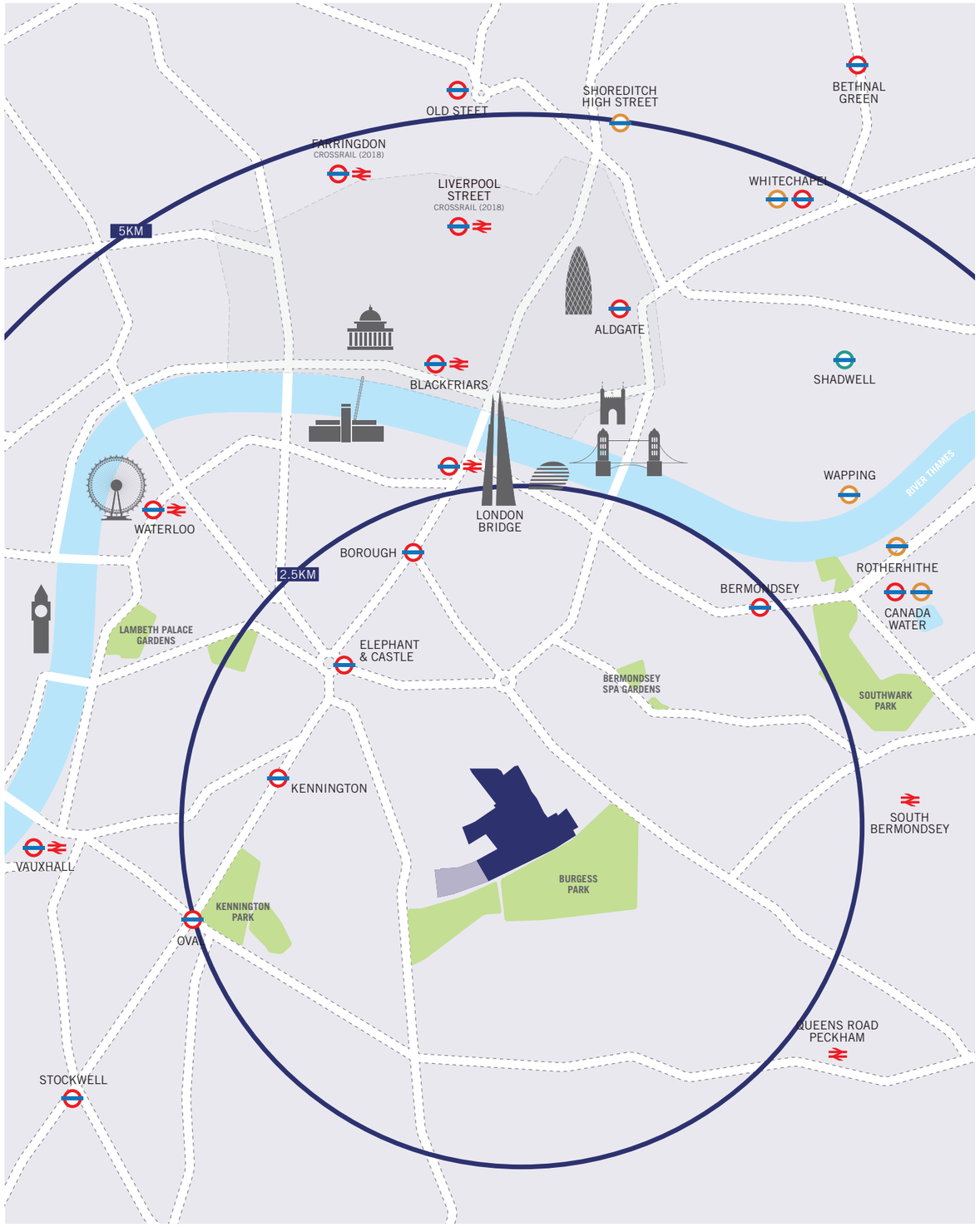


Planning Application for the Aylesbury Estate Regeneration

Masterplan Application

Design Code

HTA Design LLP with Hawkins\Brown, Mæ

v2

AYLESBURYNOW

WELCOME

THE REGENERATION OF THE AYLESBURY ESTATE PRESENTS A RARE OPPORTUNITY TO CONSIDER THE REPAIR OF A PIECE OF CITY, AND TO CREATE A DISTINCTIVE AND ATTRACTIVE NEIGHBOURHOOD WITH THE ENDURING APPEAL OF THE GREAT ESTATES AND THE LITTLE TOWNS THAT MAKE LONDON SUCH A UNIQUE PLACE TO LIVE AND WORK.

NOTTING HILL HOUSING HAVE BEEN DEVELOPING A VISION FOR THIS NEW NEIGHBOURHOOD IN PARTNERSHIP WITH THOSE WHO BEST KNOW THE PLACE - LOCAL RESIDENTS, THE CREATION TRUST AND SOUTHWARK COUNCIL. THE RESULT IS A MASTERPLAN OF CONNECTED STREETS, KNITTED SEAMLESSLY INTO THE SURROUNDING CITY, WITH A NETWORK OF BEAUTIFUL OPEN SPACES OVERLOOKED BY SOME OF THE MOST SPACIOUS AND WELL DESIGNED HOMES IN CENTRAL LONDON.

THE DESIGN CODE IS AN ESSENTIAL DOCUMENT TO ENSURE THE SUCCESSFUL DELIVERY OF THIS VISION OVER MANY YEARS. THIS ESTABLISHES A HOLISTIC APPROACH TO THE DESIGN OF STREETS AND PUBLIC SPACES ALONG WITH SOUND ARCHITECTURAL PRINCIPLES, THAT WILL ENABLE A RICHLY VARIED RESPONSE BY A RANGE OF DESIGNERS, WITHIN A COHERENT WHOLE.

THE RESULT WILL BE TO CONNECT THIS GROWING COMMUNITY WITH THE CITY TO WHICH IT BELONGS....

SUMMARY

This Design Code provides meaningful and useful design guidance and a robust and lasting three-dimensional framework to allow the delivery of the Aylesbury Estate masterplan over the next 20 years.

The intention is that this document inspires architects, designers and developers working on individual phases of the masterplan to meet the aspirations of the existing Aylesbury Estate community and future residents and to ensure that design proposals meet the high standard of quality that local stakeholders expect.

The Design Code will also ensure, that the design principles established today will stand the test of time and allow individual interpretation of the code to emerge over an extended regeneration period, whilst maintaining a sense of coherence and continuity across the masterplan.

This document establishes the characteristics of the development and provides Mandatory Guidance to identify how the new development will look and feel. Scale, massing, streets, landscaping, use, parking, architectural language and materiality are presented in a hierarchy of mandatory, discretionary and illustrative elements.

The emphasis of the code is on ensuring levels of continuity across the regeneration area. This will not be at the expense of variety within the architectural interpretation but the code should ensure that the wider spatial framework delivers elements of consistency across a very large development area and timescale.

PART 1
CONTEXT

PART 2
SITE-WIDE

PART 3
CHARACTER AREAS

PART 4
CONSOLIDATION

PART ONE

1

1.0
INTRODUCTION

1.1
DESIGN DOCUMENTATION

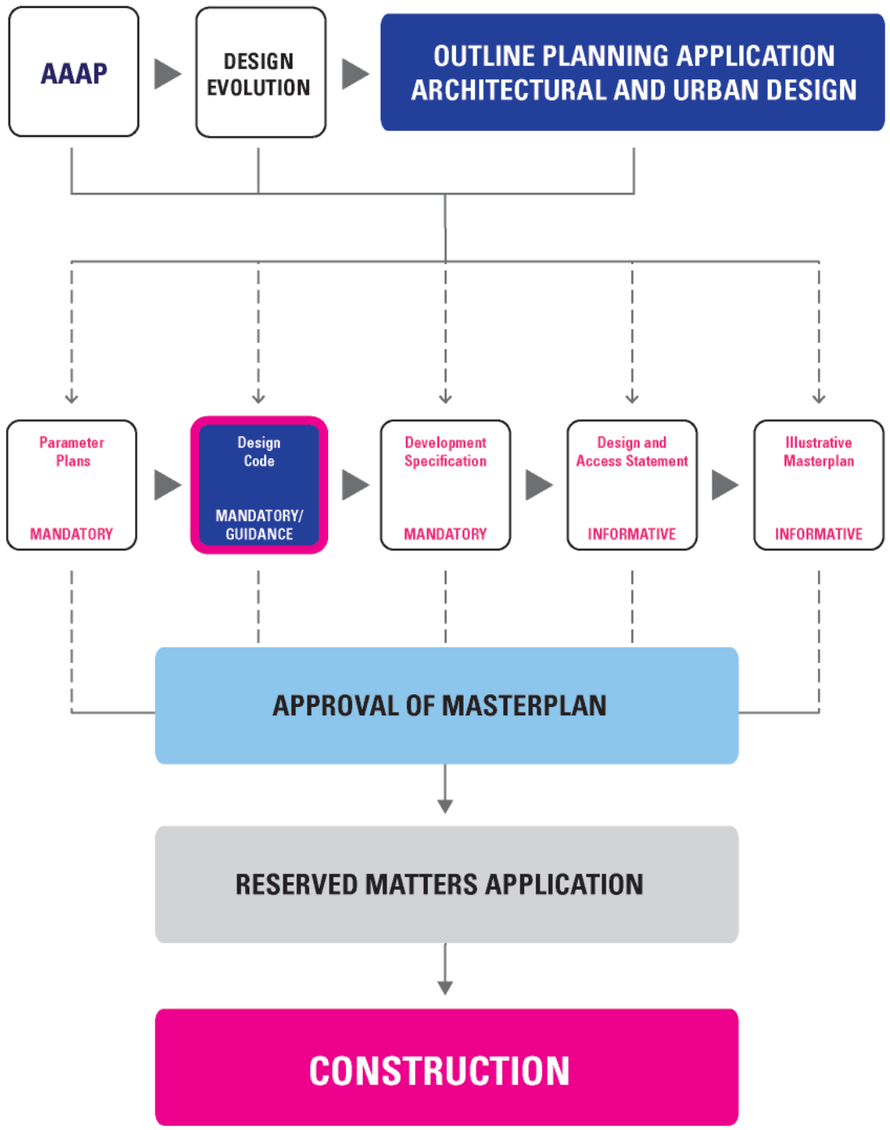
Fig 1.1.1 provides an overview of the Outline Planning Application structure and the relationship between this Design Code and the rest of the application material.

This Design Code provides the specific commitments for approval that consolidate the principles established by the Parameter Plans from a design perspective. Along with the Parameter Plans and Development Specification, this material will be approved and their content will govern the detailed design of the scheme. Reserved Matters applications will have to comply with them.

The Illustrative Masterplan contained within the Design and Acess Statement demonstrates how the scheme may be developed in accordance with the Parameter Plans, the Development Specification and the Design Code.

This Design Code should be read in conjunction with the other documents that form part of the Outline Planning Application, as the diagram illustrates. Combined, these elements create a strong and clear vision for the future of the former Aylesbury Estate, and provide aspirational as well as specific guidance that should be followed by future planning applications submitted as Reserved Matters.

Fig 1.1.1 ***Application documentation diagram***



1.2
DESIGN CODE STRUCTURE

The majority of the Design Code is set out in two main chapters; Part Two: *Site Wide* and *Part 3:Character Areas.*

Part One: Context

Part Two: Site Wide

Vision

Key Design Principles

Streets Strategy

Blocks Strategy

Buildings Strategy

Public Open Spaces Strategy

Sustainability Strategy

Part Three: Character Areas

01: Park Edge

02: Community Spine

03: Thurlow Street

04: Aylesbury Square

05: School Neighbourhood

06: Surrey Square

Part Four: Consolidation

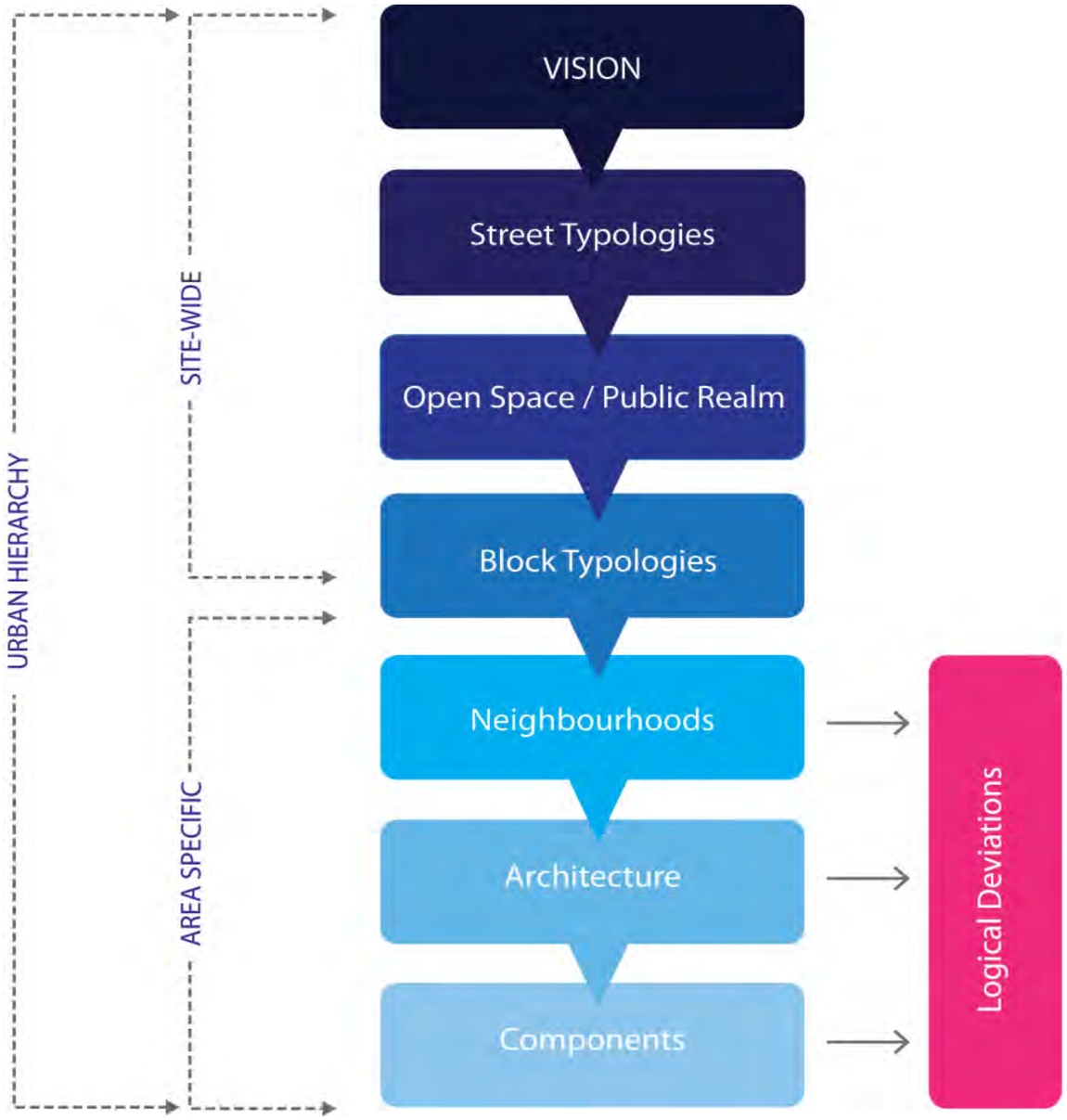
The Site Wide section of the document provides an overview of the strategic principles which shape the overall masterplan. Following the Area Action Plan (AAP), which formed the brief for the initial design development work, the subsequent two years of bid work and pre application design testing, consultation and council meetings have established an agreed approach to the redevelopment of the Aylesbury Estate. The Site Wide section of the document provides an overview of both the strategic approaches and the overarching design principles regarding streets, blocks, landscape and sustainability and decribes the fundamentals of the agreed approach to the redevelopment.

The Character Areas section of the document is above all about describing a '*sense of place*' and the aspirations of a particular part of the masterplan and how that vision can be achieved through the application of specific design guidance. This section introduces each character area in turn. Mandatory Coding guidance is presented at each scale from the overall structure and general arrangement of the area, to the urban block and massing, to streets and building principles and concludes with elevational treatments and architectural detailing.

Key spaces which sit within a character area will also be presented in more detail. There are also logical points within the structure of the masterplan, either key corners, key frontages, buildings with a specific use or landmarks which aid orientation, wayfinding or contribute to the overall townscape strategy. These logical deviations sit outside of the code guidance and are subject to a greater degree of freedom of interpretation from future designers. However the quality of design must be of a very high standard and must meet the expectations of the masterplan.

Within each character area, mandatory coding is presented in the form of diagrams, illustrations, reference images and plans/sections with technical details if necessary.

Fig 1.2.1 ***Design Code structure diagram***



1.3
DESIGN CODE NAVIGATION

Throughout the Design Code, guidance on design will be presented in relation to all aspects of the project.

Most guidance is **Mandatory** and is included to control either urban elements or architectural details which are considered to be of the most importance in delivering a successful masterplan. These **must** be incorporated into any design submitted as part of a reserve matters application. When this information is included it will be presented alongside this symbol:

All other information is to be considered **Informative** and is included to provide clarity and further suggestions of how the illustrative proposals have evolved and the design intention.

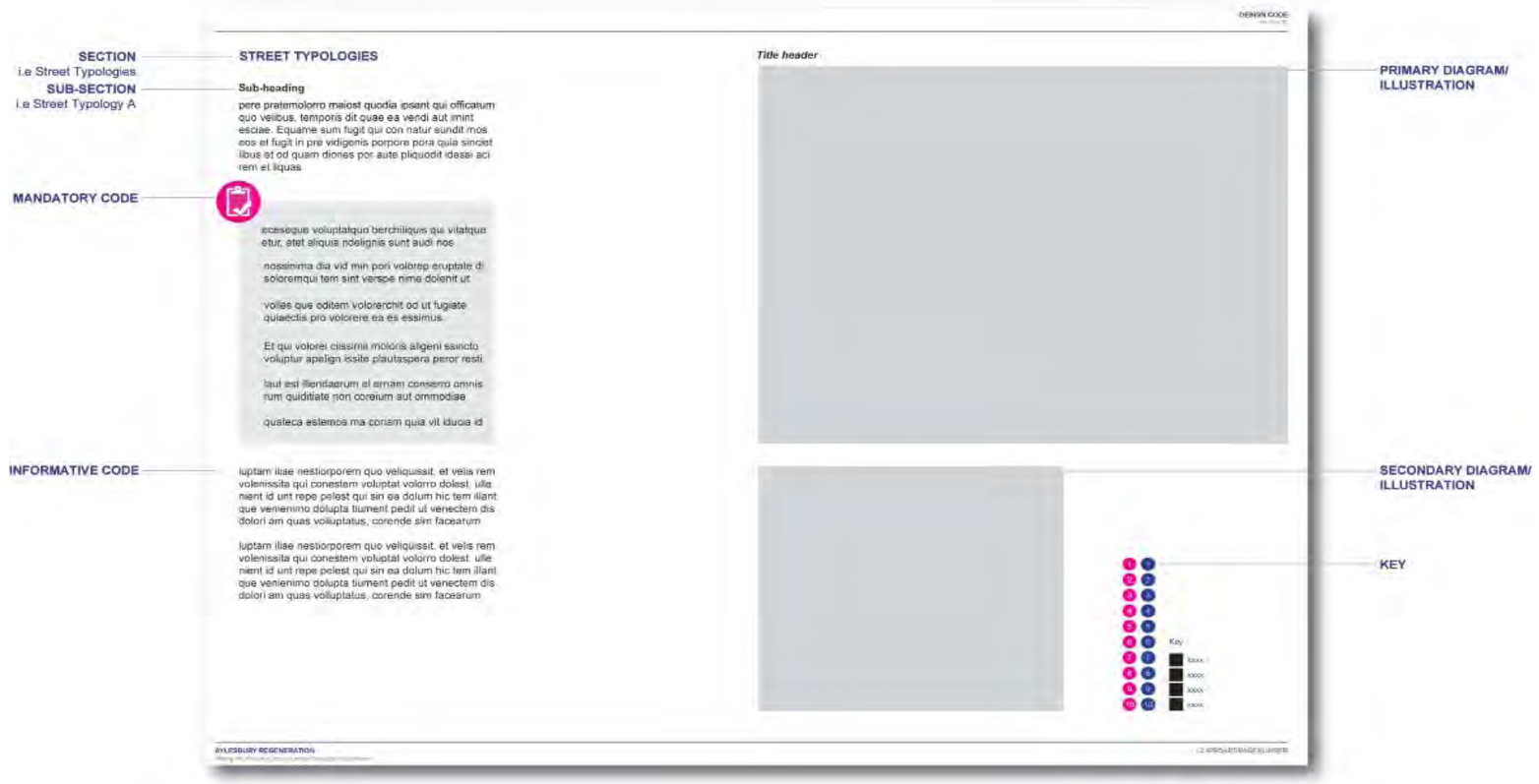
Reference is made within the Design Code to a number of current planning documents, guidance and design standards. This reflects Notting Hill's objective to design the development to meet today's standards as a minimum and, wherever possible, to exceed them.

Where, during the long-term regeneration process, policy, guidance and design standards are updated or superseded, Notting Hill Housings' aspiration will be to advance reserve matters submissions which comply with such revised standards where possible, within the context of the approved parameters of the outline consent.

Some figures in this document are for illustrative purposes to support the interpretation of the Mandatory commitments. The majority of diagrams will use the Illustrative Masterplan as a base for illustrating purposes. Fig 1.3.1 is an example of a page within the Design Code. It illustrates the component layout of the page and how to find relevant information when using this code.

**Some of the page layouts may vary slightly from the illustrated example but the relevant information will always be appropriately labelled using the mandatory/informative system.*

Fig 1.3.1 ***Example of Design Code page***



2.0
SITE CONTEXT

2.1
SITE HISTORY

Historic Context
Over the last 100 years, Walworth in South London has changed radically. At the turn of the 19th century the entire area was a tightly packed urban space made up of narrow streets and Victorian housing (Fig 2.1.1). The Grand Surrey canal was built between the river Thames and progressed as far as Walworth Road on land that is now part of Burgess Park.

The area was heavily bombed during the Second World War (Fig 2.1.2) which, when coupled with the post-war boom in housing construction, led politicians to pursue a new approach to urban form. (Fig 2.1.3).

The Aylesbury Estate
After the war the design of the new estate employed prefabricated construction methods to deliver the large amount of much needed new housing stock. The architect's modernist, utopian vision was very much a product of its time based upon the provision of large amounts of green open space, generous property sizes and separation of pedestrian and vehicular traffic. the communal lifts, walkways and heating systems have become neglected over the years, with the myriad of long walkways and dark passages becoming hotspots for crime and antisocial behaviour on the estate.

In 1997 Tony Blair made his first speech as Prime-Minister on the Aylesbury Estate. After this the process to transform the Aylesbury Estate began with increased focus. The site had become both a symbol of deprivation as well as a symbol of hope and change.

Actioning Regeneration
After several attempts to start the regeneration process came the adoption of the Aylesbury Area Action Plan (AAP) in 2010. This plan was the culmination of several years work of analysis, consultation and design investigation. It provides a framework for the redevelopment and set the initial brief for this planning application.

The timeline opposite (Fig 2.1.4) illustrates the significant periods and milestones of the history of the Aylesbury Estate.

Fig 2.1.1 ***Historical urban grain of the site***

1896

Fig 2.1.2 ***Mid-century urban grain of the site***

1936 - 52

Fig 2.1.3 ***Current urban grain of the site***

2014

Fig 2.1.4 ***Aylesbury Estate Timeline***

2.2
SITE DESCRIPTION

The Aylesbury Estate is situated near Elephant and Castle (1.2 miles north of the site) in the borough of Southwark, South London (Fig 2.2.1). It is a 28 hectare estate providing 2,704 housing units in total (area covered by the AAP, not all within this Outline Application boundary). This site was built entirely as social housing, but today there are some leaseholders within the estate having purchased their properties through *Right To Buy*. Local community facilities such as a medical centre and a housing office are also part of the estate.

The built form is greatly influenced by modernist ideas alongside new construction technologies like pre-fabrication. Large scale buildings and tower blocks with repetitive modules are the dominant building type. Rather than housing creating streets and framing an urban block, the urban design is based on high-rise buildings and lower scale slab blocks floating in ‘garden’ areas. The buildings exist within the space rather than confine the space, which forms very large open areas that separate the buildings. These public areas became hard to maintain, loose and currently lack natural surveillance (Fig 2.2.3).

The masterplan arrangement of the Aylesbury Estate sharply contrasts with the urban grain of the surrounding area, in particular with the adjacent Walworth Conservation Area. These are neighbourhoods which are typically based around traditional streets with terraced houses.

The long buildings float in the space, without forming streets or neighbourhoods, and have a much bigger scale than their surroundings. The design is rigid and geometric, with buildings appearing as ‘slabs’ with repeated offsets in between. In addition, the urban character, facade design and residential types are endlessly repeated across the whole site.

Fig 2.2.1 ***Context map of Aylesbury Estate within London***

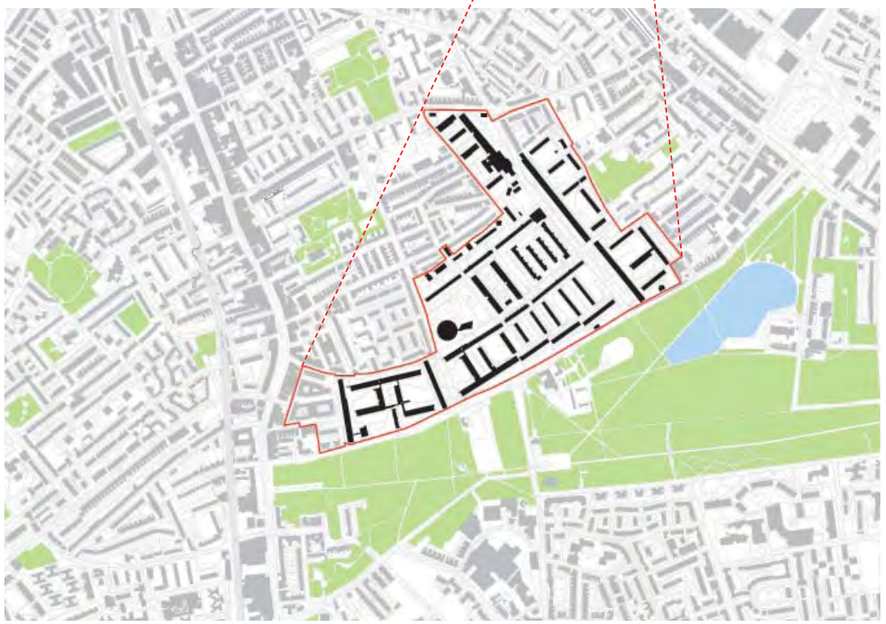


Fig 2.2.2 ***Context map of Aylesbury Estate within Walworth***

Fig 2.2.3 ***Photographs of existing site***

2.3
SITE BOUNDARIES

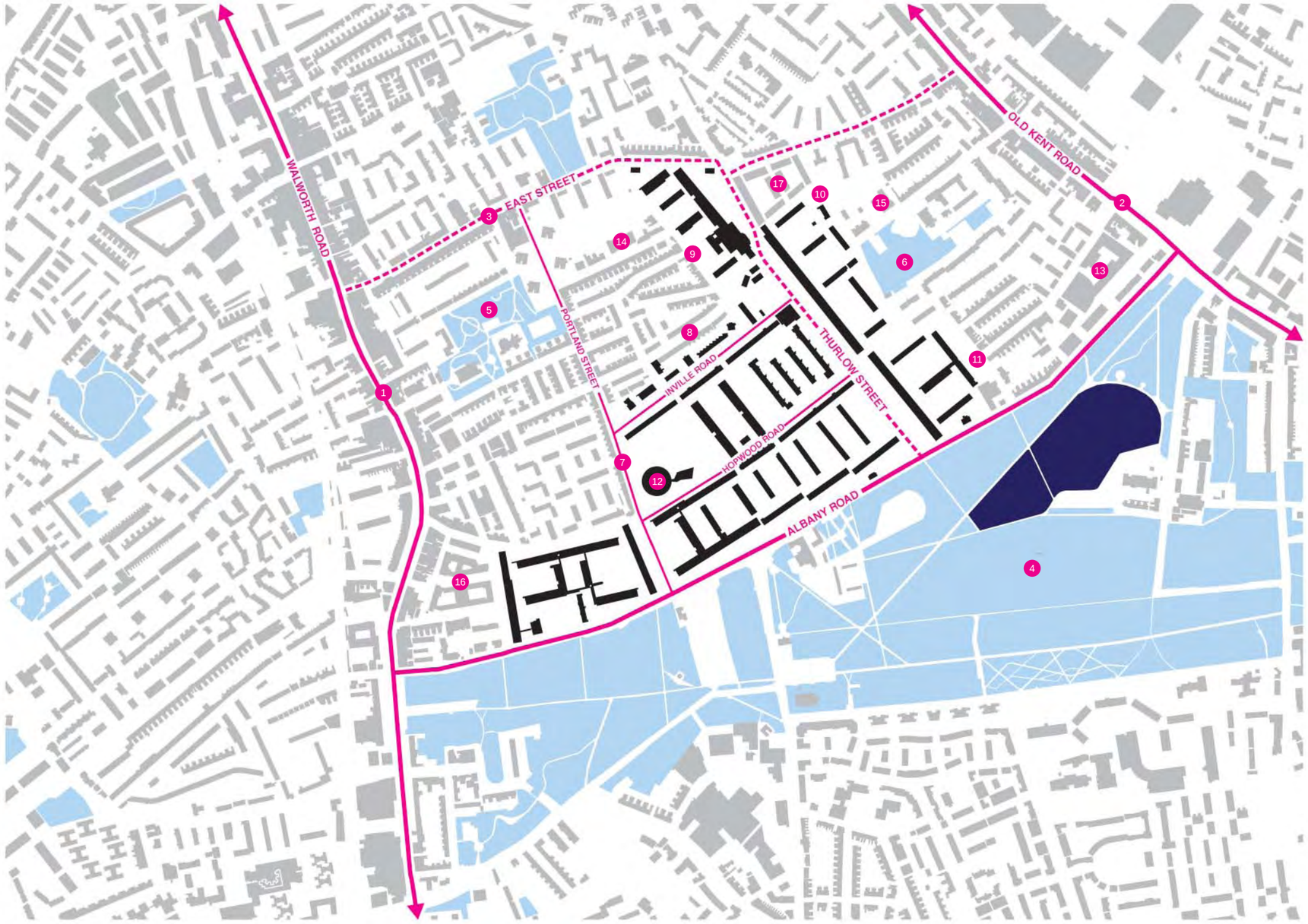
Whilst there is a clear and defined red-line boundary established around the periphery of the Aylesbury Estate there are also other boundaries to consider.

The *'Physical'* boundaries that occur at 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.

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.

The '*Socio-Economic*' boundaries of the site are much wider reaching and generally more loose. In South London, and particularly in this and the nearby areas of Camberwell and Peckham, deprivation is quite widespread and cannot be isolated to the site area alone. However, because of physical barriers presented by the Estate's layout and design, it has become an obvious physical representation of key socio-economic challenges.

Fig 2.3.1 ***Plan showing major existing streets in and around the site***



Roads:
1. Walworth Road
2. Old Kent Road
3. East Street

Parks:
4. Burgess Park
5. Faraday Gardens
6. Surrey Square

Architecture/Character:
7. Portland Street
8. Merrow Street
9. Dawes Street
10. Alvey St (part)
11. Bagshot Street

Land Ownership:
12. Michael Faraday School
13. Walworth Academy
14. Sacred Heart RC School
15. Surrey Square School
16. West Development Parcel
17. North Development Parcel *(in construction)*

2.4
SITE CONTEXT

Urban Design Constraints
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 to the south by the dominant east-west route, Albany Road. However, the remainder of the road system consists of cul-de-sacs and roads disconnected from the wider network, creating barriers to the surrounding area.

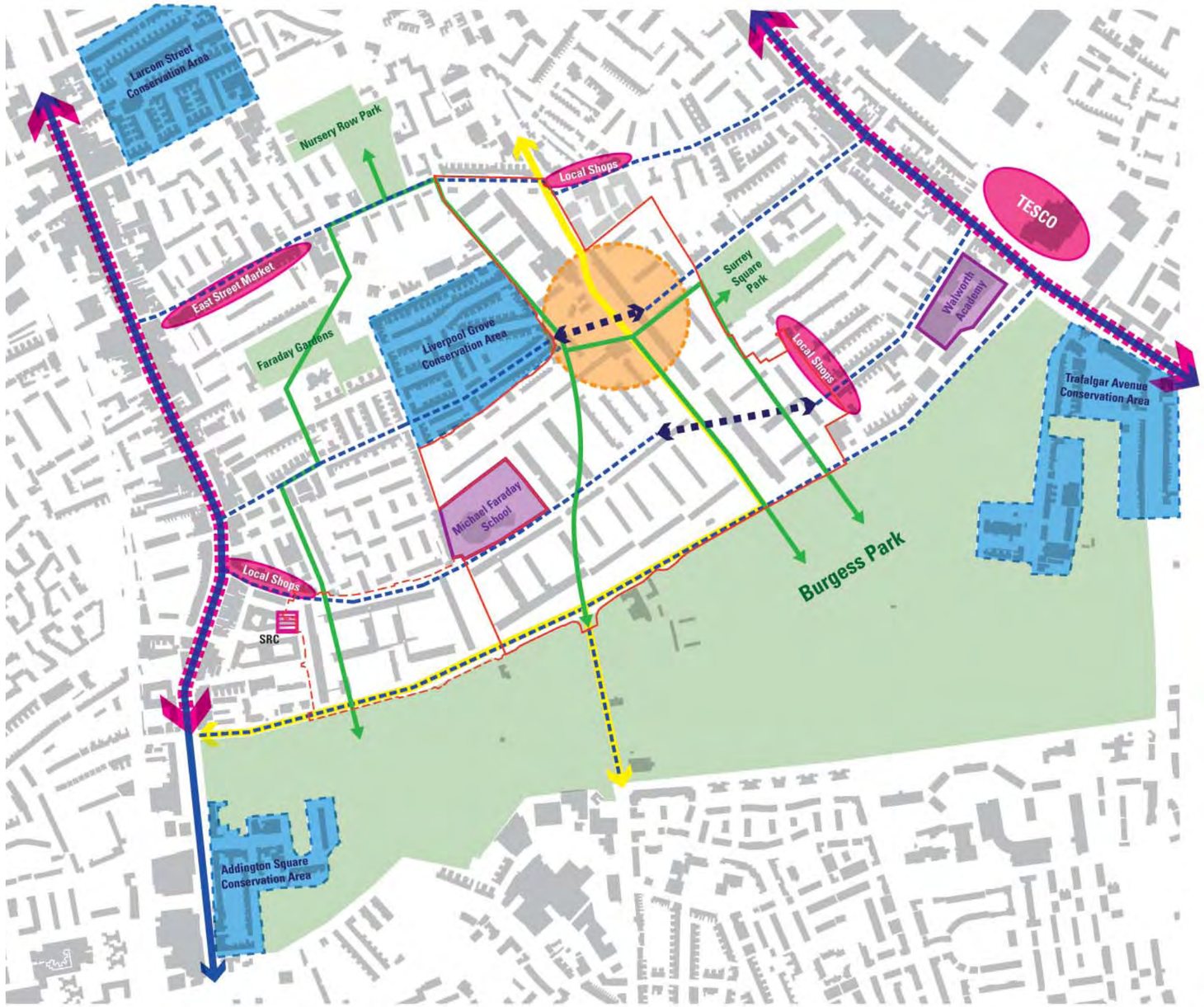
The key landscape features of the estate are the existing mature trees, its proximity to the major regional park, Burgess Park and local parks; Surrey Square Park, Faraday Gardens and Nursery Row. Within the site however, there is an abundance of leftover areas of open space which have no clear use,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

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 a feeling that Aylesbury Estate is an unwelcoming and unsafe 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 are a small number of retail facilities within the Aylesbury Estate, and although retail along Walworth Road 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 2.4.1 ***Diagram of Opportunities***



Key

- Retail amenities
- Schools
- Conservation Areas
- Open spaces
- Primary Roads
- Retail centres
- Transport route
- Existing routes through site
- Opportunity for E-W links
- Opportunity for green links
- Opportunity for strong central hub

Urban Design Opportunities
The Aylesbury Estate is well served by the north-south roads of Portland Street and Thurlow Street, as well as the nearby East Street, Old Kent and Walworth Roads which are existing retail hubs.

There is an opportunity to bolster the east-west links through the site (particularly Westmoreland Road, Inville Road and East Street) to strengthen the links between the two primary roads.

There is also an opportunity to link the masterplan site to existing green spaces and then to tie these spaces into a network which connects back to Burgess Park.

With at least two local schools the masterplan has an opportunity to create a family-orientated place with strong community links to the wider area. The same can be said for the smattering of local shops around the outskirts of the site boundary.

There are also a number of conservation areas surrounding the masterplan site and an opportunity arises to link in and learn what makes these areas successful and apply these lessons back to the architectural and urban design of the new development.

3.0
MASTERPLAN EVOLUTION

3.1
THE AYLESBURY AREA ACTION PLAN

The Aylesbury Area Action Plan (AAP) was adopted by Southwark Council in 2010. It provides a blueprint for the redevelopment of the Aylesbury Estate and is made of two parts; the Aylesbury Estate, which is covered by this application, and the wider area which includes East Street, Walworth Road, Old Kent Road and Burgess Park.

The AAP document presented the key design principles and aspirations for redevelopment of the estate, a proposed masterplan (Fig 3.1.1) a schedule of accommodation, phasing and demolition proposals, strategies for density, building heights, public open space, play and access and in addition some detailed design guidance.

Fig 3.1.1 ***The AAP masterplan***

Key

1. Thurlow Street
2. Albany Road
3. East-west community spine
4. Michael Faraday school
5. New Walworth Academy
6. Walworth Lower school
7. Burgess Park
8. New community facilities
9. Westmoreland Road Square
10. Three green fingers
11. Improved open spaces

3.2
THE BID PROCESS AND BAFO

Towards the end of 2012 the design team entered the bid process. Throughout the preliminary stages the design team challenged some of the design approaches presented as part of the AAP masterplan, namely the approach to public open space, block types and neighbourhoods.

Once the design team had been selected to proceed to the *'Best And Final Offer'* (BAFO) stage, the design proposals began to develop in more detail.

Following the successful selection, the pre-application stages of the design evolution has seen further testing, particularly the massing along the park edge, refinement of the key masterplan block types, their density, height, parking and amenity provisions. Further clarification of the quantum of public open space provision and its location particularly in respect of tree retention. Some of the most significant design development has also occurred around the Aylesbury Square / Plot 18 area of the masterplan.

Fig 3.2.1 ***The BAFO masterplan***

3.3
THE VISION

The urban fabric of Southwark was - until the 1960s, at least - predicated on the ordering principles dictated by the urban street.

The post war reconstruction of large areas, including the Aylesbury Estate, along modernist principles of high density blocks within large landscaped areas and clear separation between the pedestrians and vehicles, have left their mark on the historic fabric of streets.

The overarching design vision which has shaped the proposals for a new Aylesbury is to reinstate streets and this forms an intrinsic part of the masterplan proposals providing a language, design strategy and ordering to the proposals.

Adopted streets and public realm enable upgrading of infrastructure without disruption and streets give access to frontages enabling constant replacement of built fabric without neighbourly interference. Streets are therefore an endlessly sustainable system for renewal of our cities. The following criteria should be carefully considered:

- **Identity**
  Any new street must create a sense of place and character particular to the site.
- **Celebrating London**
  The streetscape must reflect London and relate to the surrounding context.
- **Familiar and friendly**
  The streets must encourage neighbourly interaction, places to sit, play and watch the world go by.
- **Functional**
  The streets must enable the designated functions to take place: walking, cycling, driving, parking, play, refuse collection.
- **Unified design**
  Any new development must connect seamlessly with the existing context of Walworth and Burgess Park.

Fig 3.3.1 ***Visualisation of the Park Edge***

Fig 3.3.2 ***Visualisation of Albany Road***

Sustainable Places

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 have a positive impact on the area's social cohesion and improve existing environmental conditions.

The design of the masterplan has taken into account the long-term sustainability and aims to actively contribute to a more sustainable future through the estate regeneration.

The proposals have addressed sustainability through specific transport measures, building standards, unit tenure, dwelling type, dwelling mix, interim uses and quality landscape design. Our approach has been to integrate all aspects of the design to ensure long-term sustainability.

Sustainability Standards

We have used several systems to assess and certify the performance of the proposed development.

BREEAM Communities is used 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.

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 3.3.3 ***Visualisation of new streets***

Fig 3.3.4 ***Visualisation of pocket parks***

3.4
THE DESIGN PRINCIPLES

A Special Opportunity
The vision which guides the Aylesbury Estate redevelopment proposals has continually evolved since 2010, through a collaborative process of engagement through pre application meetings with Southwark Council and the Greater London Authority, alongside key stakeholders and local residents through a variety of community consultation events. All proposals will come forward as reserved matters and will positively contribute to the vision and the overarching masterplan principles.

The Aylesbury Estate regeneration is unusual due to its central location with a requirement to deliver a very high proportion of family housing. This rare opportunity will create a new part of London knitted seamlessly into the surrounding city, with beautiful open spaces and some of the most spacious and well designed homes in the city. The masterplan delivers a place that all households could make their home - a place families will choose to bring up their children, on safe streets and in well maintained parks, close to good schools and excellent job opportunities, right in the heart of London.

Creating a Better Future
This is a remarkable opportunity to create a thriving mixed community in a neighbourhood of streets and squares so close to the heart of a world class city. Perimeter block designs accommodate buildings of varying heights and well designed streets networks allow for variations of building scale. This will create a place where people will be more likely to cycle to work, to shopping, leisure and recreation destinations. In complete contrast to the existing estate, the proposed street network will provide a more attractive approach and more convenient access to new homes.

This varied approach to block typologies reflects the importance of providing a far greater range of dwelling types and tenures than currently provided on the estate, from large five-bedroom houses with gardens, terraces and their own front doors, to maisonettes and apartments of all sizes, housing for the elderly and homes for those with specific needs. This will ensure a diverse community, with emphasis on provision for families, enabling roots to be put down across generations, investing in a creating pride in the area.

6
steps to success

MAKING A SEAMLESS NEIGHBOURHOOD EXTENSION

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

RE-CREATING ‘STREETS’ WITHIN AYLESBURY

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

CREATING A NETWORK OF OPEN SPACES

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

UNITING COMMUNITIES

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

INCLUDING HOMES FOR EVERYONE

A mix of unit type, size and tenure to establish a family-orientated diverse community to support people's needs and aspirations throughout their lifetimes.

BUILDING FOR A SUSTAINABLE FUTURE

Creating great homes that are light, bright and spacious. They will be easy to keep comfortable, warm and free of problems like condensation, damp and high energy bills.

3.5
LIFE AFTER REGENERATION...

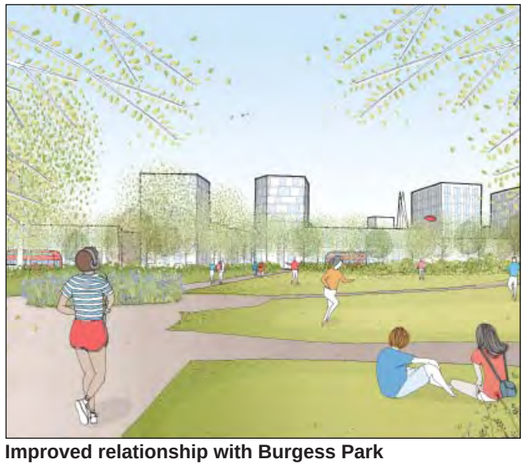
A part of the vision has been to envisage how the existing and future residents will live on Aylesbury. How they will experience the day to day elements that the masterplan provides, from a range of homes and tenures, to parks large and small, community facilities, shops and medical centre.

A NEW UNIQUE AND RECOGNISABLE PARK EDGE FOR LONDON

Fig 3.5.1 *Park Edge*

A room with a view

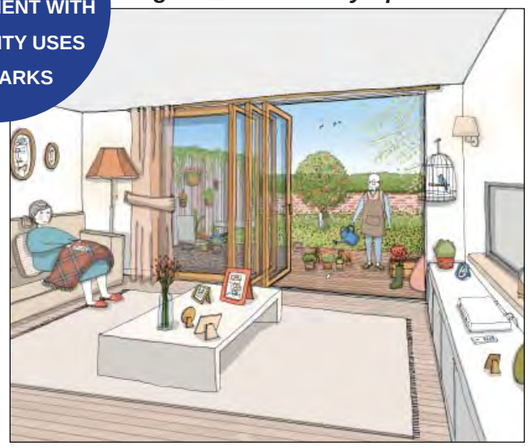
Bike riding made easy and simple



Improved relationship with Burgess Park

A PEDESTRIAN FRIENDLY ENVIRONMENT WITH COMMUNITY USES AND PARKS

Fig 3.5.2 *Community Spine*



A place to make your own

Community facilities available to all

Mature trees retained and pocket parks created

A GREEN AND DYNAMIC BOULEVARD

Fig 3.5.3 *Thurlow Street*

A local high street catering for local needs

Escape to the rooftop and admire the skyline

Relax in contemporary spaces with a coffee

A CONTEMPORARY EXTENSION TO THE CONSERVATION AREA

Fig 3.5.4 *School Neighbourhood*

Familiar residential streets

Playgrounds and spaces to relax

A neighbourhood where people know each other

MID-DENSITY NEIGHBOURHOOD SET AROUND A SMALL PARK

Fig 3.5.5 *Surrey Square*

Seamless connections with the surrounding streets

Contemporary spacious homes with private amenity

Close to open spaces

3.6
THE ILLUSTRATIVE MASTERPLAN

The illustrative masterplan (Fig 3.6.2) is the result of strategic and positive design decisions undertaken since the BAFO design and subsequent selection of the Notting Hill Housing team as Developer Partner for the evolution of this masterplan is fully explained with the Design and Access statement.

Within this design code the illustrative masterplan is used as an example of how the application of the mandatory design coding can result in a successful and well designed outcome.

Fig 3.6.1 ***Illustrative Masterplan aerial sketch***

Fig 3.6.2 ***Illustrative Masterplan***

3.7
DEVELOPMENT PHASES

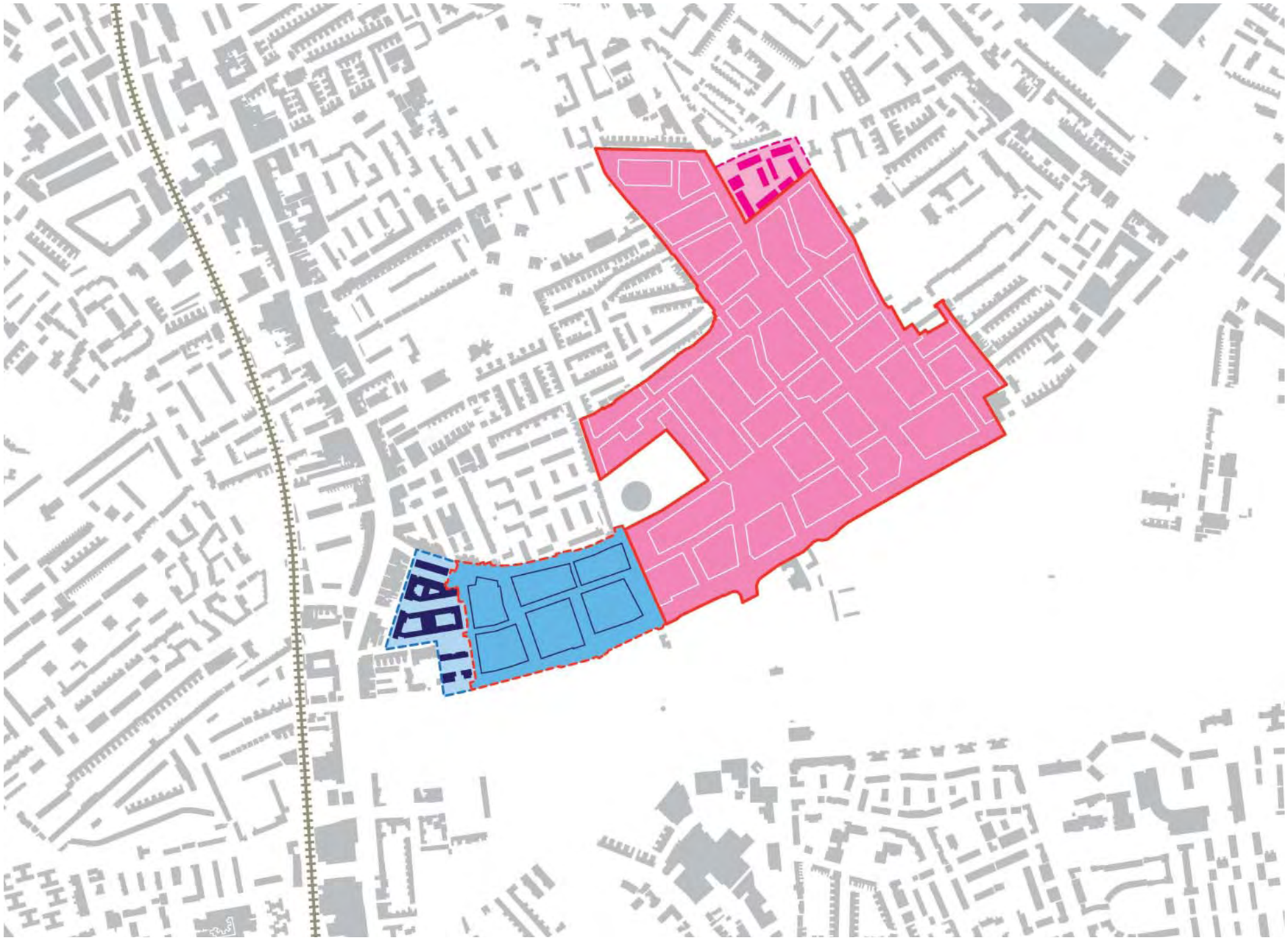
Site 1a
The first site of the AAP to be developed was Site 1a by L&Q housing. Now completed, it delivers approximately 260 homes.

Site 7
Site 7 also by L&Q has been approved and is currently under construction to deliver 147 homes.

First Development Site
The First Development Site (FDS) completes the area of the estate between Site 1a and Portland Street. This is covered by a Detailed Planning Application and is described in detail in Section 9.0.

The outline application provides a masterplan for the remainder of the estate.

Fig 3.7.1 ***Plan based on the IMP showing boundaries of site 1a, site 7, First Development Site and Outline Masterplan***



PART TWO

2

4.0
PARAMETERS

4.1
DEVELOPMENT PARCELS

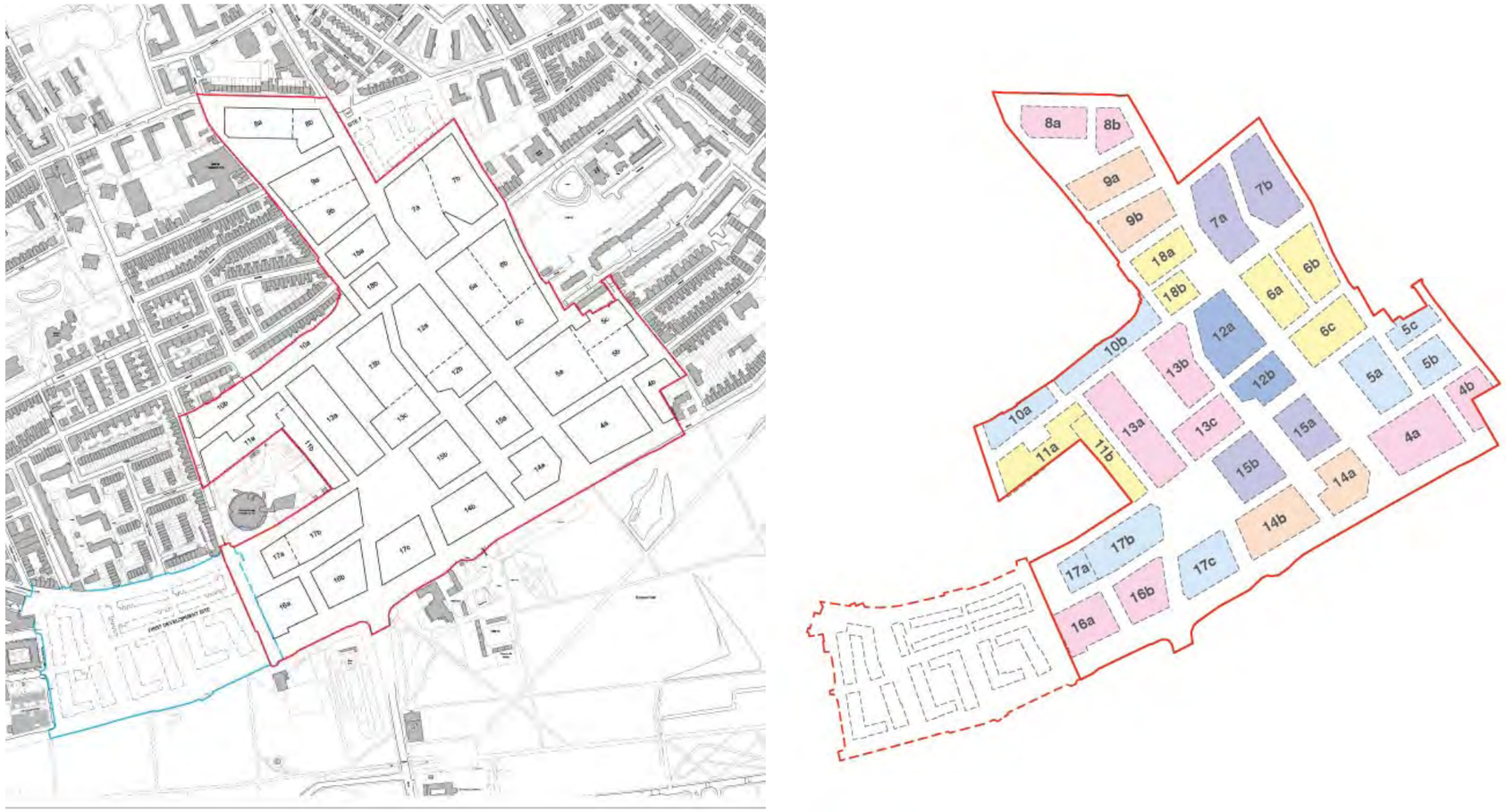
An overall phasing strategy of the development was set out within the AAP, and has been broadly adopted by this masterplan. However through the interrogation and analysis of site conditions and retained features, and more detailed design development, the block layouts and associated sub-phases have departed from the AAP numbering system.

The Parameter Plans set out a series of phases, development parcels and subplots. Each Development Parcel and subplot has a specific set of parameters. These are explained in the following chapters and in the Parameter Plans. These must be read as an interrelated set of constraints to gain an holistic understanding of the subplot conditions.

