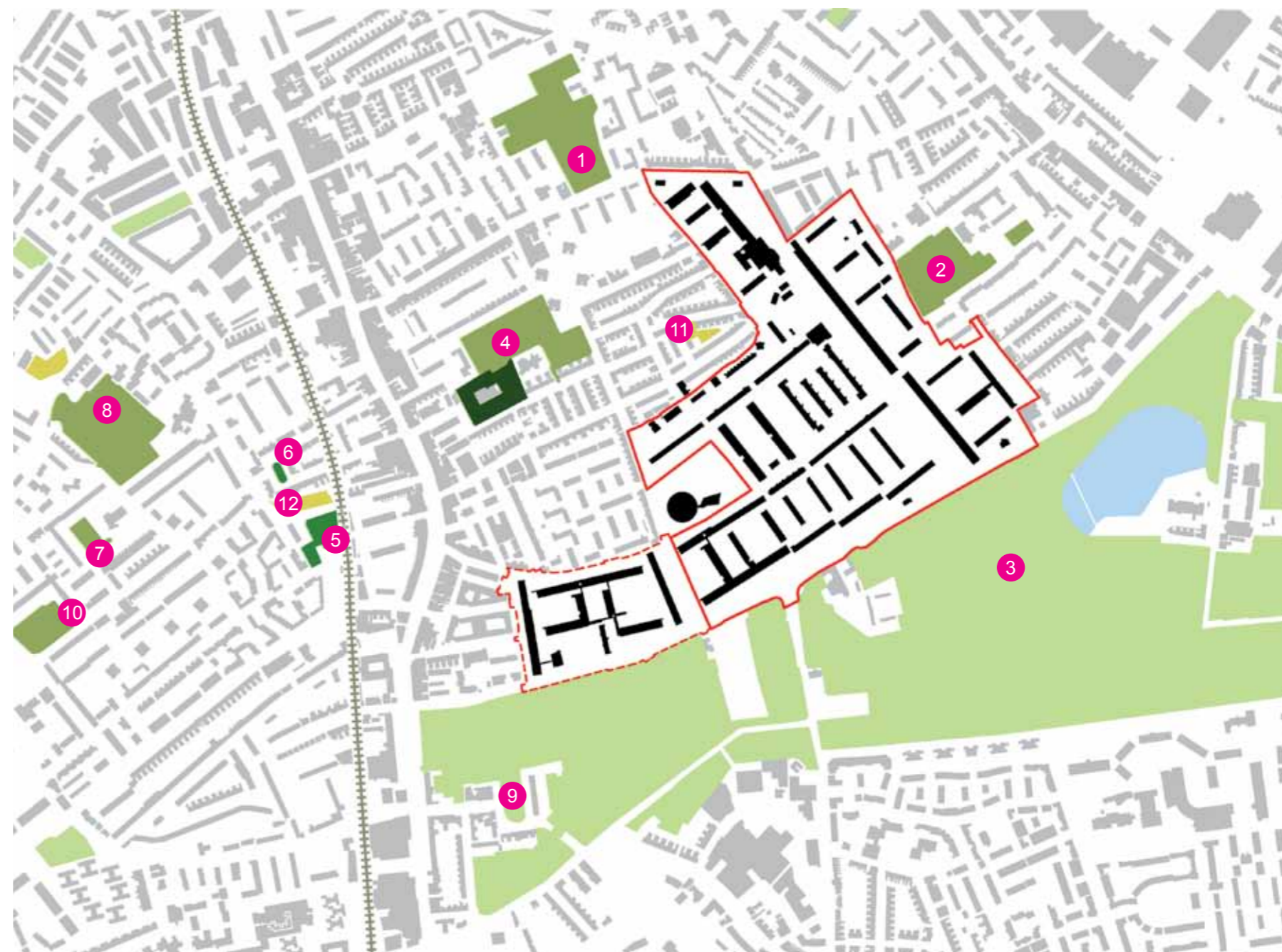
#### 2.7.9 Public open space and play facilities

The Aylesbury Estate is surrounded by good quality local parks within easy access from all parts of the Estate, including the recently regenerated major regional park, Burgess Park redesigned in 2010 by LDA Design. Within the Estate boundary there are seven local play spaces and two further hard court areas.

There are also plenty of recreational/play facilities not only along the boundary of the site in Faraday Gardens and Surrey Square but also dotted around the wider Walworth region. These parks provide a range of different play and recreation opportunities and different spaces for all ages to enjoy. Burgess Park itself includes several play spaces, a lake, football pitches, tennis courts and a new BMX track.

A survey conducted during the development of Southwark Council's open space strategy found that residents in the borough are generally happy with the quality of open space in the borough and recognise its contribution to their quality of life. The majority of residents walk to open spaces.

Fig 2.42 Existing public open space



Key		Open Spaces:	
<span style="color: #90EE90;">■</span>	District Park	<span style="color: #FF00FF;">●</span> 1	Nursery Row Park
<span style="color: #008000;">■</span>	Pocket Park	<span style="color: #FF00FF;">●</span> 2	Surrey Square Park
<span style="color: #006400;">■</span>	Cemetery	<span style="color: #FF00FF;">●</span> 3	Burgess Park
<span style="color: #FFD700;">■</span>	Allotment	<span style="color: #FF00FF;">●</span> 4	Faraday Gardens
<span style="color: #90EE90;">■</span>	Small Local Park	<span style="color: #FF00FF;">●</span> 5	Pelier Park
		<span style="color: #FF00FF;">●</span> 6	Sutherland Square
		<span style="color: #FF00FF;">●</span> 7	Lorimore Square Gardens
		<span style="color: #FF00FF;">●</span> 8	Pasley Park
		<span style="color: #FF00FF;">●</span> 9	Addington Square Gardens
		<span style="color: #FF00FF;">●</span> 10	Lorimore Square Gardens
		<span style="color: #FF00FF;">●</span> 11	Aylesbury Road Allotments
		<span style="color: #FF00FF;">●</span> 12	Fielding Street Allotments

## 2.7

### SITE ANALYSIS

#### 2.7.10 Quality of amenity space

There are around 31 incidental green spaces which lie between and around the housing blocks on the Estate. The appearance and use of these areas vary and the spaces can be broadly defined in three categories as follows:

**Courtyard Greenspace** - These are primarily rectilinear and are usually surrounded by blocks on all sides with either private back gardens or pedestrian paths directly on the boundary of the space. In most cases the spaces are mounded and have scattered tree planting, whilst a few have children's play equipment and/or ball courts.

**Roadside Greenspace** - In general these spaces are located between roads (Albany Road, Thurlow Street, Bagshot Street) and housing blocks with their most notable feature being scattered mature tree planting. In most cases they are edged by private back gardens.

**Strip Greenspace** - Strip Greenspaces are identified as the space between car parking/garage areas and housing blocks. Typically, they are flat and featureless, apart from traffic control hoops in some instances and occasional low brick wall boundaries.

Access to the green spaces on the Estate is unrestricted.

Fig 2.43 Existing amenity green spaces



**Key**

- Strip greenspace
- Courtyard greenspace
- Roadside greenspace

## 2.7

### SITE ANALYSIS

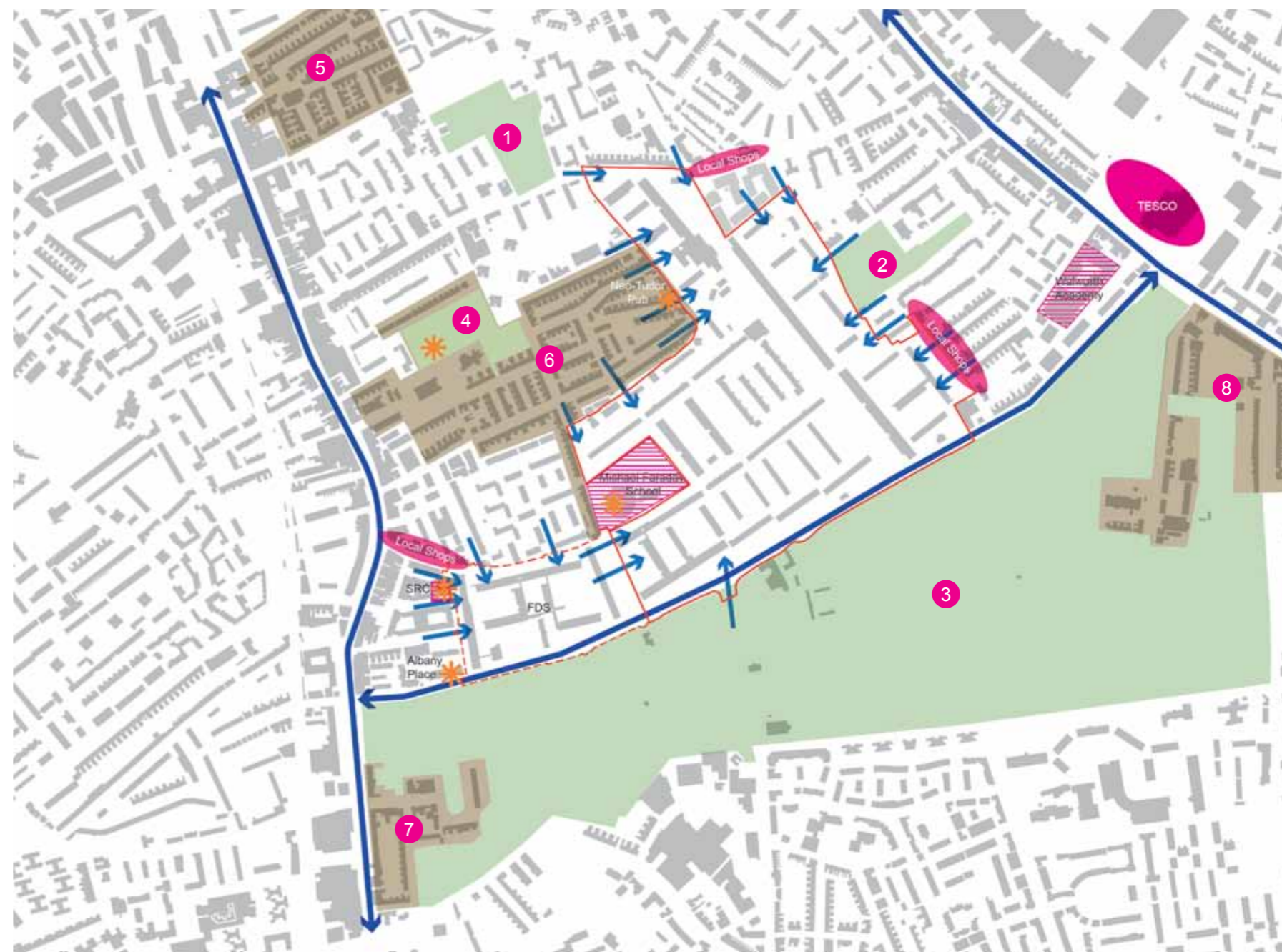
#### 2.7.11 Adjacencies

The existing Estate is disconnected from its surroundings and does not blend in with the adjacent neighbourhoods.

It is surrounded by consolidated and good quality areas such as the Liverpool Grove Conservation Area, Victorian Terraces on East Street and on Mina Road. Local retail, predominantly low-rent convenience shops, can be found on Westmoreland Road and Bagshot Street. Michael Faraday School, a distinct signature building, and a Neo-Tudor pub on Dawes Street are the two most dissimilar buildings in the adjacency.

The diagram opposite and the images on the following pages summarise the surrounding character and edge conditions that have contributed to the Masterplan proposals.

Fig 2.44 Adjacencies



#### Key

- ▬ Primary Roads
- ➔ Site access points (vehicular and pedestrian)
- Local shops
- Michael Faraday School and Walworth Academy
- Conservation Areas
- Public parks
- ★ Existing landmarks: St Peter's Church ( Grade I listed building)  
Southwark Resource Centre  
Albany Place  
Neo-Tudor Pub  
Michael Faraday School

#### Open Spaces:

- 1 Nursery Row Park
- 2 Surrey Square Park
- 3 Burgess Park
- 4 Faraday Gardens

#### Conservation Areas:

- 5 Larcom Street
- 6 Liverpool Grove
- 7 Addington Square
- 8 Trafalgar Avenue



## 2.8

### CONSTRAINTS AND OPPORTUNITIES

The Aylesbury Estate is well served by the north-south roads of Portland Street and Thurlow Street, as well as the nearby Old Kent and Walworth Roads, and is edged by the dominant east-west route, Albany Road. However, the remainder of the road system consists of cul-de-sacs and roads disconnected to the wider network, creating barriers to the surrounding area.

The key landscape features of the Estate are the existing mature trees and its proximity to the major regional park, Burgess Park, and local parks, Surrey Square Park, Faraday Gardens and Nursery Row. Within the site however, there is an abundance of leftover areas of open space which have no clear use, are poorly overlooked and are not well defined.

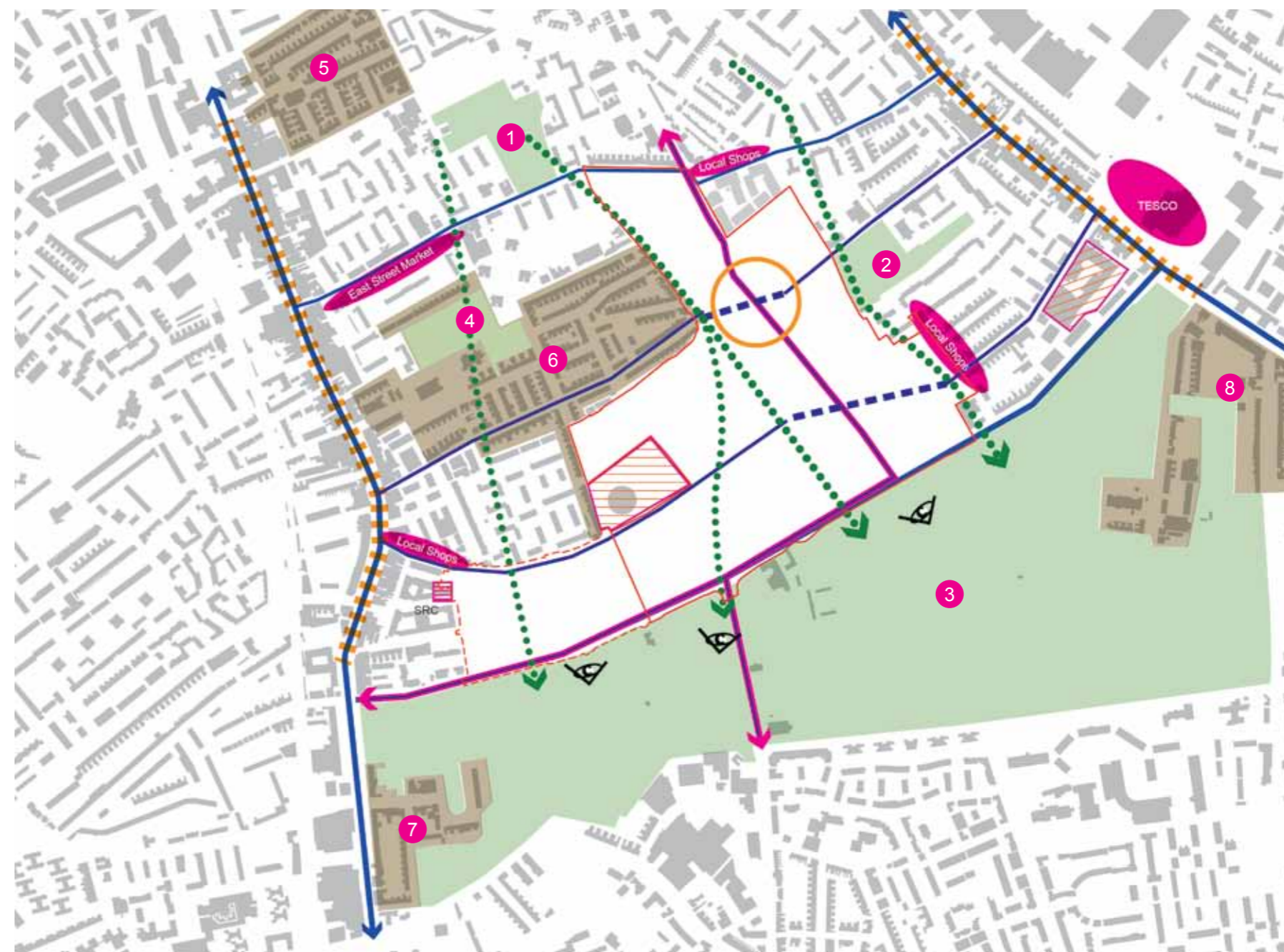
A more positive aspect is the recent updating of some of the play and provision within the Estate.

The existing architecture of mega-structures, elevated walkways and impermeable block layout with a lack of ground floor activity creates confused and poorly defined streets with little life. Residents complain about the many overhangs and hidden spaces that also contribute to the feeling that Aylesbury is a 'no go Estate' rather than an inviting neighbourhood.

The relatively flat site precludes long distance views, particularly at street level, although from the elevated walkways and within the properties the site's proximity to central London allows views of buildings in the City of London, the Shard and the taller buildings at Elephant and Castle.

There is a distinct lack of local retail facilities within the Estate, and although retail along Walworth Road, East Street and the Old Kent Road are within reach, the current road layout does not encourage people to walk to these destinations, particularly at night.

Fig 2.45 Site constraints and opportunities



**Key**

- Key routes in the area
- Public transport routes
- - Possible connection
- High Street activity
- Local shops
- Southwark Resource Centre, Michael Faraday School and Walworth Academy

- Conservation Areas
- Existing parks
- Potential green connections
- Opportunity for Node / Hub
- Views to landmark buildings (Shard, Gherkin, etc)

Open Spaces:

- ① Nursery Row Park
- ② Surrey Square Park
- ③ Burgess Park
- ④ Faraday Gardens

Conservation Areas:

- ⑤ Larcom Street
- ⑥ Liverpool Grove
- ⑦ Addington Square
- ⑧ Trafalgar Avenue

## 2.9

### WIDER REGENERATION IN SOUTHWARK

The whole triangle of Southwark to the south east of Elephant and Castle, contained within the boundaries of the Old Kent Road and Walworth Road, is the subject of major regeneration activity.

Over the next decade or so, the vision is to return Elephant and Castle to the vibrant focal point it once was for cultural activities, shopping and entertainment. Lend Lease, partnered with Southwark Council, are currently undertaking major redevelopment of the Heygate Estate and St Mary's adjacent to the Council's new Leisure Centre.

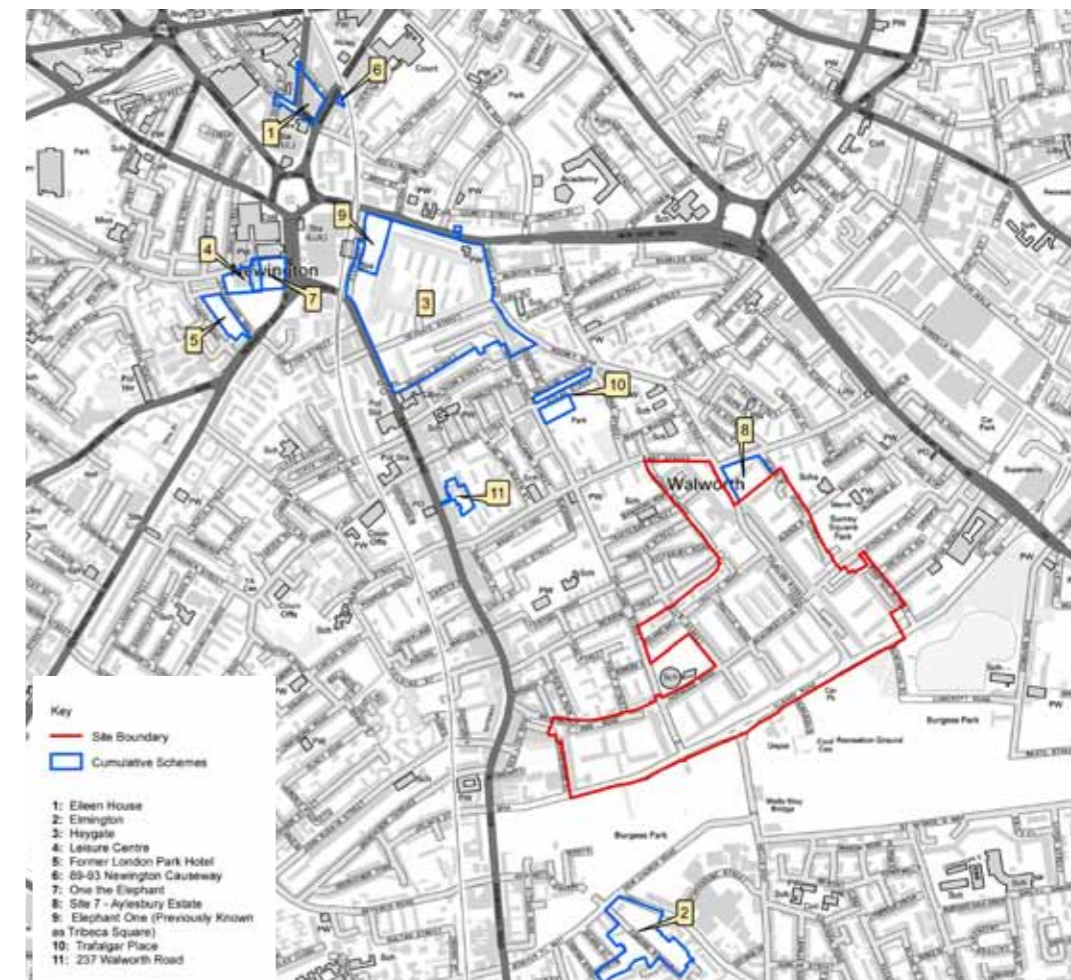
Proposals include new homes, shops, business and community facilities and a new park. Key Property Investments, the owners of the Elephant and Castle Shopping Centre (the first of its kind built in Europe in the 1960s), also plan to transform the Centre to provide better shopping and leisure facilities and new homes within new buildings.

Further developments around Elephant and Castle include Oakmayne's residential and mixed use developments at Steedman Street, O-Central, Liverpool Grove and One The Elephant, a major residential development that also includes student housing, leisure and commercial uses, plus a market square.

**Figs 2.46 and 2.47 New development in Elephant and Castle: One The Elephant and Trafalgar Place**



**Fig 2.48 Open space across the Estate**



**Fig 2.49 Overview new developments in Elephant and Castle including The Heygate Estate**



## 2.10

### SUMMARY

The AAP's vision for the Aylesbury Estate is to create a new neighbourhood of outstanding quality that establishes the area as an accessible and attractive piece of city, integrated into the wider network of streets and spaces of Southwark.

Today, as housing becomes a top priority for Londoners, there is renewed interest in the questions of density, built form, high-rise and perimeter block planning as well as in the function of traditional streets and squares. It is in this context that the Aylesbury Masterplan proposals will be expressed in the next chapters, as a coherent and well-illustrated design narrative arguing the benefits of re-introducing streets.

The proposals will aim to remove the physical and psychological barriers identified by this analysis, and to re-introduce an urban design framework that builds upon the principles of integration, streets and perimeter blocks. The proposals will set the framework for new spaces and new buildings that will restore civic pride and deliver healthy homes to create a vibrant new area of Walworth.

The Aylesbury Area Action Plan (2010) sets in place a useful starting point for the key issues that needs to be addressed through the redevelopment of the Aylesbury Estate. It sets in place guidance to achieve the following key changes:

- Better homes: A higher quality residential neighbourhood
- Public life: better and safer streets, squares and parks
- Connections: Improved transport links
- Community: Enhanced social and economic opportunities

Chapter 3 discusses how the outline Masterplan has built on the foundations of the AAP through the design process.

Fig 2.50 *The City of London skyline visible beyond the Estate*





**3.0**

**MASTERPLAN DEVELOPMENT**

### 3.1 INTRODUCTION

Through the Adopted AAP for the Aylesbury Area in 2010, Southwark Council set the aspiration for the Estate to become a well-connected and vibrant urban neighbourhood based around well-designed streets and a regenerated city park. Through a collaborative design process, the Masterplan for the Aylesbury Estate has evolved to meet these aspirations.

This section of the Design and Access Statement provides an overview of the design changes and refinement of the Masterplan, and should be read in conjunction with the detailed design section of this report and with the illustrative Masterplan.

The Design Development Process (Section 3.2) refined and resolved a number of design issues leading to some departures from the Masterplan set out in the Adopted AAP for the Aylesbury Area (2010) following engagement with residents, local stakeholders, LBS, Southwark Design Review Panel (DRP) and the Greater London Authority (GLA).

Section 3.2 provides an overview of the consultation and engagement process which has informed these design responses. A Statement of Community Involvement (SCI) produced by Soundings provides a detailed record of community engagement with local residents, community group and stakeholders.

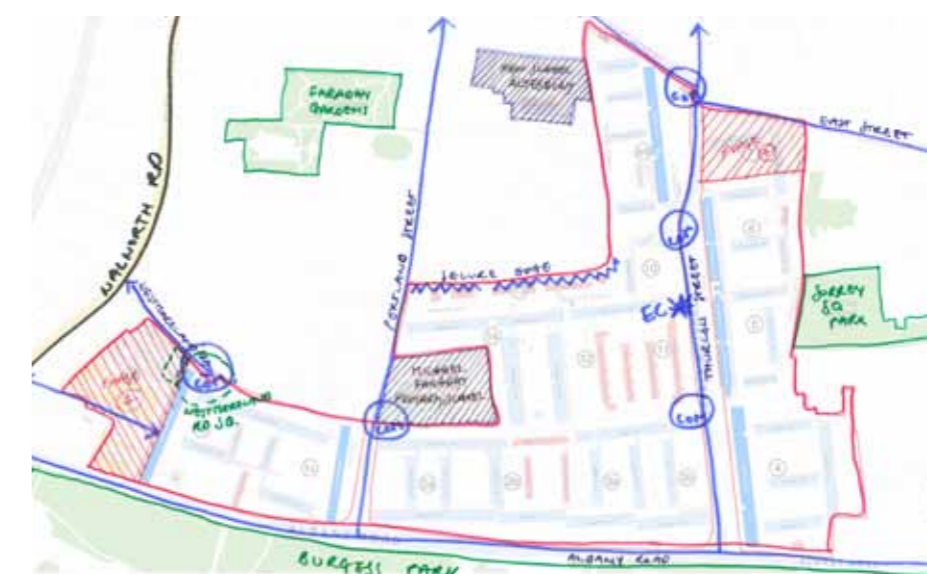
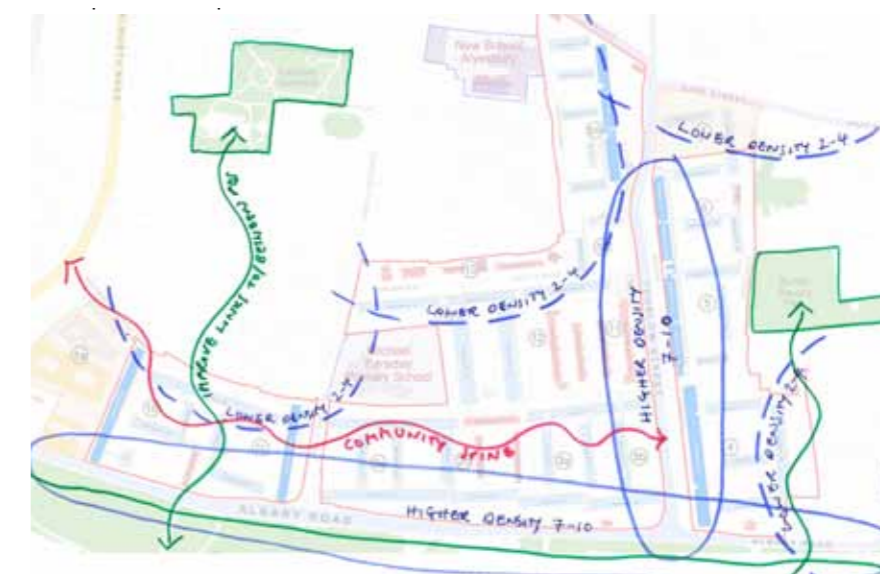
Section 3.3 summaries key design changes which have occurred since the initial AAP Masterplan.

The key design changes from the AAP Masterplan include:

- The arrangement and the provision of open space, particularly how the Estate connects to Burgess Park and the open spaces proposed near Surrey Square Park and East Street;
- Movement through the Estate and the location of the community spine;
- The function of land uses to ensure new community hubs thrive and function;
- The microclimate of the Estate, for example shading;
- The layout of the Estate, considering the existing street alignment and tree retention strategy for existing trees; and
- The proposed density and massing of the Masterplan at key transition points, for example Burgess Park and adjacent to Conservation Areas, where the Estate connects to the wider surrounding area.

The result is, we believe a more comprehensive response to the principles set out in the AAP, whilst maintaining the additional vision developed by our team through its thorough understanding of the site and context.

Fig 3.1 Early sketches ( February 2013)



## 3.2

### DESIGN DEVELOPMENT PROCESS

Following the adoption of the Aylesbury AAP, the Council began a bid process for the selection of a Developer Partner for the redevelopment of the entire Estate based on the design principles set out in the AAP.

The design team entered the bidding process in late 2012 working with Notting Hill Housing and Barratt Developments and submitted proposals in response to the ISOP ( Invitation to Submit Outline Proposals)stage of the bid, including initial ideas for the development of a new Masterplan for the Estate along with detailed proposals for part of the first phase, known as Site 1B/1C.

The subsequent ISDP bid stage enabled us to interrogate the principles of the AAP in greater detail and further develop our ideas about the best way to deliver the ambitions in a coherent and contextual way. In particular we developed ideas around the open space provision, the street network and the block structure to best integrate with the surrounding area in accordance with our key design principles set out on the following pages.

In October 2013 the team submitted developed proposals for the 'Best and Final Offer' (BAFO) stage which included a refinement of the mix of accommodation and distribution of tenure across the site, greater detail of architectural expression in particular for the terraced houses and taller buildings, and more detail on the layout of the blocks and dwellings.

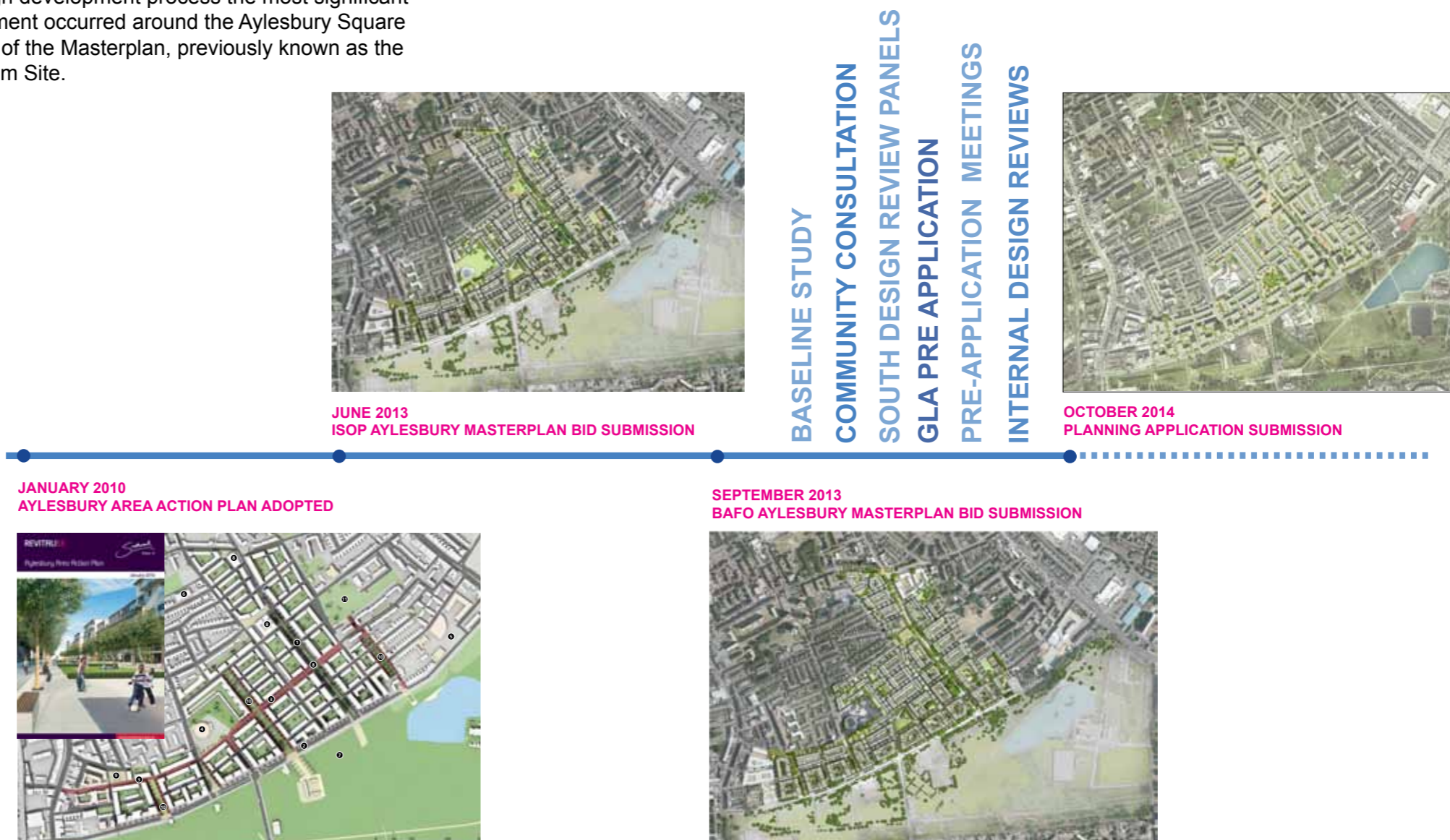
Notting Hill Housing were confirmed as Southwark Council's Developer Partner for the Aylesbury Estate in early 2014 following which further design review and detailed design development began in earnest. The proposals were subject to a rigorous process of testing against detailed technical documents such as the Southwark Streetscape Design Manual, an updated survey of the condition of existing trees on site, and a more open process of feedback and comment than would have been possible or appropriate during the bid stages.

In addition greater engagement with the community through a series of exhibitions, workshops and walkabouts, and the process of presenting to and

receiving feedback from Southwark Council's Design Review Panel has brought about significant revisions and refinements to the scheme whilst maintaining the core principles set at the very early stages of design exploration.

As the Masterplan progressed through the pre-application stages, the design evolved with further testing of the massing along the park edge, refining key block types in terms of density and height, reviewing parking and amenity space provision. The provision, location and the quantum of public open space, particularly in respect of tree retention, has been discussed in detail with relevant stakeholders to inform the final detailed Masterplan. As a result of the design development process the most significant improvement occurred around the Aylesbury Square (Plot 18) of the Masterplan, previously known as the Amersham Site.

3.2 Masterplan Design Development Timeline



## 3.2

### DESIGN DEVELOPMENT PROCESS

The table below sets out how the illustrative Masterplan complements the main features of the Aylesbury AAP to create a new part of London knitted seamlessly into the surrounding city. With safe streets, attractive and well maintained open spaces and great cycle access, Aylesbury will be a place that existing and new residents can make their home, right in the heart of London.

**Table 3.1 Aylesbury AAP Masterplan and Proposed Illustrative Masterplan - Main Features**

<b>Aylesbury AAP Masterplan Main Features</b>	<b>Proposed Illustrative Masterplan</b>
<b>1. Thurlow Street- the neighbourhood's main street and public transport route</b>	The AAP identifies the requirement for a quality public transport route along Thurlow Street, Albany Road and Wells Way and along the community spine to be "safeguarded in the new development to enable it to accommodate quality, high capacity transport services, whether by bus, guided bus or tram." The proposed Masterplan retains and upgrades pedestrian accesses to existing public transport routes. To further encourage public transport usage in the area, the applicant will make financial contributions towards upgrading the bus system (subject to TfL's programme). In addition, Thurlow Street has been designed to accommodate future increases in public transport, particularly a tram route as included in the Design Code.
<b>2. Albany Road – a calmed route alongside the park providing great links to the rest of the area</b>	Albany Road has been characterised as a 'Park' Road. To create a calmed route alongside the park a number of paved pedestrian crossings are proposed to access Burgess Park, coordinating the street layout and the 'green' connected grid of the Masterplan with the Park, enhancing the entrance and accessibility at key points. Proposals include formalising car parking along Albany Road and narrowing the carriageway. At key signalised junctions, at Portland Street, Wells Way and Thurlow Street, the road will further narrow to reduce the number of lanes to raise awareness of these key pedestrian crossing points. On-road cycle lanes and landscaping are proposed to further soften the transition between the development and the park edge, creating a wide pedestrian edge.
<b>3. The East-West Community Spine – a pedestrian and cycling focused street linking many of the facilities in the area, which will include some shops, space for community meetings and events, and health facilities</b>	The Aylesbury Community Spine will promote pedestrian activity through the urban design treatment including several shared surfaces, landscaping, community uses, parks and civic spaces combined with the land uses. The entrance to the spine will improve the existing public realm at Mina Road and Westmoreland Road, integrating the route with the existing urban fabric. Parts of the route will be pedestrian and cycle access only. No new public transport route is proposed along the Community Spine as the existing bus services use Thurlow Street and Wells Way. The strategy pursued considered that it is more beneficial to have routes that are concentrated so people know that frequent services are available from key bus stops. The Community Spine does however allow for easy direct connections east and west where high public transport accessibility is available and avoids introducing large vehicles, as the area is indented to be low traffic, low speed and pedestrian and cycle priority. This approach was as agreed with TfL and LBS during the scoping of the transport assessment.
<b>4. Michael Faraday Primary School and Community Learning Centre – a new local campus for learning, which will be a resource for all members of the community including both local children and adults</b>	Through consultation and design development with local residents and users of the local campus of learning, the Masterplan proposes a square, known as School Square, adjacent to the Michael Faraday Primary School and Community Learning Centre. This public space will support existing and proposed non-residential facilities within the action area core (Policy COM1); one of five activity zones identified in the AAP (Fig.16, pp.67)
<b>5. New Walworth Academy – a new secondary school to be completed in 2010</b>	The Aylesbury Community Spine has been revised to form a critical movement link at Mina Road, leading to the New Walworth Academy and Tesco on the Old Kent Road to integrate the development Masterplan with the wider surroundings and movement patterns.
<b>6. A new secondary school with community facilities located on the site of the Walworth Lower School and to be completed in 2013</b>	Walworth Lower School falls outside of the Masterplan Area however a new urban park, Dawes Park, is proposed to complement adjacent non-residential uses.
<b>7. A redesigned and improved Burgess Park – a destination 'World Park' for South London</b>	The layout of the proposed Masterplan and accompanying landscape strategy has considered the Masteplan for Burgess Park by LDA Design (2010), to ensure the proposed layout for Aylesbury to facilitate access to the Burgess Park and reflects the ambitions to create a connected grid of green streets adjacent to a 'World Park' for South London.



## 3.2

### DESIGN DEVELOPMENT PROCESS

<b>Aylesbury AAP Masterplan Main Features</b>	<b>Proposed Illustrative Masterplan</b>
<p><b>8. New community facilities, shops and business space focused on Thurlow Street, the Amersham Site and East Street</b></p>	<p>Aylesbury Square (former Amersham Site) will be a central focal square along Thurlow Street, the main route through the site, with a new health facility, community uses and an early years facility, alongside retail and potentially workspaces. This public space will support existing and proposed non-residential facilities within the action area core (Policy COM1); one of five activity zones identified in the AAP (Fig.16, pp.67)</p> <p>Workshops are proposed to the north near East Street as the study by GVA into non-residential uses (August, 2014) concluded that this area is not appropriate for retail but ideal for small business uses. This provides the non-residential active frontage set out in local facilities; one of five activity zones identified in the AAP (Fig.16, pp.67)</p>
<p><b>9. Westmoreland Road Square – a major new plaza to provide the setting for new community facilities and shops</b></p>	<p>Westmoreland Square: an urban square along the community spine that will form the main civic hub of the eastern edge of the development, linking the existing Southwark Resource Centre, the proposed Extra Care and the existing shops to the north of the site, creating a gateway space into the new development and wider regeneration area whilst linking into the existing neighborhood via the improved route to Walworth Road, currently being implemented by LBS.</p> <p>This public space will support existing and proposed non-residential facilities within the action area core (Policy COM1); one of five activity zones identified in the AAP (Fig.16, pp.67).</p>
<p><b>10. Three Green Fingers – providing high quality local open space that links Burgess Park with the rest of the AAP area.</b></p>	<p>High quality local open space is provided across the development Masterplan to connect to adjacent open spaces. The key characteristics of the ‘Green Fingers’ identified in the AAP, including provision of soft and hard landscaping, communal planting spaces, play spaces, seating areas and ‘home zone’ principles (identified as shared spaces within the Masterplan) have all been included in the Masterplan design. During the evolution of the Masterplan, the benefit of retaining existing mature trees and ensuring all residents have access to open space, providing a view of green from every home were identified as key design principles. In addition, it was felt that a variety of character for the open spaces would help foster neighbourhood identities. To achieve this the three ‘Green Fingers’ have been broken up into a series of smaller and varied open space areas linked by ‘Green Links’ and ‘Green Streets’ to provide more value to future residents. To maintain the proposals to connect Burgess Park to Faraday Gardens and Surrey Square via open space and ‘greened streets’, the Masterplan and the First Development Site have been designed with a series of north south ‘Green Links’. The Green Links have been designed as low speed environments that link open space areas both within and beyond the site boundary between Burgess Park and Elephant and Castle (See Landscape Design Statement).</p>
<p><b>11. Improved good quality open spaces, including Burgess Park and Surrey Square Park</b></p>	<p>Following focused detailed design reviews the setting of the adjacent parks will be enhanced, for example Surrey Square Park by public realm improvements, the introduction of new shared surface areas, upgrading access points and defining car parking spaces in the Surrey Square Character Area.</p>

## 3.2

### DESIGN DEVELOPMENT PROCESS

#### 3.2.2 AAP & Masterplan Development

The images below illustrate how the main features of the AAP Masterplan have been reinterpreted.

Fig 3.3 Aylesbury AAP Masterplan



**Key**

- 1-Thurlow Street – the neighbourhood’s main street and public transport route.
- 2-Albany Road – a calmed route alongside the park providing great links to the rest of the area.
- 3- The East-West Community Spine – a pedestrian and cycling focused street linking many of the facilities in the area, which will include some shops, space for community meetings and events, and health facilities.
- 4- Michael Faraday Primary School and Community Learning Centre – a new local campus for learning, which will be a resource for all members of the community including both local children and adults.
- 5-New Walworth Academy – a new secondary school to be completed in 2010.

- 6-A new secondary school with community facilities located on the site of the Walworth Lower School and to be completed in 2013.
- 7-A redesigned and improved Burgess Park – a destination ‘World Park’ for South London.
- 8- New community facilities, shops and business space focused on Thurlow Street, the Amersham site and East Street
- 9- Westmoreland Road Square – a major new plaza to provide the setting for new community facilities and shops.
- 10- Three Green Fingers – providing high quality local open space that link Burgess Park with the rest of the AAP area.
- 11- Improved good quality open spaces, including Burgess Park and Surrey Square Park.

Fig 3.4 Proposed Aylesbury Illustrative Masterplan



**Key**

- 1-Thurlow Street – the neighbourhood’s main street and public transport route.
- 2-Albany Road – A ‘Park’ road.
- 3- The Aylesbury Community Spine – a pedestrian and cycling environment linking many of the facilities in the area, from Walworth Road to Old Kent Road through seven new public open spaces.
- 4- Michael Faraday Primary School and Community Learning Centre facing a new civic open space.
- 5-New Walworth Academy
- 6-A new secondary school with community facilities located on the site of the Walworth Lower School.
- 7-A redesigned and improved Burgess Park.

- 8- Aylesbury Square– New community facilities, shops and business space focused on Thurlow Street
- 9- Westmoreland Square – a civic space to provide the setting for the new Extra-Care.
- 10- Green Links – Connecting Burgess Park with open space areas both within and beyond the site.
- 11- Improved good quality open spaces, including Burgess Park and Surrey Square Park.

### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

### 3.3.1 Community and stakeholders consultation process

The community consultation process is discussed in detail in the Statement of Community Involvement.

The process was managed by Soundings, a specialist company, to ensure a constructive, thorough and comprehensive programme of engagement.

This process of engagement had the following objectives:

- To be inclusive, accessible, transparent and engaging.
- To offer a variety of different ways for people to get involved.
- To raise awareness of the project.
- To enable constructive dialogue between local residents, and the design team.
- To ensure that people have the opportunity to see the proposals for the site and to feed back their views.

#### Stage One: Understanding the Issues

- Raise awareness of the project and consultation
- Develop a database of interested organisations and individuals
- Develop a better understanding of the local area and community
- Get feedback on initial thoughts and design concepts

Stage One included a series of consultation and engagement events designed to raise awareness, introduce NHH and the team to local stakeholders, and develop a better understanding of the local area and community.

#### Stage Two: Masterplan principles

- Present and consult on the principles driving the Masterplan design
- Illustrate the design team's response to the Aylesbury Area Action Plan
- Give further opportunities for resident feedback
- Engage any under-represented parts of the local community (geographic, demographic or interest)

Stage Two included a series of consultation and engagement events designed to meet the aims and objectives listed above including a public exhibition, workshops and 1-2-1 meetings.

#### Stage Three: Masterplan evolution

- Present an update on the design proposals and continue to gather feedback
- Get feedback on the open green and public spaces
- Engage with local stakeholders and schools

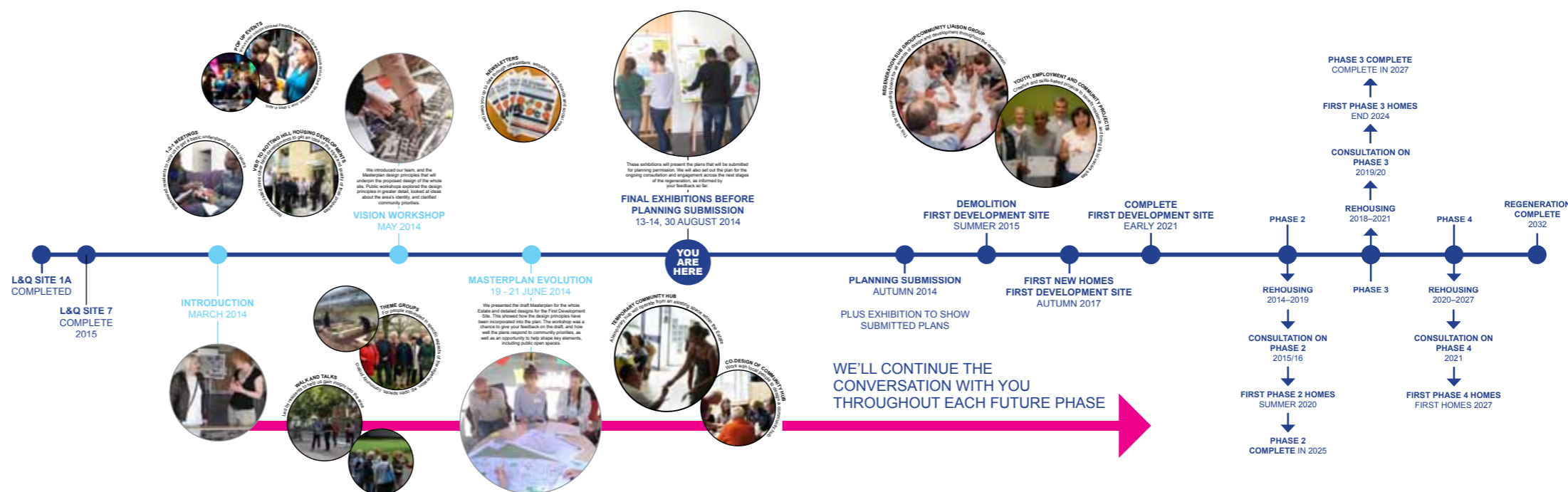
Stage Three included a series of consultation and engagement events designed to meet the aims and objectives listed above including an exhibition, workshops, presentation, 1-2-1 meeting, walk and talks and bike and talk.

#### Stage Four: Final Masterplan

Fig 3.5 Aylesbury regeneration timeline

### Consultation Process

The consultation and engagement programme has been arranged into five stages: four were pre-application and a fifth will follow the application submission.



### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

### Stage Four: Final Masterplan

- Present the information that will be submitted as part of the planning application
- Provide greater detail on previously presented material
- Support the community to better understand the planning process

Stage Four included a series of consultation and engagement events designed to meet the aims and objectives listed above including an exhibition, presentation, 1-2-1 meetings, walk and talks and bike and talk.

### Stage Five: The planning application

(to be carried out after submission of the planning application)

- Present the planning application (outline and detailed components)
- Support the community to better understand the content of the application

### Consultation Methodology

All stages contained a range of different consultation and engagement events that aimed to involve all sections of the local community in the Masterplan development for the regeneration of the Estate.

The methodology included:

- **NHH development tours**

The tours offered local people the opportunity to meet NHH staff and get an impression of the quality and size of other Notting Hill Housing developments.

- **Pop ups**

The pop ups were small-scale events designed to raise awareness about the project and to gather some initial feedback. They were set up in locations of good footfall in the area around the Estate and at different times of the day. Flyers, to promote the project and future events were handed out to passers by who were also encouraged to complete a canvass card.

Pop up events took place in Stage One. Details of the dates, locations and the number of completed canvass cards can be found in the Statement of Community Involvement prepared by Soundings.

- **Public exhibitions**

Public exhibitions were hosted at each of the project work stages. These events were held at Thurlow Lodge and the Southwark Resource Centre and staffed by NHH, HTA, Mae, Hawkins\Brown and Soundings.

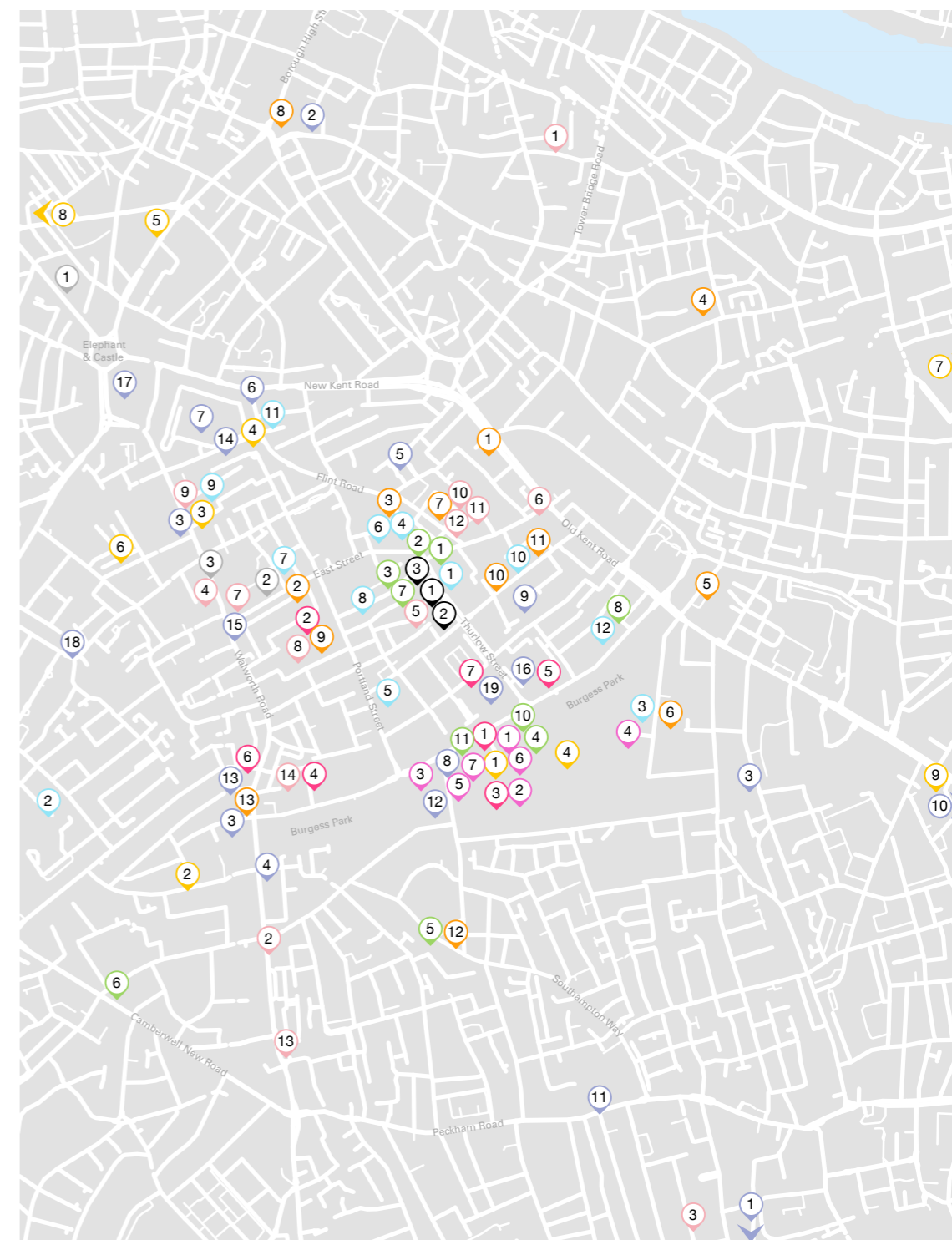
Members of staff were on hand to guide people through the information and answer questions. Visitors to the event were asked to sign in to give an accurate record of attendance and also to grow the project database.

Consultation tools used at the public exhibitions were quick comment cards, feedback forms and interactive exhibition boards. Feedback forms were used to engage on specific aspects the design team would like input on, and it offered the opportunity for people to express their views. An additional detachable sheet collected demographic information. Comment cards gave visitors the opportunity to quickly leave feedback on proposals.

- **Design workshops**

Design Workshops were arranged to complement the public exhibitions in Stages Two and Three to give local people an opportunity to discuss the proposals and ask questions of the team.

Fig 3.6 Location and attendance of Public Consultation events



The numbers represent the number of individuals from that location that attended an event

Attendees    Stage One ●    Stage Two ●    Stage Three ●    Stage Four ●

### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

All design workshops were advertised on the publicity for the public exhibitions, which included flyers, posters, adverts in the local printed press and websites, on the Notting Hill Housing Trust and Creation Trust websites and via email to the project database.

- **Presentation**

At stages Three and Four of the consultation process Simon Bayliss of HTA gave a presentation on the First Development and Proposed Masterplan. Attendees had the opportunity to ask questions off the design team and Applicant after the talk.

- **Walk and Talk**

Local residents guided members of the design team and Applicant around the area to assess and comment on a variety of outdoor spaces in and around the Estate. Individual maps were used to collect ideas, as well as issues and concerns relating to play areas, green spaces, community gardens, outdoor gyms and landscaping.

- **Bike and Talk**

On the invitation of local group Living Streets, the bike and talk visited examples of pedestrian and cycle friendly areas and innovative solutions to traffic calming.

- **Outreach**

Outreach is an effective engagement tool to ensure inclusion of all sections of the community in the consultation process. To ensure that young people and the hard to reach groups were engaged in the consultation process in a way they felt comfortable, over 30 outreach meetings have been carried out.

### List of participant Local stakeholders:

2Inspire  
Aylesbury Community Garden  
Aylesbury Community Team  
Aylesbury Early Years Centre  
Aylesbury Learning Centre (prior to closure)  
Aylesbury Mobile Skate Park  
Aylesbury TRA  
Aylesbury Women's Group  
CoolTan Arts  
Creation Trust  
English Martyrs School  
Friends of Burgess Park  
Inspire  
Latin American Multicultural Group  
Michael Faraday School  
Pembroke House  
School officer  
Southwark Association of Street Traders  
Southwark Cyclists  
Southwark Living Streets  
St Christopher's Church  
St John's Church  
Thurlow Lodge  
Thurlow Lodge TRA  
Tykes' Corner  
Walworth Academy  
Walworth Society  
Wendover TRA



Fig 3.7 Images from Public Consultation

### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

The following table outlines the key changes that were made to the design in response to feedback at the consultation events.

**Table 3.8 Summary of Outcomes from Consultation per Stage**

#### STAGE 1

<b>Key topics and concerns</b>	<b>Response</b>
<b>Buildings should be tenure blind, with social housing included on the park edge</b>	Stage Two exhibition included a diagram illustrating the tenure mix on the First Development Site which includes target rent homes on the park edge
<b>Play areas for children</b>	The Stage Three exhibition mapped the various different play and green spaces included in the Masterplan
<b>Outdoor gyms – areas to keep fit are important / Football areas and MUGAs should be re-provided</b>	The regeneration will re-provide the same number of MUGA's as is on the Estate. The Stage Three exhibition identified the location of the new outdoor gym and games courts
<b>Places to socialize, meet up, more shops/cafes</b>	The local centre will create a social centre to the regeneration with places to shop, meet and access services. In Stage Two the design team presented the inclusion of flexible ground floor spaces on Thurlow Street that can be adapted from retail/business to residential or vice versa should the need arise
<b>Reputation of the area needs to be improved</b>	Visitors to consultation events were asked to develop a name for the regeneration process, this is not an exercise in renaming an area rather a way to identify the area in flux

#### STAGE 2

<b>Key topics and concerns</b>	<b>Response</b>
<b>Sustainability should be a key principle</b>	Following consultation the design team incorporated sustainability as vision principle guiding the Masterplan
<b>More parks and green areas with a clear use</b>	Stage Three exhibition presented the scale and uses in detail of the First Development Site and the outline plans for the rest of the Estate
<b>Improved east-west connections</b>	Central to the Masterplan is the east-west movement through the Estate by way of community spines. The street hierarchy was presented in greater detail at the Stage Four exhibition
<b>A cycle and pedestrian friendly area</b>	Stage Three exhibition included diagrams on the street hierarchy, safer cycle and traffic calming strategy. Where possible, cyclist and pedestrians have been given priority
<b>Concern over the size of new homes</b>	Comparable measurements for 1, 2 and 3 bedroom homes showing new homes to be larger or equivalent to existing homes were presented at the Stage Four exhibition
<b>Need for a community centre/hub to replace Thurlow Lodge</b>	A community facility such as community centre, gym or creche will be delivered as part of the First Development Site. Further community facilities will be provided in later phasing
<b>Keep the trees</b>	Several of the green space layouts have been adapted in order to retain more trees. Many of the street layouts have been designed around the retention of as many trees as possible
<b>The history of the Estate past and present should be recorded</b>	The Stage Four exhibition launched the #ouraylesbury to record images of the Estate that people wish to commemorate
<b>Need to deliver family homes</b>	The regeneration will deliver a mixture homes including three & four bedroom homes and town houses
<b>Height of building next to site 1A is too high</b>	The height of building on the First Development site, next to site 1A has been lowered in line with the closest building
<b>Relationship of open space with school is important</b>	The open space adjacent to the school has been reconfigured in response to consultation with the school

### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

**STAGE 3** **Table 3.2 Summary of Outcomes from Consultation per Stage (continued)**

<b>Key topics and concerns</b>	<b>Response</b>
<b>Community gardens should be scattered throughout the Estate</b>	Instead of only one large community garden, there will be three community gardens delivered in different phases of the regeneration
<b>Mix of open and green spaces, catering for different age groups</b>	A variety of open spaces will be delivered throughout the Estate. The details of these were presented at each of the exhibitions
<b>Area should be easier to navigate</b>	The Masterplan has simplified the street layouts to increase the permeability of the Estate
<b>Clarification required on the hierarchy of the streets and better understanding of movement networks</b>	Stage Three and Four exhibition included diagrams on the street hierarchy, safer cycle and traffic calming strategies
<b>Need to show which blocks are houses and which are towers</b>	The Stage Three and Four exhibitions included 3-D models of the First Development and Masterplan to illustrate the different building types
<b>Sports areas should be separate from housing</b>	The games areas have been positioned on the more active boulevard away from homes
<b>There should be something that unifies the Estate even if it is made up of different parts</b>	The #ouraylesbury project will influence the design of many features across the Estate. This will act as a common language across the various character areas of the regeneration
<b>There should be more facilities for young people</b>	The play strategy in Stage Four exhibition presented the location of multiple youth spaces across the Masterplan
<b>Shops are places people come together and should be included in the redevelopment</b>	The ground floor spaces of Thurlow Street have been designed to accommodate a variety of uses including retail to respond to any future demand
<b>Open areas need purpose</b>	The Stage Four exhibition presented how the open spaces in the First Development Site have been designed to deliver a variety of uses

### STAGE 4

<b>Key topics and concerns</b>	<b>Response</b>
<b>At each stage visitors wished to receive more information on the rent and service charges of NHH</b>	As it will be several years before the new homes are built NHH cannot say what the rents and service charges of the new residences will be but at the Stage Four exhibition they presented information on a nearby development to give people an indication of housing costs
<b>There should be segregated cycle lanes on Albany Road and Thurlow Street</b>	NHH are continuing their discussions with Southwark Council and community groups looking at options for safer cycling on the Aylesbury

### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

### 3.3.2 Key sites: Aylesbury Square and School Square

Aylesbury Square (Plot 18) is a key area within the Masterplan as it will form the major mixed-use hub on the site. It is planned for delivery at an early stage, and it is regarded as a flagship of the overall redevelopment. For these reasons it was considered important to specifically consult with stakeholders on this area.

Given the mix of uses required, a tour to precedent sites in London was organised on the 3rd June 2014 ahead of a workshop. The tour included representatives from Southwark Council, the local community, the Aylesbury Medical Centre, the NHS and the design team. The group had guided visits to Gracefield Gardens Health and Social Care, Coin Street Neighbourhood Centre and Depford Lounge and also the civic spaces Gillette Square and Dalston Square. The tour also included moments where stakeholder shared references, showed web pages and discussed their experiences.

A workshop with all the stakeholders was then held at 'Inspire' at St. Peter's Church on the 10th of June 2014 to discuss individual requirements and to set out the wider constraints and aspirations of the Masterplan. Attendance included other stakeholders in addition to the people that completed the tour, as listed:

- Charlotte Benstead - Director, Creation Trust
- Sandy Steward - resident
- Jean Bartlett - resident and manager of Tykes Corner
- Rebecca Scott - NHS
- Julian Alexander - NHS
- Barbara Hills - NHS
- Philipsia Greenway - NHS
- Dr. Steward Kay - GP Aylesbury Medical Centre
- Lorraine Weatherman - Practice manager, Aylesbury Medical Centre

- Neil Gordon-Orr - Policy, Planning & Performance Manager, Early Years
- Adrian Whittle - Head of Culture, Libraries, Learning and Leisure
- Catherine Bates, LBS
- Sandy Morrison, Anna Couch and Simon Bayliss, HTA
- Richard Mulderij
- Kelly Harris, NHH

The brief to the workshop included the key aspects for this area within the context of the Masterplan:

- A local neighbourhood centre, which provides key public services, but is also the focal point for community activity
- To serve as a draw for people from across Walworth
- Relaxed public open space: A public open space, with a user friendly, relaxed and welcoming feel, with design of buildings emphasising a feeling of accessibility, transparency, and free-flow between internal and external uses of the space
- Permeability and urban unity: Arriving in the Neighbourhood Centre provides a visual link to give a sense of arriving at a centre, with strong site-lines and clear path-finding
- A space which breaks down the dominance of the north-west linearity of existing routes, particularly Thurlow Street, encouraging an east-west link
- High quality standard of design and finishes that will ensure the buildings and public realm retain their impact and are flexible enough to meet the needs of the local community for at least the next 30 years.



**Gracefield Gardens  
Health and Social Care**



**Fig 3.8 Precedent Community Facilities Toured**

**Coin Street  
Neighbourhood Centre**



**Depford Lounge**





### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

Regarding programme, the facilities required for this site were originally set by the AAP and participant stakeholders were encouraged to input in to this brief. The programme included the following requirements:

- Health Centre, with an NHS medical centre and a GP surgery and associated 40 car parking spaces
- Early Years Facility, with paid nursery care for working parents, but will also include part time provision for 2, 3 and 4 year olds
- Community Facility, with a neighbourhood facility (possibly a library), office space for Creation Trust and a stay-play centre.
- Pharmacy, which is re-provision of the existing pharmacy (Medipharmacy Ltd) located adjacent
- Retail, possibly a local convenience store.
- Public Space, designed to offer an open space complementary to play areas and community gardens provided in the master plan elsewhere.

The workshop included, as part of the brief, a summary of the existing site constraints and of the role of the Aylesbury Square within the overall Masterplan. Several typological models were presented as well before participants explored options with foam models.

The outcome of the workshop were the three options as shown on figure opposite, which were then later developed and tested in rigour by the design team.

In addition, the following general conclusions were also taken forward:

#### Use Compatibilities

Each of the facilities proposed offer mutual benefits to the others in terms of

- Service delivery
- Convenience to the end users

#### Key adjacencies

- Health Centre and GP Medical centre within one building envelope
- Early Years could be adjacent to either Health or Community Facilities
- Residential could be located above retail

#### Ground floor priority

- Library
- GP medical centre public areas
- Health Centre public areas
- Retail

#### Proximities

- Pharmacy should be relatively remote from the Health Centre
- Retail facilities to be together

#### Public frontage priority

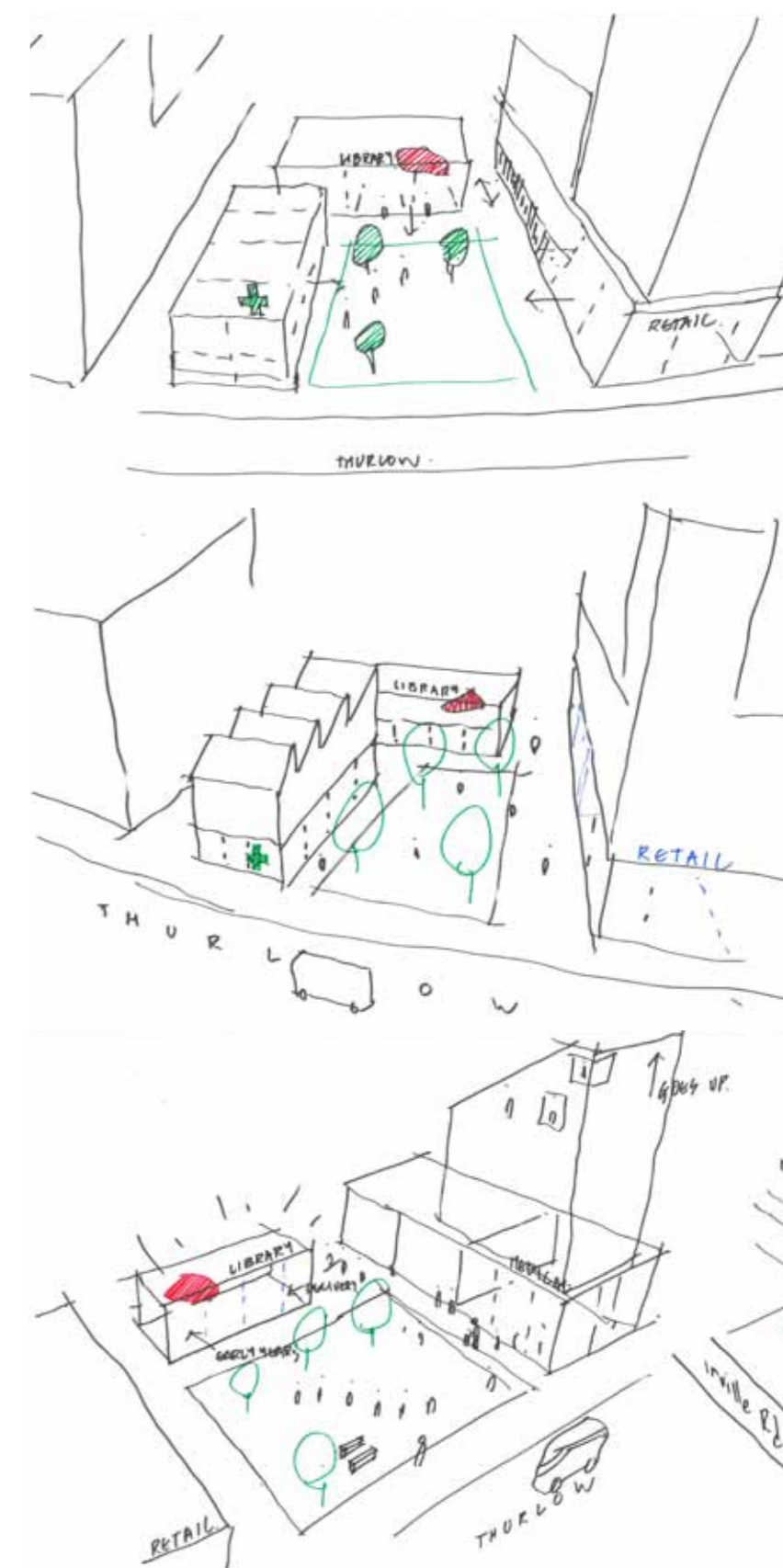
- Library
- Retail
- GP Medical Centre

#### Massing

- Buildings to be arranged on either side of public open space
- Buildings to be minimum of 3 storeys
- Residential to be located in tall tower element to the north



Fig 3.9 Outcome from workshop: Aylesbury Square options



### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

Representatives from the design team met the Head of Michael Faraday School to discuss the preferred orientation, scale and functions of the square located outside the school gate. The session, held at the school on the 2nd July 2014, used the following requirements as a starting point for discussion:

- The space will respond and relate to the public realm treatment of both the Portland Street frontage and the community spine with robust hard surfaces and a grid of trees set within the space.
- It will contain extensive cycle parking.
- It should be well overlooked with active frontages and frequent door openings at ground floors along its length.
- There will be opportunities for additional landscaping where the space widens out.
- The space should provide areas for parents to congregate, some drop-off facilities, seating and cycle parking. No parking is required
- The two side entrances (through the old wall on the southern side) are used regularly; the larger entrance is used by pupils, and, after hours, is the main community entrance for accessing the sports hall; the smaller entrance accesses the MUGA, as well as providing access to the sub-station.
- The public space identified in the AAP was intended as a discharge point to those two southern entrances.

Two options were tabled on this meeting and the outcome was that a North-South square, based on option 2, was preferred because:

- An option to the north would not be feasible or meet the School needs.
- Although the main entrance to the school is located on Portland Street this is only used for visitors and the nursery school.
- Currently the parents can access the school playground to wait for their children.
- The most used entrance is Hopwood Road. This along with the delivery access and access to the substation must be maintained.



Fig 3.10 Bird's-eye view of Michael Faraday School



- Currently there is some conflict between parents dropping their children off/up (by car) and the garage owners along Hopwood road. The design team agreed drop off should be considered, but should not be a primary driver of the scheme.
- The headmistress was keen to see a space where parents could linger, sit down and spill out. This would be better achieved in the North-South option, which also could easily link to Burgess Park. She did not think specific play facilities would be necessary, but an area where children could play on their bikes or scooters. She used the term 'community hub' and that the space should have an adult focus.
- The MUGA is used out of hours in the evenings 6-8pm, although currently not by many people.
- The headmistress expressed her concern about the level off traffic along Hopwood road (community spine) and that the design of that road part should be very low traffic, or even traffic free.

Fig 3.11 Two options for the School Square: Option 2 was carried forward as an outcome of the workshop

Observations on-site of school peak time also informed the workshop and the proposed design option:

- Contrary to the team's expectations, there seemed to be a low volume of people.
- Ice cream van pulls up most days, and it was located on Hopwood Street.
- Some parents had gathered on the corner of Portland Street/ Westmoreland Road (by pedestrian crossing)
- Lots of the children had moved along to the play area to the east of the school.



### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

### 3.3.3 Southwark Design Review Panel

Since February 2006 the Southwark Design Review Panel (DRP) has reviewed major developments to secure high quality sustainable design throughout the borough before applications are submitted for planning permission. The emerging Aylesbury Masterplan has been reviewed by the DRP to inform the masterplanning activity and detailed design of the emerging proposals for Aylesbury Estate. This collaborative design process has strengthened the final design principles of the Masterplan creating strong character areas, a cohesive street typology and a detailed Design Code to ensure design quality for future phases of the development.

During the design development process there were four formal DRPs in March, May, June and August 2014. An overview of key design themes which emerged from these reviews is summarised below. The DRPs are independent of the meetings held with officers from Southwark Council.

#### Key Issues DRP 1: 11th March 2014

- **Architectural identity**

The Panel felt that the Masterplan did not give a sense of the neighbourhood, its hierarchy of spaces or the nature of buildings that were proposed. The DRP encouraged the Design Team to code and explain the transition between the Masterplan and the first development site. In response, the Masterplan has evolved to include five character areas with specific architectural identities described in the design code, that will strengthen the identity of each neighbourhood across the Masterplan.

- **Parameter plans and design code**

The Panel wanted to understand how the parameters and code will help to design the nature and character of each distinct neighbourhood. In response, the design team developed the Design Code to provide site-wide guidance and character

area specific guidance to not only respond to residential development standards but sustainable environmental standards including sunlight/daylight guidance. The Design Code provides clear and descriptive guidance whilst retaining an element of flexibility requested by the Design Panel to encourage architectural innovation and a sense of identity around neighbourhoods.

- **Proposed land uses**

The DRP questioned the proposed land uses across the Masterplan. Following an independent study into non-residential uses by GVA, the Design Team reviewed the proposed land uses.

- **Character and place-making**

The panel felt that it was essential to clearly define specific character areas at the outset, to develop a place-making strategy with inbuilt flexibility to allow future phases to adjust and adapt to accommodate shifts in the local economy at the time of delivery. The Design Team have developed the character areas considering the interfaces with surrounding areas whilst considering the historic context and adjacent public spaces, for example the character of Albany Road along the edge of Burgess Park. The character areas proposed have derived from edge conditions at these interfaces, for example continuing the conservation area and continuing elevations of Surrey Park. The ground floor units along Thurlow Street have been designed to allow for flexible uses in the future.

Following the first DRP the Masterplan defined character areas for separate parts of the Masterplan, developed a density model and street typology linked to the character areas and an open space strategy informed by the retention of important trees.

#### Key Issues DRP 2: 20th May 2014

- **Podium parking**

The Panel questioned the need for podium parking going forward in the Masterplan. The Design Code has been amended to test podium parking viability at the start of every phase.

- **Design Code: character and identity**

The panel suggested that the applicants should consider the character and identity of the development from the point of view of the future occupiers of the Aylesbury Estate. In addition, the Panel suggested that the code would be tested by the other architectural studios involved on the First Development Site.

Following DRP2, the Design Team produced a study titled "A day in the life" to understand and illustrate how different residents will live in Aylesbury. Assessing the range of activities of all possible future occupiers helped the proposals evolved in terms of character areas. These studies are part of the Design Code and extracts are included in this report as well, describing the future places.

In addition, the other architectural studios were invited to test two different areas within the Masterplan and apply the Design Code. These are included in chapter 11 of the Code.

#### Key Issues DRP 4: 7th August 2014

- **Design quality for future phases**

The panel raised concerns regarding design quality for the long-term, and on how the First Development Site would be used to demonstrate the application of the Design Code. The team reviewed the Design Code to include many examples of the First Development Site as possible illustrations of the Code application.

- **Burgess Park edge**

The Panel queried how the design was creating a 'unique' edge to this important open space. The Panel felt that more could be done especially at the park edge, particularly in the design of the towers. In response, the Design Code has been refined to include guidance on building typologies, including differentiating between special towers and landmark towers.

- **Roof tops**

The Panel felt that the roof space is not utilised sufficiently as an amenity and do not maximise the opportunity provided by views of the Park. In the proposals the Design Team have balanced the provision of rooftop amenity space with a viable maintenance plan. Green roofs with soft landscaping are proposed to enhance biodiversity on the site and as rainfall attenuation surfaces.

- **Connectivity and integration**

The Panel felt more could be done in the design of each urban block to ensure that it well integrate to the public realm. The Design Code now addresses the relationship between blocks, particularly facing elevations and to the public open spaces.

*Note: DRP 3 was an informal discussion which was the prelude to the August meeting. For this reason there was no formal note of the July meeting. The record of the August meeting reconciled all the Panel's thoughts on the scheme.*

### 3.3

## OVERVIEW OF CONSULTATION AND ENGAGEMENT

### 3.3.4 Greater London Authority

On the 22<sup>nd</sup> August 2014 the Design Team sought formal pre-application advice from the Greater London Authority (GLA). A brief summary of how the detailed design of the master plan has evolved and responded to key comments raised is provided below.

- **Affordable Housing**

Following the formal GLA advice the Masterplan has increased the provision of affordable units and improved the proportion of social and private sale units.

The supporting Affordable Housing Statement provides a detailed analysis on the affordable housing provision considering the requirements of the AAP and financial viability.

To accommodate the increase in units overall, the massing of the medium-rise units slightly increased along the park edge within the design principles of the Masterplan.

- **Accommodation Quality**

The GLA's advice included points on residential quality, highlighting the importance of assuring good quality over the whole site throughout all phases. The Design Code now sets minimum space standards in line with the London Plan, a percentage target of dual aspect units of 75% as per the AAP and minimum of 70%, provision of defensible space, and floor to ceiling heights of all residential units of a minimum 2.6m. All dwellings proposed will be built to Lifetime Homes Standards and 10% of all units will be wheelchair adaptable to confirming the London Plan requirements.

- **Play Space**

The GLA advised that the Masterplan should meet the needs of older children on site. The Landscape Design Statement provides a detailed Play Strategy for all age groups, ranging from formal play equipment to informal and natural play elements that encourage imaginative play. Dedicated play facilities for different age groups will be given their own

clearly defined space to allow the freedom to really play without encroaching or interfering with another age group's play space.

- **Social Infrastructure**

A clear response to mitigate the proposed growth was required. The provision of social infrastructure and location of non-residential uses has informed the AAP and by GVA, an appointed consultant working in the Walworth area for Southwark Council.

- **Urban Layout**

The road running North-south to the West of Thurlow Street, including Dawes Street was queried. As a response, the Masterplan design evolved to have that route opened and becoming a green link as in the current illustrative plan.

Whilst the proposed design showed an east-west Community Spine connection, at the time of the review, there was not enough evidence on the level of activity and quality of the environment to be expected for this route.

The Masterplan has developed, and, within this proposal, there are specific urban design measures that will define and activate the east –west link to promote this route as a pedestrian connection between Walworth Road and Old Kent Road. These are particularly the use of shared surfaces, pedestrian and cycle only routes, landscaping, parks and civic spaces and community uses including an extra-care facility, schools, early years and retail units.

- **Height, scale and massing**

The transition between taller and lower buildings was queried. The Design Code evolved to provide more guidance to demonstrate how the schemes will address this issue. Please see the Park Edge and the Community Spine sections of the Design Code.

- **Architectural Quality**

The reviewers encouraged the use of additional materials sparingly to secure distinctive neighbourhoods, and a variety of character across this large site. The Design Code has incorporated materials and a brick strategy for the wider site and specific to each character area. Materials will be used to provide a visual distinction between buildings and areas. The Design and Access Statement for the first development site provides a detailed commentary on the architectural treatment to ensure architectural integrity of the buildings proposed. This site also acts as demonstrative of the application of the guidance in the Design Code.

- **Sustainability**

An energy strategy for the wider site was requested. The supporting Energy Strategy by WSP and Sustainability Statement by HTA sets out the proposed strategy for the Masterplan. BREEAM Communities is used to appraise the sustainability performance for the Masterplan and it helped guiding the Masterplan design development. It is envisaged that Code for Sustainable Homes level 4 is achieved as a minimum throughout the development.

- **Transport**

The GLA pointed out that the Draft London Cycling Design Standards would be available soon. The public transport routes proposed have been designed in line with the emerging London Cycling Design Standards.

A Cycle Strategy Plan is contained in the Public Realm and Streetscape section of the Landscape Design Statement.

**Table 3.3 Comparison of Total Units and Habitable Rooms following GLA's feedback**

GLA Schedule of accommodation (02/08/2014)			
	Affordable	Private	Total
Units	1306	1396	2702
Habitable Rooms	5027	5564	10591
Proposed Schedule of accommodation			
Units	1390	1343	2733
Habitable Rooms	5173	5340	10513
Difference following GLA feedback			
Units	+84	-53	+31
Habitable Rooms	+146	-224	-78

## 3.4

### KEY DESIGN CHANGES

#### 3.4.1 Overview

The following section summarises key design changes which have taken place during the masterplanning process, from the initial AAP Masterplan produced by Southwark Council up until the current Masterplan proposal submitted for approval as an outline planning application.

In summary, the key changes covered:

- The concept, arrangement and character of open spaces, particularly how these are distributed and how the Estate connects to Burgess Park
- The open spaces proposed near Surrey Square and East Street
- Wider movement through the Estate and the community spine
- The quantum and distribution of land uses to ensure new community hubs thrive and function
- The layout of the Estate, considering the existing street alignment and the tree retention strategy for existing trees on the Estate
- The proposed density and massing of the Masterplan at key transition points, for example Burgess Park and adjacent Conservation Areas, where the Estate connects to the wider surrounding area.

These key design changes to the Masterplan have been informed through engagement to create a permeable development with street frontage and range of public and private spaces to deliver quality public realm accessible to all.

These refinements of the AAP Masterplan will enable the regeneration benefits to spread across the wider area of Aylesbury. The next chapter provides further detail on the final Masterplan design principles proposed.

Fig 3.12 AAP Aylesbury Masterplan



Fig 3.13 Proposed Illustrative Aylesbury Masterplan



### 3.4

## KEY DESIGN CHANGES

### 3.4.2 Scale and Massing

The AAP proposed that:

'most of the new development should have a general height of between 2 and 4 storeys. Height and scale should respect the setting of the conservation areas and preserve or enhance their character and appearance. The general height in Thurlow Street and Albany Road will be greater, mostly between 7 to 10 storeys.

Buildings which are taller than the general height should be situated in important locations consistent with Figure 10. These buildings comprise:

- one district landmark building of between 15 and 20 storeys at the junction of Thurlow Street and Albany Road to mark the main entrance to the neighbourhood and symbolise the area's regeneration;
- local landmark buildings of between 10 and 15 storeys to mark the entrances to Portland Street, the King William IV and Chumleigh green fingers, and also the Amersham Site.'

Since the early stages the team broadly agreed with the principles established by the AAP, except when the massing was a response to the Green Fingers. Thus, Thurlow Street remained as the mid-density zone (varying from 6 to 8 storeys), and the Park Edge as the higher density zone. Following from this, neighbourhood zones adjacent to the Conservation Area and to Surrey Square Park became the mid to lower density zones.

- **Park Edge:**

At BAFO Stage, the Masterplan proposal included a taller zone along the Park Edge, for where a unique block type was then developed. The park edge was further explored in terms of key views, shading and capacity during the design development stage.

Design options were presented at pre-application meetings and tested at consultation events. Feedback on 'the importance of maintaining the openness of Burgess Park Edge' triggered a series of studies as illustrated.

We concluded that height would be contained within a sequence (represented by the dashed curve) and emphasized at gateways. Massing would gradually grow and decrease towards these gateways.

The conclusions also included a combination of height and building typologies, as presented in the Design Code as part of this application.

- **Thurlow Street:**

Massing of Thurlow Street evolved in parallel with designing the new character for this street. As the major connector through the development, a variety of materials, activities and changing ground floors is expected for this dynamic environment.

While defining the street character through sketches, the team considered that consistency of 6 storeys along the sides was right to balance all the expected variety. An exceptional increase in massing was considered important towards the Park Edge to highlight the gateway. A landmark building has also been maintained since the AAP on the corner of Aylesbury Square (Plot 18).

- **Mid to Low density areas:**

The areas associated with Surrey Park and the Conservation Area respond to the context in terms of massing and block types. They are generally 2 to 4 storeys. They have been defined in these terms since the BAFO stage, to meet the Masterplan aspiration of blending in with the existing and creating seamless boundaries.

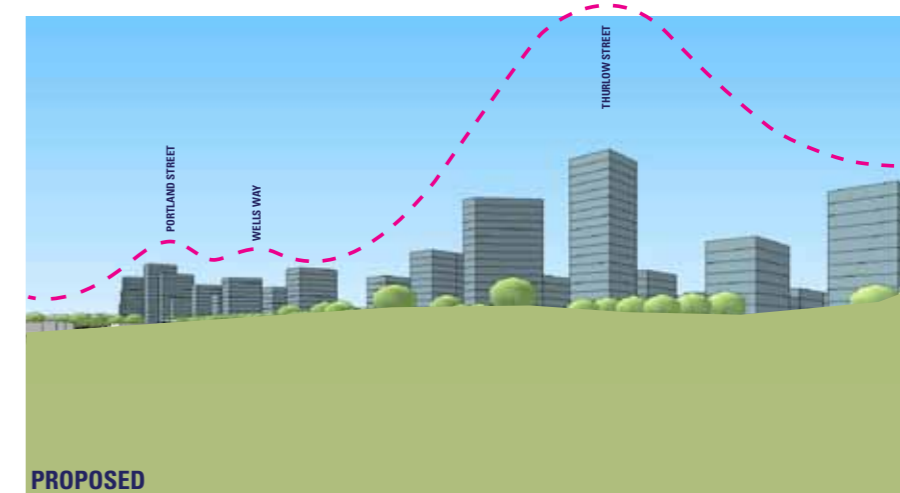
Design development also included analysis of adjacent buildings heights, particularly at specific spaces, such as Surrey Square Park as the images illustrate.

- **Transition Zone:**

The zone previously described as the Community Spine works as a transition in terms of massing from the high Park Edge to the neighbourhood areas. This has been the proposal since BAFO stage.

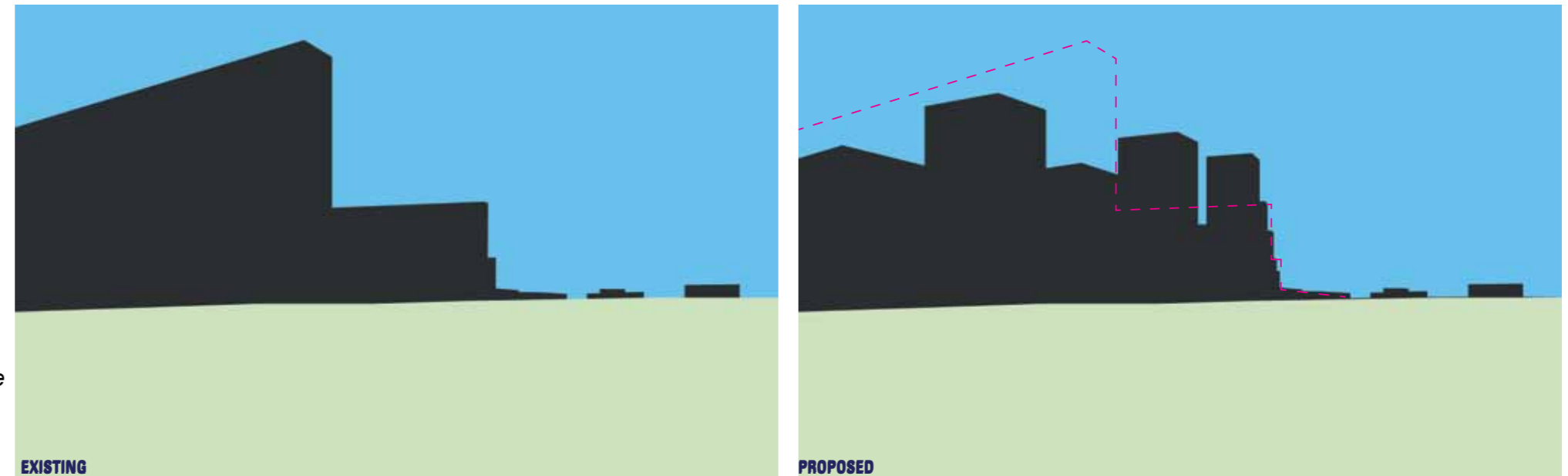
During character development, the team considered that in detail design massing could include pitched or shaped roofs as that would enhance the expected 'playful' character of this zone.

**Fig 3.14 Extract from Park edge views study: Comparison existing and proposed park edge view**

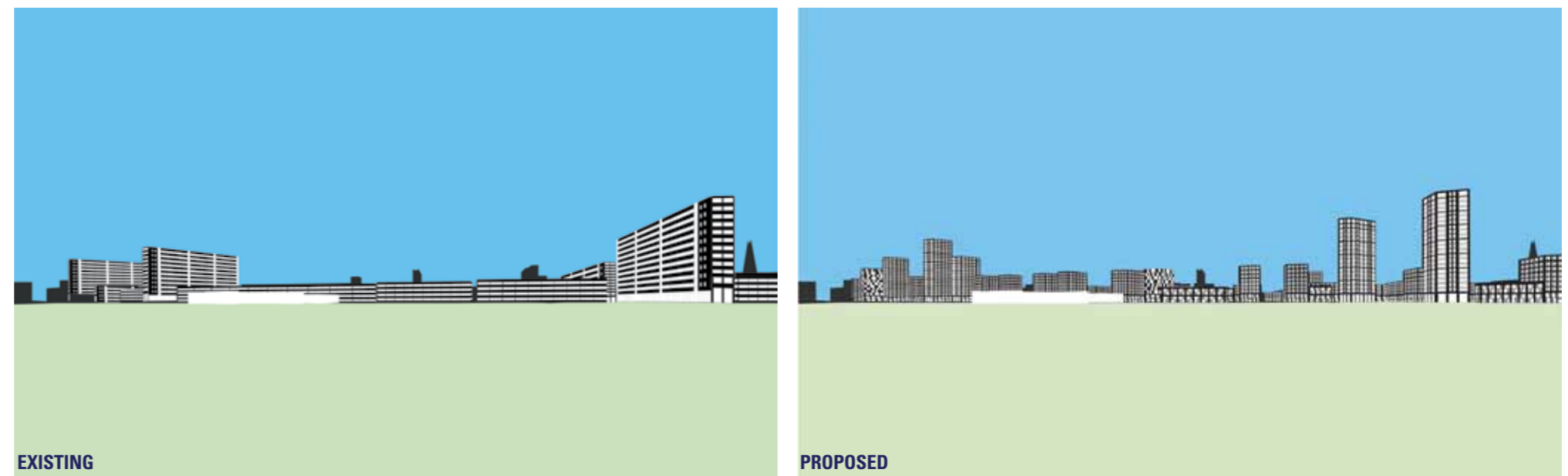


### 3.4 KEY DESIGN CHANGES

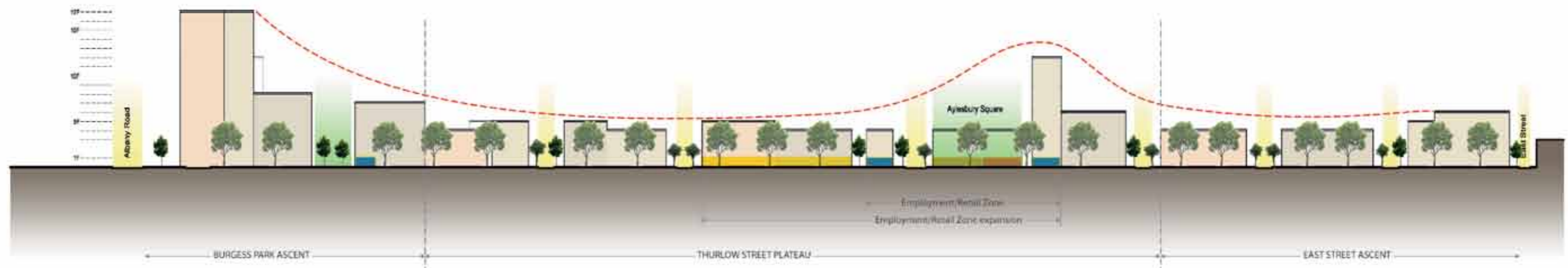
**Fig 3.15 Extract from Park openness study:** We tested proposals to ensure that new buildings would not block more sky than existing.