The Parameters Plans on which this Design Code is developed around are:

- **PP01 Site Boundary**
- **PP02 Access**
- **PP03 Circulation**
- **PP04 Plot Extents**
- **PP05 Open Space**
- **PP06 Ground Floor Land Uses**
- **PP07 Building Heights**
- **PP08 Basements**
- **PP09 Phasing**
- **IP02 Demolition -** *Illustrative*

Fig 4.1.1 ***Development Parcels and Subplot allocation plan based on the IMP***



Summary of Capacities Assumed for Illustrative Subplots

SUBPLOT	CHARACTER AREA	DENSITY	TYPOLOGIES	HEIGHTS	TARGET RENT	SHARED OWNERSHIP	PRIVATE OWNERSHIP	TOTAL	CHAPTER
4A	Park Edge Thurlow Street	High Density	Landmark Tower Mansion Block	Max: 20 storeys Min: 4 storeys	Flats: 61 Maisonettes: 18 Houses: 00	Flats: 31 Maisonettes: 10 Houses: 00	Flats: 107 Maisonettes: 14 Houses: 00	Flats: 199 Maisonettes: 42 Houses: 00	9.1 9.3
4B	Park Edge	Mid Density	Mansion Block Townhouse	Max: 6 storeys Min: 3 storeys	Flats: 17 Maisonettes: 09 Houses: 11	Flats: 06 Maisonettes: 00 Houses: 02	Flats: 14 Maisonettes: 00 Houses: 00	Flats: 37 Maisonettes: 09 Houses: 13	9.1
5A	Community Spine Thurlow Street	Mid Density	Mansion Block	Max: 8 storeys Min: 3 storeys	Flats: 28 Maisonettes: 06 Houses: 00	Flats: 09 Maisonettes: 02 Houses: 00	Flats: 43 Maisonettes: 30 Houses: 00	Flats: 80 Maisonettes: 38 Houses: 00	9.2 9.3
5B	Community Spine	Low Density	Mansion Block Townhouse	Max: 6 storeys Min: 3 storeys	Flats: 07 Maisonettes: 00 Houses: 13	Flats: 00 Maisonettes: 03 Houses: 02	Flats: 12 Maisonettes: 05 Houses: 00	Flats: 19 Maisonettes: 08 Houses: 15	9.2
5C	Community Spine	Low Density	Mansion Block Townhouse	Max: 6 storeys Min: 3 storeys	Flats: 11 Maisonettes: 00 Houses: 02	Flats: 00 Maisonettes: 00 Houses: 02	Flats: 00 Maisonettes: 05 Houses: 06	Flats: 11 Maisonettes: 05 Houses: 10	9.2
6A	Thurlow Street Surrey Square	Mid Density	Mansion Block Mews/Courtyard	Max: 8 storeys Min: 2 storeys	Flats: 28 Maisonettes: 04 Houses: 00	Flats: 12 Maisonettes: 00 Houses: 00	Flats: 27 Maisonettes: 15 Houses: 11	Flats: 67 Maisonettes: 19 Houses: 11	9.3 9.5
6B	Surrey Square	Mid Density	Mansion Block Mews/Courtyard	Max: 6 storeys Min: 2 storeys	Flats: 22 Maisonettes: 05 Houses: 02	Flats: 00 Maisonettes: 00 Houses: 05	Flats: 34 Maisonettes: 19 Houses: 04	Flats: 56 Maisonettes: 24 Houses: 11	9.5
6C	Thurlow Street Surrey Square	Mid Density	Mansion Block Townhouse	Max: 8 storeys Min: 3 storeys	Flats: 22 Maisonettes: 00 Houses: 04	Flats: 17 Maisonettes: 05 Houses: 00	Flats: 00 Maisonettes: 08 Houses: 21	Flats: 39 Maisonettes: 13 Houses: 25	9.3 9.5
7A	Thurlow Street Surrey Square	Mid Density	Mansion Block Townhouse	Max: 8 storeys Min: 3 storeys	Flats: 38 Maisonettes: 02 Houses: 05	Flats: 00 Maisonettes: 02 Houses: 04	Flats: 33 Maisonettes: 00 Houses: 10	Flats: 71 Maisonettes: 04 Houses: 19	9.3 9.5
7B	Surrey Square	Mid Density	Mansion Block Townhouse	Max: 6 storeys Min: 3 storeys	Flats: 02 Maisonettes: 00 Houses: 12	Flats: 07 Maisonettes: 05 Houses: 02	Flats: 16 Maisonettes: 06 Houses: 20	Flats: 25 Maisonettes: 11 Houses: 34	9.5
8A	School Neighbourhood	Low Density	Mansion Block Townhouse	Max: 4 storeys Min: 3 storeys	Flats: 00 Maisonettes: 00 Houses: 34	Flats: 00 Maisonettes: 00 Houses: 00	Flats: 00 Maisonettes: 00 Houses: 00	Flats: 00 Maisonettes: 00 Houses: 34	9.4
8B	Thurlow Street	Mid Density	Mansion Block	Max: 6 storeys Min: 4 storeys	Flats: 14 Maisonettes: 03 Houses: 00	Flats: 07 Maisonettes: 01 Houses: 00	Flats: 00 Maisonettes: 03 Houses: 00	Flats: 21 Maisonettes: 07 Houses: 00	9.3
9A	Thurlow Street School Neighbourhood	Low Density	Mansion Block Townhouse	Max: 8 storeys Min: 3 storeys	Flats: 08 Maisonettes: 00 Houses: 19	Flats: 06 Maisonettes: 00 Houses: 00	Flats: 08 Maisonettes: 08 Houses: 09	Flats: 22 Maisonettes: 08 Houses: 28	9.3 9.4

SUBPLOT	CHARACTER AREA	DENSITY	TYPOLOGIES	HEIGHTS	TARGET RENT	SHARED OWNERSHIP	PRIVATE OWNERSHIP	TOTAL	CHAPTER
9B	Thurlow Street School Neighbourhood	Low Density	Landmark Tower Mansion Block	Max: 8 storeys Min: 3 storeys	Flats: 07 Maisonettes: 00 Houses: 12	Flats: 06 Maisonettes: 03 Houses: 02	Flats: 08 Maisonettes: 04 Houses: 12	Flats: 21 Maisonettes: 07 Houses: 26	9.3 9.4
10A	School neighbourhood	Low Density	Mansion Block	Max: 3 storeys Min: 2 storeys	Flats: 00 Maisonettes: 00 Houses: 08	Flats: 00 Maisonettes: 00 Houses: 02	Flats: 00 Maisonettes: 00 Houses: 22	Flats: 00 Maisonettes: 00 Houses: 32	9.4
10B	School neighbourhood	Low Density	Mansion Block Townhouse	Max: 3 storeys Min: 2 storeys	Flats: 00 Maisonettes: 00 Houses: 03	Flats: 00 Maisonettes: 00 Houses: 03	Flats: 00 Maisonettes: 00 Houses: 16	Flats: 00 Maisonettes: 00 Houses: 22	9.4
11A	School neighbourhood	Low Density	Mansion Block Townhouse	Max: 4 storeys Min: 3 storeys	Flats: 00 Maisonettes: 00 Houses: 17	Flats: 00 Maisonettes: 00 Houses: 03	Flats: 00 Maisonettes: 00 Houses: 10	Flats: 00 Maisonettes: 00 Houses: 30	9.4
11B	School neighbourhood	Low Density	Mansion Block Mews/Courtyard	Max: 4 storeys Min: 3 storeys	Flats: 00 Maisonettes: 00 Houses: 00	Flats: 00 Maisonettes: 00 Houses: 02	Flats: 00 Maisonettes: 00 Houses: 24	Flats: 00 Maisonettes: 00 Houses: 26	9.4
12A	Thurlow Street School Neighbourhood	Mid Density	Mansion Block Mews/Courtyard	Max: 8 storeys Min: 3 storeys	Flats: 37 Maisonettes: 00 Houses: 05	Flats: 09 Maisonettes: 07 Houses: 02	Flats: 24 Maisonettes: 10 Houses: 07	Flats: 70 Maisonettes: 17 Houses: 14	9.3 9.4
12B	Thurlow Street School Neighbourhood	Mid Density	Mansion Block Townhouse	Max: 8 storeys Min: 3 storeys	Flats: 22 Maisonettes: 00 Houses: 00	Flats: 08 Maisonettes: 09 Houses: 00	Flats: 10 Maisonettes: 10 Houses: 05	Flats: 40 Maisonettes: 19 Houses: 05	9.3 9.4
13A	School neighbourhood	Low Density	Mansion Block Townhouse	Max: 4 storeys Min: 3 storeys	Flats: 00 Maisonettes: 00 Houses: 17	Flats: 00 Maisonettes: 00 Houses: 03	Flats: 00 Maisonettes: 00 Houses: 33	Flats: 00 Maisonettes: 00 Houses: 53	9.4
13B	School neighbourhood	Low Density	Mansion Block Townhouse	Max: 4 storeys Min: 3 storeys	Flats: 27 Maisonettes: 03 Houses: 00	Flats: 00 Maisonettes: 02 Houses: 02	Flats: 05 Maisonettes: 10 Houses: 21	Flats: 32 Maisonettes: 15 Houses: 23	9.4
13C	School neighbourhood	Low Density	Mansion Block Townhouse	Max: 4 storeys Min: 3 storeys	Flats: 00 Maisonettes: 00 Houses: 15	Flats: 00 Maisonettes: 00 Houses: 01	Flats: 00 Maisonettes: 00 Houses: 12	Flats: 00 Maisonettes: 00 Houses: 28	9.4
14A	Park Edge Thurlow Street	High Density	Mansion Block	Max: 20 storeys Min: 4 storeys	Flats: 43 Maisonettes: 06 Houses: 00	Flats: 33 Maisonettes: 02 Houses: 00	Flats: 100 Maisonettes: 16 Houses: 00	Flats: 176 Maisonettes: 24 Houses: 00	9.1 9.3
14B	Park Edge	High Density	Mansion Block Townhouse	Max: 15 storeys Min: 4 storeys	Flats: 42 Maisonettes: 11 Houses: 00	Flats: 27 Maisonettes: 04 Houses: 00	Flats: 59 Maisonettes: 36 Houses: 00	Flats: 128 Maisonettes: 51 Houses: 00	9.1
15A	Community Spine Thurlow Street	Mid Density	Landmark Tower Mansion Block	Max: 8 storeys Min: 3 storeys	Flats: 55 Maisonettes: 07 Houses: 00	Flats: 00 Maisonettes: 01 Houses: 00	Flats: 39 Maisonettes: 27 Houses: 00	Flats: 94 Maisonettes: 35 Houses: 00	9.2 9.3

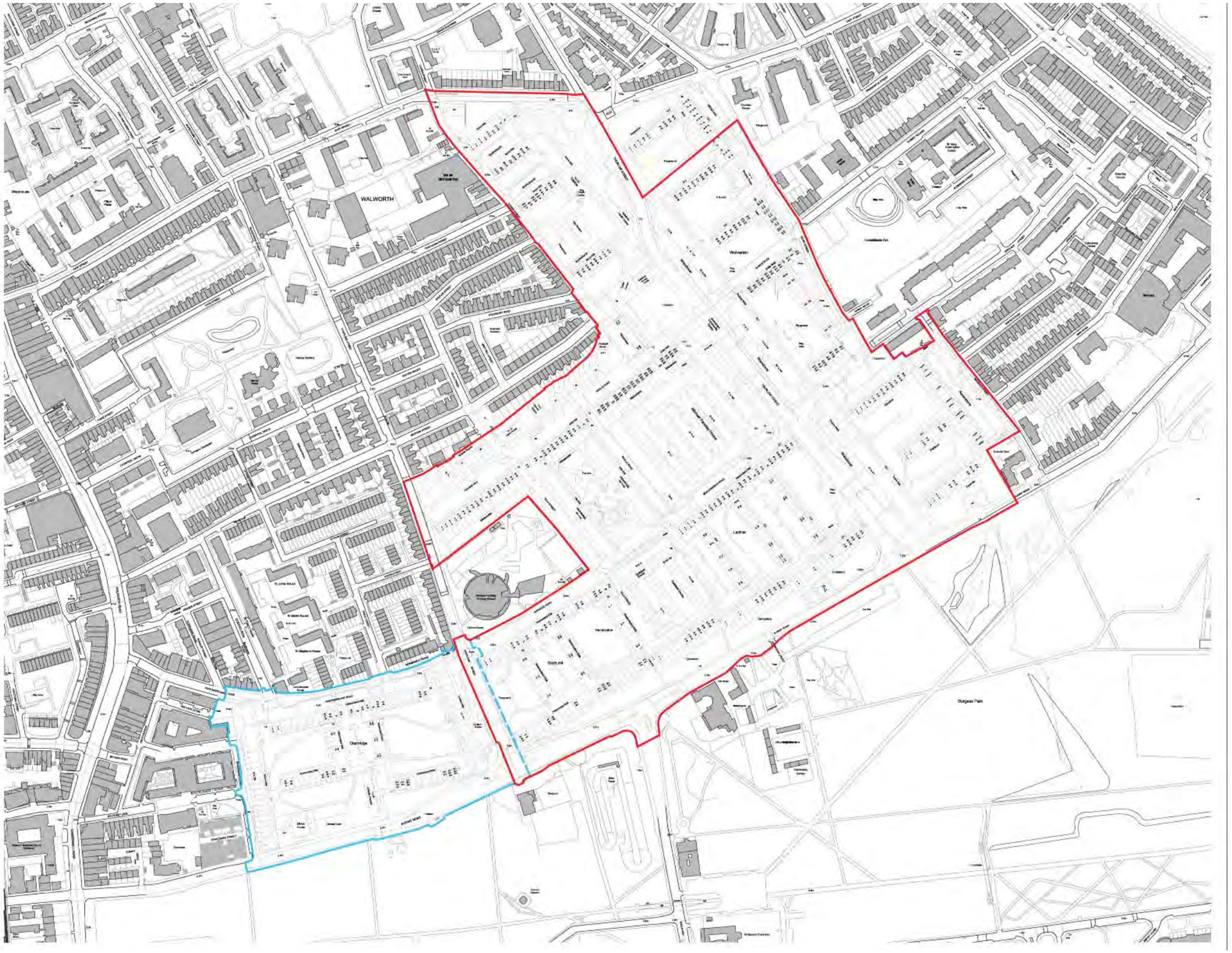
SUBPLOT	CHARACTER AREA	DENSITY	TYPOLOGIES	HEIGHTS	TARGET RENT	SHARED OWNERSHIP	PRIVATE OWNERSHIP	TOTAL	CHAPTER
15B	Community Spine	Mid Density	Mansion Block Townhouse	Max: 6 storeys Min: 4 storeys	Flats: 17 Maisonettes: 01 Houses: 10	Flats: 12 Maisonettes: 01 Houses: 00	Flats: 15 Maisonettes: 13 Houses: 14	Flats: 44 Maisonettes: 15 Houses: 24	9.2
16A	Park Edge	High Density	Mansion Block	Max: 20 storeys Min: 4 storeys	Flats: 43 Maisonettes: 06 Houses: 00	Flats: 26 Maisonettes: 02 Houses: 00	Flats: 56 Maisonettes: 29 Houses: 00	Flats: 125 Maisonettes: 37 Houses: 00	9.1
16B	Park Edge	High Density	Mansion Block Townhouse	Max: 15 storeys Min: 4 storeys	Flats: 36 Maisonettes: 08 Houses: 00	Flats: 08 Maisonettes: 05 Houses: 00	Flats: 43 Maisonettes: 20 Houses: 00	Flats: 87 Maisonettes: 33 Houses: 00	9.1
17A	Community Spine	Low Density	Mansion Block Townhouse	Max: 4 storeys Min: 3 storeys	Flats: 11 Maisonettes: 00 Houses: 08	Flats: 00 Maisonettes: 00 Houses: 00	Flats: 10 Maisonettes: 04 Houses: 00	Flats: 21 Maisonettes: 04 Houses: 08	9.2
17B	Community Spine	Low Density	Mansion Block Mews/Courtyard	Max: 4 storeys Min: 3 storeys	Flats: 00 Maisonettes: 00 Houses: 24	Flats: 00 Maisonettes: 00 Houses: 06	Flats: 00 Maisonettes: 00 Houses: 12	Flats: 00 Maisonettes: 00 Houses: 42	9.2
17C	Park Edge	High Density	Mansion Block Townhouse	Max: 15 storeys Min: 4 storeys	Flats: 40 Maisonettes: 08 Houses: 00	Flats: 10 Maisonettes: 04 Houses: 00	Flats: 49 Maisonettes: 29 Houses: 00	Flats: 99 Maisonettes: 41 Houses: 00	9.1
18A	Thurlow Street	High Density	Special Tower Mansion Block	Max: 15 storeys Min: 4 storeys	Flats: 56 Maisonettes: 00 Houses: 00	Flats: 28 Maisonettes: 03 Houses: 00	Flats: 34 Maisonettes: 06 Houses: 00	Flats: 118 Maisonettes: 09 Houses: 00	9.3

4.2
PARAMETER PLANS

PP01 - Extent of Masterplan Planning Application (Fig 4.2.1)
Parameter Plan 01 shows the Masterplan Application site boundary outlined in red, utilising an Ordnance Survey base. All of the Parameter Plans use the same Ordnance Survey base and the red line of the application site is transposed onto them all. The application site extends to 22.1 hectares.

The First Development Site is shown outlined in blue since this is land which is controlled by the Applicant, Notting Hill Housing.

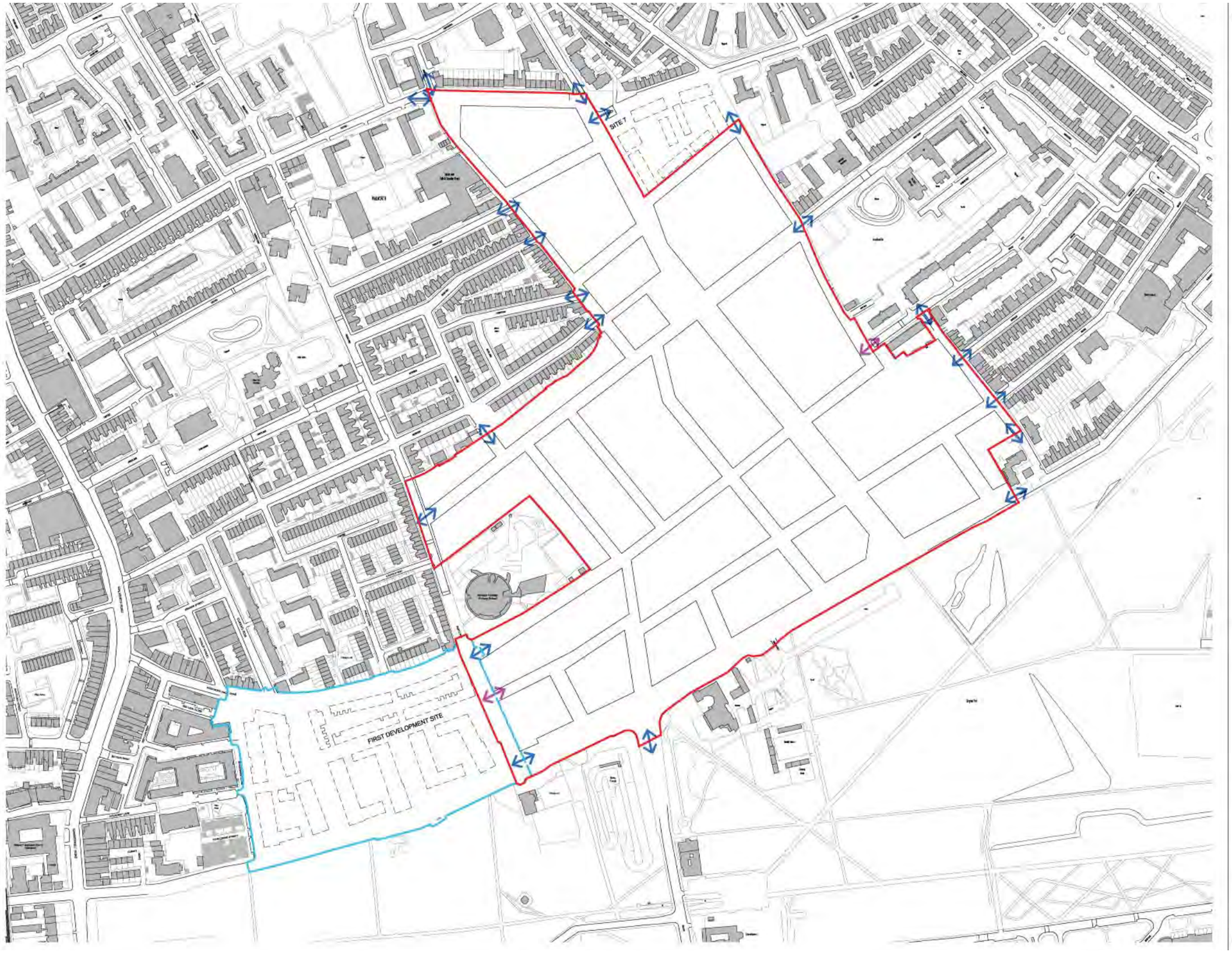
Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding



Key
- Outline Masterplan Application Boundary
- First Development Site Application Boundary

PP02 - Access (Fig 4.2.2)
This Parameter shows the existing and proposed access / egress routes into the Application Site Boundary and demonstrates how the site will stitch into the existing neighbourhoods and street networks.

Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding



Key
Existing vehicular access / egress
Proposed vehicular access / egress

PP03 - Circulation (Fig 4.2.3)

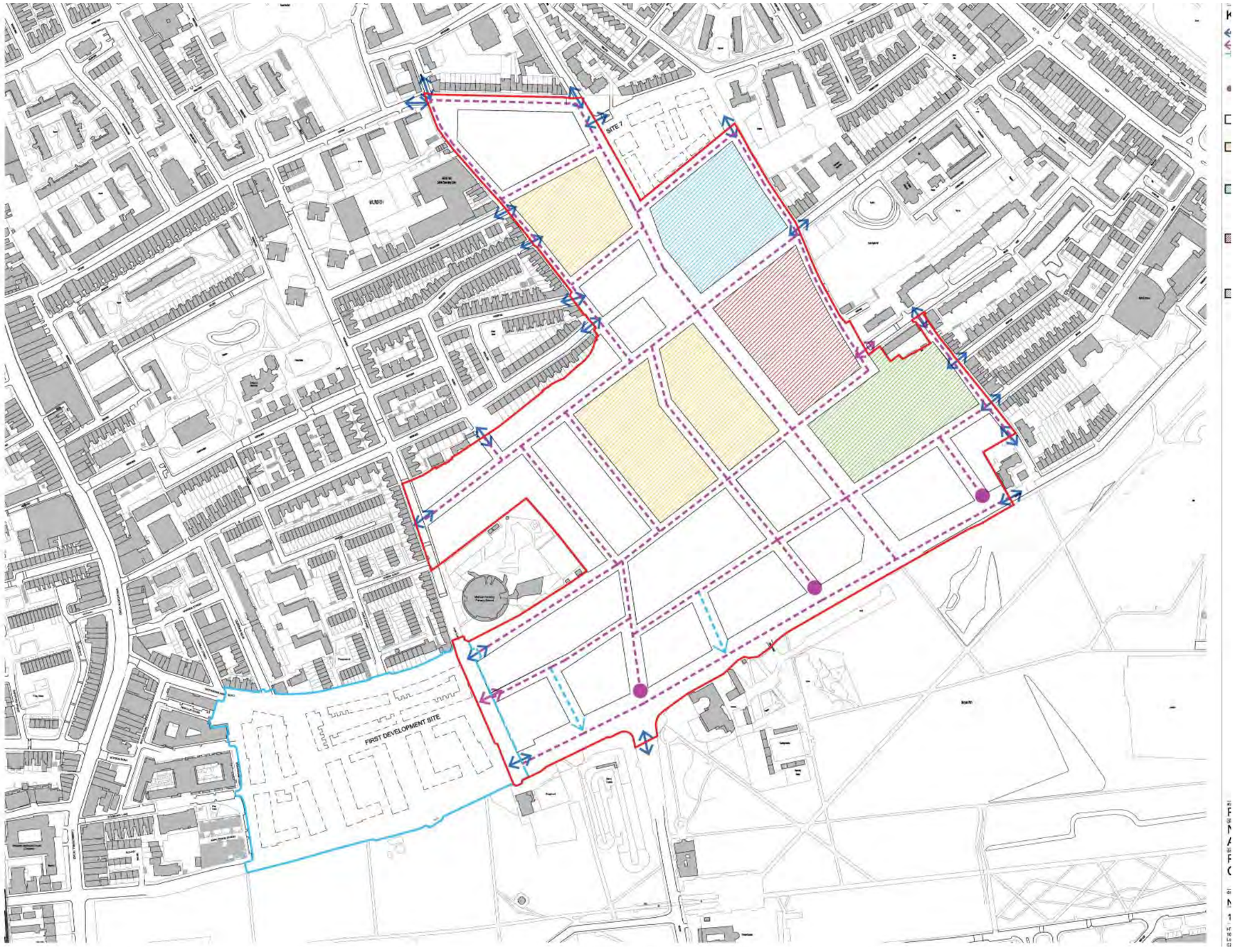
Parameter Plan 03 sets out the layout of 'Mandatory Streets' which lay the foundation for circulation across the masterplan. It also indicates which of these roads have vehicular limitations such as one-way access or road terminations.

It also indicates which Development Parcels need sub-dividing with additional streets and makes it clear which street typologies are suitable in each situation.

A *Mandatory Street* is defined as a vehicular accessed road that has minimum street widths that comply with the street typologies presented within the Design Code:

Please see Chapter 5 for Street Typology details.

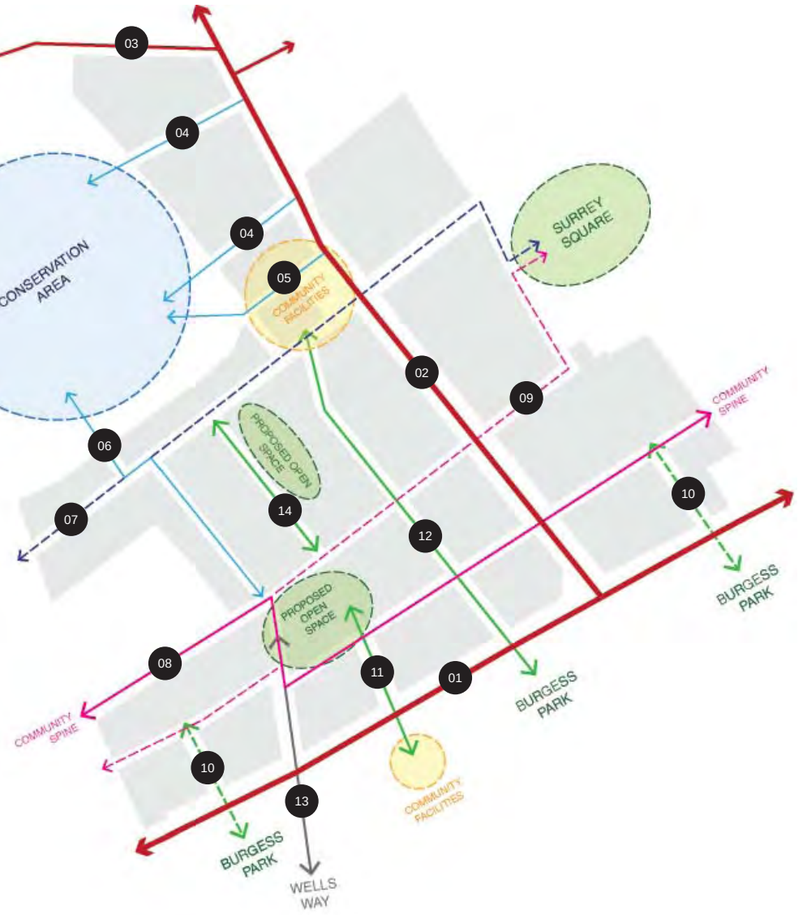
Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding



Key

- Mandatory Street
- Mandatory Street with 1-way acess
- Mandatory Street Termination
- Plot with no Mandatory Street to be included
- Plot with 1 Mandatory Street to be included: *Must be 11.45m minimum street width*
- Plot with 1 Mandatory Street to be included: *Must be between 9.2 - 11.4m minimum street width*
- Plot with 2 Mandatory Streets to be included: *One street must be minimum 9.2m wide. One street must be minimum 11.45m wide minimum*
- Plot with 2 Mandatory Streets to be included:*Both must be 11.45m minimum street widths*

Fig 4.2.4 ***Circulation Design Rationale Diagram***



Key

01 Albany Road: *Existing Key Route*

02 Thurlow Street: *Existing Key Route*

03 East Street: *Existing Key Route*

04 Key links from Walworth Conservation Area to Thurlow Street

05 Key link from Walworth Conservation Area to Aylesbury Square

06 Key link from Walworth Conservation Area to Proposed Park

07 Inville Road: *Existing Key Route*

08 Community Spine Key Link

09 Alternative Community Spine Link to Surrey Square

10 Green Link: Community Spine to Burgess Park

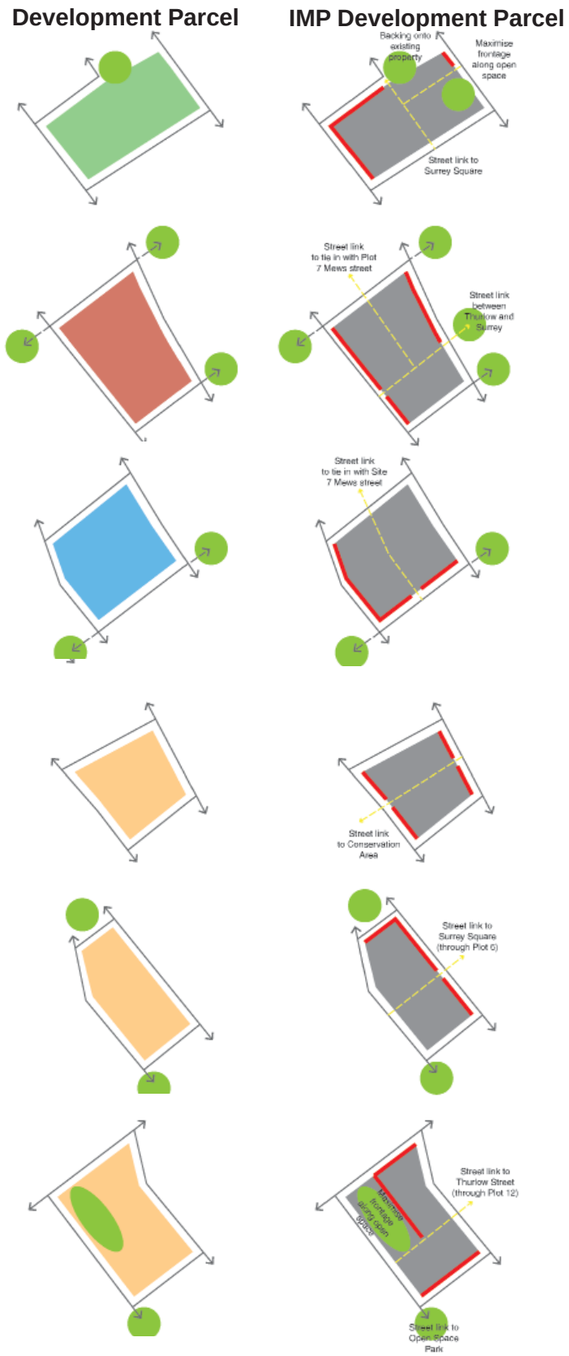
11 Green Link: Open Space to Burgess Park Community Facilties

12 Green Link: Aylesbury Square to Burgess Park

13 Wells Way to proposed Open Space

14 Green Link: Inville Road to Open Space

Fig 4.2.4 ***Development Parcel comparisons with the IMP***



Development Parcel 5 (Subplots 5a/b/c)
Alvey Street could be extended through the block to meet the Community Spine. Another east-west subdivision helps to create back to back northern houses and frame the open space.

Development Parcel 6 (Subplots 6a/b/c)
A continuation of the mews originating in Site 7 / Development Parcel 7 could be carried through the site. This could meet a strong east-west link from Surrey Square.

Development Parcel 7 (Subplots 7a/b)
A strong north-south divide allows for a continuation of the mews that originates within Site 7 and creates a strong frontage onto Thurlow Street.

Development Parcel 9 (Subplots 9a/b)
A simple central east-west division helps to break up the block and add an extra connection between the Walworth Conservation Area and Thurlow Street.

Development Parcel 12 (Subplots 12a/b)
A centralised east-west link could help to connect the open space in Plot 13 with Thurlow Street and helps to create manageable sized blocks with strong frontage onto Thurlow Street.

Development Parcel 13 (Subplots 13b/c)
A small east-west route which could link through with the proposed east-west link through plot 12 to consolidate the open space / Thurlow Street connection.

PP04 - Plot Extents (Fig 4.2.6)
Parameter Plan 04 sets out the development parcels across the masterplan some of which are subject to further subdivisions.

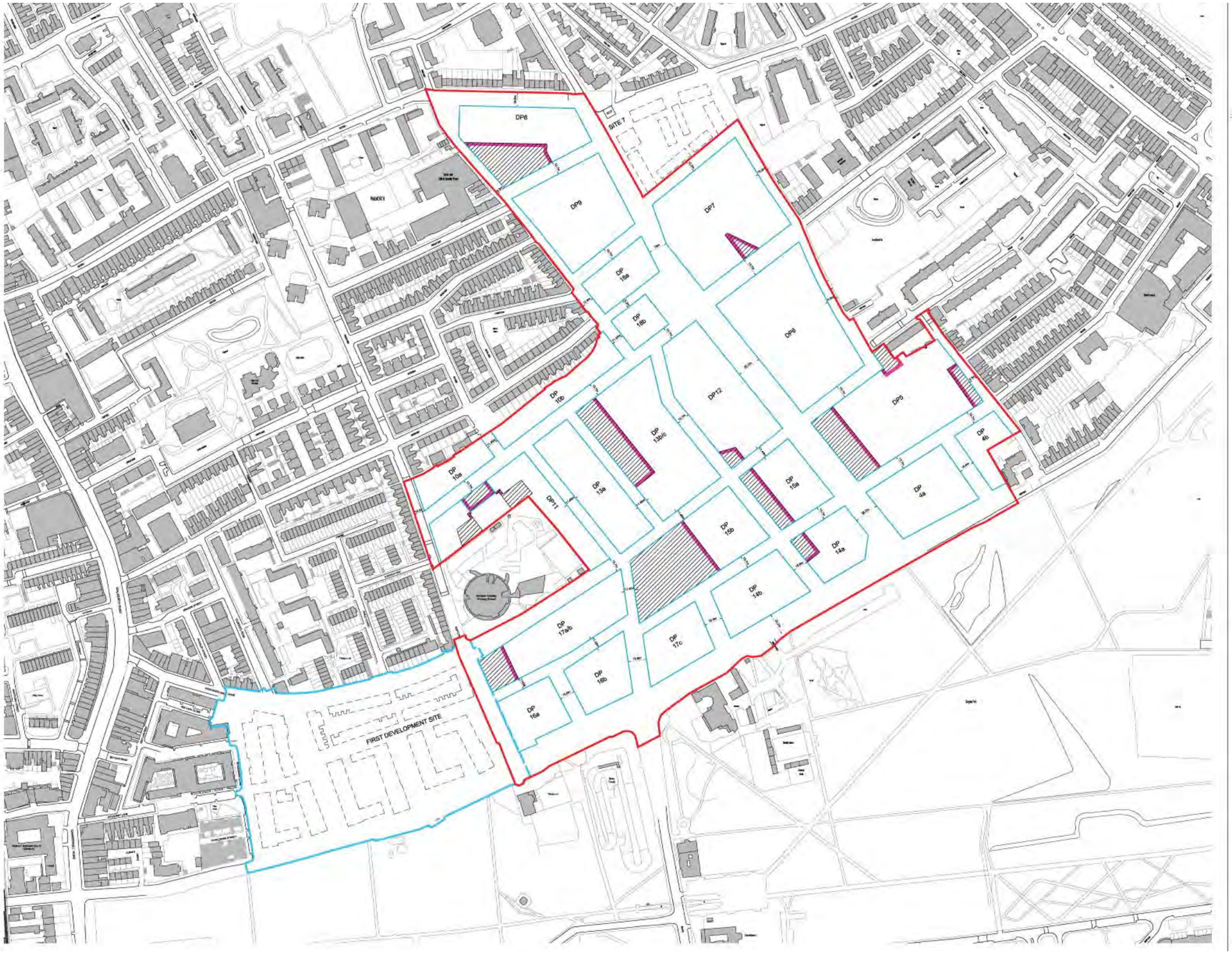
The drawing sets out the Maximum Development Parcel boundaries which define the maximum area of land that can be developed upon.

Within these parcels there are No Build Zones which are areas that cannot be built upon at all. Primarily these cover stretches of designated Open Space or retained trees.

Within the No Build Zones there are Open Space Access Zones which are defined as a minimum 3m wide strip reserved for access to building frontages that occur adjacent to Open Spaces.

All construction must occur within the Maximum Development Parcels which includes privacy strips, balcony overhangs, projecting bays or any other built element.

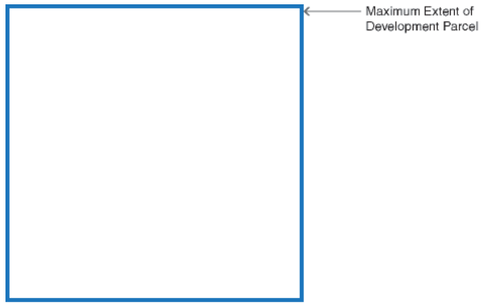
Drawing is not to scale
Original drawing is **1:1250@A0**



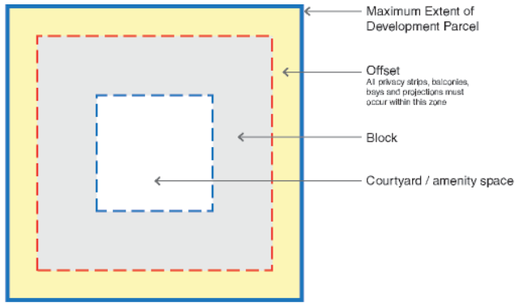
Key

- Maximum Extent of Development Parcel
- No Build Zone
- Open Space Access Zone
- Minimum Street Widths

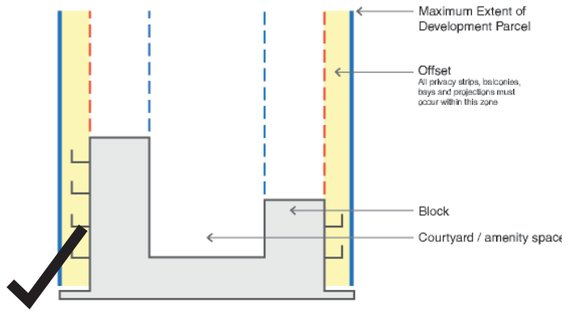
Fig 4.2.7 *Plot Extent Interpretation Diagrams*



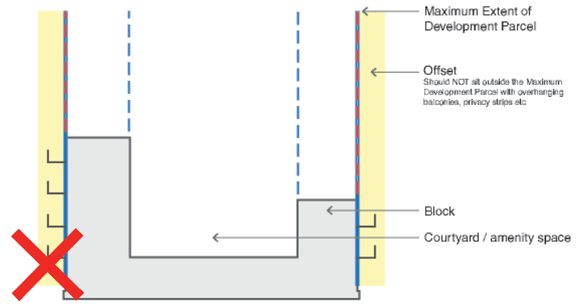
Plot Extent as shown on the Parameter Plans



ALL development, including balconies, privacy strips etc MUST be inluded within the Maximum Development Parcel

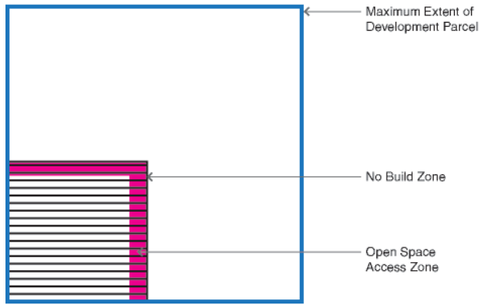


Illustrative section across the plot showing the CORRECT interpretation of the Parameter Plan

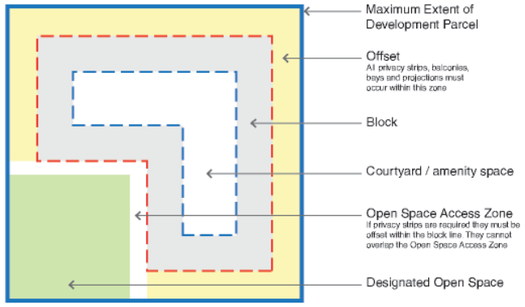


Illustrative section across the plot showing the INCORRECT interpretation of the Parameter Plan

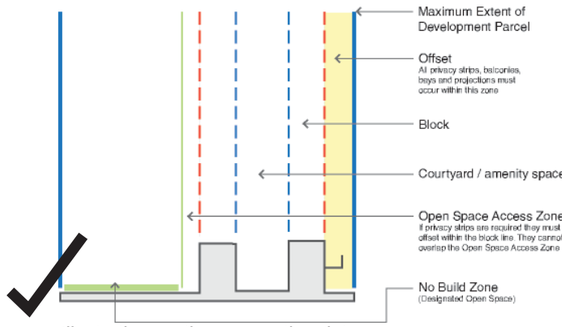
Fig 4.2.8 *No Build Zone Interpretation Diagrams*



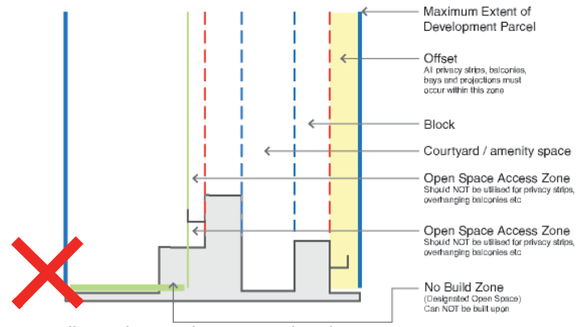
Plot Extent with a *No Build Zone* as shown on theParameter Plans



ALL development, including balconies, privacy strips etc MUST NOT be built upon the No Build Zone

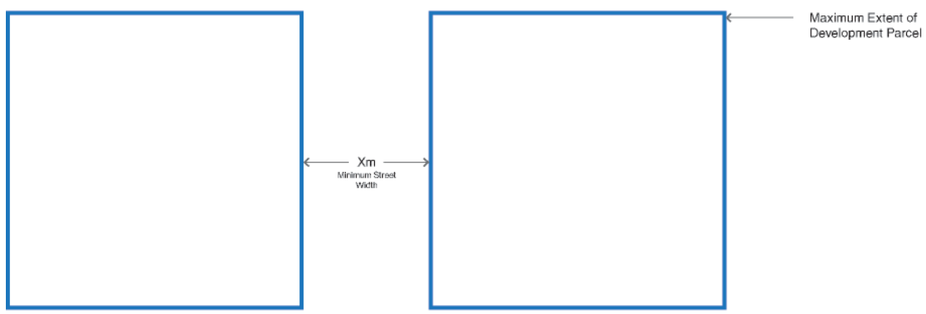


Illustrative section across the plot showing the CORRECT interpretation of the Parameter Plan

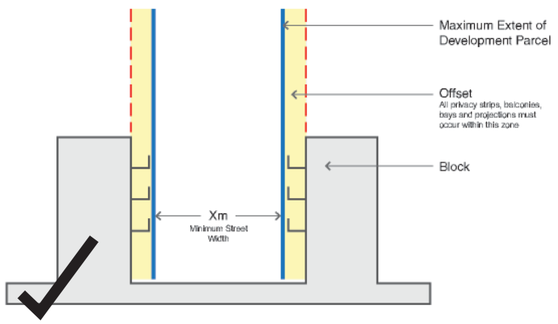


Illustrative section across the plot showing the INCORRECT interpretation of the Parameter Plan

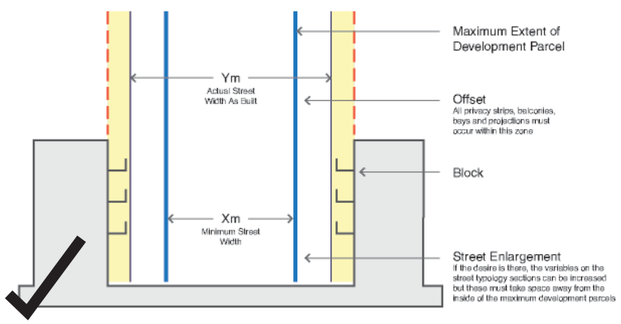
Fig 4.2.9 *Minimum Street Width Interpretation Diagrams*



Plot Extent and *Minimum Street Widths* as shown on the Parameter Plans



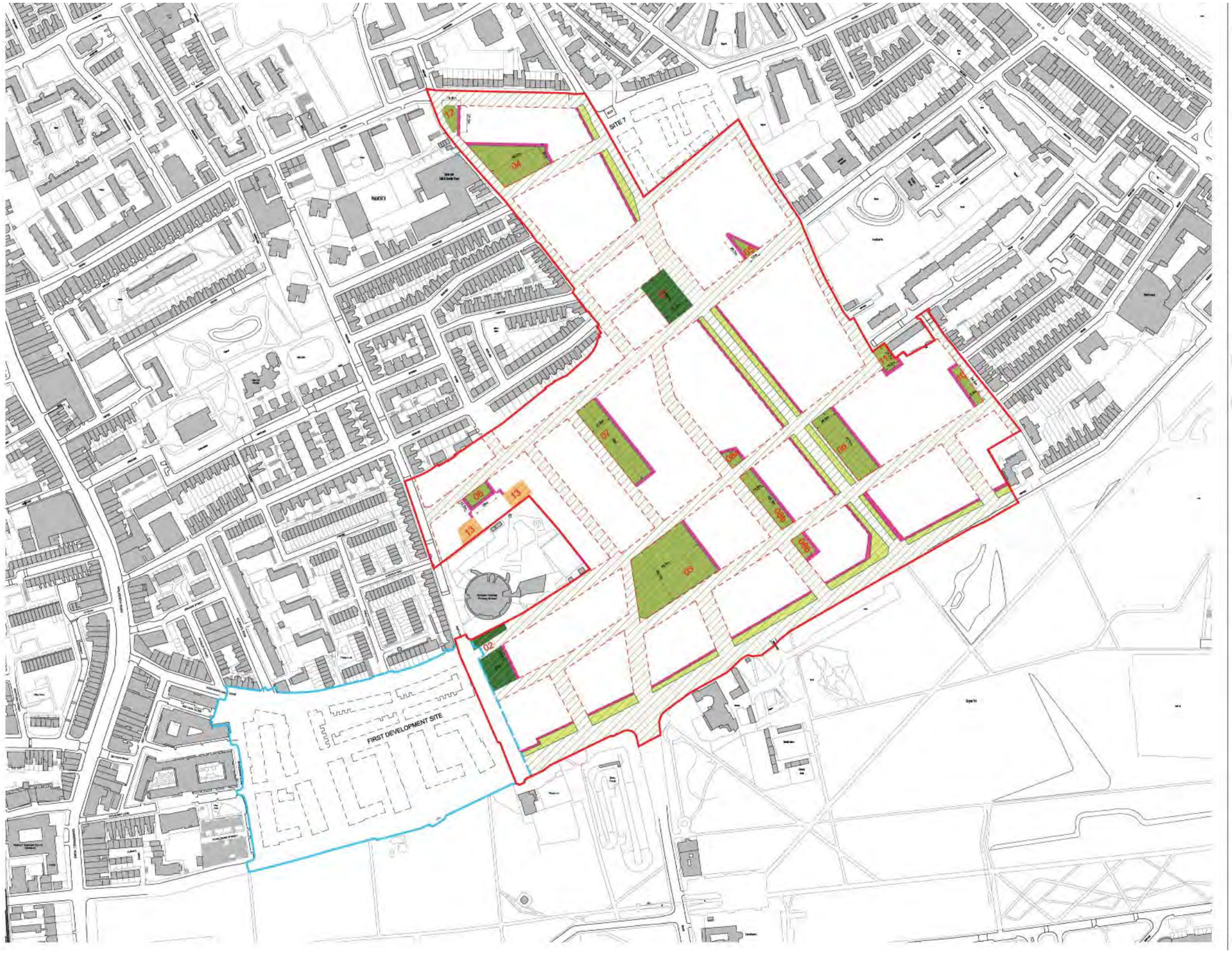
Illustrative section across the plot showing the CORRECT interpretation of the Parameter Plan



Illustrative section across the plot showing potential Street Width Increase

PP05 - Open Spaces (Fig 4.2.10)
Parameter Plan 05 identifies the minimum and the extent and type of open space that forms part of the Application and demonstrates how the Council's standards will be met. The parameter plan defines all those areas which are publicly accessible and shows which areas will comprise both predominantly hard (civic) and soft landscaping, the distribution of which has been determined by an understanding of local landscape, topography, and trees, as well as the need for certain types of open space to be within easy walking distance of all homes.

Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding



Key

Open space - Civic

01	Aylesbury Square MIN 1500sqm to be provided
02	School Square

Open space - Public

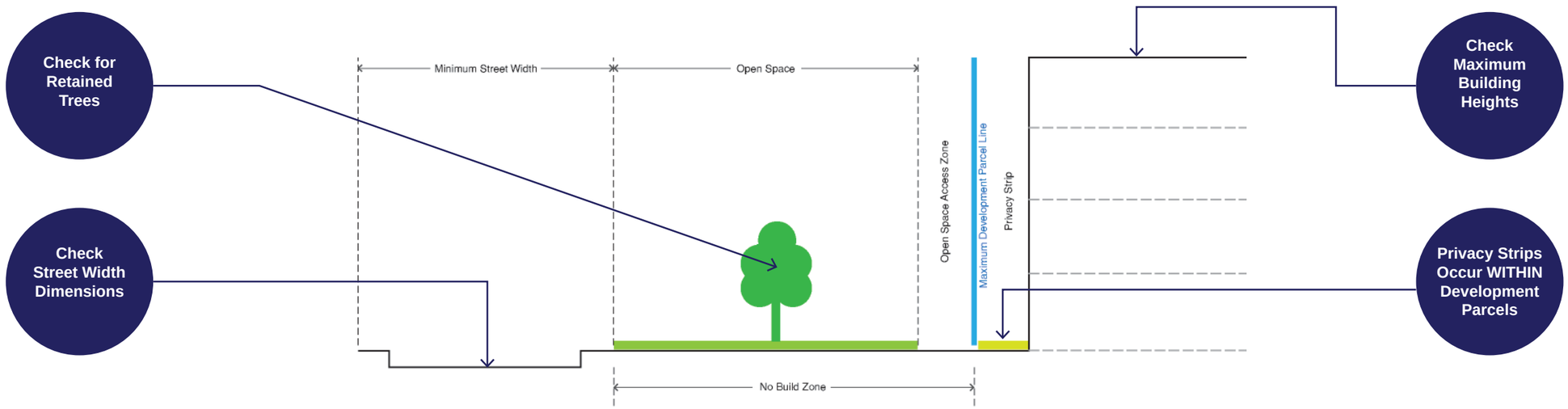
03	Gaitskell Park
04	Dawes Park
05	Alsace Park
06	Inville Park
07	Missenden Park
08	Planes Park
09	Thurlow Park
10	Bagshot Park
11	Kinglake Park
12	East Street Park

Open space - streets min

13	Community Gardens

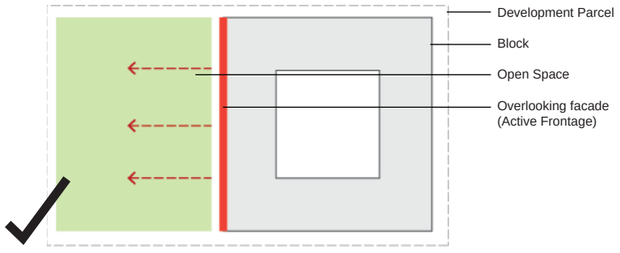
Minimum Public Realm

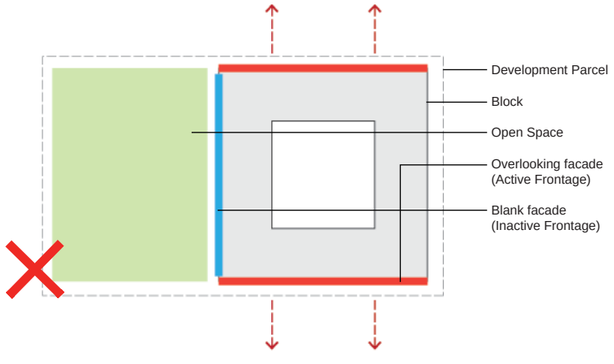
Fig 4.2.11 ***Open Space Considerations Diagrams***



Maximising Views

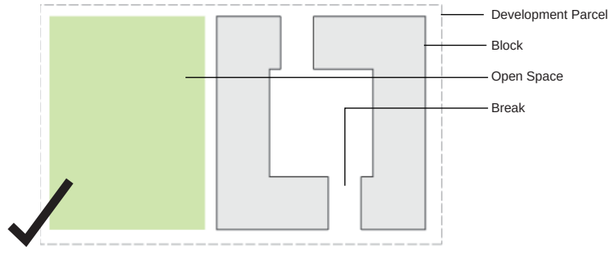
Elevations must ensure that Open Spaces are overlooked and maximise green views as much as possible

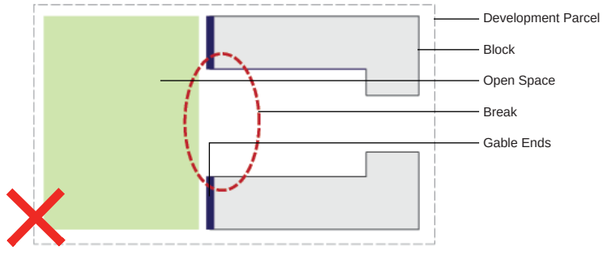




Avoiding Breaks

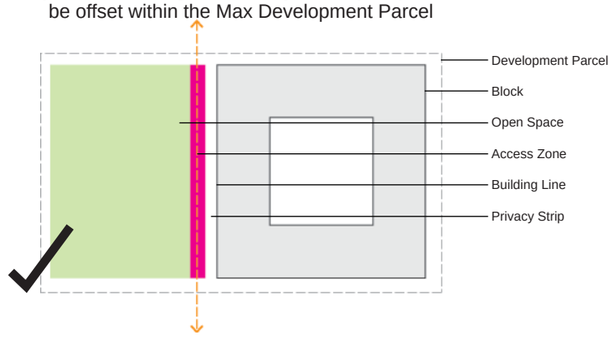
Breaks must not occur on elevations that overlook Open Space as they weaken the sense of enclosure needed around Open Spaces

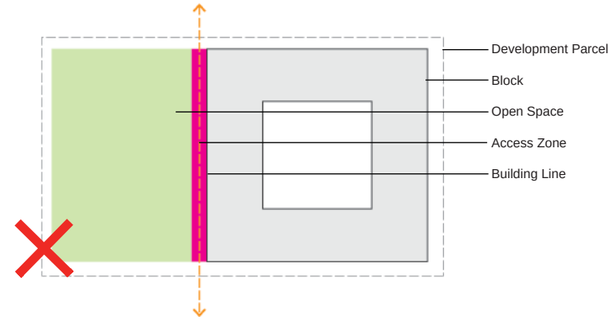




Access

Open Space Access Zones must not be built upon - they are for building access only. Privacy strips must be offset within the Max Development Parcel





PP06 - Land Uses (Fig 4.2.12)
Parameter Plan 06 indicates the diifernt types of Land Uses (at Ground Floor) and their approximate position across the masterplan.

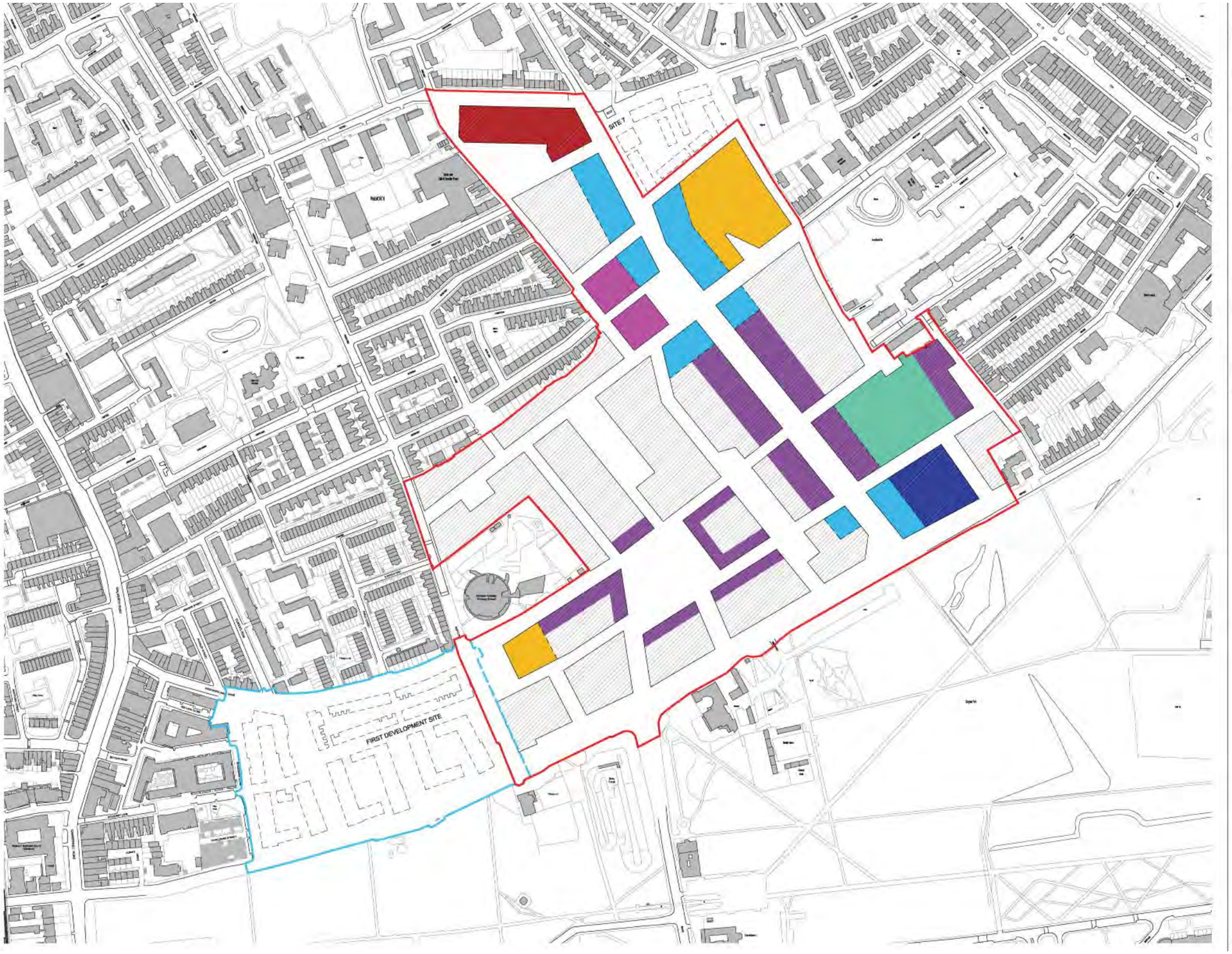
There is a set maximum amount of each type of Land Use that is spread across the masterplan but is then subdivided into phases (refer to the diagram opposite). The amount of further subdivisions across the phase is undetermined and is up to a partcular designer to distribute uses sensibly across the areas indicated on the Parameter Plan.

The Flexible Future Zones are areas identified on the masterplan that would be suitable to accommodate different class uses in the future as the masterplan becomes more realised. The location of the Energy Centre is proposed within 1 Development Parcel. It is expected that this will be integrated within a tall building footprint as delivered in the FDS.

For instance, the Community Spine is a great location to include cafes, pubs and corner shops in the future as it becomes more used.