**Fig 3.16 Extract from park edge variety study:** We wanted to ensure that proposals would include more variety of typologies than the existing



**Fig 3.17 Thurlow Street Elevation study**



### 3.4

## KEY DESIGN CHANGES

### 3.4.3 Open Spaces

#### Concept

The proposed open space strategy for the site evolved from the AAP concept, based on 'Green Fingers', to the current approach, based on 'pocket open spaces'. The design options explored reflected this change in approach.

The AAP open space plan showing the 'Green Fingers' approach is shown in the figure opposite. The multi-disciplinary team considered that a 'Pocket Open Spaces' approach could deliver greater variety and richness of character than the linear north-south approach, as well as greater proximity from homes to green spaces and more direct green views.

However, connecting the site to the wider green network as intended by the AAP's was a strategy to be carried forward.

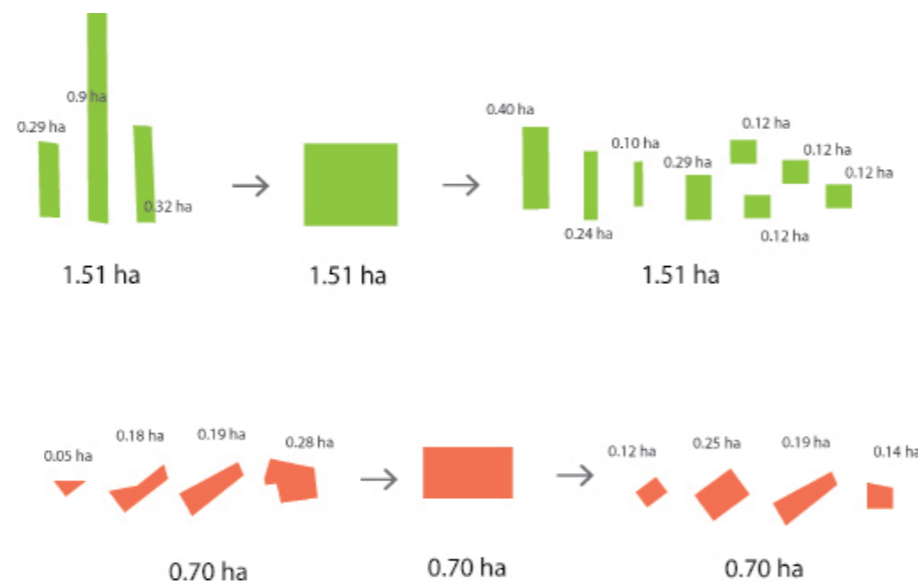
To maintain the proposals to connect Burgess Park to Faraday Gardens and Surrey Square via open space and 'greened streets', the Masterplan and the First Development Site include Green Links that have been designed to connect open spaces both within and beyond the site boundary between Burgess Park and Elephant and Castle. The key characteristics of the 'Green Fingers' identified in the AAP, including provision of soft and hard landscaping, communal planting spaces, play spaces, seating areas and 'home zone' principles have also all been included in the Masterplan design, either in the open spaces or as part of the greened streets.

The proposed approach also continues the AAP'S ambitions of providing a high quality network of open spaces of different sizes and functions that are well linked together and part of the pedestrian and cycle connections across the site. Moreover, the proposed open spaces include quality landscape with children's play areas appropriate for these residential areas, and the catchment distances of these have improved with the pocket space approach. Each space will be described in detail in the Landscape Design Statement submitted as part of this application.

The design of the proposed open spaces evolved through an iterative design process, frequently workshopped with members of the multi-disciplinary team including urban, architecture and landscape designers, plus sustainability consultants, planning and engineering consultants. The client, council planners and local stakeholders have also been part of the design process that lead to the current open spaces proposals.

The diagrams in the following pages illustrate several stages of open spaces design, including the network established at BAFO stage, the explorations of the open spaces as part of the north-south 'organic' link, studies on East Street open space, Thurlow Street Park and related Planes Park, Aylesbury Square and the options for Michael Faraday Open Space.

**Fig 3.18 Interpretation of AAP Green Fingers and Civic Spaces to series of different sized open spaces (Ref. Aylesbury Area Action Plan)**



**Fig 3.19 AAP Masterplan with 'Green Fingers'**



**Fig 3.20 BAFO Masterplan with 'Pocket open spaces'**





### 3.4

## KEY DESIGN CHANGES

### School neighbourhood and Missenden Park

The diagrams below illustrate some of the options explored for the location and connections of pocket open spaces and blocks on the neighbourhood

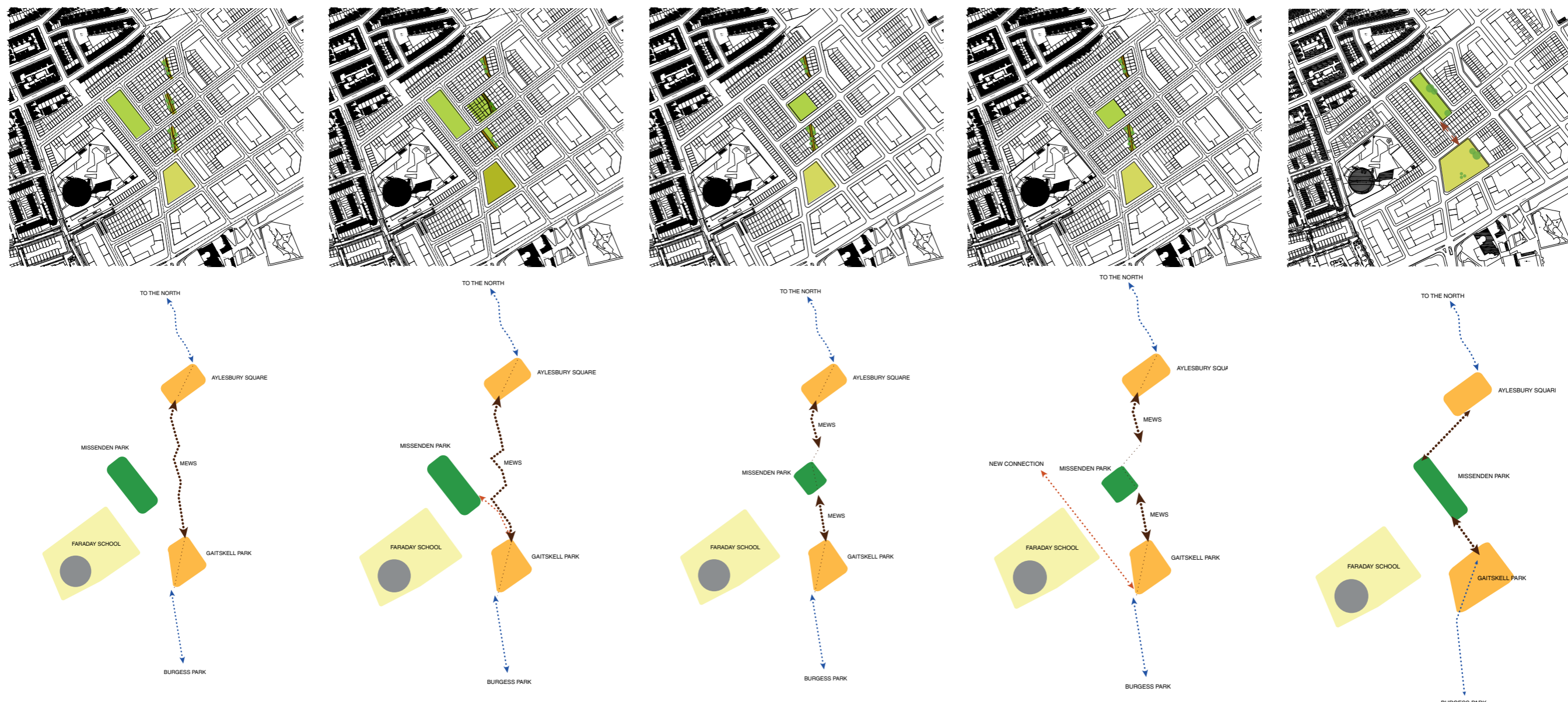
Key aspects explored included:

- The nature of the link, concluding that local streets rather than mews were preferred in this location.

- The Mews concept was later used as part of Surrey Square Park Character area, the zone to the East of Thurlow Street.
- It was also acknowledged that the route north-south would be more interesting if it included the open spaces in the route (excluding options 1 and 2)
- The school edge, concluding that the school with houses wrapped around was a more efficient layout and created streets with frontdoors on both sides (excluding option 5).



Fig 3.21 Explored options 1 to 5 on Missenden Park and School neighbourhood



### 3.4

## KEY DESIGN CHANGES

### Northern part of the site

During design development the distribution of open spaces and the alignment of streets on the northern part of the site changed to better to respond to the context.

Key aspects included understanding the existing open space on East Street, as well as the proposal for the development of Site 7. Tree surveys highlighted which groups of trees were to be retained in this location.

The analysis highlighted that locating an open space near the junction of East Street with Thurlow Street would not create a space that was well framed. Three open spaces would have existed side by side, divided by roads, which would not be a good urban layout.

It was therefore proposed to enlarge Dawes Park, where, according to the surveys received, a key group of mature trees was located. Here, the

space would be framed and distinct in character. In addition, it was established by the design team and agreed at pre-application meetings that terraced houses would better complete East Street opposite existing Victorian houses.

In addition, street alignments were also re-designed to allow for a direct view from Thurlow Street to the 'Mock-Tudor' pub on Dawes Street.



Fig 3.22 Study sketch: re-design of northern part of the site



Fig 3.23 East Street Victorian Houses



Fig 3.24 Site 7 Masterplan: open space and mews

### Surrey Square Park Area

The design of the area near Surrey Square Park evolved also as a consequence of the Baseline Study. The mews concept emerged as a north-south link from the Site 7, and the development blocks were consolidated to better frame the streets, particularly Alvey Street.

Key aspects analysed included:

- Understanding proposal for Site 7
- We concluded that a connection North-south could add richness and diversity to the routes east of Thurlow Street
- Following appraisal of the existing open spaces, issued as part of the Baseline report, a Playground adjacent to Alvey Street and proximity to Surrey Square Park lead to a re-design of the open spaces in this area.



Fig 3.25 Existing pub

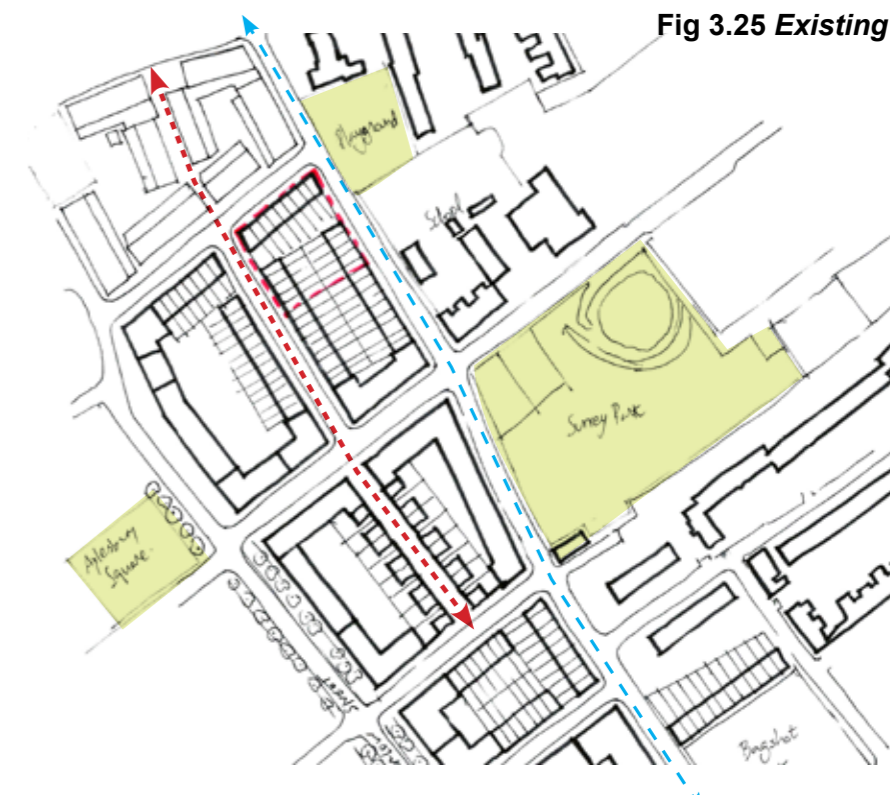


Fig 3.26 Study sketch: re-design Surrey Square Park area

### 3.4

## KEY DESIGN CHANGES

### 3.4.4 Community Spine

The AAP aspired to achieve a shared space, the Community Spine:

“Treatment of this shared space must ensure a high quality environment and a consistent surface treatment along the Community Spine to ensure visual continuity.”

The AAP also suggests that the Community Spine could potentially function as a public transport corridor.

During the developer selection stages, the design team examined the function and purpose of the Community Spine. It became clear that the fundamental function of this route was to improve east/ west connections through the area, to better connect Walworth Road to Old Kent Road.

Along its path, the route could also link to Michael Faraday School and new proposed community uses and areas of public open space. The design team applied this concept within the Masterplan proposals, however the alignment of the route has slightly altered from the AAP to improve the connection east to west.

In addition, the Masterplan proposes that careful design of Aylesbury Square and plot 18 can create another ‘Community Spine’ from Walworth Road to Old Kent Road along Merrow Street to Surrey Square.

East Street already provides an east-west connection, but improvements along the edge with the Masterplan can help make it a more pleasant route.

The AAP suggestion of the Community Spine to also accommodate public transport has not been taken forward by the design team. It was felt that the existing transport corridor best served the area and that public transport along the Community Spine could detract and have a negative impact on the pedestrian and cycle friendly quality of the route.



**Fig 3.28 Early development of design teams approach to the Community Spines, using the areas of public open space to provide for changes in alignment along the routes**



**Fig 3.27 AAP street hierarchy plan showing Community Spine location**



**Fig 3.29 Community Spines current proposal**



- Key
- Albany Road
  - Community Spine
  - 1 Aylesbury Community Spine
  - 2 Merrow Street / Surrey Square Community Spine
  - 3 East Street Community Spine

### 3.4

## KEY DESIGN CHANGES

### 3.4.5 Trees

The Masterplan design balances the requirement for the creation of a successful network of streets and squares that replaces the block layout of the existing Estate with the ambition to retain as many good quality existing trees as possible.

The tree retention strategy that informed the Masterplan design is based on the following three retention types, illustrated in the diagrams below:

- **Street alignments:** By using some of the existing road network layout, the strong formal lines of existing trees will be retained, particularly along Thurlow Street, East Street, Inville Road/ Roland Way and Albany Road.
- **Key groups:** The strategy of parks and squares linked by green streets has enabled open spaces to be positioned where clusters of existing trees are located. Choices have had to be made particularly on the groups forming Planes Park and Thurlow Park, informed by the quality rather than quantity of trees to be retained.
- **Individual trees:** At a smaller scale, buildings have been aligned to ensure the retention of particular trees, such as Kinglake Park or East Street Park. This has successfully contributed to an additional layer of fragmentation on the proposed urban design, helping to break up the rigid framework.

New trees will be incorporated within the streets, parks and squares to create a strong green structure across the Masterplan as well as provide shade, colour, seasonal variation and improving ecological value and biodiversity. All species will be chosen for their appearance, maintenance requirements and ecological value. Where space is available, planting will also be introduced within the green links in bioretention beds and grass verges with hedges in front gardens combining to maximise the greening of these links.

Fig 3.30 Analysis of existing trees



### 3.4 KEY DESIGN CHANGES

#### 3.4.6 Microclimate

Two environmental factors have been considered in detail:

- Wind
- Daylight, sunlight and overshadowing.

##### Wind pressure

Looking at the statistics, the wind comes from three different directions during the three summer months (NE-SSW-SW) and the velocity is roughly constant. The wind of September was simulated which comes from South-West at the velocity of 4 m/s.

Simulations of the wind pressure for existing and proposed scenarios were carried out to assess the potential of the natural ventilation inside the buildings in the summer. The image of the existing situation showed the effect of tall buildings on air pressure. They create bigger differences of pressure compared to the proposed Masterplan which meant that the potential for natural ventilation is strong. Apartments could benefit from natural cross ventilation, considering the shape and height of the buildings.

##### Daylight, sunlight and overshadowing

Shadows for both the existing situation and the new proposal were simulated for two different days: 21 December (Winter solstice, worst situation) and 21 March (Equinox, average situation). In general the new development improves the shadow range on the existing buildings. However this analysis identified three points where the new buildings could be improved, and the design changed to address these.

For gardens and open spaces the BRE guidance (Site Layout Planning for Daylight and Sunlight) recommends that at least half of the amenity areas should receive at least two hours of sunlight on 21 March. Shadow analysis of the new Masterplan on 21 March (12:00), showed that some areas could be improved.

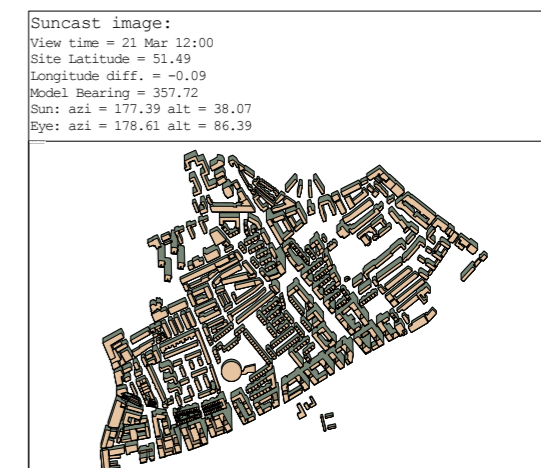
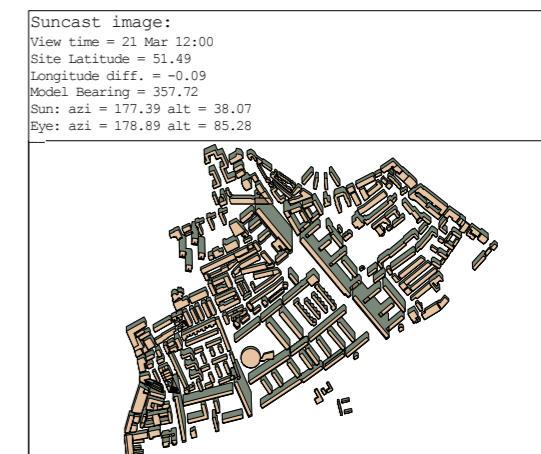
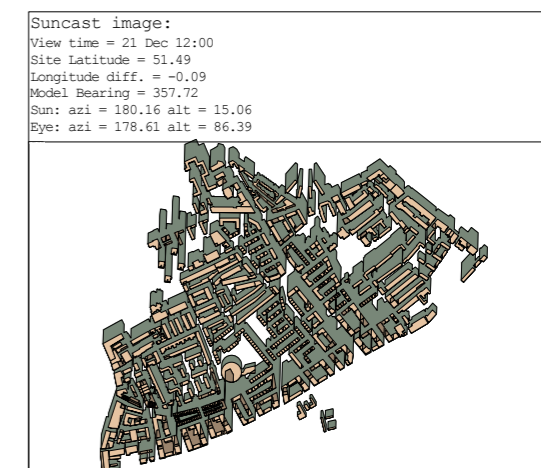
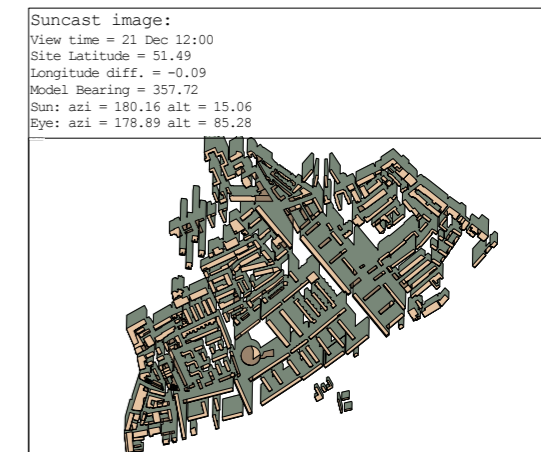
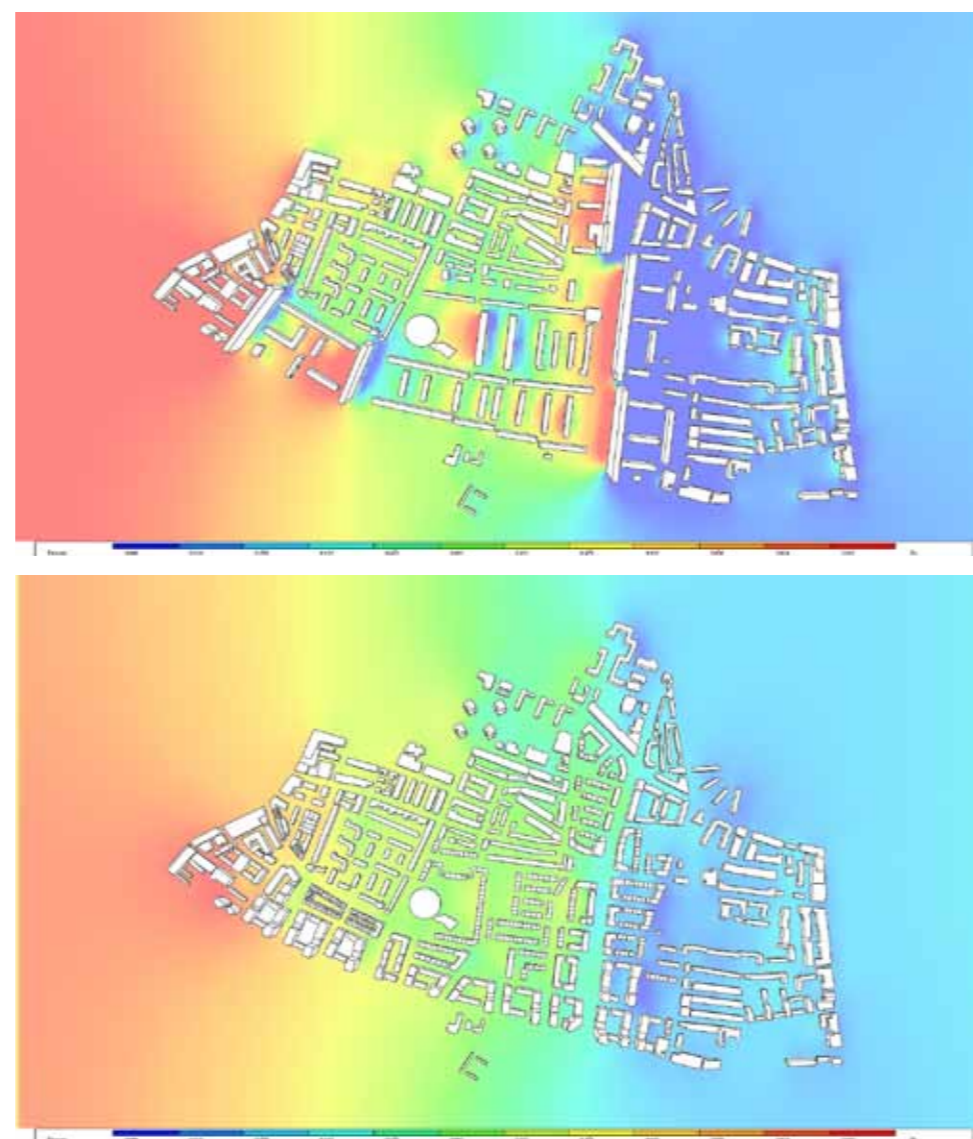
For this reason, some areas were subject to detailed re-design, mostly re-shuffling massing, particularly:

- North of Inville Road
- the East corner of the Park edge

Some block courtyards were widened and it has been defined where balconies can hang over the courtyards – this item is defined in the Parameter Plans and in the Design Code. This guidance will help to provide good daylight in the communal areas.



**Fig 3.31 Wind analysis carried out in June 2014, Existing and Proposed**



**Fig 3.32 Shadow analysis carried out in June 2014, testing 21st December and 21st March, Existing and Proposed**

### 3.4

## KEY DESIGN CHANGES

### 3.4.7 Land Uses

The dominant proposed use on the site is residential, distributed in several character areas with their own identities blending in with the surrounding character.

In addition to the new homes, the AAP required that the Masterplan would include shops, work opportunities, schools and learning places, health facilities and places for the community to meet and use. These would be grouped together in easily accessible places.

The AAP proposed the delivery of:

- 2,500 employment floorspace
- 2,500 health centre and community facilities
- 1,150 sqm of pre-school facilities
- 500 sqm of flexible community space
- 1,750 sqm of new local retail facilities, such as convenience retail, restaurants and cafes.

The areas proposed for activity zones on the site were the East Street corner, Amersham site (now Aylesbury Square, Plot 18), Thurlow Street, south of Michael Faraday School and Westmoreland Road on the first development site.

The BAFO proposals continued a hub approach to local facilities, and the current proposal still broadly does. The evolution of the proposals since BAFO stage was more in terms of quantum and nature of the uses to be provided, as well as the growing understanding that a flexible approach will better respond to the long-term phased redevelopment.

The evolution of the approach to quantum of uses and phasing of facilities was strongly influenced by economic feasibility studies Southwark Council have carried out in the wider area, particularly those covering Elephant and Castle, Walworth Road and East Street Market.

It was highlighted that the surrounding high streets, Walworth Road, Old Kent Road and East Street Market have a mixture of retail floorplates and are in close proximity to the site. Local services are also widely available on these streets. By contrast, high vacancy rates were observed on small local units within the Aylesbury Estate or in the neighbouring streets, particularly where there are small concentrations of shop units. Current and expected market demand and achieved commercial rents in the area were also taken into account, as well as the period that units have been left unlet on the market.

The design team has been advised that a phased and flexible approach to the provision of new local non-residential facilities would be the most successful strategy for this site. This approach proposed a hierarchy of nodes of activity, with Aylesbury Square / Plot 18 emerging as the major hub, with other secondary activity locations. Potential expansion of the activity predicted around the major hub will perhaps happen around the Square and along Thurlow Street, up to East Street.

The demographic profile of the site is expected to change with the redevelopment of the Estate and of other areas around this site. New mixed communities will join the existing demographic groups in the mid to long term. Increase in population will happen first on the First Development Site, which is the part of the site best served by Walworth Road. Then just a moderate increase will happen around Plot 18, and then, incrementally through the rest of the site in line with the Masterplan phases. A strategy for the phased delivery of non-residential uses has been developed in line with the planned phasing of residential development across the Masterplan area, with Aylesbury Square as the major hub:

#### Short Term

- Health Centre: 2,500 Sqm
- Early Years: 400 Sqm
- Community Centre: 500 Sqm
- Retail, including a pharmacy: 200 Sqm
- Social enterprise / Non-market activity: 100 Sqm

#### Long Term

- Retail, including local grocery and local services, a café and gallery space: 900 Sqm
- Workspace: 600 Sqm
- Social enterprise/ Non-market activity: 200 Sqm

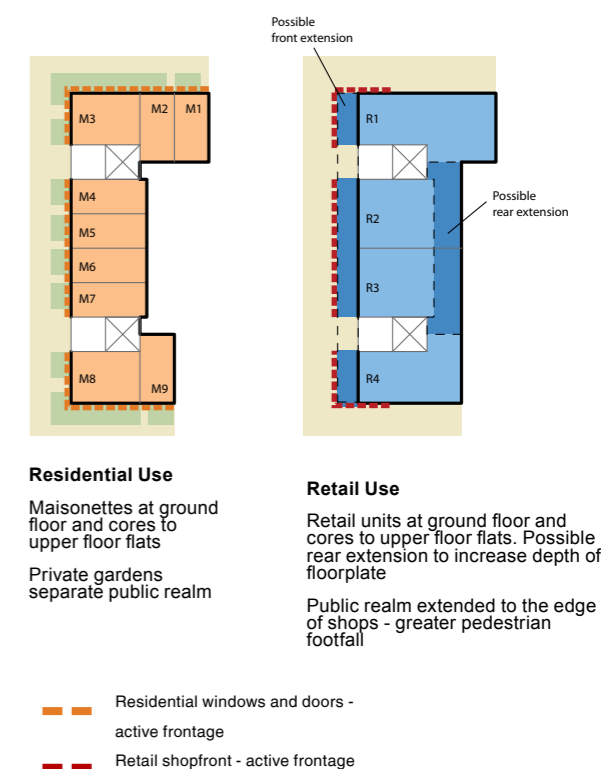
In addition to the uses listed for the major hub, the rest of the Masterplan is expected to deliver in the secondary hubs:

- Workspace: 2,500 Sqm
- Early Years: 650 Sqm
- Retail: 200 Sqm

Fig 3.33 Uses Plans at BAFO stage and an intermediate study presented at Planning Pre-Application Meeting 03



Fig 3.34 Flexible buildings study, Thurlow Street



### 3.4

## KEY DESIGN CHANGES

### 3.4.8 Movement and Connections

The existing Estate is hard to navigate, with several dead-end routes, poor linkages and dead frontages.

The urban design analysis, developed through a comprehensive Baseline Study, has concluded that the lack of quality streets was one of the fundamental problems of the existing Estate. Thus, movement and connections have been at the heart of the Masterplan design approach, from the wider scale down to the detailed design of streets.

The movement and access strategy is a key influence on the layout of the proposed Masterplan. It is based on a hierarchy of connections, including more direct links at the wider scale and smaller more indirect routes at the neighbourhood scale.

At the **wider scale**, the proposed strategy reintegrates the Estate into the context to create a new accessible and open site that blends in with the existing. This meant that the Community Spine, as established by the AAP, has evolved to a zone that links Walworth Road and Old Kent Road. This was proposed early on at the BAFO stage. The Inville Road corridor has also been identified as another key East-West connection through the site.

With regard to the North-South wider-scale connections, they are the existing roads, Portland Street and Thurlow Street, plus Alvey Street and its proposed extension towards Burgess Park. They complete the wider urban grid running almost parallel to Walworth Road and Old Kent Road.

At the **neighbourhood scale**, the strategy is to re-establish a traditional urban layout which creates a legible and well overlooked network of streets, the key to long-term successful places. We have explored design options to reinforce the intention that proposed streets will be calm, safe, pedestrian and cycle friendly, with plenty of landscape elements.

The options that have been explored aimed to strengthen streets in all their possible dimensions as:

- Functional places, that enable connections that meet residents and other people's needs in their

daily routines

- Optional places, where pleasure walks and sightseeing can happen
- Social places, where talking, meeting neighbours, playing is safe and part of the resident's quality of life

The general principle has always been to ensure low speed car movement, at least 20mph as enforced by the Borough. Several pedestrian priority zones have been proposed since the BAFO stage. They are generally extensions of the public open spaces that create safer environments for the residential neighbourhoods.

Different modes of movement and transport are accommodated through the proposed hierarchy of streets. The design evolution for each of these modes are:

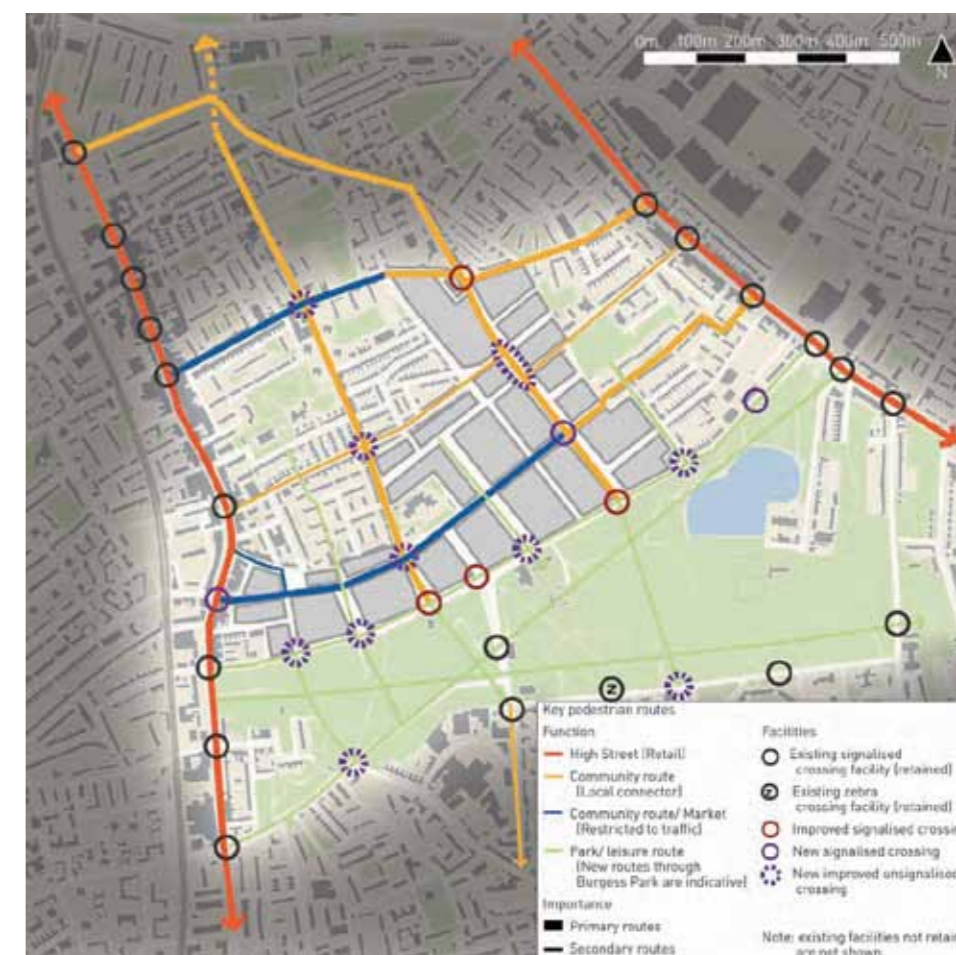
#### Pedestrian movement

The design has evolved to take into account pedestrian desire lines, particularly in detail landscape design of the public open spaces.

One of the key design changes of the Masterplan since the BAFO Stage was the re-orientation of the Community Spine to further promote pedestrian activity through the site. The entrance to the spine will improve the existing public realm at Mina Road and Westmoreland Road, integrating the route with the existing urban fabric. Parts of the route evolved to become pedestrian and cycle only.

Overall, the urban design treatment evolved to include several shared surfaces associated with public open spaces, and to integrate pedestrian desire lines that were observed on the site at the Baseline Study stage.

Fig 3.35 AAP Key Pedestrian routes



### 3.4

## KEY DESIGN CHANGES

### Cycle movement

Cycle movement has been widely debated throughout the Masterplan design process. It involved discussion amongst all members of the multi-disciplinary team as well as with Southwark Council, through the regular planning pre-application meetings and other transport-focused meetings.

The team extended the AAP ambition for cycle movement, given the growing interest in cycling since the AAP was approved (2010) and predicted increase of cycle levels in London. Being the largest area proposed for redevelopment close to the centre of London, this site can significantly contribute to the Mayor's vision of making London an exemplary sustainable, accessible and cycle-friendly world city.

The design proposals have evolved, having analysed in great detail the advantages and disadvantages of specific measures to promote cycling, such as segregation or non-segregation, and consideration of the new Draft London Cycling Design Standards. We have also widely explored how the proposed network would fit with the existing cycle paths and alongside the Burgess Park Masterplan.

Public consultation with local residents and key local stakeholders including Southwark Cyclists and Living Streets also provided feedback on cycling strategies, and the proposals have changed as a result of the feedback. For example:

- Recommendations have been made for measures that enhance safety for cyclists such as car door opening doors marked to warn cyclists
- Options for a segregated cycle lane between Portland Street and Wells Way on Albany Road
- Additional traffic calming features such as raised tables, shared surfaces, road closures and offsetting of streets to reduce traffic flows; and
- Reinforcement of north-south Green Links.

Fig 3.36 AAP Cycle Network Plan

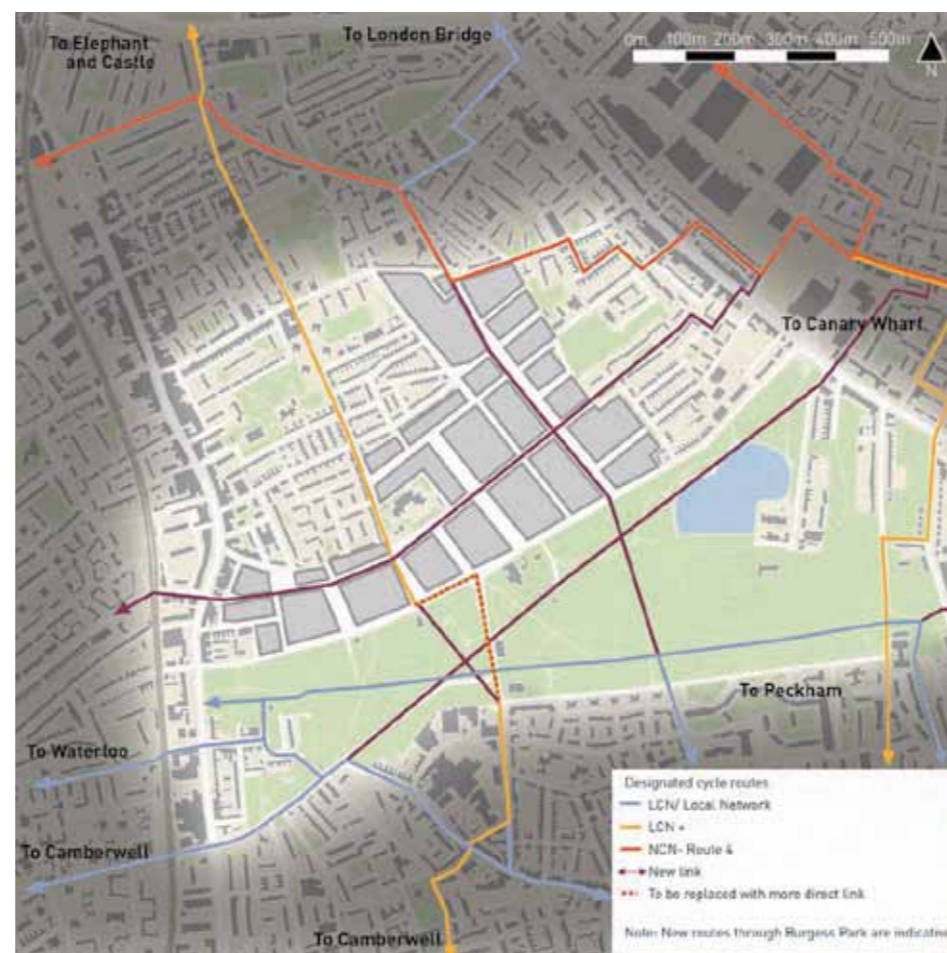
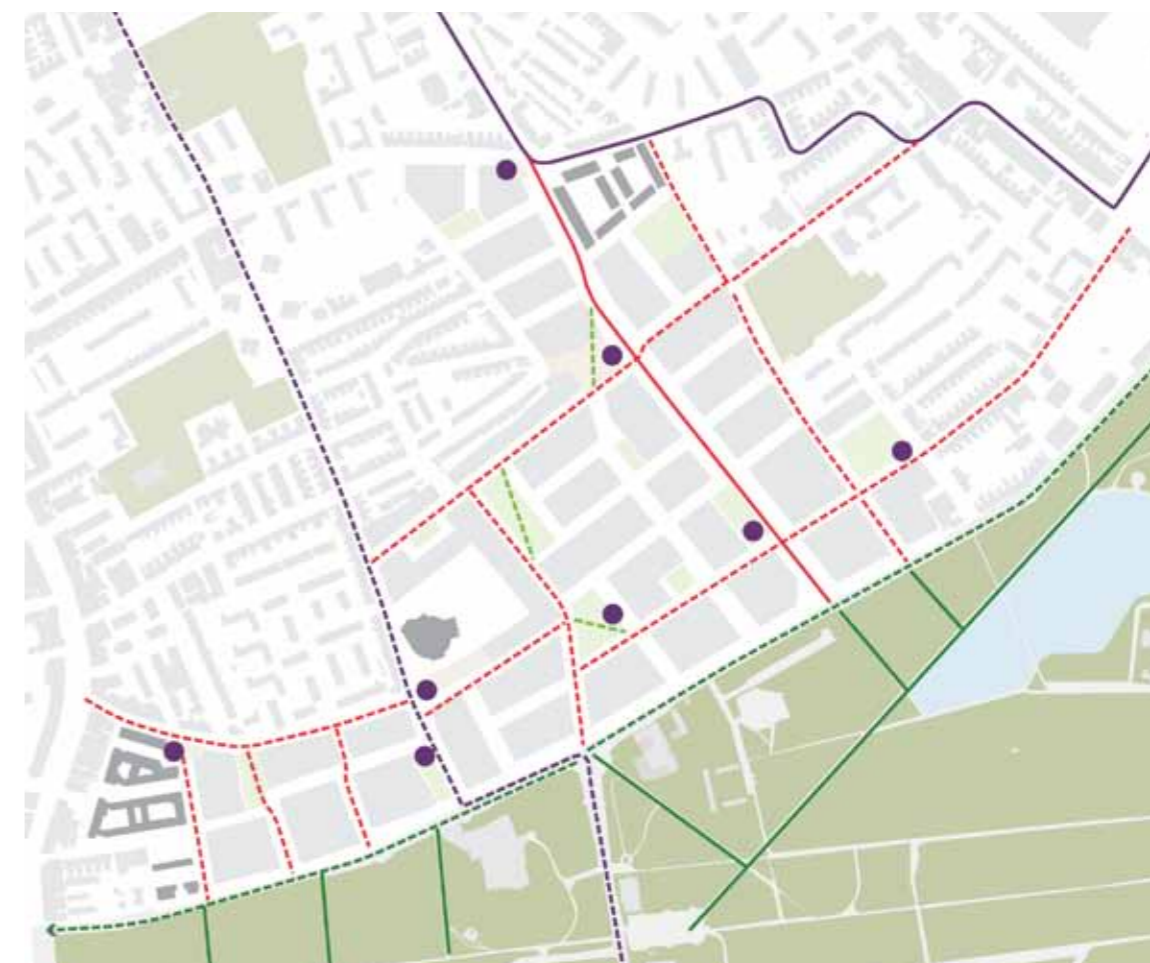


Fig 3.37 BAFO Cycle Network Plan



**Key**

- Existing LCN route 4
- - Existing on street cycle route (23)
- Proposed 'off street' designated cycle route
- - Proposed quiet cycle friendly streets
- New cycle routes through Burgess Park
- - Potential new 'on street' cycle route as part of the Albany Road improvements
- - Proposed new cycle routes through new areas of public open space
- Proposed 'Boris Bike' locations



### 3.4

## KEY DESIGN CHANGES

### Vehicle movement

Although the Masterplan does not encourage vehicle movement through the development, it does cater for vehicles.

The various iterations of the Masterplan were always consistent with the general intention of the AAP:

‘to improve access to the Aylesbury area, make the street environment more pleasant and easier to use, reduce the need to travel by car and encourage people to walk, cycle or use public transport’

Vehicle movement across the site is discouraged. Options have been prepared to close-off parts of roads or to stagger junctions that would prevent cars from crossing the site at speed and to make it more difficult for cars to move through the site on neighbourhood streets.

### Public transport

The public transport routes through the site have been maintained. The Masterplan evolved, but the existing routes have been kept.

Since the BAFO Stage no new public transport route was proposed along the Community Spine as proposed by the AAP. The strategy pursued considered that it is more beneficial to have routes that are concentrated so people know that frequent services are available from key bus stops. The Community Spine does however allow for easy direct connections east and west where high public transport accessibility is available and avoids introducing large vehicles, as the area is indented to be low traffic, low speed and pedestrian and cycle priority. This approach was as agreed with TfL and LBS during the scoping of the transport assessment.

Fig 3.38 AAP Street Hierarchy Plan



Fig 3.39 BAFO Street Hierarchy Plan



### Key

- Existing main road retained and enhanced places
- - - Existing quiet local street retained and enhanced
- Community spine - improved east-west connections
- - - Community spine - alignment enhanced through areas of public open space
- Proposed residential street
- ... Proposed shared surface street



**4.0**

**THE DESIGN**

## 4.1

### DESIGN PRINCIPLES

The AAP vision for Aylesbury has gradually evolved since 2010 through a collaborative process of engagement with Southwark Council and the Greater London Authority, alongside key stakeholders and local residents (Chapter 3.0).

We developed the illustrative Masterplan accompanying this application in line with these principles, and we expect all reserved matters applications submitted to adhere to these as well.

#### SEAMLESS BOUNDARIES

#### A FRAMEWORK OF STREETS

#### A NETWORK OF OPEN SPACES



Creating a seamless piece of city, without a boundary, that is connected to the surrounding areas; removing physical and psychological barriers.



Using the 'Street' as a key element of a people-oriented urban design, addressing all its dimensions: Functional - for getting to work, to local shops, to the park etc, Optional - sightseeing, walking around, pleasure walks, and Social - talking, seating, meeting, playing.



Evenly distributed open space, diverse in character, to deliver a range of amenities within beautiful parks and enable a view of green space from each home.

## 4.1

### DESIGN PRINCIPLES

#### CONNECTED NEIGHBOURHOODS



Establishing a variety of connected neighbourhoods centred around a network of open spaces and community facilities, each with distinct qualities and character.

#### HOMES FOR ALL



A mix of unit types, sizes and tenures to establish a family-orientated diverse community, and to respond to people's needs and aspirations throughout their lifetimes.

#### SUSTAINABLE FUTURE



Breeam Communities will be used as the assessment method to certify an integrated and sustainable approach to the Masterplan, addressing architecture, environment, transport, local economics and community elements.

## 4.2

### ILLUSTRATIVE MASTERPLAN

The illustrative Masterplan (Figure 4.1) explains the urban qualities NHH seek approval for as part of this Outline Planning Application to guide future development proposals to be submitted at Reserved Matters stage.

This Masterplan has informed the proposed Parameter Plans, the Design Code and the Development Specification which form part of this planning application.

The following sections explain in detail the urban qualities the design team aspires to deliver to create a series of new vibrant neighbourhoods in this area of Walworth, including accessibility, scale, massing, appearance and landscaping.

East Street

Alvey Street

Surrey Square Park

Dawes Street

Walworth Conservation Area

Bagshot Street

Walworth Road

Michael Faraday School

First Development Site ( FDS)

Wells Way

Fig. 4.1 Aylesbury Illustrative Masterplan



**Key**

- 1 Albany Road Park Edge
- 2 Park Edge Green Links
- 3 Thurlow Street
- 4 Aylesbury Square (Plot 18)
- 5 Thurlow Park
- 6 Aylesbury Community Spine
- 7 Michael Faraday Square
- 8 Gaitskell Park
- 9 Planes Park
- 10 Bagshot Park
- 11 Missenden Park
- 12 Dawes and East Park
- 13 East Street Park
- 14 Inville Park
- 15 Alsace Park
- 16 Kinglake Park
- 17 Westmoreland Square
- 18 Westmoreland Park
- 19 Portland Park

### 4.3

## SEAMLESS INTEGRATION AND NEW CONNECTIONS

The broad urban structure of the proposed development, understood as the framework that binds together streets, spaces and landscape to create a place, provides the foundations for a seamless integration of the new development into the surroundings. It aims to re-establish legibility and good articulation of streets and pedestrian links to this part of Walworth.

Figure 4.2 illustrates the proposed wide-scale urban framework in diagram form.

Wider-scale connections will open up the site to the surroundings, creating connections at the neighbourhood scale. This wider-scale structure will strengthen the identity of Walworth as a coherent location, whilst articulating distinct neighbourhoods at a smaller scale.

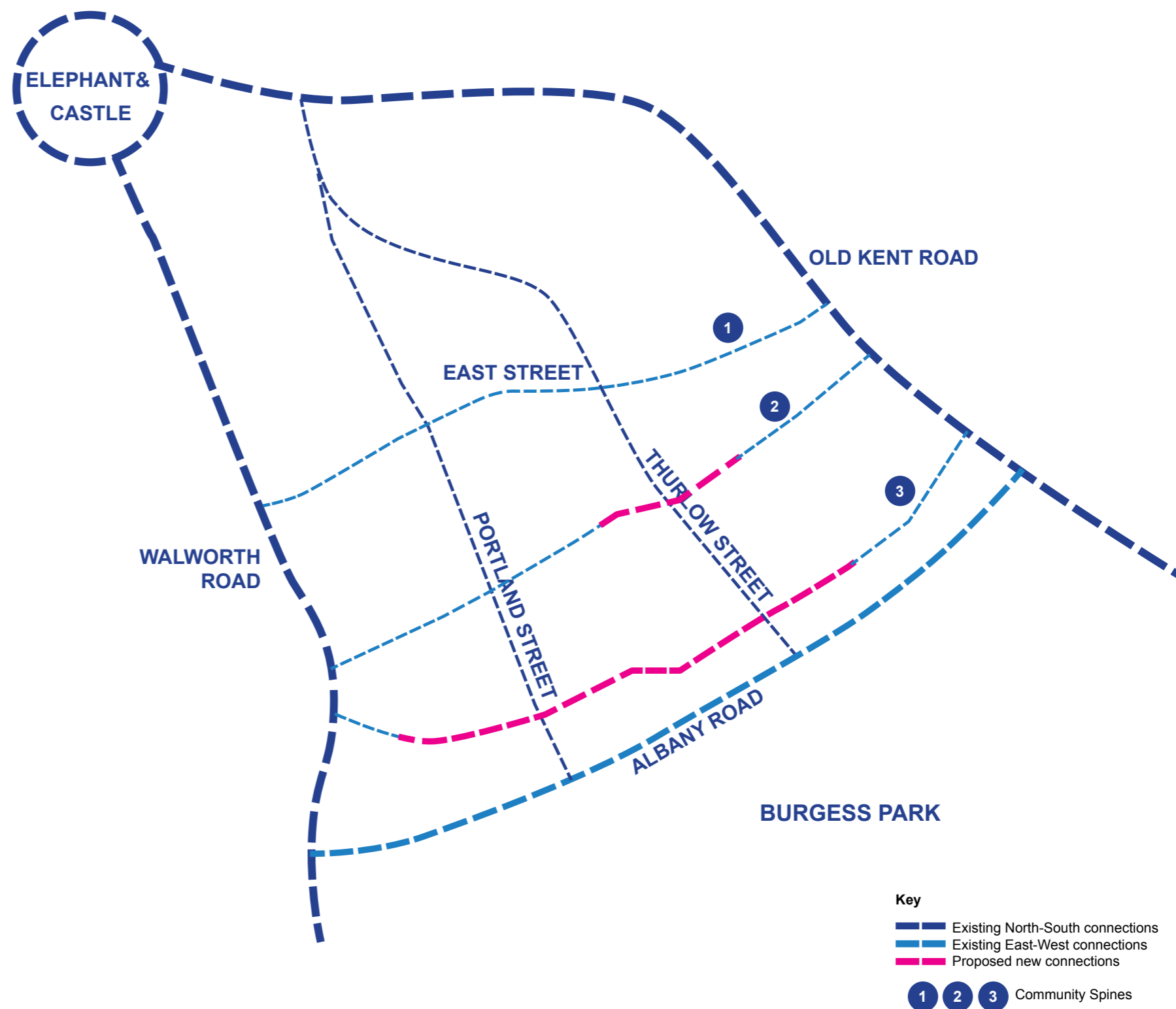
This approach follows the fundamental principles of 'Seamless Boundaries' and 'Connected Neighbourhoods', as discussed earlier in this report.

North-South movement between Burgess Park and Elephant and Castle will be maintained through Thurlow Street and Portland Street which will be upgraded in the sections included within the development.

East-West wider-scale movement will be reestablished with the proposed Masterplan. There are three routes including new and existing streets, which have been designated as Community Spines in the Masterplan. These are:

- 1 the existing East Street corridor;
- 2 the Merrow Street / Surrey Square corridor articulated through the proposed Aylesbury Square;
- 3 and the newly created Aylesbury Community Spine, including Westmoreland Road, Hopwood Road, Gaitskell Park through to Thurlow Park and Mina Road.

Fig 4.2 Site-wide connections





## 4.4

### MASTERPLAN LAYOUT

The proposed Masterplan layout derives from the fundamental principle of re-creating streets, and bringing back to this area a street layout comparable in scale and following the principles of the traditional parts of London. The layout is based on a grid of streets to allow movement through the site, overlaid with a network of open spaces. This layout aims to re-establish legibility of the street network for this part of London.

This will provide a robust framework for regeneration over the proposed long-term phasing.

The main routes will be the existing arteries of the regeneration area - Thurlow Street and Albany Road. There will be a network of residential streets between these main streets and the surroundings.

This network of new residential streets ensures that the urban framework continues the scale of the neighbouring area into Aylesbury, in particular adjacent Conservation Areas. The placement of the new streets (Parameter Plan 04) has been strategically located with respect to existing streets, to ensure implementation of continuous routes and easy movement.

In addition, the proposed public open spaces will be rich and varied in size and character, and are a crucial part of the layout as they bring diversity and interest to the framework of streets. There are also civic spaces proposed to supplement the framework of streets. These are distributed to ensure that each development zone is clustered around at least one public open space.

The proposed layout of streets and spaces reflects pedestrian movement patterns and desire lines, while creating a public realm network that integrates well with the wider context. It creates the framework for a more legible urban grain.

**Fig 4.3 Framework of Streets**



**Fig 4.4 Network of open spaces**



**Fig 4.5 Resulting Grain: the Urban Blocks**



4.5

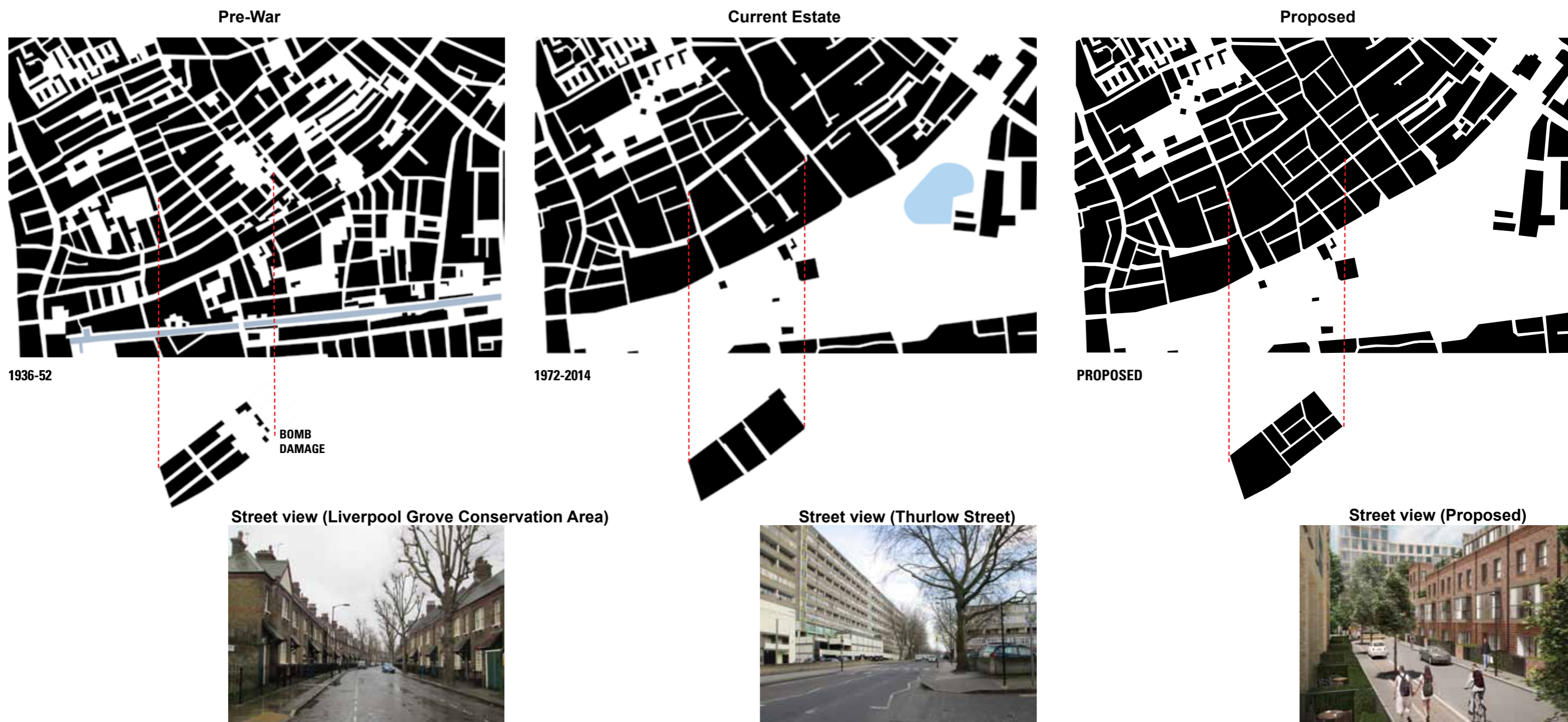
URBAN GRAIN

The figures below and opposite illustrate the proposed blocks and building grain. They illustrate, in terms of figure-ground, how the proposed blocks and buildings compare, in scale, with the historic urban fabric of London.

They also highlight how the proposal contrasts with the size of the existing blocks and buildings in the Estate.

In terms of block scale, it can be seen in Figure 4.6 that the Estate to be demolished has a much bigger block scale than the surrounding streets. This was an issue affecting permeability on this site. By contrast, the proposal recovers the small grain of blocks, continuing the adjacent area, and in scale comparable to other successful central parts of London, such as Mayfair.

Fig 4.6 Block grain comparison



## 4.5

### URBAN GRAIN

With regard to the grain of the buildings, the proposal is more similar in scale to established, successful parts of London than the existing Estate. Figure 4.7 explores the scale comparison with Mayfair, a part of central London where residential densities are also high, but where the built environment recognisably presents urban qualities that have made it a pleasant place to live over the centuries.

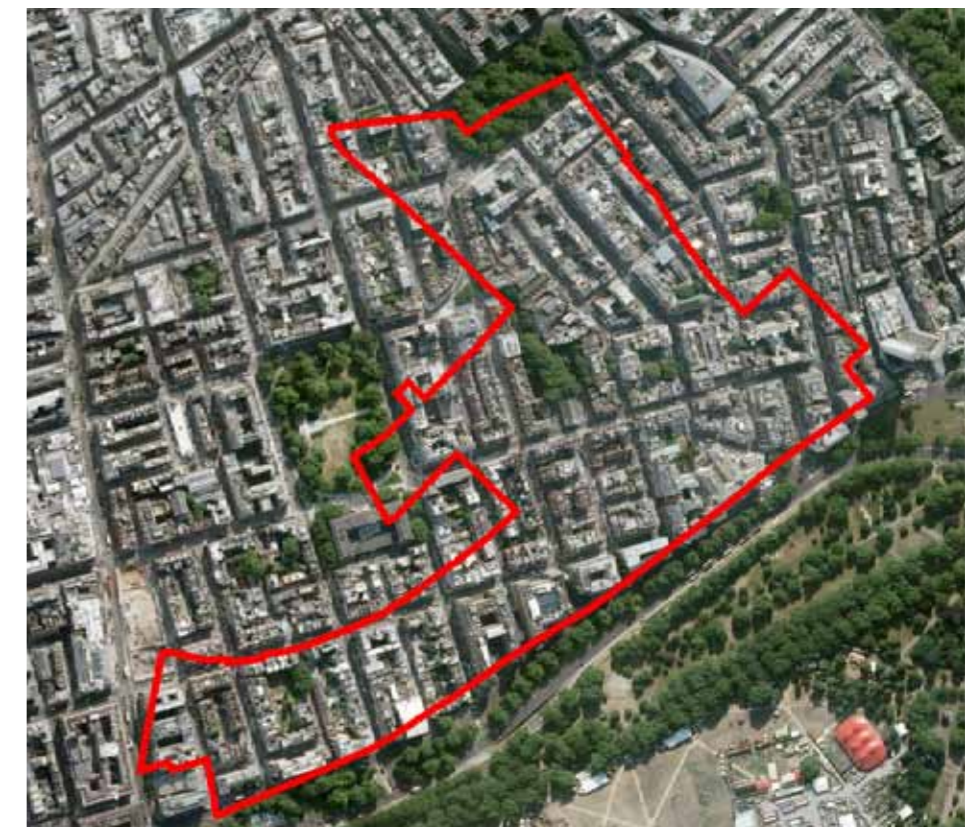
Fig 4.7 Building grain comparison



Figure-ground Existing



Figure-ground Proposed



Scale comparison with Mayfair

## 4.6

### SCALE

To establish a flexible but context specific Masterplan we have established a set of principles, parameters and guidelines that together govern issues relating to density distribution, height and scale. These rules are intended to achieve a balance between being specific enough to ensure that the relationships between new and existing buildings are carefully considered whilst being flexible so as not to constrain innovation and variety. Maximum and minimum heights are identified on Parameter Plan 03 and physical building thresholds are defined through maximum ground floor plot extents on Parameter Plan 06. The guidelines and principles will assist with the future detailed design of buildings.

The AAP established that the density on this site would increase to allow a viable and sustainable redevelopment. The central location of this site, close to Elephant and Castle creates the potential for a successful high density housing neighbourhood, in a location where increasing density is appropriate and sustainable.

While increasing overall density is necessary to create a viable regeneration case and justified by the location of the site, it has also been established, since the early stages, that a variation in density across the Estate was preferred to allow a range of residential types and character areas that could relate better to existing housing types at its edges.

This variety in density across the site requires a change in massing and scale so that this transition is managed smoothly and correctly. The First Development Site is an exemplar of what is expected in terms of the different scales and how relationships can be well articulated.

This approach to massing and scale acknowledges that the character and feel of the streets and open spaces within the development is greatly influenced by the scale and relative position of the buildings that frame them. In order to meet the underlying intention to achieve a variety of open spaces and distinct character areas within this Masterplan, massing was also distributed to contribute to the identity of each character area.

Figure 4.8 illustrates the strategic approach to density and scale distribution.

The scheme will relate to the existing Burgess Park to create a strong but diverse park edge. This area will see a concentration of higher density buildings.

To create a strong park frontage to the area, a mixture of building heights are composed in a fragmented block type that will vary between 4 and 20 storeys as set out in the Design Code. The buildings with the maximum heights of 20 storeys are proposed towards the main streets leading into the development, Portland Street and Thurlow Street. Wells Way will be a secondary gateway, framed by buildings of 10 to 15 storeys.

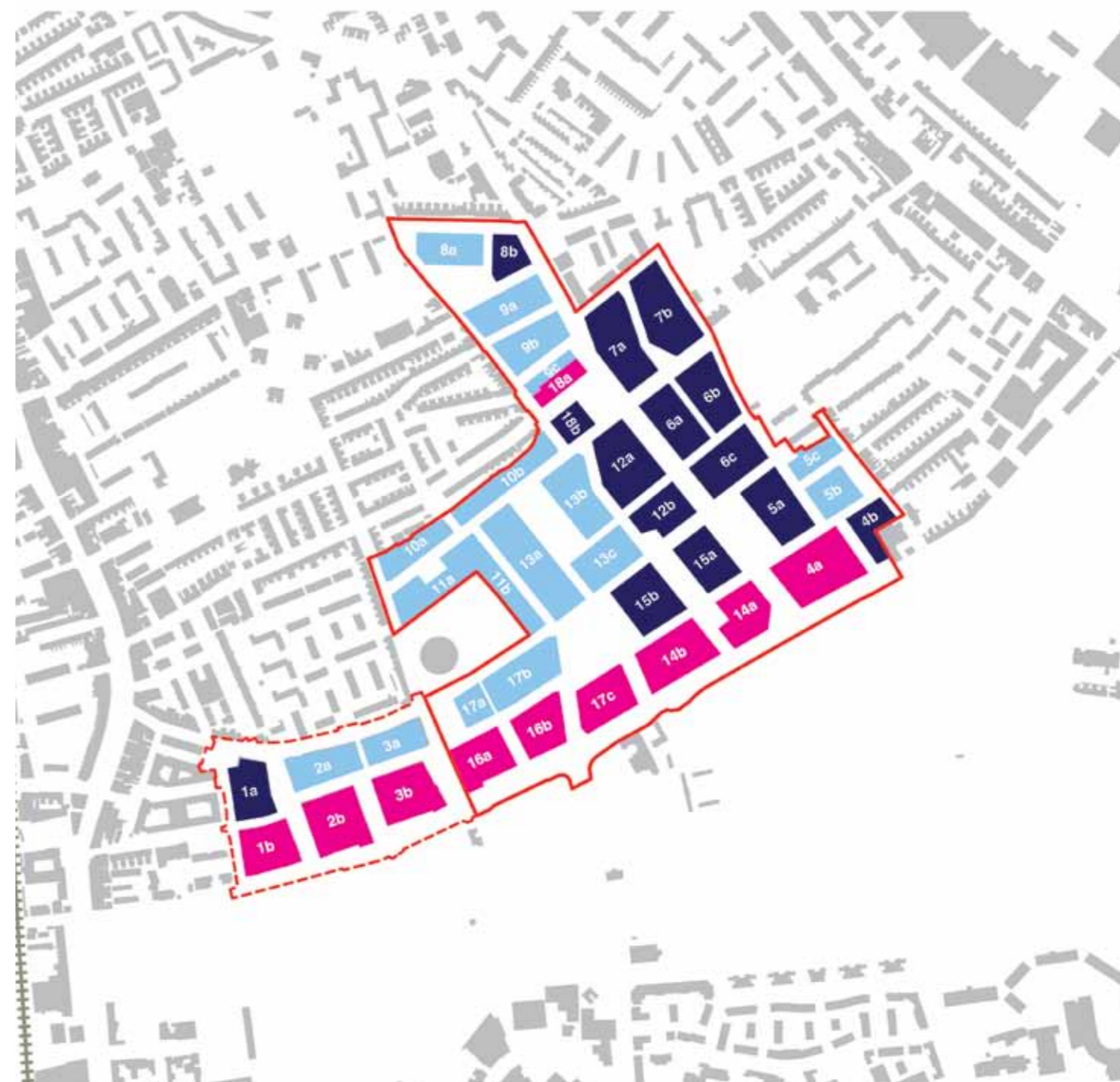
Medium density areas are proposed in the scheme in association with Thurlow Street, the key North-South link, and near Surrey Square Park since the existing surrounding buildings are of medium height (circa 6 storeys). In these zones, heights can vary between 4 and 8 storeys, but a consistent perceived building height is expected along Thurlow Street at 6 storeys. The areas dealing with the transition between high and low density are where medium height is recommended by the AAP.

Low density zones dominate the scheme in all other areas. Low scale buildings, either terraced houses or low-rise blocks of flats, will be located in the neighbourhoods around Michael Faraday School and to the north, surrounding the conservation area, near Mina Road and facing the row of Victorian houses on East Street.

In these locations, the intention is to reflect the scale of the adjacent existing buildings.

On Aylesbury Square, the community and retail hub of the Masterplan, medium scale is proposed, with a tall building of maximum 15 storeys to signal this important location.

Fig 4.8 Density distribution



**Key**  
■ High Density  
■ Medium Density  
■ Low Density

## 4.7

### MASSING

The fundamental design principle in setting out built form across the Masterplan is to ensure that blocks make a clear distinction between public fronts and private backs. Buildings which front streets and open spaces present their public face to the outside world and give life to it. Public fronts and private backs are made distinct when primary access is from the street, the principal frontage.

The layout of the development is structured around perimeter blocks and terraces which have been defined by the proposed grid framework to create links to the wider Walworth area.

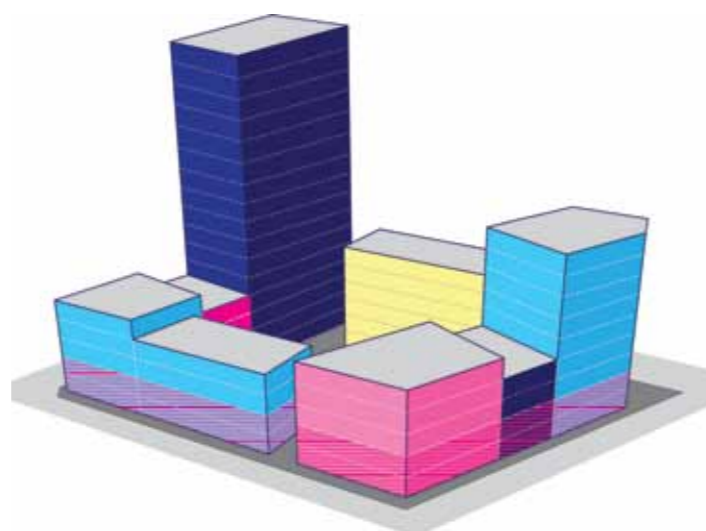
The existing Estate has a layout based on parallel standalone buildings arranged in spaces - this is generally seen as a poor example of urban Masterplanning. In comparison, the proposed layout creates blocks with building lines that clearly define streets as the spaces in-between the buildings.

The proposed massing varies considerably in shape and size according to the configuration of streets and the preferred orientation and location of open spaces and parks. The nature of plot sub-divisions and units that are to be accommodated has also influenced the layout of blocks.

Lined along the perimeter of the streets and open spaces, the blocks create positively framed public realm, clearly either streets or open spaces, in contrast with the blocks within space character currently found on the Estate. A common building line maintains the differentiation between public, semi-public and private zones, and contributes to the distinct functions of each area. Distinctions are achieved through elements such ground floor treatments and proposed materials.

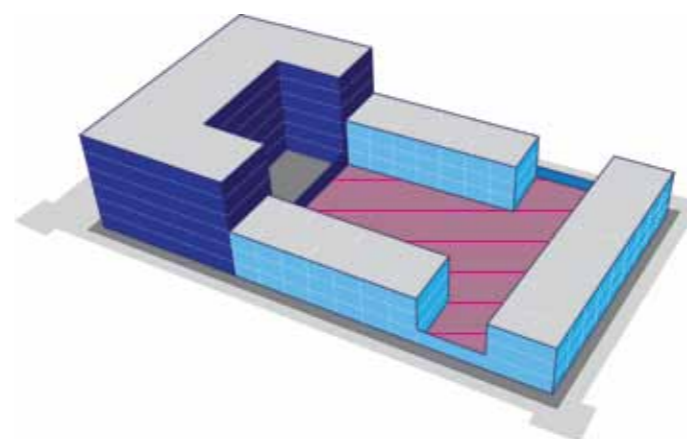
The Masterplan is based on the following three types of blocks:

- **High-density blocks** are proposed for the park edge. They consist of buildings of 4 to 20 storeys, with height arranged according to defined landmark points and vistas. They include maisonettes at ground floor, and flats above, in mixed tenures. A shared courtyard is proposed in the internal area of the block, and this will be landscaped as shown on the illustrative Masterplan. Maisonettes and flats have either a private terrace or a private balcony.



- **Building Types**  
Maisonettes and flats
- **Amenity Space**  
Private internal courtyard, plus all flats and maisonettes will have private terraces / private balconies
- **Height**  
4 - 20 storeys
- **Net Density**  
200 - 300 units/ha ~ 740 - 1100 hr/ha
- **Parking**  
Only basement or podium for high density type 01

- **Medium-density blocks** are proposed along Thurlow Street and on the Surrey Square Park zone. They include both terraced houses and blocks of flats, maisonettes of 4 to 8 storeys, with a mix of unit sizes and tenures. The flats and maisonettes share the courtyard located in the internal area. In addition, they have private balconies or private terraces. The houses have private gardens.



- **Building Types**  
A mix of maisonettes, flats and houses
- **Amenity Space**  
Private back gardens for houses and private internal courtyards to the flats; all flats and maisonettes will have private terraces / private balconies
- **Heights**  
2 - 8 storeys
- **Net Density**  
120 - 200 units/ha ~ 440-740 hr/ha
- **Parking**  
On-street

- **Low-density blocks** are proposed within the school neighbourhood and within the community spine character area. They include mostly houses, and occasionally blocks of flats of no more than 6 storeys. The houses have private gardens as amenity spaces, whereas flats and maisonettes have private amenity only - either terraces or balconies.

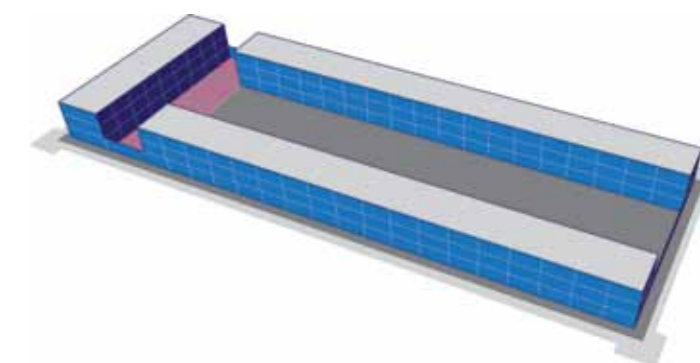


Fig 4.9 Block types

- **Building Types**  
Mostly houses but occasionally blocks of flats of no more than 6 storeys
- **Amenity Space**  
Private back gardens for houses. If flats or maisonettes are included they should have terraces or balconies as private amenity space
- **Height**  
2 - 6 storeys
- **Net Density**  
70 - 120 units/ha ~ 260 - 440 hr/ha
- **Parking**  
On-street

## 4.8

### LANDMARKS

Figure 4.10 illustrates the location of existing landmark buildings adjacent to the site and the ones being proposed within the new scheme.

It has been considered that not only tall buildings constitute a landmark, but also buildings or other elements of distinct and original character are important to create differentiation in a scheme of this size.

The proposed arrangement integrates what is recognised as existing landmark buildings with new street alignments or block layouts to create new vistas. For example, the proposal is to expose the southern edge of Michael Faraday School so it can be visible from Burgess Park. Another example is aligning a local street with the Neo-Tudor Pub. In addition, the scheme has left a direct view to the Shard deliberately free of any massing and framed between buildings when viewed from Burgess Park. This approach is demonstrated in the Design Code.

New landmark buildings within the scheme are proposed along the Park edge and on Aylesbury Square. On the Park edge, landmark towers are located on the corners of Portland Street and Thurlow Street, and two other are expected on Wells Way in future phases.

The Aylesbury Square, as an activity hub, will have two landmark buildings. These are an iconic building on the Square itself, with one or more community uses plus a landmark tower north of the square. This landmark will be between 10 to 15 storeys tall, and will have retail and a local pharmacy at ground floor.

Other landmark buildings may come forward on the designs submitted at reserved matters stage. However, their appearance and massing will be dictated by the Design Code and the Parameter Plans, accompanying this outline application.

Fig 4.10 Proposed landmarks distribution



Fig 4.11 View towards an existing landmark, artist's impression



Fig 4.12 Visualisation from the First Development Site



## 4.9

### TOWNSCAPE

The Masterplan presents an exciting opportunity to reinvigorate this area of Walworth by creating a new piece of London townscape with new neighbourhoods seamlessly connected to the surroundings.

Unlike the current monotony of the existing streetscape, the retention of existing trees, and new areas of public open space and new squares create moments of interest and relief from the built form. They positively contribute to greening the townscape, and to softening the appearance of the area. The new public open spaces break down the grid, and contribute to a diverse, varied townscape. This will make Aylesbury seem as if this part of London had always been there, an integral part of Walworth.

The proposed new area is dense and diverse, with different zones, various building typologies and distinct character areas. The size and phasing of the proposed development, leads to the development of a variety of built forms on this site, in distinct contrast to the current monotony of the buildings to be demolished.

The townscape design is a result of the many variables that have been considered during design development, including sustainability, the brief for residential and other uses, community aspirations and stakeholders input and many internal and independent design reviews. The proposed townscape is diverse, varied in scale and more fragmented than the current Estate.

The design team aims to achieve the new development to seamlessly connect with the surroundings, and this approach guided the massing and layout design. This approach ensures that the proposed townscape will blend in with the context, as the figure-ground diagram and the 3D model illustrate.

In terms of built form, to create a successful new townscape, we have developed a meaningful contrast between continuity and 'landmarks'. Continuity is provided through consistent building heights ( i.e. on Thurlow Street, or consistency with the context), or through the application of materials, dependent on location within the Masterplan.

Continuity is also proposed adjacent to existing areas with a strong identity :

- continuing the local urban morphology near the conservation area
- extending Mina Road and Smyrk's Road
- locating terraced houses opposite East Street's Victorian houses.

In addition, particular features of adjacent areas have been carried through to the design in new neighbourhoods (i.e. pitched roofs near Liverpool Grove Conservation Area, or continuing horizontal balconies near Surrey Square Park).

Feature buildings have their place in this Masterplan as well, along the Park edge and facing Aylesbury Square. Landmarks are positioned to help wayfinding, create texture in the skyline, or to indicate a specific building's use, such as the Medical Centre in Aylesbury Square.

However, the dominant proposed approach is to ensure that ordinary, everyday buildings - those which provide the backdrop of most neighbourhoods - are also well designed, beautifully detailed and so to stand the test of time. Within this overall architectural 'backdrop', real feature buildings will produce landmark moments.

Distinctive townscape responses to existing residents' concerns are proposed, such as:

- ending vistas with existing trees or new or 'iconic' building ( i.e. local road allows for a direct view

from Thurlow Street to the mock-Tudor pub on Dawes Street).

- streets are lined with existing mature trees or new planting.
- peaceful residential streets contrast with busy Aylesbury Square ( Plot 18) bustling with community facilities.
- small local play areas exist around the corner from new neighbourhood parks
- the strong, higher density edge along Burgess Park contrasts with the lower density, less formal areas of houses.

Fig 4.13 Visualisation from First Development Site





Fig 4.14 Bird's-eye Masterplan view, artist's impression



## 4.10 BUILDING TYPOLOGIES

### 4.10.1 Typologies overview

The proposed scheme includes a variety of building typologies in response to the density strategy and to accommodate the preferred mix and residential types of homes.

Furthermore, a site of this scale requires a variety of building typologies, both in terms of size and form, to become a successful place. More variety in typologies means long-term resilience and greater capacity to respond to changing family sizes, or people's life changing circumstances.

The proposed site-wide typological approach is illustrated in Figure 4.18. However, the future decision on the location of the building typologies in Aylesbury will be subject to reserved matters application, following the Parameter Plans and the Design Code. The ambition will be that variety in expression, within these typologies, will create richness and diversity.

The five proposed building typologies are illustrated in the diagrams on Figure 4.17.

Their key characteristics are as follows:

- **Landmark Tower**, a tall building with vertical expression and top/middle/base clearly differentiated.
- **Special Tower**, a typology defined by a special treatment of the façade, medium-rise but still of tower proportions, where only the base has a differentiated elevational expression.
- **Mansion Block**, a typology defined by a centrally expressed entrance and compact, wide, mid-rise proportions. Each Mansion block reads as one identifiable building on its own.
- **Townhouse**, a low-rise typology normally associated with family housing. It is arranged in sequence as terraces, and its narrow proportions express the thin deep parcels. They have single private entrances and a private amenity space.
- **Mews**, a typology with two-storey building line to the front street, to which it has a very direct relationship through a consistent building line and no privacy front garden. It has a single entrance and the amenity space will be provided either through a small yard area to the rear or roof terraces.



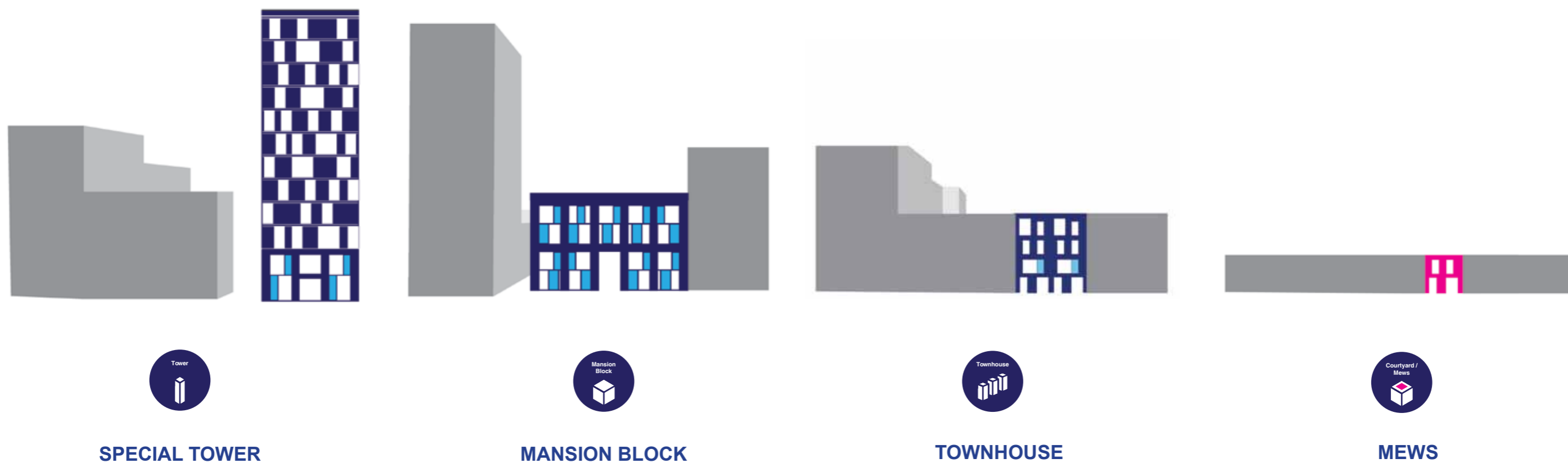
### LANDMARK TOWER

Fig 4.15 and 4.16 Visualisations from First Development Site



## 4.10 BUILDING TYPOLOGIES

Fig 4.17 *Building typologies*



## 4.10 BUILDING TYPOLOGIES

Fig 4.18 *Building typologies distribution*

### 4.10.2 Typologies distribution

Figure 4.18 illustrates the proposed distribution of typologies across the site, building upon the principles described on the previous section.



- Key**
- Landmark Tower
  - Special Tower
  - Mansion Block
  - Townhouse
  - Mews / Courtyard

## 4.11

## APPEARANCE

The overall appearance of the Masterplan will be influenced and defined by a number of site-wide strategies and detailed design decisions. As an outline planning application, much of the detail which contributes to the final appearance of the development will be defined at reserved matters stage and is not defined as part of this submission. However certain strategic influences are set out which will help shape the final appearance and character of the new area, including the proposed Design Code.

Detailed design principles set in the Design Code define five character areas. It has been considered that a site of this size should be legible as a whole, as part of Walworth, but also should contain distinct places within it, that lead over time to a sense of belonging to a neighbourhood for the residents.

Each of the five character areas are defined by both existing and proposed site features which are particular to that area of the Masterplan and either establish or reinforce character. Existing site features such as trees, views to surrounding key buildings or continuing features of adjacent areas in the detail design of new buildings have a strong influence on establishing the initial character of the area. We are therefore proposing, for example, continuing features of the Liverpool Grove Conservation Area through into the School Neighbourhood ( following roof lines, roof shapes, plot widths) and continuing the character of Surrey Square Park's existing blocks on the new buildings completing the Square (prescribed height, roof line and horizontal balconies).

In addition proposed features such as new frontages, street hierarchy, housing density and land use are expected to influence and reinforce the overall character and appearance.

The Design Code, part of the suite of documents accompanying this application, defines rules that will ensure coherence and distinctiveness of appearance across the five character zones over time, as redevelopment happens incrementally.

Regardless of which Character Area they are located in, it is expected that the buildings within the Masterplan will be durable, appearing attractive and visually harmonious. Low and medium rise buildings will be generally solid, rather than lightweight - masonry architecture should prevail. Lighter details in metal, timber or other materials and moments of ornament will add delicacy and richness to the composition.

Taller buildings, particularly those on the Park Edge, can be more lightweight, with larger areas of glazing to maximise views towards the Park.

Natural materials are encouraged. Brick should be the most typical material. Its durability, solidity and timeless nature makes it entirely appropriate for buildings which incorporate residential uses. A richness and diversity will be delivered through the subtle play of variations in tone, differences in texture and brick size and window reveal depths.

Please refer to the Design Code for information relating to grain and articulation of building frontages.

Fig 4.19 Visualisation from First Development Site



## 4.12 MOVEMENT

### 4.12.1 Pedestrian Movement

Through the provision of wide generous pavements, areas of shared surface, pedestrian priority zones and footpaths, pedestrians have a choice of alternative and safe routes between the high streets Walworth Road and Old Kent Road and between Burgess Park and Elephant and Castle.

Pedestrians have priority through the Estate, and direct desire lines have been taken into account in the design of the open spaces, so that pedestrians (and cyclists) can cross diagonally where that is the shortest route to key destinations such as the Aylesbury Square.

Fig 4.20 Pedestrian movement



- Key**
- Pedestrian and Cycling only routes
  - Shared surfaces
  - All other routes

## 4.12 MOVEMENT

Fig 4.21 Cycle movement

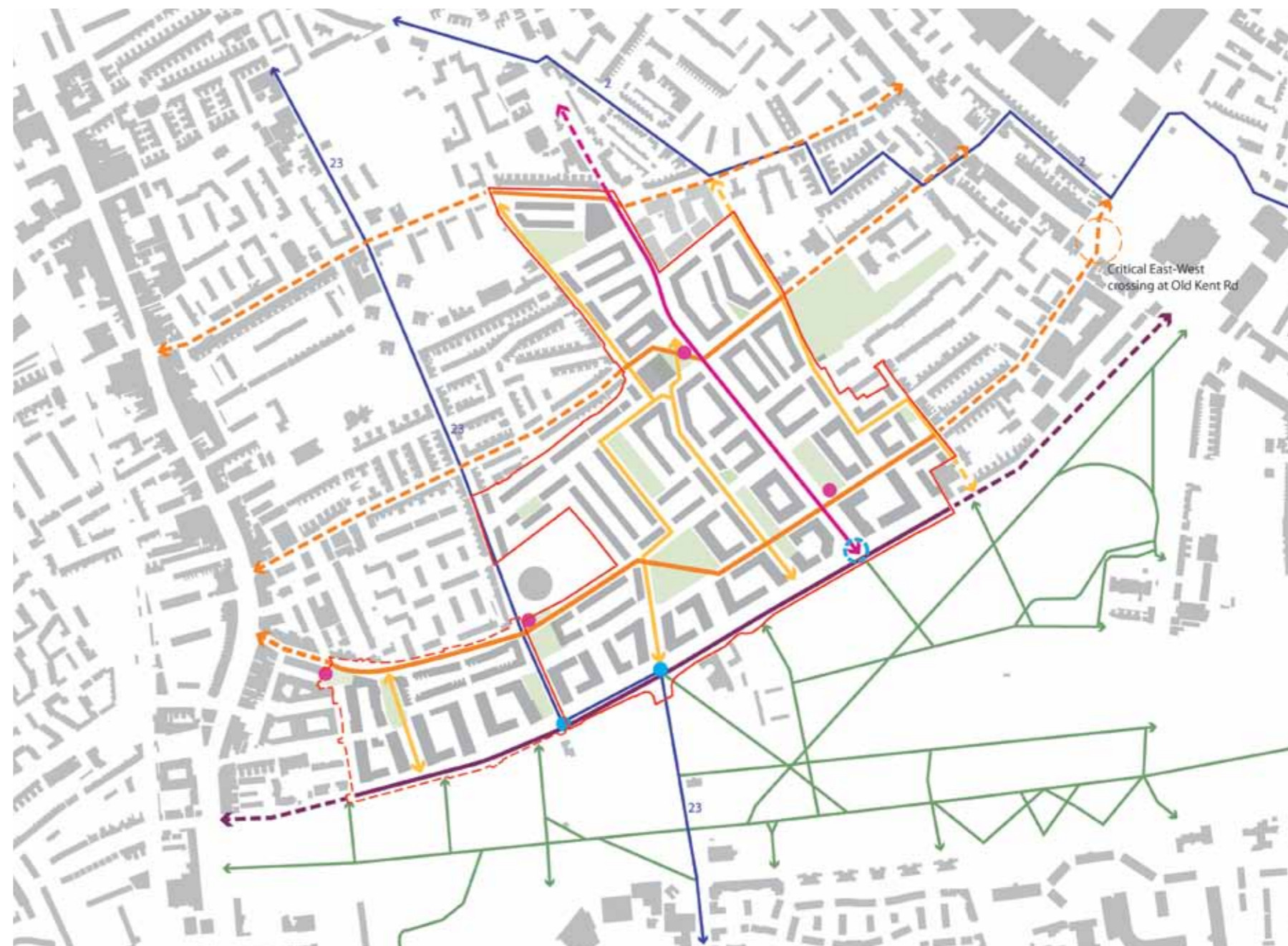
### 4.12.2 Cycle Movement

In line with current policy and design guidance, it is proposed that no segregated cycle routes will run through the development. On-road cycle lanes are proposed on Albany Road and Thurlow Street, and it is expected that vehicles will travel at low speeds across all the area, as Southwark has recently been designated as a 20mph borough.

All other local streets are good cycle environments designed to low speed limits, with sections blocked off for cars. The proposals include additional traffic calming features such as raised tables, shared surfaces, road closures and offsetting of streets to reduce traffic flows. Recommendations have also been made for measures that enhance safety for cyclists such as car door opening doors marked to warn cyclists. North-south green links have been reinforced as cycle-friendly environments. Proposals are generally aligned with the emerging Draft London Cycling Design Standards.

Footpath widths will allow young children to cycle on the pavements as well.

Three TfL cycle hire locations are proposed in the Masterplan area, and an additional one on the First Development Site.