It should be noted that:
(D1) Flexible Use on Plot 18 can extend to first floor
(C3) Residential use occurs on all upper floors
(C3) Residential use replaces other uses in all locations with an overlap if not utilised for their suggested Land Use

Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding



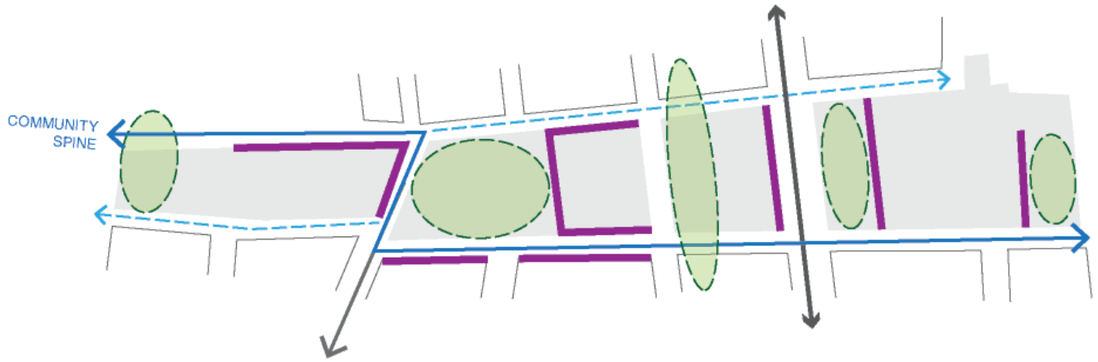
Key
- B1
- D1
- B1 / A1/ A3 / A4
- C3 / A1/ D1 - inc Medical Centre
- Energy centre- *sui generis* - indicative location only
- PRS - *sui generis* - indicative location/s only
- C3 - Residential
- Flexible Future Zones

Fig 4.2.13 *Flexible Future Zones Interpretation Diagrams*

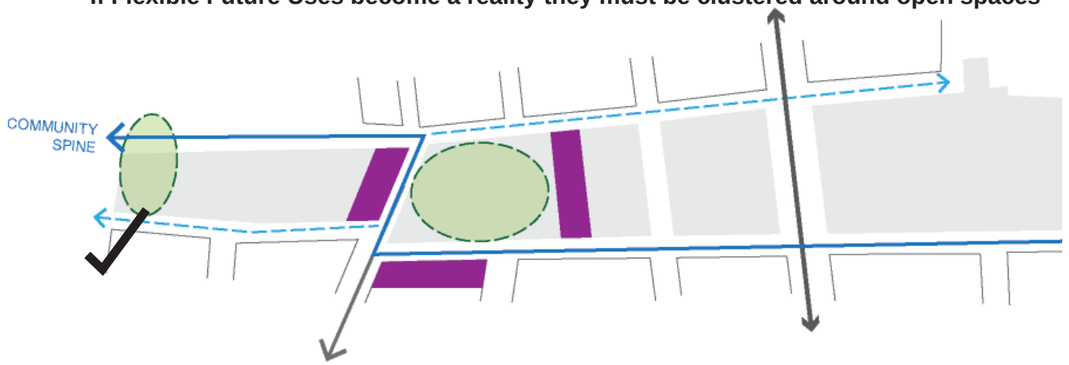
Community Spine

The purple lines indicate where flexible future zones have been idetified along the Community Spine. All of this area will not be filled in with non-residential land uses so consideration must be given to appropriate locations. The top right diagram indicates what happens if poor thought is given and uses are strunbg along arbitrarily. The bottom diagram shows how uses should be clustered around corners and open spaces to create a small hub.

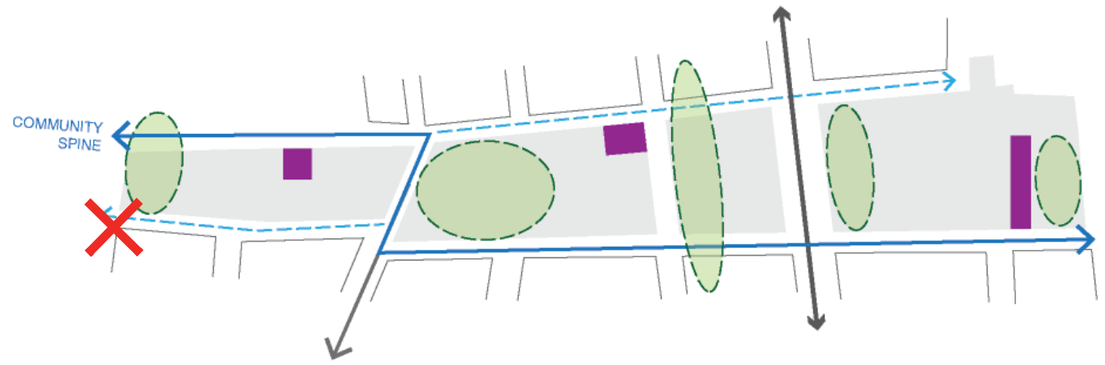
Flexible Future Uses as allotted on the Parameter Plan



If Flexible Future Uses become a reality they must be clustered around open spaces



Flexible Future Uses must not be distributed randomly along the Community Spine



PP07 - Building Heights (Fig 4.2.14)
Parameter Plan 07 sets out the distribution of building heights across the development. This is expressed in terms of AOD (and storey heights) with a minimum and maximum building height cap (to the top of the ridge and measured from the existing ground level).

The heights range up to a maximum of 71.25m AOD in height (3 to 20 storeys). It should be noted that these heights represent the maximum parameters which were assessed for the purposes of the Environmental Impact Assessment.

Maximum Building Height shows the maximum height of any built element delivered within the Development Parcel.

In practice, the whole development will not be built to the theoretical maximum as it would substantially overprovide accommodation in excess of the maximum GEA set out in the Development Specification.

Dashed coloured lines refer to Transition Height. If the taller height is not used then the height immediately to the north comes into effect. Please refer to the diagrams opposite.

Where development parcels need further subdivision, the building heights along the new inserted streets will be governed by the heights associated with the particular street typology that has been designated.

Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding
Please refer to original Plan for AOD Heights

Key

- 2 - 3 storeys
- 3 - 4 storeys
- 3 - 6 storeys
- 4 - 6 storeys
- 4 - 8 storeys
- 6 - 8 storeys
- 7 - 9 storeys
- 10 - 15 storeys
- 16 - 20 storeys

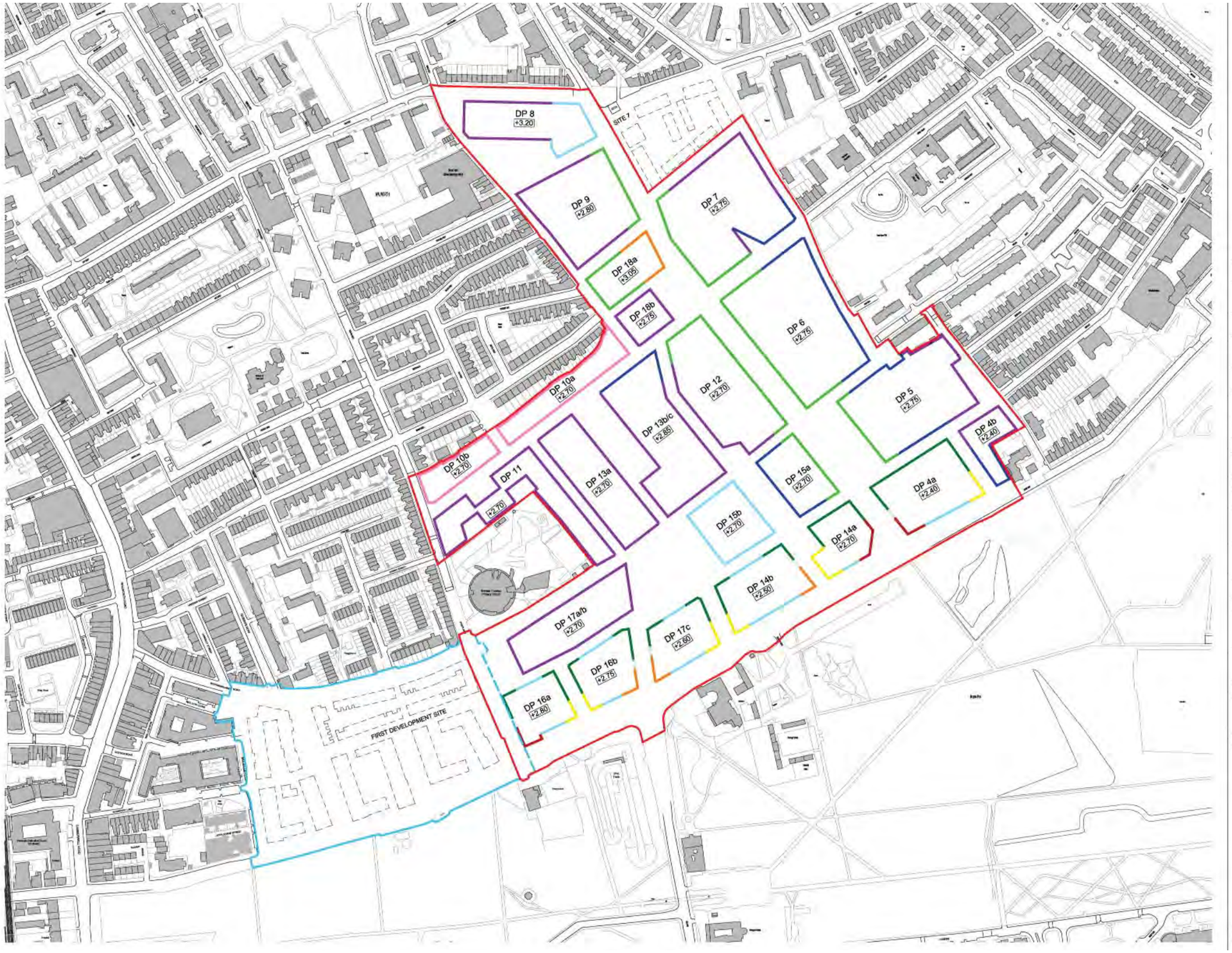
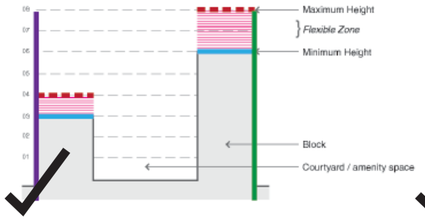
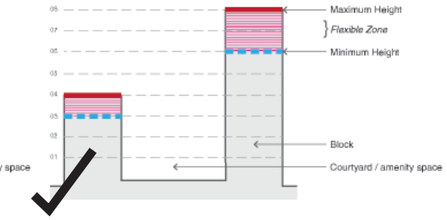


Fig 4.2.15 *Building Height Code Clarification Diagrams*

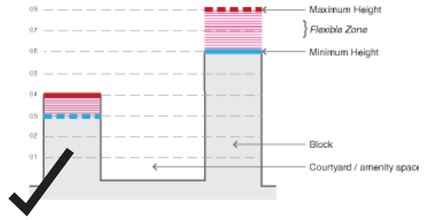
Plot
As set on
Parameter Plan



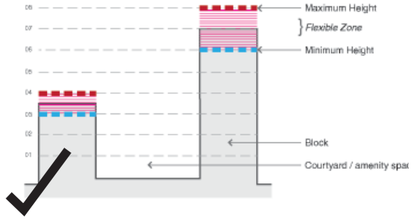
Both frontages meet the minimum height



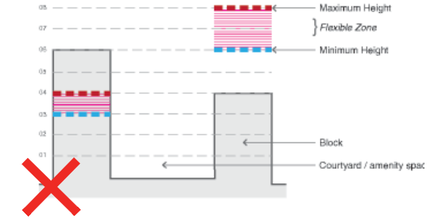
One frontage meets the minimum height, the other the maximum



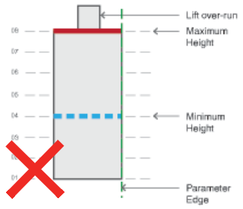
One frontage meets the minimum height, the other the maximum



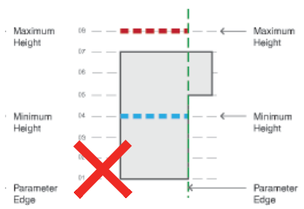
Both frontages surpass the minimum but do not surpass the maximum



One frontage has surpassed the maximum and the other has not met the minimum

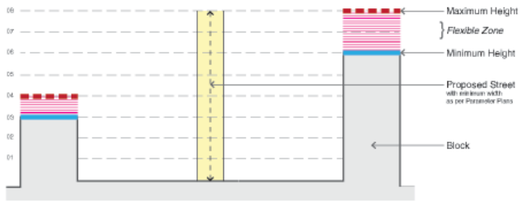


The lift run has surpassed the maximum height

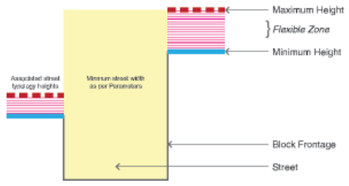


Whilst the maximum height has been met, the building overhangs the development parcel frontage boundary

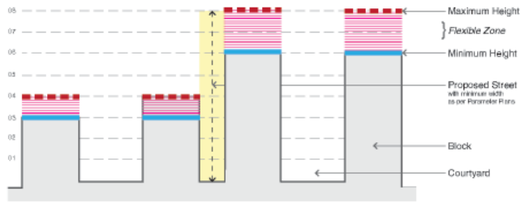
Plot
With inclusion of
1 Mandatory Street



The edges have been established by height and a Mandatory Street must be included within the centre of the plot

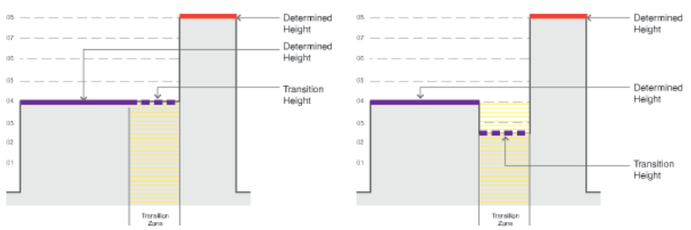


An appropriate street typology has been selected which has associated heights attached to it

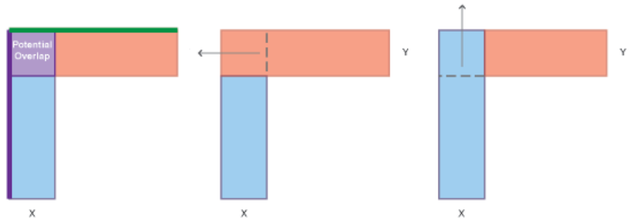


The Mandatory street has been selected and puti n place and the blocks have been completed

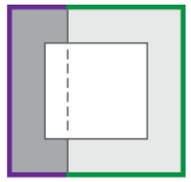
Plot
With inclusion of
Transition Height



Plot
Where two heights
meet in a corner



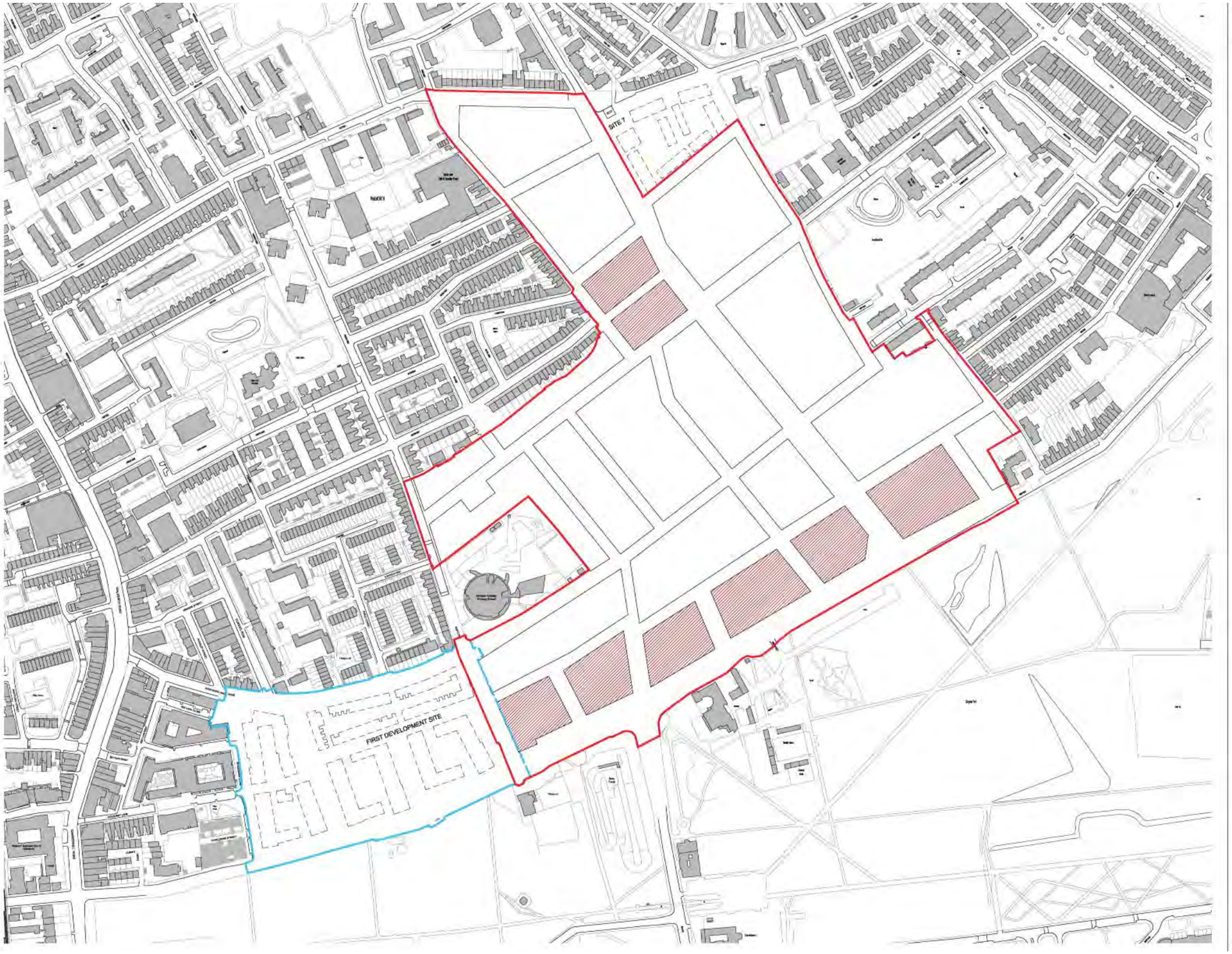
Plot
Where a height
wraps
around a corner



PP08 - Basements (Fig 4.2.16)
Parameter Plan 08 shows which plots may have a basement to meet the required parking standards. It specifies the maximum extent that a basement can have for each development sub-plot.

Basements and podiums are to be considered on the development parcels shown on the right where other parking solutions have been proven to be unsuitable or unachievable.

Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding

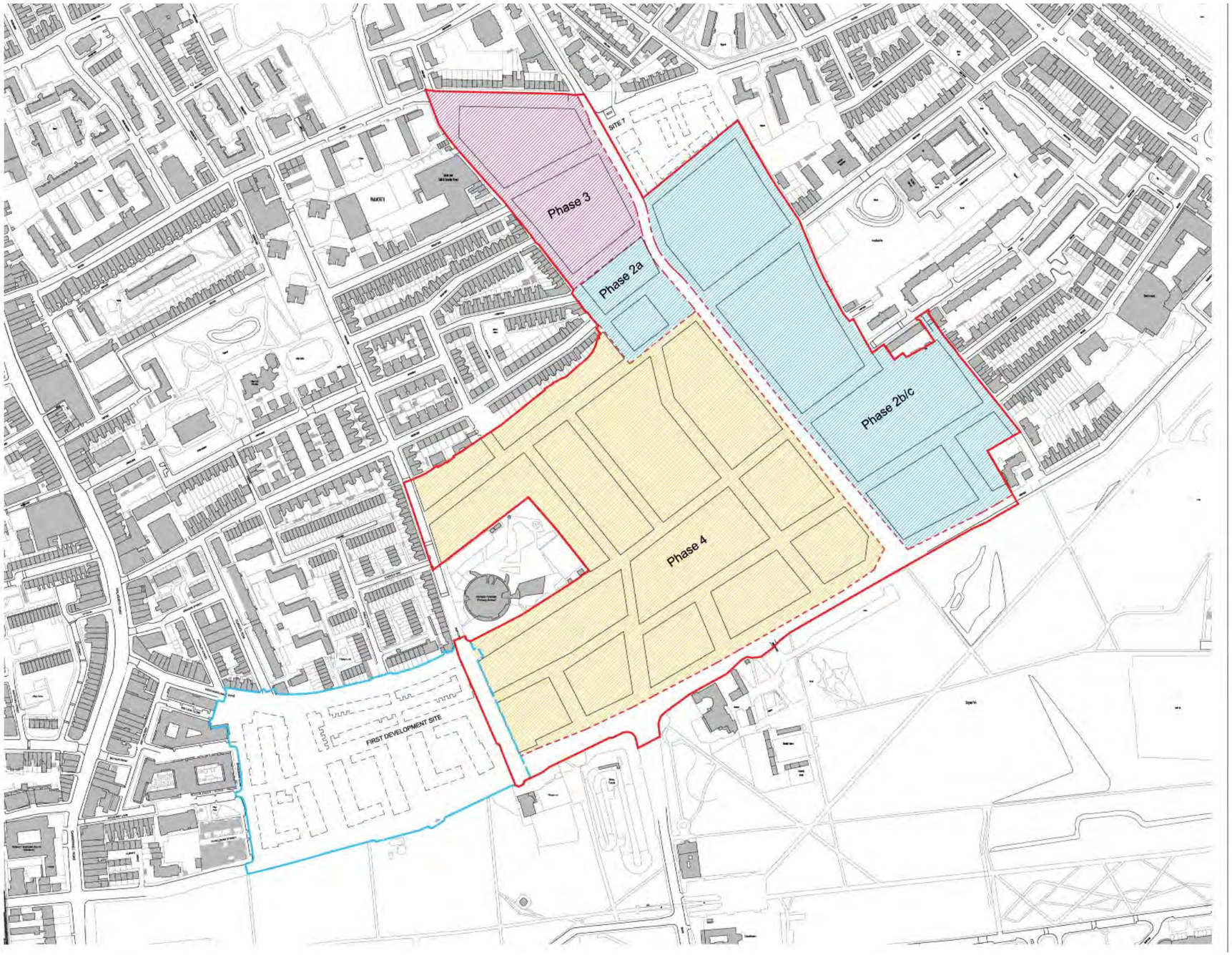


Key

Maximum Basement area
Maximum Development Parcel

PP09 - Phasing (Fig 4.2.17)
Development of the Outline Masterplan is expected to happen in three phases, following the first phase of the First Development Site. This gives a total of four phases across the whole site.

Drawing is not to scale
Original drawing is **1:1250@A0**
Please refer to original drawings before proceeding



Key
- Phase 2
- Phase 3
- Phase 4

5.0
STREETSCAPES

5.1
STREET HIERARCHY AND CHARACTER

A Layout Based Upon Streets and Squares
The masterplan intent is to deliver a reinterpreted layout of the AAP aspiration to create a layout incorporating the familiar urban typologies of traditional London streets and squares.

The guiding principles of the street layout are to:

- **Legibility**
  The layout is to ensure consistent, legible wayfinding through the site
- **Street Character**
  The street layout is to reflect the street character of the adjoining conservation area
- **Movement Priorities**
  The street layout is to deliver traditional London streets whilst prioritising pedestrians and cyclists
- **Green Views**
  The street design is to include generous tree coverage within the streetscape
- **Front Doors onto Streets**
  The street design is to create residential streets that maximise the number of front doors onto the street with clearly marked entrances
- **Frontages**
  The design must avoid blank end gables and celebrate important facades and corners within the streetscape

Vehicle Movement Hierarchy

The vehicle hierarchy reflects the existing street network by maintaining the existing streets of Thurlow Street, Albany Road and Portland Street as the key movement corridors within the new development. The remainder of the street network is effectively a grid of streets with suitable traffic calming measures and roads closed to vehicle traffic to minimise traffic speeds and reduce rat running through the development.

Guiding Principles

- The streets are to be designed to ensure vehicles travel at slow speeds to meet Southwark's designation as a 20mph borough.
- Thurlow Street and Albany Road are to be designed to ensure a smooth flow of traffic so buses can keep to their timetables.
- The street design and layout will discourage rat running by restricting vehicle movements in key locations and introducing traffic calming measures where required.

Fig 5.1.1 ***Vehicle Hierarchy Diagram***

Cycling Strategy

The cycling strategy has been designed to provide strategic connections across the masterplan; North/South between Elephant and Castle and Burgess Park, East/West connecting Walworth Road and Old Kent Road. It also reflects LBS' and TfL's recently released Cycling Strategies.

A key intention of the street design is to ensure that the needs of cyclists of all abilities and requirements are accommodated. The strategic cycle routes of the Southwark Spine along Thurlow Street and Quietway on Portland Street will accommodate commuter cyclists of all abilities. However, equally important are local and recreation cyclists. Therefore, all streets are to be designed to accommodate cyclists.

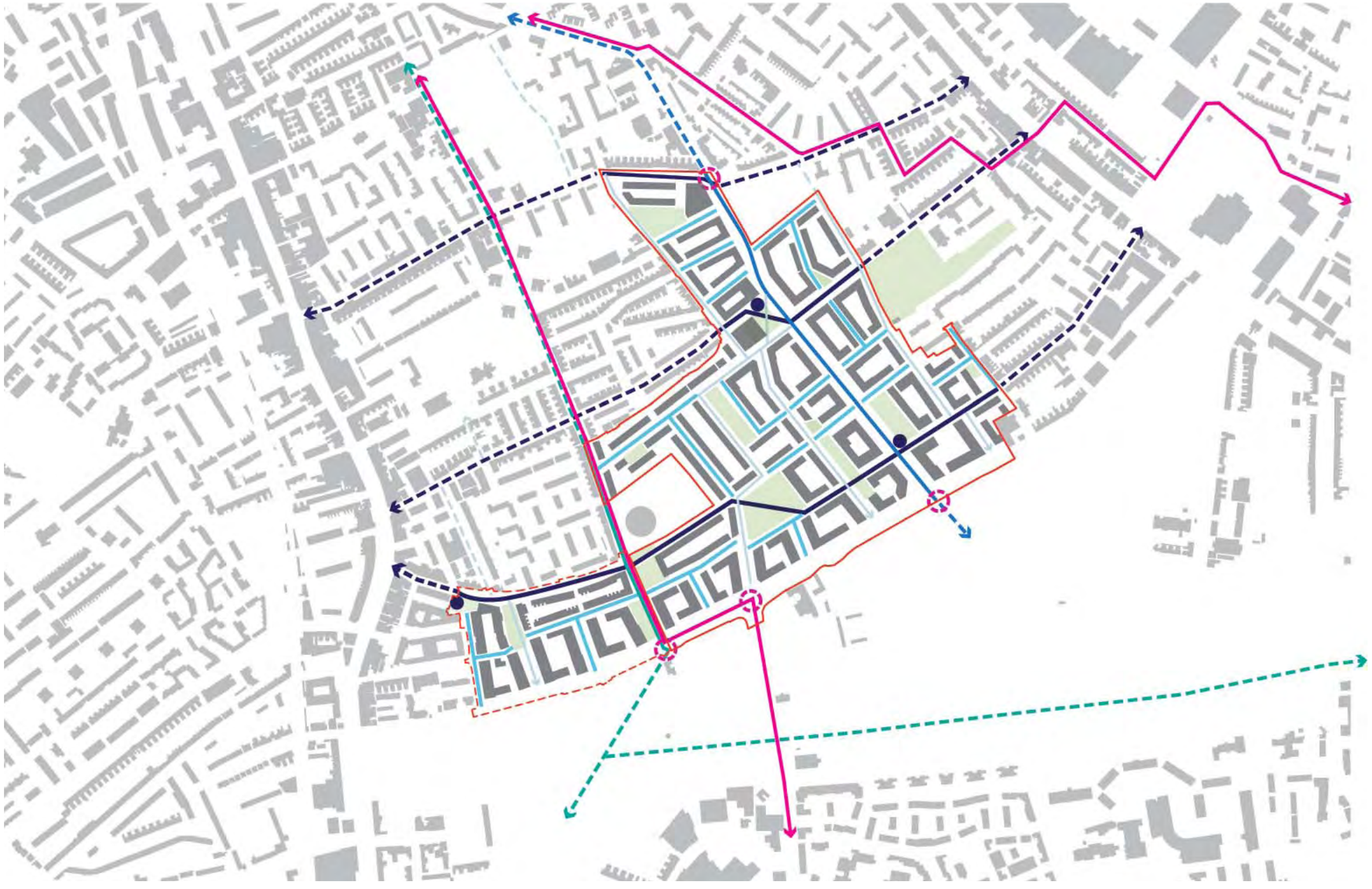
The East-West Community Spines and North-South Green Links are key cycle desire lines that are to be emphasised in the street design with traffic calming and pedestrian/cycle only streets to create safe, legible and convenient east-west and north-south routes for cyclists of every ability.

Due to the level of vehicle traffic and bus movements along Albany Road, provision for cycling has not been included other than within the carriageway. The introuction of an east-west quietway through Burgess Park and the East-west Community Spine through the proposed development offers alternative cycling provision.

Guiding Principles

- All streets are to be designed to accommodate cyclists
- Cycle crossings are to be introduced onto Thurlow Street and Albany Road to facilitate safe and easy east-west and north-south cycle movement
- Key junctions along Thurlow Street and Albany Road are to be upgraded to facilitate cycle movement and reflect LBS' and TfL's cycling strategies
- Cycle parking is to be provided within the streets around the development. In particular, cycle parking must be located adjacent to retail and commercial uses and residential cores to flat block developments
- Two cycle hire rental locations to be provided in the masterplan area in consultation with TfL

Fig 5.1.2 ***Cycling Strategy Plan***



Key

- Existing designated cycle network
- Proposed Southwark Spine Cycle Route
- Proposed Quietway Cycle Route
- East-West Cycle Desire Line: Community Spine
- North-South Cycle Desire Line: Green Links
- Cycle Friendly Streets
- Proposed Open spaces
- Potential Cycle Hire rental locations
- Junction improvements to reflect Southwark's Cycling Strategy

Pedestrian Strategy

The pedestrian strategy reflects the cycle strategy, with key east-west and north-south pedestrians desire lines created by traffic calming and pedestrian/cycle only streets that prioritise pedestrians and cyclists and reduce the impact of vehicles. These desire lines have also been located to allow pedestrians to traverse the new parks and squares within the development, creating greener and less vehicle dominated routes for pedestrians.

Guiding Principles

- All streets are to be designed with pedestrian footways provided on either side of every road.
- Raised tables or traffic carpets are to be provided on cross streets adjacent busier roads such as Thurlow Street, Albany Road and Portland Street to prioritise pedestrians along these movement corridors.
- Regular crossing points are to be provided for pedestrians along Thurlow Street, Albany Road and Portland Street
- Use shared surface principles adjacent to parks and squares to act both as traffic calming elements and improve pedestrian access to the open spaces.

Fig 5.1.3 ***Pedestrian Strategy***

Traffic Calming Strategy
Creating attractive, legible and safe routes for pedestrians and cyclists that integrate into the surrounding streets is one of the key design principles of the Aylesbury masterplan. All streets have been designed to reflect the character of the surrounding *'traditional street'* typology.

Wide footpaths and traffic calming features such as shared space areas, raised tables and traffic carpets at key junctions and road closures have been introduced to improve pedestrian and cyclist comfort and safety.

Guiding Principles

- Use shared surface principles adjacent to parks and squares to act both as traffic calming elements and improve pedestrian access to the open spaces.

- Provideaised tables and traffic carpets on cross streets to prioritise pedestrian access, particularly on higher traffic streets such as Albany Road, Thurlow Street and Portland Street.

- Pedestrian and cycling crossings must be provided on Albany Road and Thurlow Street wherever possible to facilitate access to Burgess Park and east-west access through the development.

Fig 5.1.4 ***Traffic Calming Strategy Plan***

Streetscape Character

The streetscape character has been designed to reflect the vehicle, cycle and pedestrian hierarchies as well as the masterplan character areas.

Guiding Principles

- Key roads such as Thurlow Street and Albany Road are emphasisd as the main movement corridors within the new development with additional width to allow for the various modes of transport as well as to create places where people can stop and meet.
- Aylesbury Community Spine: The east-west Community Spine connecting Walworth Road and Old Kent Road along Westmoreland Road and Mina Road via Gaitskell Park is to be emphasised by the inclusion of street trees on either side of the road.
- Merrow Street / Surrey Square Community Spine: The east-west Community Spine connecting Walworth Road and Old Kent Road along Merrow Street and Surrey Square is to be emphasised by creating a wider street with wider footpaths and a raingarden
- Green Links: Access to Burgess Park is to be emphasised by creating wider streets with larger canopy street trees and raingardens
- Local Roads: Street trees to be included on all local roads
- Pedestrian and Cycle Only Streets: designated pedestrian only routes to be provided on all pedestrian and cycle only streets with suitable visual and phyical delineation between pedestrian and cycle alignments to ensure access for vulnerable pedestrians.

Fig 5.1.5 ***Streetscape Character***

Key

- Albany Road
- Thurlow Street
- East Street
- Portland Street
- Green Link Type A and B
- Local Road Type A
- Local Road Type B
- Mews Street
- Pedestrian and Cycle Only Street

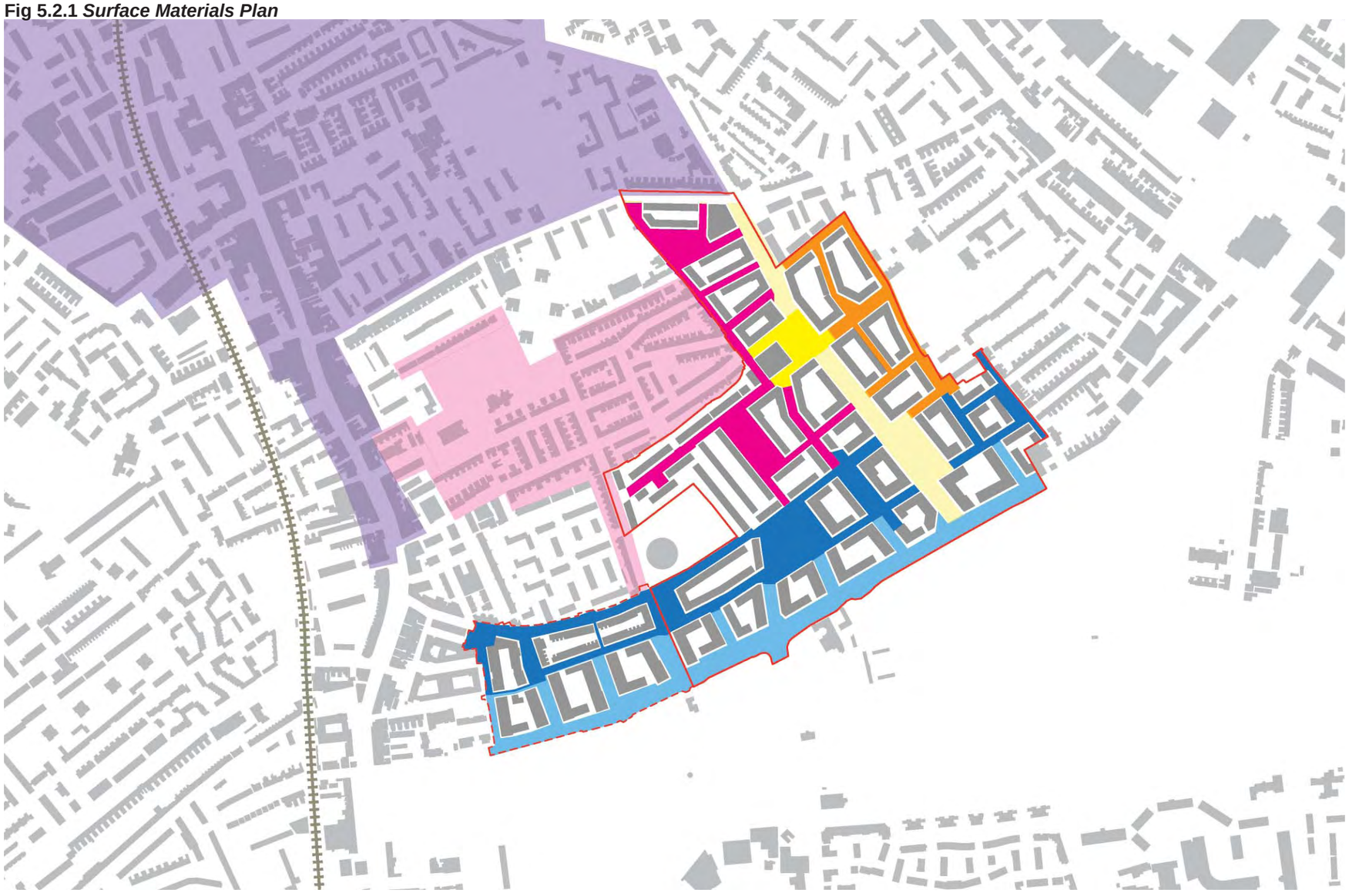
5.2
STREETSCAPE FEATURES

Street Furniture and Surface Materials Palette
A simple yet robust palette of surface materials and street furniture will be used that is functional and low maintenance. This will create consistency, legibility and should be attractive and appropriate to the development. Materials and furniture will be selected from a coordinated palette in order to create a coherent identity.

All public realm materials and street furniture will be to adoptable standards. However, within the new neighbourhood, there are aspirations to use higher quality materials such as natural stone in key areas such the Aylesbury Square, Thurlow Street, and open space areas to differentiate them from the surrounding streets, reinforce and differentiate character areas and provide an appropriate standard for the new development. Any changes to the surface materials palette will be subject to Southwark Highway's approval process.

- All public realm surface materials and street furniture must be to adoptable standards.
- All materials within each character area and each street must be consistent with previous phases, subject to availability, to ensure continuity of materials and legibility.
- Furniture and signage must be selectively placed so that they are an attractive addition to the street scene and to avoid clutter.
- Products must be robust in construction, elegant in style and use component parts that are easily replaceable.
- Resting places must be provided at regular intervals along linear routes in compliance with accessibility advice. Locations will be chosen to maximise the enjoyment of views, provide focal / destination points along the route and create places of interest.
- Cycle parking must be provided at destination points such as parks, squares, community buildings, retail facilities and entrances to flatted blocks.

Fig 5.2.1 ***Surface Materials Plan***



Lighting Strategy

The lighting design will emphasise Albany Road and Thurlow Street as the primary routes within the street hierarchy. Feature column lights will be used at Aylesbury Square to emphasise its importance within the development and create a distinctive character. There is an opportunity to light significant buildings within the square. Feature lighting of the trees along Thurlow Street will also be considered, allowing for special lighting to be introduced for festivals such as Christmas or Diwali.

Pedestrian scaled column lights will be used within the open spaces for the primary pedestrian and cycle paths. Feature lighting of key landscape elements may be considered, such as tree lighting, light bars to seating, artwork, walls and other urban elements. Adequate lighting will be provided to parking areas and other vulnerable locations and care will be taken to avoid light spillage onto adjacent dwellings and light pollution of the night sky.

- The street lighting is to follow Southwark's adoptable standards and be designed and installed in accordance with Southwark's Public Realm Exterior Lighting Guide.
- The lighting design must comply with **BS 5489-1:2013** *'Lighting of roads and public amenity areas'* and **BS EN13201-2:2003** *'Performance requirements'.*
- LBS preferred lighting classes from Table 3 of **BS EN13201-2:2003** are as follows:
  a) Principal/Primary Routes – S1
  b) Major/Local Distributor Roads – S1
  c) Minor/Access/Amenity Roads – S2
  d) Footpaths/Cycle Paths/Open Spaces – S2/S3
- Where practicable, current guidance notes and Professional Lighting Guides (PLG's) produced by Institution of Lighting Professionals (ILP) must be referenced and utilised where applicable, in particular **GN01** *'Guidance notes for the reduction of obtrusive light'.*
- A reasonably practicable level of light uniformity must be achieved to minimise or prevent the lighting scheme from being patchy in appearance in terms of balance between light and dark areas.

Fig 5.2.2 ***Lighting Strategy Plan***

Key

- Albany Road / Thurlow Street
- Aylesbury Square
- Open Space
- Local Streets

Please refer to the Landscape Statement for further information on the

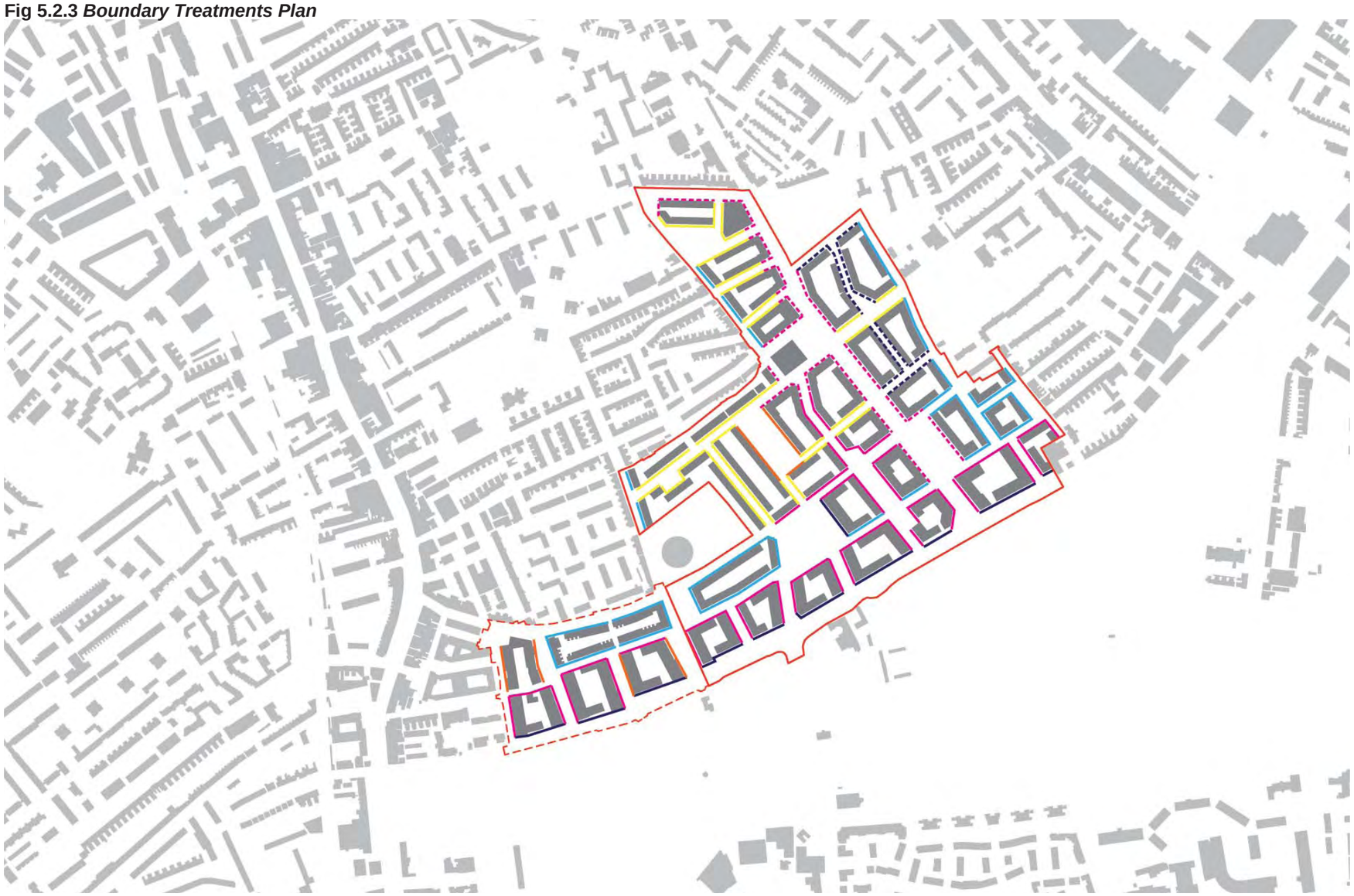
Boundary Treatment Strategy
Privacy strips, generally in the form of front gardens, have been provided to all buildings within the masterplan and are a minimum of 1.8 metres wide. The boundary treatments to front gardens are to vary with the street typologies and character areas. There is to be consistency of boundary treatment along each housing block and street.

Six types of boundary treatments to front gardens and privacy strips must be used as follows:

Type 1: 1200mm high railing fence within continuous hedge
Type 2: 1200mm high railing fence with refuse store brick detail and hedge behind
Type 3: 600-1200mm high brick wall with 600mm high railing insert - hedge/shrub planting behind
Type 4: 600-1200mm high brick wall with 600mm high railing insert - potential shrub planting behind
Type 5: 800mm high brick wall with potential for hedge or shrub planting behind
Type 6: 1200mm high railing fence with potential for hedge or shrub planting behind
Type 7: Hedge or planting adjacent facade
Type 8: None specified

- Refuse bins within front gardens must be appropriately screened from the public footpath using 1.2 metre high brick walls.
- The boundary treatments between the private terraces and communal courtyards must not exceed 1.2 metres.

Fig 5.2.3 ***Boundary Treatments Plan***

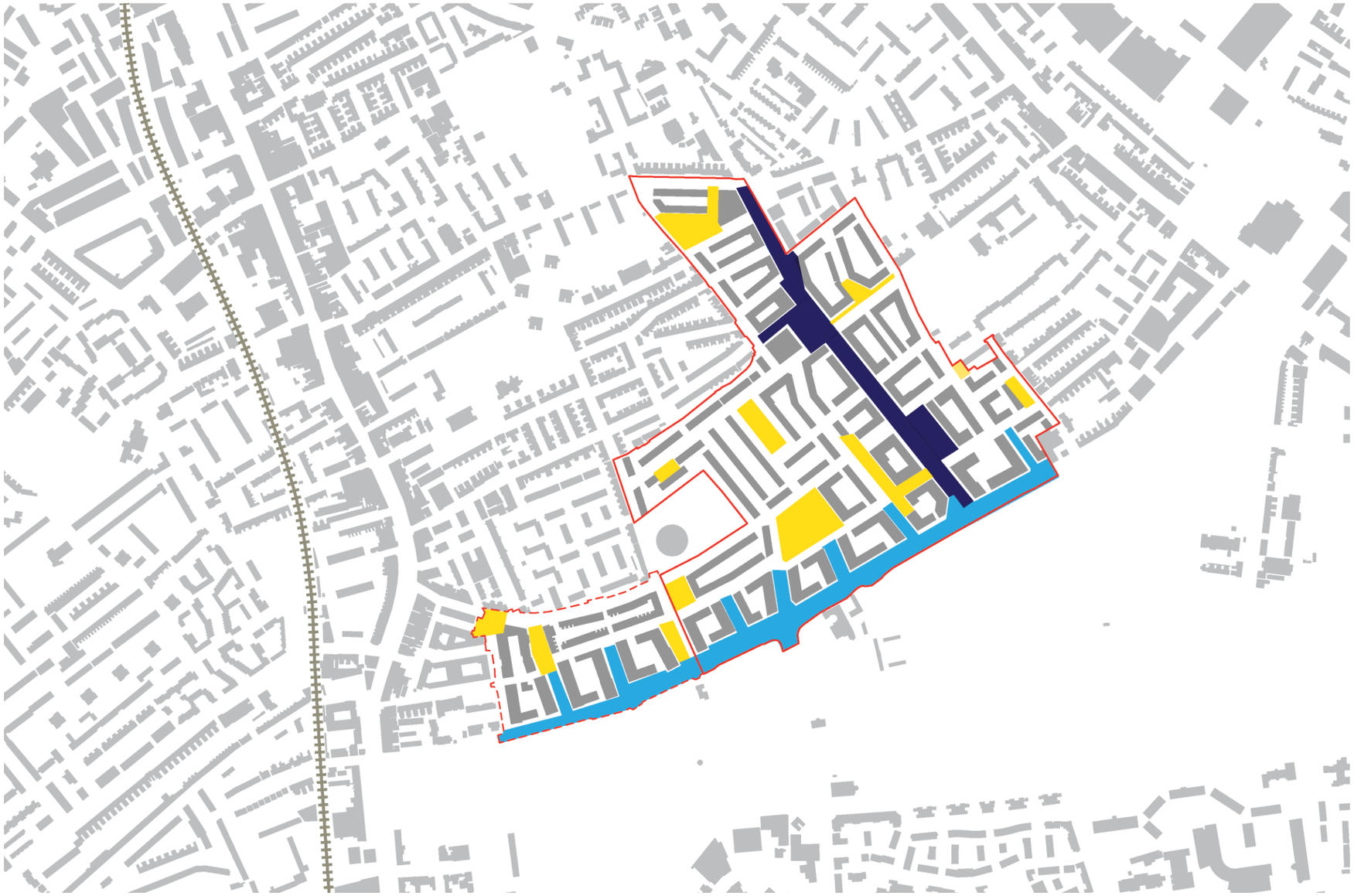


Planting Strategy
The main planting areas within the masterplan are the verges and planting beds around existing and proposed trees on Albany Road, Thurlow Street and within the parks and squares. Planting will also be provided within the street tree inlet bays and raingardens. The planting to Albany Road and Thurlow Street will be the showcase for the development, bringing colour and interest to the two streets. The planting is to be designed to meet the following guiding principles:

- Create interest and vary with the seasons and be appropriate to the site conditions
- Be low maintenance
- Enhance the ecological and biodiversity value of the site

- **Park Edge Planting**
  Planting is to be used within the linear park on the north side of Albany Road around existing and proposed trees
- Planting types to be a mix of perennial planting beds, 'raingarden' species and species rich lawns
- **Thurlow Street Planting**
  Planting to be used within the verges around existing and proposed trees on both sides of the street
- Planting to be mixed perennial planting beds with an emphasis on one species within a mix of complementary species and species rich lawns
- **Park Planting**
  Planting to be mixed perennial planting beds, mixed 'rain garden' species, hedges and species rich lawns
- **Street Tree Planting**
  Street tree inlet bays to be either planted with a single species or a permeable bound gravel surface used. A consistent treatment is to be used on each side of the road between intersections
- **Front Gardens**
  Planting to font gardens to be either hedges or perennial

Fig 5.2.4 ***Planting Strategy Plan***



5.3
STREET TREES

Provision and Strategy for Trees
The masterplan design balances the requirement for the creation of a successful network of streets and squares, replacing the flawed block layout of the existing estate, with the ambition to retain as many good quality existing trees as possible.

By using some of the existing road network layout, many of the 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 tree-lined 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 individual trees deemed to be of a particularly good quality.

To complement the existing retained trees, new trees will be incorporated within the streets, parks and squares to create a strong green structure across the development as well as providing shade, colour, seasonal variation, improve ecological value and biodiversity. The street tree planting will reinforce the street hierarchy, emphasise the Green Links and Community Spine, and also provide continuity across the different character areas of the development.

All species will be chosen for their appearance, maintenance requirements and ecological value.

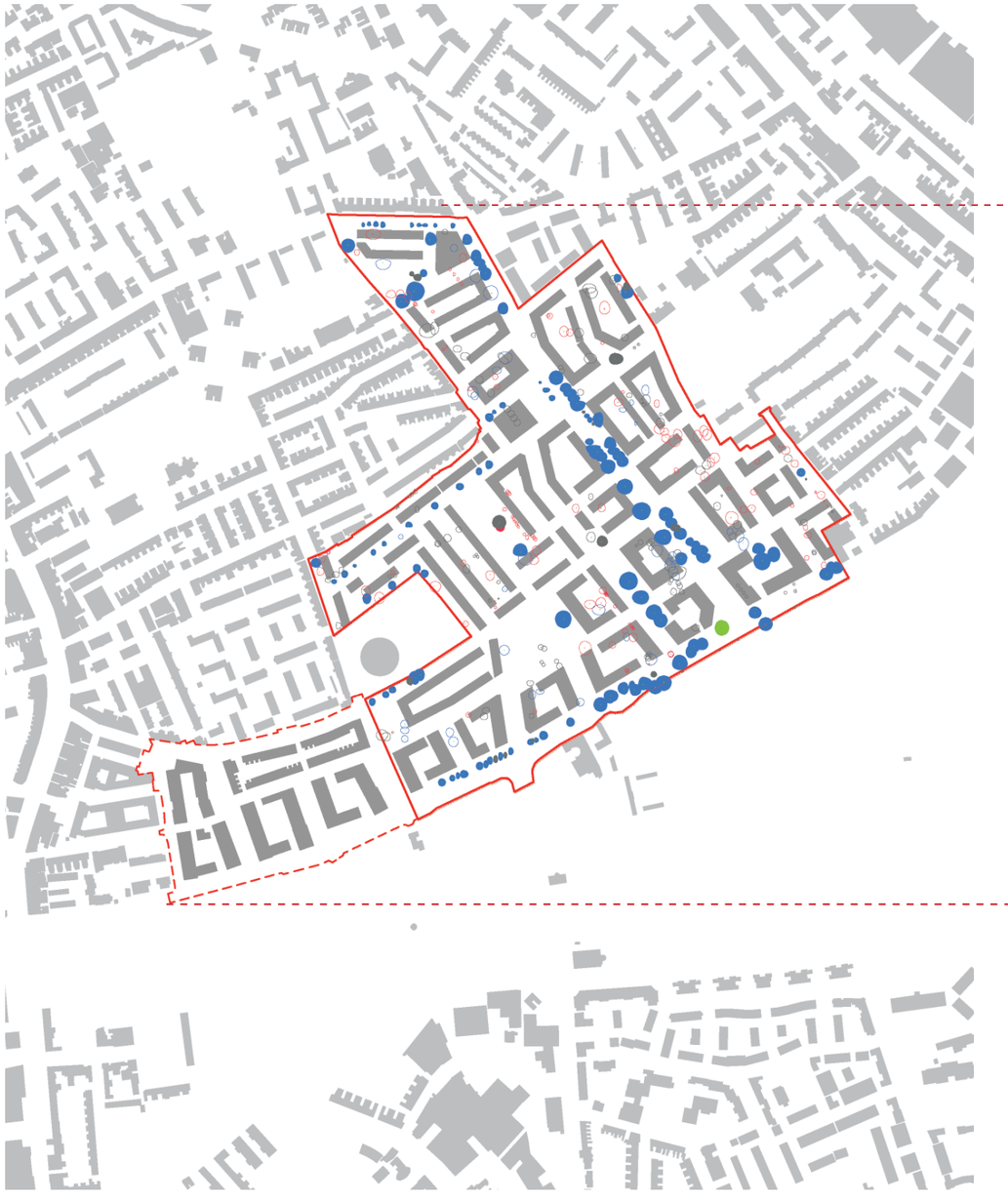
New tree planting to use the Tree and Woodland Framework for London ‘Right Place - Right Tree’ checklist to ensure new planting is appropriately located and designed. The choice of street trees is to respond to LBS’ SSDM Tree Palette and canopy coverage requirements.

Please refer to the Tree Strategy for more information.

Fig 5.3.1 ***Suggested Tree Species***

TREE TYPOLOGY	TREE EFFECTS / CHARACTERISTICS	PLANTING CHARACTERISTICS	SUGGESTED SPECIES *(COMMON NAME)*
Primary Trees	Large scale trees with long life expectancy	Planting to compliment existing trees Limited use of species Spacing to follow existing trees to achieve a regularity of treatment Regular spacing where available	Plantinus x hispanica - *London Plane* Plantinus orientalis - *Oriental Plane* Tilia cordata ‘Greenspire’ - *Small Leaved Lime* Quercus robur fastigiata ‘Koster’ - *Cypress Oak* Fagus sylvatica ‘Asplenifolia’ - *Fern Leaved Beech* Metasequoia glyptostroboides - *Dawn Redwood* Liquidambar stryraciflua - *Sweet Gum*
Secondary Trees	Medium to tall trees with formal habit	Medium to tall trees with formal habit Regular spacing where achievable	Fagus sylvatica ‘Dawyck’ - *Fastigiate Beech* Acer campestre ‘ Elsrijk/Streetwise’ - *Field Maple* Gleditsia triacanthus - *Honey Locust* Prunus avium ‘Plena’ - *Wild Cherry*
Tertiary Trees	Small scale trees slected for seasonal interest	Mixed species	Parrotia persica ‘Vanessa’ - *Persian Ironwood* Betula pendula - *Silver Birch* Amelanchier arborea ‘Robin Hill’ - *June Berry*
Open Space Trees	Large scale trees with long life expectantcy as feature trees Medium to small scale trees with varied habit for structural planting. Potential for fruiting characteristics to complement Community Gardens	Planting to complement exiting trees where applicable Mixed species Regular and informal spacing	**Large Scale Trees:** Plantinus x hispanica - *London Plane* Quercus robur - *Common Oak* Fagus sylvatica ‘Purpurea’ - *Copper Beech* Liriodendron tulipfera - *Tulip tree* Metasequoia glyptostroboides - *Dawn Redwood* **Medium-Small Scale Trees:** Amelanchier lamarkii - *Snowy Mespilus* Betula utilis ‘Jacquemontii’ - *Himilayan* Carpinus betulas - *Hornbeam* Cercidiphyllum japonicum - *Katsura Tree* Gleditsia triacanthos - *Honey Locust* Parrotia persica - *Persian Ironwood* Prunus avium ‘Plena’ - *Wild Cherry* Robinia pseudoacacia ‘Frisia’ - *False Locust* **Orchard Trees:** Prunus sp. - *Cherry* Pryus sp. - *Pear* Malus sp. - *Apple*
Bioretention Areas	Water edge trees within bioretntion areas		Betula pedula - *Silver Birch* Alnus incana - *Grey Alder* Amelanchier lamarkii - *Snowy Mespilus* Pinus nigra ‘Maritima’ - *Black Pine* Prunus ‘ Accolade’ - *Cherry*

Fig 5.3.1 ***Existing Trees to be Retained and Removed in Masterplan***



Key

- Existing Retained Tree - Category A
- Existing Retained Tree - Category B
- Existing Retained Tree - Category C
- Existing Retained Tree - Category U
- Existing Removed Tree - Category A
- Existing Removed Tree - Category B
- Existing Removed Tree - Category C
- Existing Removed Tree - Category U

Fig 5.3.2 ***Tree Strategy Plan***

Key

- Primary Trees
- Secondary Trees
- Tertiary Trees
- Open Space Trees

Parking Typologies
There are several different parking solutions implemented across the masterplan to cater for varying ratios and needs. These are:

- **Podium Parking**
- **Basement parking**
- **On-street: Parallel & Perpendicular**

The parking ratios also change across the site and have been defined as follows:

- **Social Housing: 0.35**
- **Private Housing: 0.40**

There have also been 43 parking spaces allocated across the masterplan for non-residential uses.

On-street Parking
On-street parking should be designed to consider the specific requirements of each site. In particular, pedestrian desire lines, building entrances, shared surface start and end lines and existing trees should be considered when locating parking bays.

Podium Parking
Podium parking should be should be designed to consider the specific requirements of each block with special attention to the impact that it will have on street frontages and on communal courtyards.

Basement Parking
Basement parking should be designed to consider the specific requirements of each block with special attention to the impact that it will have on street frontages and on communal courtyards.