**Key**

- Existing designated cycle network
- Burgess Park Wide Cycle Network
- Thurlow Street On-street cycle lane
- Albany Road On-road cycle lane
- Community Spine and Inville Road
- Residential Streets
- Proposed Open spaces
- Proposed Cycle Hire rental locations
- Cycle priority junctions
- Potential Cycle Early Start Junction

## 4.12 MOVEMENT

Fig 4.22 Vehicular movement

### 4.12.3 Vehicle Movement

Although the Masterplan does not encourage vehicle movement through the development it does of course cater for vehicles. The layout is based on a traditional street layout to accommodate pedestrians, cyclists and cars. The design directs vehicular movement to the key routes, and prevents rat-running through the residential streets, so that these are used only for local access.

Specific drop-off areas for children are proposed near Michael Faraday School, and delivery zones on Aylesbury Square and Dawes Park to serve the community, retail and workspaces at designated hours.

Parking is provided on-street or on plot as podium or basement, according to the block density of the development zones.

The diagram below highlights the proposed hierarchy of vehicle movement.



- Key**
- Vehicular movement routes
  - - - Shared surfaces
  - - - Raised tables



## 4.12 MOVEMENT

Fig 4.23 *Public transport movement*

### 4.12.4 Public Transport Movement

The development maintains the current bus routes 343, 136 and 42 routes through the site, via Thurlow Street and Albany Road.

As part of the upgrade of Thurlow Street and Albany Road, the pedestrian environment surrounding bus stops will be improved, and waiting areas will be complemented with new landscape elements.

The layout also accommodates the future possibility of a tram route through Thurlow Street.

The diagram below illustrates the existing public transport corridors in the area.



Key

— Public transport routes

## 4.13 STREET HIERARCHY AND CHARACTER

### 4.13.1 Street Hierarchy

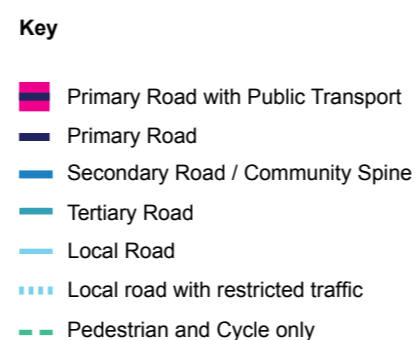
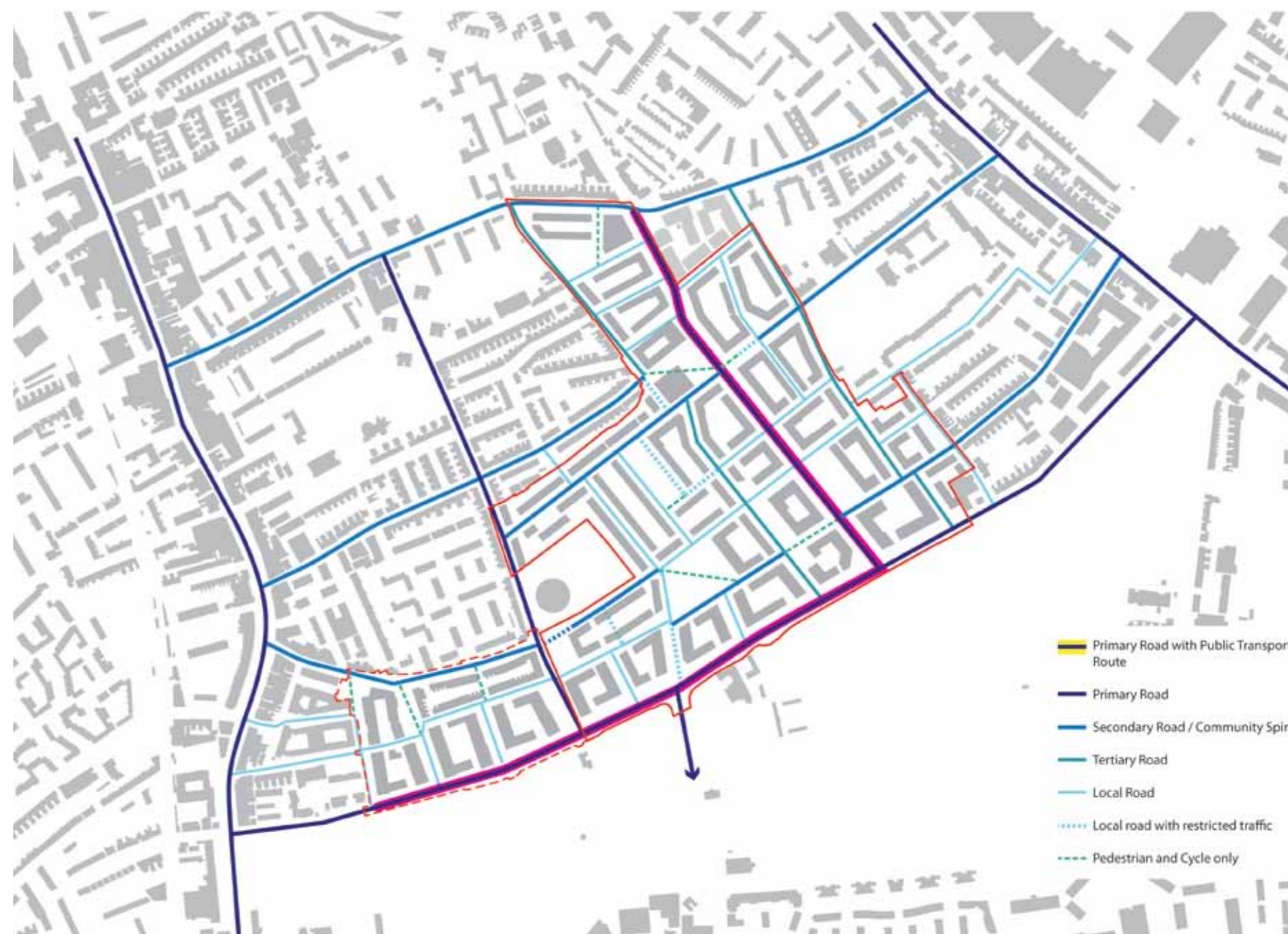
The key principle has been to reinstate streets to ensure ease of movement for pedestrians and cyclists.

A hierarchy of streets has been established, as illustrated in figure 4.24. The primary routes are the existing public transport corridors, Thurlow Street and Albany Road. The secondary routes are the East-West connections: the corridor along Westmoreland Road, Hopwood Road and Mina Road designated as the Aylesbury Community Spine, plus the connection across Inville Road and Alsace Road. In addition there are the proposed Green Links, corridors that connect existing open spaces to Burgess Park. These connect the wider area across through the Aylesbury site, ensuring good permeability and integration.

All other routes are local in character, with an intimate and neighbourly scale. Southwark has been designated as a 20mph borough, but due to the landscape treatments proposed, we expect traffic through these local streets to be slower.

The character of these various street types is described below.

Fig 4.24 Street hierarchy



## 4.13 STREET HIERARCHY AND CHARACTER

### 4.13.2 Primary Road with Public Transport: Thurlow Street

Thurlow Street, the main north-south existing route for public transport, connects Elephant and Castle and the existing cycle route number 2 to Burgess Park via Aylesbury Square and Thurlow Park.

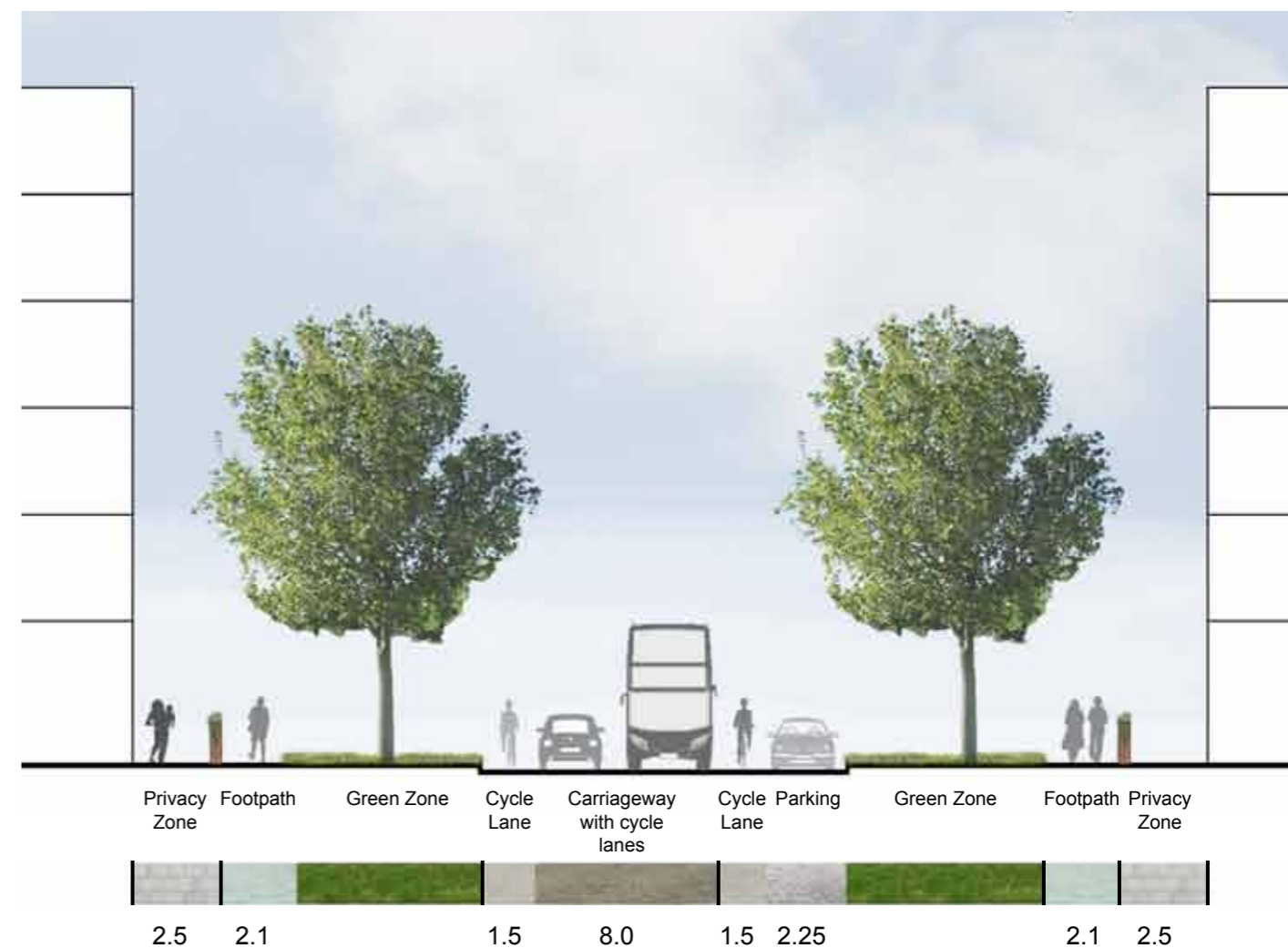
The overall character of this street will be changed to a better framed street, with active frontages animated by front doors to maisonettes and lobbies. The ground floor of the development along Thurlow Street will be flexible to potentially accommodate retail and workspaces or even other uses as necessary as the site evolves as a dynamic part of Walworth.

This street will be characterised as a Green Link, as strategically proposed since the AAP. This character includes retaining mature trees where possible, and improved pedestrian and cycle conditions. Footpaths have been widened with generous planted verges under the retained existing trees and occasional seating. An on-road cycle lane has been added to the streetscape.

The section opposite illustrates the proposal for Thurlow Street.



Fig 4.25 Thurlow Street section and artist's impression



## 4.13

### STREET HIERARCHY AND CHARACTER

#### 4.13.3 Primary Road with Public Transport: Albany Road

Albany Road, the existing road North of Burgess Park with public transport availability, connects Walworth Road to Old Kent Road. It includes an on-road cycle lane.

The overall character of this street is proposed to change to a 'Park Road'. By contrast with the existing buildings, the proposed development will be much closer to the Park, framing the edge of Albany Road as a pleasant place to walk or to cross over to Burgess Park.

The proposed building massing along the edge of Albany Road will reinforce the gateways to the site from the Park, as well as the other smaller streets leading into the development. Albany Road will be a very permeable street, with three signalled pedestrian crossings at Portland Street, Wells Way and Thurlow Street.

The Albany Road area has one of the key existing alignments of trees to be retained, including a Category A tree. Trees will be preserved in new and designed street frontage areas, where seating is included. Footpaths have been re-designed, with generous planted verges under the retained trees.

It has been suggested by Southwark Council that the railing along Burgess Park could be removed. However, concerns about its removal have been expressed by local groups including Friends of Burgess Park. Further appraisal of options for the park side of Albany Road will need to be undertaken, as well as more consultation with the community on this matter before a final decision about the railing can be made.



Fig 4.26 Albany Road section and artist's impression



## 4.13

### STREET HIERARCHY AND CHARACTER

#### 4.13.4 Local Roads

All other roads proposed for this development are local roads. They have a quieter and pedestrian-friendly character, human in scale, embodying both a functional and social character. They will be framed by houses or mid-rise buildings, and a safe environment will be created as these streets are well overlooked and animated by front doors and parking.

The large quantum of houses and maisonettes proposed and the frequency of the cores and access to the flats ensures that residents have a direct relationship with these streets they live on.

Informal and natural surveillance of streets, with neighbours keeping an eye out for each other, leads to a safe and familiar neighbourhood. The majority of the living spaces within each dwelling type have also been positioned to look directly onto streets, allowing passive surveillance and connecting people to neighbours, deliveries and passers-by.

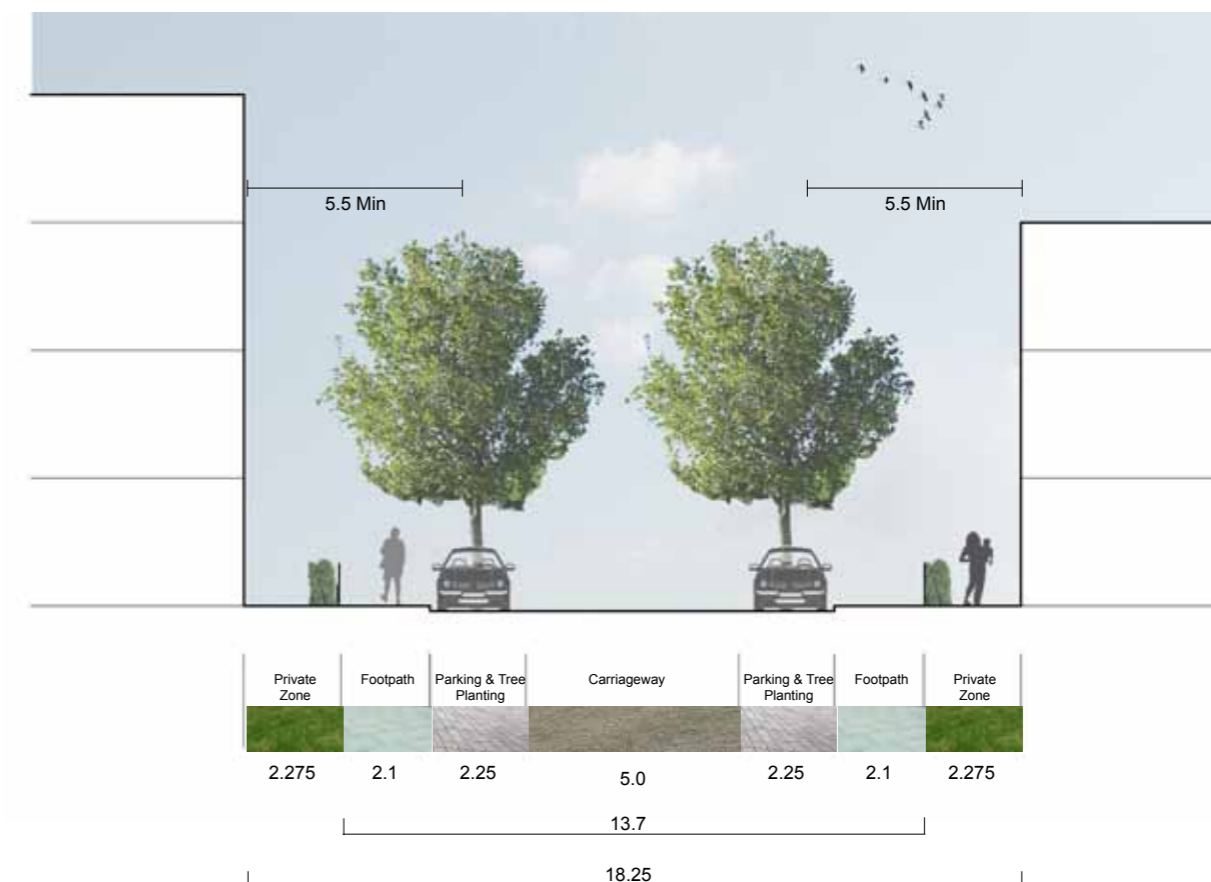
The streetscape has been designed with clear sight lines and spaces so that people can really inhabit and take ownership of their streets. The ambition is for these local streets to be appropriated by the residents, and become part of their daily lives as the places where they socialise with neighbours, sit to talk and simply walk or cycle safely to work, to a local shop or a local school.

On local streets, parking has been proposed on one side only or on both sides, depending on the number of dwellings it serves. In either case, a minimum of one tree every three spaces is required, and cars will not dominate the streetscape.

Moreover, some of these streets have been closed-off to cars, and become pedestrian and cycle only environments, particularly where contiguous to open spaces. These sections continue the pedestrian and neighbourly character of the streets that they connect between and, in addition, the surface treatments are chosen to reinforce their pedestrian emphasis.



Fig 4.27 Local road street section example and artist's impression



## 4.13 STREET HIERARCHY AND CHARACTER

### 4.13.5 Community Spine

There are three wide-scale East-West linkages in the area. They will be part of the proposed integrated cycle strategy, and they will be improved connections, quiet in character, very pedestrian-friendly and with regular planting and trees.

The Aylesbury Community Spine is the main link running East-West almost entirely through the new development, connecting Walworth Road and Old Kent Road. The buildings framing this route consist of a mix of terraced houses and mid-rise flats. Street frontages will be well activated by front doors, and several community uses can be found along the route, such as the Extra Care, the Early Years, and Michael Faraday School.

The proposals include brick wall with railing and hedge, or railing with brick and hedge as boundary treatments. These contribute to a pedestrian-friendly character of the route, greened along the way and very relaxed as vehicles are discouraged in most parts of this route. Where vehicles have access to the street, parallel parking distributed between trees is allowed on both sides. There are also several shared surfaces and raised tables proposed along this route to slow down cars and enhance the pedestrian experience of this route.

The Aylesbury Community Spine aims to be a tranquil pedestrian experience through the site, with glances, or even pauses, along the way towards the open spaces. These are both civic spaces and pocket parks, each distinct in character, including Westmoreland Square, School Square, Gaitskell Park, Planes Park, Thurlow Park and Bagshot Park.

Two other Community Spines are part of the wider area which will only partially cross the new area. These are the East Street Community Spine and Merrow Street / Surrey Square Community Spine. These will be pedestrian-friendly environments and part of the cycle strategy through Walworth.

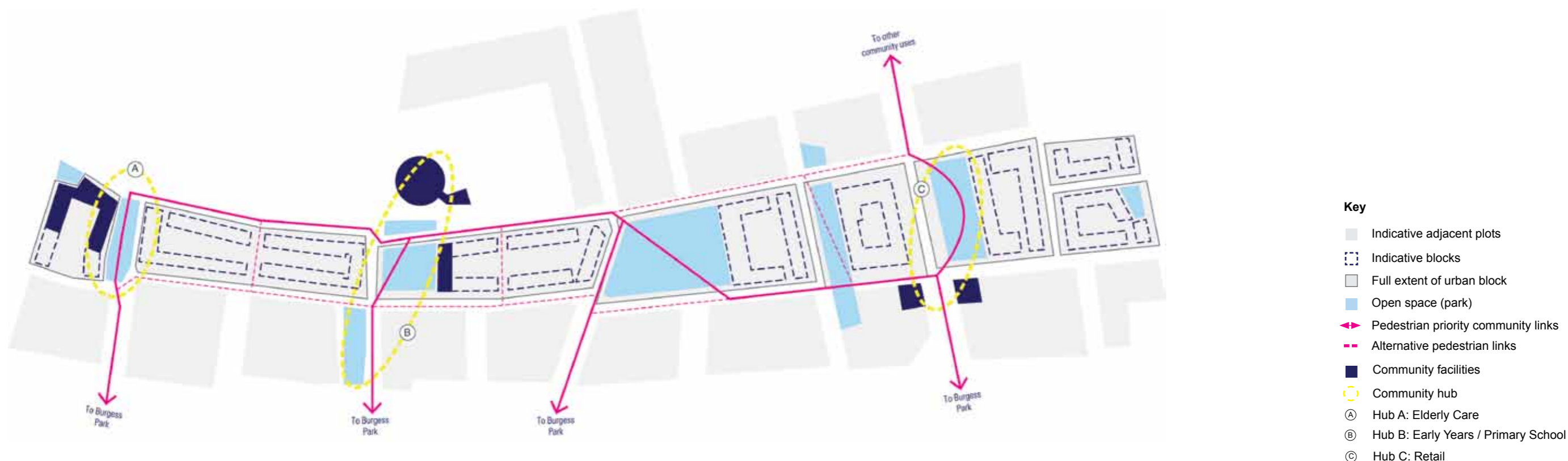


Fig 4.28 Community Spine Diagram

## 4.13 STREET HIERARCHY AND CHARACTER

### 4.13.6 Green Links

The Green Links within the Masterplan have been designed as low speed environments, connecting open space areas both within and beyond the site boundary and leading from Elephant and Castle to Burgess Park. These routes will be designed to be particularly appealing for cyclists and as quieter alternatives to the public transport corridors. They will also be very attractive environments for pedestrians, as they connect various pocket open spaces with diverse character, offering play facilities and leisure opportunities.

The overall character of the Green Links will be defined by a variety of trees, both retained and newly planted, alongside other green elements that form part of the streetscape such as hedges in frontgardens. The Green Links will be enhanced with sustainable urban drainage systems, with raingardens on the park edge roads, to widen the street section and mitigate the more dense building mass in this area.

The Eastern Green Link connects a succession of existing and proposed open spaces, including improvements to the existing streets Sedan Way, Alvey Street and Bagshot Street. It provides a green route between an existing play area on Sedan Way, existing Surrey Square Park, the upgraded Kinglake Park and the proposed Bagshot Park. A few existing local shops on Bagshot Street will probably benefit from the upgraded street space and pedestrians walking by.

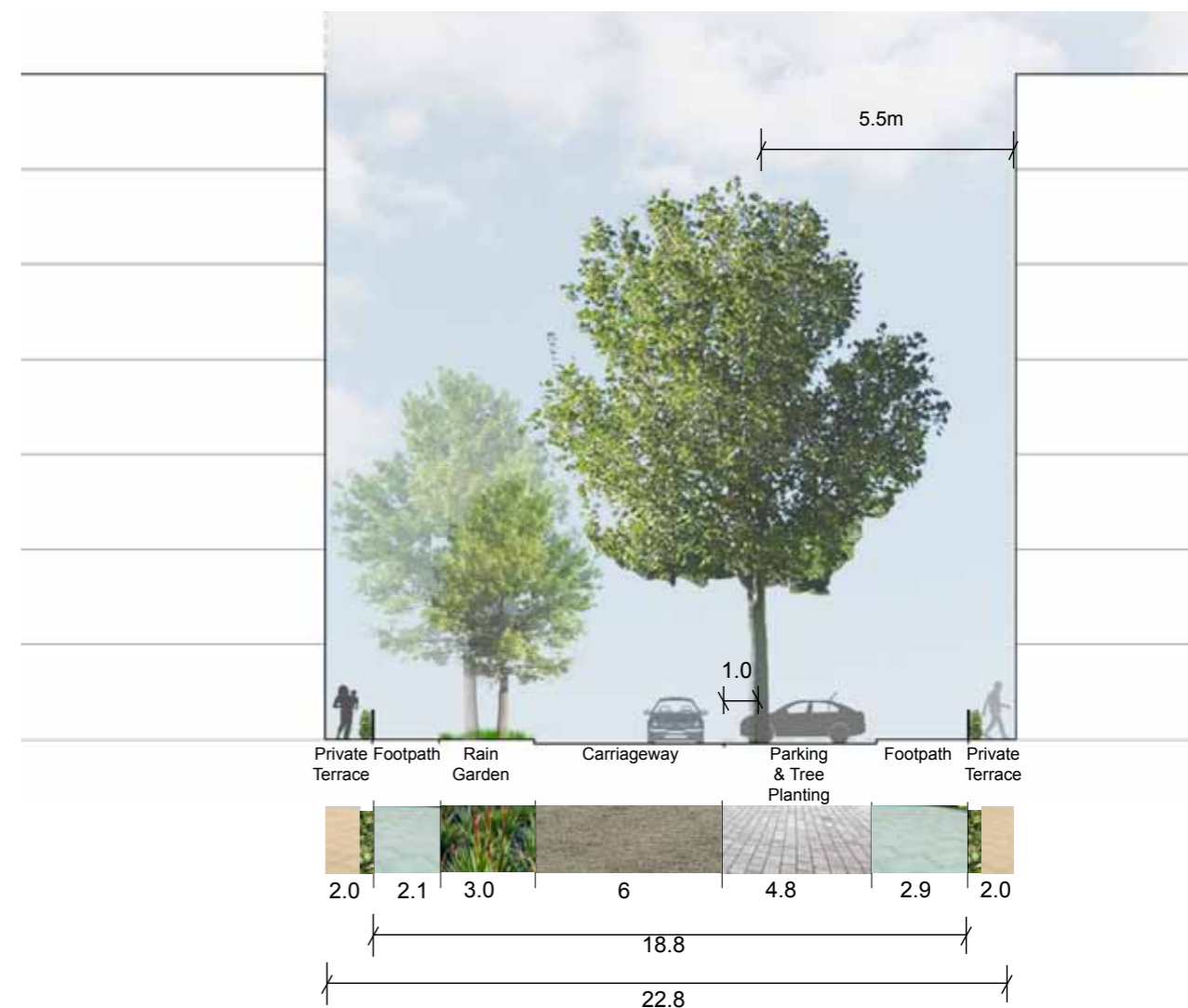
The Western Green Link connects Burgess Park to Thurlow Street through the existing Wells Way, and the proposed Gaitskell and Missenden Parks. This route crosses three areas of the new development: the Park Edge, the Community Spine and the School Neighbourhood. Crossing diagonally through the parks will be a key character of this route, making it a direct connection for cyclists and pedestrians.

The Figure opposite illustrates the Green links.

Fig 4.29 Proposed Green Links



Fig 4.30 Park Edge Green Link Typical Section



## 4.14

### FRONTAGES

The key principle of reinstating streets in the Aylesbury Estate is complemented by active frontages of non-residential uses and by the many common elements that enliven residential streets, such as front doors to the houses and maisonettes, flats common entrances and tower lobbies.

As an outline planning application, the precise location of those frontages within the activity area will be submitted for approval at reserved matters stage, and is not part of this submission. However, through the Design Code and Parameter Plans it is established that no dead frontages or lengthy blank portions of walls will be allowed in the new development.

The activity hubs where most active frontages from non-residential uses will be located are the Aylesbury Square and Thurlow Street. In addition, active frontages will also be included in the Dawes Park and East Street area, and on the School Square. On Thurlow Street, where restaurant or cafe units may open, customers spilling out on to the street to use seating will be included to add vitality to the street frontage.

In the residential neighbourhoods street animation will be given by the frequency of homes front doors and windows at ground floor level. In addition, balconies looking over streets, bays, porches, awnings, colonnades and other projections on the first and second floors can also contribute to enliven streets. Narrow frontage buildings, particularly where townhouse and mews typologies are used will also create a vertical rhythm that adds visual animation to the street frontage.

Figure opposite illustrates the proposed frontage strategy for the site.

Fig 4.31 Frontages distribution



**Key**

- Frontages activated by non-residential uses
- Frontages animated by residential frontdoors with an element of non-residential active frontage
- Flexible frontages
- Frontages animated by residential frontdoors



## 4.15 TREES

The scheme balances the requirement for the creation of a successful network of streets and open spaces that replaces the existing Estate layout with the ambition to retain as many good quality existing trees as possible. The approach to tree retention, as discussed in chapter 3, is based on road alignments, key groups and individual high quality examples.

By using some of the existing road network layout, many of the strong formal lines of existing trees will be retained, particularly along Thurlow Street, East Street, Inville Road/Roland Way and Albany Road.

The strategy of parks and squares linked by green streets has also enabled open spaces to be positioned where clusters of existing trees are located. At a smaller scale, buildings have been aligned to ensure the retention of particular trees, for example in small parks such as Alsace Park and East Street Park. The trees add richness and distinctiveness to the new development, and contribute to reducing the impact of moving in to a complete new area for relocated families. They may recognize the mature tree that stayed in place and formed now a beautiful new park.

New trees will also be incorporated within the streets and open spaces to create a green structure across the development as well as providing shade, colour, seasonal variation and improving ecological value and biodiversity. All new species will be chosen for their appearance, maintenance requirements and ecological value. Where space is available, planting will also be introduced within the green links in bioretention beds and grass verges with hedges in front gardens combining to maximise the greening of these links.

Figure opposite illustrates the tree strategy, integrating retained and proposed new trees in the new development. More detailed information on Trees can be found in the Outline Landscape Design Statement.

Fig 4.32 Existing trees to be retained and removed



## 4.16 LANDSCAPE AND OPEN SPACES

The public realm and landscape will create places for people focused around distinctive open spaces linked by tree-lined streets.

A network of open spaces is an integral part of the Masterplan, and it was one of the key principles highlighted by local residents at the early stages of public consultation on the Masterplan proposals.

Diversity in the design of streets, parks and squares, coupled with various building typologies, will create different character areas around which the local residents will identify. Appealing, pedestrian and cycle prioritised safe streets, with regular street trees that change with the season will link these neighbourhoods, encouraging movement within and beyond Aylesbury.

The design integrates Aylesbury into its wider context, both figuratively and physically, with streets and architecture that reflect the Walworth street character and roads and pavements that encourage walking and cycling. The design creates strong north-south links that connect to Burgess Park and Elephant and Castle, and east-west connecting Walworth Road, Old Kent Road and areas beyond, ensuring residents can connect with the local area and all of London.

The key landscape design principles of the Masterplan are:

### Trees

- Maximise the retention of existing trees wherever possible
- Incorporate trees within the streets and open spaces to create an urban forest that provide neighbourhoods with character and amenity
- Create suitable growing conditions for all new and existing trees to ensure healthy and safe trees for future generations

### Green Streets

- Create Green Links that provide attractive 'green' routes for pedestrians and cyclists to parks and squares within and surrounding Aylesbury

- Improve biodiversity and ecological features through the planting of wildflowers, bulbs and native shrubs and groundcovers that provide food and habitat for birds and invertebrates within streets and open spaces
- Provide stormwater attenuation through sustainable drainage devices such as bioretention areas that also create 'green' streetscapes

### Neighbourhoods

- Improve legibility and community ownership by creating distinctive neighbourhoods focused around parks and squares

### Communication

- Encourage interaction between people of different age groups and communities by creating places where people can come together and interact
- Encourage active and passive recreation for children, youths and adults through the provision of different play and recreation facilities and spaces
- Create spaces and seating areas for casual meetings
- Create spaces that allow for community events such as festivals or fetes to occur
- Create spaces that are destinations for local residents and visitors
- Provide visitor cycle stands in close proximity to destination points and where people live
- Locate parks and squares within close proximity to all residents around the development
- Ensure all roads promote and facilitate pedestrians and cycling

Further information can be found in the Landscape Design Statement included in this application.

#### Key

- District Park
- Existing Small Open Spaces
- Small Open Space
- Pocket Park
- Civic Spaces

- 1 Westmoreland Square
- 2 Westmoreland Park
- 3 Portland Park
- 4 Portland Square

- 5 Gaitskell Park
- 6 Planes Park
- 7 Thurlow Park
- 8 Bagshot Park

- 9 Alvey Park
- 10 Inville Park
- 11 Missenden Park
- 12 Aylesbury Square

- 13 Alsace Park
- 14 Dawes Park
- 15 East Park

- 16 Burgess Park
- 17 Faraday Gardens
- 18 Surrey Square
- 19 Nursery Row Park

Fig 4.33 Open Spaces Plan



Fig 4.34 View towards Burgess Park, Visualisation from First Development Site



## 4.16

### LANDSCAPE AND OPEN SPACES

The provision of playable spaces that will meet the needs of the existing and future residents of the Aylesbury Estate is a key component of the Masterplan.

The AAP's PL6: Children's play space requires:

*"All development proposals must provide 10 sqm of children's play space / youth space per child bed space. Doorstep playable space should be provided within each of the housing blocks, whilst larger local playable spaces should be provided within selected housing blocks and within the green fingers and existing local parks.... New youth space should be provided within the larger areas of public open space."*

To meet this and the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance', September 2012, all open space areas will be designed as playable spaces with informal and natural play features to ensure residents can easily access a variety of types of play. A series of youth, neighbourhood, local and doorstep dedicated play spaces have also been provided across the site to provide formal, equipped play areas.

Dependent on phasing and the size of each parcel of development, some off-site provision may be required. Playable spaces for under 5 year olds will generally be provided within private gardens of houses and maisonettes and within communal courtyards of flat blocks.

Further information, including Child Yield Calculations can be found in the Outline Landscape Design Statement.

Fig 4.35 Play strategy plan



#### Key

- |   |  |
|---|--|
| ● Neighbourhood playable space (proposed) | ● Youth space / Games court (existing) |
| ● Neighbourhood playable space (existing) | ● Youth space - outdoor gym            |
| ● Local playable space (proposed)         | ● Youth space - BMX track              |
| ● Local playable space (existing)         | ● Doorstep play                        |
| ● Youth space / Games court (proposed)    | ● Allotments / Community gardens       |

## 4.17 MIX OF USES

As an Estate regeneration project, the emphasis of this Masterplan is on the provision of high-quality new homes for existing and for new residents. Other uses are also being proposed for the site, and these will contribute towards meeting local community need. These facilities have been set within the wider context, particularly considering how areas such as the Walworth Road and Elephant and Castle are expected to evolve and change during the regeneration period.

It is anticipated that the demographic mix on the Estate area will change through the process of regeneration and, responding to this, the nature of non-residential uses on the site will change. However, the pace of population uplift is moderate and will take place over a long period of time, which has set the foundation for the proposed approach.

To allow for the area to adapt as the population grows and changes, the proposal is based on ensuring flexibility of uses in the areas where needs will increase over time, and minimising the number of units that may not be needed in the short-term, so to avoid empty and inactive frontages.

The non-residential uses proposed in this outline planning application are:

- Retail (Use class A1)
- Retail (Use classes A1, A3 or A4) or Workspace ( Use class B1)
- Employment (Use class B1)
- Health centre, community uses and early years facilities (Use class D1).

These uses will be distributed within hubs of activity, following the AAP intent. All non-residential uses within the site are expected to contribute towards active frontages in key areas, such as the civic squares and Thurlow Street.

A fundamental element of the Masterplan, and an essential part of the overall vision, is the creation of a new mixed-use hub at the heart of the development. This is the main proposed hub of activity for this site,

the Aylesbury Square. It will include a Health Centre, an Early Years Facility, retail units (one of which may be a pharmacy) and a Community Facility. Some of these uses replace the existing uses on Taplow House, but they will be arranged around the new proposed civic square in newly-designed buildings.

It is expected that the concentration of non-residential uses will expand through the later phases, possibly along Thurlow Street towards East Street. To allow for this, the ground floor is specified to have a ceiling height of approximately four metres so that the building can accommodate the requirements of commercial operators. This has been included as mandatory guidance within the Design Code.

Other smaller hubs of activity are also included within the Masterplan; There is provision for a small retail hub further south on Thurlow Street, near Thurlow Park, which is expected to accommodate a local convenience store or a café.

Employment uses will be located near Dawes Street. This hub will be home to the growing SME community within the Walworth Road area in need of start-up space, who may find suitable accommodation difficult to find in other places such as South bank, Deptford and Vauxhall. These can also be located in Thurlow Street and can contribute to increase the profile of the Estate and jobs for residents.

Early Years facilities are proposed near Michael Faraday School and Surrey Square Park. These build upon the existing areas where activity is already concentrated as the School Square or the existing public open space.

The strategy is for the Community Spine to be part of the wider-pedestrianized environment linking the two existing neighbouring high streets ,i.e. linking Walworth Road to Old Kent Road. The pedestrian environment includes the hub from the First Development Site, the Michael Faraday hub with the existing school, Thurlow Park retail units plus existing units on Bagshot Street.

Fig 4.36 Retail hubs

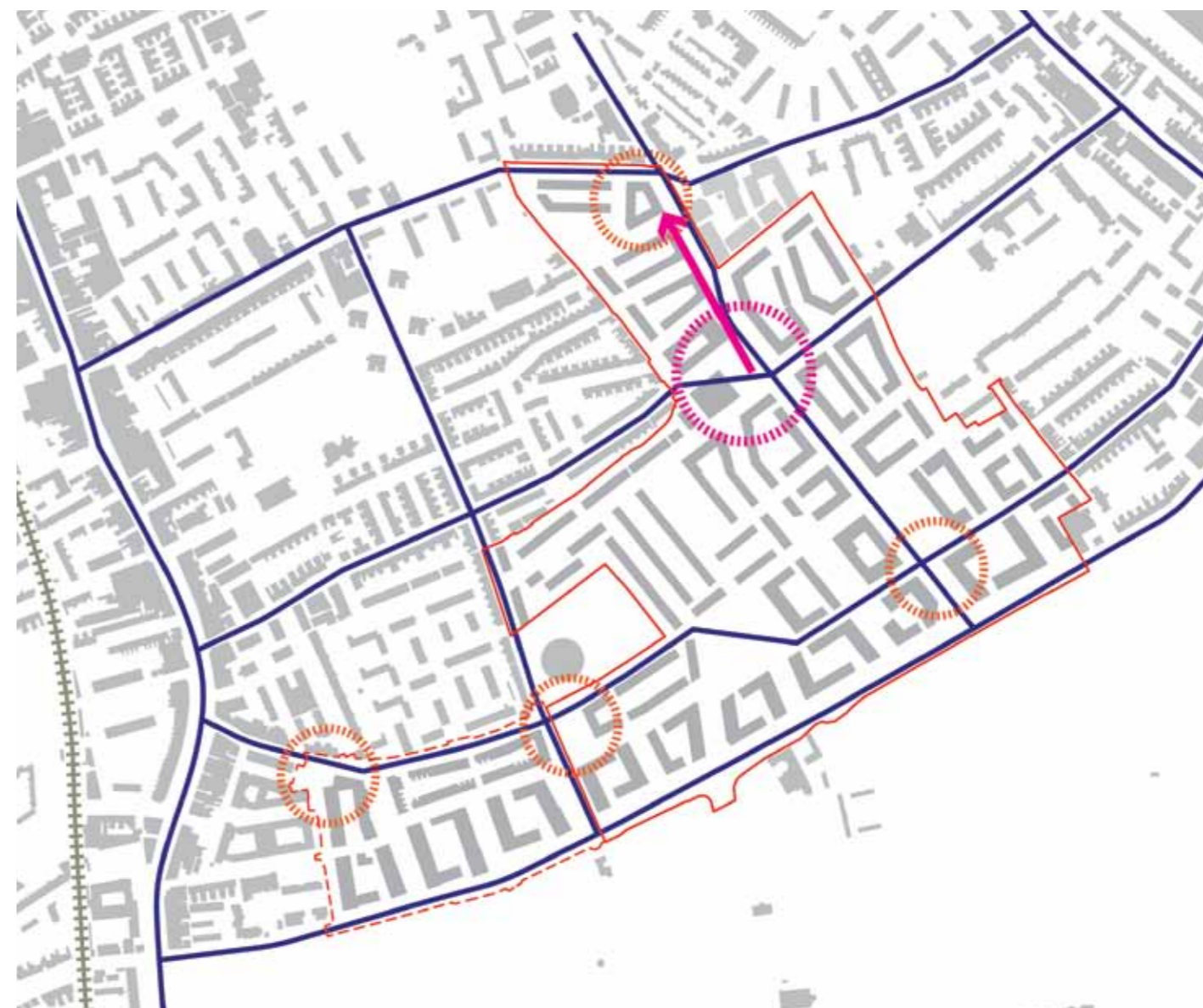


Fig 4.37 Aylesbury Square  
Artist's impression

Fig 4.38 Visualisation from First Development Site



## 4.17 PUBLIC ART AND WAYFINDING

### Engagement and Public Involvement

Throughout the Planning process, we have engaged with the existing Aylesbury Estate community in a range of ways (see Statement of Community Involvement). We propose to continue these activities throughout the project's development and will find appropriate points at which the community can get involved, contribute and collaborate. Some suggested collaborative activities are detailed below but are not limited to the ideas we have outlined.

### Wayfinding

The legibility of the Estate is important, not just for those visiting or passing through, but for the new community. Identifying where you are and how you move through the newly developed Masterplan is required on a practical level, as well as being important aesthetically.

Natural wayfinding has been incorporated into the urban design of the Masterplan, but can be enhanced with defined spaces for certain activities, planting, changes in materials, visibility through spaces and recognition of local landmarks.

### Signage

Renewed signage throughout Aylesbury will be required for new streets, parks and spaces as well as for identifying new buildings. A consistent palette of materials, colours and typography will be created as part of a 'physical identity' project.

Legible London signage may be preferred at major junctions and will be considered as a complimentary form of signage rather than a replacement.

When streets are being renamed or new spaces created, the project that was led by The Creation Trust called 'Put it on the Map', will be called on for a relevant starting point. Some street names from this project have already been adopted and the development could continue this exploration.

### Identity

We have been working with groups of residents over a number of months to create a new umbrella name for the over-arching Estate identity. 'AYLESBURY NOW' has been selected by the general public (see SCI - Identity) and an aesthetic look and feel developed. The identity is to span the lifecycle of the project, but not necessarily to be retained as a long term name for the place. It is to function as the identifiable project brand - something that the community and project partners can identify and use on all communications materials relating to the project to bring consistency to the regeneration communications strategy and methodology.

The physical identity of the place sits alongside the Masterplan, building and landscape design and is different from the communications identity.

### Our Aylesbury

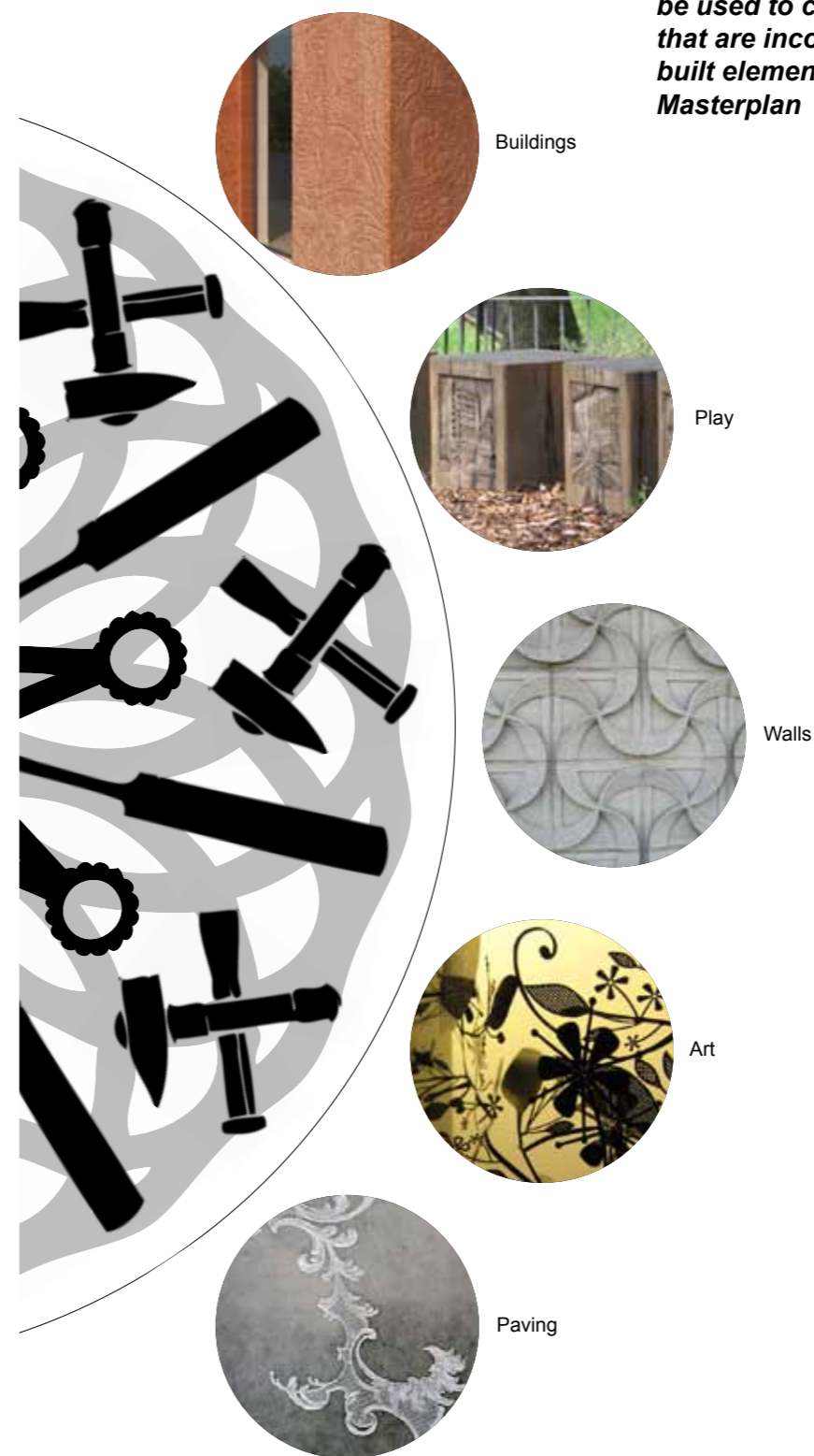
Creating a physical identity for the place will be developed in conjunction with the community. One idea, a digital participation project, has recently been undertaken. In this project, we asked residents to photograph elements of the existing Estate that they love or treasure - from street signs, to graffiti, paving to window patternation.