- **General dimensions**
  On-street parking must be designed according to SSDM standards where applicable.
- In all other roads, parallel car parking spaces must be minimum of 5.50m x 2.25m, and 6.00m x 2.25m at the start and end of a parking bay. Perpendicular car parking must be of a minimum of 4.80m x 2.40m
- A minimum of 1 tree every 3 parallel parking spaces or every 5 perpendicular parking spaces must be included in the design.
- On-street parking must be designed according to SSDM standards where applicable.
- **Future-proofing**
  Car charging points must be provided as required by the London Plan Guidance.
- **Cycle parking**
  Cycle parking must be provided close to the entrance of all community buildings and public open spaces.
- Please refer to the DAS for preferred Boris Bike locations. There must be a minimum of 24 bikes per docking station.
- **Car clubs**
  A total of 30 spaces must be provided across the masterplan. These must be designed in groups of at least two spaces together. Stand alone car club spaces are not permitted.

- **Street frontage**
  Situations where podium creates a dead street frontage or ventilation grids are exposed at street level must always be avoided. Parking facades must not face the public realm but, instead, must be 'wrapped' around with other uses, i.e. maisonettes as demonstrated on the FDS.
- Blank podium facades facing streets must not happen. Instead, effort should be put in to create viewing platforms from the courtyards above and the use of green walls or landscaping treatments is encouraged.
- **Car park entrance**
  Entrances and access ramps to podium parking must be designed with minimal impact on pedestrian paths and cycle routes.
- **Communal courtyards**
  Natural podium ventilation strategies involving grids or chimneys must be designed as part of the landscape arrangement of the communal amenity space above.

Street frontage

- Basement parking must enable an active street frontage to be achieved at ground floor level. As with other block and parking types, blank frontages must be avoided.
- An advantage of basement parking over podium is that ground floor units can be dual aspect. This must happen when basements are proposed.

- **Car park entrance**
  Entrances and access ramps to basement parking must be designed with minimal impact on pedestrian paths and cycle routes.
- **Communal courtyards**
  Natural ventilation strategies involving grids or chimneys must be designed as part of the landscape arrangement of the communal amenity space above the basement.

Parking solutions
It is mandatory that at the start of each new phase where a high density block is included a feasibility study is carried out to test the viability of either a podium or basement solution. With all other block types parking ratios must be met with on-street provision only. If this is not possible then a basement feasibility study should also be undertaken.

6.0
BUILDING TYPOLOGIES

6.1
BUILDING STRATEGY

The Parameter Plans have identified the building heights, plot and subplot extents. In addition to this the DAS and IMP have established a site wide approach to the use of a range of building typologies. The exact location and detailed design of these building types will be defined at a Reserved Matters stage, in accordance with the restrictions and deviations imposed by the Parameter Plans and by this code.

This section of the document identifies key principles and broad characteristics of each of the proposed building typologies.

There are 3 key density typologies across the masterplan: High, Medium and Low. The density categorisation responds to the number of units, heights and location.

The overarching strategy is to maintain strong frontages and heights along both Albany Road and Thurlow Street (the Primary routes) allowing the density to decrease away from these primary routes.

Fig 6.1.1 ***Building Typology Plan***

Key

- Tall Building
- Mansion Block
- Townhouse
- Mews / Courtyard
- Non-residential at ground floor

Fig 6.1.2 ***Subplot Density Strategy Plan***

Key

- High Density
- Medium Density
- Low Density

6.2
TYPOLOGY APPROACH

BASE ELEVATION + STREET VIEW

RHYTHMIC CONTINUITY	+	ASYMMETRICAL VARIETY	=	RHYTMIC VARIETY
				Proposed Aylesbury approach

MANSION BLOCKS
Fig 6.2.1 ***Typology evolution***

Strong verticality and consistent parapet heights as found in the Thurlow Street character area

Strong horizontality and speical corner treatments as found in the Surrey Square character area

A combination of the previous two iterations as found across the Community Spine and Park Edge character areas

TOWNHOUSES
Fig 6.2.2 ***Typology evolution***

Consistent parapet heights and building lines as found in the School Neighbourhood character area

Varied heights, building lines and elevational treatments as found in the School Neighbourhood character area

A combination of the previous two iterations as found across the Community Spine and Surrey Square character areas

6.3
BUILDING AIMS

DEFINING APPROPRIATE TYPOLOGIES

- Identifying a limited series of building typologies to be used across the masterplan according to key character areas that can be assembled to create larger scale urban forms using appropriate massing and height.
- Delivering contemporary buildings that complement the character of the historic fabric and emerging context of the area.
- Limiting the overall number of building styles across the masterplan to avoid a chaotic clashing of building styles.
- Ensuring that taller buildings relate to their low rise counterparts whilst still delivering special landmarking qualities.
- Identifying which typologies can deliver background architecture and which can offer a more significant contribution to the street and wider townscape.

SINGLE BUILDING EXPRESSION

- Creating legible building blocks with clearly defined entrances that reinforce street frontages
- Avoiding continuous, lengthy and intimidating elevations.
- Using a clearly defined set of building typologies based around the mansion block template.
- Ensuring each building, and its wings and primary / secondary components, are defined by architectural treatment, style and materials so that each block can be legibly deciphered within the street elevation and within a perimeter block arrangement.

COMPLEMENTING THE STREET

- Creating better streets by designing street facades that complement their facing elevations to create a sense of place and streetscape through the design of floor to ceiling heights, elevational materials, fenestration and balcony design.
- Differences in building appearance should be lead by design of spaces, streets and uses rather than whim to reinforce delivery of variety and richness in facade treatments.

DEFINING GROUND FLOOR TREATMENT

- Specific definition across the Park Edge, Community Spine and Thurlow Street character areas.
- Creating a relatable scale between the larger perimeter/mansion blocks and the townhouses.
- Celebrating the relationship between ground floor maisonettes, entrances, front doors, double-height entrances, maisonettes and streetscape.

LEGIBLE ADDRESSES TO BUILDINGS

- Creating legible addresses and special moments within the streetscape.
- Visually linking the street to the podium or courtyard garden space beyond to create a more connected sense of community across the masterplan.
- Creating clear sight lines from the entrances to the lifts/stairs and a visual and physical connection to landscaped amenity space beyond at ground or podium level.
- Double height entrances that accentuate the double height plinth/two storey ground floor treatment on the taller buildings to create a strong sense of arrival.
- Creating opportunities for colour, material change, signage, art and geometrical changes to make entrances more special and celebratory.

A BRICK BASED ARCHITECTURAL LANGUAGE

- Borrowing from the surrounding Walworth area to blend with the existing context whilst delivering contemporary architecture.
- Using a palette of materials that allows for a subtle background style whilst more significant buildings attract attention.
- Reflecting London's rich brick history and the local context's varied brick vernacular.
- Allowing scope for the introduction of other complementary materials in key locations.
- Being consistent in rhythm and proportion of elevations, fenestration and balcony design.

LOGICAL DEVIATIONS

- Logical deviations should provide moments of surprise and delight across the masterplan in conjunction with the *'background'* architecture to add interest and character to the development.
- Identifying key locations, typologies, uses, or frontages where something extra special can create delight.

CYCLING, RECYCLING AND REFUSE

- Ensuring that suitably located, secure refuse, recycling and cycle storage is accommodated efficiently and comfortably within the masterplan without negative impact on frontages or streetscape.
- Refuse to be accommodated within curtilage of townhouses and maisonettes and enclosure to be carefully considered as an integral part of the elevation.

6.4
MATERIAL PALETTE

A Brick Based Architectural Approach
To enhance the quality of the streets and establish a human scale, the more traditional and familiar brick is proposed to be used across the masterplan, in keeping with the London vernacular.

There are 4 tones of brick (Fig 6.4.1) which have been chosen as preferred options:

1. Pale Brown
2. Grey
3. Red
4. Yellow

These have been used extensively across the FDS but are not exhaustive. Other brick types and other materials are permitted providing the majority of the elevation is brick built**.** Landmark and Special Towers are exempt from this as their specific code allows them to explore other material options.

These brick tones are used as a background with other materials allowing details to come to the foreground in their respective character areas.

The FDS has been designed utilising the above brick types. However, there are instances of using a special palette(Fig 6.4.2):

5. White
6. Black

Ornamentation is encouraged. On the FDS, this has been achieved through introduction of reconstituted stone decorative panels that are cast with patterns to reflect the history of the site and abstract patterns inspired by the local community (Fig 6.4.4).

Aluminium is the material of choice for the window frames.

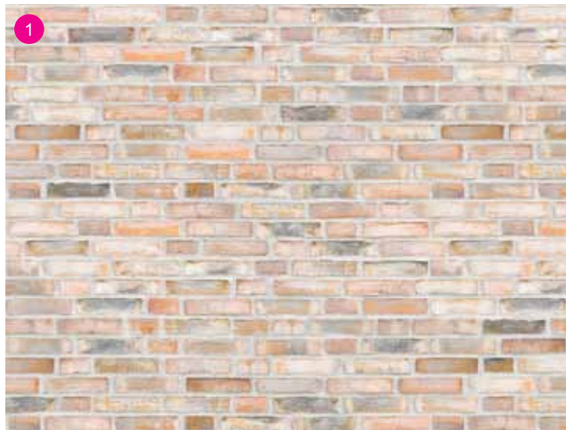
Balconies on the FDS are metallic. Exploration for alternative solutions is encouraged.

The Design Code seeks to establish a tri-colour approach to street elevations to avoid visual chaos and clutter.

No more than 3 differing brick types, or supporting materials, may be used along on continuous elevation (Fig 6.4.7 + Fig 6.4.8). It is preferred that designers select 2 of the particular specified brick types with the third choice being at their discretion - something with the possibility to be *special*.

ILLUSTRATIVE BACKGROUND PALETTE

Fig 6.4.1 ***Recommended brick palette***



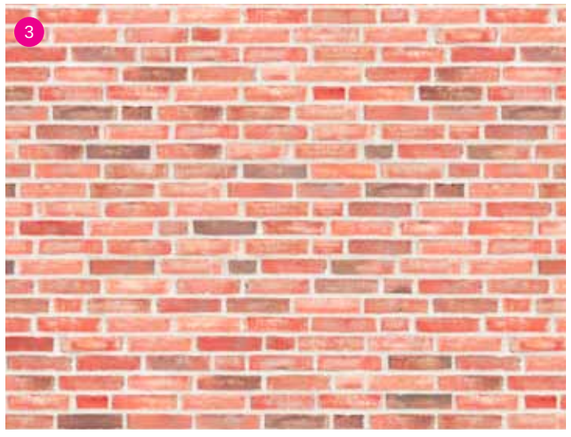


Fig 6.4.3 ***Examples of special palette used in FDS***

Fig 6.4.4 ***Example of decorative brick in FDS***

ILLUSTRATIVE ‘SPECIAL’ PALETTE

Fig 6.4.2 ***Other materials used on the FDS***

6.5
HOUSING GUIDANCE

Facing elevations across streets should complement each other as much as possible (Fig 6.4.6) - especially where indicated within the Character Area chapters. Exceptions can occur where a change in character is denoted.

The guidance established here regarding materials is mandatory. However, there will, and should, always be exceptions.

Where a designer feels the circumstances are such that it warrants a deviation i.e. corner plot, vista termination, terrace break-up etc then they should be encouraged to design and present alternative suggestions which can then be considered on appropriateness and merit.

Sustainability
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.

Since it is a requirement of GLA planning legislation it will be some time before it is removed from policy requirements and in that light we are proceeding with the design for the First Development Site as though the Code remains in place.

Subsequent phases will meet the standards required in the relevant London Plan in force when each phase is delivered.

Key Characteristics

- Must use a predominantly brick palette: Landmark/Special Towers are an exception
- Must use the chosen brick tones as background materials
- No more than 3 differing brick types can be used as the primary facade material on a single elevation
- Materials used on opposing elevations must attempt to compliment each other

The specific Character Area Mandatory Guidance explains how these typologies are used. There are common residential standards that each character area and each building type will need to comply with. The Design code does not replace any requirement that is applicable as Reserved Matters applications are brought forward. This include London Housing Guidance or Borough specific targets.

Housing Guidance
The following mandatory points apply to all dwellings built across the masterplan. They set up basic principals and guidance that are consistently applied in all cases.

Housing Guidance

- A minimum of 75% of new dwellings must be dual aspect
- There is a presumption that the target is for 100% of new dwellings to achieve at least the minimum BRE standards.
- Code for Sustainable Homes Level 4 (or equivilant)
- Submitted proposals are expected to be compliant with the following:
- The London Housing Design Guide
- HCA Design Standards Prospective
- All dwellings shall be built to Lifetime Homes standards
- Secured by Design - New Homes
- Single aspect dwellings must not be north facing
- One and two bedroom dwellings must have a minimum of 6 sqm of private amenity space
- Larger apartments must have a minimum of 10sqm of private amenity space
- Dwelling houses must have a minimum area of private amenity space that is the same as the footprint of the house
- Developments shall have a minimum provision of 10% wheelchair housing in accordance with the South East London Wheelchair Housing Design Guide or easily adaptable. Reserved Matters application submissions will include a statement of how the proposed dweelings will meet standard or easily adapted to meet the individual room space requirements
- All primary access to dwellings shall be directly from the street
- Residential privacy - the distance between habitable rooms across courtyards in perimeter and U-shaped blocks or across the backs of terraced building types within single urban block shall be a minimum of 21m for courtyard blocks and 15m for back-to-back housing.
- Refuse stores should be designed with accessibility to the kerb side
- Parking spaces should be included along streets for home deliveries - especially on high density blocks.
- Effort must be made to conceal Equipment boxes (for service providers) on elevations
- The floor standards which need to be achieved must meet the AAP standards

7.0
OPEN SPACES

7.1
OPEN SPACE NETWORK

The masterplan proposes a wide variety of public open spaces ranging in size from a large civic square with the capacity to stage events and community gatherings, to small intimate pocket parks with places to sit and relax.

The parks and squares are located on strategic routes and connections throughout the development for ease of access and to enhance the experience of moving through the neighbourhood. By creating this network of Green Links and Community Spines, the masterplan encourages healthy activity and opportunities for chance social encounters by prioritising pedestrians and cyclists. The range of open spaces have been located to maximise the retention of existing quality trees and to provide a park within easy access of all local residents.

The planting within the open spaces must provide colour and interest within a cost effective maintenance regime. The community will be encouraged to take ownership of planting and community garden areas, providing opportunities for them to work and socialise together to personalise their neighbourhoods.

Fig 7.1.1 ***Open Space, Green Links and Community Spine Network***

Fig 7.1.2 ***Open Space and Existing Trees to be Retained***

The area of open space identified on PP15 must be provided as minimum

7.2
OPEN SPACE TYPOLOGIES

Civic Spaces
The civic spaces are social spaces within the estate that relate to community facilities. They are to be designed as flexible, robust spaces able to accommodate a varied programme of events and activities. Their design should be inclusive for all age groups and provide facilities and spaces that will attract a range of people.

Small Open Space
The Small Open Space within the masterplan is the largest park in the development, Gaitskell Park. It will not compete with Burgess Park but provide complimentary facilities that encourage social interaction for all ages. It will be mainly soft, with tree planting, hedges, shrub and groundcover planting and turf to enable passive recreation and small neighbourhood gatherings. Seating and play facilities are to be provided as well as access for cyclist to traverse.

Pocket Parks
Pocket Parks will be local parks that will have a small-scale feel to enable a high level of community ownership and involvement. They will respond to their local context to create a place for surrounding residents to meet and interact.

Fig 7.2.1 ***Open Spaces Plan***

Key

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

1 Westmoreland Square
2 Westmoreland Park
3 Portland Street Park
4 School 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

7.3
PLAY STRATEGY

Provision and Strategy for Play

The provision of playable spaces that meet the needs of residents of the new Aylesbury is a key component of the masterplan. All open space areas have been designed as playable spaces with informal and natural play features. Play facilities will range from formal play equipment to informal and natural play elements that encourage imaginative play. A series of youth, neighbourhood, local and doorstep dedicated play spaces with formal, equipped play areas have been designed. Playable spaces for under 5 year olds will be provided within private gardens of houses and maisonettes and within communal courtyards of high and medium density blocks. Dependent on phasing and the size of each parcel of development, some off-site provision may be required. Clear and visible 'green links' to Burgess Park and the other parks beyond the neighbourhood have also been strengthened to encourage residents to access play and recreation facilities beyond the regeneration area.

Design Objectives of Playable Spaces

- Different age groups must be given their own clearly defined space within play facilities
- Playable spaces must be designed to encourage access by foot and small wheeled transport such as bikes, buggies and scooters.
- Raised tables, shared spaces and traffic carpets to be provided at park entrances to encourage pedestrain and cycle access
- Play facilities to be well overlooked with good passive surveillance
- Playable spaces to be designed with edge treatments that discourage children from running onto roads. Planted edges preferred although railing fences will be accepted if there is no other alternative.
- Barriers such as low fencing or planting to be used to exclude dogs from playgrounds
- Providing suitable lighting Youth Spaces and to surrounding access routes
- Provide inclusive seating, cycle parking, and recycling, rubbish and dog waste bins
- Include tree planting to provide shade
- Provide grassed areas and mounding that encourage active play

Fig 7.3.1 ***Playable Spaces Location Plan***

Access to and size of playable spaces to meet the Mayor's ***'Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance'*** Sept 2012.

Types of Play Facilities

Play facilities will range from formal play equipment to informal and natural play elements that encourage imaginative play. As well being as being overlooked and well lit, dedicated play facilities for different age groups will be given their own clearly defined space. Playable spaces will provide different challenges and activities as identified in the AAAP, such as:

- Creative play with sand, mud and other loose materials
- Construction and destruction, eg dens, dams
- Physical games and informal sport (chase games, hide-and-seek, ball games, throwing/ catching games)
- Social interaction or 'hanging out'
- Cognitive play, such as swinging, sliding, hanging, climbing etc.
- Provide opportunities for access to nature

It is envisaged that the play facilities provided within the open space areas will be themed to match the character areas, with active and physical facilities within the more active community spine character area, and quieter more domestic scale facilities within the School and Surrey Square neighbourhoods. Open space play areas will have a mix of bespoke and proprietary play equipment whilst play facilities within communal courtyards will be combination of natural play elements such as log dens and tunnels, stepping logs, sand pit, mounds and structures with some proprietary equipment. At reserved matters application stages, the local residents will be engaged to develop ideas about the form and content of both the public and communal play facilities.

All the playable spaces are to be inclusive and designed to encourage access by foot and small wheeled transport such as bikes, buggies and scooters. Clear and visible 'green links' to Burgess Park and the other parks beyond the neighbourhood have also been strengthened to encourage residents to access play and recreation facilities beyond the regeneration area.

Provision and Types of Playable Spaces in Open Space and Amenity Areas

		AGE PROVISION				TYPES OF PLAY FACILITIES		
		Under 5s years	5 – 11 years	12+ years	Total	Under 5's years	5 – 11 years	12+ years
OPEN SPACE	**Gaitskell Park**	500	1,000	800	**2,300**	equipped, informal and access to nature	equipped, informal and access to nature	equipped, informal and access to nature
	Planes Park	300	300		**600**	informal and natural play	informal and natural play	
	Inville Park		300		**300**		equipped play	
	Missenden Park	400	800		**1,200**	informal play	equipped and informal play	
	Thurlow Park			1,500	**1,500**			equipped play, social space
	Bagshot Park	200			**200**	informal and natural play		
	Alvey Park		300		**300**		equipped play	
	Alsace Park	100			**100**	informal and natural play		
	Dawes Street and East Park	300	800	200	**1,300**	equipped, informal and access to nature	equipped, informal and access to nature	informal play
SQUARES	**Aylesbury Square**			500	**500**			social space
	Michael Faraday Square		500		**500**		informal play	social space
STREETS	**Albany Road**		500	500	**1,000**		informal play	social space
	Thurlow Street			500	**500**			social space
AMENITY	**Communal Courtyards**	3,100	3,000	1,200	**7,300**	informal and natural play	informal and natural play	social space
	Private Gardens	2,700			**2,700**	informal		
PLAY PROVISION	**Total Area of Play Provided**	7,600	7,500	5,200	**20,300**			
	Play Provision Required *	7,580	8,160	6,20	**21,760**			
	Over / Under Provision	20	(-660)	(-820)	**(-1,460)**			

* Based on the initial outline masterplan child yield and play provision requirements identified in ***'Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance'*** Sept 2012

PART THREE

3

8.0
CHARACTER AREAS

8.1
CHARACTER AREA STRATEGY

Six character areas have been identified as part of the masterplan proposals which have emerged through distinct combinations of density, massing, building type, street character and landscape proposals.

Subtle responses to surrounding architectural character and detailing enhance and reinforce the changes in character across the masterplan.

PARK EDGE

A unique and recognisable park edge for London

COMMUNITY SPINE

A pedestrian friendly environment with community uses and parks

THURLOW STREET

A dynamic green high street

AYLESBURY SQUARE

The heart of Aylesbury: A community and retail hub

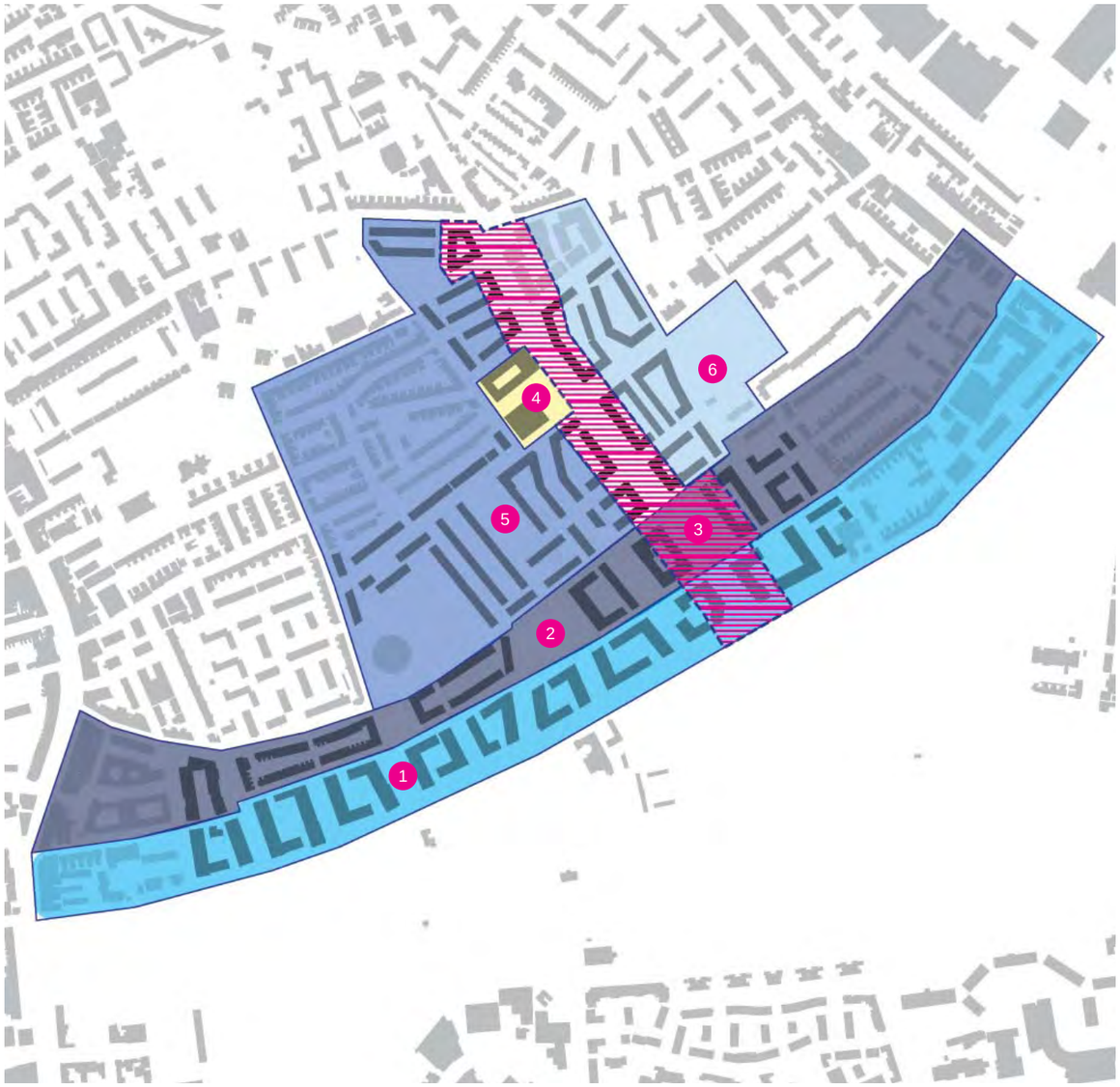
SCHOOL NEIGHBOURHOOD

A contemporary extension to the conservation area

SURREY SQUARE

Mid-density neighbourhood set around a small park

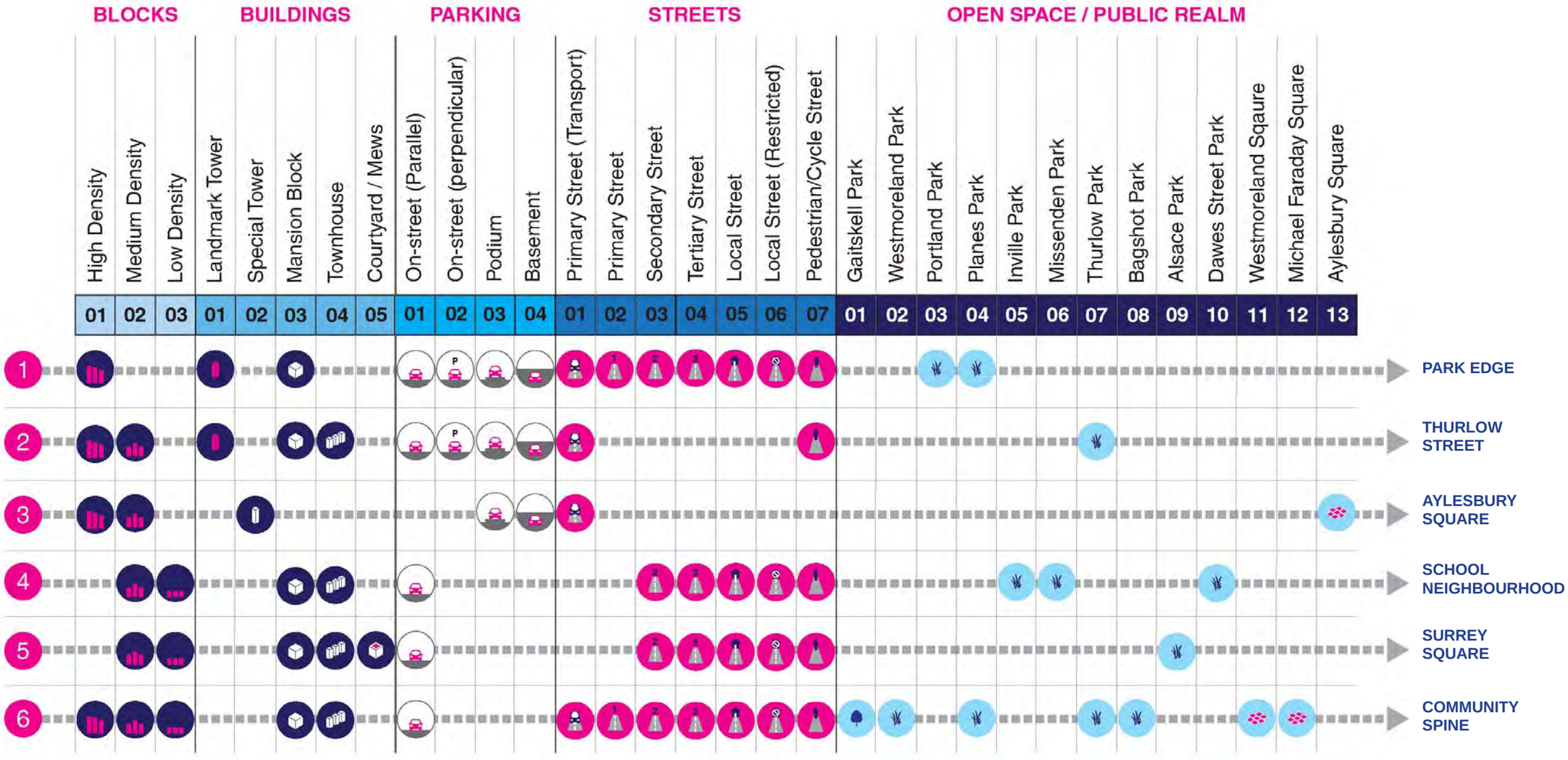
Fig 8.1.1 ***Character Area Plan***



Key

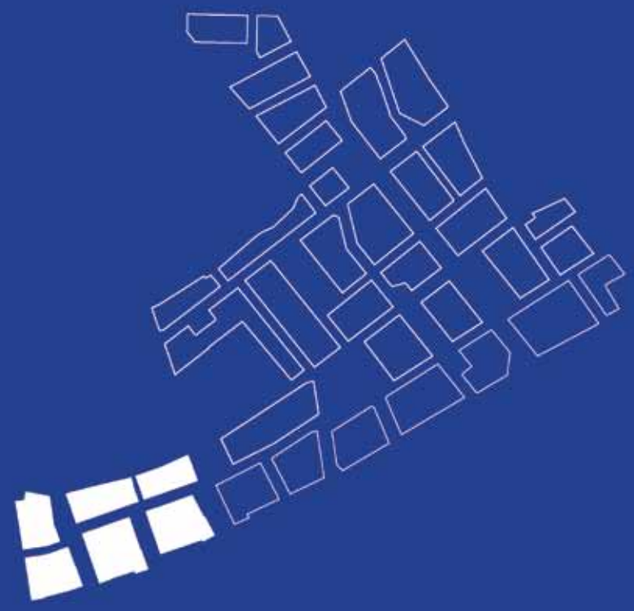
1. Park Edge
2. Community Spine
3. Thurlow Street
4. Aylesbury Square
5. School Neighbourhood
6. Surrey Square

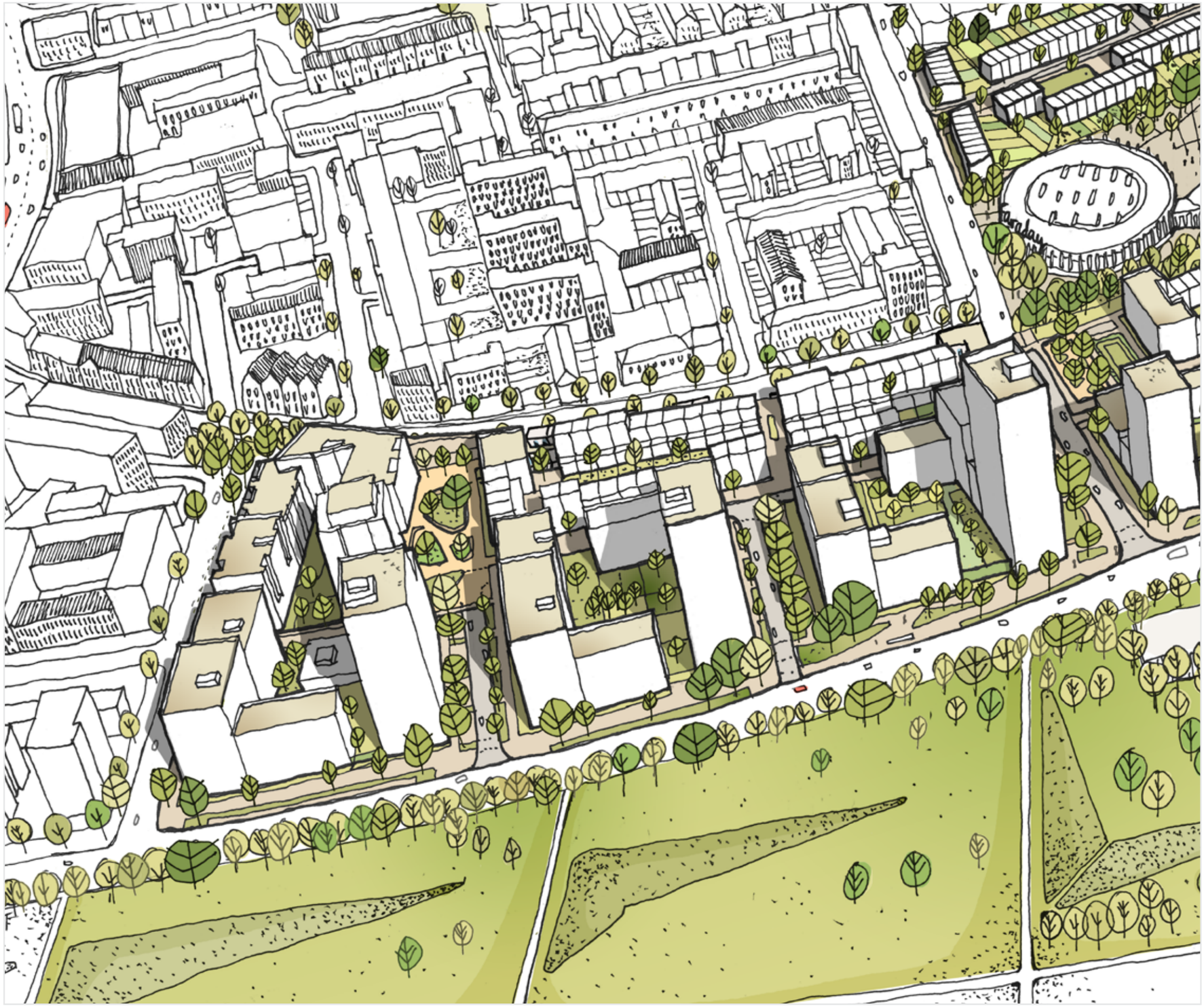
Fig 8.1.2 ***Character Area Matrix***



The character area matrix reflects the masterplan proposals and has been used to inform the Mandatory Guidance that follows for each character area

9.0
FIRST DEVELOPMENT SITE (FDS)





FIRST DEVELOPMENT SITE KEY ELEMENTS

- **STREET NETWORK**
  - Green Link Street A
  - Green Link Street B
  - Local Street A
  - Local Street B
  - Albany Road
  - Portland Street
  - Shared Surfaces
- **BLOCKS**
  - High Density
  - Medium Density
  - Low Density
- **BUILDING TYPOLOGIES**
  - Tall Buildings
  - Mansion Block
  - Townhouse
  - Logical Deviations
- **OPEN SPACES**
  - Westmoreland Square
  - Westmoreland Park
  - Portland Street Park
- **COMPONENTS**
- **MASTERPLAN AFFINITY**
  - Character Area Realtionships

A STRONG PARK EDGE AND A GENTLE NEIGHBOURHOOD CONNECTION

LINKING THE SURROUNDING AREA WITH BURGESS PARK

The FDS character combines the urban response to the park frontage with the high density residential character of the transition zone beyond, which connects to the Conservation Area. The FDS is comprised of high density towers and mansion blocks that reinforce Albany Road together with terraced housing to the north on tree lined, domesticstreets.

To the south high density blocks begin the undulating pattern of 5-20 storey development that will eventually run the whole length of Albany Road. The fluctuating rhythm allows glimpses of sky and park towards the south new streets also create new connections back to the northern low density area through the north-south streets that penetrate the frontage.

Transition of scale is dealt by a gradual increase of scale towards the park and sensitive reduction in scale and massing to stitch back to the existing context to the north.

WHAT MAKES THE FIRST DEVELOPMENT SITE ?

- **Higher scale massing**

- **Albany Road / Park Frontage**

- **Green links from park**

- **Low density residential**

- **Brick-based language**

Site Edges + Context

The FDS sits between Burgess Park (Fig 9.1.5) and a varied mix of gerenally low density development to the north (Fig 9.1.2, 9.1.6 + 9.1.7) and higher density development to the west. Whilst the site benefits from views across the park to the south, the low rise neighbours to the north do not obstruct views from proposed taller buildings of the city beyond.

Between the park and the site runs Albany Road, a public transport corridor. To the north Westmoreland Road connects to the major shopping street of Wallworth Road and supports a few small shops to the west where the roads meet.

To the west is a new residential development of contemporary housing (Fig 9.1.3 + 9.1.4) which forms Phase 1a of the estate regeneration.

To the east the FDS will connect to the rest of the new Masterplan and will front onto a new square, Michael Faraday Square, which will connect the FDS, the masterplan, Michael Faraday School and the Conservation Area (Fig 9.1.8).

Fig 9.1.1 ***FDS Location Plan***

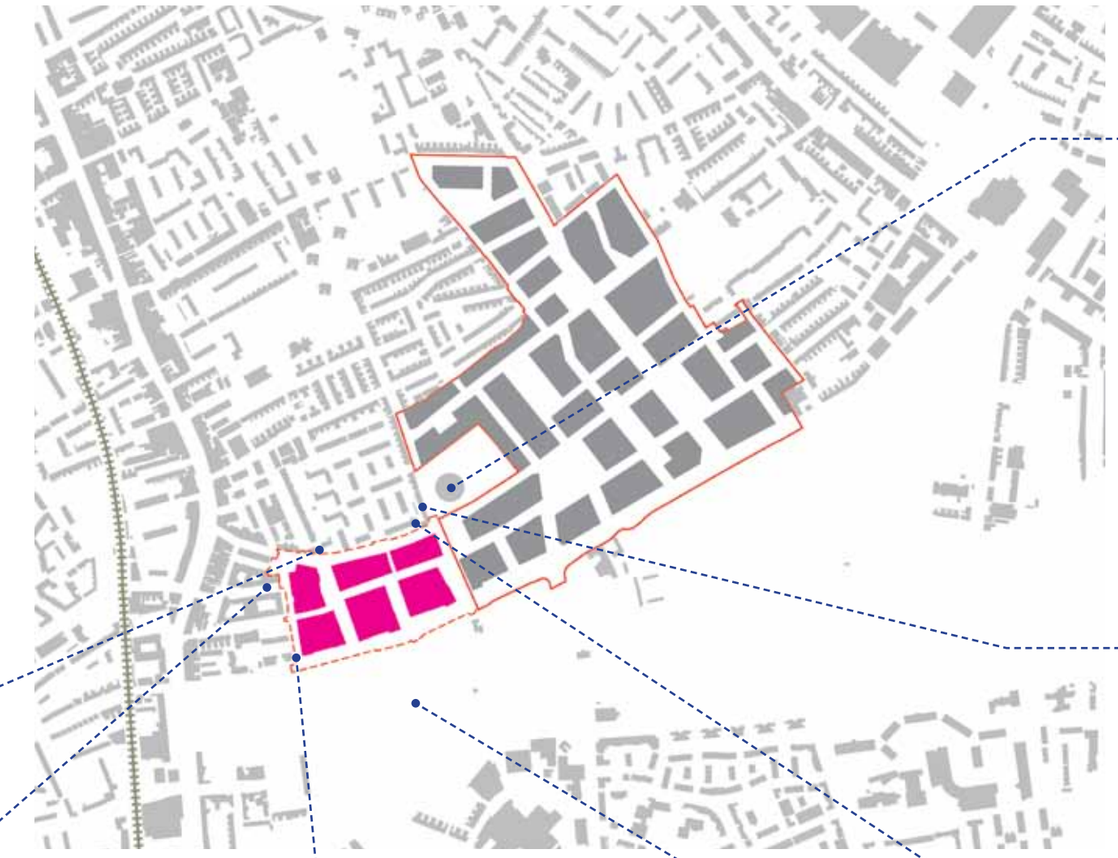


Fig 9.1.8 ***Michael Faraday School***

Fig 9.1.7 ***Terraces on Albany Road***

Fig 9.1.2 ***Urban Infill apartments***

Fig 9.1.3 Phase 1a ***development site***

Fig 9.1.4 ***Phase 1a Tall Building***

Fig 9.1.5 ***Burgess Park and City view***

Fig 9.1.6 ***Existing tower: Westmoreland St***

STREETS

FDS Streets

The FDS transitions from the high density of the park edge to the low and medium density of the community spine. This transition is reflected in the street types and scale of streets from the major arteries of Albany Road & Portland Street down to wider streets between high density blocks and then smaller streets for the houses.

Wider north-south streets between higher density blocks ensure daylight to the streets and buildings while the smaller scale streets to the north of the FDS reflect the more quiet network of residential areas they connect to.

Green Link Streets are used to the south and mostly Local Streets to the north. Pedestrian and cycle north-south streets by the low density blocks encourage local access to Burgess Park without creating rat runs for vehicles.

Fig 9.1.9 ***FDS Streetscape***

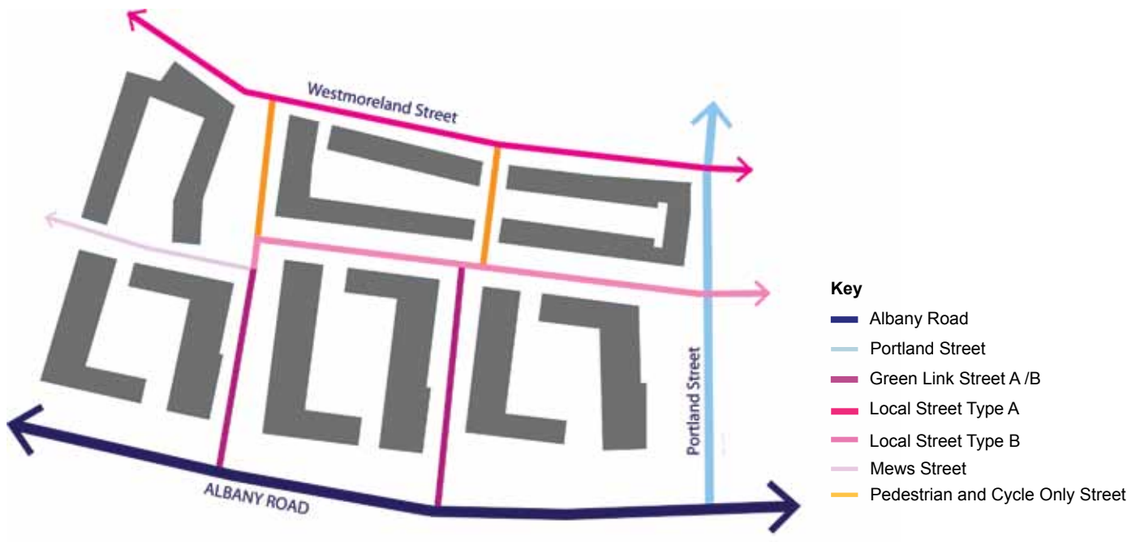


Fig 9.1.10 ***Phelp Street - A Green Link Street***

Fig 9.1.11 ***East West Street - A Local Street***

Green Links

The Green Link street type emphasise access to Burgess Park by creating wider streets with larger canopy street trees and raingardens.

These streets will be used by private vehicles, cyclists and pedestrians. The wider streets are created by introducing perpendicular parking with large canopy street trees in inset bays and raingardens.

These streets are framed by mansion blocks. Lower levels of buildings will have front doors to maisonettes as well as residential cores for flats above.

CORRESPONDENCE TO DESIGN CODE

- Parking is grouped in bays of maximum five spaces followed by an inset bay with tree planting.
- Rain gardens are included as part of the surface water drainage strategy where space allows.
- Parking and green streets are to one side of the street only
- Trees are planted at the start and end of rows of parking to ensure that cars do not dominate the streetscape.

Local Streets

Local Streets are a key element of the proposed design as they ensure maximum permeability for pedestrians and cyclists and slow movement for vehicles.

Their design is based on a traditional street character with raised kerbs, inset bays with street trees and parking. Shared surface principles are used in key locations to reduce traffic flow, discourage rat running and prioritse pedestrian access across the carriageway. The carriageway is a consistant 5.0 metres wide to allow cyclists to safely use the road as well as vehicles.

CORRESPONDENCE TO DESIGN CODE

- Parking is grouped in bays of a maximum three spaces followed by an inset bay for tree planting
- Pedestrian access is provided at regular intervals between parking areas.
- All streets are designed to be accessible for all street users.

Albany Road

Albany Road is both the main East/West distributor road connecting Old Kent Road to Walworth Road and the interface between the Aylesbury regeneration area and Burgess Park. The design maintains the road's connective function but reduces the scale to create a calmer 'park road' character.

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

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

CORRESPONDENCE TO DESIGN CODE

- **Pedestrian Priority**
  Pedestrians are prioritised wherever possible at cross street intersections through the introduction of raised tables and traffic carpets.
- **Carriageway Dimensions**
  Carriageway width is the minimal possible to accommodate bus movements whilst not encouraging vehicle speeds.
- **Pedestrian and Cycle Crossings**
  Regular pedestrian and cycle crossings are introduced to encourage north-south movements to Burgess Park
- **Intersections**
  Junctions will be upgraded where required to accommodate cycle movements whilst maintaining vehicle, bus and pedestrian movements.
- **Linear Park**
  The existing trees are retained and reinforced where possible within a linear park arrangement along the northern edge of Albany Road.
- **Places for People**
  Seating and other elements are provided to encourage people to use the street for activities other than movement
- **Parking**
  Parking spaces are provided where possible.
- **Deliveries and Servicing**
  Capacity for deliveries and servicing of the residential units along Albany Road are accommodated on adjacent streets wherever possible. Where this is not possible, loading bays are provided to ensure traffic is not blocked by delivery and service vehicles.
- **Paving Materials and Street Furniture**
  Paving types and seating elements are based on the palette used in Burgess Park to encourage the streetscape to read as part of Burgess Park.

Shared Surfaces
Shared surfaces are intended to slow down vehicles and prioritise predestrians. Shared surfaces can be applied to all street types.

Dependent on the location, these surfaces will be negotiated by a combination of vehicles, cyclists and pedestrians. To ensure the spaces are attractive and inviting to vunerable pedestrians, pedestrian only areas are to be created to both sides of each shared space.

A physical and visual delineation method is required to separate the pedestrian only areas from vehicles and cyclists. The delineation can use methods such as grass, planting, planters, seats, kerbs and changes in paving types and/or colour. Bollards can be used but are not preferred.

The detailed design will reinforce the nature of the street as a pedestrian-friendly environment, providing clear legibility of the zones where traffic moves slowly and gives priority to pedestrians.

Parking Typologies
There are several different parking solutions implemented across the masterplan to cater for varying ratios and needs. These are:

- **Podium Parking**
- **Basement parking**
- **On-street: Parallel**
  Perpendicular

The parking ratios also change across the site and have been defined as follows:

- **Social Housing: 0.35**
- **Private Housing: 0.40**

There have also been 43 parking spaces allocated across the masterplan for non-residential uses.

On-street Parking
On-street parking should be designed taking into consideration the specificities of each site. In particular, pedestrian desire lines, building entrances, shared surface start and end lines and existing trees should be considered when locating parking bays.

CORRESPONDENCE TO DESIGN CODE

- **General dimensions**
  On-street parking must be designed according to SSDM standards where applicable.
- In all other roads, parallel car parking spaces must be minimum of 5.50m x 2.25m, and 6.00m x 2.25m at the start and end of a parking bay. Perpendicular car parking must be of a minimum of 4.80m x 2.40m
- A minimum of 1 tree every 3 parallel parking spaces or every 5 perpendicular parking spaces must be included in the design.
- On-street parking must be designed according to SSDM standards where applicable.
- **Future-proofing**
  Car charging points must be provided as required by the London Plan Guidance.
- **Cycle parking**
  Cycle parking must be provided close to the entrance of all community buildings and public open spaces.
- Please refer to the DAS for preferred Boris Bike locations. There must be a minimum of 24 bikes per docking station.
- **Car clubs**
  A total of 30 spaces must be provided across the masterplan. These must be designed in groups of at least two spaces together. Stand alone car club spaces are not permitted.

BLOCKS

Block Strategy
There are 3 key denity typologies across the masterplan: High, Medium and Low. The density categorisation responds to the number of units, heights and location.

The FDS stradles the two character areas of the Park Edge and the Community Spine. It transitions from high density park edge, with its focus on apartments and views, to the medium and low density development that borders onto existing low rise development and the Conservation area to the north.

The overarching strategy is to meet a high level of density whilst sensitively and gradually decreasing height to prevent neighbouring development being overwhelmed.

Block Design
The block design within the FDS is a mix of high, medium and low density.

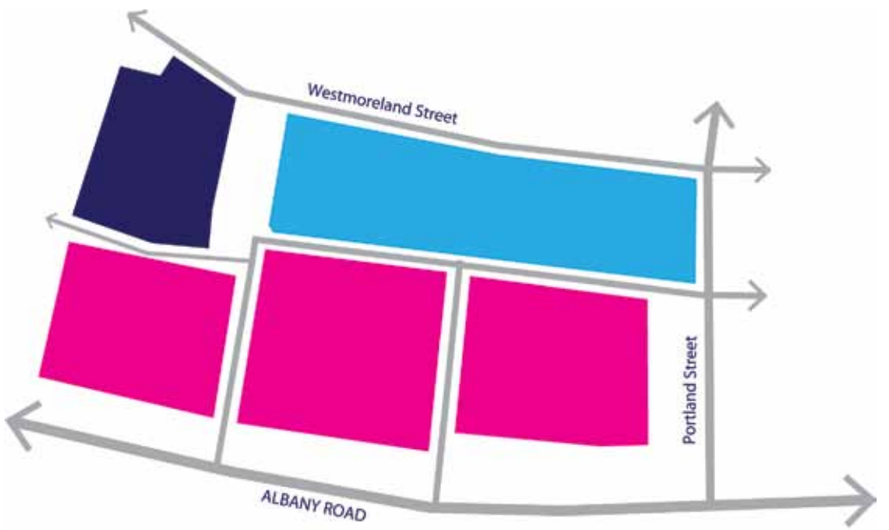
The low density blocks are of a more traditional terraced typology. They are intended to function as a family-orientated contemporary extension to the existing residential blocks and street patterns to the north and consists of terraced perimeter blocks arranged around streets and open spaces.

The high density blocks have excellent views across both the park and the city with generous shared amenity in central courtyards.

Blocks are orientated to maximise overlooking and natural surveillance of the streets, encouraging neighbourly interaction. The design of the street are considered holistically. The composition of opposite elevations are considered together and articulation along the length of streets breaks monotony.

The frontage along Portland Street is important because it continues on from the Conservation Area, so set backs, materiality, scale & rhythm have been carefully considered. As is the frontage onto Albany road where the design has been created to both work on its own as well as part of the complete park edge character area.

Fig 9.1.12 *FDS Block Density*



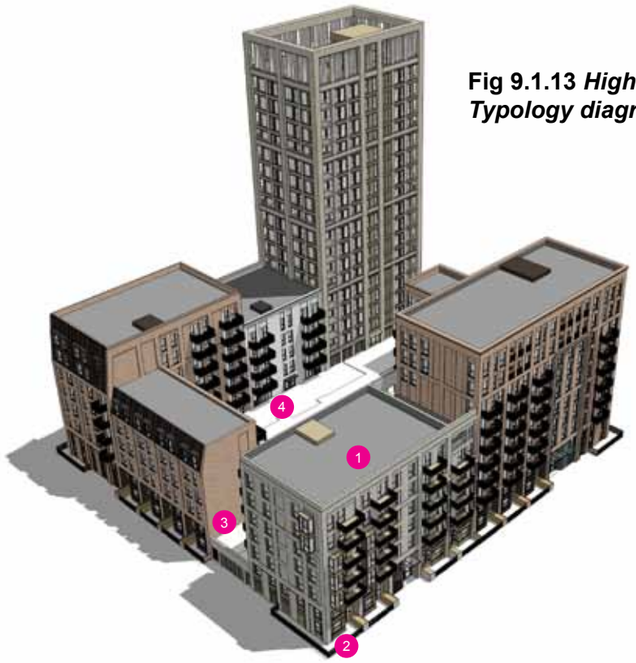


Fig 9.1.13 *High Density Typology diagram*

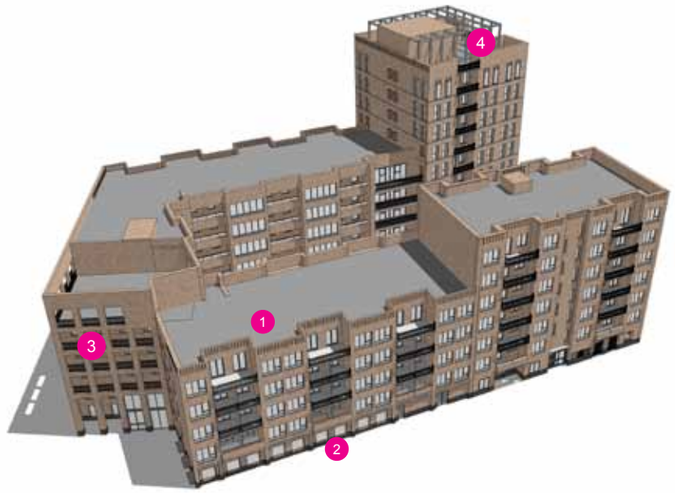


Fig 9.1.14 *Medium Density Typology diagram*

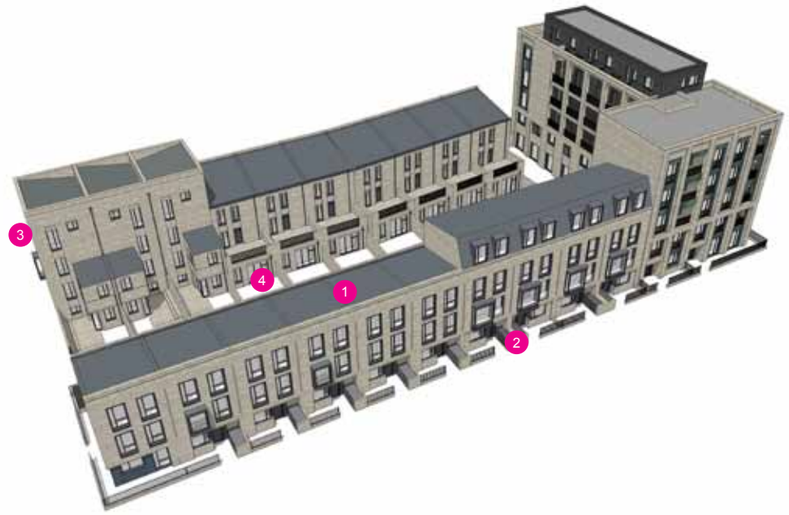


Fig 9.1.15 *Low Density Typology diagram*

High Density
The high density blocks on the FDS contain the majority of the apartment units, including towers and mansion block courtyard arrangements. The height of the towers contribute to creating a strong edge and key space definition - particularly important towards Albany Road and Portland Street. The height of the blocks help contribute to wayfinding and orientation around the area.

Medium Density
Block 1 is the only example of this block type on the FDS. It acts as a mediator between the higher density blocks along Albany Road, recent medium density development to the west and the lower density housing to the north. It uses it's height and uniformity to create strong key route definitions whilst allowing a smaller mews street next to block 6.

Low Density Block
These blocks are used to the north of the FDS to respond to the low rise surrounding buildings and provide a significant portion of family housing. The block types have been developed and distributed according to the intended urban hierarchy. The low density blocks create strong perimeter blocks with a strong street presence and rear garden amentities.

CORRESPONDENCE TO DESIGN CODE

1. **Perimeter Blocks**
   All new blocks are designed as perimeter blocks.
2. **Privacy Strips**
   Set at 1.8m offset within the Development Parcel of each block.
3. **Breaks**
   Each block also has two breaks per courtyard one of which is adjacent to each block's Tall Building & activated.

- **Parking**
  Parking for blocks 4 & 5 under podiums, no parking in courtyards.
- **Building Types**
  Each high density block is made of 4 to 5 mansion blocks and one Tall Building.

4. **Amenity Space**
   Each block has shared courtyards, all buildings have balconies and there are rooftop gardens for all tall buildings.

- **Net Density (Block 5)**
  487 units/ha ~ 1527 hr/ha. Higher density acceptable due to increased density requirements for FDS.

CORRESPONDENCE TO DESIGN CODE

1. **Perimeter Block**
   New mansion blocks arranged into a perimeter block.
2. **Privacy Strips**
   Are offset within the Development Parcel and range between 1-2.7m in depth. Logical deviation of depths allowed to create better edges to public spaces
3. **Gable Ends**
   Are activated, not blank & 1.8m garden walls close perimeter block

- **Parking**
  On-street, none in courtyards
- **Building Types**
  All buildings to be mansion blocks.

4. **Amenity Space**
   A shared courtyard, balconies on all buildings & rooftop gardens on tallest mansion block.

- **Net Density (Block 1)**
  362 units/ha ~ 907 hr/ha. Higher density acceptable due to increased density requirements for FDS.

CORRESPONDENCE TO DESIGN CODE

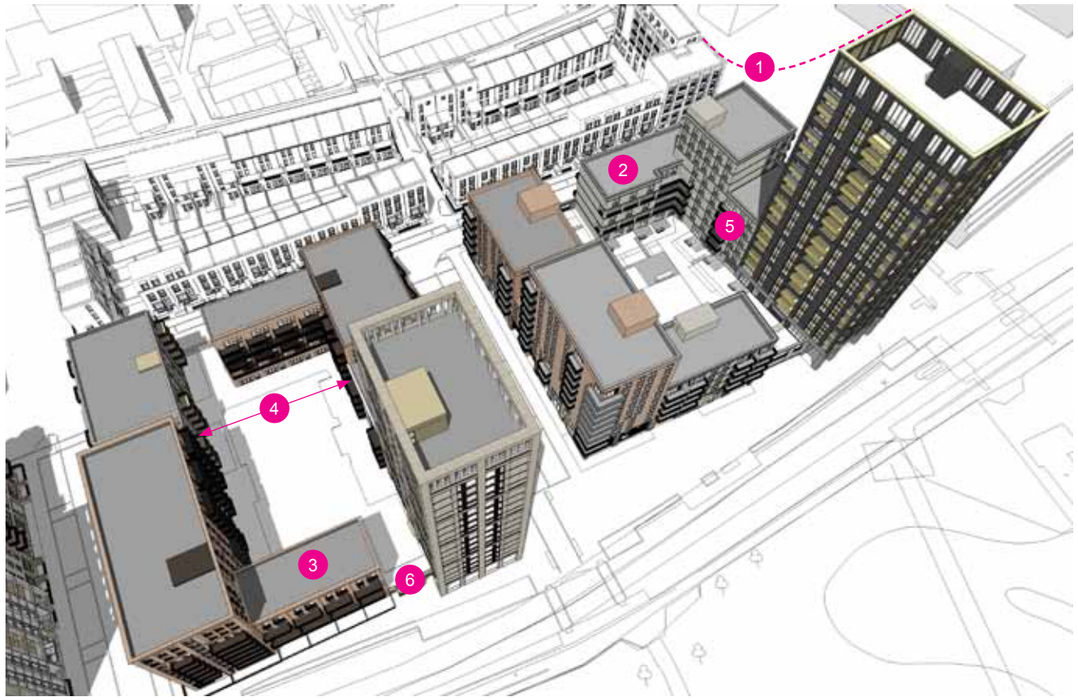
1. **Perimeter Block**
   Housing is organised to create perimeter blocks
2. **Privacy Strips**
   These are offset within the Development Parcel and range between 1.8 -3m in depth
3. **Gable Ends**
   Are activated, not blank and 1.8m garden walls close the perimeter block

- **Parking**
  On-street, small amount offstreet is logical deviation for LD unit.
- **Building Types**
  Mostly houses except 2A LD unit & 3B mansion block.

4. **Amenity Space**
   Private back gardens for houses and shared courtyards & balconies for LD mansion blocks.

- **Net Density (Block 3)**
  140 units/ha ~ 655 hr/ha. Higher density acceptable due to increased density requirements for FDS.

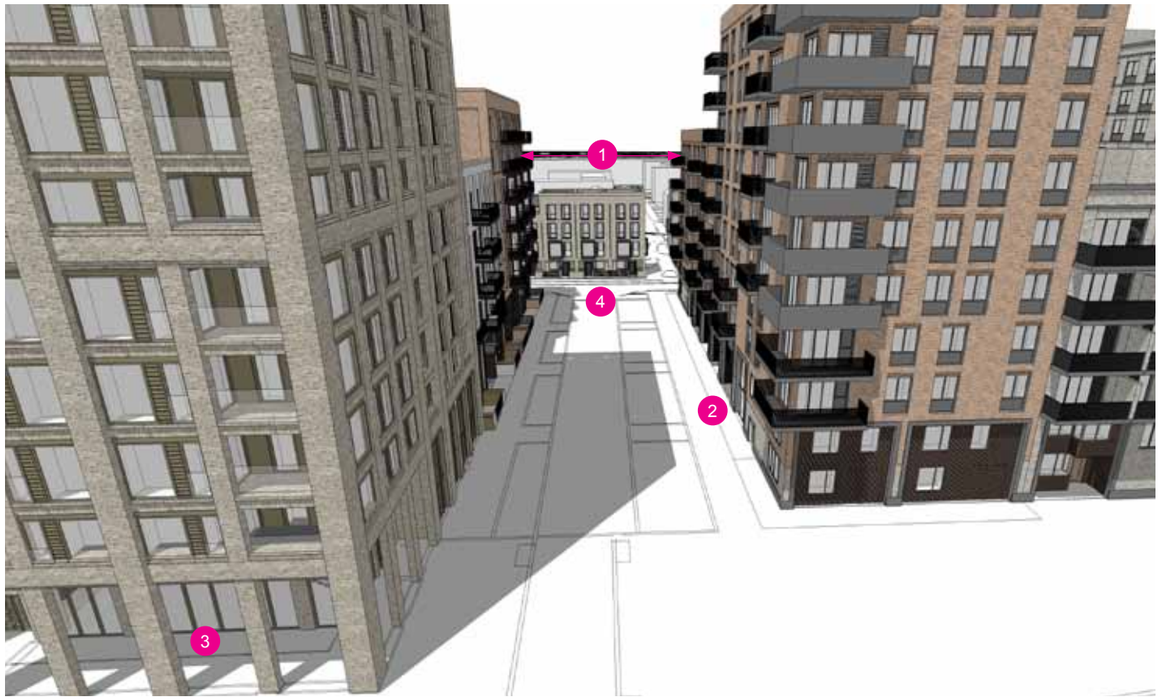
Fig 9.1.16 ***FDS Block diagram***



CORRESPONDENCE TO DESIGN CODE

1. **Stepped Profiles**
   Profiles step down to act as a density mediator between character areas (to the north)
2. Profiles step down to address height differences
3. Profile steps down to maximise daylight
4. **Depth / Width**
   There is a minimum of 25m courtyard between facing facades
5. **Views**
   Views are maximised from living spaces and balconies towards Burgess Park and the City
6. **Podiums**
   The podium / street junction is treated carefully without inactive fronatges. Green treatment and viewing platforms are provided on blocks 5 & 6 where they meet Albany Road.

Fig 9.1.17 ***FDS Streetscape diagram***



CORRESPONDENCE TO DESIGN CODE

1. **Elevational Relationship**
   Elevations along each street have a commonality - either material, rhythm or proportional (on example above shared brick type)
2. **Entrances**
   There are a high frequency of doors at street level to create a presence of address
3. Towers have entrance lobbies that address either Albany Road or the side street
4. **Vista Architecture**
   Where the street view terminates with an elevation consideration has been given to the opportunity to create something of greater visual impact

Fig 9.1.18 ***Northern FDS Block Diagram***

Fig 9.1.19 ***Northern FDS Streetscape***

CORRESPONDENCE TO DESIGN CODE

1. **Heights**
   Do not exceed heights set out in the Parameter Plans. Taller architecture opposite Westmoreland PArk and Portland Street and vista termination of Phelp Street.
2. **Privacy / Amenity**
   There is a minimum of 15m between habitable rooms on back-to-back gardens to ensure privacy.
3. **Perimeter Block Breaks**
   Dwellings are configured to create perimeter blocks with breaks to side streets. Breaks do not exceed 1.5 x plot width and are avoided along frontages that are adjacent to open spaces
4. **Gable Ends**
   Gable Ends are active and there are no blank facades. Corners are addressed and boundary treatments & privacy strips are continuous and extend around the corner of the perimeter blocks.
5. Privacy strips are between 1.8 - 3m and are offset inwards from the Development Parcel boundary
6. **Individual Plots**
   Plots are designed to be read as individual within terraces
7. Boundary Treatments correspond to designated types (see Chapter 5.0)
8. Street Trees are included and particular identified trees are retained
9. On-street parking is provided
10. **Shared Surfaces**
    This road treatment must be considered along the perimeter of open spaces

Amenity Space within Blocks
Amenity space, within High and Medium Density blocks are delivered through communal courtyards. Private rear gardens are provided for houses on lower density blocks.

CORRESPONDENCE TO DESIGN CODE

Courtyards

- All High Density / Medium density plots without podums include communal courtyard space.
- No courtyards are located more than 1 level from Street level.
- All courtyard plots have gaps from the perimeter of the plot through to the centre. These aremaintained between the buildings at upper levels and no plot is developed with full building frontage to all elevations.

Raised Courtyards

- Blocks 4 & 5 both contain raised courtyards.
- This is justified because the parking ratio of the block is such that not all can be provided on street so some is required within the cartilage of the blocks.
- However due to the amount of parking required (and the need for other non residential ancillary space) there is not enough space to incorporate this parking at grade within a landscaped courtyard.
- So to create significant high quality amenity a raised courtyard is required.
- These raised courtyard have been thuroughly incorporated into the design processes and inactive frontages at ground level are as infrequent and short as possible.
- Where podium courtyards meet Albany Road they have been designed to include viewing portals to make the most of views over Burgess Park.

Fig 9.1.20 ***High Density Amenity Space***

Fig 9.1.21 ***Courtyard Block Breaks***

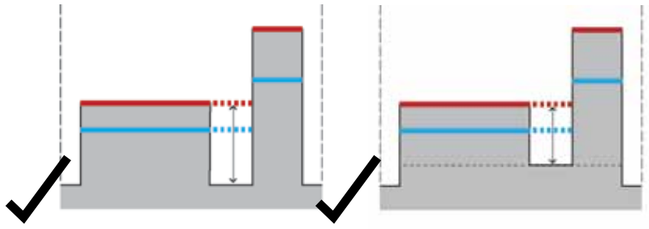
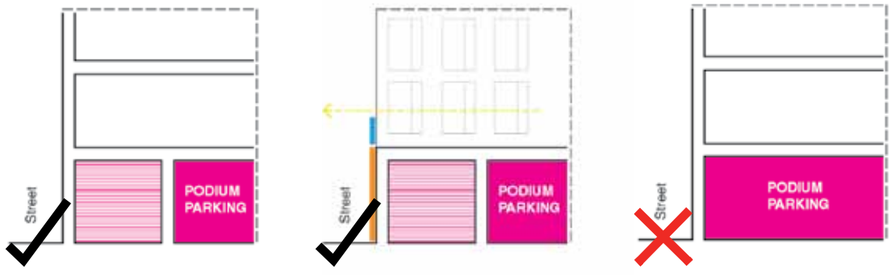


Fig 9.2.22 ***Courtyard Block Podium Parking***

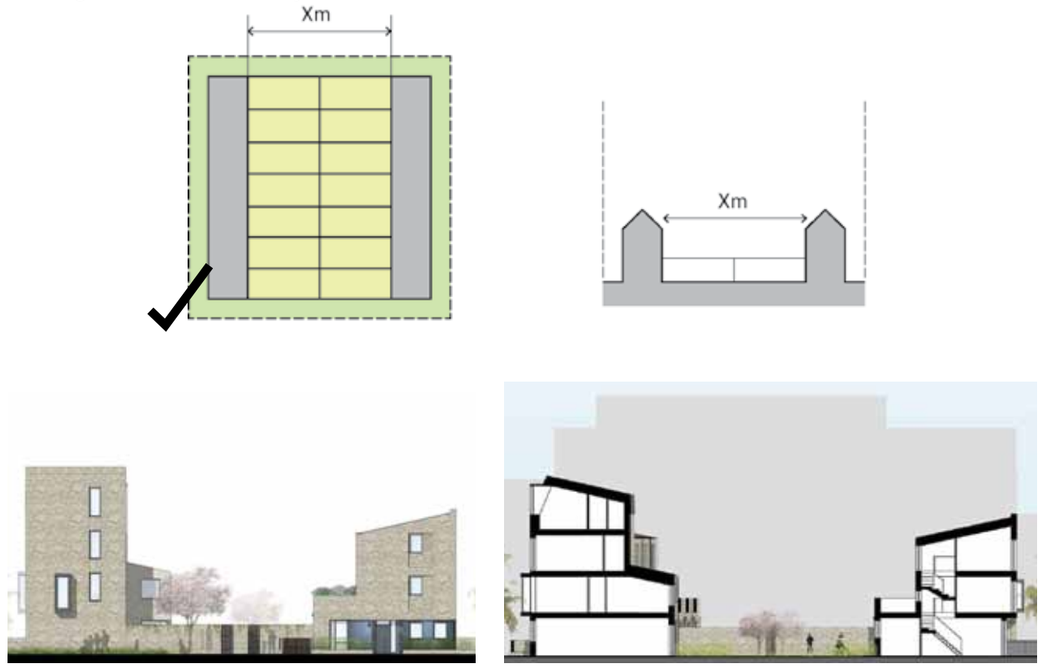


High + Medium Density Courtyard Blocks
These blocks are made of towers and mansion blocks, arranged into perimeter blocks along the Park Edge. The minimum distance permitted between habitable rooms across a courtyard space is 20m. Ideally this should aim to be 30m. The 25 degree daylighting rule should be used to determine the amount of light reaching ground floor courtyard facing rooms within the blocks. Towers can make this difficult and other solutions need to be considered, including inserting larger windows with high head heights and shallower room depths.

Perimeter Breaks
A ‘Break’ is an external gap in between building volumes. No internal accommodation exists within a Break however the opening can have a roof. The use of Breaks reduces the building volume, allows light into courtyards and enables views. Where breaks occur, they can ignore the associated Paramter Plan Height as they are not counted as a ‘built element’. This also applies where breaks can only divide the building mass down to the first floor rather than to the ground floor due to a podium parking solution.

Podium Blocks
Higher density blocks may require basement / podium parking solutions. If podium parking is used, with the exception of individual houses including terraced & mews houses, off-street parking shall be within a fully enclosed space with openings into the car park only permitted for vehicular access and ventilation, subject to Ventilation Grill Codes.

Fig 9.1.23 *Low Density Back-to-Back Blocks*



Low Density Blocks

These blocks consist of townhouses arranged into perimeter blocks to the north of the FDS. The minimum distance between habitable rooms across rear back to back gardens is 15m. This is increases to 20m whenever possible to increase the length of rear gardens.

CORRESPONDENCE TO DESIGN CODE

Private Rear Gardens

- All Low density blocks provide private rear garden space.
- Private rear gardens are secure and accessible only from its associated dwelling.
- There are no rear entry or and alleys on the FDS. Access to rear gardens is only provided from either the street to the side of houses or from the gable side when a dwelling is on a corner.
- Each dwelling was a private rear garden area that is greater or equal to the footprint of the dwelling.
- There is a minimum of 15m between windows of habitable rooms in different dwellings to ensure privacy.

Fig 9.1.24 *Privacy strips on Corners*

Privacy Strips

Within the FDS, privacy strips can range between 1.8 -2.1m in width. Where terraces meet corners within a perimter block, the privacy strip should also turn the corner and continue along the gable end. Gable ends should not directly meet the back of pavement. Rear garden walls are permitted to extend to the maximum Development Parcel line and line the back of pavement.

CORRESPONDENCE TO DESIGN CODE

Private Rear Gardens

- Housing in terraces have occasional small vertical breaks every so often to soften the linear effect on the streetscape.
- Privacy strips range between 1.8 - 2.1m within the FDS.
- Where dwellings meet corners, privacy strips wrap around the corner and along the gable end of the house.
- Off-steet on-plot parking is used for LD centre parking but there are no garages on either block.

Tall Buildings
The tall buildings are designed to appear as a cluster around Burgess Park that will make a new and distinctive contribution to the London skyline as a whole. Tall buildings will generally be located at points of landmark significance to ensure that the variety and legibility of the Masterplan is reinforced and way-finding opportunities are maximised both within the site and in relation to the wider context.

The tall buildings should be designed to create visual interest and townscape articulation – both as a clustered group in the distant skyline and as important buildings contributing to the articulation, variety and interest at a local level.

Their positions have been designed to make a positive contribution to the adjacent public realm, informed by key local and strategic views.

They have been located in response to the following principal urban conditions:

a) To reflect the significance of the key primary approaches towards the transport interchange.

b) To identify landmark opportunities at the termination of key Streets and local views.

c) To mark key development gateways and arrival points.

Tall building locations within the Masterplan have been considered both in terms of the individual role of each building but also in terms of the collective appreciation of a group of buildings with a relationship of form and treatment that influences the profile and shape of the skyline.

Where tall buildings are proposed the buildings will seek to maximise the opportunities for framing and articulating key townscape views and providing focus to the conclusion of key streets.

FDS as a Test Site for Tall Buildings
It is important that tall buildings reflect the design code's aspirations for uniqueness and identity. While all conform to many shared rules, each needs to have a unique character that responds to its context and comparative importance. This strong identity should create a varied and dynamic park edge which will create interest and aid navigation from both near & from a far. The towers on the FDS show how a great deal of individual character can be created within these rules.

Fig 9.1.25 ***Tall Building Locations Plan***

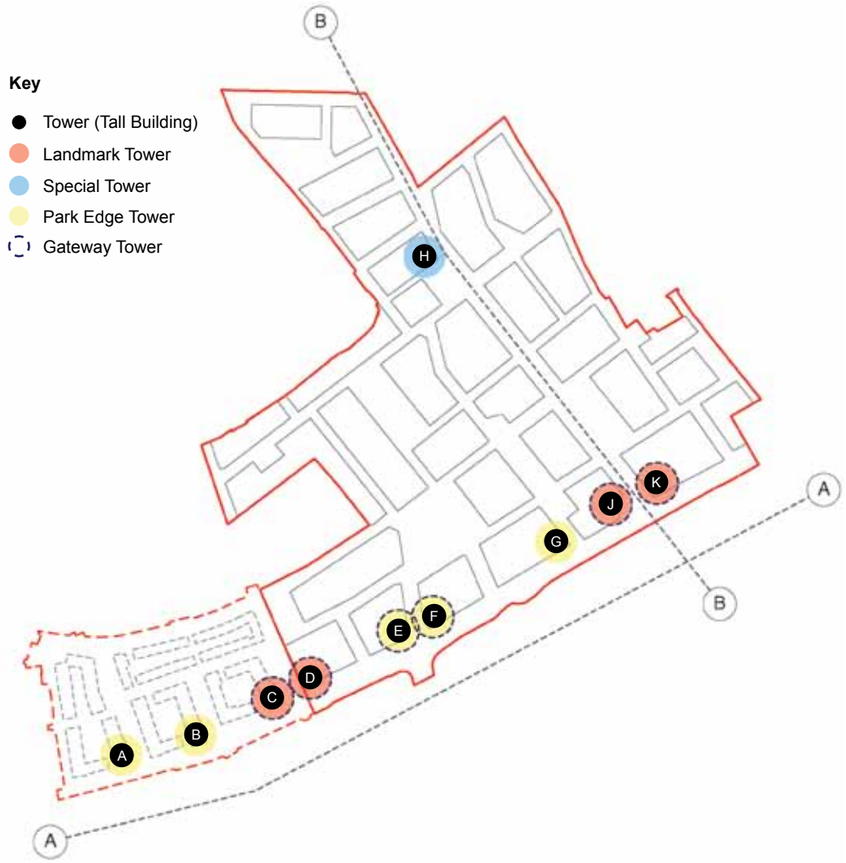
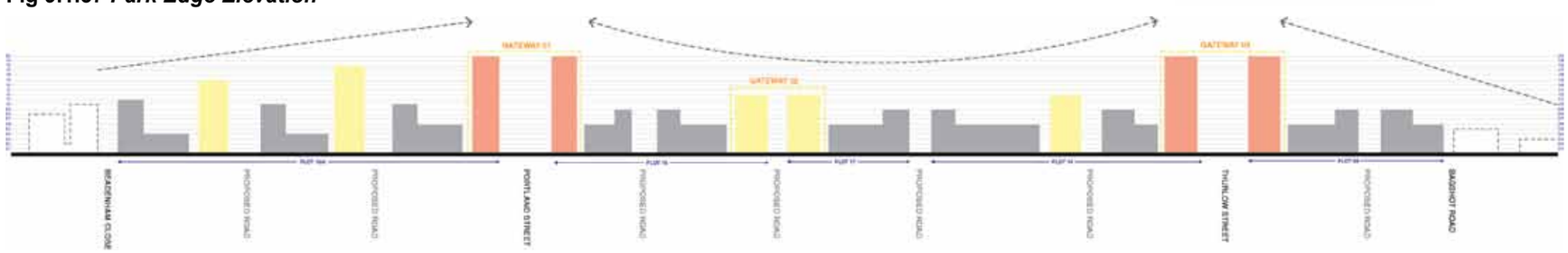


Fig 9.1.26 ***Tall Building and Transport Realtionship***

Fig 9.1.27 ***Tall Buildings Wayfinding Strategy***

Fig 9.1.28 ***Tall Building and Density Relationship***

Fig 9.1.37 ***Park Edge Elevation***



Tripartite Approach

The appearance of the buildings will develop from the tripartite model of typology and consider the role of the ‘base’, ‘middle’ and ‘top’ appearance for each building in relation to use, existing edges and the character of the specific context of the building in the Masterplan.

Permissible variation within the maximum parameter envelope will enable square, rectangular, cylindrical and triangular forms to be developed.

Within these parameters, tall buildings should take the opportunity to develop an interrelated language of formal expression between groups of buildings that could be developed to include the following additional formal manipulation approaches:

- Recess and projection of the volume.
- Chamfered edge conditions and geometric manipulation of the building volume.
- Angled formal expression of the volume – with capacity for inset and indent of geometry.
- Vertical fragmentation of the volume.
- Emphasised purity of the volume.

Slenderness will be achieved through a careful configuration of width / height relationship on the thinnest elevation as well as considered articulation and material emphasis of the ‘base’, ‘middle’, ‘top’ relationships to enhance the perception of slenderness of the tall building.

Fig 9.1.29 *Tower 6A South Elevation*

Fig 9.1.30 *Tower 5A South Elevation*

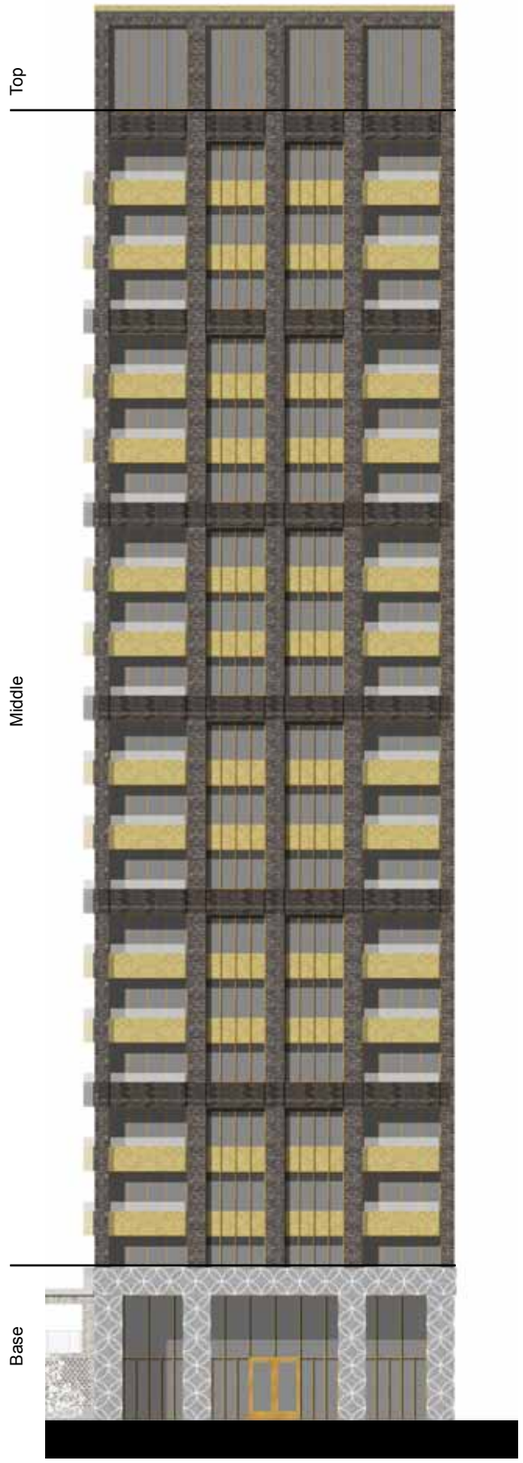


Fig 9.1.31 *Tower 4A South Elevation*

Design Code for Gateways
There will be a series of distinct gateway spaces at key interfaces with the existing perimeter routes that will provide new inviting spaces into the Site. One of these, a new Square off Portland Street (Gateway 01), exists at the point where the FDS meets the rest of the masterplan.

CORRESPONDENCE TO DESIGN CODE

Gateways

- Each gateway must provide a distinctive identity and landscaped frontage, enhanced by attractive paved surfaces and other details such as seating, planting, lighting and public art to create a particular character.
- The gateway spaces must create visual and physical connections into the development. These may include features such as street furniture, water features and tree planting and lighting to channel views and create focal points within the gateways and beyond.
- Gateway towers must act as pairs to help frame the entrances. This means that paired gateway towers must:
- (a) Be of a similar height and scale
- (b) Have similar tripartite scales and ratios
- (c) Share a commonality through materials and articulation

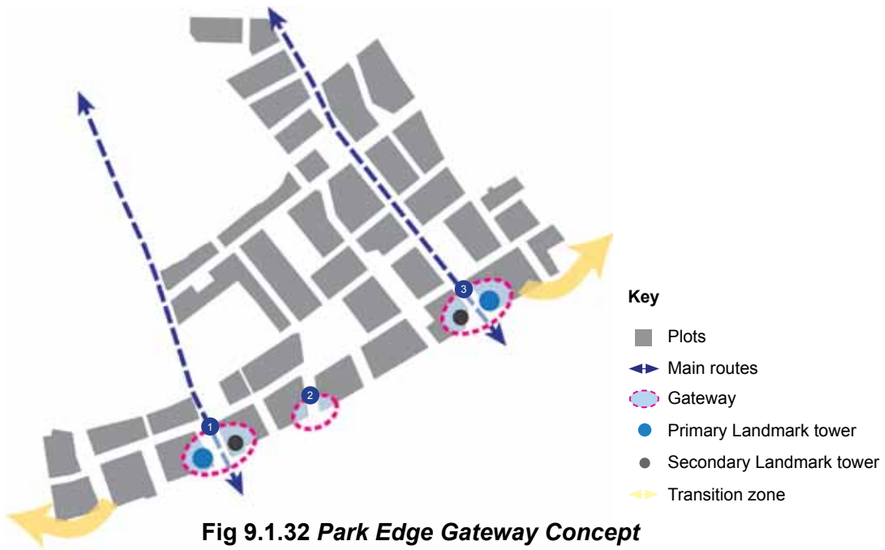
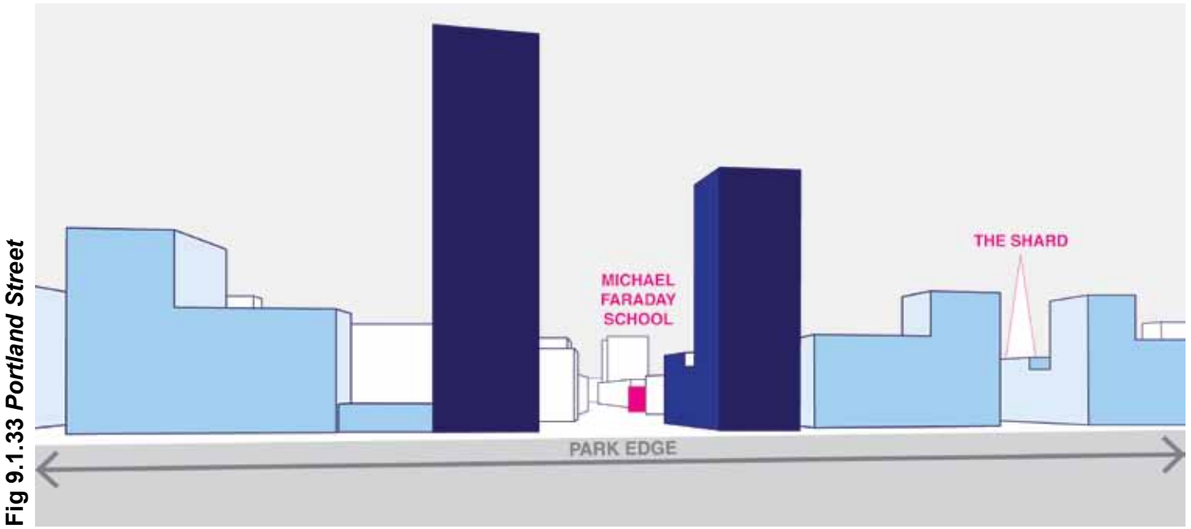


Fig 9.1.32 ***Park Edge Gateway Concept***



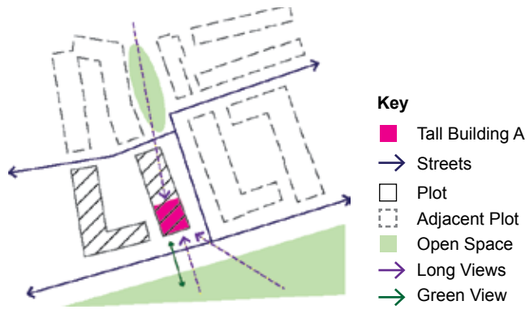
GATEWAY 01
Fig 9.1.33 ***Portland Street***

GATEWAY 01
Fig 9.1.34 ***View from Park with hypothetical position of second tower***

Tall Building A
Tall Building A is situated in the masterplan in the southeast of FDS Block 6 on the corner of Albany Road and a new street. It is the first tower of development from the west and needs to relate in scale to the existing tower to the west. It has a strong relationship with Tall Building B and to some extent C, as their heights rise successivley to create Portland Gateway. Tall Building A is classified as a Park Edge Tower and forms one bookend of the Park Edge elevation. it is highly visible across Burgess Park and the wider region.

CORRESPONDENCE TO DESIGN CODE

- There is a break adajacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The break is in proportion and scale to the other built elements within the development block.
- The balconies and fenestration contribute to horizontal emphasis.
- The TOP is orthogonal and includes rooftop amenity space.
- The TOP has a distinguished treatment but is not as eleaborate as the Landmark towers.
- The MIDDLE has both vertical and horizontal articulation.
- Fenestration is maximised to capture the Park view for the benefits of residents.
- The BASE has a double-height lobby entrance but this entrance is off the new street not albany road. This is considered acceptable logical deviation as this street is actually the greener space and an entrance here connects better to local routes.
- Bin and Cycle stores are not located on Albany Road and have decorative screens to contribute positively to the streetscape.
- Boundary treatments are a 1200mm high railing with hedge and do not obscure the entrance into the tower.



Tall Building B
Tall Building B is situated in the masterplan in the southeast of FDS Block 5 on the corner of Albany Road and a new street. It is the second tower of development from the west and needs to relate in scale to both Tall Building A and Tall Building C as their heights rise successivley to create Portland Gateway. Tall Building B is classified as a Park Edge Tower and forms the central western position of the Portland Gateway rise. it is highly visible across Burgess Park and the wider region.

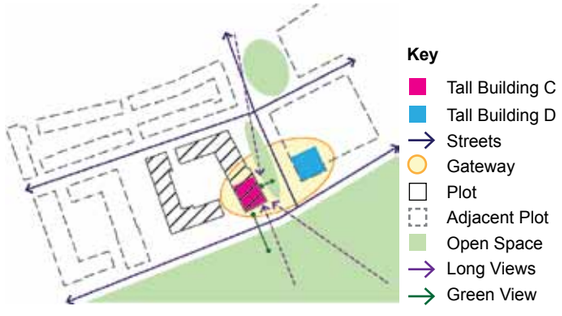
CORRESPONDENCE TO DESIGN CODE

- There is a break adajacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The break is in proportion and scale to the other built elements within the block.
- The TOP is orthogonal and includes rooftop amenity space.
- The TOP has a distinguished treatment but not as eleaborate as the Landmark towers
- The MIDDLE has both vertical and horizontal articulation.
- Fenestration is maximised to capture the Park view for the benefits of residents.
- There is strong vertical articulation through balcony design and other facade treatments.
- The BASE has a double-height lobby entrance and the lobby space blends seamlessly with the surrounding public realm and is entered from Albany Road.
- Bin and Cycle stores ARE located on the Albany Road facade but this logical deviation only is acceptable because there is other no location where they can logically be placed. The space they would otherwise occupy in the base of the tower is taken up by the energy centre and the two cannot be switched to their position under the towers because it is double height.
- Boundary treatments must be a 1200mm high railing with hedge and must not obscure the entrance into the tower.

Tall Building C
Tall Building C is situated in the masterplan in the southeast of FDS Block 4 on the corner of Albany Road and Portland Street. It adresses Portland Park directly which forms part of the publicly accessible open space within the FDS. It is part of the Portland Street 'gateway' and as such has a strong relationship with Tall Building D in the masterplan. Tall Building C is classified as a Landmark Tower and is highly visible across Burgess Park and the wider region.

CORRESPONDENCE TO DESIGN CODE

- There is a break adajacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The break is in proportion and scale to the other built elements within the block.
- The balconies are inset to match the other Portland Street gateway tower (Tall Building D).
- The TOP is orthogonal, elaborate and include rooftop amenity space similar in scale proportion to Tall Building D.
- Fenestration is maximised to capture the Park view for the benefits of residents.
- There it a strong vertical articulation through balcony design and other facade treatments.
- The BASE has a double-height lobby entrance of similar scale and proportions to Tall Building D. The lobby space blends seamlessly with the surrounding public realm and is entered from Albany Road.
- Cycle stores are not located on the Albany Road facade and have decorative doors to contribute positively to the streetscape.
- Bins stores ARE located off Albany Road, this logical deviation is accpetable because otherwise they would need to be located off Portland Park which would have too large a negative impact on this key public space.
- Boundary treatments are a 1200mm high railing with hedge and do not obscure the entrance into the tower.



MANSION BLOCK: NORTH / SOUTH STREETS

Mansion Blocks combine with the Tall Buildings to create perimeter courtyard blocks along the Park Edge of the FDS. They contain different scales and heights of buildings within one typology group.

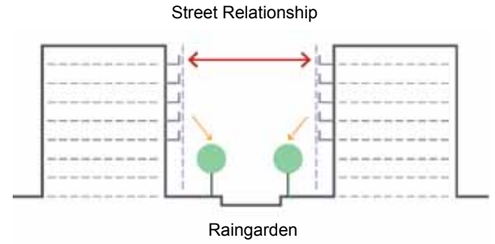
Mansion Blocks on the north / south running streets respond to adjacent elevations to create cohesive streetscenes (See Section 7.0)

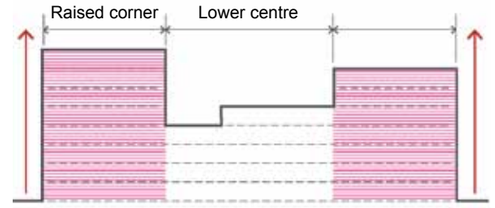
Projecting balconies overlook the raingarden street typologies.

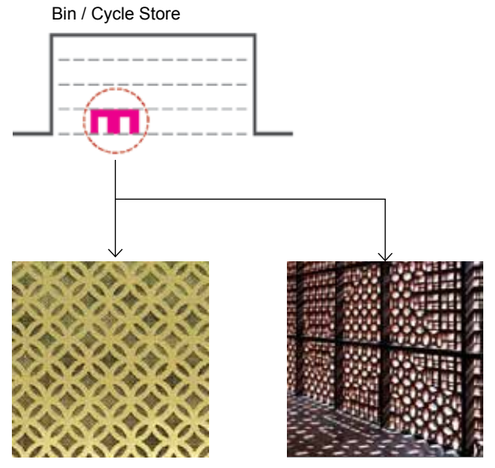
The length of Bin / cycle stores that occur on these elevations have been minimised and all doors have decorative screens to contribute to the street scape.

CORRESPONDENCE TO DESIGN CODE

1. Height 4-9 storeys, with logical deviation of +1 storey allowed on park edge and on block 4 adjacent to Portland Street Park because of the need to meet high FDS density requirements and to avoid negatively effecting low density areas to the north.
2. Each mansion block reads as one identifiable building with divisions defined by cores.
3. Flat roofs
4. As many maisonettes as possible are delivered at the ground floor to increase door frequency on street frontages.
5. The entrances to the flats are clearly expressed and frequent
6. Flat roofs have parapets







MANSION BLOCK: EAST / WEST STREETS

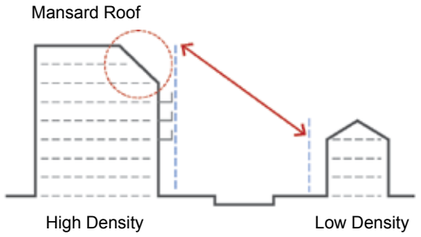
Mansion Blocks combine with the Tall Buildings to create perimeter courtyard blocks along the Park Edge. They contain different scales and heights of buildings within one typology group.

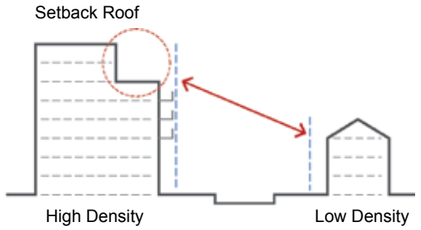
Mansion Blocks on the east / west running streets use a mix of mansard and setback options due to the steep drop in height and close proximity to proposed dwellings to the north. Projecting balconies are avoided as much as possible opposite lower dwellings to increase privacy but a few do exist on this elevation due to the density of accomodation required on the FDS.

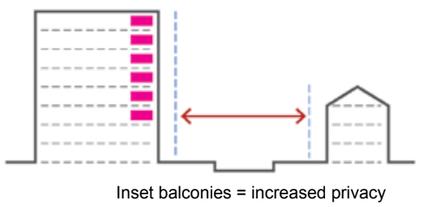
The length of Bin / cycle stores that occur on these elevations have been minimised and all doors have decorative screens to contribute to the street scape.

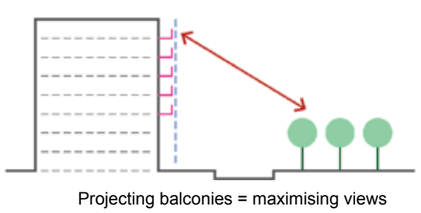
CORRESPONDENCE TO DESIGN CODE

1. Height 4-9 storeys, with logical deviation of +1 storey allowed on tallest building of block 1 because: it terminates a key vista; it is adjacent to Westmoreland Park; and the need to meet high FDS density requirements without negatively effecting low density areas to the north.
2. Each mansion block reads as one identifiable building with divisions defined by cores
3. Flat / Mansard / Setback roofs
4. As many maisonettes as possible are delivered at the ground floor to increase door frequency on street frontages.
5. Entrances to the flats are clearly expressed and frequent
6. Flat roofs have parapets









TOWNHOUSE

Within the FDS to the north where the masterplan meets existing low density residential development.

Townhouses have individual entrances at street level, with privacy strips and externally accessed bin store. Cycle stores are mostly accessed internally and this logical deviation is acceptable because the density requirements of the FDS necesitate especially narrow plot widths. These stores are all directly adjacect to entrances to reduce disruption of bringing bicycles through dwellings.

They all have pitched roofsand no roof gardens due to the height / proximity to existing dwellings. All acheive their amenity needs with rear gardens and additional rear amenity decks at the first storey on some units.

Fenestration is regular but the addition of projecting bays creates a degree of variety.

CORRESPONDENCE TO DESIGN CODE

1. Height 3-4 storeys
2. Narrow plot widths
3. Strong and direct relationships with street
4. Pitched roofs
5. Provide include individual private ground floor amenity space
6. Have a consistent parapet / roof line
7. A line of recessed bricks ensure that plots are read individually within terraces

Housing Guidance
New dwellings on the FDS all meet the mandatory points that apply to all dwellings built across the masterplan except where logical deviation allows a small reduction of standards.

CORRESPONDENCE TO DESIGN CODE

- A minimum of 70% of new dwellings are dual aspect. This percentage, slightly below the 75% target, is an acceptable logical deviation because of the high density requirements of the FDS.
- 100% of new dwellings will achieve at least the minimum BRE standards.
- All are Code for Sustainable Homes Level 4 (or equivilant)
- All are compliant with the following:
- The London Housing Design Guide

  HCA Design Standards Prospective

  All dwellings shall be built to Lifetime Homes standards

  Secured by Design - New Homes
- Single aspect dwellings are not north facing
- Where possible one and two bedroom dwellings have a minimum of 6 sqm of private amenity space and larger apartments have a minimum of 10sqm of private amenity space. When this is not possible the additional space has been provided in shared amenity in line with Southwark Residential Design Standards SPG. While the design code asks for all amenity areas to meet these standards this occasional reduction is allowed under logical deviation due to the high density requirements of the FDS.
- Dwelling houses have a minimum area of private amenity space that is the same as the footprint of the house
- 11.7% of new housing is wheelchair housing, or easily adaptable, which meets the 10% minimum requirement set by the South East London Wheelchair Housing Design Guide. Of these 97 units 50 will be part of the extra care unit on block 1. The Reserved Matters application submission will include a statement of how the proposed dweelings will meet standards or be easily adapted to meet the individual room space requirements
- All primary access to dwellings is directly from the street
- Residential privacy - the distance between habitable rooms across courtyards in perimeter and U-shaped blocks or across the backs of terraced building types within single urban block is a minimum of 21m for courtyard blocks and 15m for back-to-back housing.
- Refuse stores are accessible from the kerb side
- Parking spaces are included along streets for home deliveries.
- Equipment boxes (for service providers) are as concealed as possible on elevations

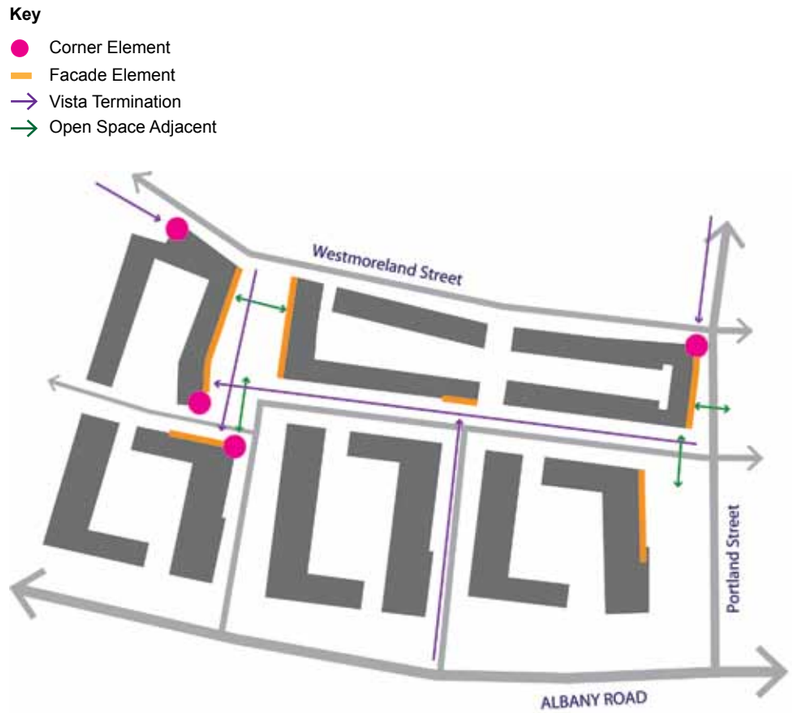
Logical Deviations
Logical Deviations are areas identified within a character area that can deviate from the usual coding that applies to that particular building typology due to its positioning in the masterplan.

They are typically areas that have a wider impact upon the either the masterplan or between character areas and can aid wayfinding and orientation across the area.

These include:

- Facades and elevations adjacent to Open Spaces
- Corner elements adjacent to Open Spaces
- Facades and elevations which terminate a vista

Fig 9.1.35 ***Identified areas for Logical Deviation within the First Development Site***



OPEN SPACE

Open Spaces
There are three open spaces within the FDS, although the whole south of the development runs along the edge of Burgess Park.

Westmoreland Square is a small square off Westmoreland street where it meets Bradenham Place. It acts as a key arrival point to the FDS and masterplan as a whole. It will be a important civic space for the community as it will be bordered by the Southward Resource Centre and the Extra Care Centre aswell as existing shops.

Westmoreland Park is part of a green link to the south of Westmoreland Street. It connects the existing existing neighbourhoods to the north of the FDS down towards Burgess Park in the south. It will be a place to relax and play due to large canopy trees, seating areas and formal play areas.

Portland Street Park runs along the edge of Portland Street next to block 4. It helps create one of the three key gateways from the masterplan onto Burgess Park along with the two towers that frame it. Clustered around an existing group of mature Plane trees it is a key place to meet or wait before heading to Burgess Park or picking children up from Michael Faraday School.

The designs shown here are those submitted for planning as part of the FDS but without the full level of detail.

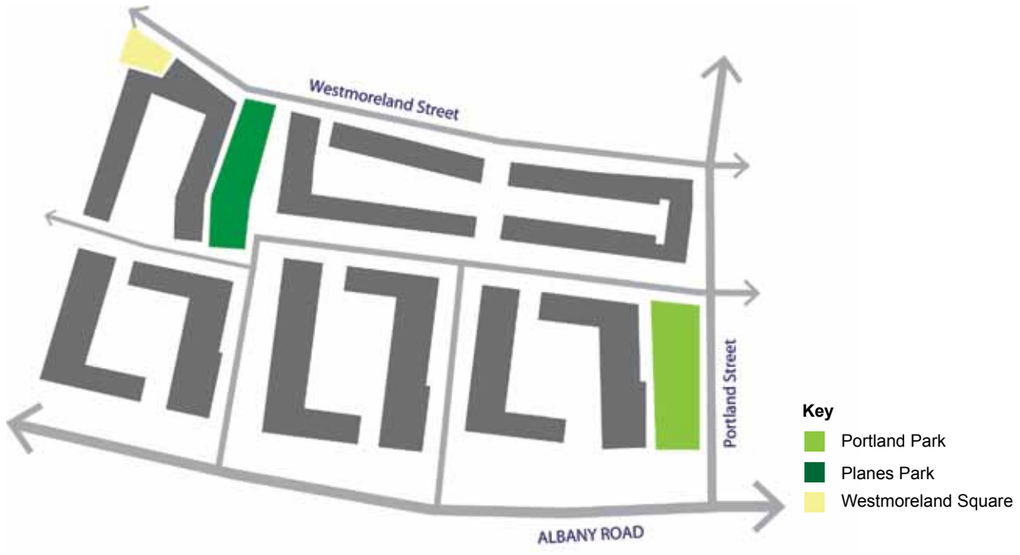
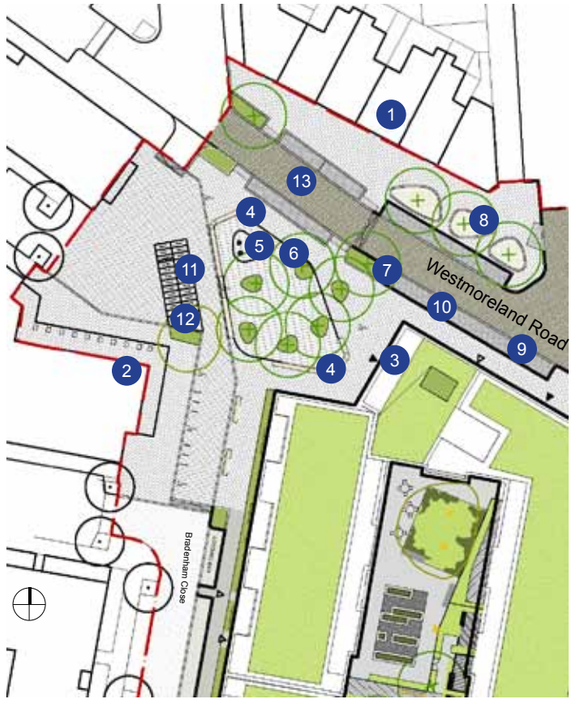


Fig 9.1.36 FDS Open Space Plan

Fig 9.1.37 Westmoreland Square

Westmoreland Square Illustrative Plan



Key

1. Existing shops
2. Southwark Resource Centre
3. Entrance to Extra-Care facilities
4. Feature seating
5. Potential dynamic water feature
6. Grid of trees
7. Raingarden
8. Raised platform outdoor cafe area
9. Drop-off parking
10. Ambulance parking
11. Major's Cycle Hire docking station
12. Existing tree retained
13. Shared surface

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

The Square will be a unique space that allows for a range of community activities and the possible location of temporary structures for community events. Tree planting, feature seating and a potential dynamic water feature will create an enjoyable amenity space for residents.

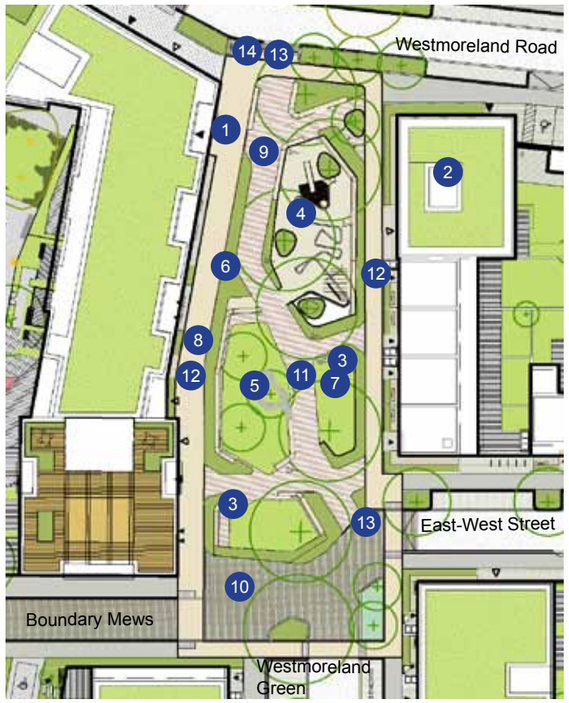
The granite surface treatment and arrangement of the specimen tree planting and furniture have been designed to ensure safe vehicle, cycle and pedestrian connections. The square has been treated as a shared space to prioritise pedestrian access to and around the square. Pedestrian only areas to the edge of the square have been clearly delineated to ensure safe and attractive access for vulnerable pedestrians. A shared surface area for cyclists and pedestrians has been created between the square and Bradenham Close with pedestrian only paths either side to ensure safe access between Westmoreland Road and Bradenham Close.

Westmoreland Road will be treated as a shared surface to allow vehicles to pass through the space travelling east-west whilst ensuring they are restricted to very low speeds. Access for ambulance, refuse collection vehicles and fire engines as well as drop-off spaces for the Extra Care facility are provided. A raingarden bioretention area is located along the edge of the carriageway to contribute to the sustainable water drainage strategy across the site.

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

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

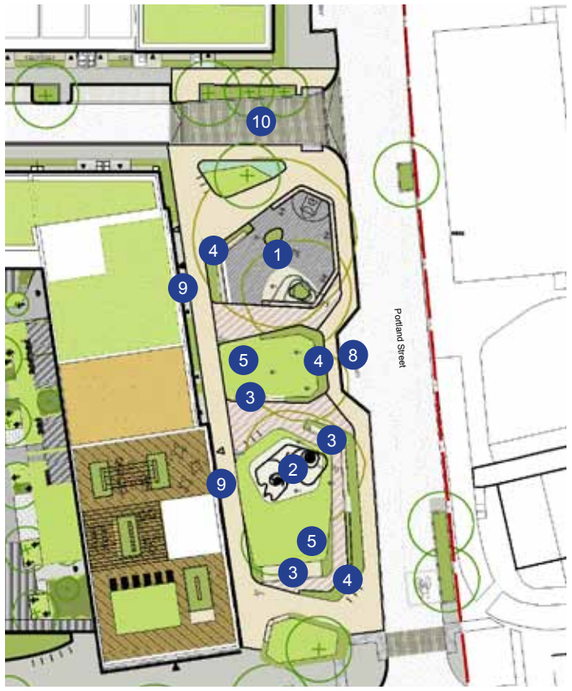
Westmoreland Park Illustrative Plan



Key

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

Portland Street Park Illustrative Plan



Key

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

Westmoreland Park

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

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

Formal play facilities for 5-11yrs are provided in a fenced area to the northern end of the park. 2-11yrs are catered for in one of the open lawn spaces. With a number of further lawns, mounds and elements to climb on and run along, the park provides a stimulating and challenging play space.

Westmoreland Park

Portland Street Park

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

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

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

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

Portland Street Park

COMPONENTS

Additional Characteristics
In conjunction with the coding presented so far which covered streets, boundary treatments, density, building typologies and housing codes there are another set of details that help to combine to create a robust character for the neighbourhood.

This includes details such as street surface materials which vary between character areas to help define their borders more physically.

It also includes street lighting and the inclusion of street trees and open space planting. Each of these will have characteristics which help to shape and define Surrey Square.

For retained trees please refer to Section 5.0.

For further details please refer to the Landscape Statement document.

Fig 9.1.38 ***FDS Surface Material Plan***

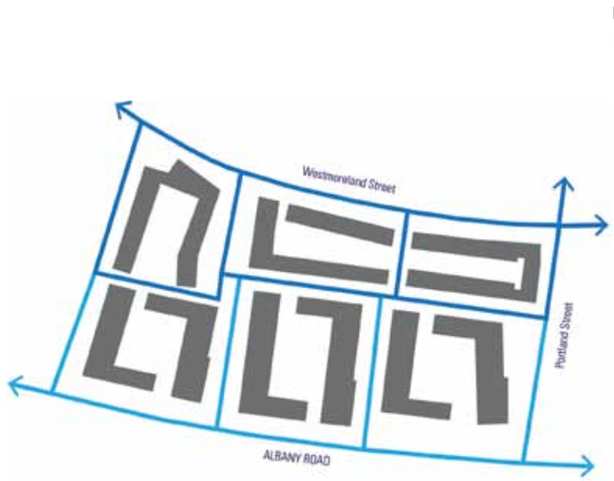


Fig 9.1.39 ***FDS Street Lighting Plan***

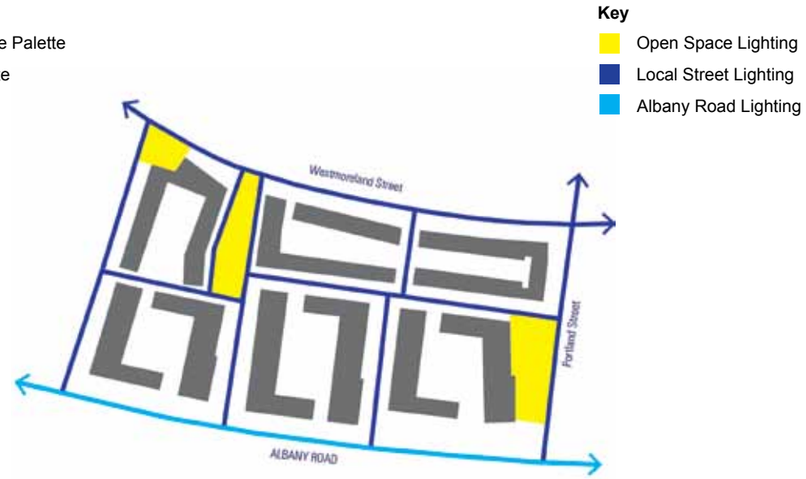


Fig 9.1.40 ***FDS Street Trees Plan***

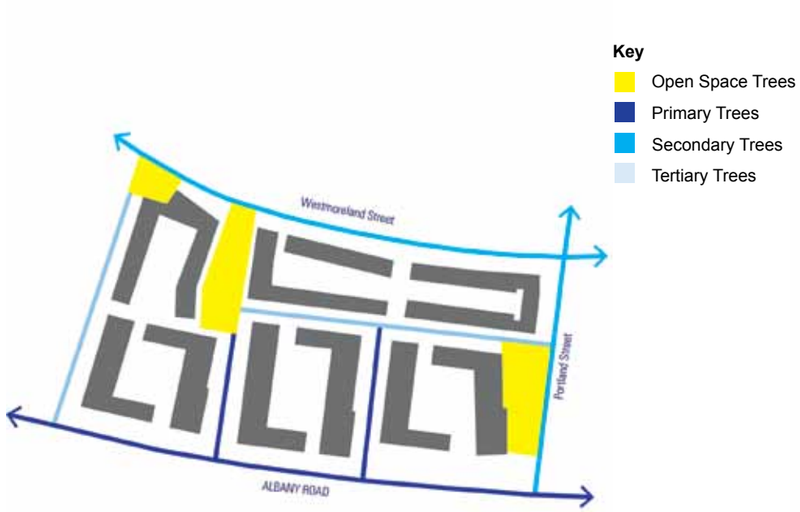
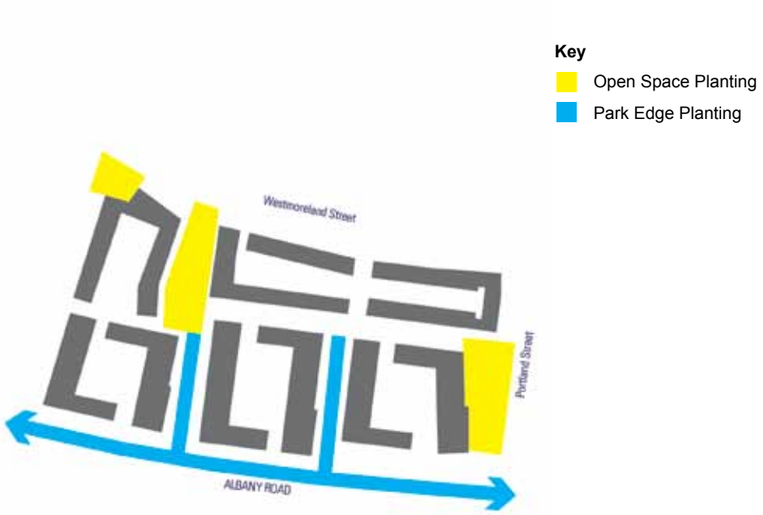


Fig 9.1.41 ***FDS Planting Plan***



MASTERPLAN AFFINITY

Edges of the Character Area
The FDS fronts onto Westmoreland Street to the north where it is adjacent to a range of housing and flats from 2-6 stories.

To the north-west on Westmoreland Road there are shops with flats above of 3 stories.

To the west it meets the the recent development along Bradenham Close which ranges from 4 to 10 stories.

To the south are Albany Road and Burgess Park.

It fronts onto Portland Street to the far east where the Park Edge and Community Spine Character Areas continue on further. New public spaces are proposed inbetween and there is a step down from 6 to 4 stories along the Community Spine and from 20-10 stories down to a potential maximum of 20-9 along the Park Edge.

To the north-east it meets 4 storey flats of the conservation area and Michael Faraday School.