Residents can submit their images via #ouraylesbury to Instagram, where they will be collected together and themes identified. We will be looking to translate their imagery into graphic patterns to be used throughout the new Masterplan - in building facade patterns, balcony design, landscape elements, sculpture, railings, street signage and front doors to name a few.

### Hoardings

Opportunities to create elements of public art on the site hoardings on a site by site basis with consistent themes running throughout will also be investigated.

**Fig 4.39 Building the Myth: Photos are turned into graphic patterns that can be used to create molds that are incorporated into built elements within the Masterplan**



## 4.18 HOUSING MIX AND SIZES

The Target Rented, Shared Ownership and Private Sale housing components of the Masterplan follow the overall mix strategy set out in the AAP, as shown in the detailed Schedule of Accommodation (see opposite).

The illustrative Masterplan has been designed to comply with the following housing guidance documents, and reserved matters proposals will be expected to be similarly compliant:

- The London Housing Design Guide
- HCA Design Standards Prospective
- Lifetime Homes
- South East London Housing Partnership's Wheelchair Homes Design Guide
- Code for Sustainable Homes
- Secured by Design - New Homes

In the proposals for the Estate, the ambition to create spacious homes for the residents has resulted in an increased minimum unit size by tenure, as shown in table 4.1.

Table 4.1 Unit sizes

Planning Space standards					The SE London Housing Partnership 'Wheelchair Homes Design Guide'		Minimum room areas in sqm							
Bed size / number of	Habitable rooms	Net internal floor area sqm			1 bed (2 person)	2 bed (3 person)	DWELLING SIZE							
		Private	Intermediate	Target Rent			STUDIO	1 BED	2 BED	3 BED	4 BED			
Flat 1b/2p	2	50	50	52.3	65m <sup>2</sup>									
Flat 2b/3p	3	64	63	66	75m <sup>2</sup>									
Flat 2b/4p	3	73.5	77.2	80.9	80m <sup>2</sup>									
Flat 3b/5p	5	89	89	90.8	85m <sup>2</sup>									
Flat 4b/6p	6	99	99	99	100m <sup>2</sup>									
Maisonette 2b/4p	3	83.1	83.1	83.1	100m <sup>2</sup>									
Maisonette 3b/5p	5	96	96	96	110m <sup>2</sup>									
Maisonette 4b/6p	6	107	107	107	110m <sup>2</sup>									
House 2b/4p	3	86	86	86.9	120m <sup>2</sup>									
House 3b/5p	5	98.5	98.5	98.5	115m <sup>2</sup>									
House 4b/6p	6	113	113	113	125m <sup>2</sup>									
House 5b/7p	7	128	128	128	125m <sup>2</sup>									
N.B. Minimum sizes indicate areas excluding ensuite bathrooms					130m <sup>2</sup>									



### 4.18 HOUSING MIX AND SIZES

2014.08.27

Table 4.2 Illustrative Schedule of Accommodation

AYLESBURY - MASTERPLAN OUTLINE APPLICATION

MASTERPLAN SCHEDULE OF ACCOMMODATION v17  
For Phases 2, 3 and 4 (includes Plot 18)



PLOT	SUB PLOT	TARGET RENT										Total Floorpace (Sqm)	Total Hab rooms	SHARED OWNERSHIP										Total Floorpace (Sqm)	Total Hab rooms	PRIVATE SALE										Total Floorpace (Sqm)	Total Hab rooms	TOTAL			
		FLATS					MAISONNETTES							HOUSES					FLATS							MAISONNETTES					HOUSES							FLATS	MAIS	HOUSES	Total
		1BED	2BED	3BED	4BED	5BED	2BED	3BED	4BED	4BED	5BED			1BED	2BED	3BED	2BED	3BED	4BED	4BED	5BED	1BED	2BED			3BED	2BED	3BED	4BED	4BED	5BED	FLATS	MAIS	HOUSES	Total						
		Min size (Sqm)	52.30	66.00	90.80	99.00	83.10	96.00	107.00	113.00	128.00			50.00	63.00	89.00	86.00	99.00	110.00	116.00	131.00			50.00	63.00	89.00	86.00	99.00	110.00	116.00	131.00										
		Habitable rooms	2	3	5	6	3	5	6	6	7			2	3	5	3	5	6	6	7			2	3	5	3	5	6	6	7										
4	4a		20	35	6	0	0	18	0	0	0			11	20	0	10	0	0	0	0			48	38	21	10	4	0	0	0										
Plot 18 Ayles Sq	18a		10	17	11	0	0	0	0	0	0			11	12	5	0	0	0	0	0			14	12	8	0	0	0	0	0										
Parcel Total (units)		263	309	119	3	19	69	9	147	76	80,756	3,936	117	119	26	55	13	3	33	10	27,146	1,237	282	316	147	145	161	23	168	101	110,749	5,340	1,701	497	535	2,733					
%		9.6%	11.3%	4.4%	0.1%	0.7%	2.5%	0.3%	5.4%	2.8%			4.3%	4.4%	1.0%	2.0%	0.5%	0.1%	1.2%	0.4%			10.3%	11.6%	5.4%	5.3%	5.9%	0.8%	6.1%	3.7%											
Sub-Total (units)		694				97			223			262			71			43			745			329			269														
TOTAL UNITS		TARGET RENT										1,014	SHARED OWNERSHIP										376	PRIVATE SALE										1,343	2,733	2,733	10,513				
Total Floorpace (Sqm)		13,755	20,394	10,805	297	1,579	6,624	963	16,611	9,728	80,756	5,850	7,497	2,314		1,287	330	3,828	1,310	22,416	14,100	19,908	13,083	12,470	15,939	2,530	19,488	13,231	110,749												
Total Habitable rooms		526	927	595	18	57	345	54	882	532	3,936	234	357	130		65	18	198	70	1,072	564	948	735	435	805	138	1,008	707	5,340												

## 4.19

### LIFETIME HOMES

All of the proposed affordable housing units will be built to the required space standards and provide residential accommodation of significant quality compared to the existing. All of the proposed dwellings will be built to Lifetime Homes standards and 10% of all units will be wheelchair adaptable.

The proposed dwellings will provide a mix of both open plan and more enclosed layouts, to provide sufficient choice for residents.

There are a total of 16 design Criteria to achieve Lifetime Homes Standard. Each is valuable in itself, but to achieve the Lifetime Homes Standards a dwelling must incorporate all relevant Criteria. Design proposals to come forward as Reserved Matters are expected to be compliant.

#### 1. Parking (width or widening capability)

##### 1a) 'On plot' (non-communal) parking

Where a dwelling has car parking within its individual plot (or title) boundary, at least one parking space length should be capable of enlargement to achieve a minimum width of 3300mm.

##### 1b) Communal or shared parking

Where parking is provided by communal or shared bays, one parking space of 3300mm in width (or a greater number as determined by the local planning authority), should be provided adjacent to (or close to) each block's entrance or lift core.

#### 2. Approach to dwelling from parking

The distance from the car parking space of Criterion 1 to the dwelling entrance (or relevant block entrance or lift core), should be kept to a minimum and be level or gently sloping.

The distance from visitors parking to relevant entrances should be as short as practicable and be level or gently sloping.

Access to all front doors from all car parking spaces in the scheme will be via a flat or slightly sloping

pavement in line with the SELHP specification.

#### 3. Approach to all entrances

The approaches to entrances will be level or gently sloping.

#### 4. Entrances

All entrances should:

- 4a) be illuminated
- 4b) have level access over the threshold
- 4c) have effective clear opening widths and nibs
- 4d) have adequate weather protection and
- 4e) have level external landing.

Good accessibility helps everyone, not just people who use wheelchairs. The following identifies how each of the criteria will be incorporated in the design:

All entrances will have a level threshold.

All entrances will have a 300mm door nib to the leading edge.

#### 5. Communal Stairs and Lifts

##### 5a) Communal Stairs

Principal access stairs should provide easy access, regardless of whether or not a lift is provided.

Communal stairs and the stairs within the houses will be designed to have:

A uniform rise not more than 170mm

A uniform going not less than 250mm

Handrails which extend 300mm beyond the top and bottom step

A handrail height of 900mm from each nosing

##### 5b) Communal Lifts

Where a dwelling is reached by a lift, it should be fully accessible.

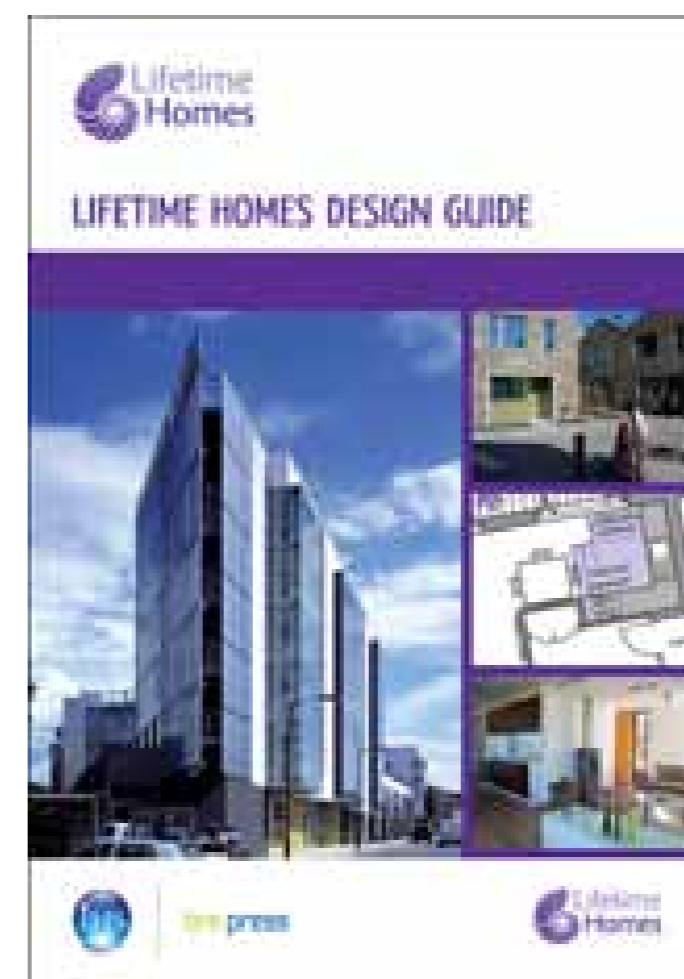
The following minimum dimensions for lifts will be achieved in the apartment buildings:

Clear landing entrances: 1500mm x 1500mm

Internal dimensions: 1100mm x 1400mm

Lift controls: to be between 900 and 1200mm from the floor and 400mm from the lift's internal front wall.

Fig 4.40 Lifetime Homes



## 4.19

### LIFETIME HOMES

#### 6. Internal doorways and hallways

Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects.

As a general principle, narrower hallways and landings will need wider doorways in their side walls.

All doorways will comply with the following minimum dimensions:

Direction and width of approach Minimum clear opening width (mm)

Straight-on (without a turn or oblique approach) 750

At right angles to a hallway / landing at least 1200mm wide 750

At right angles to a corridor / landing at least 1050mm wide 775

At right angles to a corridor / landing less than 1050mm wide (minimum width 900mm). 900

The clear opening widths for front doors will be a minimum 800mm.

There will be a 300mm nib to the leading edge on the pull side of all entrance doors to dwellings and all communal entrance doors.

#### 7. Circulation space

There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.

This will be accommodated in the design of the unit layouts.

#### 8. Entrance level living space

A living room / living space should be provided on the entrance level of every dwelling.

All houses and flats will have living rooms at entrance level.

#### 9. Potential for entrance level bed-space.

In dwellings with two or more storeys, with no permanent bedroom on the entrance level, there should be space on the entrance level that could be used as a convenient temporary bed-space.

This will be achieved within the ground floor level of all houses.

#### 10. Entrance level WC and Shower Drainage

Where an accessible bathroom, in accordance with Criterion 14, is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed.

A fully accessible entrance level WC will be provided for all houses.

#### 11. WC and bathroom walls

Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails.

Wall reinforcements (if required) will be located between 300mm and 1800mm from the floor.

#### 12. Stairs and potential through-floor lift in dwellings

The design within a dwelling of two or more storeys should incorporate both:

12a) Potential for stair lift installation; and,

12b) A suitable identified space for a through-the-floor

lift from the entrance level to a storey containing a main bedroom and a bathroom satisfying Criterion 14. The only dwellings with multiple storeys are the houses and maisonettes; they will be designed to incorporate this.

#### 13. Potential for future fitting of hoists and bedroom / bathroom relationship

Structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom. These will be incorporated.

#### 14. Bathrooms

An accessible bathroom, providing ease of access, should be provided in every dwelling on the same storey as a main bedroom. The layouts will allow for this.

#### 15. Glazing and window handle heights

Windows in the principal living space (typically the living room), should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people – including those with restricted movement and reach.

Full height windows will be supplied to all living rooms within flats with sills at finished floor level, and either full height windows or windows with sills at 800mm above floor level will be supplied within the houses.

#### 16. Location of service controls

Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner. This will be provided through the specification of internal layouts.

Fig 4.41 Bird's-eye Masterplan view, artist's impression



## 4.20 ENVIRONMENTAL PERFORMANCE

With regard to Wind, Daylight / sunlight and overshadowing the proposed Masterplan presents an overall good environmental performance, which will improve the existing conditions on this site and on the surrounding context.

Assessments have been carried out including impact on the context and performance of the proposal. The full extent can be found in chapters 9 and 10 and appendix of the EIA. In sum, the conclusions are as follows:

### Wind pressure

The proposed development will improve the existing conditions in terms of pedestrian comfort on the public realm within the Estate. With smaller scale perimeter blocks, instead of long buildings as existing, the proposal creates less air pressure differential. This will ensure that the proposed public open spaces will be less windy than the existing ones, encouraging better future use of these areas.

For the same reason, the existing buildings to the East of Thurlow Street will benefit from better air movement and there will be an increase in their potential to natural ventilate during the summer.

The proposed buildings will also have better capacity for natural ventilation in the summer, which can potentially be used by the double aspect units, which are a minimum of 70%, target of 75% across the site.

Where balconies are proposed, particularly as part of the design of taller buildings, the illustrative proposals on the First Development Site have solid elements to ensure good wind conditions for occupants. The same recommendation is made within the design code, and is expected in the reserved matters, to maintain this same good environmental performance.

### Daylight, sunlight and overshadowing

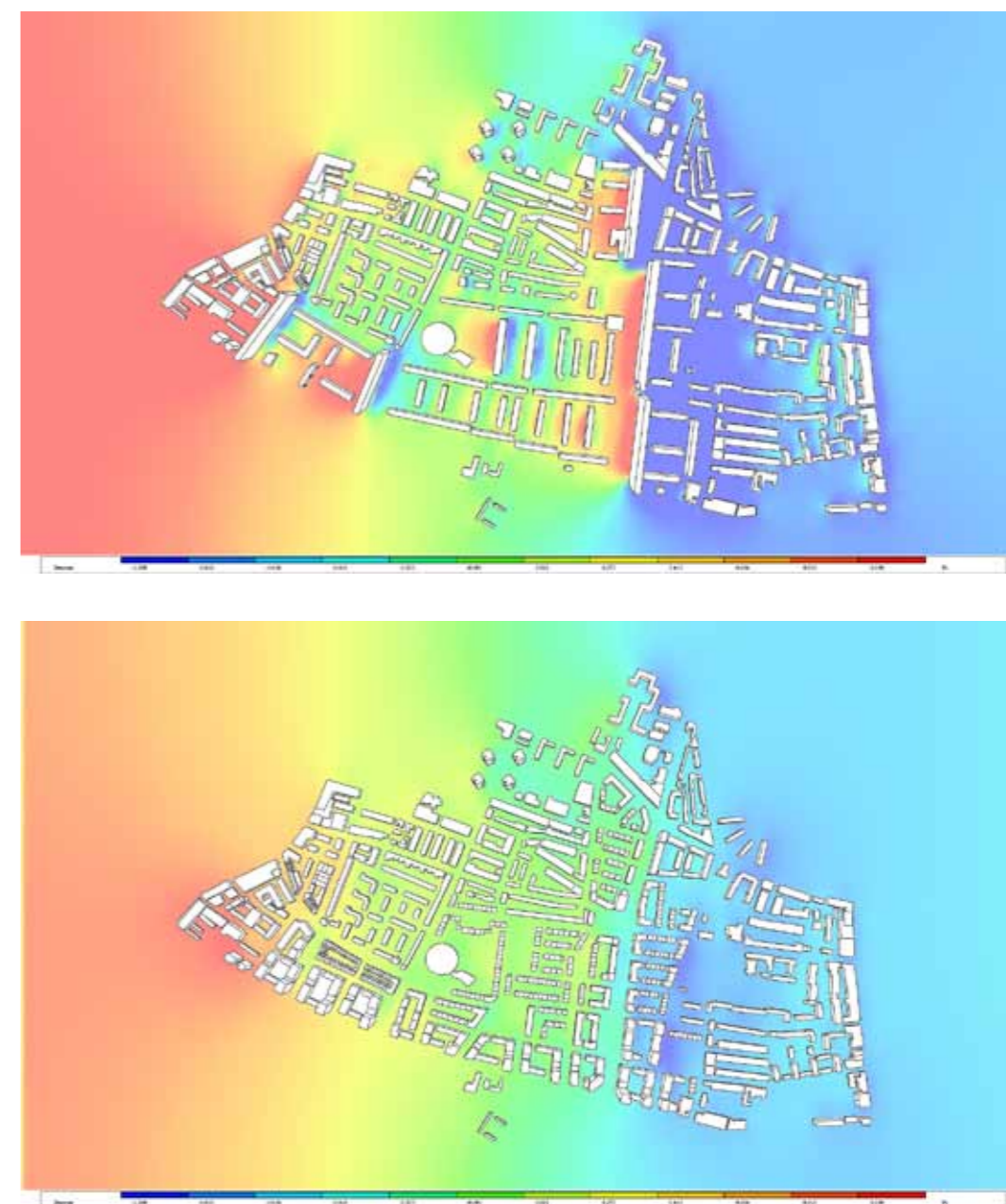
The proposed development will improve the existing daylight and shadow conditions in terms of public realm within the site and for the surrounding context.

Surrounding private amenity and public realm areas, particularly to the East of Thurlow Street, will receive more daylight after the development has been completed. The surrounding area will benefit from the smaller scale of the proposed buildings when compared with the existing long tall Wendover blocks.

As shown in the figures opposite, the Masterplan has a very good daylight / overshadowing performance with only one potentially negative effect on the north west corner of the site, which could be mitigated by a lower house on that corner or detailed studies at reserved matters stage. Recommendations have been made for this at the Design Code.

In addition, there are less long-shaded areas in the proposed public realm and open spaces, when compared with the current situation on the Estate. This will ensure the local streets and parks will feel safe and healthy, and this will better maintain the proposed vegetation adding to the character of the spaces.

Fig 4.42 *Wind analysis carried out in June 2014, Existing and Proposed. It shows an improved performance to the East of Thurlow Street, and that all existing red ones existing have been eliminated with the proposed perimeter block layout.*



## 4.21 SUSTAINABILITY

The Sustainability Strategy for the Masterplan, compliant with local, regional and national policy and with the team’s understanding of future proposed legislation, aims to create a successful, healthy and low impact neighbourhood.

The design principles of the scheme have been established to create a sustainable place that is robust and flexible to ensure that the new area will retain values over time, will have a positive impact on the area’s social cohesion and will improve existing environmental conditions.

The design of the Masterplan has taken into account the long-term sustainability of this new place. The aim is that this regeneration actively contributes to a more sustainable future.

The proposals have particularly addressed sustainability in specific transport measures, building standards, unit tenure and type mix, researched uses strategies including interim uses, and quality landscape design. Our approach has been to integrate all aspects of the design that can ensure, in our understanding, long-term sustainability.

In addition, we have used several systems to assess and certify the performance of the proposed development.

### Sustainability Standards

We have used BREEAM Communities as the supporting standard for the proposals to ensure that we are meeting current best practice in sustainable design and Masterplanning. This will be used to manage the links in the sustainability strategy between the Outline Masterplan and the first phase of development.

The First Development Site will meet the standards set out in the Code for Sustainable Homes Level 4. Although the Code for Sustainable Homes is set to be removed from Government policy in the near future, we are committed to producing a Code

compliant scheme as this standard represents a good and well-understood benchmark for sustainable development. Proposals to be submitted at reserved matters stage following this outline planning application are also expected to meet CSH Level 4, or any equivalent standards required when each phase is delivered.

In addition, the Southwark Sustainable Development Checklist has also been submitted.

Details of the assessments and checklists can be found in the Sustainability Statement submitted with this application.

Fig 4.43 Code for Sustainable Homes and BREEAM Communities



Fig. 4.44 Aylesbury Illustrative Masterplan







**5.0**  
**PLACES**

## 5.1 INTRODUCTION TO CHARACTER AREAS

The proposed Masterplan has been developed based on a series of framework principles, one of which being to create distinct and connected neighbourhoods.

To ensure a variety of experience and richness five character areas have then been established. They have been designed with regard to the edges of the site, and they blend in or respond to the context in terms of built form, open spaces, streets so that together the character areas will create the framework for a new successful urban area.

Fig 5.1 *Edge conditions*

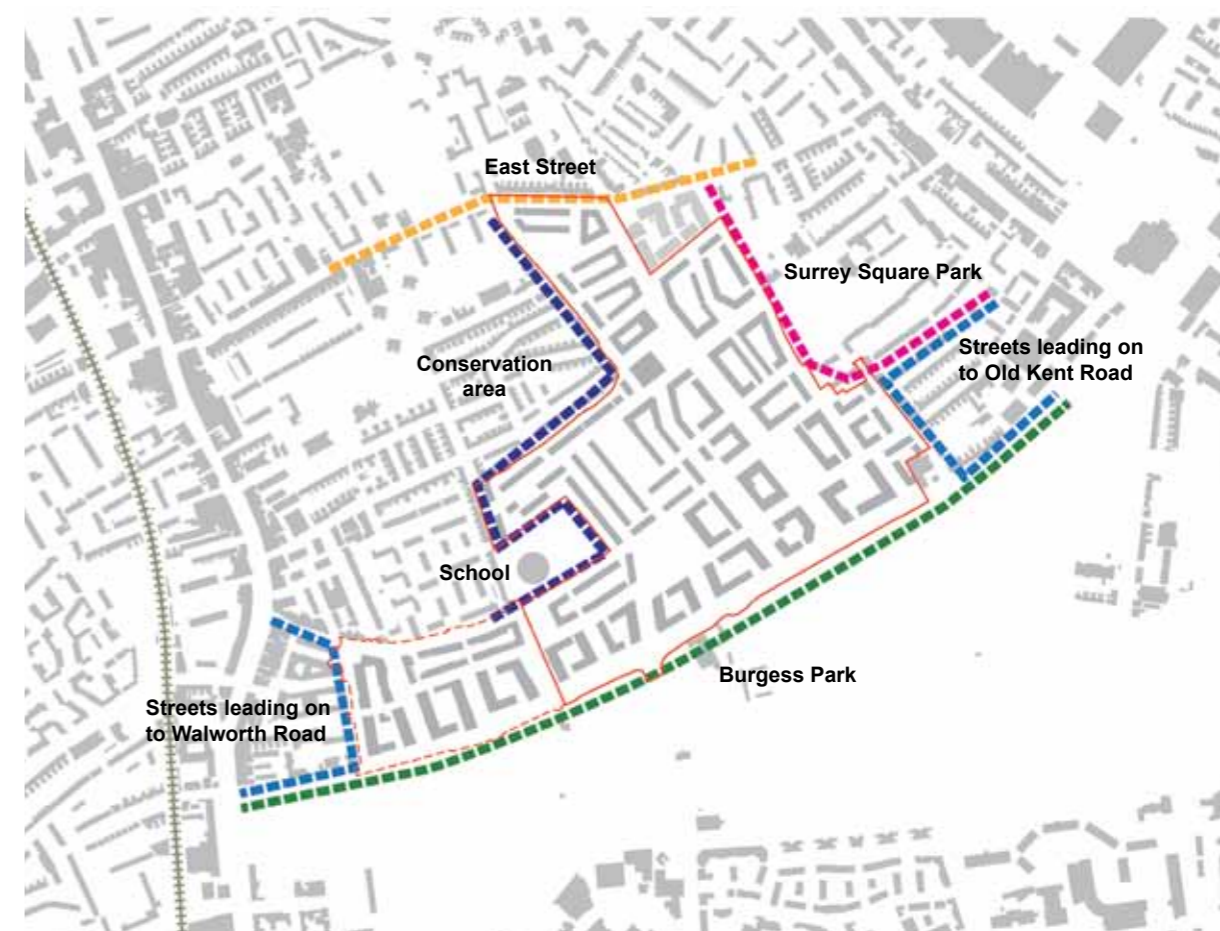


Fig 5.2 *Proposed character areas in relation to the context*



- Key**
- 1 Park Edge
  - 2 Community Spine
  - 3 Thurlow Street
  - 4 School Neighbourhood
  - 5 Surrey Square

Fig 5.3 *The character areas and key context photos*



## 5.2 PARK EDGE

Fig 5.4 *Park edge illustrative plan*

### Vision

'A new and recognisable park edge for London'

### Description

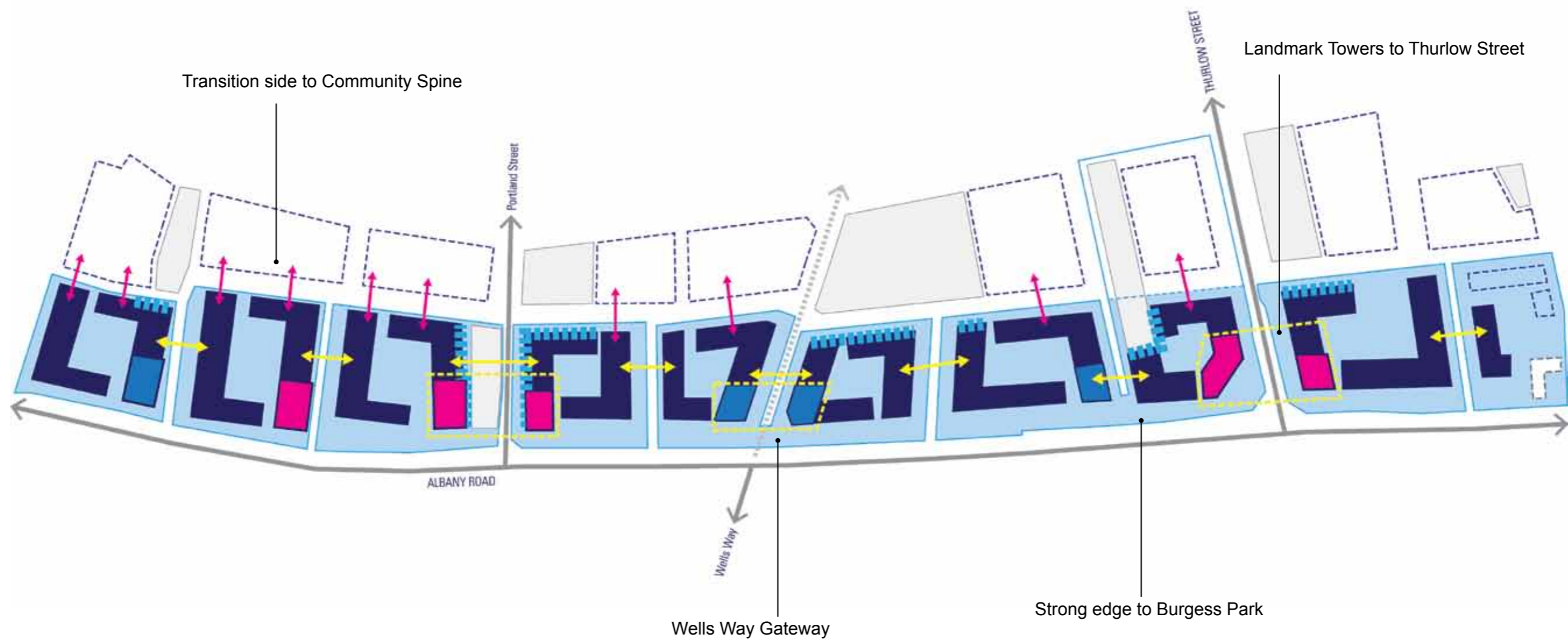
Located adjacent to Burgess Park, the Park Edge has been designed to integrate the Aylesbury Estate with the Park and ensure clear and legible access from the development to the Park.

### Key Objectives

- Integrate Albany Road into Burgess Park by changing its character to a 'Park Road'
- Create a strong frontage to Burgess Park
- Benefit from views to the Park and back to the City
- Create landmarks to ensure good way-finding in the area, particularly at Thurlow Street and Portland Street
- Respond to the edges lowering height at the transition to the existing
- Concentrate massing and density on this edge of the site to allow for low-density towards the Conservation Area.
- Arrange massing to be seen from key view points from the Park
- Retain existing trees
- Improve pedestrian access between development and Burgess Park
- Improve cycling both along Albany Road and between Burgess Park and the regeneration area



Fig 5.5 *Park edge key diagram*



**Key**

- |                             |   |
|-----------------------------|---|
| ■ Designated open space     | ▬▬▬ Elevation relationship with open space              |
| ▭ Indicative adjacent plots | ↔ Major means of access                                 |
| ■ Landmark Towers           | ↔ Elevation relationship with adjacent block            |
| ■ Special Towers            | ↔ Elevation relationship with opposite street elevation |
| ■ Mansion Blocks            |   |

Fig 5.6 *Park edge artists's impression: Pedestrian crossings and on-road cycle lane on Albany Road*



## Urban Character

A strong edge to Burgess Park is proposed. This is given through massing varying in height, fragmented by many routes linking the development to the Park.

Proposed buildings will be mostly clad in brick, including typologies as diverse as landmark towers and mansion blocks. Many frontdoors to maisonettes will activate the Park Edge, and there will be double-height tower lobbies illuminated in the evening.

Albany Road will be a 'Park Road', green and easy to cross, tree-lined with existing mature trees, where it is peaceful and pleasant to catch a bus or get on a bike.

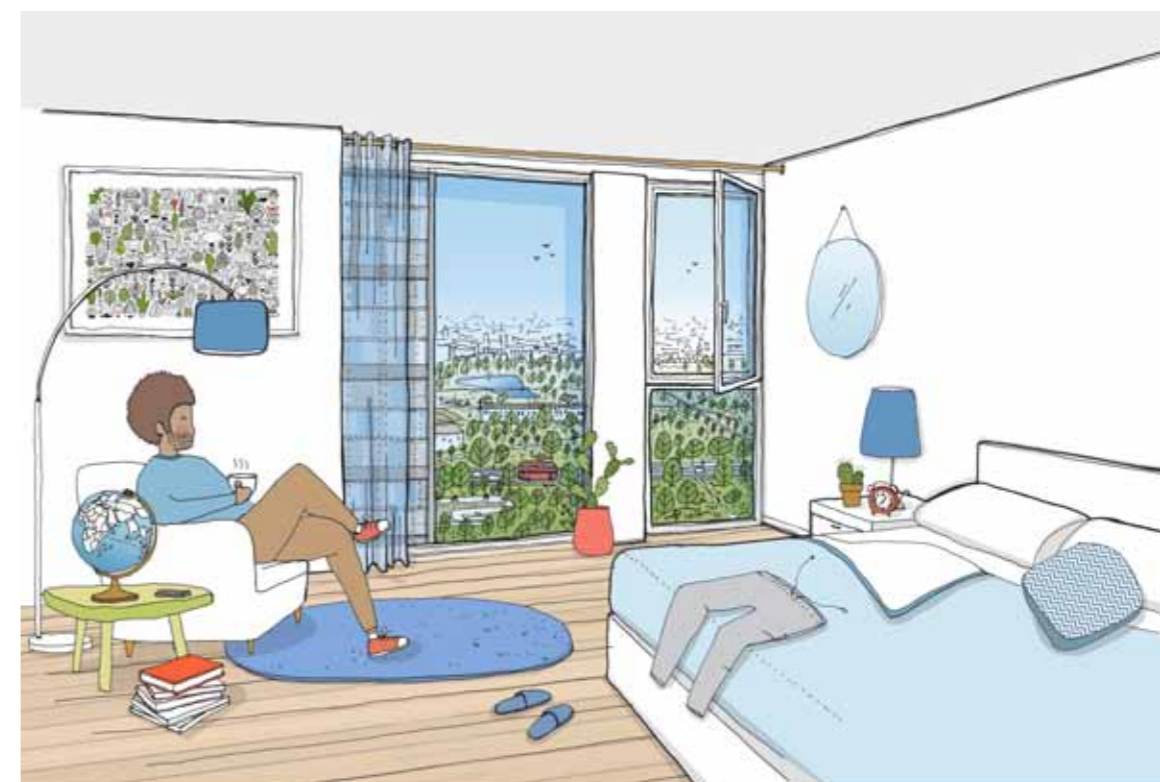
## Living on the Park Edge

Living in one of the towers, our fictional character Tunde would benefit from great views across London from his spacious flat with floor to ceiling windows. He would have easy access to the Park, where he would regularly exercise. He would be keen on using his bike to commute, since there would be plenty of good storage for his bike in the building, and it will be great to cycle through the new area.

A complete illustration of 'A day in the life' of Tunde can be found in Chapter 10 of the Design Code.



Fig 5.7 *Living on the Park Edge: Tunde exercising on Burgess Park looking towards the new Park edge and long views from his flat*



### 5.3

## COMMUNITY SPINE

Fig 5.8 *Community Spine illustrative plan*

### Vision

'Connecting community through open spaces'

### Description

The Community Spine has been designed as a pedestrian-friendly environment, with many community uses and open spaces, providing a key east-west link between the two existing high streets, Walworth Road and Old Kent Road.

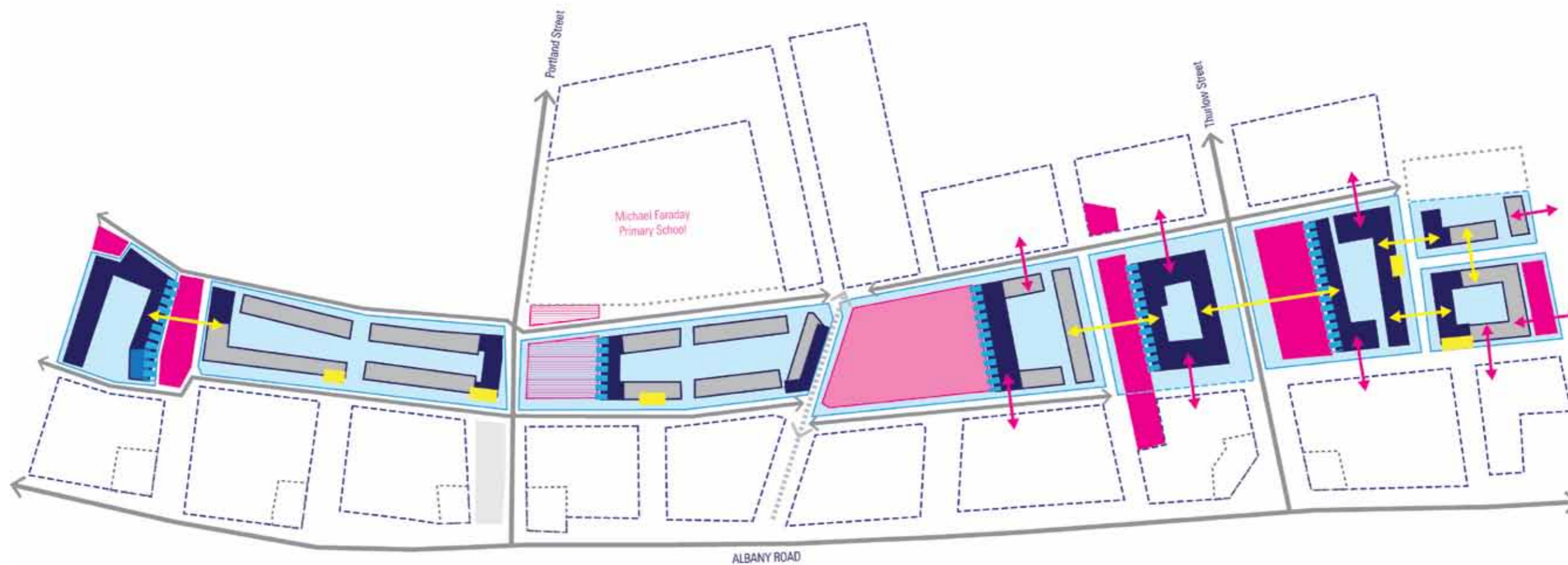
### Key Objectives

- Create a legible and safe route east-west between Walworth Road and Old Kent Road
- Locate community uses along this route and integrate existing uses as well
- Emphasise the community spine through regular street tree planting, including groundcover underplanting, and hedges within adjacent boundary treatments
- Prioritise pedestrians at crossing points
- Reduce vehicle speeds by narrowing carriageway widths and introducing parking, street tree planting and traffic calming features such as raised tables and shared surfaces where required





Fig 5.9 **Community Spine key diagram**



**Key**

- |  |   |
|--|---|
| □ Designated open space                  | ↔ Major means of access                                 |
| □ Indicative adjacent plots              | ↔ Elevation relationship with adjacent block            |
| ■ Special Towers                         | ↔ Elevation relationship with opposite street elevation |
| ■ Mansion Blocks                         | ■ Open Space: Pocket Parks                              |
| ■ Townhouses                             | ■ Open Space: Small Park                                |
| ■ Elevation relationship with open space | ■ Open Space: Civic Space                               |
| ■ Potential street termination elevation |   |

Fig 5.10 Community Spine artists's impression: Gaitskell Park



## Urban Character

A pedestrian-friendly environment is proposed for this character area. It includes seven new open spaces within the proposed development: Westmoreland Square, Westmoreland Park, Michael Faraday School Square, Gaitskell Park, Planes Park, Thurlow Park and Bagshot Park.

Walking between community uses, or simply meandering from park to park will be safe and relaxing. There will be many frontdoors along the streets and shared surfaces at key junctions to reinforce pedestrians and cyclists priority.

Taller trees will provide a continuous green rhythmic character to the streets. They will be planted every two parking bays to reinforce the tree-lined character of the community spine. Hedge planting will be used as part of the adjacent boundary treatments to strengthen the 'green' character of the community spine.

Buildings in the area will form the transition between the high density blocks on the Park edge and the low-rise town houses. Mansards and other shaped roofs are proposed in this area, to reinforce the playful character of this community route.

## Living on the Community Spine

Living in a maisonette across from Planes Park, where they have lived for over 30 years, our fictional characters, retired couple Edith and Frank, would enjoy safe walks to the park where they would meet their long-time friends from the Estate.

It would be easy to walk to the community centre for pottery or yoga lessons, or to Walworth Road for groceries. Edith would sometimes sit for a while in one of the park benches, if it is the summer time. When it is getting cold outside, they would stay at their new home, and take care of their lovely backgarden.

A complete illustration of 'A day in the life' of Edith and Frank can be found in Chapter 10 of the Design Code.

Fig 5.11 *Living on the Community Spine: Edith and Frank walking on Planes Park and their maisonette with rear garden*



EDITH & FRANK



## 5.4

### THURLOW STREET

Fig 5.12 *Thurlow Street illustrative plan*

#### Vision

'A green and dynamic boulevard'

#### Description

Thurlow Street area has both movement corridor and placemaking functions as it is the main north-south route through the development area and includes the main focus of retail and community uses, the Aylesbury Square. It will be used by pedestrians, cyclists, buses and other vehicles, and will be a place where people congregate both along the street as well as within Aylesbury Square and Thurlow Street Park.

#### Key Objectives

- Create a high street that can change to catering for local needs over time
- Be easy to locate from a wider area, through landmarks strategically located
- Retain existing trees
- Improve pedestrian and cycle access along and across Thurlow Street
- Improve public transport facilities, including the capacity to introduce a potential future tram service
- Create a civic space that becomes a destination for Aylesbury residents and visitors
- Provide active recreation facilities

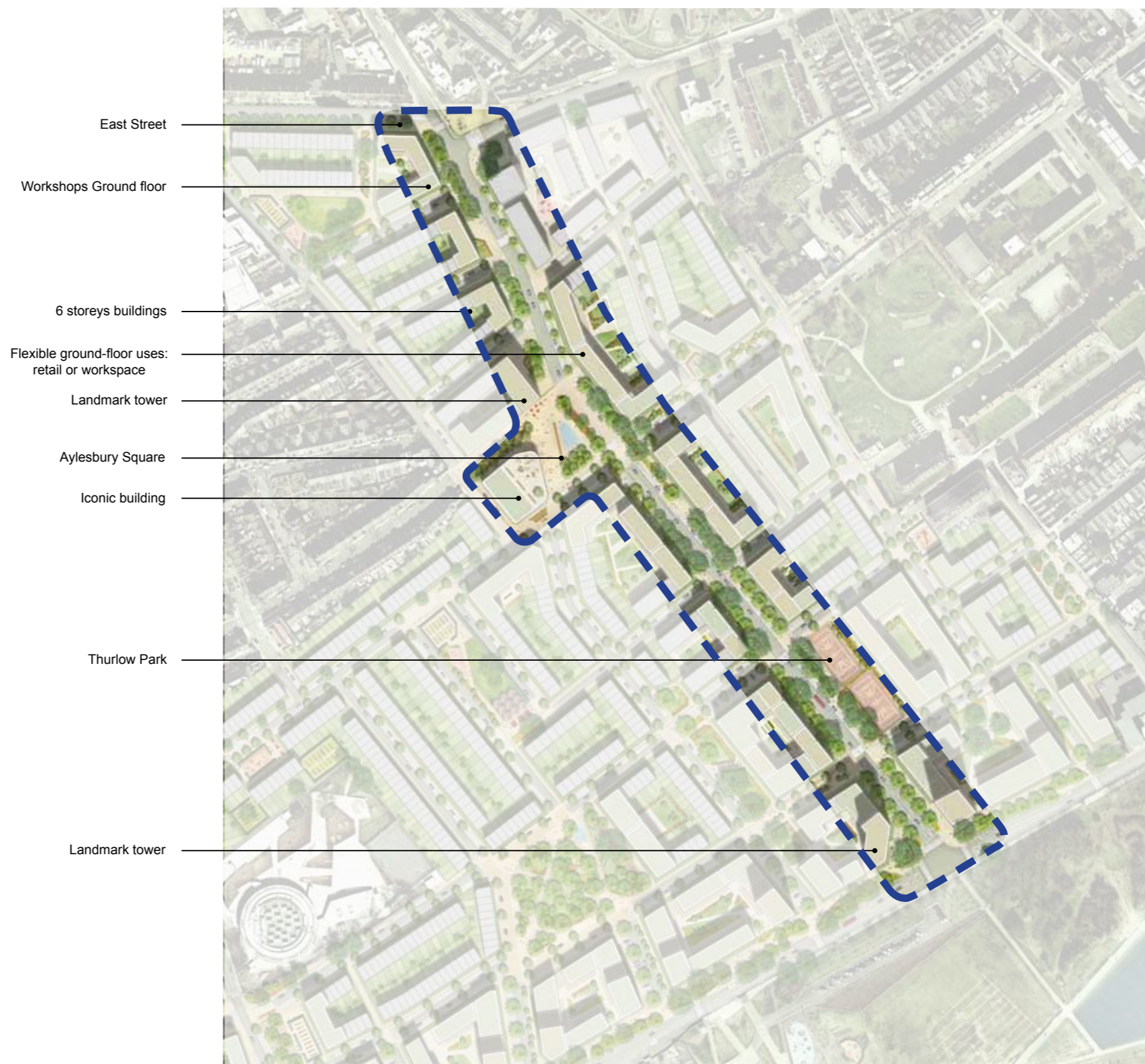


Fig 5.13 *Thurlow Street key diagram*

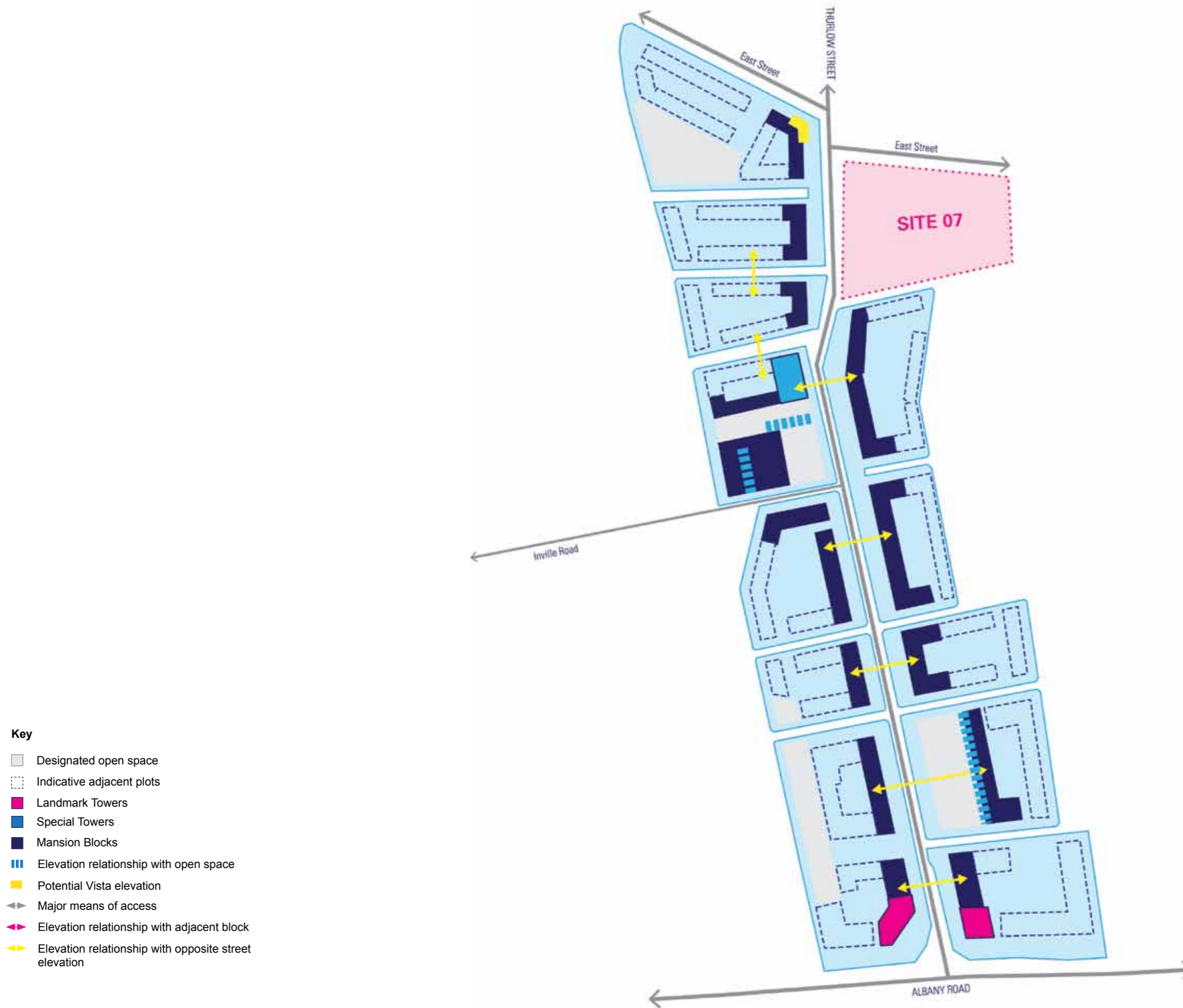


Fig 5.14 Thurlow Street artists's impression: Green verges and retained trees



## Urban Character

A green pedestrian-friendly boulevard is proposed for Thurlow Street. Wide landscaped zones including existing and new trees will be a key element of the streetscape.