Fig 9.1.42 ***Continuation of Portland Street Elevation***

Fig 14.1.43 ***FDS connection to context***

Fig 9.1.44 ***Westmoreland Road***

Fig 9.1.45 ***Westmoreland Road***

Fig 9.1.46 ***Westmoreland Square***

Fig 9.1.47 ***Bradenham Close***

Fig 9.1.48 ***Albany Road***

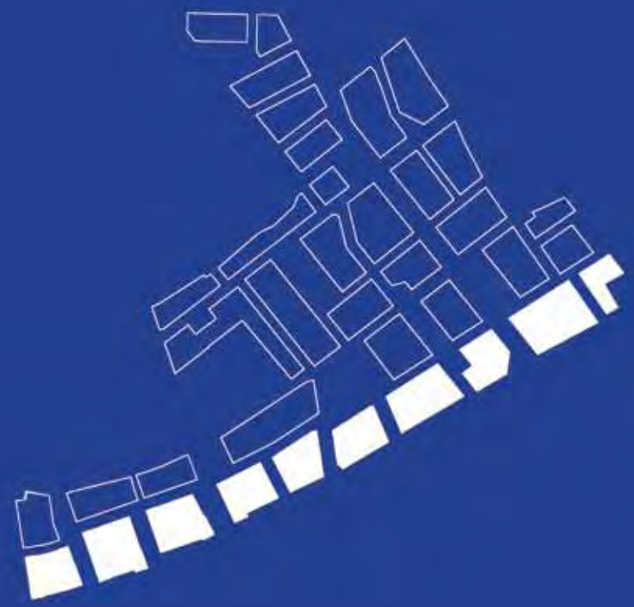
Fig 9.1.49 ***Michael Faraday Sq.***

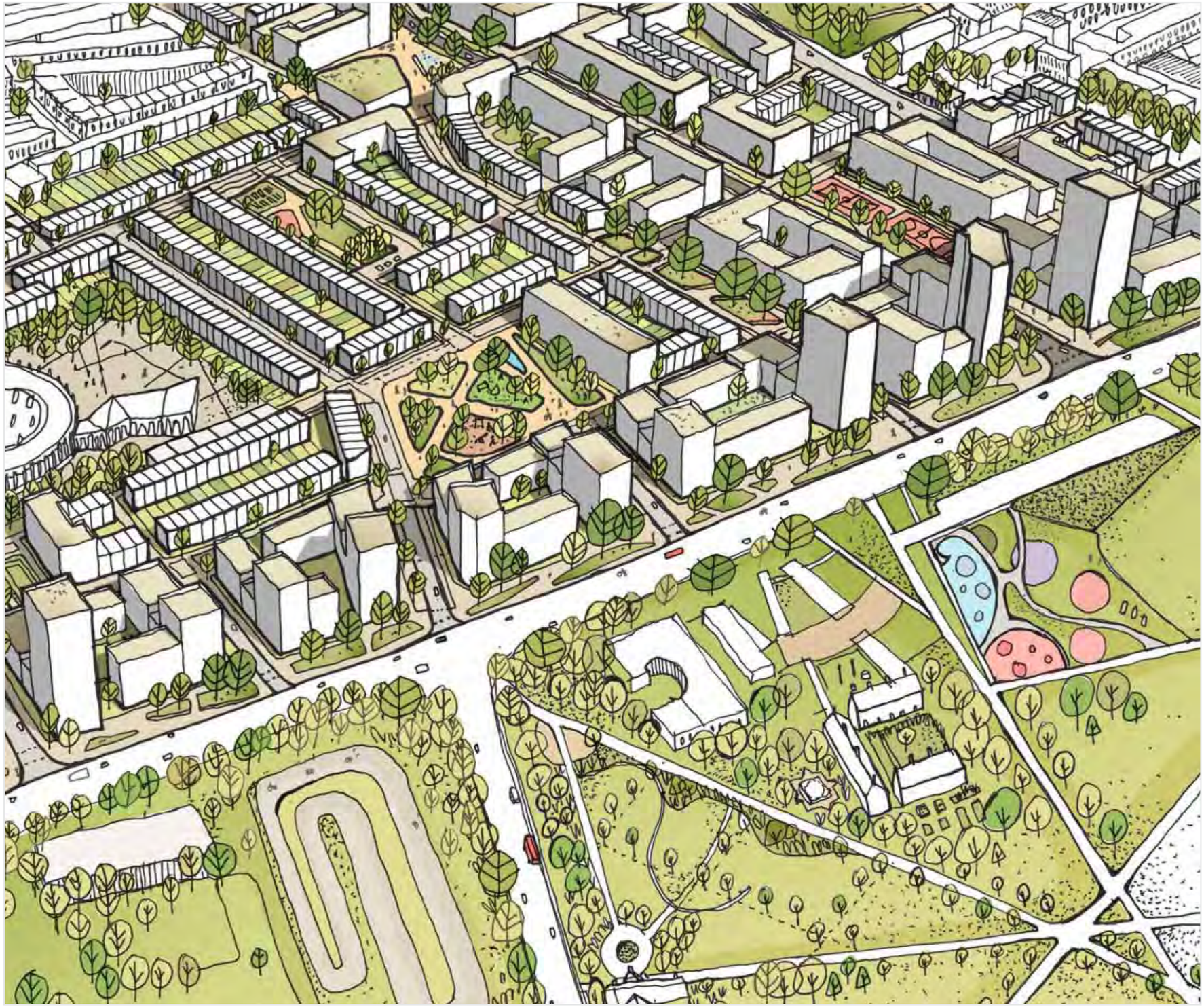
Fig 9.1.50 ***First Development Site as seen from across Burgess Park***

Fig 9.1.51 ***First Development Site as seen from across Westmoreland Square***

Fig 9.1.52 ***View South Within Westmoreland Gardens***

10.0
PARK EDGE





PARK EDGE KEY ELEMENTS

- **BLOCKS**
  High Density
- **BUILDING TYPOLOGIES**
  Tall Buildings
  Mansion Block
  Townhouse
- **OPEN SPACES**
  Portland Park
  Planes Park

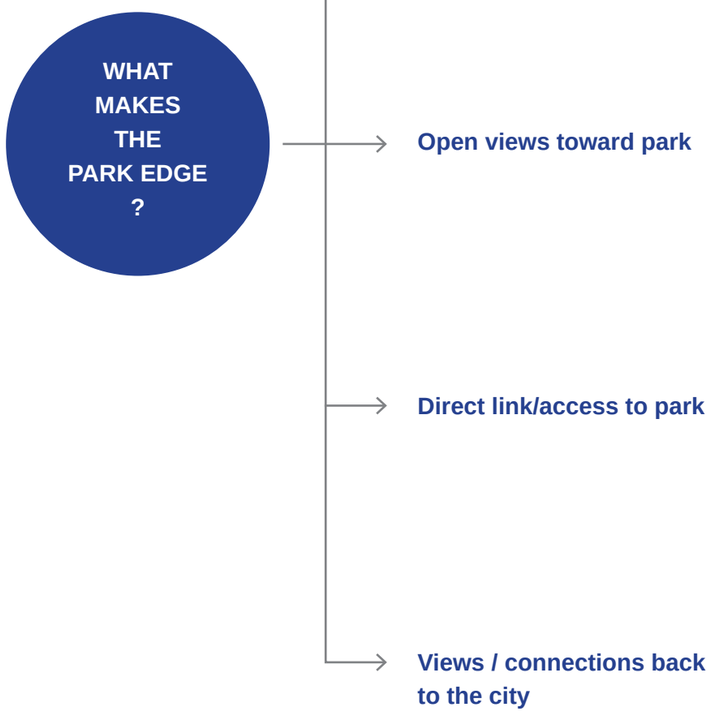
A NEW RECOGNISABLE PARK EDGE FOR LONDON
STRONGLY EMPHASISING BURGESS PARK

The Park Edge character area is defined by the pattern of the towers repeating along Albany Road; varied between 4 - 20 storeys.

The undulation of the scale of buildings between the towers and mansion blocks allows for frequent glimpses of sky and landmark buildings in the distance, and alternatively glimpses of Burgess Park and trees to the south.

New landscaping and new pedestrian crossings along Albany Road will encourage this seamless interplay between the open park and the new development.

Living here, you will never feel far from the park or the city.



Site Edges + Context

The Park Edge character area runs parallel to the northern edge of Burgess Park, overlooking the large open space (Fig 9.2.4). Between the park and the site runs Albany Road which is an existing road and public transport corridor.

To the west, the site stretches out towards Walworth Road, meeting a new development of contemporary housing (Fig 9.2.6 + 9.2.5) which was the first part of the estate regeneration to occur.

To the east the site sits adjacent to existing housing, which is mostly terraces set within a network of small quiet streets (Fig 9.2.3). The easternmost part of the development site actually wraps around an existing apartment block that is situated on the corner of Albany Road and Bagshot Street (Fig 9.2.2).

Fig 10.1.1 ***Park Edge Location Plan***

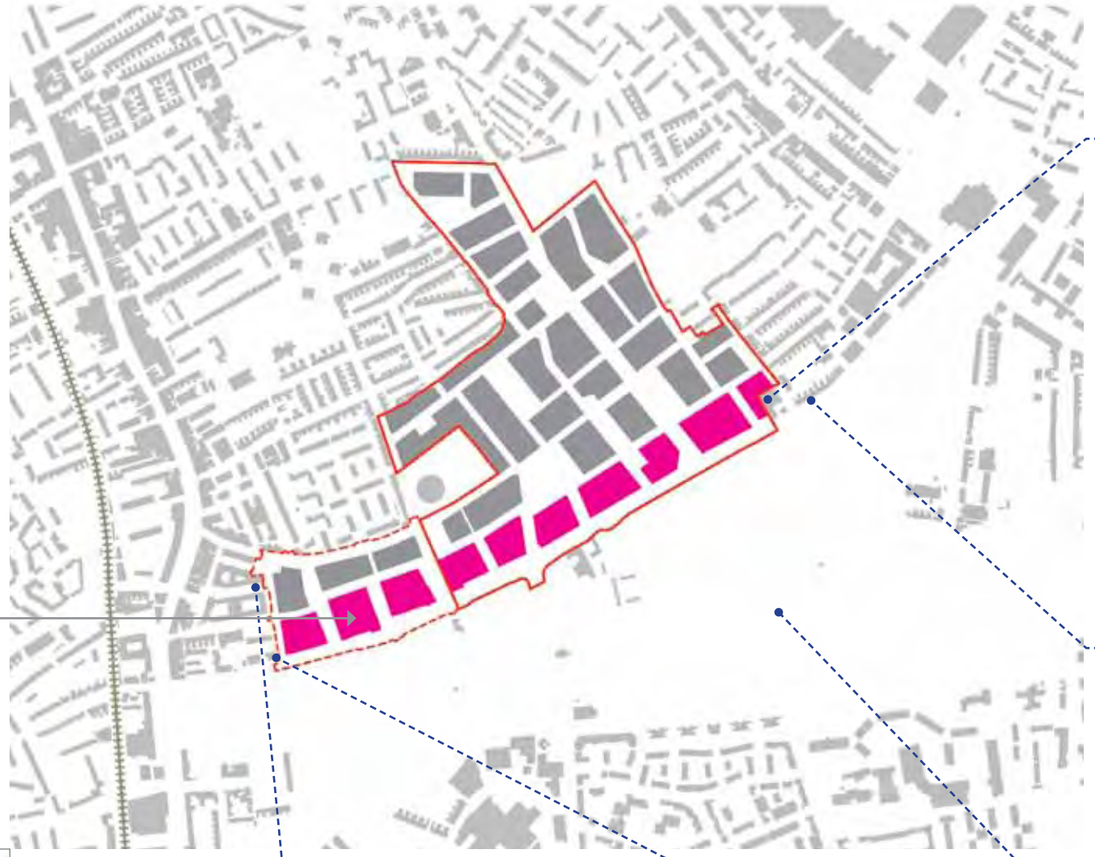


Fig 10.1.2 ***Apartment block: Albany Road***

Fig 10.1.3 ***Terraces on Albany Road***

Fig 10.1.7 ***First Development Site***

Fig 10.1.6 ***Western development site***

Fig 10.1.5 ***Western development tower***

Fig 10.1.4 ***Burgess Park and City view***

Tall Building Strategy

The Park Edge character area contains the highest concentration of tall buildings within the masterplan. The tall buildings are designed to appear as a cluster around Burgess Park that will make a new and distinctive contribution to the London skyline as a whole. Tall buildings will generally be located at points of landmark significance to ensure that the variety and legibility of the Masterplan is reinforced and way-finding opportunities are maximised both within the site and in relation to the wider context.

The tall buildings should be designed to create visual interest and townscape articulation – both as a clustered group in the distant skyline and as important buildings contributing to the articulation, variety and interest at a local level.

Their positions have been designed to make a positive contribution to the adjacent public realm, informed by key local and strategic views.

They have been located in response to the following principal urban conditions:

a) To reflect the significance of the key primary approaches towards the transport interchange.

b) To identify landmark opportunities at the termination of key streets and local views.

c) To mark key development gateways and arrival points.

Tall building locations within the Masterplan have been considered both in terms of the individual role of each building but also in terms of a collective group of buildings with a strong relationship of form and treatment influencing the overall profile and shape of the skyline.

Where tall buildings are proposed the buildings will seek to maximise the opportunities for framing and articulating key townscape views and providing focus to the terminus of key streets.

Fig 10.1.8 ***Tall Building Locations Plan***

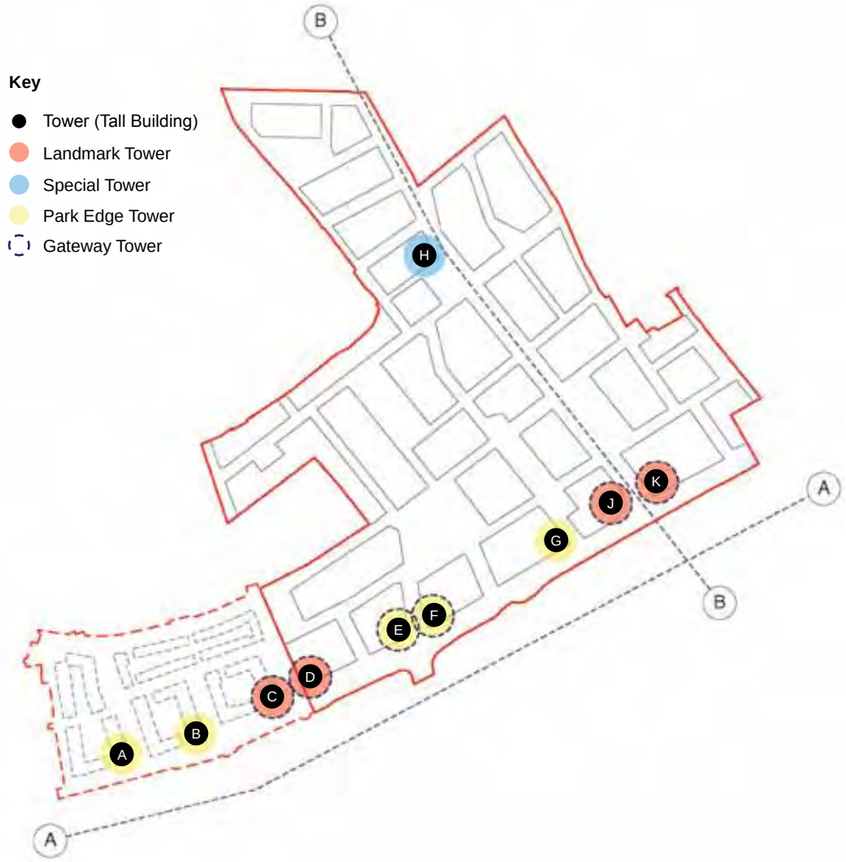
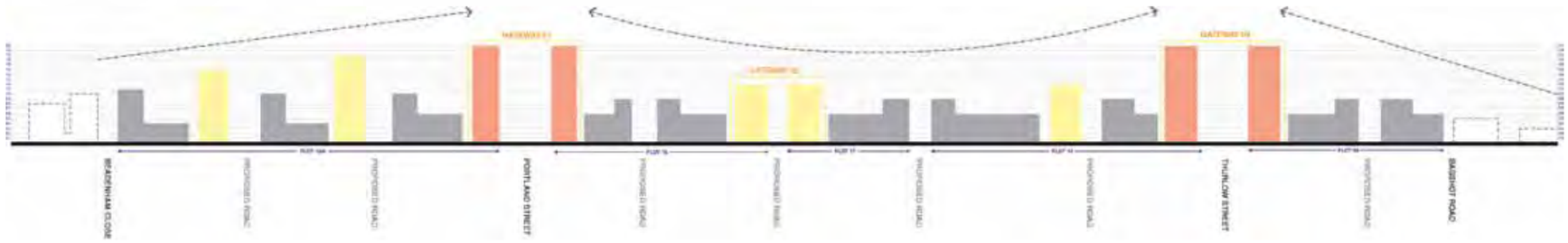


Fig 10.1.9 ***Tall Building Typology Basics***

Fig 10.1.10 ***Park Edge Elevation***



PARKING

Podium / Basement Parking
Owing to the high density nature of the Park Edge, podium or basement parking will need to be considered. It is critical that Albany Road is not littered with parked vehicles as this would inhibit the vehicular movement which is a definitive characteristic of the street.

On-Street Parking

- **General dimensions**
  On-street parking must be designed according to SSDM standards where applicable.
- Parallel car parking spaces must be minimum of 5.50m x 2.25m, and 6.00m x 2.25m at the start and end of a parking bay. Perpendicular car parking must be of a minimum of 4.80m x 2.40m
- A minimum of 1 tree every 3 parallel parking spaces or every 5 perpendicular parking spaces must be included in the design.
- On-street parking must be designed according to SSDM standards where applicable.
- **Future-proofing**
  Car charging points must be provided as required by the London Plan Guidance.
- **Cycle parking**
  Cycle parking must be provided close to the entrance of all community buildings and public open spaces.
- Please refer to the DAS for preferred TfL Cycle Hire locations. There must be a minimum of 24 bikes per docking station.
- **Car clubs**
  A total of 30 spaces must be provided across the masterplan. These must be designed in groups of at least two spaces together. Stand alone car club spaces are not permitted.

Podium Parking

- **Street frontage**
  Situations where podium edges create a dead street frontage or where ventilation grids are exposed at street level must always be avoided. Parking facades must not face the public realm, and instead parking must be ‘wrapped’ around with other uses, i.e. maisonettes as demonstrated on the FDS.
- Blank podium facades facing streets are unacceptable. Design should promote viewing platforms from the courtyards above and the use of green walls or landscaping treatments along podium edges.
- **Car park entrance**
  Entrances and access ramps to podium parking must be designed with minimal impact on pedestrian paths and cycle routes. They must not be located on Albany Road.
- **Communal courtyards**
  Natural podium ventilation strategies involving grids or chimneys must be designed as part of the landscape arrangement of the communal amenity space above.

Basement Parking

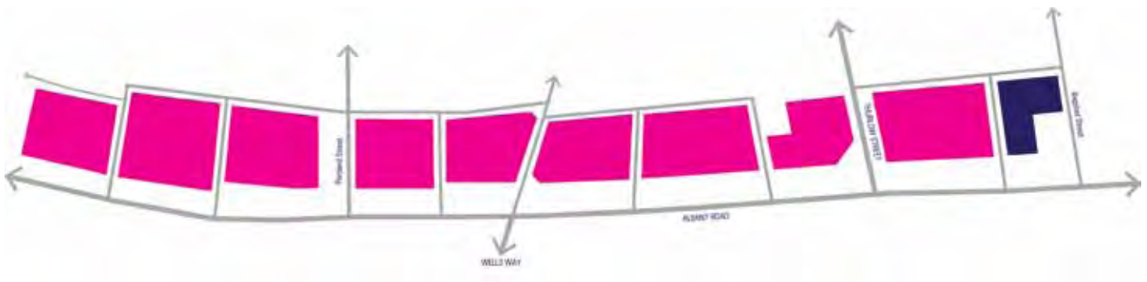
- **Street frontage**
  Basement parking must enable an active street frontage to be achieved at ground floor level. As with other block and parking types, blank frontages must be avoided.
- Basement parking is encouraged, as it enables ground floor units to be dual aspect. This must be provided when basements are proposed.
- **Car park entrance**
  Entrances and access ramps to basement parking must be designed with minimal impact on pedestrian paths and cycle routes. They must not be located on Albany Road.
- **Communal courtyards**
  Natural ventilation strategies involving grids or chimneys must be designed as part of the landscape arrangement of the communal amenity space above the basement.

Parking solutions

It is mandatory that at the start of each new phase where a high density block is included, a feasibility study is carried out to test the viability of either a podium or basement solution. With all other block types parking ratios must be met with on-street provision only. If this is not the case then a basement feasibility study should also be undertaken.

BLOCKS

Fig 10.1.11 ***School Neighbourhood Streetscape***



Key

- High Density
- Medium Density
- Low Density

Fig 10.1.12 ***School Neighbourhood Streetscape***

Key

- Albany Road
- Thurlow Street
- Portland Street
- Green Link Street A /B
- Local Street Type A
- Local Street Type B
- Mews Street
- Pedestrian and Cycle Only Street

Park Edge Principal Frontages
The frontages that form the Park Edge are considered principal frontages as they have a key role in addressing the relationship between Burgess Park and the masterplan. They must have a strong, solid and tall appearance to help define the built edge of the masterplan whilst being inviting and welcoming at ground/first floor level to enhance the streetscape.

Principal frontages shall:

- Address the main public spaces, like park frontages, venues and Albany Road
- Use high quality materials and finishes
- Have a consistent approach to materiality
- Provide active ground floor frontages in the case of non-residential ground floor uses
- avoid blank, undifferentiated or untreated walls at the ground floor level

High Density
High density blocks contain the majority of the apartment units, including Towers and Mansion Block courtyard arrangements. The height of the Tall Buildings contribute to creating a strong edge and key space definition - this is particularly important along Albany Road. The height of the blocks contributes to wayfinding and orientation around the masterplan and further afield across Burgess Park.

High Density Block

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  These must be offset within the Development Parcel at 1.8m
- **Breaks**
  Must be activated on at least one side, and not provide blank frontage. A minimum of 2 Breaks must be used per courtyard and a Break must occur adjacent to a Tall Building.
- **Parking**
  Podium / Basement parking
- **Building Typologies**
  Mostly Mansion Blocks but occasional Tall Buildings.
- **Amenity Space**
  Shared courtyards / balconies / rooftop gardens for mansion blocksand tall buildings.
- **Net Density**
  200 - 300 units/ha ~ 740 - 1100 hr/ha

Medium Density
This block type occurs on Development Parcel 4b. It acts as a mediator between the higher density blocks along Albany Road, and the lower density housing situated to the east. The Medium Density block situated in the Park Edge uses its height and uniformity to create a strong definition of the Bagshot Park open space.

Block Arrangement in the Park Edge
The block design within the Park Edge is predominantly high density and of a more traditional courtyard block typology. Blocks are orientated to maximise overlooking and natural surveillance of the streets and Burgess Park, encouraging overlooking and natural surveillance. They are intended to formalise the boundary between the masterplan and Burgess Park. The streetscape of Albany Road will create a linear defined corridor, defined by well proportioned tree lined streets with parking.

High Density Courtyard Blocks
This block is made of a Tall Building and Mansion Blocks, arranged into a perimeter block in the Park Edge. The minimum distance permitted between habitable rooms across a courtyard space is 21m. Ideally this should aim to be 30m. The 25 degree daylighting rule should be used to determine the amount of light reaching ground floor courtyard facing rooms within the blocks.

Medium Density Block

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  These must be offset within the Development Parcel and range between 1.8 -3m in depth
- **Gable Ends**
  Must be activated, not blank and 1.8m garden walls must close the perimeter block
- **Parking**
  On-street
- **Building Typologies**
  A combination of Mansion Block and Townhouses
- **Amenity Space**
  Shared courtyards / balconies / rooftop gardens for mansion blocks.
- **Net Density**
  120 - 200 units/ha ~ 440 - 740 hr/ha

Park Edge Streetscape

- **Heights**
  Must not exceed heights set out in the Parameter Plans.
- **Privacy / Amenity**
  There must be a minimum of 21m across courtyard arrangements and 15m across private rear gardens to ensure privacy.
- **Perimeter Block Breaks**
  Dwellings must be configured to create perimeter blocks with breaks to side streets. Breaks must not exceed 1.5 x plot width and must be avoided along frontages that are adjacent to open spaces.
- Breaks must occur adjacent to a tall building
- Privacy strips must be 1.8m and must be offset inwards from the Development Parcel boundary.
- There are no privacy strips around the base of Tall Buildings.
- **Individual Plots**
  Plots must be designed to be read as individual elements within a massing.
- Boundary Treatment must correspond to designated type (see Chapter 5.0)
- Street trees must be included and particular identified trees must be retained
- Some on-street parking must be provided for the community / medical facilities but remaining provision may be within a podium or basement solution.
- **Shared Surfaces**
  This road treatment must be considered along the perimeter of open spaces - particularly adjacent to Portland Park and Planes Park.

Courtyards

- All High Density plots will ensure that a communal courtyard space is provided.
- No courtyards will be located more than 1 level from Street level.
- All courtyard plots will ensure that gaps at the perimeter of the plot through to the centre are maintained between the buildings at upper levels and that no plot is developed with full building frontage to all elevations.
- Where residential parking is provided in a basement, any raised courtyard provision will only be justifiable in terms of the mezzanine requirements of other land uses.

Block relationship with the Community Spine
The high density blocks of the Park Edge back sit opposite much lower density blocks of the Community Spine. Design should be sensitive to the occupants' views, privacy and rights of light of adjacent blocks. The minimum distance permitted between rear building facades should be 15m. Ideally this should aim to be 20m.

Perimeter Breaks
A 'Break' is an external gap in between building volumes. No internal accommodation exists within a Break however the opening can have a roof. The use of Breaks reduces the building volume, allows light into courtyards and enables views. Where Breaks occur, they can ignore the associated Parameter Plan Height as they are not counted as a 'built element'. This also applies where Breaks only reduce building mass to the first floor due to podium parking.

Podium Blocks
Higher density blocks may require basement / podium parking solutions. If podium parking is used, with the exception of individual houses including terraced & mews houses, off-street parking shall be within a fully enclosed space with openings into the car park only permitted for vehicular access and ventilation, subject to Ventilation Grill Codes.

Contextual Relationship

- High Density plots opposite the Community Spine must strive to create a contextual relationship. This could include but is not limited to:
  - Lowering the height by stepping down to meet the lower density;
  - Incorporating similar elements of scale and proportion to blend in;
  - Providing setbacks above certain heights so the massing steps away from the street edge, softening the relationship;
  - Utilising projecting balconies - this would mean the building line would need to be pulled further inside the Development Parcel, giving the street more breathing

Breaks to Perimeter Development

- There must be a minimum of 2 Breaks per courtyard block to reduce mass, allow access into the courtyard externally and to allow adequate levels of sunlight into the amenity space.
- Breaks must occur adjacent to a Tall Building.
- Breaks must be avoided on frontages that edge open space.

Raised Courtyards

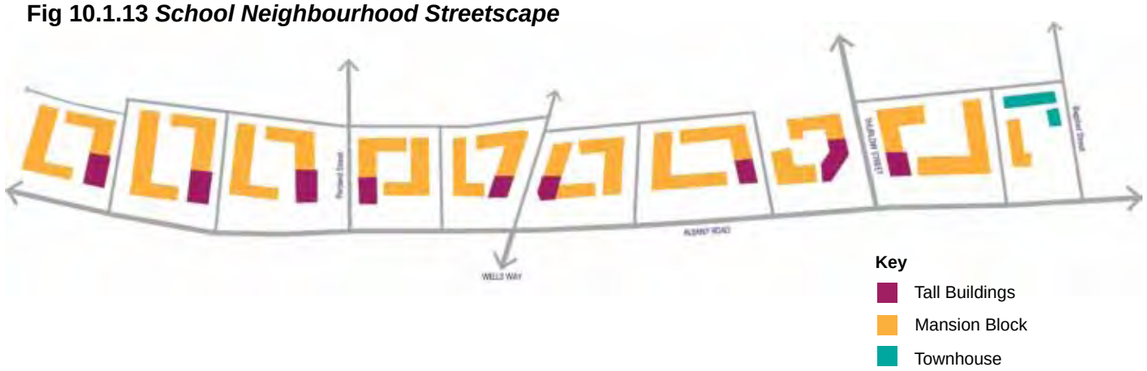
- If a proposal is brought forward that incorporates a raised courtyard, then this proposal will be required to justify this design solution through:
  - Providing specific land uses needing to accommodate any ancillary space for non-residential uses;
  - Providing the parking ratio proposed for the specific plot, considering viability, and the opportunity to integrate car parking spaces at-grade with landscaped residential communal amenity space;
  - Mitigating the impact of the raised courtyard at street level, including impacts on active frontages at ground level.
- Special design consideration must be given where podium courtyards meet the building line and overlook the street.

BUILDINGS

Tall Buildings
Tall Buildings are designed to appear as a cluster around Burgess Park, which will make a new and distinctive contribution to the London skyline as a whole. Tall Buildings will generally be located at points of landmark significance to ensure that the variety and legibility of the Masterplan is reinforced and way-finding opportunities are maximised both within the site and in relation to the wider context.

The Tall Buildings should be designed to create visual interest and townscape articulation – both as a clustered group in the distant skyline and as important buildings contributing to the articulation, variety and interest at a local level.

Fig 10.1.13 ***School Neighbourhood Streetscape***



TALL BUILDINGS: MASTERPLAN

- Tall Buildings must ensure that development nodes and arrival points in the public realm are given specific emphasis.
- The cluster of buildings as a skyline form will ensure a mediation and transition of scale with the existing urban fabric can be appreciated from across Burgess Park.
- Tall Buildings must appear **slender** and **elegant** in their proportions and the silhouette must demonstrate a well defined *'base', 'middle'* and *'top'.*
- Tall Buildings must respond to an increasing emphasis in scale along key primary routes across the site (Albany Road and Thurlow Street) and ensure a mediation between the existing urban fabric of the area (especially the Conservation Area) and the emerging scale and character of the rest of the masterplan area.
- All Tall Buildings will provide residential accommodation with balcony articulation – either designed as projecting balconies or inset balconies.
- Tall Buildings within a plot will ensure a distinctive form and appearance from neighbouring plot components through the use of clear grounding of the building, which defines a coherent reading of a tall structure that is either integrated with the plot or is a stand-alone element – this will be achieved by:

  i) inset or projective detailing of the building;

  ii) material emphasis and contrast;

  iii) vertical or horizontal junction expression with the adjacent plot base.
- Tall Buildings must have clean and uncluttered roofscapes; all rooftop plant equipment must be concealed within the overall building silhouette.
- Tall Buildings must provide rooftop amenity space

Gateways

- Each gateway must provide a distinctive identity and landscaped frontage, enhanced by attractive paved surfaces and other details such as seating, planting, lighting and public art to create a distinctive character.
- The gateway spaces must create visual and physical connections into the development. These may include features such as street furniture, water features, tree planting and lighting to channel views and create focal points within each gateway space and beyond.
- Gateway Towers must act as pairs to help frame entrances. This means that paired gateway towers must:
  - Be of a similar height and scale
  - Have similar tripartite scales and ratios
  - Share a commonality through materials and articulation

TRIPARTITE APPROACH: BASE

The ‘base’ of a building provides the opportunity for the building to articulate the relationship to the public realm and to emphasise active frontages with entrances expressed through additional architectural quality and detailing to signify importance - and will be given specific consideration in the following possible ways:

- Providing a consistent recessed volume or change in material at the base of the building that clearly defines a building line in contrast to the upper floors of the block;
- Providing a projecting base to the building to give specific prominence to a low level elevation and frontage;
- Articulating key entrances or ground floor uses through a combination of recessive and projective articulation;
- Emphasising corner entrances.

Where the base of a building is proposed in relation to a raised courtyard condition of a single storey, the following key principles will apply:

- Active frontage for the single storey mixed-use or residential base will be maximised;
- Individual buildings will be clearly legible in relation to their ground floor base and read as coherent elements with a clear material and formal relationship to the upper floors.

The ‘base’ of a tall building will emphasise the significance of the taller structure through the way in which the building meets the ground, the adjacent street experience, and the perception of the grounding of the building and its public realm relationship ensuring:

- An increased emphasis of building entrance;
- A distinctive street relationship in contrast to any adjacent lower levels through the use of pronounced recessive or projective entrance configurations and canopy design;
- Material differentiation and/or upper floor continuation of vertical emphasis;
- An expanded public realm at the base of the building with more generous proportions and emphasis of material treatment.

Design considerations with respect to the treatment of the ‘base’ of a Tall Building will permit the following approaches to emphasise the building’s grounding:

- A multi-levelled entrance that reinforces the significance of the building with double-height lobby / atriums;
- A recessed / projective entrance;
- A raised structure perceived as distinct from the base;
- Carved out / inset volume.

Where the tall building also has a ‘base’ condition with a raised courtyard to the interior of a plot there must be a clear relationship of the raised amenity to the Tall Building – with legible access and entrance configuration.

TRIPARTITE APPROACH: MIDDLE

The ‘middle’ of a building must provide:

- Framing of the building through material and formal design expression of the edges of the building for emphasis and clarity;
- Regular and irregular approaches to building articulation and expression (e.g. structural expression, balcony projection and inset design, core expression, winter gardens etc.);
- Vertical and horizontal treatments of material change and formal emphasis;
- Material module and proportion varying with use and building proportion;
- Varying material, texture and orientation through use and scale;
- Limited expression through a varying colour palette in relation to context and the character area location (See end of Section 7.0).

The ‘middle’ of a Tall Building will articulate the majority of the facade of the building and is the primary elevational treatment. As such, the treatment of the ‘middle’ of a Tall Building is key to the overall perception of the facade and the overall impression of scale and character of the building; it must ensure a high design quality in form and material whilst delivering a range of articulation strategies and balcony types.

Design considerations with respect to the treatment of the ‘middle’ of a Tall Building must include some of the following approaches:

- Projecting balconies;
- Inset balconies;
- Flush building line with facade treatment across several floors;
- Paired or single floors celebrated through horizontal expression;
- Expressed structure over several floors;
- Vertical core expression;
- Larger or range of material modules to reduce impact of overall scale.

All Tall Buildings will develop high quality architectural solutions to the ‘middle’ of a building that must:

- Enhance and celebrate the appearance of slenderness;
- Create visual interest;
- Contribute to the larger relationship of a group of buildings within the cluster of buildings;
- Relate a strong and pleasing relationship between the building ‘top’ and ‘base’.

TRIPARTITE APPROACH: TOP

The ‘top’ of a Tall Building will emphasise the significance of its role in the skyline as part of distant local and strategic views of its form and appearance. Key considerations of the building design of this component of a Tall Building must include:

- Ensuring a high design quality in form and materials;
- An orthogonal ‘top’ to the building that emphasises its difference through material selection and quality but maintains a formal purity to express the building as a coherent single volume;
- A recessive ‘top’ to the building that either profiles the envelope to give greater formal accent and focus, or gives the appearance through material treatment of a recession and is developed in response to particular local or strategic sensitivities. Recessive is not necessarily only a physical formal manipulation and is defined by an effect whereby a structure recedes into the background and is not a dominant feature of a view;
- A crowned ‘top’ to the building that projects beyond the building accommodation to reinforce the skyline significance of the taller structure and to give an elegance to the material treatment and resolution of the building;
- A fragmented ‘top’ which continues articulation of the lower levels and breaks down around the core to reduce the impression of scale of the ‘top’ and introduces terracing opportunities;
- Ensure rooftop amenity space is included and celebrated.

Tall Building A

Tall Building A is situated in the masterplan in the southeast of FDS Block 6 on the corner of Albany Road and a new street. It is the first tower of development from the west and needs to relate in scale to the existing, nearby tower to the west. It has a strong relationship with Tall Building B and to some extent C, as respective heights rise successively to create Portland Gateway. Tall Building A is classified as a Park Edge Tower and forms one bookend of the Park Edge elevation. It is highly visible across Burgess Park and the wider region.

TALL BUILDING A

- There must be a Break adjacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The Break must be in proportion and scale to the other built elements within the development block.
- The balconies and fenestration must contribute to horizontal emphasis.
- The TOP must be orthogonal and include rooftop amenity space.
- The TOP will need a distinguished treatment but will not need to be as celebrated as a Landmark Tower TOP.
- The MIDDLE must have both vertical and horizontal design articulation.
- Fenestration must be maximised to capture the Park view for the benefits of residents.
- The BASE must have a double-height lobby entrance and the lobby space must blend seamlessly with the surrounding public realm and be entered from Albany Road.
- Bin and Cycle stores must not be located on the Albany Road facade and must contribute positively to the streetscape.
- Boundary treatments must include a 1200mm high railing with hedge and must not obscure the entrance into the tower.

Tall Building B

Tall Building B is situated in the masterplan in the southeast of FDS Block 5 on the corner of Albany Road and a new street. It is the second tower of development from the west and needs to relate in scale to both Tall Building A and Tall Building C as their respective heights rise successively to create Portland Gateway. Tall Building B is classified as a Park Edge Tower and forms the central western position of the Portland Gateway rise. It is highly visible across Burgess Park and the wider region.

TALL BUILDING B

- There must be a Break adjacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The Break must be in proportion and scale to the other built elements within the development block.
- The TOP must be orthogonal and include rooftop amenity space.
- The TOP will need a distinguished treatment but will not need to be as celebrated as a Landmark Tower TOP.
- The MIDDLE must have both vertical and horizontal design articulation.
- Fenestration must be maximised to capture the Park view for the benefits of residents.
- There must be strong vertical articulation through balcony design and other facade treatments.
- The BASE must have a double-height lobby entrance and the lobby space must blend seamlessly with the surrounding public realm and be entered from Albany Road.
- Bin and Cycle stores must not be located on the Albany Road facade and must contribute positively to the streetscape.
- Boundary treatments must include a 1200mm high railing with hedge and must not obscure the entrance into the tower.

Tall Buildings C + D
Tall Buildings C + D are situated in the masterplan in the southeast of FDS Block 4 on the corner of Albany Road and Portland Street and Development Parcel 16a. They address Portland Park directly, which forms part of the publicly accessible open space within the FDS. They are part of the Portland Street 'gateway'. They are highly visible across Burgess Park and the wider region.

Tall Buildings E + F
Tall Buildings E + F are situated in the masterplan in the southeast of Development Parcel 16B on the corner of Albany Road a new street and Development Parcel 17c. They are part of the Wells Way 'gateway' but this gateway is not formed of Landmark Towers, and is located between two other gateways; this gateway is designed to be lower and wider to differentiate it from the other gateways. The buildings are highly visible across Burgess Park and far along Wells Way.

Tall Building G
Tall Building G is situated in the masterplan in the southeast of Development Parcel 14B on the corner of Albany Road a new street. It is situated between gateways but needs to relate in scale to both Tall Building J and Tall Building K as their respective heights rise to create Thurlow Gateway. Tall Building G is classified as a Park Edge Tower and forms the western start of the Thurlow Gateway rise. It is highly visible across Burgess Park and the wider region.

Tall Buildings J + K
Tall Buildings J + K are situated in the masterplan in the southeast of Development Parcel 14A on the corner of Albany Road and Thurlow Street and Development Parcel 4a. They are part of the Thurlow Street 'gateway'. Tall Buildings J + K are classified as Landmark Towers and form part of one of the highest points along the Park Edge elevation. They are highly visible across Burgess Park and the wider region.

TALL BUILDING C + D

- There must be a Break adjacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The Break must be in proportion and scale to the other built elements within the development block.
- The balconies must be inset to match the other Portland Street gateway tower (Tall Building D).
- The TOP must be orthogonal, and celebrated and include rooftop amenity space similar in scale proportion to Tall Building D.
- The MIDDLE must have inset balconies to complement Tall Building D.
- Fenestration must be maximised to capture the Park view for the benefits of residents.
- There must be strong vertical articulation through balcony design and other facade treatments.
- The BASE must have a double-height lobby entrance of similar scale and proportions to Tall Building D. The lobby space must blend seamlessly with the surrounding public realm and be entered from Albany Road.
- Bin and Cycle stores must not be located on the Albany Road facade and must contribute positively to the streetscape.
- Boundary treatments must be a 1200mm high railing with hedge and must not obscure the entrance into the tower.

TALL BUILDINGS E + F

- There must be a Break adjacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The break must be in proportion and scale to the other built elements within the development block.
- The balconies can be either inset or projected but must match the other gateway tower (Tall Building F).
- The TOP must include rooftop amenity space similar in scale proportion to Tall Building F. It is not limited by any particular shape.
- The MIDDLE can have either inset or projecting balconies but they must complement Tall Building F.
- Fenestration must be maximised to capture the Park view for the benefits of residents.
- There must be strong horizontal articulation through balcony design and other facade treatments to differentiate this gateway.
- The BASE must have a double-height lobby entrance of similar scale and proportions to Tall Building F. The lobby space must blend seamlessly with the surrounding public realm and be entered from Albany Road.
- Bin and Cycle stores must not be located on the Albany Road facade and must contribute positively to the streetscape.
- Boundary treatments must include a 1200mm high railing with hedge and must not obscure the entrance into the tower.

TALL BUILDING G

- There must be a Break adjacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The Break must be in proportion and scale to the other built elements within the development block.
- The TOP must include rooftop amenity space. It is not limited by any particular shape.
- The TOP will need a distinguished treatment but will not need to be as celebrated as the Landmark Tower TOP
- The MIDDLE must have both vertical and horizontal design articulation.
- Fenestration must be maximised to capture the Park view for the benefits of residents.
- There must be strong vertical articulation through balcony design and other facade treatments.
- The BASE must have a double-height lobby entrance and the lobby space must blend seamlessly with the surrounding public realm and be entered from Albany Road.
- Bin and Cycle stores must not be located on the Albany Road facade and must contribute positively to the streetscape.
- Boundary treatments must include a 1200mm high railing with hedge and must not obscure the entrance into the tower.

TALL BUILDINGS J + K

- There must be a Break adjacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The Break must be in proportion and scale to the other built elements within the development block.
- The balconies must be either inset or projecting to match the other Portland Street gateway tower (Tall Building K). It is not limited by any particular shape.
- The TOP must be celebrated and include rooftop amenity space similar in scale proportion to Tall Building K.
- The MIDDLE must have either inset or projecting balconies to compliment Tall Building K.
- Fenestration must be maximised to capture the Park view for the benefits of residents.
- There must be strong vertical articulation through balcony design and other facade treatments.
- The BASE must have a double-height lobby entrance of similar scale and proportions to Tall Building K. The lobby space must blend seamlessly with the surrounding public realm and be entered from either Thurlow Street or Albany Road.
- Bin and Cycle stores must not be located on the Albany Road facade and must contribute positively to the streetscape.
- Boundary treatments must be a 1200mm high railing with hedge and must not obscure the entrance into the tower.

Mansion Block: North / South Streets
Mansion Blocks combine with the Tall Buildings to create perimeter courtyard blocks along the Park Edge. They allow for different scales and heights of buildings within one typology group. Mansion Blocks on the north / south running streets can have flat roofs with roof terraces / gardens. Projecting balconies are encouraged to overlook the raingarden street typologies. As it is likely that the bin / cycle stores will occur on these elevations, where careful design consideration should be given to try and make these special features and not just inactive frontages.

Mansion Block: East / West Street
Mansion Blocks combine with the Tall Buildings to create perimeter courtyard blocks along the Park Edge. They allow for different scales and heights of buildings within one typology group. Mansion Blocks on the east / west running streets can have flat roofs with roof terraces / gardens but they are also encouraged to explore mansard and setback options due to the steep drop in height and close proximity to proposed dwellings to the north. Projecting balconies are encouraged to overlook the open spaces but inset balconies are encouraged opposite lower dwellings to increase privacy. As it is likely that the bin / cycle stores will occur on these elevations, careful design consideration should be given to try and make these special features and not just inactive frontages.

Mansion Block: Albany Road
Mansion Blocks combine with the Tall Buildings to create perimeter courtyard blocks along the Park Edge. They allow for different scales and heights of buildings within one typology group. Mansion Blocks on Albany Road can have flat roofs with roof terraces / gardens. Projecting balconies are encouraged to overlook the street and Burgess Park. It is unlikely that the bin / cycle stores will occur on these elevations, but if they do, careful design consideration should be given to try and make these special features and not just inactive frontages.

Townhouses
Within the Park Edge, Townhouses occur within the FDS (Block 2 / 3) and on the far east where the Park Edge meets existing housing, and therefore lowers in density and height (Development Parcel 4b). Townhouses should have individual entrances at street level, with privacy strips and externally accessed bin / cycle stores. They can have pitched or flat roofs. Roof gardens / terraces are discouraged due to the height / proximity to existing dwellings but there should be rear gardens to accommodate the required amenity needs. Fenestration can be regular or varied and can include projected bays.

Mansion Blocks: North-South Streets

- Height 4-9 storeys
- Each Mansion Block must read as one identifiable building with the division defined by the core and associated flats
- Flat roofs
- Maisonettes (if any) must be delivered at the ground floor to increase the frequency of doors along the street frontage
- The entrances to the flats must be clearly expressed and frequent
- Projecting bay windows to maximise the view to Burgess Park
- Include rooftop amenity
- Where a Mansion Block meets a Tower, the transition zone should be introduced (See Section 4.0)

Mansion Blocks: East-West Street

- Height 4-9 storeys
- Each Mansion Block must read as one identifiable building with the division defined by the core and associated flats
- Flat / Mansard / Setback roofs should be introduced to minimise overshadowing and reduce parapet height.
- Maisonettes (if any) must be delivered at the ground floor to increase the frequency of doors along the street frontage
- The entrances to the flats must be clearly expressed and frequent
- Include rooftop amenity

Mansion Blocks: Albany Road

- Height 4-9 storeys
- Each Mansion Block must read as one identifiable building with the division defined by the core and associated flats
- Flat roofs
- Maisonettes (if any) must be delivered at the ground floor to increase the frequency of doors along the street frontage
- The entrances to the flats must be clearly expressed and frequent
- Include rooftop amenity
- Must have more decorative balcony treatments
- Where a Mansion Block meets a Tower, the transition zone should be introduced (See Section 4.0)

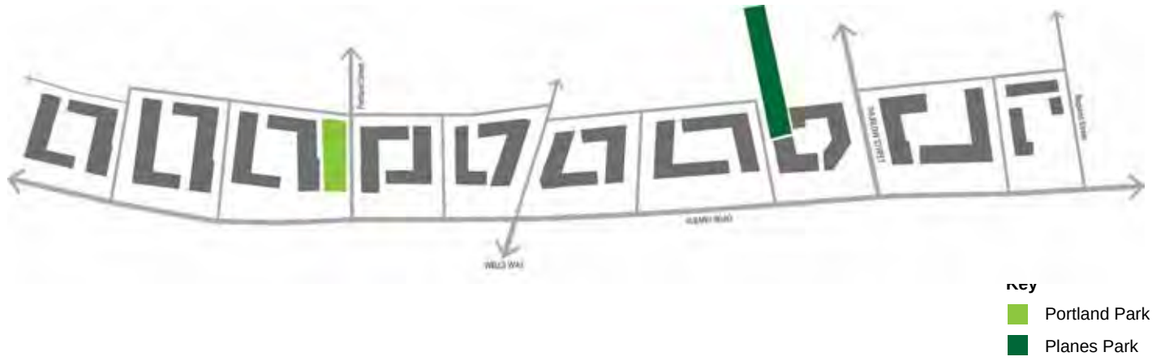
Townhouses

- Height 3-4 storeys
- Narrow plot widths
- Strong and direct relationship with street
- Flat / Pitched / Setback roofs
- Must include individual private ground floor amenity space
- Must have a consistent parapet / roof line
- Architectural detailing must ensure that plots are read individually within terraces

OPEN SPACES

PRS
The PRS / Energy Centre is located within the Park Edge. This building should be a stand alone built element used to house the energy needs of the masterplan uses. The building should be arranged so that it forms a section of the perimeter block. It should be set back from the street, and it should be well-designed with high quality materials and contextual to fit into the aesthetic of the rest of the block.

Fig 10.1.14 ***School Neighbourhood Density Plan***



Townhouses

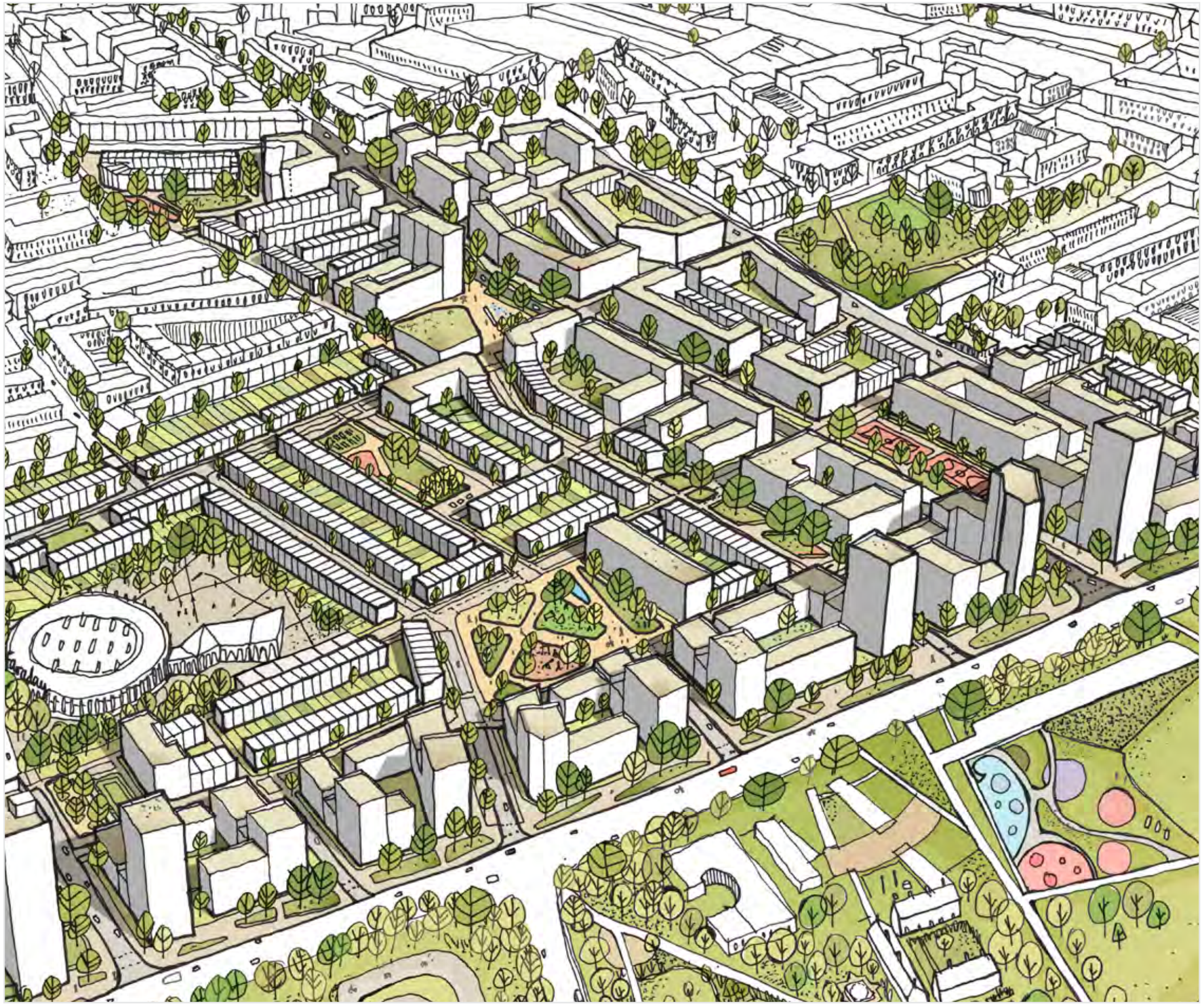
- Height 3-4 storeys
- Narrow plot widths
- Strong and direct relationship with street
- Flat / Pitched / Setback roofs
- Must include individual private ground floor amenity space
- Must have a consistent parapet / roof line
- Architectural detailing must ensure that plots are read individually within terraces

Planes Park
Planes Park will have a small-scale, garden character to enable a high level of community ownership and involvement. With its several large existing trees, the park provides an opportunity for varied planting and seasonal interest. The north-south alignment of the existing Plane trees will be reinforced with new trees. Pedestrian access and seating opportunities generate smaller garden areas within the park in which the community can create their own character. Pedestrian and cyclist circulation will be prioritized at the crossing using shared space principles to ensure the continuity of the park and access along the Community Spine and Park Edge.

Planes Park

- Create a local park that provides a quiet space for residents to sit and rest and a place for young children to play
- Retain existing trees
- Use shared space treatments to surrounding roads to prioritise pedestrian and cycle access
- Pedestrian access to be provided to adjacent residential blocks
- Facilitate cycle movements through the park and along Community Spine (and linking to Park Edge) whilst providing defined pedestrian-only access for vulnerable pedestrians
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Planting to be simple, bold and seasonal

11.0
COMMUNITY SPINE



COMMUNITY SPINE KEY ELEMENTS

- **BLOCKS**
  - Medium Density
  - Low Density
- **BUILDING TYPOLOGIES**
  - Townhouse
  - Mansion Block
- **OPEN SPACES**
  - Michael Faraday Square
  - Gaitskell Park
  - Planes Park
  - Thurlow Park
  - Alvey Park
  - Bagshot Park

CONNECTING COMMUNITY THROUGH OPEN SPACES

A PEDESTRIAN FRIENDLY ENVIRONMENT

The Community Spine is an area within the masterplan delivering tree lined, residential streets that connect to higher density, more urban spaces.

The Community Spine character area has a dual role within the masterplan. The first is for the Community Spine to act as a transitional zone, or buffer, between the high density Park Edge and the lower density residential areas beyond.

The mix of densities and typologies across this character area reflect this role. The second role thatthe Community Spine fulfils is creating an East-West link from Walworth Road, through the development to Old Kent Road, whilst linking various community facilities and a series of open green spaces.

This character area is intended to act as an alternative, quieter route through the site. As such the emphasis is on pedestrian and cycle-friendly streets and paths which help to stitch together the open spaces and enable a continuous safe and pleasant journey through the masterplan.

WHAT MAKES THE COMMUNITY SPINE ?

- **Density transition zone**
- **Medium density**
- **Pedestrian / cycle route**
- **Connected green spaces**
- **Community uses**

Site Edges + Context

The Community Spine character area runs east-west across the masterplan (Fig 11.1.1). It sits behind the Park Edge and adjacent to existing properties at both its east and west extremes. It also borders the School Neighbourhood and Surrey Square character areas to the north and crosses Thurlow Street. It is the only area that meets all other areas and as such is central to the masterplan.

To the west, the site almost stretches to Walworth Road, meeting a new cluster of contemporary housing which was the first part of the estate regeneration. The existing housing to the north in this area is mixed, including a contemporary apartment block (Fig 11.1.6) and an older, but taller tower block (Fig 11.1.5).

To the east, the site sits adjacent to existing terraced housing and a network of quiet streets with decorative corner plot details (Fig 11.1.3). There is an existing row of shops along Bagshot street.

Michael Faraday School also sits along the edge of this character area to the north (Fig 11.1.4).