A high-quality pedestrian and cycling environment and improved pedestrian crossings are proposed, with on-road cycle lanes and an increased number of pedestrian crossings. The existing bus routes will continue along Thurlow Street, and capacity for a future tram route can be provided by the removal of one of the landscaped verges. Pedestrian paths will be located along the buildings and adjacent to the kerb where parking spaces are available.

Walking along the 6-storey buildings on Thurlow Street, a mix of uses including workspaces or retail will be activating the street frontage. A hub of mixed-uses is also proposed at Aylesbury Square, the civic space at the heart of the new development.

In this civic space, an iconic building houses the Aylesbury Medical Centre and an Early Years Facility. The Community Facility, possibly including a local library, is just across the square, adjacent to a 15-storey residential building with a pharmacy and a convenience store on the ground floor.

### Living on Thurlow Street

Living in a 2-bed flat on Thurlow Street, our fictional young couple, Pete and Alicia, would normally buy breakfast in the local bakery while waiting for the bus in the morning or before getting on the bike to go to work.

It's really easy for them to go to the library or to the health centre on the way home from work. Alicia would often pick up groceries on her way home from Elephant and Castle at the end of the day, walking past Aylesbury Square where there's usually a lot of activity.

They would enjoy showing their shared-ownership flat to their friends, when they invite them over for drinks and dinner on their rooftop and they admire London's skyline.

A complete illustration of 'A day in the life' of Pete and Alicia can be found in Chapter 10 of the Design Code.



PETE & ALICIA

Fig 5.15 *Living on the Community Spine: Alicia on Aylesbury Square and the couple's roof terrace with city views*



## 5.5 SCHOOL NEIGHBOURHOOD

Fig 5.16 *School Neighbourhood and Conservation Area illustrative plan*

### Vision

'A contemporary extension to the Conservation Area'

### Description

The school neighbourhood is adjacent to the Liverpool Grove Conservation Area on its eastern boundary. It recognises the importance of the conservation area by reflecting the character of its streets and terrace housing built form within a contemporary approach. Elements such as the narrow streets with parking and black railing boundary fences are used to create a similar streetscape character.

### Key Objectives

- Reflect the conservation area character within the streetscape and public realm design
- Retain existing trees along Inville Road / Roland Way
- Create animated local streets, with plenty of frontdoors
- Wrap around the school edge
- Maximise the number of town houses
- Integrate the Estate into the surrounding neighbourhood by connecting existing and proposed streets, and opening the Conservation Area to the wider area i.e. to Burgess Park
- Create local parks with play and places to relax
- Create a north-south informal link connecting from Burgess Park through Gaitskell Park towards Aylesbury Square
- To create community gardens to be used by local residents





Fig 5.17 *School Neighbourhood key diagram*

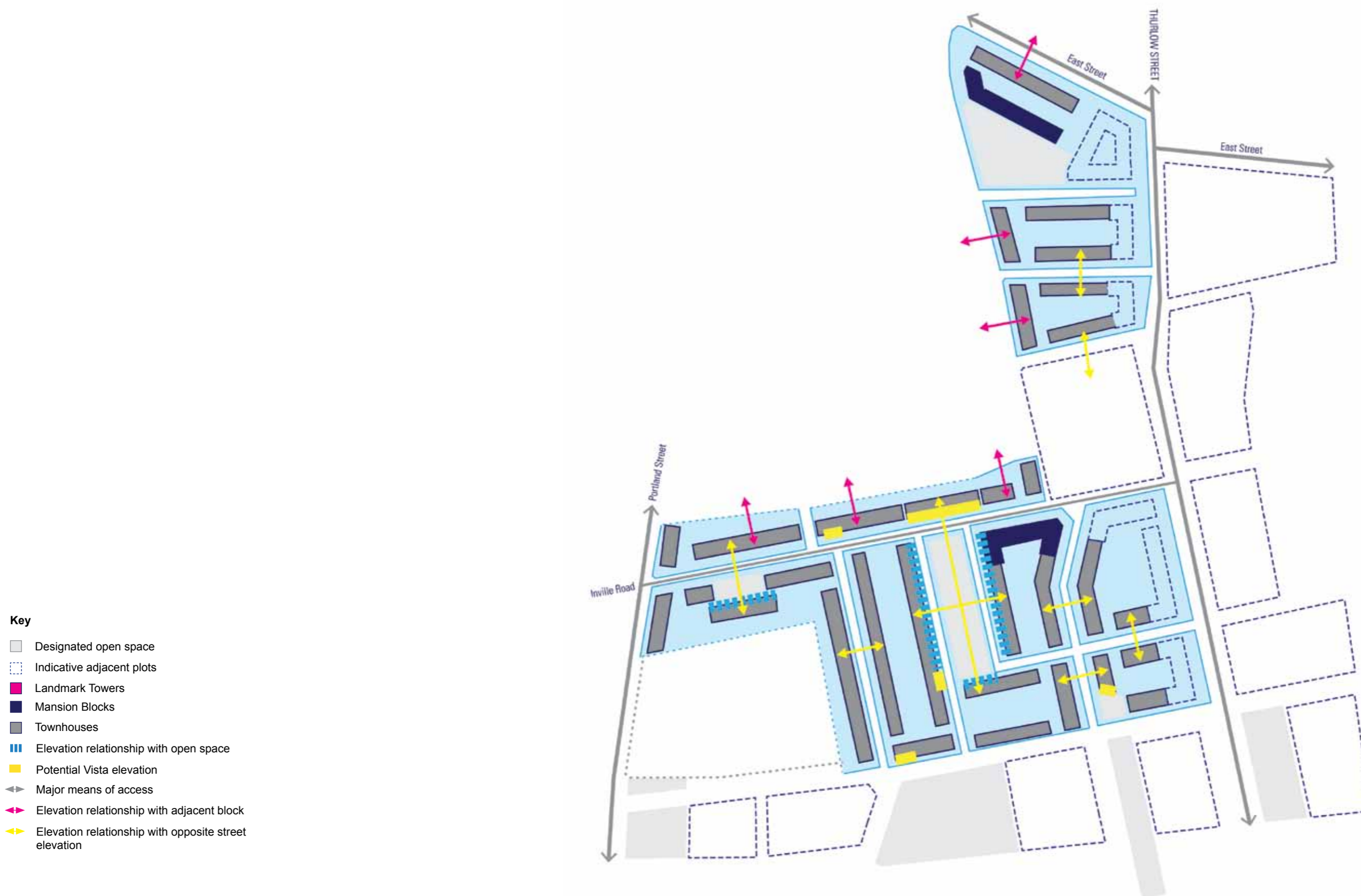


Fig 5.18 *School Neighbourhood artists' impression: terraced houses on a local street*



## Urban Character

A familiar environment is proposed for the School Neighbourhood, with local streets and low-density housing. The dominant typology is the terraced house, with occasional low-rise mansion blocks. Pitched roofs, bay windows and front gardens will be included in the design, as it aims to be a contemporary interpretation of the successful housing vernacular found throughout London.

Local streets are animated by residential front doors, and there are many play areas within public parks that make it a remarkable place to live. This neighbourhood will be a desirable and easy place to bring up a family or live amongst friends.

## Living on the School Neighbourhood

A fictional family of five, the parents Luis and Maria with 3 kids Miguel, Daniel and Christina, would live in a 3-storey house with rear garden facing Inville Road.

Luis would park his taxi just across from the house, and they all leave together in the morning, even if Christina still has her shoes to lace. Sometimes Miguel meets friends around the corner and they walk to college together.

Since it would be just around the corner, the two younger children would use Missenden Park every day after school, where they would find play equipment appropriate for their age and where Maria could watch over them easily.

Their family house would have a great family room, where they can all sit together, sometimes watching TV or just reading or browsing on the internet while waiting for dinner.

A complete illustration of 'A day in the life' of this family can be found in Chapter 10 of the Design Code.



*LUIS & MARIA,  
KIDS MIGUEL, DANIEL AND CHRISTINA*

Fig 5.19 *Living on the School Neighbourhood: Kids play in Missenden Park, and the family room with window looking over the street*



## 5.6

### SURREY SQUARE PARK NEIGHBOURHOOD

#### Vision

'Formal streets and intimate mews'

#### Description

The Surrey Square neighbourhood is defined by the medium density scale of the blocks and the formal block pattern dissected by an informal mews street. The townscape is fairly consistent, with the mews providing a change in building typology, street design and materiality. New landscaping and new pedestrian crossings along Alvey Street will reintegrate Surrey Square into the Masterplan and the wider area.

#### Key Objectives

- Integrate the Estate into surrounding neighbourhood by connecting existing and proposed streets
- Retain existing trees where possible
- Reinforce the north-south Green Link from Bagshot Street
- Connect to the new development - Site 7
- Complete the elevations of Surrey Square preferably with continuous building lines i.e. consistent height and horizontal lines
- Highlight the east-west community spine connecting Aylesbury Square with Surrey Square Park
- Improve pedestrian access to the park and slow traffic by introducing shared surfaces and retaining existing street closures

Fig 5.20 *Surrey Square Park Neighbourhood illustrative plan*

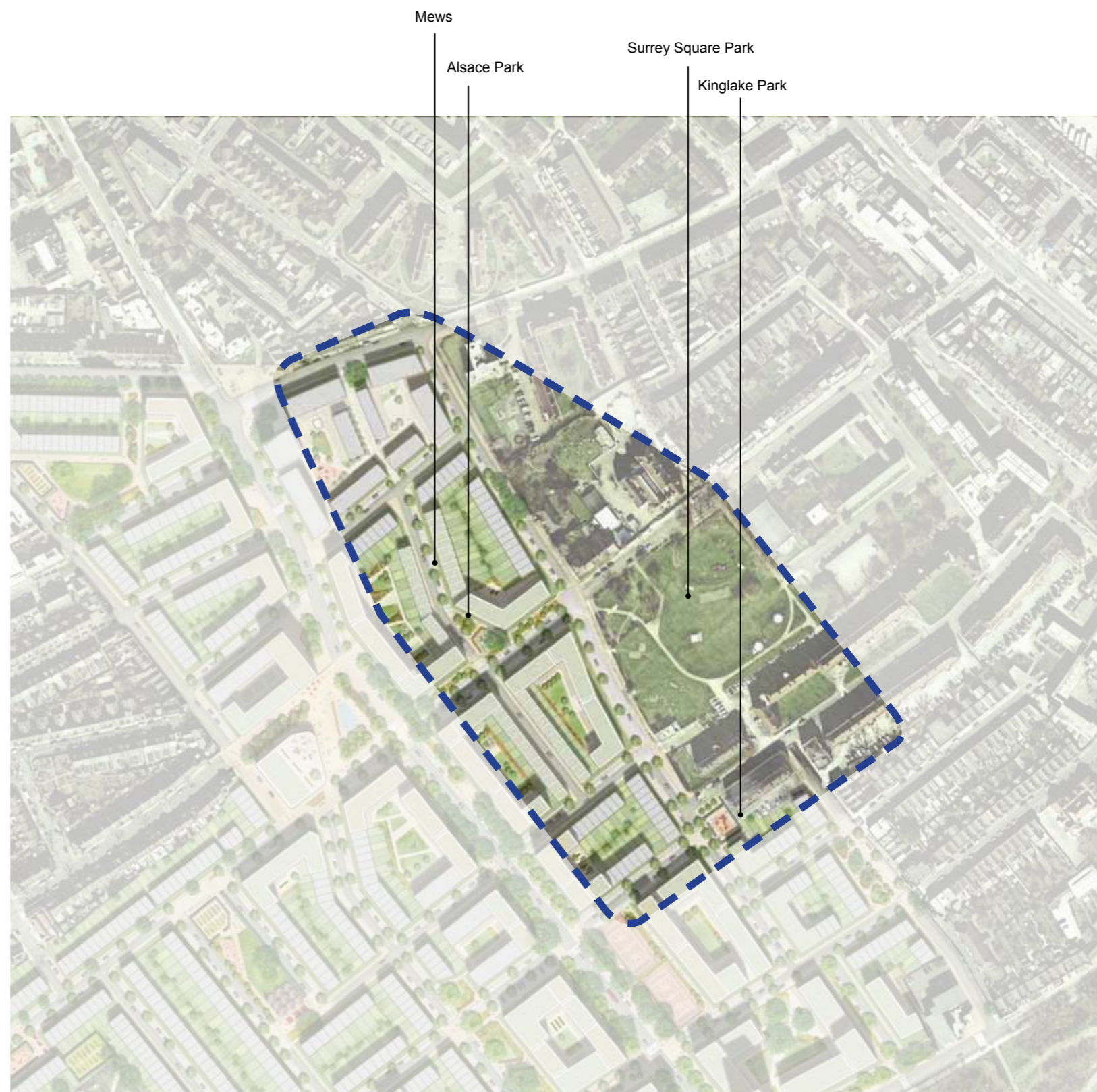
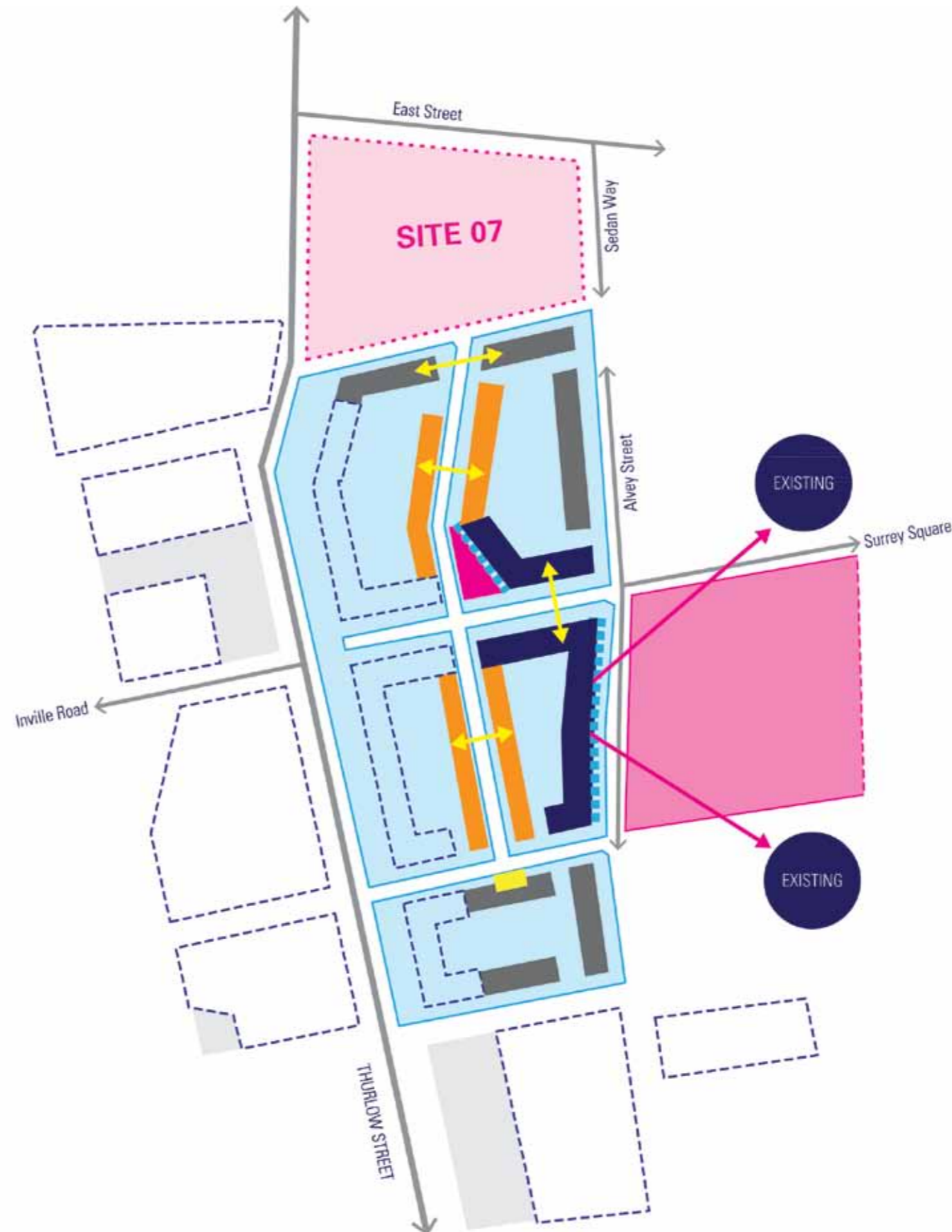


Fig 5.21 Surrey Square Park Neighbourhood key diagram



**Key**

- Designated open space
- Indicative adjacent plots
- Mansion Blocks
- Townhouses
- Mews Type
- Existing open space
- Elevation relationship with open space
- Potential Vista elevation
- Major means of access
- Elevation relationship with adjacent block
- Elevation relationship with opposite street elevation

Fig 5.22 *Surrey Square Park Neighbourhood artists's impression: closing the edge of the square*



## Urban Character

The proposal for Surrey Square Park area is centred around high-quality streets animated by frontdoors and overlooked by balconies. The proposed street alignment will allow for long views all the way through to Aylesbury Square, from where the link to Walworth Road and to Faraday Gardens is established.

Around Surrey Square Park, 6-storey buildings are proposed to complete the edge of this open space. An upgraded streetscape will create a pedestrian-friendly environment with raised tables and pedestrian and cycle only streets.

Inside the blocks, the mews streets are intimate and feel very quiet and safe, even for children playing in the street while parents talk to their neighbours.

## Living on Surrey Square Park Neighbourhood

Our imaginary family, consisting of Gina, her eldest son Joshua and two younger daughters, would live in a 3-bed flat across from the square.

They would normally walk to wherever they need to go within the area, and the girls would frequently use the play facilities in Surrey Square Park. Joshua would sometimes wait for his girlfriend at the corner of Alsace Park, where there's a bench next to an old Plane tree.

Their flat would be very spacious, bright and with great views from the balcony to the communal courtyard.

A complete illustration of 'A day in the life' of this family can be found in Chapter 10 of the Design Code.



GINA, JOSHUA, KAREN AND MOLLY

Fig 5.23 *Living on the Surrey Square Park Neighbourhood: Shared surface near the square, where Joshua rides his bike, and view of the kitchen / living area with balcony looking over the shared amenity space*







**6.0**

**PHASED REGENERATION**

## 6.1

### THE REGENERATION PROCESS

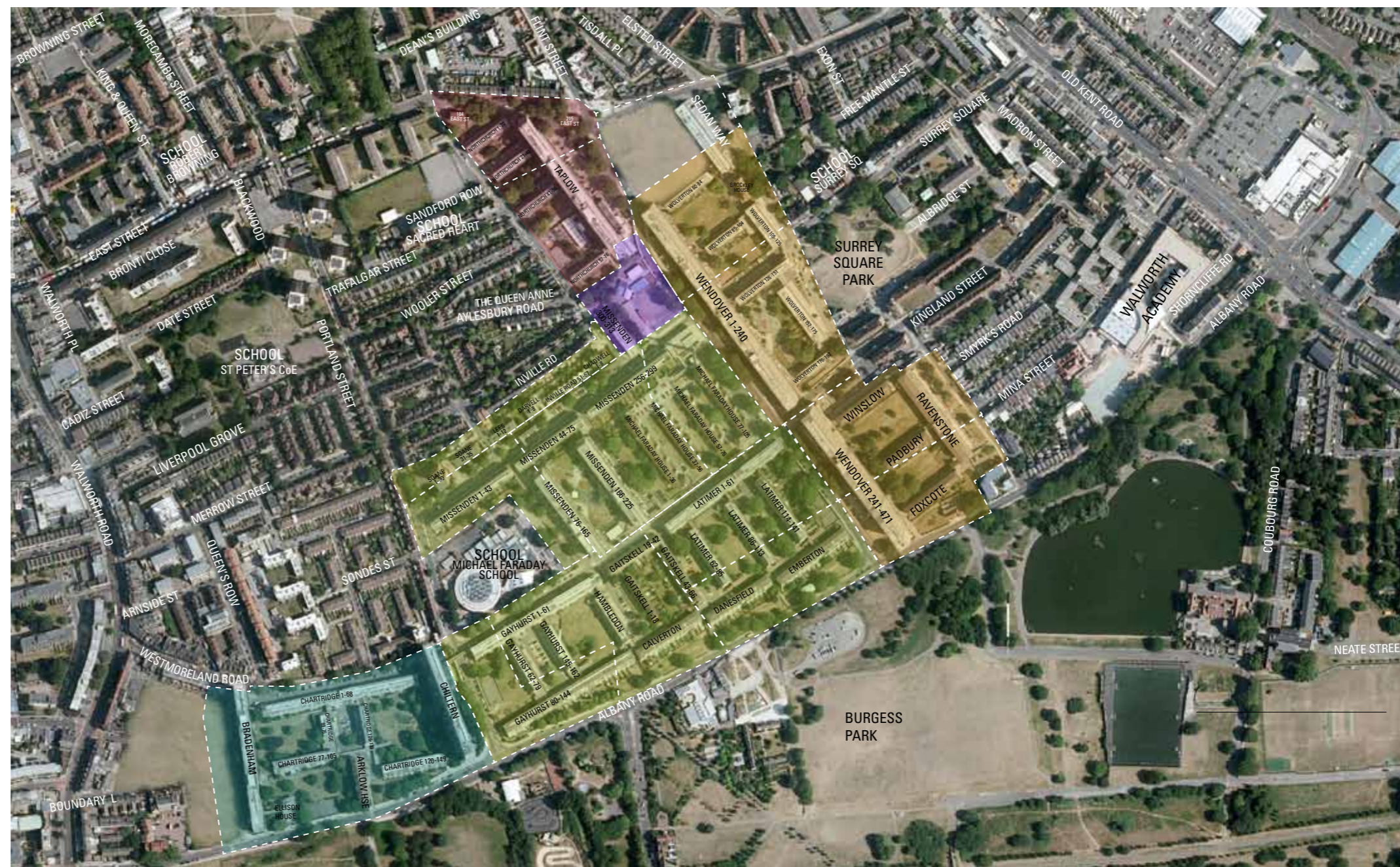
To deliver the regeneration of the Aylesbury Estate a phased approach is proposed. The phasing has been established to ensure that residents will only have to move once, and to minimise the impact that decanting and rehousing will have on the existing residents. It is intended that development is delivered on an incremental basis along with appropriate levels of infrastructure and social amenities to ensure that the process of regeneration delivers sustainable development and is viable at each stage.

This regeneration is a complex process as it will also involve phased decanting and demolition as mentioned in the Affordable Housing Statement and in the technical reports accompanying this application. The process allows for residents to be re-housed within the Estate, and for future flexibility in unit types and sizes taking into account the lessons learnt from previous phases. Furthermore, it will allow for momentum to build up throughout the regeneration process as new and existing residents see the transformative benefits from the changes to the area.

The general approach ensures that enough affordable and private housing is provided throughout the process, and also that communities do not stay as isolated pockets at each stage. The proposed direction of regeneration will therefore be from the external to the internal areas of the Estate, as illustrated on Figure 6.2.

A diagrammatic set of phasing plans and models is presented in this chapter to demonstrate how the regeneration will be delivered over time.

Fig 6.1 Regeneration Phasing on the Existing Estate



#### Key

- Phase 1
- Phase 2A
- Phase 2B/2C
- Phase 3
- Phase 4

Fig 6.2 Phased regeneration sequence



Fig 6.3 Regeneration Phasing on the Illustrative Masterplan



Key

- Phase 1
- Phase 2A
- Phase 2B/2C
- Phase 3
- Phase 4

## 6.2

### PHASE 1 (FDS)

The proposal is for demolition of all the existing buildings on site Phase 1 in one continuous contract excluding Ellison house. This is shown as Demo phase 1a. Ellison House is shown as Demo Phase 1b. The rationale for this demolition phasing is for the service diversion and disconnections and the demolition to be carried out cost effectively. In total, in this phase 596 units will be demolished.

This phase includes 815 new units in total and it is being submitted for planning approval in detail in a separate planning application. This site is demonstrative of the aspirations for the whole Estate, and it will serve as an example of how the Design Code can be interpreted. Please refer to the Detailed Application suite of documents for further information about this phase.

Fig 6.4 Phased demolition sites



### PHASE 01

#### Existing Housing to be Demolished



#### New Affordable Housing



#### New Private Housing



#### New Population



#### New Public Open Space

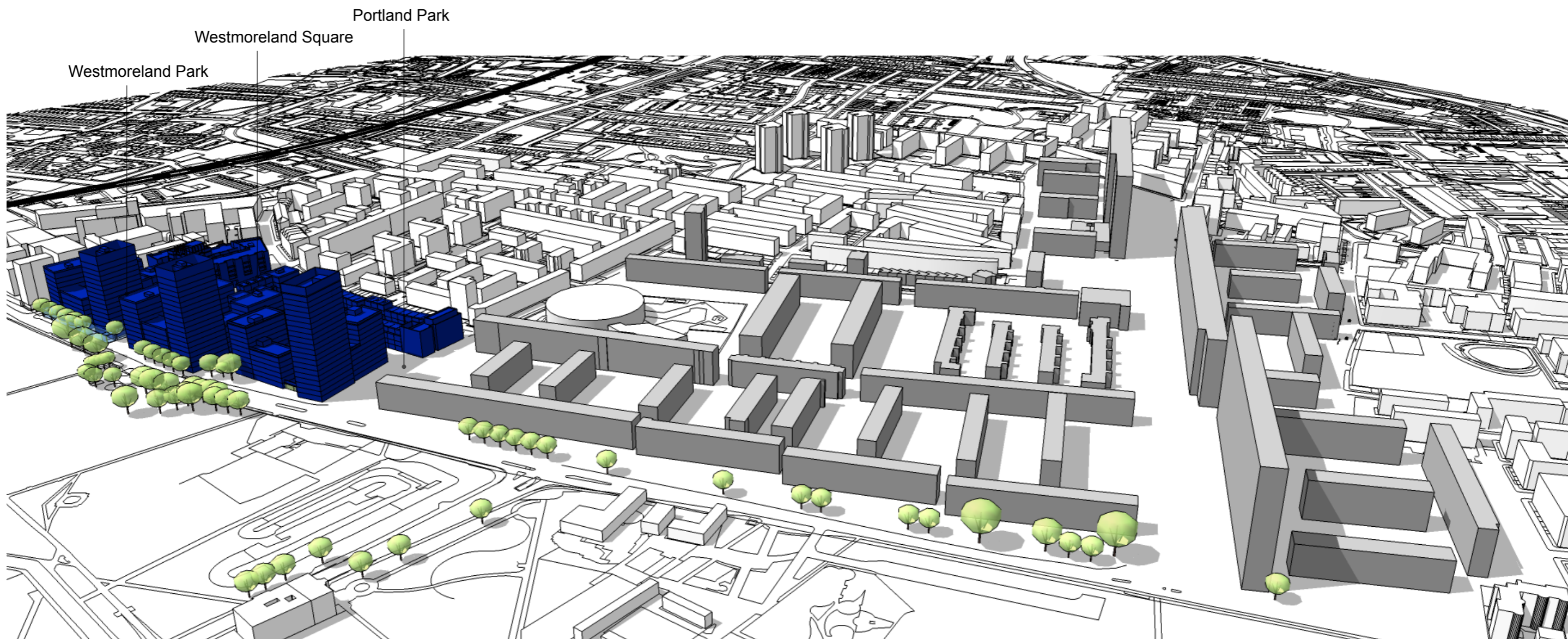


Fig 6.5 Phase 1 (FDS) Plan Diagram and 3D Model



Key

- Existing
- Current phase



### 6.3

#### PHASE 2A (PLOT 18)

Plot 18 constitutes the first part of the second phase of redevelopment immediately after the First Development Site.

This phase will see a cluster of community uses (health centre, community and early years facilities and retail) around a civic space delivered in the centre of the site. This phase will set a high benchmark standard of architecture of civic and community buildings which will help transform the appearance of Aylesbury and encourage new residents into the Estate.

Following demolition of 14 units and the moving of the existing Creation Trust and Tykes Corner cabins, this phase will include 100 new residential units in total. Some of these will be delivered as a landmark tower of 10 to 15 storeys.

Fig 6.6 Phased demolition sites



#### PHASE 02A

##### Existing Housing to be Demolished

14 Units

##### New Affordable Housing

66 Units

##### New Private Housing

34 Units

##### New Population

313 People

##### New Public Open Space

0.20 Ha

100 EHD Units    100 AH Units    200 People  
 100 PH Units    1 Ha Public Open Space

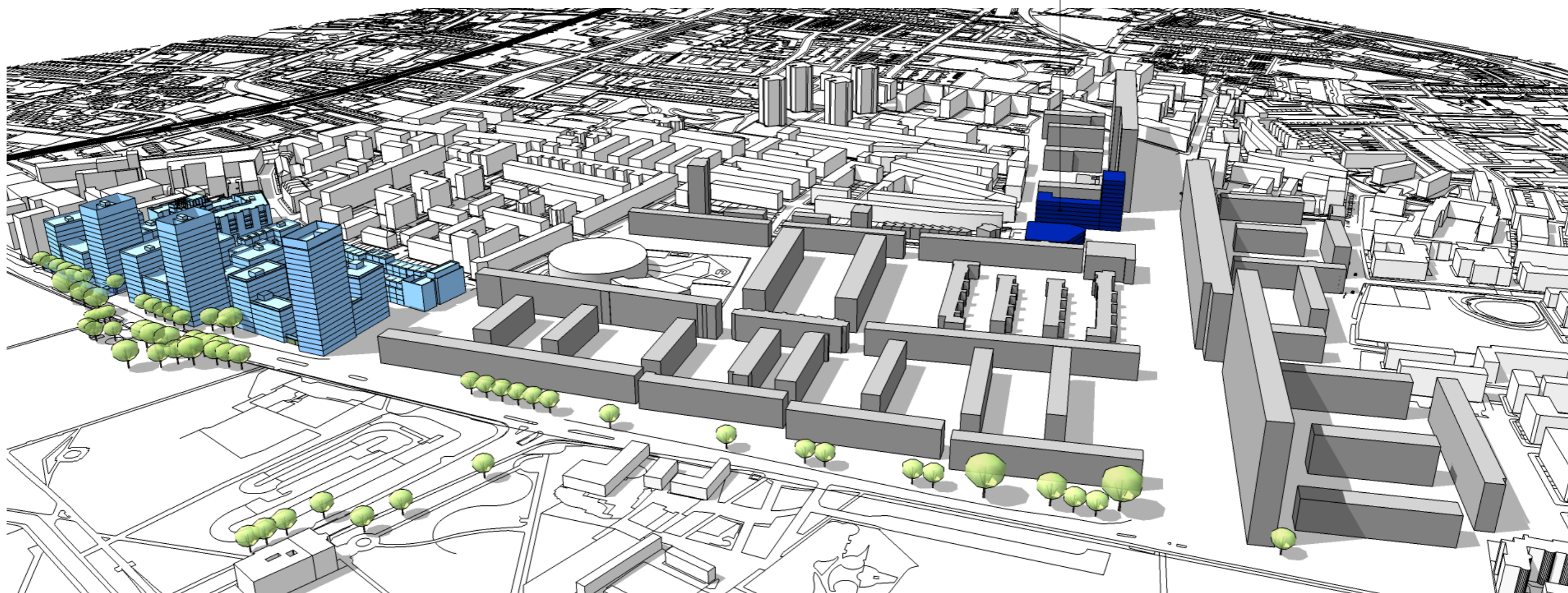
Fig 6.7 Phase 2A (Plot 18) Plan Diagram and 3D Model



Key

- Existing
- Current phase
- Previous phases

Plot 18 Mixed-uses hub  
and Aylesbury Square



## 6.4

### PHASE 2B/2C

Phase 2B comprises the next significant component of housing to be delivered. This phase will include all area of the site located East of Thurlow Street.

The proposal is to split phase 2 demolition into two phases to allow new construction to start on the southern sites whilst the residents in the remaining existing buildings will be provided with new homes either on a temporary or permanent basis to allow for demolition to be completed for redevelopment.

Early demolition of the southern block takes the pressure off decanting the remainder of Wendover. This may allow for opportunities for interim uses in some cores within the existing blocks once residents have been rehoused. In total, 786 units will be demolished.

In this regeneration phase, a total of 927 new residential units will be delivered alongside Thurlow Park, Bagshot Park, Alsace Park and improvements to existing Kinglake Park and local infrastructure.

**Fig 6.8 Phased demolition sites**



### PHASE 02B

#### Existing Housing to be Demolished



#### New Affordable Housing



#### New Private Housing



#### New Population



#### New Public Open Space

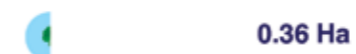


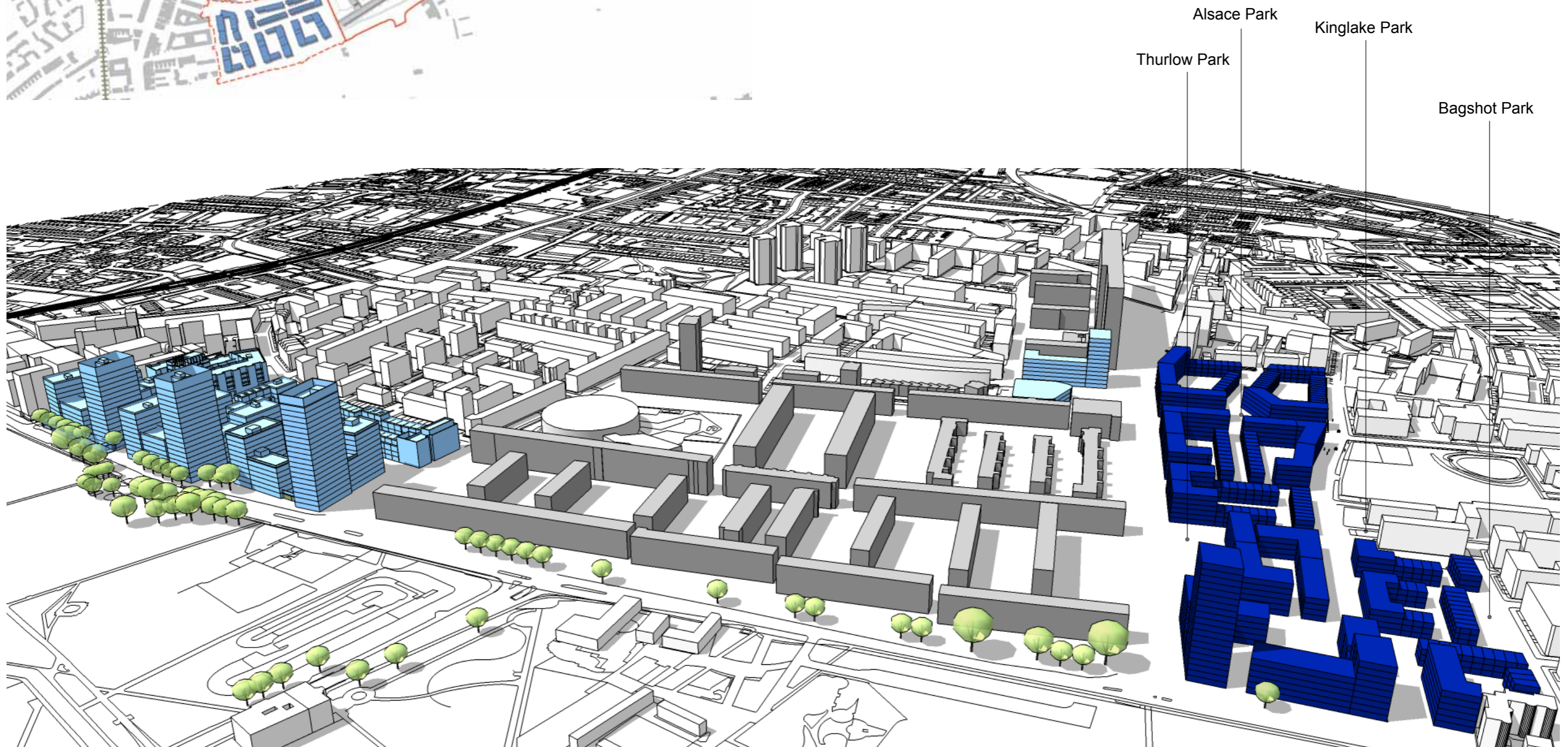


Fig 6.9 Phase 2B Plan Diagram and 3D Model



Key

- Existing
- Current phase
- Previous phases



## 6.5

### PHASE 3

Phase 3 will be demolished in a single phase. The demolition has been programmed to allow for Phase 2A to be completed and for the existing medical centre on Taplow House to be relocated to the new facility on Aylesbury Square prior to demolition.

Construction will start at the northern end of the phase and the southern end will be released for interim uses. In total, 303 units will be demolished in this redevelopment phase.

This phase will deliver 201 units in total, associated with two public open spaces, Dawes Park and East Street Park. In addition there will be improvements to adjacent local infrastructure.

Fig 6.10 Phased demolition sites



### PHASE 03

#### Existing Housing to be Demolished

 303 Units

#### New Affordable Housing

 143 Units

#### New Private Housing

 58 Units

#### New Population

 914 People

#### New Public Open Space

 0.26 Ha

 100 EHD Units

 100 AH Units

 200 People

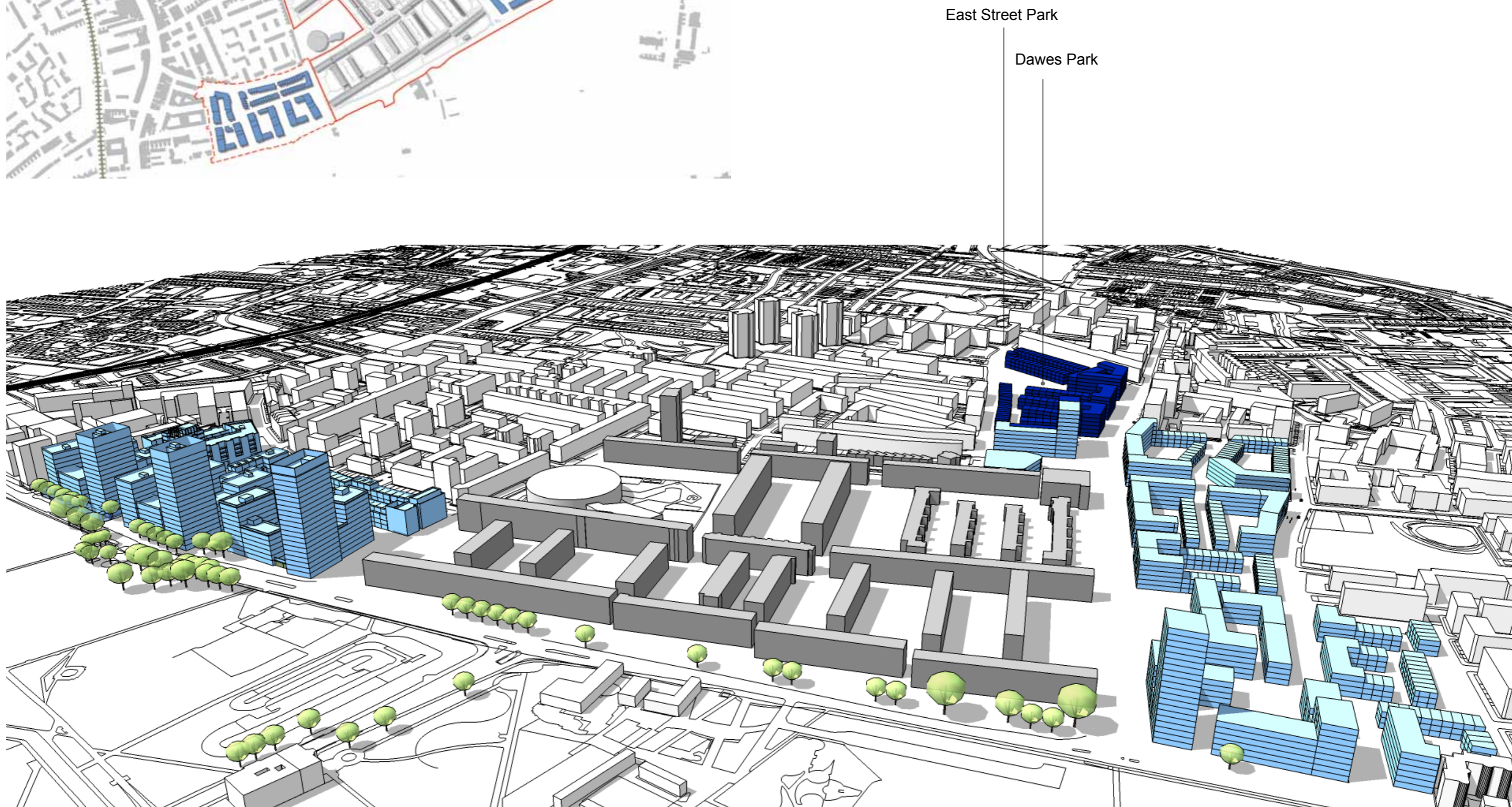
 100 PH Units

 1 Ha Public Open Space

Fig 6.11 Phase 3 Plan and 3D Model



- Key
- Existing
  - Current phase
  - Previous phases



## 6.6

### PHASE 4

The demolition in phase 4 is split into five demolition phases. The rationale behind this split is to mirror the rehousing programme, releasing sites for construction of new homes that can then be available for rehousing residents in later phases.

Demo phase 4a will be demolished first. Demo phase 4b includes three Missenden blocks and will be demolished next. This phase excludes 256 to 299 Missenden and 166 to 225. Demo phase 4c includes the final Missenden blocks and completes this demolition phase.

Demolition will then resume on the Park Edge, where Demo phase 4e will be the last block of the existing Estate to be demolished. In total, 974 Estate units will be demolished in phase 4.

Once completed, this phase will deliver the largest number of new homes; 1518 new homes in total. These will have associated new local infrastructure and five new public open spaces: School Square, Missenden Park, Gaitskell Park, Inville Park and the Planes Park.