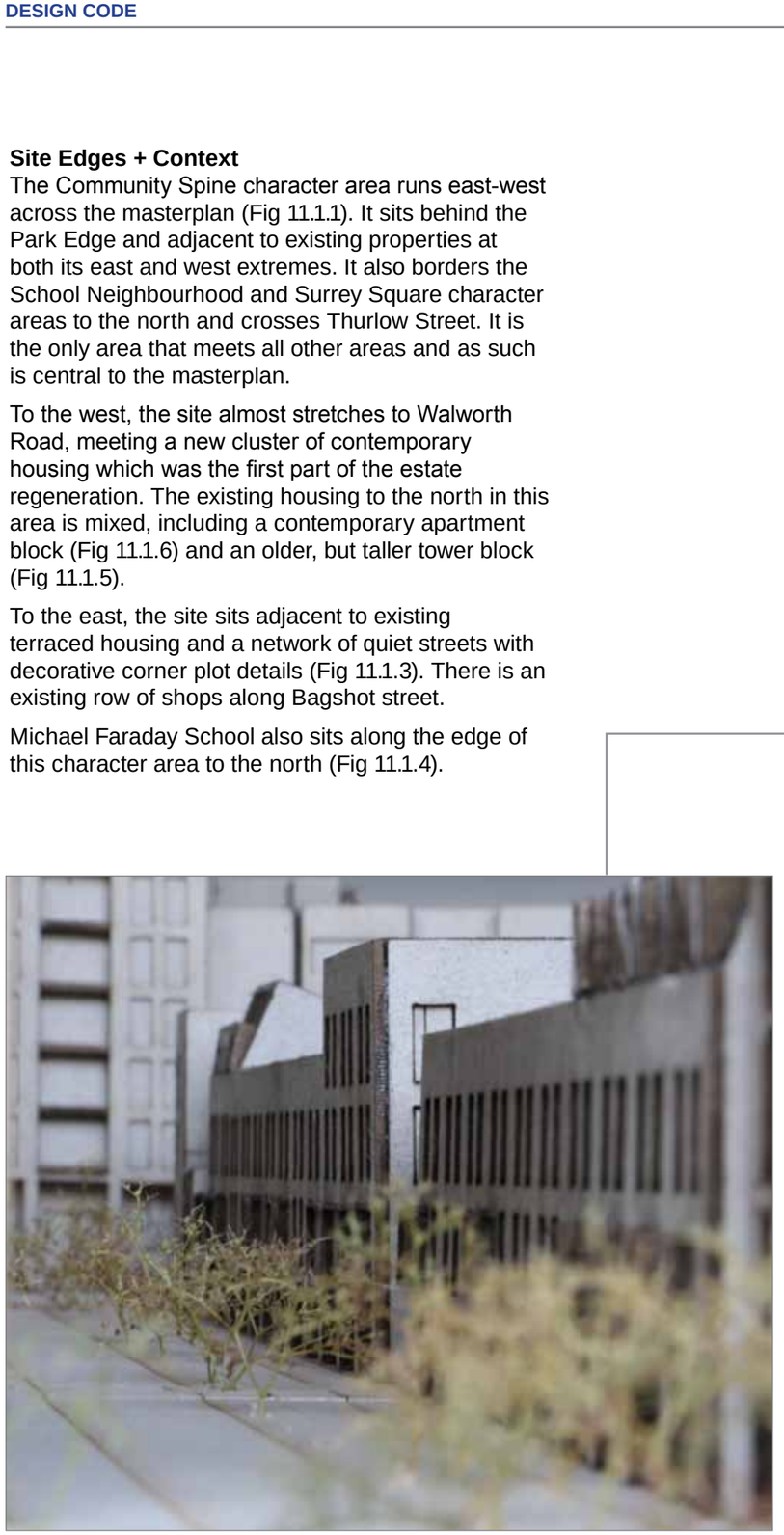


Fig 11.1.7 *First Development Site*

Fig 11.1.1 *Community Spine Location Plan*

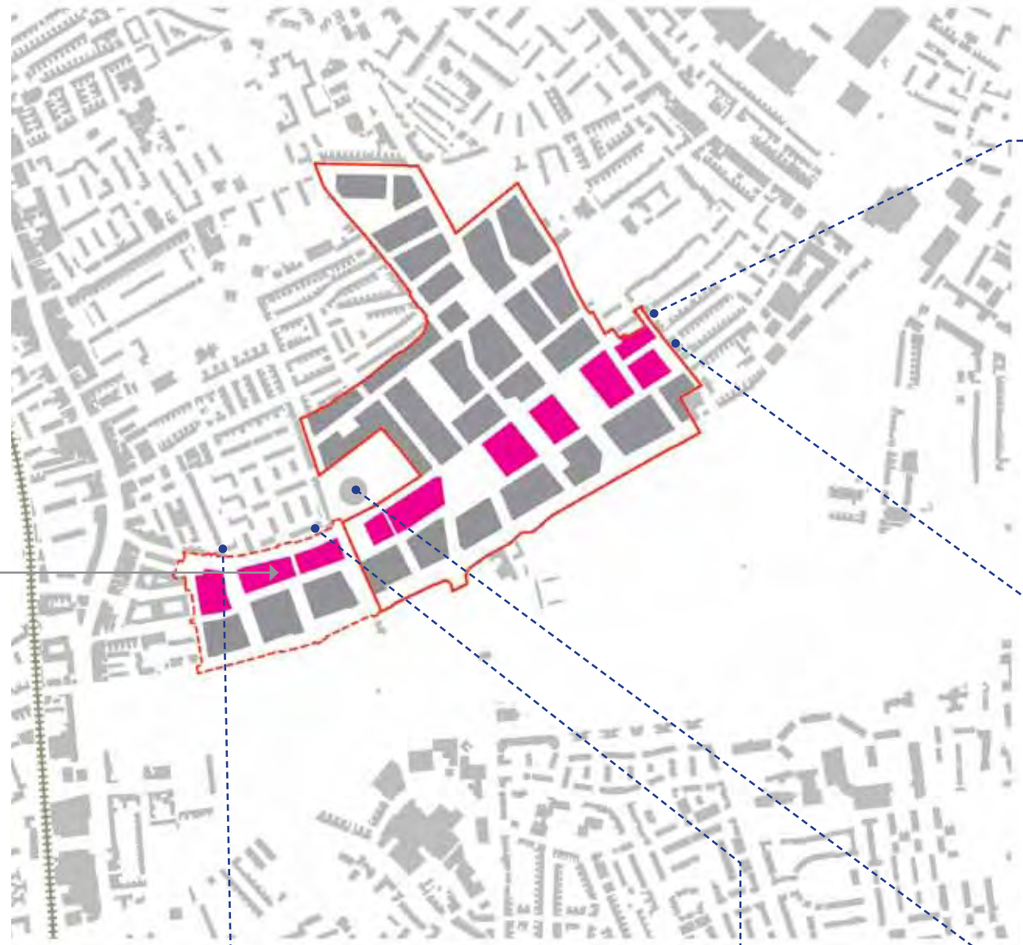


Fig11.1.2 *Amenities: Bagshot Road*

Fig 11.1.3 *Corner plot: Bagshot Road*

Fig 11.1.6 *Contemporary apartments*

Fig 11.1.5 *Existing tower: Westmoreland St*

Fig 11.1.4 *Michael Faraday School*

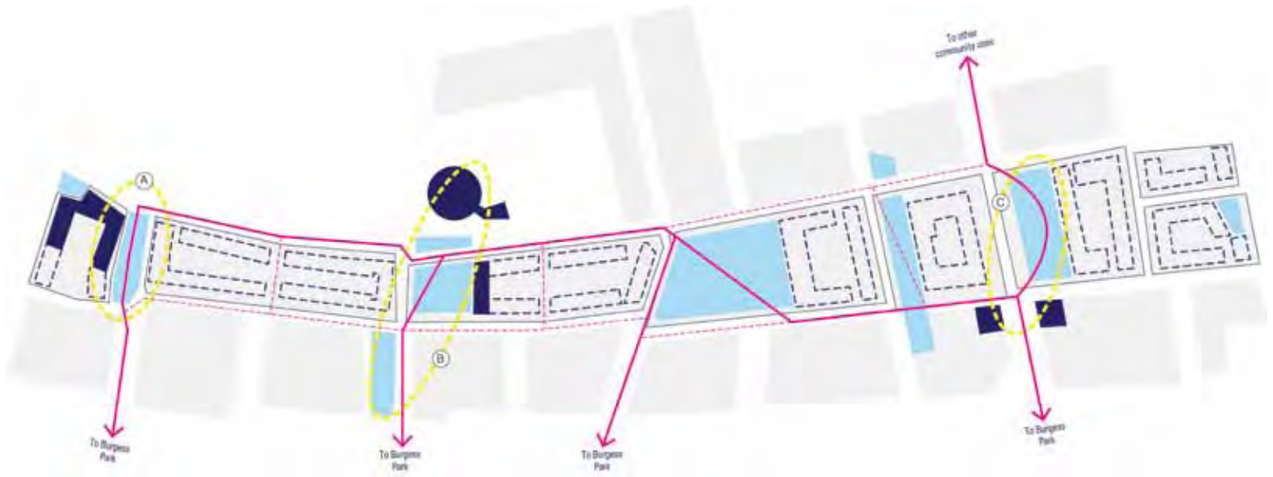


Fig 11.1.8 *Community Spine Diagram 01*

Key

- Indicative adjacent plots
- Indicative blocks
- Full extent of urban block
- Open space (park)
- Pedestrian priority community links
- Alternative pedestrian links
- Community facilities
- Community hub
- Ⓐ Hub A: Elderly Care
- Ⓑ Hub B: Early Years / Primary School
- Ⓒ Hub C: Retail

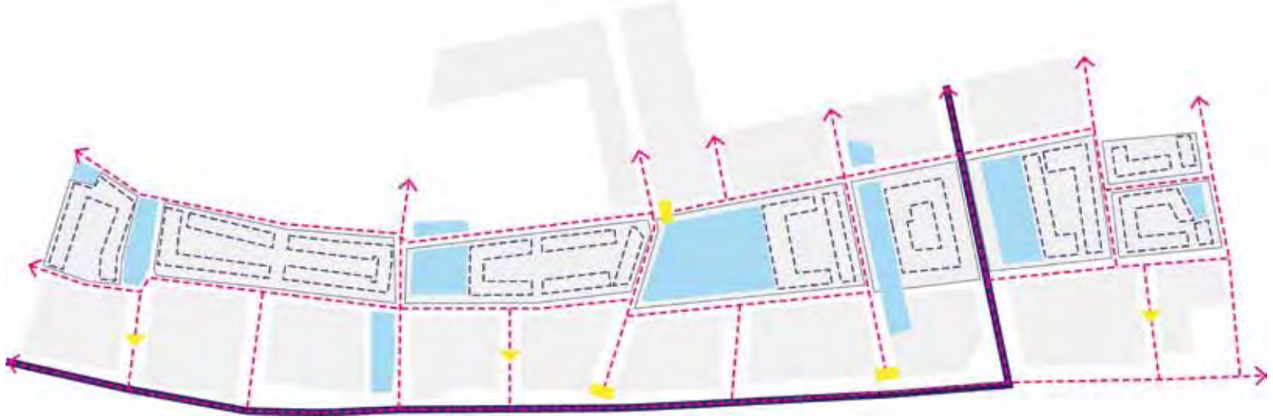


Fig 11.1.9 *Community Spine Diagram 02*

Key

- Indicative adjacent plots
- Indicative blocks
- Full extent of urban block
- Open space (park)
- Vehicular routes
- Vehicular: One-way route
- Vehicular: Termination
- Public transport route

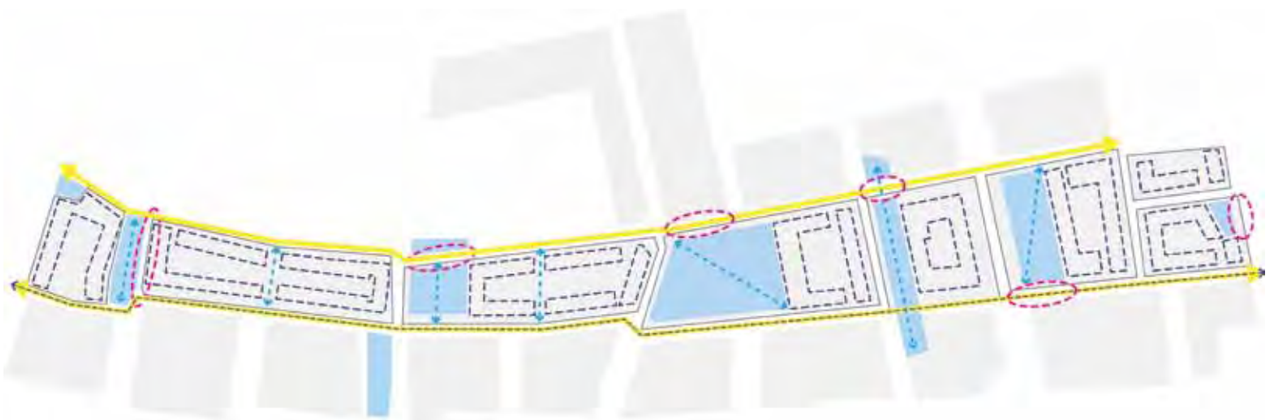


Fig 11.1.10 *Community Spine Diagram 03*

Key

- Indicative adjacent plots
- Indicative blocks
- Full extent of urban block
- Open space (park)
- Pedestrian links through spine
- Cycle route
- Major routes through spine
- Shared surface

PARKING

BLOCKS

On-street Parking
On-street parking is key to the Community Spine character area as it enables it to deliver intimate residential streets that surround most of the open spaces within the masterplan.

General dimensions
On-street parking must be designed according to SSDM standards where applicable.

- In all roads, parallel car parking spaces must be minimum of 5.50m x 2.25m, and 6.00m x 2.25m at the start and end of a parking bay. Perpendicular car parking must be of a minimum of 4.80m x 2.40m
- A minimum of 1 tree every 3 parallel parking spaces or every 5 perpendicular parking spaces must be included in the design.
- On-street parking must be designed according to SSDM standards where applicable.
- **Future-proofing**
  Car charging points must be provided as required by the London Plan Guidance.
- **Cycle parking**
  Cycle parking must be provided close to the entrance of all community buildings and public open spaces.
- Please refer to the DAS for preferred TfL Cycle Hire locations. There must be a minimum of 24 bikes per docking station.
- **Car clubs**
  A total of 30 spaces must be provided across the masterplan. These must be designed in groups of at least two spaces together. Stand alone car club spaces are not permitted.
- **Accessibility**
  Parking should be directly acessible from the cores of buildings

Fig 9.5.29 *School Neighbourhood Streetscape*

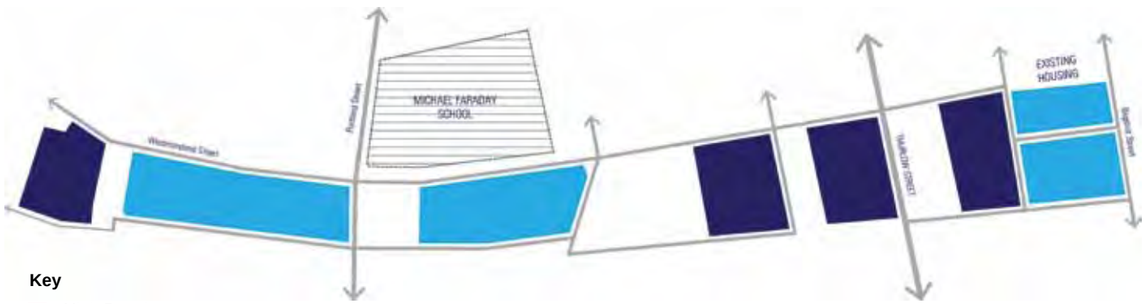
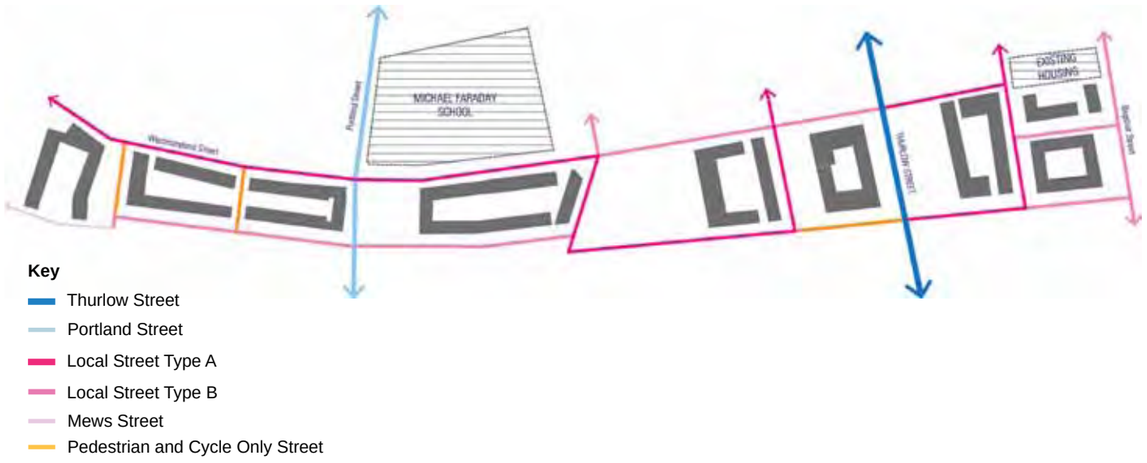


Fig 9.5.29 *School Neighbourhood Streetscape*



Community Spine Principal Frontages
Frontages onto open spaces envelope new urban parks, reinterpreting London squares. The frontages facing onto these open spaces are critical as they are in full view from other character areas, so consideration should be given to create a contextual design that helps to marry the more intimate residential scale areas with the high density urban areas.

Principal frontages shall:

- Address the main public spaces, like park frontages and venues
- Use high quality materials and finishes
- Have a consistent approach to the materiality
- Promote active ground floor frontages in the case of non-residential ground floor uses
- Avoid blank, undifferentiated or untreated walls at the ground floor level

High Density
High density blocks contain the majority of the apartment units, including Towers and Mansion Block courtyard arrangements. This block contains a lot of non-residential uses at ground floor, and the height of the Tower contributes to creating a strong edge and key space definition - particularly important around Aylesbury Square. The height of this block helps to contribute to wayfinding and orientation around the area.

High Density Block

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  These must be offset within the Development Parcel at 1.8m
- **Breaks**
  Must be activated on at least one side and not provide blank frontage. A minimum of 2 Breaks must be used per courtyard and a Break must occur adjacent to a Tall Building.
- **Parking**
  Podium / Basement parking
- **Building Typologies**
  Mostly Mansion Blocks but occasional Tall Buildings.
- **Amenity Space**
  Shared courtyards / balconies / rooftop gardens for Mansion Blocks and Tall Buildings.
- **Net Density**
  200 - 300 units/ha ~ 740 - 1100 hr/ha

Medium Density
This block type forms the majority of the Community Spine character area. It acts as a mediator between the higher density blocks along Thurlow Street, and the lower density blocks of the local neighbourhoods. The Medium Density blocks use their height and uniformity to create strong key route definitions whilst allowing smaller house types to spring up along the centre.

Medium Density Block

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  These must be offset within the Development Parcel and range between 1.8 -3m in depth
- **Gable Ends**
  Must be activated, not blank and 1.8m garden walls must close the perimeter block
- **Parking**
  On-street
- **Building Typologies**
  Mostly Mansion Blocks but occasional Townhouse typologies.
- **Amenity Space**
  Shared courtyards / balconies / rooftop gardens for mansion blocks. Rooftop gardens / courtyards for mews.
- **Net Density**
  120 - 200 units/ha ~ 440 - 740 hr/ha

Low Density Block
This block, comprising housing and smaller mansion block typologies is used within the Community Spine to respond to the low rise surrounding buildings to provide a significant portion of family housing. The block types have been developed and distributed according to the intended urban hierarchy. The low density blocks create strong perimeter blocks with a strong street presence and rear garden amenities.

Low Density Blocks

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  These must be offset within the Development Parcel and range between 1.8 -3m in depth
- **Gable Ends**
  Must be activated, not blank and 1.8m garden walls must close the perimeter block
- **Parking**
  On-street must be provided for low denity blocks
- **Building Typologies**
  Mostly Townhouses but with the occasional Mansion Block
- **Amenity Space**
  Private back gardens for houses / shared courtyards / balconies / rooftop gardens for mansion blocks.
- **Net Density**
  70 - 120 units/ha ~ 260 - 440 hr/ha

Block Arrangement in the Communty Spine
The block design within the Community Spine is mixed ranging from traditional courtyard block typologies to traditonal terraced townhouse perimeter blocks. Blocks are orientated to maximise overlooking and natural surveillance of the streets and open spaces, encouraging neighbourly interaction. They are intended to formalise key routes and frontages around open spaces. The streetscape of the Community Spine will focus on reducing the visual impact between the tall urban blocks of the Park Edge to the lower residential blocks of the School Neighbourhood / Surrey Square.

High Density Courtyard Blocks
This block is made of Tall Building and Mansion Blocks, arranged into a perimeter block in the Community Spine. The minimum distance permitted between habitable rooms across a courtyard space is 21m. Ideally this should aim to be 30m. The 25 degree daylighting rule should be used to determine the amount of light reaching ground floor courtyard facing rooms within the blocks.

Perimeter Breaks
A 'Break' is an external gap in between building volumes. No internal accommodation exists within a Break however the opening can have a roof. The use of Breaks reduces the building volume, allows light into courtyards and enables views. Where Breaks occur, they can ignore the associated Parameter Plan Height as they are not counted as a 'built element'. This also applies where Breaks can only reduce building mass to the first floor due to a podium parking solution.

Community Spine Streetscape

- **Heights**
  Must not exceed heights set out in the Parameter Plans.
- **Privacy / Amenity**
  There must be a minimum of 21m across courtyard arrangements and 15m across private rear gardens to ensure privacy.
- **Perimeter Block Breaks**
  Dwellings must be configured to create perimeter blocks with breaks to side streets. Breaks must not exceed 1.5 x plot width and must be avoided along frontages that are adjacent to open spaces.
- Breaks must occur adjacent to a Tall Building
- Privacy strips must be 1.8m and must be offset inwards from the Development Parcel boundary.
- **Individual Plots**
  Plots must be designed to be read as individual elements within a massing.
- Boundary Treatment must correspond to designated type (see Chapter 5.0)
- Street Trees must be included and particular identified trees must be retained
- Some on-street parking must be provided for the community / medical facilities but the rest can be within a podium or basement solution.
- **Shared Surfaces**
  This road treatment must be considered along the perimeter of open spaces - particularly adjacent to Gaitskell Park and Planes Park.

Courtyards

- All High Density plots will ensure that a communal courtyard space is provided.
- No courtyards will be located more than 1 level from Street level.
- All courtyard plots will ensure that gaps at the perimeter of the plot through to the centre are maintained between the buildings at upper levels and that no plot is developed with full building frontage to all elevations.

Breaks

- There must be a minimum of 2 Breaks per courtyard block to break up the mass, allow access into the courtyard externally and to allow adequate levels of sunlight into the amenity space.
- Breaks should be avoided on frontages that overlook open spaces. When this is unavoidable, the relationship of the open space to the courtyard must be considered and provide a visual connection.

Podium Blocks
Higher density blocks may require basement / podium parking solutions. If podium parking is used, with the exception of individual houses including terraced & mews houses, off-street parking shall be within a fully enclosed space with openings into the car park only permitted for vehicular access and ventilation, subject to Ventilation Grill Codes.

Medium Density Courtyard Blocks
These blocks are made of townhouses and mansion blocks, arranged into perimeter blocks within the Community Spine. The minimum distance permitted between habitable rooms across a courtyard space is 21m. Ideally this should aim to be 30m. The 25 degree daylighting rule should be used to determine the amount of light reaching ground floor courtyard facing rooms within the blocks.

Privacy Strips
Within the Community Spine, privacy strips can range between 1.8 -3m in width, with the exception of the mews which have no privacy strips at all. Where terraces meet corners within a perimter block, the privacy strip should also turn the corner and continue along the gable end. Gable ends should not directly meet the back of pavement. Rear garden walls are permitted to extend to the maximum Development Parcel line and line the back of pavement.

Raised Courtyards

- If a proposal is brought forward that incorporates a raised courtyard, then this proposal will be required to justify this design solution through:
- The specific land uses proposed on the plot and any need to accommodate any ancillary space for non-residential uses;
- The parking ratio proposed for this plot, which will also relate to viability, and the opportunity to integrate car parking spaces at-grade with the landscaped residential communal amenity space;
- The impact of the raised courtyard at street level, including the presence of active frontages at ground level.
- Where podium courtyards meet the building line and overlook the street special design consideration must be given to their presence.

Private Rear Gardens

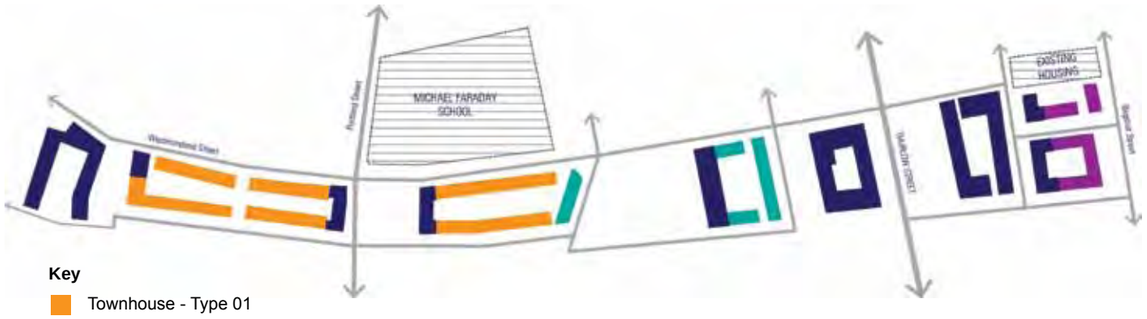
- All Low density blocks will provide private rear garden space.
- Private rear gardens must be secure and accessible only from its associated dwelling.
- Rear entries and alleys are NOT permitted. Access to rear gardens must be from either the street (side of house) or from the gable side (if the dwelling is on a corner).
- The area of private rear garden space must equal a minimum of the footprint of the dwelling.
- Must be a minimum of 15m between habitable rooms to ensure privacy

Privacy Strips

- Privacy strips can range between 1.8 - 3m within the school neighbourhood. This range can be exploited to offest houses within terraces at different amounts to soften the linearity of street scenes.
- Where dwellings meet corners, privacy strips must wrap around the corner and along the gable end of the house.

BUILDINGS

Fig 9.5.20 ***School Neighbourhood Density Plan***



Mansion Blocks
Mansion Blocks allow for different scales and heights of buildings within one typology group. Mansion Blocks within the Community Spine can have flat roofs with roof terraces / gardens. They should respond to adjacent elevations to create cohesive streetscenes. Projecting balconies are encouraged to overlook the open spaces. As it is likely that the bin / cycle stores will occur on these elevations, careful design consideration should be given to try and make these special and not just inactive frontages.

Townhouses
Within the Community Spine, Townhouses are arranged to form perimeter blocks in conjunction with Medium Density Block types. These Townhouses should have strong vertical articulation and strive to fulfil the maximum parameter height due to their role in creating a linear enclosed street. Breaks around open space are discouraged as it weakens the sense of enclosure. Fenestration should be maximised in this typology to take full benefit of the open space proximity.

Mansion Blocks

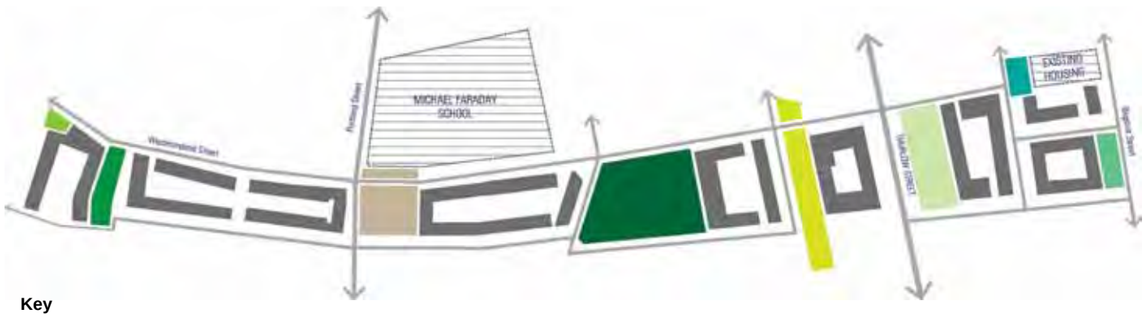
- Height 6-8 storeys
- Each Mansion Block must read as one identifiable building with the division defined by the core an associated flats with strong horizontal articulation
- Flat roofs with roof terraces / gardens
- Maisonettes (if any) must be delivered at the ground floor to increase the frequency of doors along the street frontage
- The entrances to the flats must be clearly expressed and frequent.
- Must have a consistent parapet / roof line
- Must use appropriate and designated boundary treatment
- Must have a continuous building line with other Mansion Blocks
- Must have refuse / cycle stores near the main entrance that must be integrated into the building with external access.
- Must have a consistent shoulder height of 6 storeys. Additional height must be set back.
- The Plant and Gas Pressure Reduction Station (PRS) (if applicable) must be designed in accordance with all suppliers' requirements and should be incorporated into buildings or treated with a decorative enclosure.

Townhouses

- Height 3-4 storeys
- Narrow plot widths
- Strong and direct relationship with street
- Flat / Pitched / Setback roofs
- Must include a high level of visual variety
- Must have an inconsistent building line
- Architectural detailing must ensure that plots are read individually within terraces
- Must use appropriate and designated boundary treatment
- Must have a consistent building line with other Townhouse blocks
- Must have refuse / cycle stores near the main entrance that must be either integrated into the building with external access, or stand alone brick built storage space within the privacy strip.
- Must have a consistent privacy strip with other Townhouse blocks.

OPEN SPACES

Fig 9.5.20 ***School Neighbourhood Density Plan***



Key

- Westmoreland Square
- Westmoreland Park
- Michael Faraday Square
- Gaitskell Park
- Planes Park
- Thurlow Park
- Alvey Park
- Bagshot Park

Michael Faraday Square

Michael Faraday Square creates a space for children, parents and pedestrians to interact within a safe and attractive environment. The Square is to cater for parents and young children before and after school times and community members using the school facilities out of school hours.

Hard paved with shade and seating for waiting parents and children, the Square will facilitate high numbers of people at any one time and allow for freedom of movement in many directions. The grid of trees and hard surface creates a maze-like environment for young children to skate or cycle around whilst their parents rest on adjacent seating.

Michael Faraday Square

- Create a place where parents and carers can wait for children to finish school activities
- Retain existing trees where possible
- Use shared space principles and pedestrian priority access to ensure safe access for children entering and exiting the school and Square
- Provide cycle parking
- Provide community gardening facilities
- Provide pedestrian access to the adjacent flat block, including to private ground floor gardens.
- Create a playable space without formal play equipment, such as safe places for children to ride bikes and scooters and areas that encourage interactive and imaginative play between the children.
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Provide community garden facilities
- Planting to be simple and bold to provide rhythm to the Square's design
- Paving materials and street furniture to complement those used within Portland Street Park

Planes Park

Planes Park will have a small-scale, garden character to enable a high level of community ownership and involvement. With its several large existing trees, the park provides an opportunity for varied planting and seasonal interest. The north-south alignment of the existing Plane trees will be reinforced with new trees. Pedestrian access and seating opportunities generate smaller garden areas within the park in which the community can create its own character. Pedestrian and cyclist circulation will be prioritized at the crossing using shared space principles to ensure the continuity of the park and access along the Community Spine.

Planes Park

- Create a local park that provides a quiet space for residents to sit and rest and young children to play
- Retain existing trees
- Use shared space treatments to surrounding roads to prioritise pedestrian and cycle access
- Pedestrian access to be provided to adjacent residential blocks
- Facilitate cycle movements through the park and along Community Spine whilst providing delineated pedestrian only access for vulnerable pedestrians
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Planting to be simple, bold and seasonal

Gaitskell Park
Gaitskell Park is a key public space along the Community Spine forming a hinge that allows a east-west and north-south change of alignment for pedestrians and cyclists travelling east-west through the development. This directional movement will be clearly legible through the park to enable easy pedestrian and cycle movement. Gaitskell Park is to be the key destination park within the new development. It will provide complimentary facilities to Burgess Park that encourage social interaction between different age groups. Facilities such as picnic tables and barbeques that allow groups to gather are to be provided. The space is to be mainly soft, with tree planting, hedges, shrub and groundcover planting and turf to enable passive recreation and small neighbourhood gatherings. To replace the existing outdoor gym, the new outdoor gym facility in Gaitskell Park is to provide a complementary but alternative option to the outdoor gym within Burgess Park. The layout is to act as an activity trail rather than one consolidated area. This will allow different groups to use the facility at the same time.

Thurlow Park
Thurlow Park is the key active recreation area within the new development where two games courts (MUGAs) provide the focus of the park. It will not compete with Burgess Park but provide complimentary facilities that encourage social interaction for all ages. The existing trees are to be retained and protected in wide planting beds with feature seating areas for spectators and carers, shielding the park from the busy Thurlow Street. A planting buffer and retaining wall protects the residential blocks from noise spills, while ensuring shade and a pleasant edge to the park.

Gaitskell Park

- Provide a contemporary park that allows for a variety of activities
- Use shared space principles to allow both cyclists and pedestrians to use the square to facilitate east-west access along the Community Spine and north-south access between Burgess Park and Aylesbury Square. Ensure suitable provision of pedestrian only paths to facilitate access by vulnerable pedestrians
- Use shared space treatments to surrounding roads to prioritise pedestrian and cycle access to the park
- Ensure the lighting meets standard footpath lighting requirements.
- Consider the introduction sustainable urban drainage elements to attenuate surface water but also to provide interaction and access to nature for adults and children. Water safety and cleanliness to be considered before design enables people to interact with water.
- Create a playable space with formal play equipment
- Consider the provision of outdoor gym facilities as an activity trail to encourage use by different groups
- Provide seating, picnic and barbeque facilities
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Planting to be naturalistic, simple and seasonal
- High quality paving materials to be used in feature areas
- Bespoke street furniture and play elements to be used to create a distinctive Gaitskell Park character

Design Objectives
Thurlow Park

- Provide two multi-use games areas (MUGAs) that meet Sport England's design specifications with capacity for tennis, netball, basketball and 5-a-side football
- Retain existing trees
- Provide seating for spectators and carers
- Reduce noise and light spill into adjacent properties
- Introduce Mayor's Cycle Hire Scheme docking station
- Provide cycle parking
- Use shared space treatments to surrounding roads to prioritise pedestrian and cycle access
- Pedestrian access to be provided to adjacent residential blocks

Alvey Park
Alvey Park will be a local park featuring a local playable space. It will have a small-scale feel to enable a high level of community ownership and involvement. Seating opportunities will be provided under the shade of new trees.

Bagshot Park
Bagshot Park is a small scale park that presents the opportunity for interaction between the existing residents adjacent the estate and the new residents of the development area. The adjacent shops also provide the opportunity for the park to be a meeting and gathering space. Seasonal planting and lawns surround the existing trees, along with the planting of new trees to provide shade and a pleasant environment to relax and gather. Street play is to be encouraged with informal play opportunities like stepping stones. As well as being on the Community Spine, Bagshot Park is also on the Green Link between Burgess Park and Surrey Square Park.

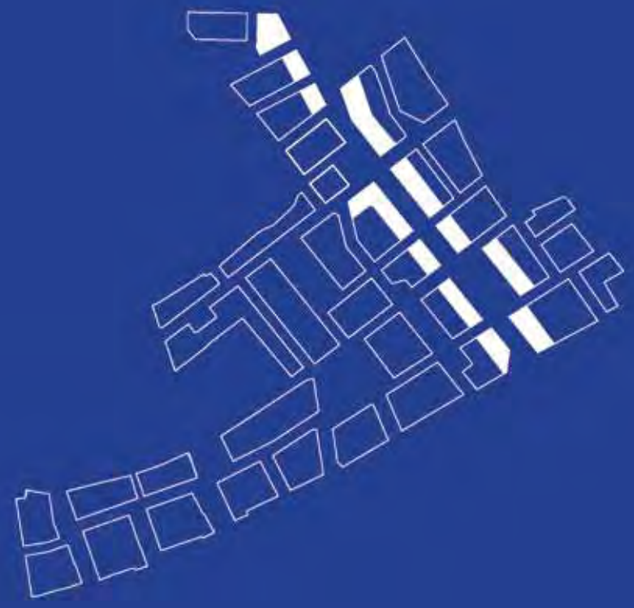
Alvey Park

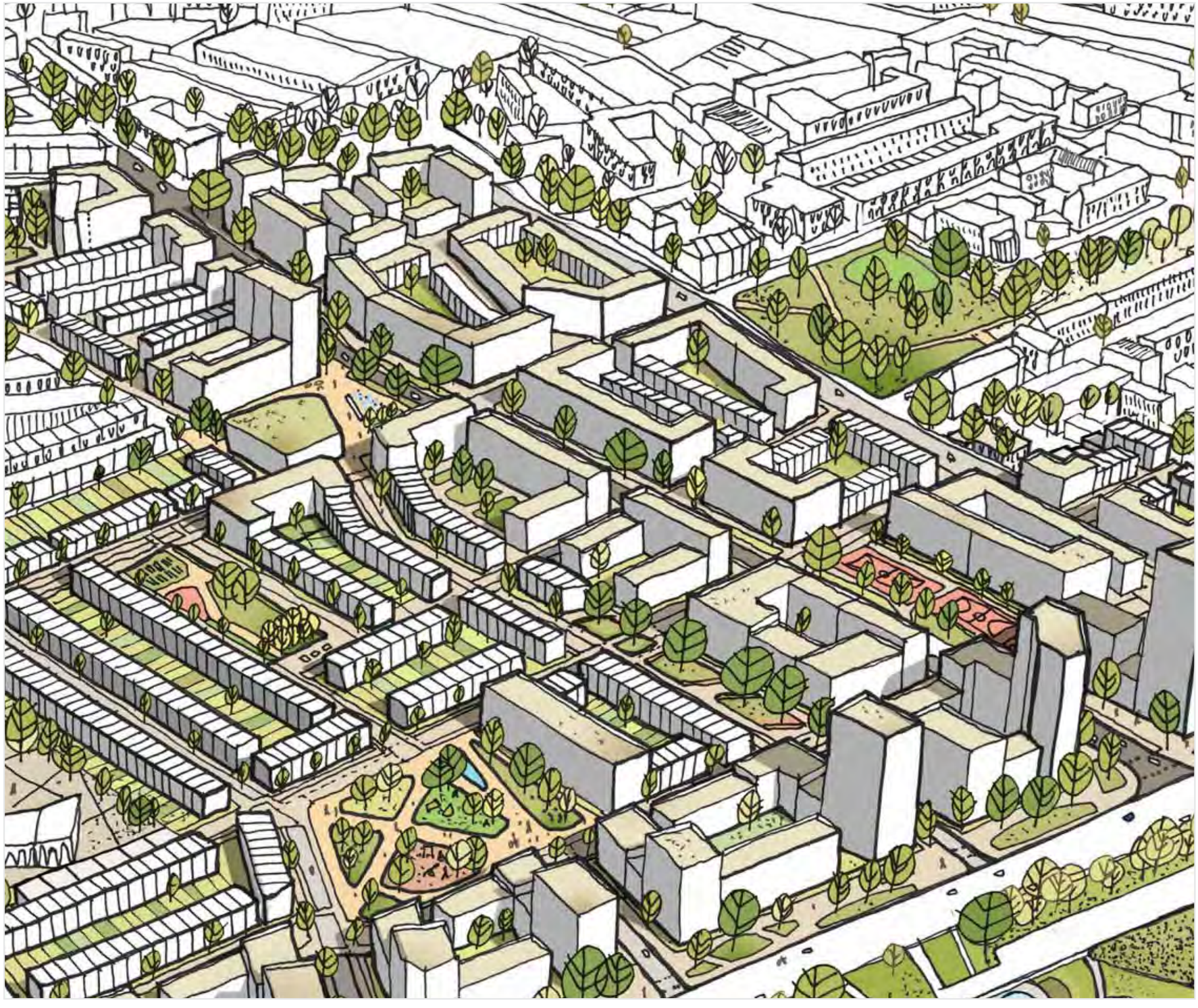
- Create a local park for the residents to relax and socialise
- Provide a small enclosed garden and play space to encourage community ownership
- Introduce shared surface principles to adjacent roads to prioritise pedestrian access to the park
- Use planting to create soft boundary treatment that restrict access by children to roads
- Planting will be simple and easy maintained

Bagshot Park

- Create a meeting and gathering space that complements the local shops
- Retain existing trees
- Create a quality space that integrates the residential area with the new development
- Provide informal play opportunities
- Provide cycle parking
- Use shared space treatments to surrounding roads to prioritise pedestrian and cycle access
- Pedestrian access to be provided to adjacent residential blocks
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Planting to be simple, bold and seasonal

12.0 THURLOW STREET





THURLOW STREET KEY ELEMENTS

- **BLOCKS**
  Medium Density
- **BUILDING TYPOLOGIES**
  Mansion Block
- **OPEN SPACES**
  Thurlow Park

A GREEN DYNAMIC HIGH STREET
THE BACKBONE OF THE MASTERPLAN

Thurlow Street is primarily a taller, denser transportation link which punctuates the masterplan. It is designed to be a sleek, linear corridor, uniting the character areas and the link from Aylesbury Square to Burgess Park.

The Thurlow Street character area is located in the centre of the masterplan, running north-south. It consists of portions of Development Parcels which meet Thurlow Street, rather than whole development parcels (excpet 8a). It also shares borders with the School Neighbourhood, Aylesbury Square, Surrey Square, Park Edge and Community Spine character areas.

To achieve unity, Thurlow Street has much more defined coding based around building lines, shoulder heights, and setbacks.

Thurlow Street houses much of the non-residential uses including retail and work opportunities and architectural design must respond to this as a defining characteristic.

The character area will provide the backbone to the masterplan where residents can grab a coffee and a croissant from the local bakery and either head to their bus stop, ready for work.

WHAT MAKES THURLOW STREET ?

- Large tree-lined street

- Formal arrangement

- Wide main thoroughfare

- Mixed-uses

- Public transportation

Site Edges + Context

The Thurlow Street character area runs south-north across the entirety of the masterplan (Fig 12.1.1). It begins at the Park Edge and continues to run parallel until it meets the junction with East Street (Fig 12.1.2 + 12.1.3). It is the main transportation corridor through the masterplan and is lined with retail opportunities. It borders all other areas (except the FDS) and as such is central to the masterplan.

To the central west, it creates a junction with Aylesbury Square - the heart of the masterplan, and to the south it fronts Burgess Park, close to the lake (Fig 12.1.4).

As the main central spine, Thurlow Street is imagined as a green boulevard with plenty of tree coverage. The linear character of Thurlow Street is to be retained in the masterplan (12.1.6). To help meet this aspiration a number of existing trees along this street are to be retained and incorporated into the design (Fig 12.1.5).

Fig 12.1.1 ***Thurlow Street Location Plan***

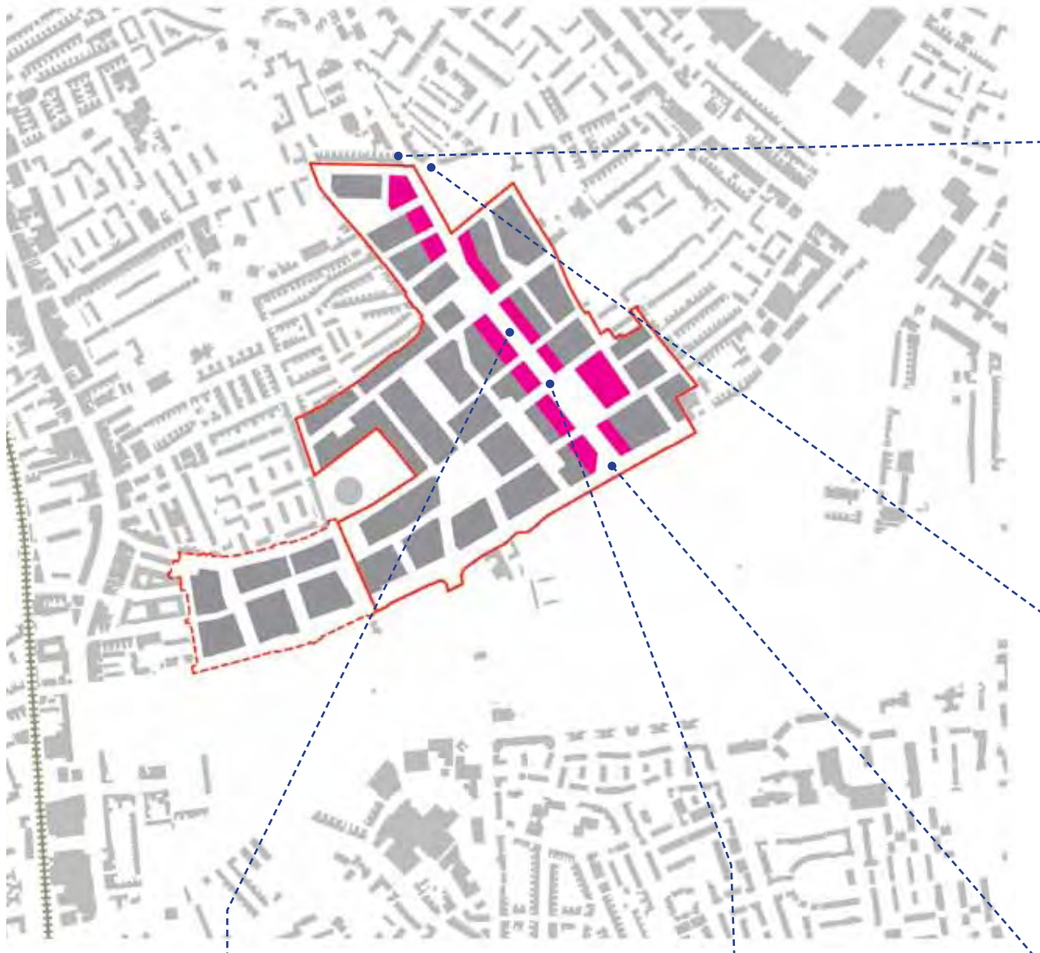


Fig 12.1.2 ***Corner plot: Thurlow/East St***

Fig 12.1.3 ***Corner plot: Thurlow/East St***

Fig 12.1.6 ***Thurlow St linearity***

Fig 12.1.5 ***Thurlow St trees retained***

Fig 12.1.4 ***Burgess Park entrance***

Non-Residential Land Use Strategy

Thurlow Street is the character area where the majority of non-residential land uses are based (Fig 12.1.7). These include:

- Employment (B1)
- Retail / Workspaces (A1/B1)
- Mixed Use
- Retail (A1)
- Medical Centre (D1|)
- Community Facilities (D1)
- Early Years (D1)

Most of the uses will be concentrated around Aylesbury Square (Fig 12.1.8), creating a focal point for the community.

However, should future scenarios demand more retail/employment the architecture along Thurlow Street will provide a degree of future-proofing to meet this potential demand. This should be designed in to increase the development's robustness.

It is intended that the ground floor units along Thurlow Street are given a more generous floor-ceiling dimension so that they could easily be converted at a later date into retail/office units. Any increase in floorspace will lead to extensions to the rear with the existing communal amenity spaces replaced on the extension roof (Fig 12.1.9). The existing privacy strip can become incorporated into the existing streetscape and could provide space for outside dining or other needs.

Please refer to Parameter Plan 06 - Land Uses, for more information.

Fig 12.1.7 ***Retail Strategy for Thurlow Street***

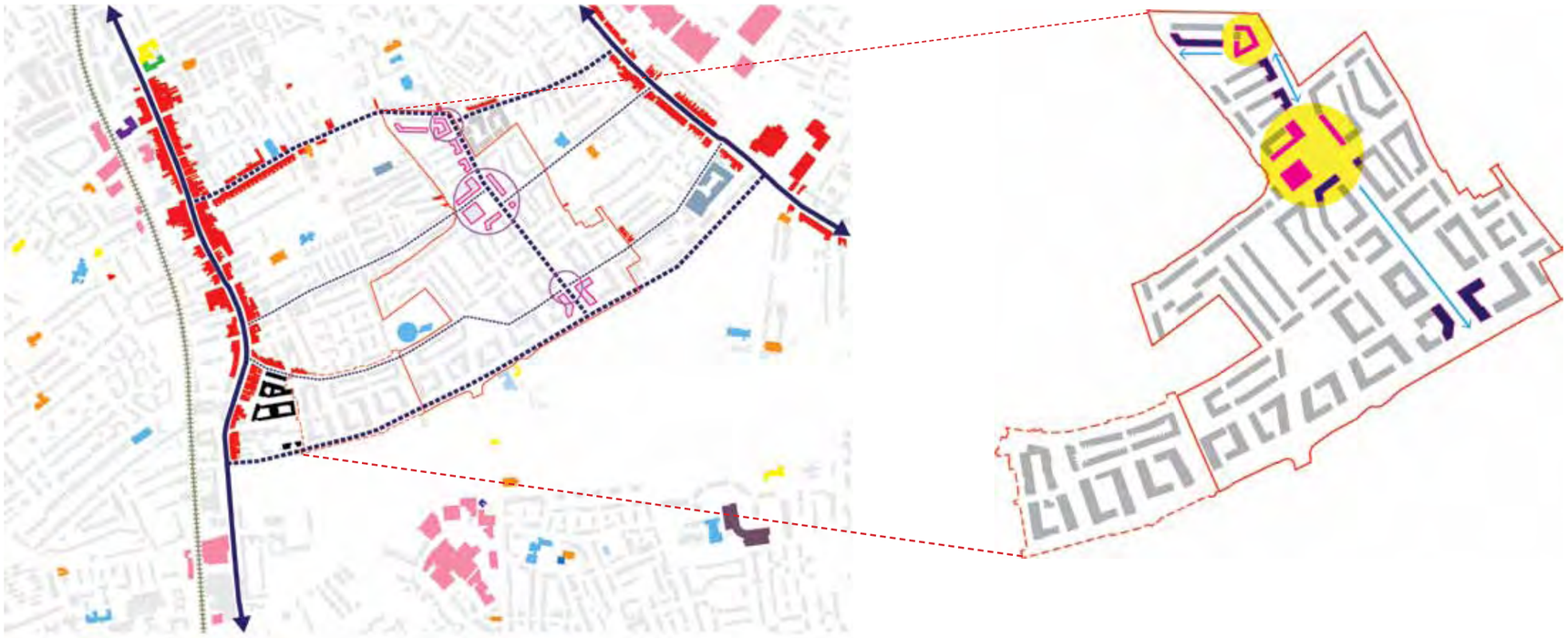


Fig 12.1.8 ***Non-residential uses on Thurlow Street***

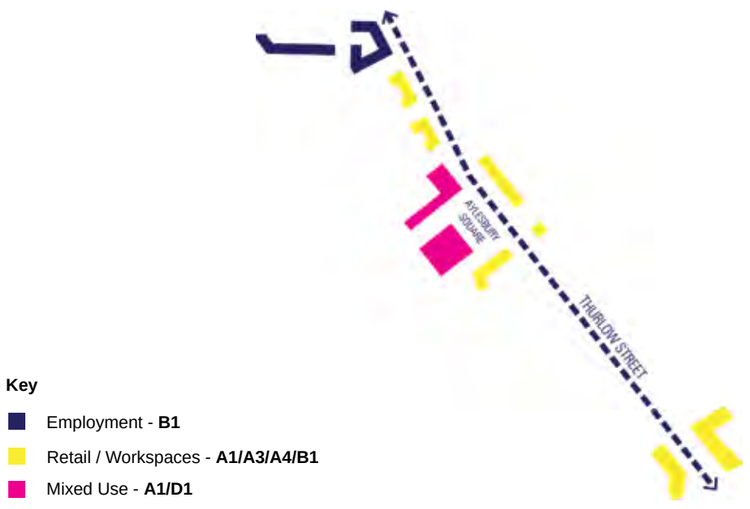
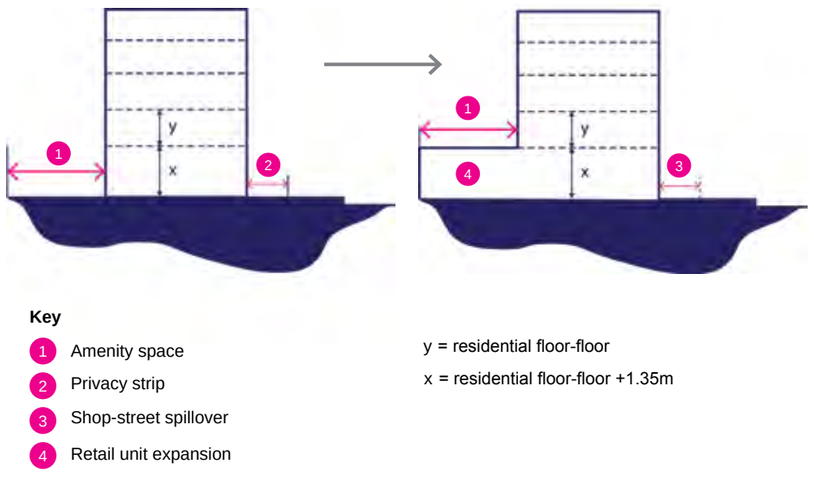


Fig 12.1.9 ***Futureproofing Thurlow Street***



PARKING

On-street Parking
On-street parking will be necessary along Thurlow Street due to the density of the blocks that border it. Parking will be made pleasant by being adjacent to street gardens with wide pavements. Parking layout will be crucial to avoid clashes with the public transport route.

General dimensions
On-street parking must be designed according to SSDM standards where applicable.

- In all roads, parallel car parking spaces must be minimum of 5.50m x 2.25m, and 6.00m x 2.25m at the start and end of a parking bay. Perpendicular car parking must be of a minimum of 4.80m x 2.40m
- A minimum of 1 tree every 3 parallel parking spaces or every 5 perpendicular parking spaces must be included in the design.
- On-street parking must be designed according to SSDM standards where applicable.
- **Future-proofing**
  Car charging points must be provided as required by the London Plan Guidance.
- **Cycle parking**
  Cycle parking must be provided close to the entrance of all community buildings and public open spaces.
- Please refer to the DAS for preferred TfL Cycle Hire locations. There must be a minimum of 24 bikes per docking station.
- **Car clubs**
  A total of 30 spaces must be provided across the masterplan. These must be designed in groups of at least two spaces together. Stand alone car club spaces are not permitted.

BLOCKS

Fig 12.1.10 ***Thurlow Street Density Plan***

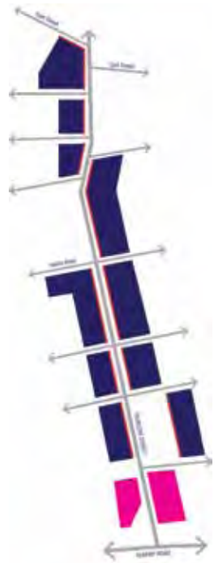
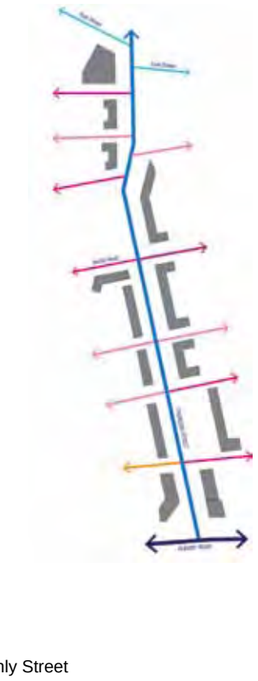


Fig 12.1.11 ***Thurlow Street Street Network***



Thurlow Street Principal Frontages
The frontages along Thurlow Street are considered principal frontages as they have a key role in addressing the public transportation corridor. They must have a strong, solid apprearance to help create the linearity of the street and the potential for retail at the ground floor.

Principal frontages shall:

- Address the main public spaces, including Thurlow Street
- Use high quality materials and finishes
- Have a consistent approach to materiality
- Have a consistent shoulder height and setback
- Be predominantly made up of active ground floor frontages in the case of non-residential ground floor uses
- Avoid blank, undifferentiated or untreated walls at the ground floor level
- Have a high degree of fenestration to maximise overlooking of Thurlow Street
- Have projecting balconies to further encourage natural surveillance of Thurlow Street

Medium Density
This block type forms the majority of the Thurlow Street character area. It acts as a mediator between the higher density blocks along Thurlow Street, and the lower density blocks of the local neighbourhoods. The Medium Density blocks situated in Thurlow Street use their height and uniformity to create strong key route definitions.

Medium Density Block

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  These must be offset within the Development Parcel and range between 1.8 -3m in depth
- **Gable Ends**
  Must be activated, not blank and 1.8m garden walls must close the perimeter block
- **Parking**
  On-street
- **Building Typologies**
  Mansion blocks
- **Amenity Space**
  Shared courtyards / balconies / rooftop gardens for Mansion Blocks.
- **Net Density**
  120 - 200 units/ha ~ 440 - 740 hr/ha
- **Wrapping Corners**
  Mansion Blocks must wrap around corners leading off Thurlow Street. Any non-residential uses must also turn the corner for at least one window bay.

Block Arrangement in Thurlow Street
The block design within Thurlow Street is predominantly medium density and of a more traditional courtyard block typology. Blocks are orientated to maximise overlooking and natural surveillance of the streets, encouraging neighbourly interaction. They are intended to formalise the key route and edges of open spaces.

The streetscape of Thurlow Street will create a linear corridor, defined by well proportioned tree lined streets with parking. It will celebrate a recognisable London vernacular.

Consistent shoulder heights and setbacks above 6 storeys will create a clean and crisp parapet line along with a consistent building line. A strong approach to rhythm and repetitiveness will standardise the frontage, contributing to the linear effect desired.

Thurlow Street Streetscape

- **Heights**
  Must not exceed heights set out in the Parameter Plans.
- **Privacy / Amenity**
  There must be a minimum of 21m across courtyard arrangements to ensure privacy.
- **Perimeter Block Breaks**
  Dwellings must be configured to create perimeter blocks with Breaks to side streets. Breaks must not exceed 1.5 x plot width and must be avoided along frontages that front Thurlow Street
- **Shoulder Heights and Building Line**
  Shoulder heights are set at 6 storeys along Thurlow Street. Any additional height must be setback. There must also be a consistent parapet line and a consistent building line.
- Privacy strips must be 1.8m consistently along Thurlow Street and must be offset inwards from the Development Parcel boundary
- **Individual Plots**
  Plots must be designed to be read as individual elements within a Mansion Block arrangement
- Boundary Treatment must correspond to designated type (see Chapter 5.0) and must consider potential future commercial spill-out zones
- Street Trees must be included and particular identified trees must be retained
- On-street parking must be provided
- **Shared Surfaces**
  This road treatment must be considered along the perimeter of open spaces
- **Ground Floor**
  The ground floor must be designed to be suitable for future conversion into commercial units

Medium Density Courtyard Blocks
These blocks consist of Mansion Blocks, arranged into perimeter blocks along the Thurlow Street. The minimum distance permitted between habitable rooms across a courtyard space is 21m. Ideally this should aim to be 30m. The 25 degree daylighting rule should be used to determine the amount of light reaching ground floor courtyard facing rooms within the blocks.

Courtyards

- All High Density / Medium density plots will ensure that a communal courtyard space is provided.
- No courtyards will be located more than 1 level from Street level.
- All courtyard plots will ensure that gaps at the perimeter of the plot through to the centre are maintained between the buildings at upper levels and that no plot is developed with full building frontage to all elevations.
- Where residential parking is provided in a basement, any raised courtyard provision will only be justifiable in terms of the mezzanine requirements of other land uses.

Perimeter Breaks
A ‘Break’ is an external gap in between building volumes. No internal accommodation exists within a Break however the opening can have a roof. The use of Breaks reduces the building volume, allows light into courtyards and enables views. Where breaks occur, they can ignore the associated Parameter Plan Height as they are not counted as a ‘built element’. Breaks are NOT permitted to occur on the Thurlow Street elevation as it will weaken its linearity.

Breaks

- There must be a minimum of 2 Breaks per courtyard block to break up the mass, allow access into the courtyard externally and to allow adequate levels of sunlight into the amenity space.
- Breaks must be avoided on frontages that edge open space.
- Breaks are not permitted to occur on any Thurlow Street elevation as it will weaken the linearity. Breaks could occur after the Mansion Block has wrapped the corners.

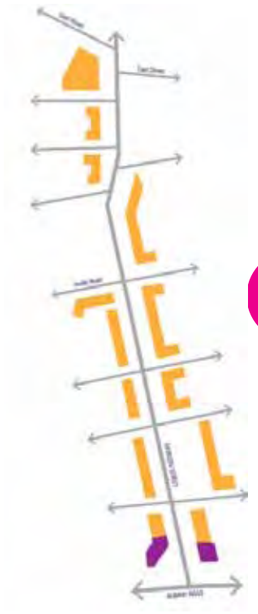
BUILDINGS

Shoulder Heights + Building Line
The minimum Parameter height along Thurlow Street (6 storeys) is also the shoulder height. Any development higher than this (up to 8 storeys) must be setback to create a strong, crisp and clear parapet line that is consistent along the length of Thurlow Street. The Building Line must also be consistent across the Thurlow Street Development Parcels. The privacy strip is set at 1.8m to achieve this.

Thurlow Street Linearity

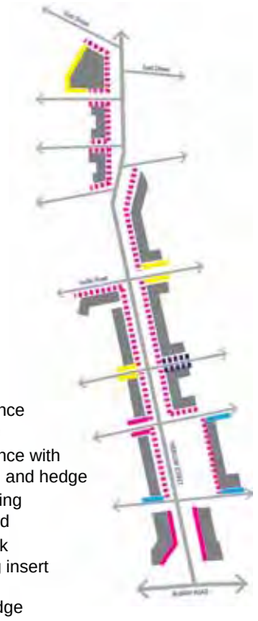
- The Parameter Heights established along Thurlow Street are between 6-8 storeys. The minimum height of 6 storeys is the determined shoulder height along this spine.
- Any higher storeys (between 7-8 storeys) must be setback from the principal building line.
- Roof terraces and roof gardens should be used along Thurlow Street to maximise overlooking opportunites along this transport corridor.
- The Building Line along Thurlow Street must be consistent.
- Privay Strips are set at 1.8m along Thurlow Street. All development must offset from the Maximum Development Parcel boundary by this distance and must align with adjacent developments to create a strong linear corridor.