**Fig 6.12 Phased demolition sites**



### PHASE 04

#### Existing Housing to be Demolished



#### New Affordable Housing



#### New Private Housing



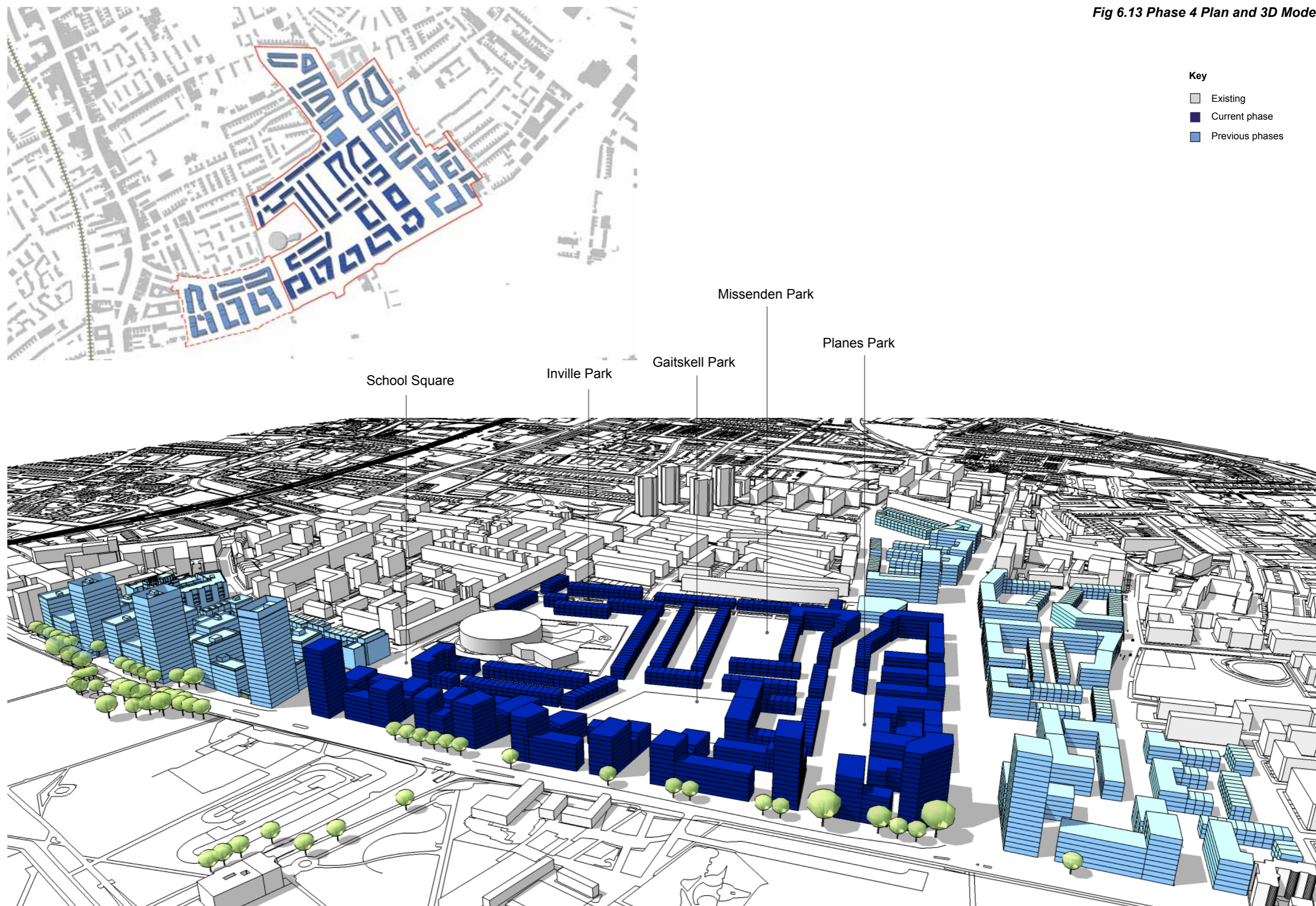
#### New Population



#### New Public Open Space



Fig 6.13 Phase 4 Plan and 3D Model





**7.0**  
**ACCESS**

## 7.1

### SITE ACCESS

#### 7.1.1 Approach to access

This chapter sets a framework for the approach to inclusive design and the approach to access, and how both physical and social issues will be addressed. It explains how the proposals sit within current good practice standards which will be applied across the site. It is also recognised that good practice will evolve over time, and this will need to be addressed as the detailed proposals for each element of the scheme are brought forward in future reserved matter submissions.

This outline planning application seeks permission for improvements to existing and creation of new, strategic access points into the site. The locations of these works are fixed, and the detailed design will be subject to the normal process of detailed highway design and approval. Permission is also sought for the internal road network, subject to the principles and parameters identified in application, particularly Parameter Plan 04. Access to individual buildings from the internal road network will be defined at a reserved design stage, in accordance with the principles of the Development Specification, this Design and Access Statement and the Design Code.

A positive approach to addressing the needs of disabled people has been adopted within the scheme and, as such, accessibility issues have been given due consideration alongside the other demands in the Aylesbury Estate. As part of this strategy we have attempted to identify barriers to inclusion as early as possible within the process so that they could be designed out.

While the needs of wheelchair users and mobility impaired people are important, we have attempted to also address barriers experienced by people with learning difficulties, mental health issues, with hearing impairment and people who are blind or partially sighted. However, many of the factors which are important to disabled people cannot be

fully integrated into the scheme at this planning stage. Therefore, as well as identifying key access principles for the overall scheme, this section of the DAS also gives a commitment to address more detailed issues at the appropriate stage.

The remainder of this section reviews the access issues relevant to the Aylesbury Estate development under three main headings: Secure by Design, Inclusive Transport Links and Equal Access For All.

Fig 6.1 Site access





### 7.1.2 Secure By Design

A meeting was held with Design Out Crime Officer PC Glenn Tobin on Wednesday the 10th of September, when the proposals for the overall Masterplan and the First Development Site were presented in full.

PC Tobin confirmed his general support for the proposals in particular noting the high levels of street frontage with maisonettes at ground level and terraced housing providing front doors and windows to habitable rooms at ground floor level on all streets. Open spaces were considered to be well located, again with high levels of overlooking from surrounding buildings.

The location and design of bike stores and bin stores was felt to be well considered being close to communal entrances or in the case of maisonettes and houses bins being located within front gardens and cycles in store cupboards within the entrance halls of the dwellings themselves.

PC Tobin recommended that CCTV be considered for parking areas beneath the podia to the rear of blocks 4 and 5 within the First Development Site, and also that cores with more than around 15 flats per core be designed to enable separate secure entrances at each level, enabling residents to access just the building and then the floor where their home is located. The design team expressed concern about the impact of this on generating a community within each block, noting that the blocks mostly contained quite a limited number dwellings relative to the existing blocks on the Estate which themselves are generally open for anybody to access. This will need to be resolved during more detailed consultation at the next stage although the design team confirmed that the layout of the blocks would not fundamentally prevent this design change being incorporated.

PC Tobin confirmed that he would support the proposals as designed for the current planning submissions.

### 7.1.3 Inclusive Transport Links

The Aylesbury Estate development supports the aims of current Government planning guidance on the integration of land use planning and transport, in particular making a positive contribution to encouraging a modal shift from car use to bicycles and public transport.

The access points to the site reflect the current and adjacent road layouts. All accesses to the site already exist or re-open existing roads. They express maximum accessibility for all and are aimed at ensuring good connections and ease of movement. The proposals also remove physical barriers which currently obstruct pedestrian desire lines.

The Government and LBS seek to promote environments that are accessible to all people. The guidance indicates that the needs of disabled people should be integrated within all developments, from their design, layout, physical condition and the interrelationship of uses. In particular residential areas need well defined and safe access arrangements for disabled people travelling in private vehicles, disabled public transport users and disabled pedestrians. The way people move between different parts of the site will be critical to the success of the development.

Therefore, there is a strong commitment within the Aylesbury Estate regeneration to promote sustainable modes of transport, which was at the heart of the concerns during design development. Proposals will also include contributions to TFL towards improvements in the public transport infrastructure and appropriate inclusive facilities for pedestrians and cyclists.

However, even when public transport is available there is recognition that private vehicles are a critical mode of transport for many disabled people. Therefore, accessible parking provision will be important. The London Plan generally discourages car use however it specifically mentions the need for

accessible parking within developments. Buildings to be submitted at reserved matters stage are expected to be compliant with the Approved Part M of the Building Regulations, and with the South East London Housing Partnership (SELHP) Wheelchair Design Guide. The level of provision will be also detailed at reserved matters.

One of the key aims of this proposal is to create an inclusive environment, one which does not attempt to meet every single need, but by considering people's diversity, can break down barriers and exclusion and will often achieve superior solutions that benefit everyone.

The measures which will be included within the scheme to achieve this overall vision include the following:

- A successful urban structure which provides a pedestrian friendly environment;
- No gradients along key routes, as the site is mostly flat;
- Minimise the travel distance to bus stops;
- Using lighting, colour, signage and tactile surfaces to assist people when moving around the area.

In ensuring the regeneration proposals are attractive to a wide a range of people the proposals will help to maintain a balanced and sustainable community.

We expect proposals at reserved matters to be aligned with the London Plan's aspirations, as expressed in Policy 7.1, which requires that a development should 'enable people to live healthy, active lives; should maximize the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place, safety and security. Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of the community at all stages of people's lives, and should meet the principles of lifetime neighbourhoods. The design of new buildings and the spaces they create should

help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood'.

Many people with mobility impairments, including wheelchair users, can only travel short distances before taking a rest; for many this distance is as short as 50 metres. Therefore, the provision of seating at strategic locations along routes is important. This has been considered in our proposals, as described in the Landscape Design Statement detailing the proposed open spaces.

People that cannot drive rely heavily on the pedestrian environment for all of their journeys. The design and layout of this environment is logical and there will be clear delineation between where it is safe to walk and where it is not. Tactile surfaces will be used to warn and guide visually impaired people.

It is anticipated that many of the cycle networks will be accommodated on quieter residential roads and on-road marked cycle routes in the routes with more traffic – Albany Road and Thurlow Street.

Proposals should be compliant with inclusive design related planning policy and legislation: Equality Act 2010, The principles of inclusive design (CABE 2006), The London Plan 2011 and GLA supplementary planning guidance: Accessible London and South East London Housing Partnership (SELHP) Wheelchair Design Guide.



**8.0**

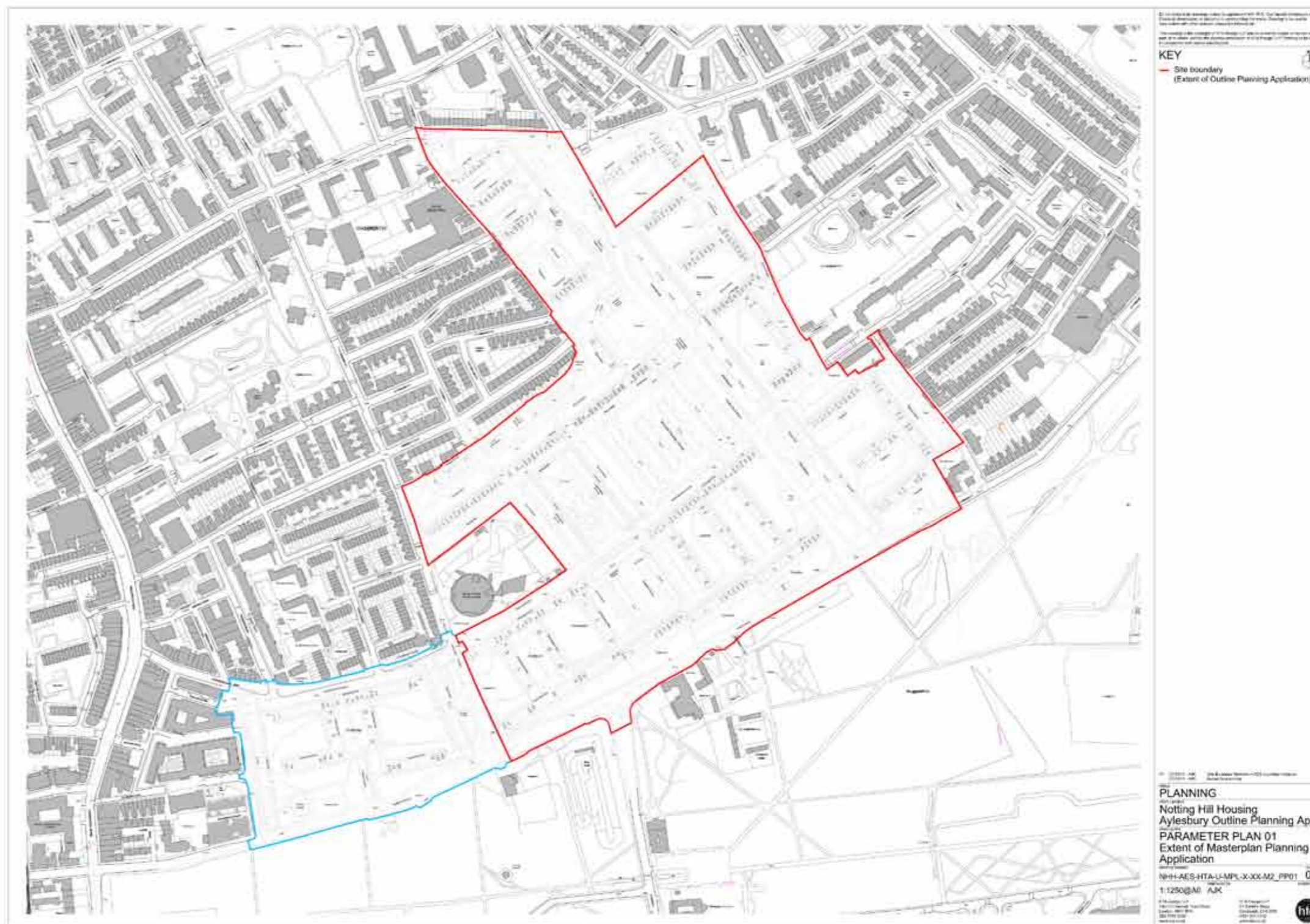
**PARAMETER PLANS**

## 8.1

### PP 01: SITE BOUNDARY

PP 01 shows the extent of the red line boundary of the 22 ha Masterplan Application site. The application site boundary includes the extent of all access works associated with the Outline Planning Application.

Fig 8.1 Parameter Plan 01



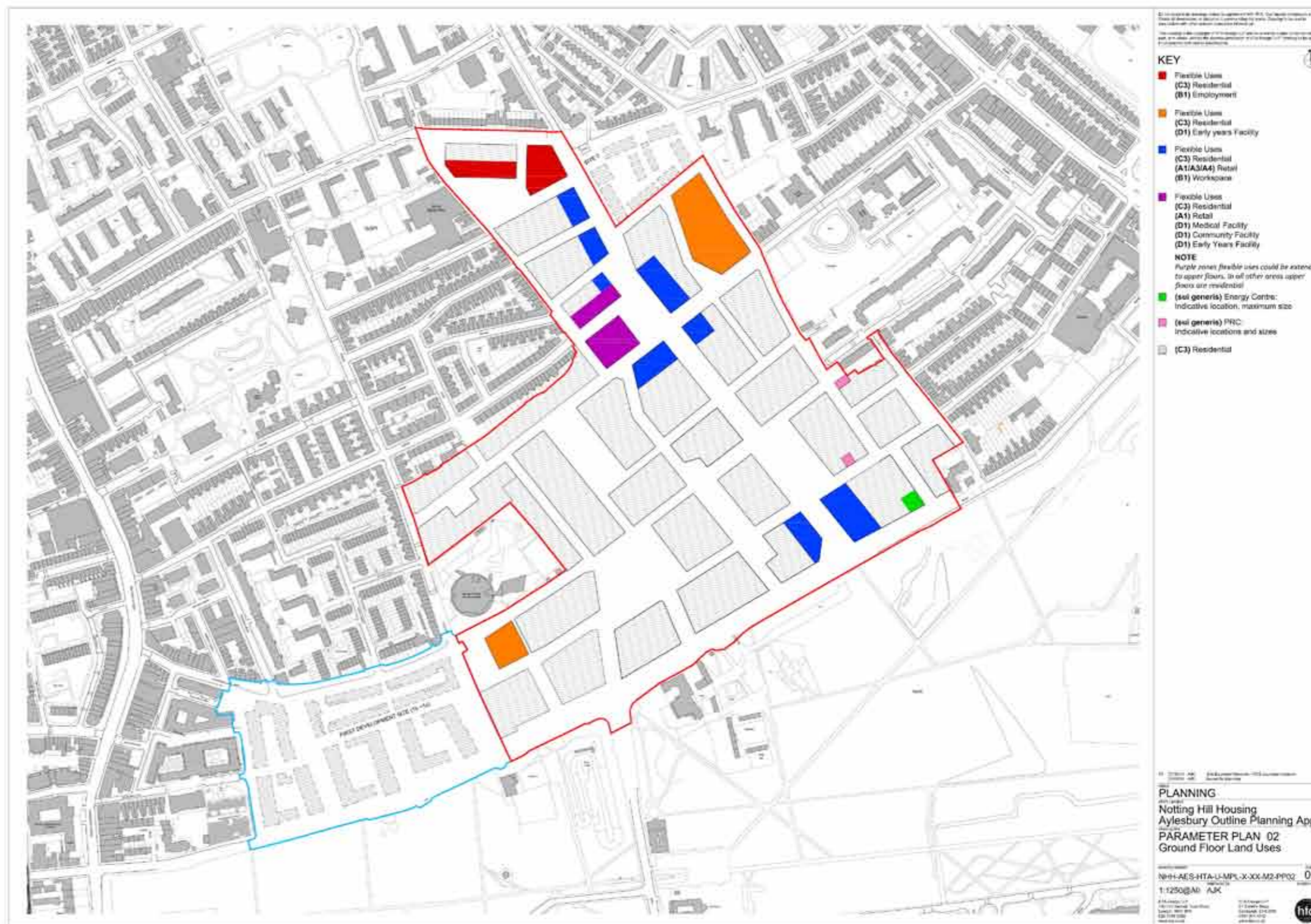
## 8.2

### PP 02: LAND USES

PP 02 identifies the broad location of the Masterplan land uses through a colour code.

Within the floorspace limits and the use classes specified in Table 4.3 of the Development Specification, other uses can occupy accommodation within the ground floor or extend to the upper floors, providing they do not exceed the maximum floorspace as defined on table 4.1 of the Development Specification.

Fig 8.2 Parameter Plan 02



### 8.3

#### PP 03: BUILDING HEIGHTS

PP 03 defines the maximum and minimum building heights expressed in metres above the current site levels and number of storeys.

These heights represent the maximum parameters which were assessed for the purposes of the EIA. In practice, the whole Masterplan Application will not be built to the theoretical maximum given the limitations on floorspace. Any future plant would be required to fit within the maximum height. Only minor elements may extend beyond the defined level if acceptable in design terms.

Fig 8.3 Parameter Plan 03



## 8.4

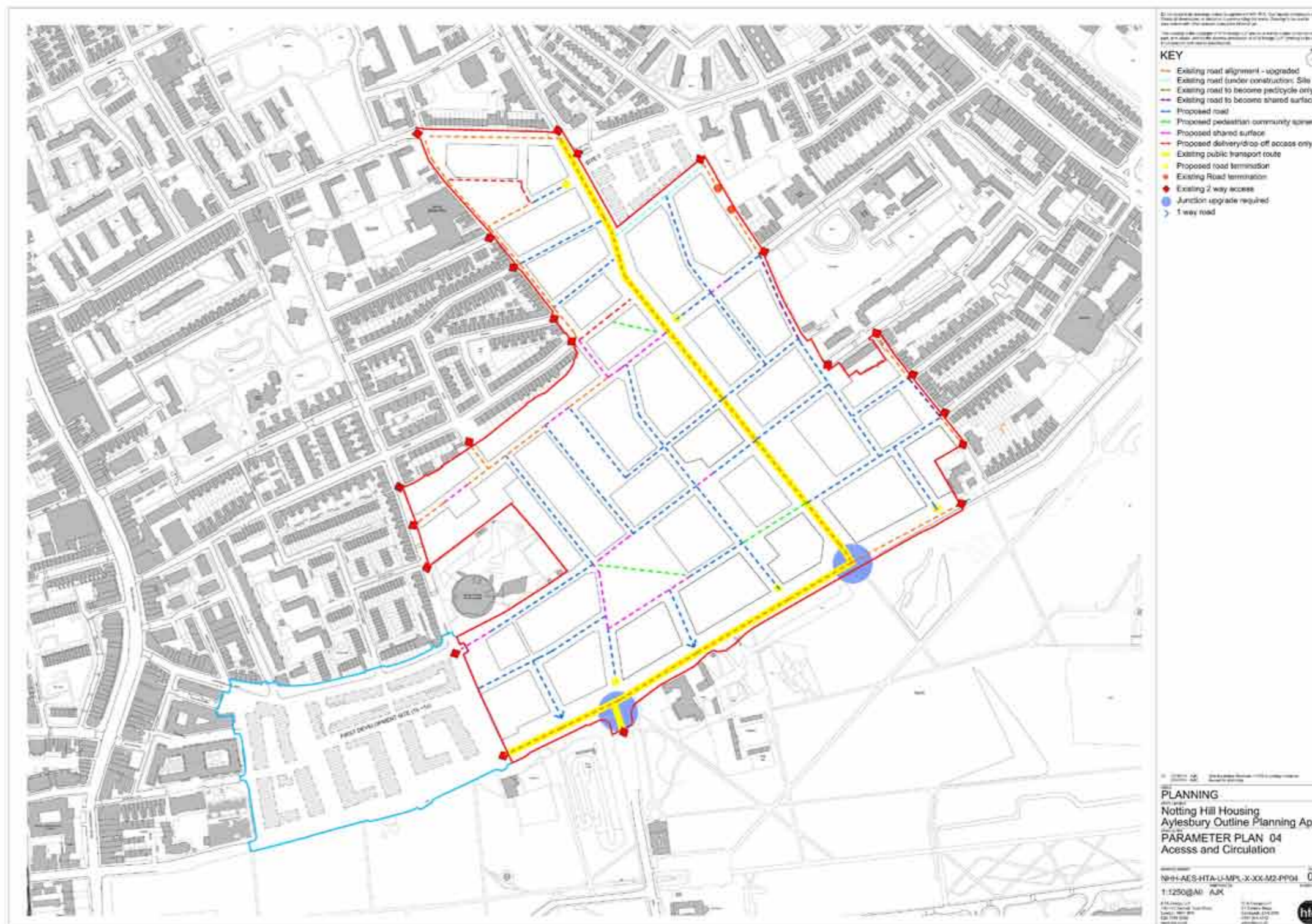
### PP 04: ACCESS AND CIRCULATION

PP 04 fixes the key access and circulation routes for vehicles, cycles and pedestrians within the site in the context of the surrounding existing access network.

The precise alignment of these roads can only be defined once the associated phase layouts are fixed, and it is related with the sub-plots horizontal limits of deviation. The minimum distances to be met in section for each different type of road is defined in the Design Code accompanying this application.

The plan does not attempt to define the network of new roads that will serve individual Sub-plots. These will be defined in the context of subsequent detailed Masterplan for each phase. For the Masterplan Application access arrangements are fixed and junction improvements proposed.

Fig 8.4 Parameter Plan 04



## 8.5

### PP 05: PUBLIC OPEN SPACE

PP 05 identifies the minimum area and type of publicly accessible open space which will comprise both hard and soft landscaping. The distribution of open space across the site has been determined by an understanding of the existing local landscape and topography, and the need for certain types of open space to be within easy walking distance from all homes.

Fig 8.5 Parameter Plan 05





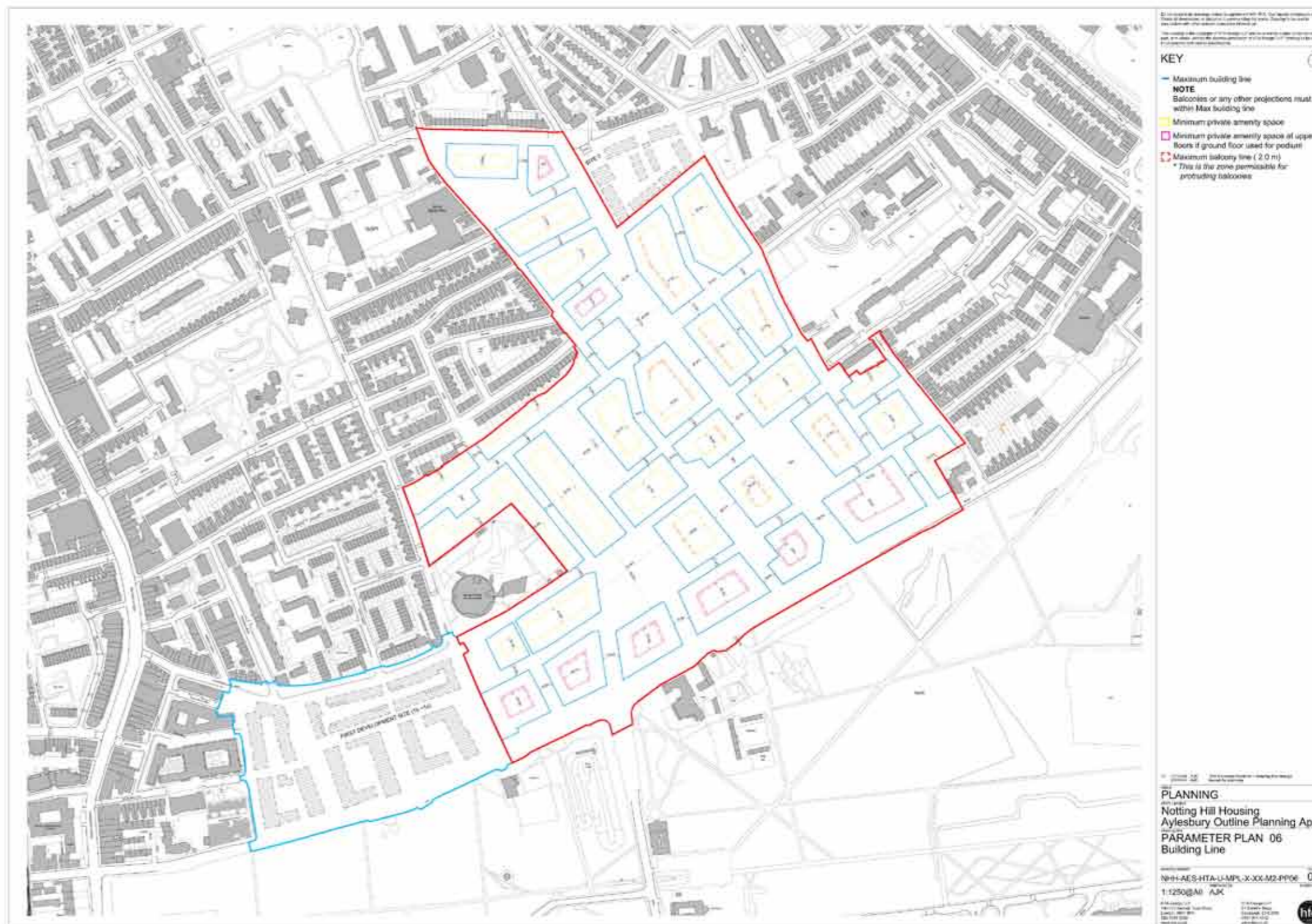
## 8.6

### PP 06: HORIZONTAL DEVIATIONS

PP 06 shows the extent of the development plot within which are the proposed sub-plots (18 Plots and 35 sub-plots in total). The extent of the development plots is shown with a dashed black line. Within these is the maximum building line within which balconies or any other projections to the public realm must be contained.

Hence the plan defines the sub-plot layout of the proposal and also the public realm around which the scheme is designed. At the centre of each sub-plot a minimum private amenity space is indicated with dimensions, plus the maximum extent that balconies can hang over this amenity zone, to ensure good daylight penetration into the private amenity spaces.

Fig 8.6 Parameter Plan 06

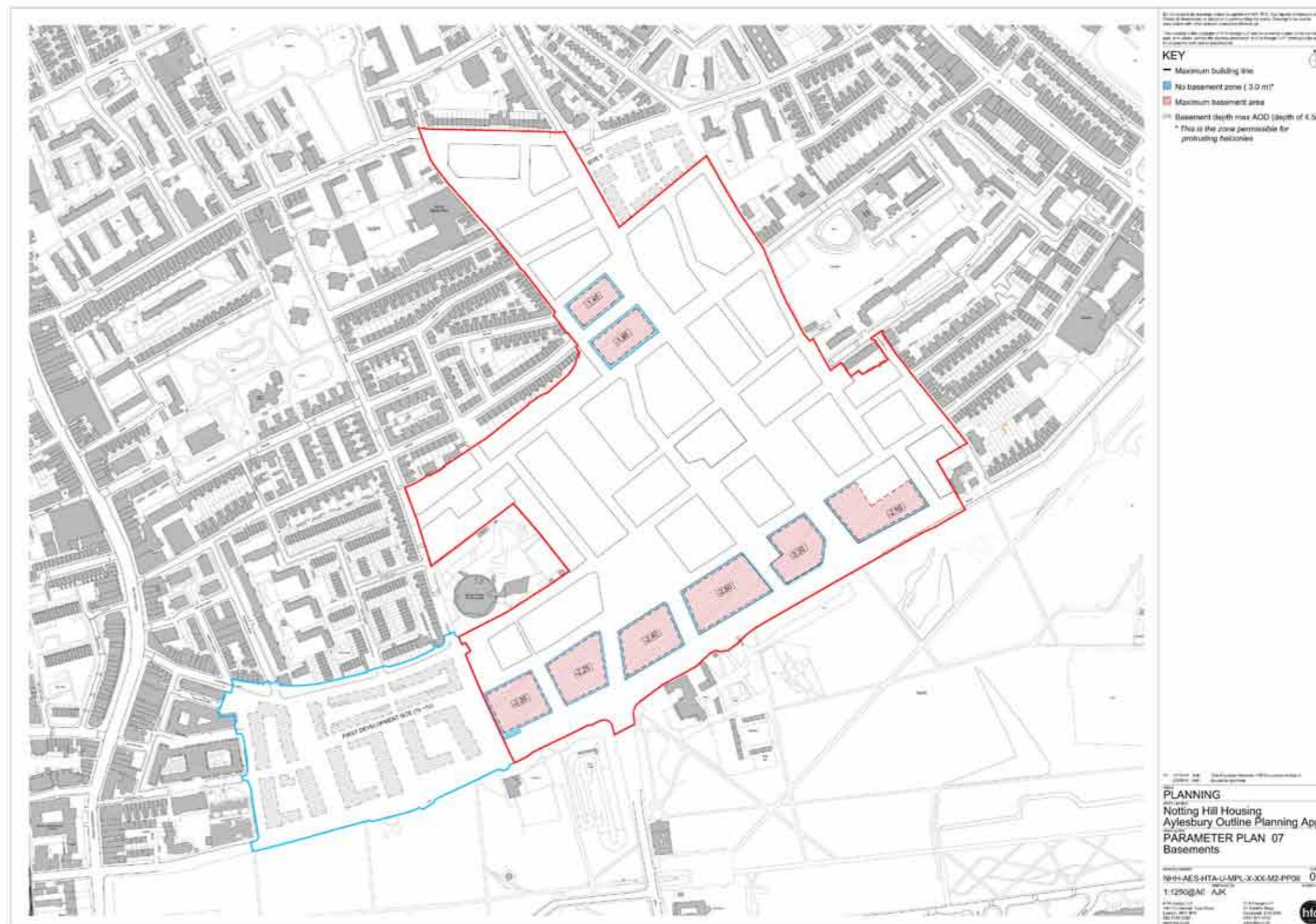


## 8.7

### PP 07: BASEMENTS

PP 07 shows which Sub-plots (16a, 16b, 17c, 14a, 14b, 4a and 18a/b) may have a basement. It specifies through a red dashed zone the maximum extent the basements and through a blue zone the no-build zone for each Sub-plot. It also indicates the maximum basement depth expressed in AOD levels, which includes an allowance for inclusion of water attenuation tanks.

Fig 8.7 Parameter Plan 07

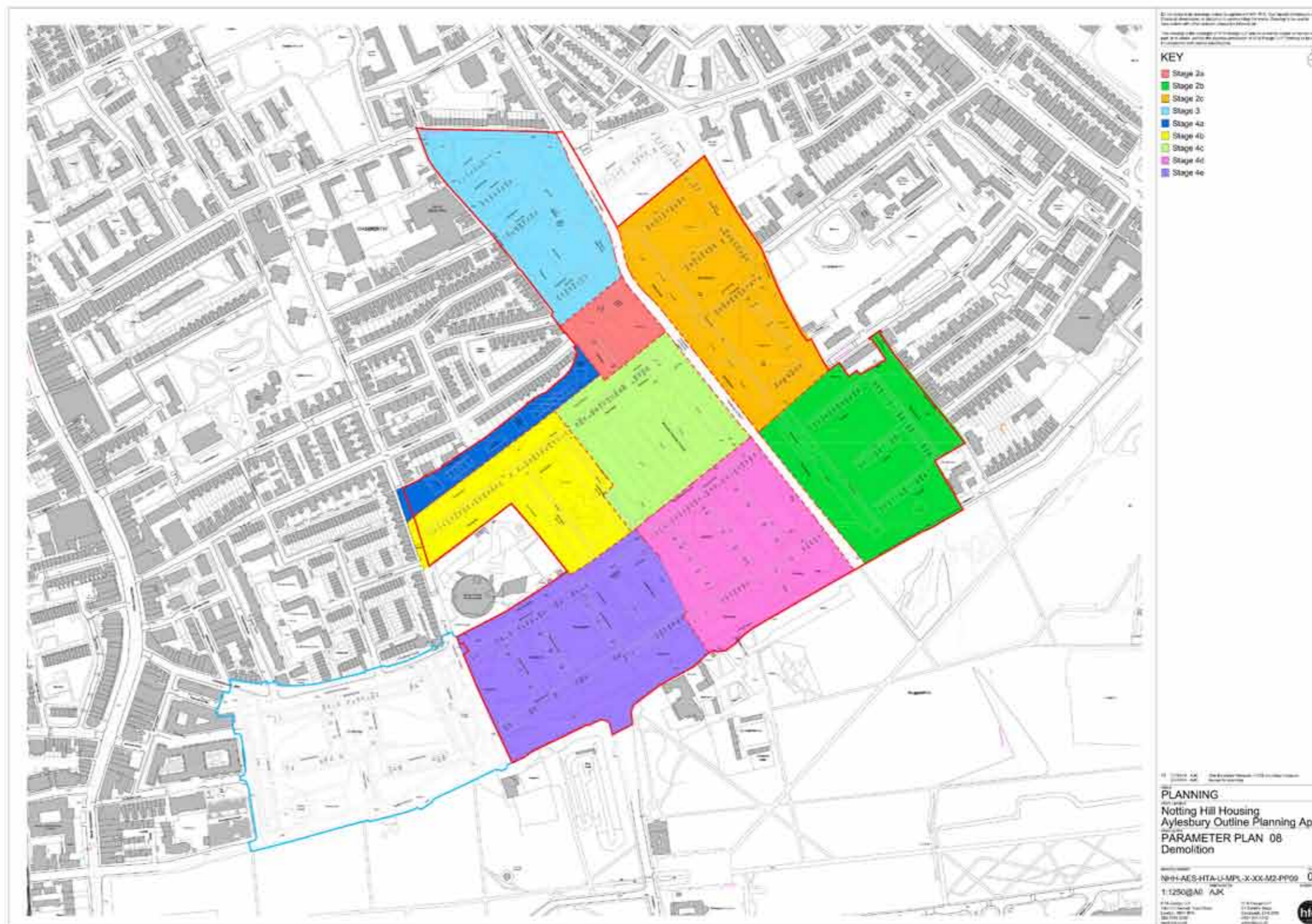


8.8

PP 82: DEMOLITION

All existing buildings within the site are to be demolished as shown on PP 08. This plan shows the proposed nine demolition stages.

Fig 8.8 Parameter Plan 08

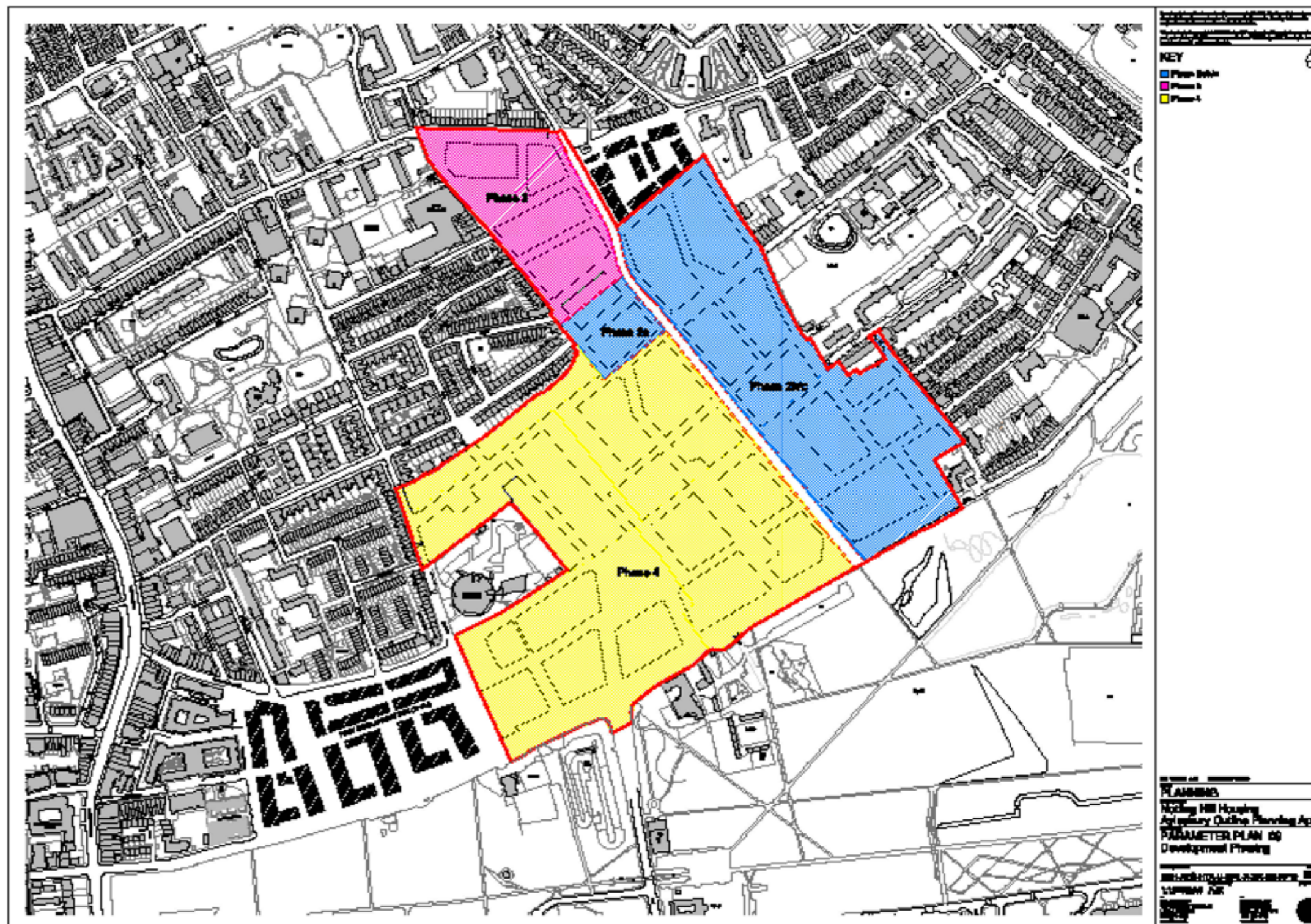


## 8.9

### PP 09: DEVELOPMENT PHASING

PP09 shows three development phases. Prior to these, the FDS Application will come forward for the Comprehensive Development.

Fig 8.9 Parameter Plan 09

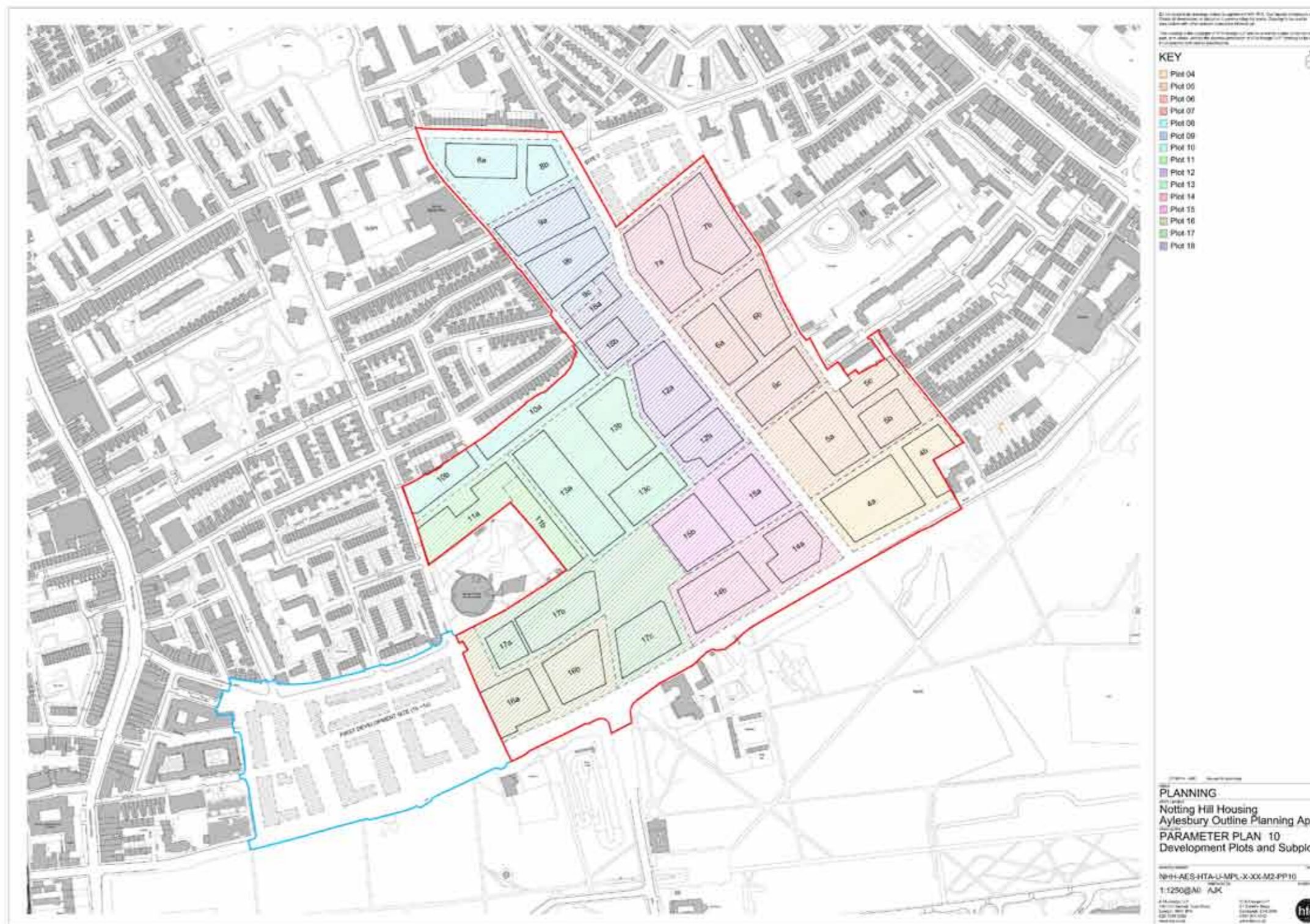


## 8.10

### PP 10: PLOTS AND SUBPLOTS

PP10 shows the plot and subplot divisions throughout the Outline Masterplan area.

Fig 8.9 Parameter Plan 09



## 8.11

## SCHEDULE OF DRAWINGS

The following table lists all drawings submitted as part of this Masterplan Outline Planning Application, including the Parameter Plans (submitted for approval) and the illustrative Masterplan.

Table 8.1 Schedule of drawings

<i>Drawing Number</i>		<i>Scale</i>	<i>Page</i>	<i>Drawing Title</i>	<i>Issue</i>	<i>Revision</i>
NHH-AES-HTA-U-MPL-X-XX-M2_PP01		1:1250	A0	Site Location	14.09.25	01
NHH-AES-HTA-U-MPL-X-XX-M2_PP02		1:1250	A0	Ground Floor Land Uses	14.09.25	-
NHH-AES-HTA-U-MPL-X-XX-M2_PP03		1:1250	A0	Building Heights	14.09.25	-
NHH-AES-HTA-U-MPL-X-XX-M2_PP04		1:1250	A0	Access and Circulation	14.09.25	01
NHH-AES-HTA-U-MPL-X-XX-M2_PP05		1:1250	A0	Public open space	14.09.25	01
NHH-AES-HTA-U-MPL-X-XX-M2_PP06		1:1250	A0	Horizontal Deviations	14.09.25	01
NHH-AES-HTA-U-MPL-X-XX-M2_PP07		1:1250	A0	Basements	14.09.25	01
NHH-AES-HTA-U-MPL-X-XX-M2_PP08		1:1250	A0	Demolitions Plan	14.09.25	01
NHH-AES-HTA-U-MPL-X-XX-M2_PP09		1:1250	A0	Development Phasing	14.09.25	01
NHH-AES-HTA-U-MPL-X-XX-M2_PP10		1:1250	A0	Plots and Subplots	14.09.25	-
NHH-AES-HTA-U-MPL-X-XX-M2_2900		1: 1250	A0	Illustrative Masterplan	14.09.25	A