Fig 12.1.12 ***Thurlow Street Building Typology Plan***



Key
- Mansion Block
- Tall Building

Fig 12.1.13 ***Thurlow Street Boundary Treatment Plan***



Key
- Type 01 - 1200mm high railing fence with continuous hedge
- Type 02 - 1200mm high railing fence with refuse store brick detail and hedge
- Type 03 - 600 - 1200mm high railing fence with hedge behind
- Type 04 - 600 -1200mm high brick wall with 600mm railing insert
- Type 06 - 1200mm high railing fence with potential hedge

Mansion Block
Mansion Blocks combine with Townhouses to create perimeter courtyard blocks along Thurlow Street. The scale and height along Thurlow Street itself is limited. Mansion Blocks on Thurlow Street must be set back above the shoulder height but can have flat roofs with roof terraces / gardens. Balconies are encouraged to overlook the verdant primary transport corridor.

Mansion Blocks

- Height 6-8 storeys
- Each Mansion Block must read as one identifiable building through architectural articulation.
- Flat roofs with roof terraces / gardens.
- Maisonettes (if any) must be delivered at the ground floor to increase the frequency of doors along the street frontage.
- Must have a consistent parapet / roof line.
- Must use appropriate and designated boundary treatment.
- Must have a continuous Building Line with other Mansion Blocks - use 1.8m Privacy Strip.
- Must have refuse / cycle stores near the main entrance that must be integrated into the building with external access.
- Must have a consistent shoulder height of 6 storeys. Additional height must be set back.

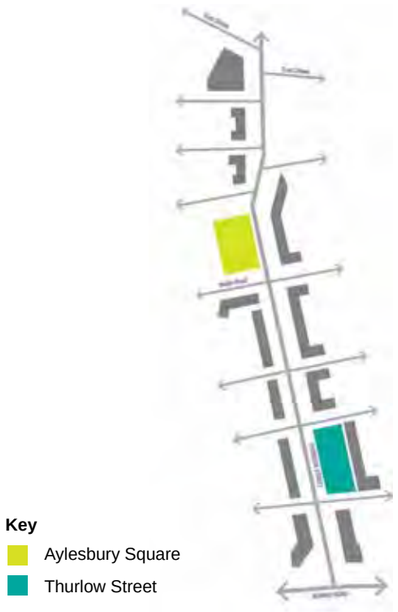
Mansion Block - Non Residential
Some of the ground floor uses along Thurlow Street have already been allocated for non-residenital uses (commercial and employment). The rest of the ground floor developments along Thurlow Street must be built to allow for a class use change in the future.

Mansion Block - Non-Reidential

- Plant equipment serving the retail use should be integrated into the building, should not exceed parameter requirements and should not be visible from street level other than intake / exhaust grilles where required. When venting onto the street cannot be avoided, this should be designed sensitively and incorporated into the building façade design.
- Shop fronts should be designed to be well integrated with adjacent residential entrances and lobbies, reinforcing the street and local character
- Shop fronts should achieve a high standard of design and ensure signage, fascia lines, illumination, advertisement and security features are designed as an integral part of the shop front. Windows should form a large visual element in the shop front in order to display goods and attract customers.
- A shop front design strategy which addresses issue sof quality and balances the various shop front components must be established at the first Reserved Matters Application.

OPEN SPACE

Fig 12.1.43 *Thurlow Street Open Space Plan*



Thurlow Park
Thurlow Park is the key active recreation area within the new development with two games courts (MUGAs) as the focus of the park. The existing trees are retained and protected in wide planting beds with feature seating areas for spectators and carers, shielding the park from the busy Thurlow Street. A planting buffer and retaining wall protects the residential blocks from noise spills, while ensuring shade and a pleasant edge to the park.

Thurlow Park

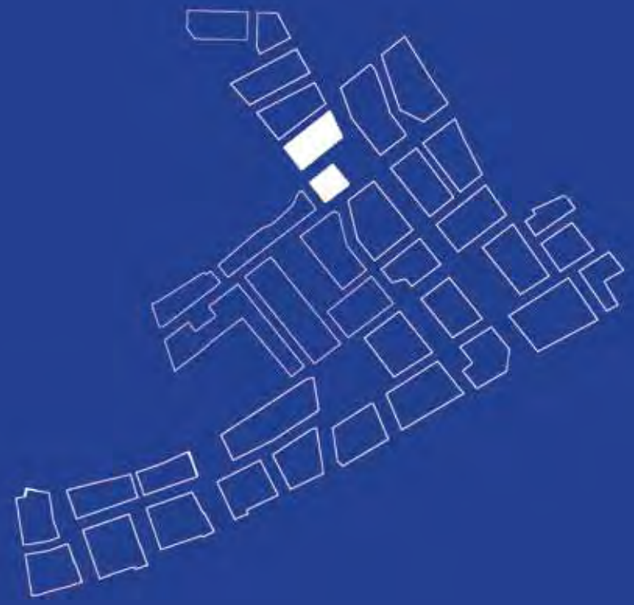
- Provide two multi-use games areas (MUGAs) that meet Sport England's design specifications with capacity for tennis, netball, basketball and 5-a-side football
- Retain existing trees
- Provide seating for spectators and carers
- Reduce noise and light spill into adjacent properties
- Mayor's Cycle Hire Scheme docking station
- Provide cycle parking
- Use shared space treatments to surrounding roads to prioritise pedestrian and cycle access
- Pedestrian access to be provided to adjacent residential blocks
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Planting to be simple and bold to marry into Thurlow Street design
- Paving materials and street furniture to marry into Thurlow Street design
- Facades on all sides of the open space should have a high degree of fenestration and projecting balconies to maximise overlooking
- Heights around the open space are set at a 6 storey shoulder height with setbacks.

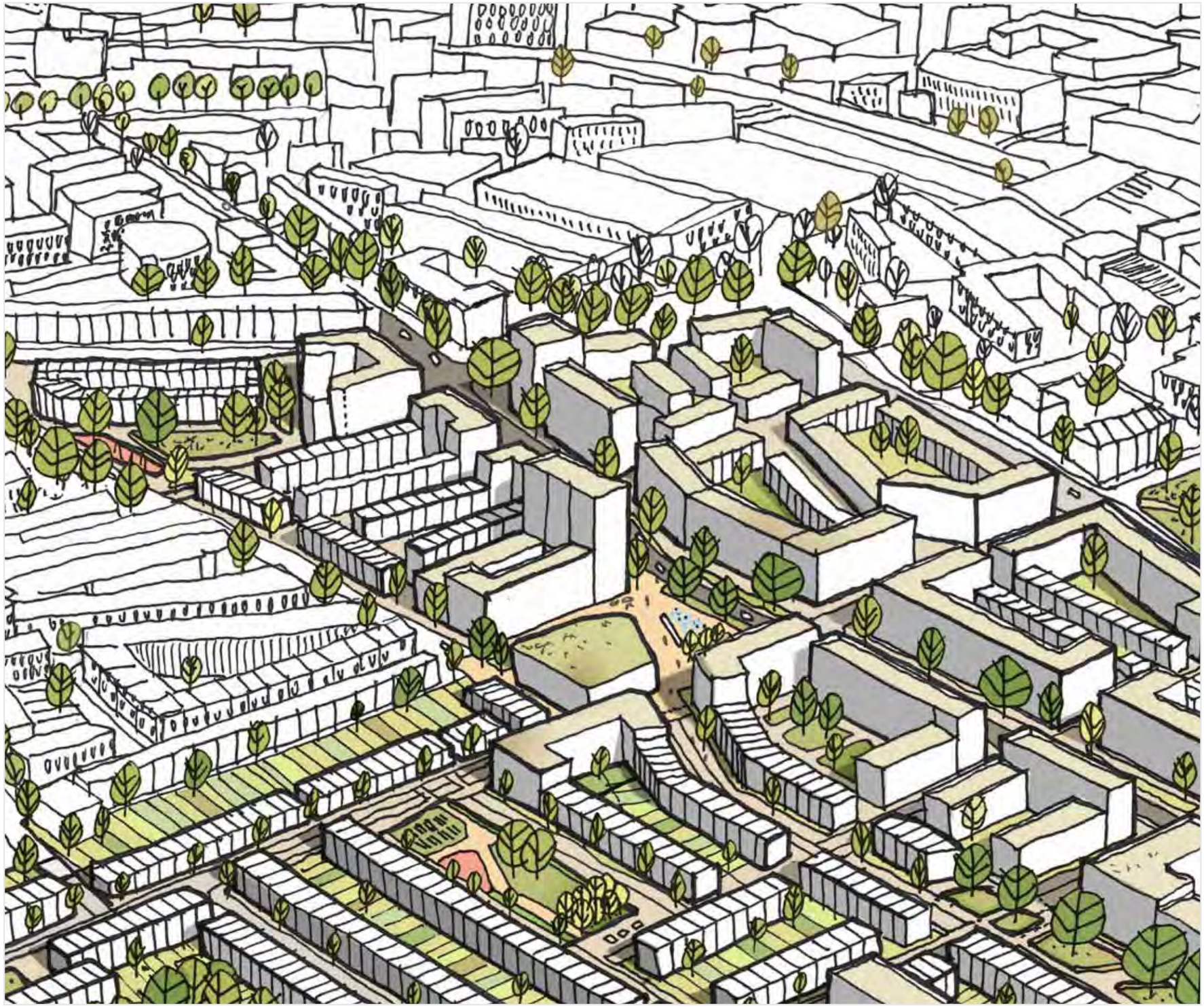
Aylesbury Square
Aylesbury Square is the largest public square in the development and will be the focal point for the local area. It will be a flexible, active space for the surrounding community and retail buildings and will be suitable for outdoor events. In addition, the Square will be a focus for public art, special lighting, hard landscaping and tree planting which will be integrated with Thurlow Street. The existing and proposed tree planting within and to the edges of the Square provide enclosure to the space without reducing views into and through the space. Bespoke, feature seats and dancing fountains provide activity and amenity day-to-day and allow the space to be transformed to an event space when required. To reflect the importance of the Square and to prioritise pedestrian access, the design of the Square is to extend to the building facades across the surrounding streets using shared space principles.

Aylesbury Square

- Create a space that is flexible and robust to allow for a variety of uses
- Ensure the space is flexibly designed to be used comfortably by many or just a few
- Introduce activity within the space, such as dancing fountains and seating areas, to encourage use when there are no events
- Provide electrical supply for events. Location and casing of feeder pillars to be considered as part of square design and incorporated either within a community building or as part of a bespoke street furniture element
- Encourage surrounding retail and community uses to occupy the square through an inclusive management structure
- Retain existing trees where possible
- Prioritise pedestrian access to the Square through the use of shared space principles to surrounding streets
- Extend and highlight the square by integrating Thurlow Street into the Square's design
- Use shared space design principles to facilitate vulnerable pedestrian access whilst allowing cyclists to traverse the Square
- Introduce Mayor's Cycle Hire Scheme docking station
- Provide cycle parking
- Provide suitable emergency and service vehicle access
- Emphasise the importance of the Square through the use of high quality materials, feature lighting and bespoke seating
- For further information please see Section 13.0

13.0
AYLESBURY SQUARE





AYLESBURY SQUARE KEY ELEMENTS

- **BLOCKS**
  - High Density
  - Medium Density
- **BUILDING TYPOLOGIES**
  - Tall Building
  - Mansion Block
- **OPEN SPACES**
  - Aylesbury Square

THE HEART OF AYLESBURY
A COMMUNITY AND RETAIL HUB

Aylesbury Square
Aylesbury Square will be a hard-landscaped, civic square surrounded by shops and community facilities. It will promote a residential mixed-use character. The buildings will be tall but height will contribute to the positive framing of the square. The quality of the architecture will give a high quality feel to heart of the development.

The Aylesbury Square character area is located in the centre of the masterplan. It consists of 2 Development Parcels and borders Thurlow Street and the School Neighbourhood character areas. It also shares borders with the Liverpool Grove Conservation Area to the west.

Aylesbury Square is primarily a high density, bustling neighbourhood hub, adjacent to the busy primary road. It provides the green quality open space.

Development in Aylesbury Square promotes a larger scale and massing with tall, strong architectural elements fronting onto the public realm. The south building (Development Parcel 18b) nestles within the square itself, becoming a defining feature of the hub.

Aylesbury Square has both movement corridor and placemaking functions as it is the main public realm within the development area and is the main focus of retail and community uses. 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.

It will be the heart of the Aylesbury masterplan, bringing landscape, tall built form, iconic buildings and people together.

Site Edges + Context

Aylesbury Square has been identified as a key site within the Aylesbury Regeneration Area due to its location at the heart of the neighbourhood and its potential for early redevelopment.

The site is located to the west of Thurlow Street, one of the key north south routes through the local area and the main transportation connection with local buses linking to Elephant & Castle and the City to the north, and Burgess Park and Peckham to the south. Within the Masterplan for the Aylesbury Regeneration Area, Plot 18 plays a central role in improving the east west connections through the neighbourhood, from Old Kent Road to Walworth Road. To the west of Aylesbury Square lies the Liverpool Grove Conservation Area and on the south side of Inville Road is the heating network boiler house for the current estate, which in time is due to be decommissioned.

The site includes a limited number of existing structures all of which are able to be brought forward for demolition to facilitate redevelopment.

Fig 13.1.1 ***Existing Aylesbury Square Site***

Proposed Accommodation
As the neighbourhood centre for the new development area, Aylesbury Square will establish an identity that defines this as a local destination and hub for the area. The architecture of the buildings and design of the public open space on Aylesbury Square will reflect the aspiration and opportunity of this central site.

Aylesbury Square will comprise a set of core community elements, as well as retail and residential accommodation. The master plan establishes building massing to the south and north of the character area (Development Parcel 18b is the South building and Development Parcel 18a is the north building) arranged around the public open space.

Development Parcel 18b will accommodate the Health Centre and the Early Years facility; it will be a stand-alone building between 3–4 storeys and will be a feature building within the square.

Development Parcel 18a will accommodate the Community Facility, retail and residential accommodation in a courtyard block comprising of 3 buildings: two mid-rise buildings, and one taller building of 15 storeys.

Fig 13.1.2 *Aylesbury Square* ***Land Uses Plan***

PARKING

Podium / Basement Parking
Owing to the high density nature of Aylesbury Square, podium or basement parking will need to be considered. It is critical that Aylesbury Square is not surrounded by parked vehicles as this would inhibit the free movement of pedestrians which is a key defining characteristic of the square.

Podium Parking

- **Street frontage**
  Situations where podium edges create a dead street frontage or where ventilation grids are exposed at street level must always be avoided. Parking facades must not face the public realm, instead parking must be 'wrapped' with other uses (i.e. maisonettes as demonstrated on the FDS).
- Blank podium facades facing streets must be avoided. Effort should promote creation of viewing platforms from the courtyards above and the use of green walls or landscaping treatments to create strong, overlooked edges.
- **Car park entrance**
  Entrances and access ramps to podium parking must be designed with minimal impact on pedestrian paths and cycle routes. These must be designed to be entered from the north or along Dawes Street. It is not acceptable to enter from Thurlow Street or Aylesbury Square.
- **Communal courtyards**
  Natural podium ventilation strategies involving grids or chimneys must be designed as part of the landscape arrangement of the communal amenity space above.

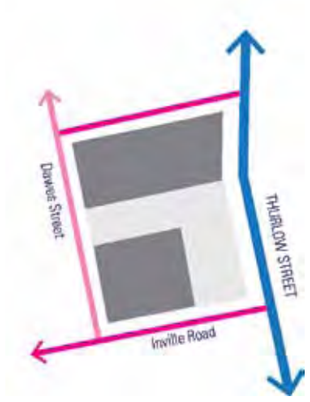
Basement Parking

- **Street frontage**
  Basement parking must enable an active street frontage to be achieved at ground floor level. As with other block and parking types, blank frontages must be avoided.
- Basement parking is preferred as this allows ground floor units to be dual aspect. This must occur where basements car parking is proposed.
- **Car park entrance**
  Entrances and access ramps to basement parking must be designed with minimal impact on pedestrian paths and cycle routes. These must be designed to be entered from the north or along Dawes Street. It is not acceptable to enter from Thurlow Street or Aylesbury Square.
- **Communal courtyards**
  Natural ventilation strategies involving grids or chimneys must be designed as part of the landscape arrangement of the communal amenity space above the basement.

BLOCKS

Fig 13.1.3 *Aylesbury Square Density Plan*

Fig 13.1.4 *Aylesbury Square Street Network*



Aylesbury Square Principal Frontages
The frontages that form the edges to Aylesbury Square are considered principal frontages as they have a key role in addressing the publicly accessible open space. They must have a strong, solid apprearance to help frame the square whilst being inviting and welcoming at ground/first floor level to enhance the non-residential uses.

Principal frontages shall:

- Address the main public spaces, like park frontages and venues.
- Use high quality materials and finishes.
- Have a consistent approach to the materiality per building frontage.
- Promote active ground floor frontages in the case of non-residential ground floor uses.
- Avoid blank, undifferentiated or untreated walls at the ground floor level.
- Unify plot width fronting the open space.
- Have a high degree of transparency on non-residential facades.
- Be a minimum of a storey and a half (4.5m) at ground floor.
- Have a uniform ground-to-floor height between Development Parcel 18a and Development Parcel 18b.
- Address the open space directly, do not provide privacy strips.

High Density
High density blocks contain the majority of the apartment units, including towers and mansion block courtyard arrangements. This block contains a lot of non-residential uses at ground floor, and the height of the tower contributes to creating a strong edge and key space definition - particularly important around Aylesbury Square. The height of the block helps contribute to wayfinding and orientation within the area.

Block Arrangement in Aylesbury Square
Blocks within Aylesbury Square are predominantly high density and reference traditional courtyard block typologies. They are intended to formalise the square and create strong identifiable edges.

The streetscape of Aylesbury Square will create a blanket of hard landscaped public space which will spill over onto shared surfaces, expanding the percieved extent of the square.

As Development Parcel 18b is situated within the square itself, it will be particularly visible and have a large presence on the public realm and should be designed to be special and attractive - itself becoming a key feature of the square.

High Density Courtyard Blocks
This block is made of a Tall Building and Mansion Blocks, arranged into a perimeter block fronting Aylesbury Square. The minimum distance permitted between habitable rooms across a courtyard space will be less than 21m so careful design is required. The 25 degree daylighting rule should be used to determine the amount of light reaching ground floor courtyard facing rooms within the blocks.

High Density Block

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  Where required these must be offset within the Development Parcel 1.8m
- **Breaks**
  Must be activated on at least one side, and not provide blank frontage. A minimum of 2 breaks must be used per courtyard and a break must occur adjacent to a Tall Building.
- **Parking**
  Podium / Basement parking
- **Building Types**
  Mostly Mansion Blocks but with a Tall Building.
- **Amenity Space**
  Shared courtyards / balconies / rooftop gardens for Mansion Blocks and Tall Buildings.
- **Net Density**
  200 - 300 units/ha ~ 740 - 1100 hr/ha

Aylesbury Square Streetscape

- **Heights**
  Must not exceed heights set out in the Parameter Plans.
- **Privacy / Amenity**
  There must be a minimum of 21m across courtyard arrangements to ensure privacy.
- Plot 18a should deliver a courtyard at either grade or first floor level. The subplot dimensions require the courtyard face-face dimension to be less than 21m. Internal layouts should be designed to respond to thisreduced dimension, avoiding habitable rooms looking onto one another. The tighter courtyard space defines the character of the urban residential mixed-use block.
- **Perimeter Block Breaks**
  Dwellings must be configured to create perimeter blocks with breaks to side streets. Breaks must not exceed 1.5 x plot width and must be avoided along frontages that are adjacent to open spaces.
- Breaks must occur adjacent to a Tall Building although in this instance this should located along the north edge of Development Parcel 18a.
- Privacy strips, where required, must be 1.8m and must be offset inwards from the Development Parcel boundary.
- There are no privacy strips on frontages that edge the square or around the base of the Tall Building.
- **Individual Plots**
  Plots must be designed to be read as individual elements within a massing.
- Boundary Treatment must correspond to designated type (see Chapter 5.0)
- Street Trees must be included and particular identified trees must be retained
- Some on-street parking must be provided for the community / medical facilities with additional spaces provided within a podium or basement solution.
- **Shared Surfaces**
  This road treatment must be considered along the perimeter of open spaces - particularly along Thurlow Street to the east of Aylesbury Square

Courtyards

- All High Density / Medium density plots will ensure that a communal courtyard space is provided.
- No courtyards will be located more than 1 level above Street level.
- All courtyard plots will ensure that gaps at the perimeter of the plot through to the centre are maintained between the buildings at upper levels and that no plot is developed with full building frontage to all elevations.
- Where residential parking is provided in a basement, any raised courtyard provision will only be justifiable in terms of the mezzanine requirements of other land uses.

BUILDINGS

Block relationship with Dawes Street
The western edge of the Aylesbury Square blocks sit adjacent to the Walworth Conservation Area. This proximiy must be respected through considered design which does not tower above, or overshadow the conservation buildings, which will be of a much lower density and scale.

Perimeter Breaks
A 'Break' is an external gap in between building volumes. No internal accommodation exists within a Break however the opening can have a roof. The use of Breaks reduces the building volume, allows light into courtyards and enables views. Where breaks occur, they can ignore the associated Paramter Plan Height as they are not counted as a 'built element'.

Podium Blocks
Higher density blocks may require basement / podium parking solutions. If podium parking is used, with the exception of individual houses including terraced & mews houses, off-street parking shall be located within a fully enclosed space with openings into the car park only permitted for vehicular access and ventilation. Podiums must not meet the street and other uses i.e masionettes must wrap around the perimeter of the podium.

Contextual Relationship with Dawes Street

- High Density / Medium density plots opposite the conservation area must strive to create a contextual relationship. This could include but is not limited to:
- Lowering height by stepping down to meet the lower density;
- Incorporating similar and contextual elements including scale and proportion;
- Providing setbacks above certain heights so the massing steps away from the street edge, softening the relationship;
- Utilsing projecting balconies so that the building line would need to be pulled further inside the Development Parcel, giving the street a greater sense of space.

Breaks

- There must be a minimum of 2 breaks per courtyard block to reduce the impact of mass, allow access into the courtyard externally and to allow adequate levels of sunlight into the amenity space.
- A Break must occur adjacent to a Tall Building. This should be to the north side of Development Parcel 18a.

Raised Courtyards

- If a proposal is brought forward that incorporates a raised courtyard, the proposal will be required to justify this design solution through:
- Providing specific land uses on the plot which may need to accommodate any ancillary space for non-residential uses;
- Defining the parking ratio proposed for this plot, which will also relate to viability, and the opportunity to integrate car parking spaces at-grade with the landscaped residential communal amenity space and mitigating the impact of the raised courtyard at street level, including impacts on active frontages at ground level.
- Where podium courtyards meet the building line and overlook the street, special design consideration must be given to these edges.

Fig 13.1.5 ***Aylesbury Square Building Typology Plan***

Key

- 'Iconic' Building
- Tall Building
- Mansion Block

Fig 13.1.6 ***Aylesbury Square Boundary Treatment Plan***

Key

- Type 03 - 600 - 1200mm high railing fence with hedge behind
- Type 06 - 1200mm high railing fence with potential hedge

OPEN SPACE

Tall Building H
Tall Building H is situated in Aylesbury Square on the eastern edge of Development Parcel 18a. It is a stand-alone tower in the middle of the masterplan and has little relationship with any other towers. Its solo appearance is designed to increase the visibility of Aylesbury Square and in turn improve wayfinding and orientation through the masterplan. Tall Building H is classified as a Special Tower and should be architecturally very different from other Tall Buildings. It is highly visible across the masterplan.

TALL BUILDING H

- There must be a break adajacent to the tower fronting Albany Road to allow the tower to stand out as a built element, to allow light into the courtyard and to keep within the character of the Park Edge.
- The break must be in proportion and scale to the other built elements within the development block.
- The balconies and fenestration must contribute to a strong horizontal emphasis.
- The TOP must be orthogonal and include rooftop amenity space.
- The TOP will need a distinguished treatment but will not need to be as celebrated as the Landmark Towers.
- The MIDDLE must have both vertical and horizontal articulation.
- Fenestration must be maximised to capture Square views for the benefits of residents.
- The BASE must have a double-height lobby entrance and the lobby space must blend seamlessly with the surrounding public realm and be entered from Albany Road.
- Bin and Cycle stores must not be located on the Aylesbury Square facade and must contribute positively to the streetscape.
- There will be no privacy strip: the base must address the open space square directly.

Mansion Block
Mansion Blocks within Aylesbury Square should have flat roofs with roof terraces / gardens overlooking the Square. Projecting balconies are encouraged to overlook the open spaces. They should exhibit strong vertical articulation to emphasise height around Aylesbury Square.

Mansion Block

- Height 6-8 storeys.
- Each Mansion Block must read as one identifiable building with the division defined by the core and associated flats with strong horizontal articulation.
- Flat roofs with roof terraces / gardens.
- Maisonettes (if any) must be delivered at the ground floor to increase the frequency of doors along the street frontage.
- The entrances to the flats must be clearly expressed and frequent.
- Must have a consistent parapet / roof line.
- Must use appropriate and designated boundary treatment.
- Must have a continuous building line with other Mansion Blocks.
- Must have refuse / cycle stores near the main entrance that must be integrated into the building with external access (but not from Aylesbury Square).

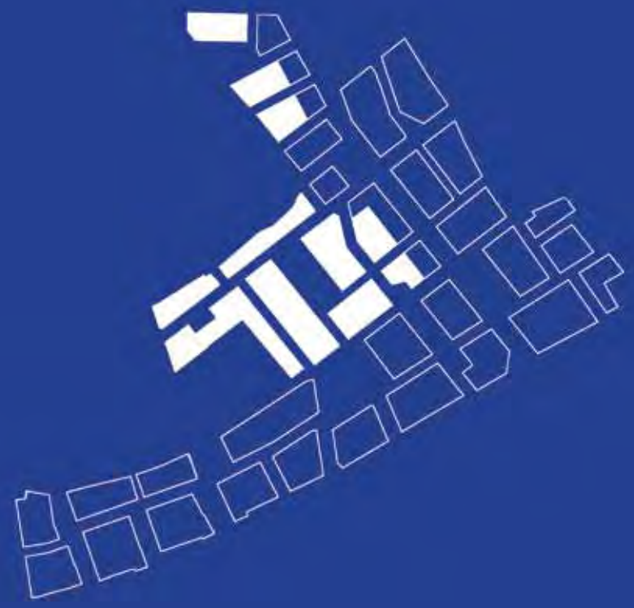
Fig 13.1.7 ***Aylesbury Square Open Space Plan***

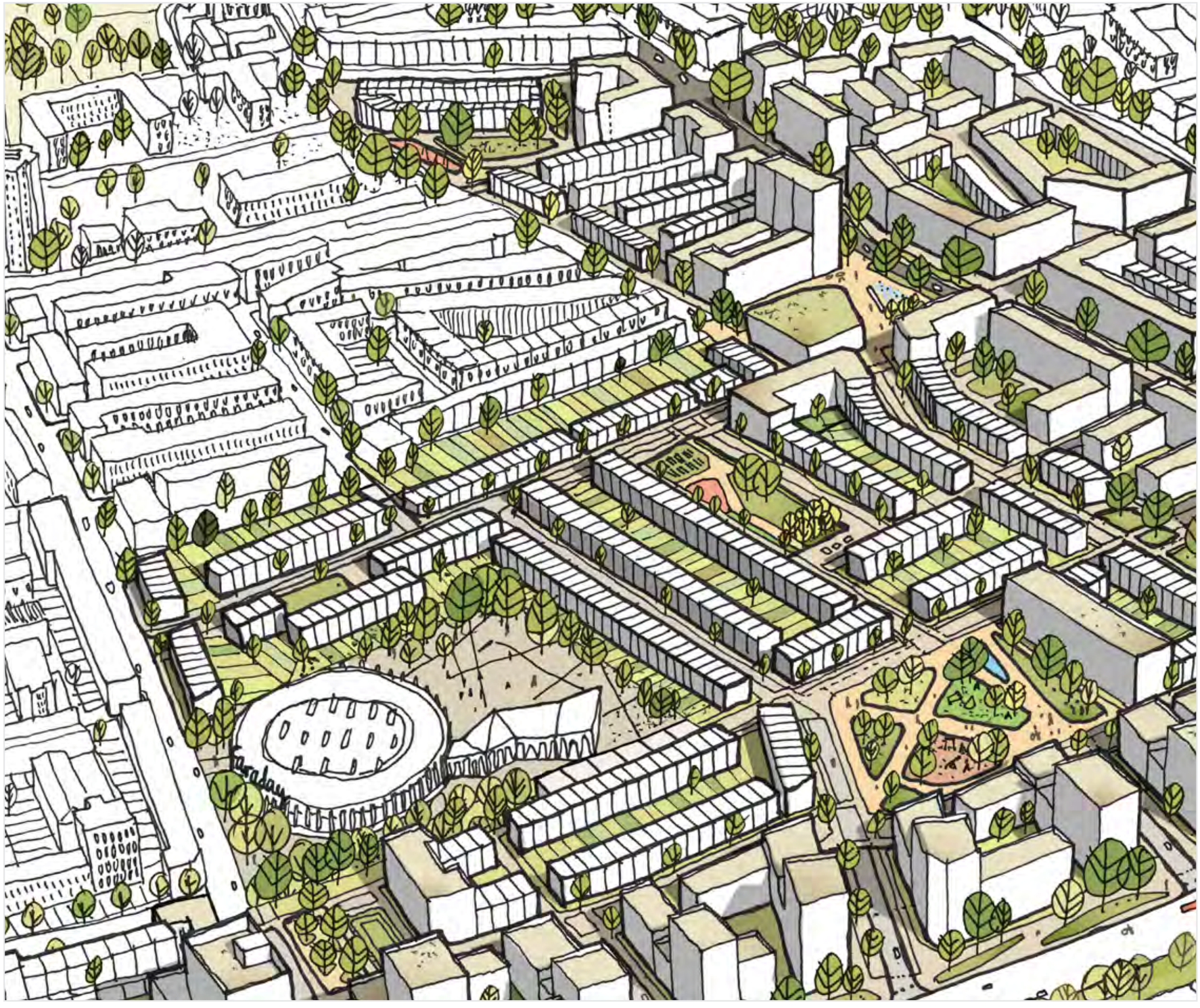
Aylesbury Square
Aylesbury Square is the largest public square in the development and will be the focal point for the local area. It will be a flexible, active space for the surrounding community and retail uses. It will be suitable for outdoor events. The AAAP identified that the square (called Amersham Square in the AAAP) must be treated as a special space, responding and relating to the treatment of Thurlow Street and be robustly designed to be an extension of activity space for the community building. In addition, the Square will be a focus for public art, special lighting, hard landscaping and tree planting which will be integrated with Thurlow Street. The existing and proposed tree planting within and to the edges of the square provide enclosure to the space without reducing views into and through the Square. Bespoke, feature seats and dancing fountains provide activity and amenity day-to-day and allow the space to be transformed to an event space when required. To reflect the importance of the Square and to prioritise pedestrian access, its design will extend to the building facades across the surrounding streets using shared space principles.

Aylesbury Square

- Create a space that is flexible and robust to allow for a variety of uses
- Ensure the space is designed flexibly to be used comfortably by many or just a few
- Introduce activity within the space, such as dancing fountains and seating areas, to encourage use when there are no events
- Provide electrical supply for events. Location and casing of feeder pillars to be considered as part of square design and incorporated either within a community building or as part of a bespoke street furniture element
- Encourage surrounding retail and community uses to occupy the Square through an inclusive management structure
- Retain existing trees where possible
- Prioritise pedestrian access to the square through the use of shared space principles to surrounding streets
- Extend and highlight the Square by integrating Thurlow Street into the Square design
- Use shared space design principles to facilitate vulnerable pedestrian access whilst allowing cyclists to traverse the Square
- Introduce TfLs Cycle Hire Scheme docking station
- Provide cycle parking
- Provide suitable emergency and service vehicle access
- Emphasise the importance of the Square through the use of high quality materials, feature lighting and bespoke seating

14.0
SCHOOL NEIGHBOURHOOD





THE SCHOOL NEIGHBOURHOOD KEY ELEMENTS

- **BLOCKS**
  Low Density

- **BUILDING TYPOLOGIES**
  Townhouse - Type 01
  Townhouse - Type 02
  Townhouse - Type 03
  Mansion Block

- **OPEN SPACES**
  Missenden Park
  Inville Park
  East Street / Dawes Street Park

A CONTEMPORARY EXTENSION
TO THE CONSERVATION AREA

The School Neighbourhood
The School Neighbourhood will be a leafy, suburban residential neighbourhood. The streets will be lined with trees and houses will present a rich and varied streetscape full of interest and local character.

Located to the northern part of the character area and adjacent to the Conservation Area, streetscapes will respond to the local context and character. The School Neighbourhood is designed to create a contemporary extention of this neighbourhood, helping to blur the edges between the traditional housing stock and the new masterplan.

Scales, proportions and architectural features prevelant across the Conservation Area should try and be incorporated into the housing typologies found within the School Neighbourhood.

The School Neighbourhood character area is located in the northwest of the masterplan. It consists of 11 Development Parcels and borders the Liverpool Grove Conservation Area. It also shares borders with the Thurlow Street, Aylesbury Square and Community Spine character areas. There will also be small-scale B1 workshop units incorporated around Dawes Street Park.

The School Neighbourhood is primarily a family-orientated residential area: a small slice of suburbia within central London.

To achieve this, the School Neighbourhood is of a much lower density compared to the rest of the masterplan with the focus on individual houses with private rear gardens rather than apartments, which is much more suitable for family living.

The scale of the streets and houses are recognisable and relate to the human scale, whilst the open spaces are accessible, safe and full of play equipment. The streets surrounding the open spaces have been designined to encourage shared surface and traffic calming solutions to ensure children are safe when using the spaces.

The School Neighbourhood a desirable and easy place to bring up a family or live amongst friends as it is close to play areas and a short walk to school and the shops and a desirable and easy place to bring up a family or live amongst friends.

WHAT MAKES THE SCHOOL NEIGHBOURHOOD ?

- **Initmate residential streets**

- **Child-freindly open spaces**

- **Low density and low rise**

- **Recognisable local architecture**

- **Family-orientated**

Site Edges + Context

The School Neighbourhood character area wraps around Michael Faraday School and the Liverpool Grove Conservation Area (Fig 14.1.1). It sits to the back of Thurlow Street and adjacent to Aylesbury Square.

To the west, the site stretches out towards Portland Street, backing onto the traditional housing of the Conservation Area (Fig 14.1.6) and also fronts onto Dawes Street, where there are traditional terraced brick houses (Fig 14.1.4), an existing Public House (Fig 14.1.5) and some recently constructed contemporary apartments (Fig 14.1.3).

To the north, the site fronts East Street and a very traditional row of Georgian brick townhouses (Fig 14.1.2).

Fig 14.1.1 ***School Neighbourhood Location Plan***

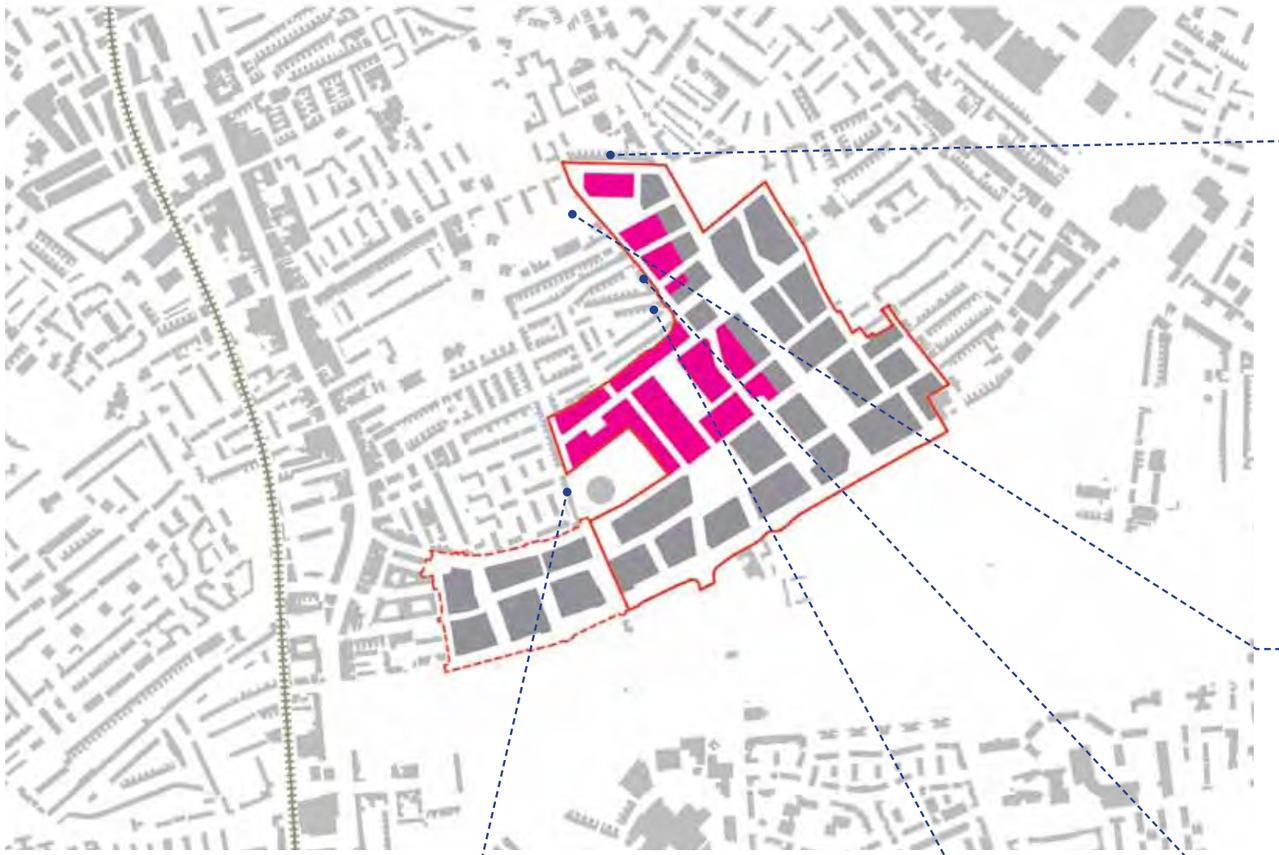


Fig 14.1.2 ***Terraces on East Street***

Fig 14.1.3 ***Contemporary apartments***

Fig 14.1.6 ***Terraces on Portland St***

Fig 14.1.5 ***Public House on Dawes St***

Fig 14.1.4 ***Terraces on Dawes Street***

Liverpool Grove Conservation Area
The area's history dates back hundreds of years. Walworth came into the ownership of Canterbury Cathedral in the 12th Century. The land remained with Canterbury as the fields were slowly built over, and by 1862 it was handed over to the Ecclesiastical Commissioners, now the Church Commissioners, which still own parts of Walworth including much of land comprising the Liverpool Grove Conservation Area (Fig 14.1.7).

The majority of the estate seen today was built between 1903 and 1908 and comprises over 800 houses and flats. The layout is dense but interesting, with generally low rise flats fronting courts with shared gardens to the rear. There are broad streets of houses, and maisonettes, each with their own garden.

The varied external appearance of the buildings aimed to create a human scale rhythm set amongst mature street trees (Fig 14.1.8 and Fig 14.1.9). The richness of composition in the massing and elevations are characteristic of their time but retain appeal today.

The combination of brick, render and painted timber beneath tiled roofs has a later 19th Century lineage rooted in the application of an earlier characteristically English vernacular.

A Contemporary Extension
The part of the Conservation Area with proximity to the masterplan area should influence the design of new properties. It is framed by Merrow Street to the south, Dawes Street to the east, Liverpool Grove/ Trafalgar Street to the north and Lytham Street/ Portland Street to the west.

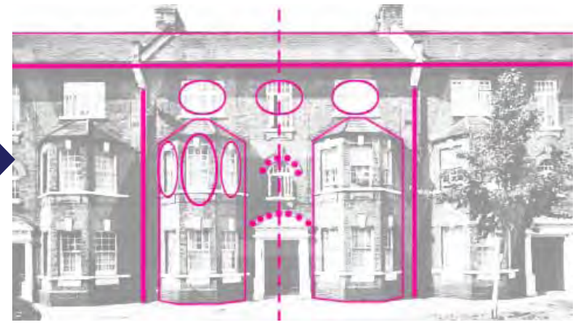
To ensure smooth transitions from the Conservation Area to the redevelopment area characteristics of the existing properties to influence new designs include;

- Continuous ridge and eaves height
- Proportion and rhythm of fenestration
- Building line and street widths
- Repetition of building typologies
- Expressed gables and window arches
- Bay / projected windows
- Porch roofs
- Symmetry

Fig 14.1.7 ***Conservation Area Plan***

Fig 14.1.8 ***Liverpool Grove***

Fig 14.1.9 ***Historic Merrow Street***



PARKING

On-street Parking

On-street parking is key to the School Neighbourhood character area as it enables it to deliver intimate residential streets that extend the traditional street patterns of the neighbouring Conservation Area.

General dimensions
On-street parking must be designed according to SSDM standards where applicable.

- In all other roads, parallel car parking spaces must be minimum of 5.50m x 2.25m, and 6.00m x 2.25m at the start and end of a parking bay. Perpendicular car parking must be of a minimum of 4.80m x 2.40m
- A minimum of 1 tree every 3 parallel parking spaces or every 5 perpendicular parking spaces must be included in the design.
- On-street parking must be designed according to SSDM standards where applicable.

- **Future-proofing**
  Car charging points must be provided as required by the London Plan Guidance.
- **Cycle parking**
  Cycle parking must be provided close to the entrance of all community buildings and public open spaces.
- Please refer to the DAS for preferred TfL Cycle Hire locations. There must be a minimum of 24 bikes per docking station.
- **Car clubs**
  A total of 30 spaces must be provided across the masterplan. These must be designed in groups of at least two spaces together. Stand alone car club spaces are not permitted.

BLOCKS

School Neighbourhood Principal Frontages

Frontages onto Inville Road and Dawes Street extend the traditional housing of the neighbouring Conservation Area. New frontages onto Missenden Park envelope new urban parks, reinterpreting London Squares. The frontages facing onto the Conservation Area along Dawes Street are also critical as they are in an area of high sensitivity, and have potential B1 Class uses. Careful consideration should be given to create a contextual design.

Principal frontages shall:

- Address the main public spaces, such as park frontages and the conservation area
- Use high quality materials and finishes
- Have a varied yet contextual approach to materiality
- Provide a variation in height along the streetscape
- Provide a variance in building line
- Avoid blank, undifferentiated or untreated walls at the ground floor level

Low Density Block

This block, comprising housing and smaller mansion block typologies is used throughout the School Neighbourhood to respond to the low rise surrounding buildings to provide a significant portion of family housing. The block types have been developed and distributed according to the intended urban hierarchy. The low density blocks create strong perimeter blocks with a strong street presence and rear garden amentities.

Low Density Blocks

- **Perimeter Block**
  Housing must be organised to create perimeter blocks
- **Privacy Strips**
  These must be offset within the Development Parcel and range between 1.8 - 3m in depth
- **Gable Ends**
  Must be activated, not blank and 1.8m garden walls must close the perimeter block
- **Parking**
  On-street
- **Building Typologies**
  Variations create 3 types of townhouses and occasional use of mansion blocks
- **Amenity Space**
  Private back gardens for houses / shared courtyards / balconies / rooftop gardens for mansion blocks.
- **Net Density**
  70 - 120 units/ha ~ 260 - 440 hr/ha

Fig 14.1.10 ***School Neighbourhood Density Plan***

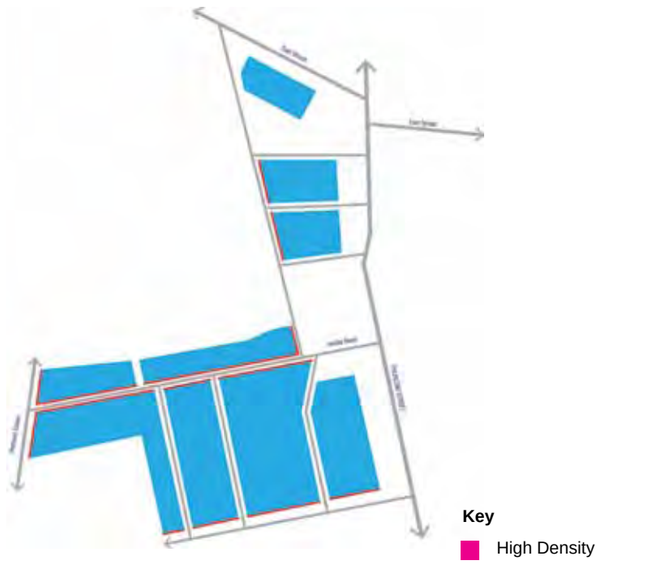
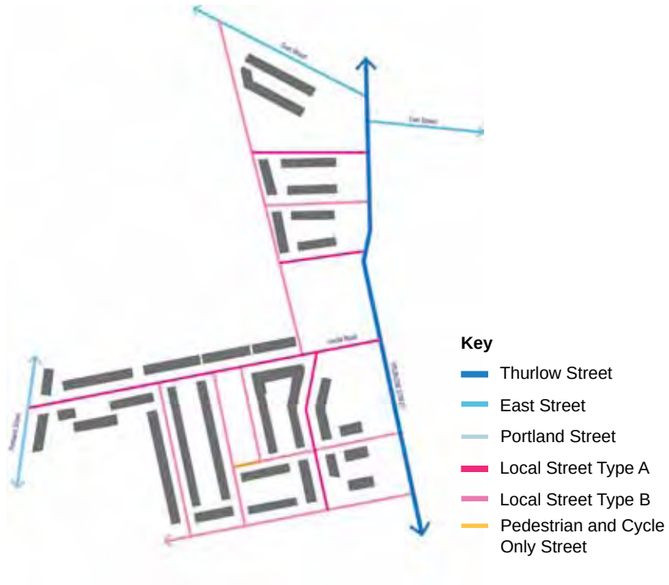


Fig 14.1.11 ***School Neighbourhood Street Network***



Block Arrangement in the School Neighbourhood
Blocks within the School Neighbourhood are predominantly low density and reference more traditional terraced typologies. They are intended to function as a family-orientated, contemporary extension to the Liverpool Grove Conservation Area and consist of terraced perimeter blocks arranged around streets and open spaces.

The streetscape of the School Neighbourhood will create a network of familiar residential streets, defined by well proportioned tree lined streets with parking. It will celebrate a recognisable London vernacular. Blocks will be orientated to maximise overlooking and natural surveillance of the streets, encouraging neighbourly interaction. The design of the street should be considered holistically. The composition of opposite elevations and the length of the street should be considered carefully.

Low Density Amenity
These blocks consist of townhouses arranged into perimeter blocks throughout the School Neighbourhood. The minimum distance permitted between habitable rooms across rear back to back gardens is 15m. Ideally this should aim to be 20m with any opportunity to increase the length of rear gardens.

Block relationship to Neighbouring Property
The medium density block to the east of the Park Edge backs onto existing buildings. The design of this block must be sensitive to the existing occupant views, privacy and rights of light. The minimum distance permitted between rear building facades of new and existing buildings should be 18m. Ideally this should aim to be 20m. Heights will range from 2-4 storeys (as dictated by the Parameter Plans).

School Neighbourhood Streetscape

- **Heights**
  Must not exceed heights set out in the Parameter Plans. Taller architecture should be located opposite Open space and fronting / key routes / vista terminations (i.e opting for the 4 storey over the 3 storey option)
- **Privacy / Amenity**
  There must be a minimum of 15m between habitable rooms on back-to-back gardens to ensure privacy.
- This distance should try and be increased especially where the new dwellings back onto existing properties within the Conservation Area
- **Perimeter Block Breaks**
  Dwellings must be configured to create perimeter blocks with breaks to side streets. Breaks must not exceed 1.5 x plot width and must be avoided along frontages that are adjacent to open spaces
- **Gable Ends**
  Gable Ends must be activated and not be blank facades. They must address the corner and boundary treatments / privacy strips must be continuous and must extend around the corner of the perimeter block.
- Privacy strips must be between 1.8 - 3m depending on typology and must be offset inwards from the Development Parcel boundary
- **Individual Plots**
  Dwellings must be designed to be read as individual elements within a terrace
- Boundary Treatment must correspond to designated types (see Chapter 5.0)
- Street Trees must be included and identified trees must be retained
- On-street parking must be provided
- **Shared Surfaces**
  This road treatment must be considered along the perimeter of open spaces

Private Rear Gardens

- All Low Density blocks will provide private rear garden space.
- Private rear gardens must be secure and accessible only from its associated dwelling.
- Rear entries and alleys are NOT permitted. Access to rear gardens must be from either the street (along the side of the house) or from the gable side (if the dwelling is on a corner).
- The area of private rear garden space must equal a minimum of the ground floor footprint of the dwelling.
- Must be a minimum of 18m between habitable rooms to ensure privacy

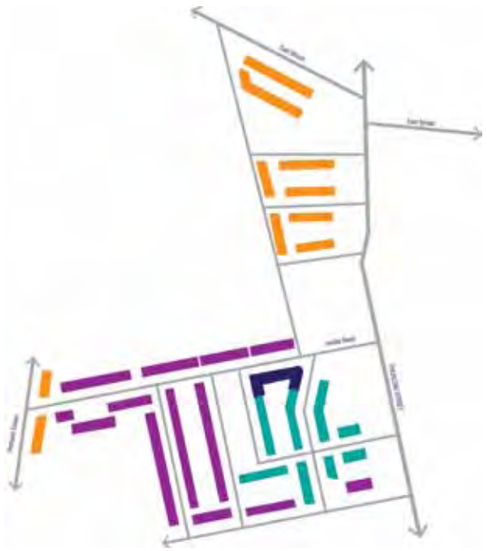
Contextual Relationship

- Housing which backs onto the existing dwellings of the Conservation Area must ensure a minimum of 15m between habitable rooms to ensure privacy. This is a generous average taken from across the Conservation area.
- Rear building elevations must be offset from the site boundary along the Conservation Area by at least 10m across Development Parcels 10a / b.
- Roof gardens and terraces are not permitted across Development Plots 10a / b as they would encroach on privacy due to their proximity to existing dwellings

BUILDINGS

Privacy Strips
Within the School Neighbourhood, privacy strips can range between 1.8 -3 m in width. This enables buildings within a long terrace to be offset by varying amounts to create street variation and break up potentially long terraced blocks. Where terraces meet corners within a perimter block, the privacy strip should also turn the corner and continue along the gable end. Gable ends should not directly meet the back of pavement.

Fig 14.1.12 *School Neighbourhood Typology Plan*



Key
- Townhouse Type 01
- Townhouse Type 02
- Townhouse Type 03
- Mansion Block

Townhouse Type 01
Within the School Neighbourhood Townhouses are arranged to form perimeter blocks in conjunction with Low Density Block types. Townhouses to the north of Aylesbury Square have direct street links and street adjaciencies with the Conservation Area. As such they should integrate some of the scales / proportions / archietcural features found within. They should have pitched roofs (especially along Dawes Street). They should also have a continuous ridge and eaves height, proportional and rhythmic fenestration, high repetition of building typologies, expressed gables and window arches and bay / projected windows.

Townhouse Type 02
Within the School Neighbourhood Townhouses are arranged to form perimeter blocks in conjunction with Low Density Block types. Townhouses along Inville Road and along the northern edge of Gaitskell Park are arranged in long terraces and could be quite linear. These townhouses should have varying offsets of privacy strips and varying parapet / eave lines to add variety to the streetscape. It is important that these areas have a high level of visual variety with varying typologies and materials. This is important as long streets with uniform plots could become disinteresting and uninviting if one typology is utilised along the street length.

Privacy Strips
- Privacy strips can range between 1.8 - 3m within the school neighbourhood. This range can be exploited to offest houses within terraces at different extents to break the linearity of street scenes and add visual interest.
- Where dwellings meet corners, privacy strips must wrap around the corner and along the gable end of the house.

Townhouse Type 01
- Height 3-4 storeys
- Narrow plot widths
- Strong and direct relationship with street
- Pitched / Flat roofs
- Must include some architectural features of the Conservation Area architecture such as proportion and rhythm of fenestration, expressed gables and window arches, bay / projected windows, glazed brick detailing and porch roofs.
- Must have a consistent parapet / roof line
- Architectural detailing must ensure that dwellings are read individually within terraces
- Boundary Treatments must follow guidance set out in this document.
- Must have a continuous building line with other Type 01 blocks
- Must have refuse / cycle stores near the main entrance that must be integrated into the building with external access.
- Must have a consistent privacy strip with other Type 01 blocks.

Townhouse Type 02
- Height 3-4 storeys
- Narrow plot widths
- Strong and direct relationship with street
- Flat / Pitched / Setback roofs
- Must include a high level of visual variety
- Must have an inconsistent building line
- Architectural detailing must ensure that plots are read individually within terraces
- Boundary Treatments must follow guidance set out in this document.
- Must have a varied building line with other Type 02 blocks
- Must have refuse / cycle stores near the main entrance that must be either integrated into the building and with external access, or stand alone, brick built storage space within the privacy strip.
- Must have a varied privacy strip with other Type 02 blocks.

OPEN SPACE

Townhouse Type 03
Within the School Neighbourhood Townhouses are arranged to form perimeter blocks in conjunction with Low Density Block types. Townhouses centred around both Missenden park or serving as links between Open Spaces (to Gaitskell Park and possibly Surrey Square) could benefit from having a differing townhouse typology. These townhouses should have strong vertical articulation and strive to fulfil the maximum paramter height due to their adjacency to open space. Breaks around open space are discouraged as it weakens the sense of enclosure. Fenestration should be maximised in this typology to take full benefit of the open space proximity.

Townhouse Type 03

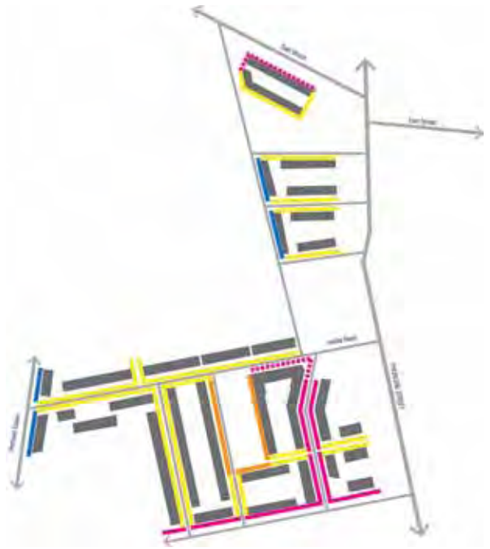
- Height 3-4 storeys
- Narrow plot widths
- Strong and direct relationship with open space
- Flat / Pitched / Setback roofs
- Must be vertically expressed
- Facades must have a high proportion of fenestration to maximise natural surviellance onto the street / open space
- Architectural detailing must ensure that plots are read individually within terraces
- Must use appropriate and designated boundary treatment
- Must have a continuous building line with other Type 03 blocks
- Must have refuse / cycle stores near the main entrance that must be integrated into the building and still be externally accessed.
- Must have a consistent privacy strip with other Type 03 blocks.

Mansion Blocks
Mansion Blocks combine with Townhouses to create perimeter courtyard blocks. They allow for different scales and heights of buildings within one typology group although the scale and height along Inville Road itself is limited. Mansion Blocks can have flat roofs with roof terraces / gardens. They should respond to adjacent elevations to create cohesive streetscenes. Balconies are encouraged to overlook the street and Aylesbury Square. As it is likely that the bin / cycle stores will occur on these elevations, careful design consideration should be given to make these special and not just inactive frontages.

Mansion Block

- Height 6-8 storeys
- Each mansion block must read as one identifiable building with the division defined by the core and associated flats.
- Consistent 6 storey shoulder height with setbacks
- When maisonettes are proposed they must be delivered at the ground floor to increase the frequency of doors along the street frontage
- The entrances to the flats must be clearly expressed and frequent
- Flat roofs must have a parapet
- Must use appropriate and designated boundary treatment
- Must have a continuous building line across the plot
- Must have refuse / cycle stores near the main entrance that must be integrated into the building and still be externally accessed with active frontage.
- Must have a consistent privacy strip depth

Fig 14.1.13 ***School Neighbourhood Boundary Treatment Plan***



Key

- Type 02 - 1200mm high railing fence with refuse store brick detail and hedge
- Type 03 - 600 - 1200mm high railing fence with hedge behind
- Type 04 - 600 -1200mm high brick wall with 600mm railing insert
- Type 06 - 1200mm high railing fence with potential hedge
- Type 07 - Hedge or planting adjacent facade

OPEN SPACE

Fig 14.1.14 *School Neighbourhood Open Space Plan*

Key

- East Street Park
- Dawes Street Park
- Missenden Park
- Inville Park

Missenden Park
Missenden Park is part of the Green Link for people walking or cycling between Aylesbury Square and Burgess Park. Shared zone treatments and raised tables will prioritize pedestrian and cycle access to the park and along the Green Link. The scale and orthogonal layout of the park is that of a typical London square with its design encouraging ownership by the surrounding houses. Community Garden facilities and the planting of an orchard will create the opportunity for the engagement of the community in the maintenance and use of the park. The park is mainly soft, with generous grass and planting areas. An equipped play area is provided to encourage the use of the park by the surrounding children. The park edges will be strongly defined with a traditional hedge on one side and a bioretention area on the other.

Dawes Street / East Street Parks
Dawes Street and East Street Park is the main park within the northern part of the new development. It will be used by both surrounding residents and people working locally and needs to accommodate facilities for both. The space is to be a combination of soft and hard landscape features including community gardening facilities, paved surfaces, play spaces and seating areas to enable passive recreation and small neighbourhood gatherings.

Inville Park + Community Gardens
Inville Park will be a local park featuring a playable space. It will have a small-scale feel to enable a high level of community ownership and involvement. Seating opportunities will be provided under the shade of new trees. The park will also provide access to two community gardens located behind the residential gardens. Two existing trees will be retained in these spaces.

Missenden Park

- Prioritise pedestrians and cyclists on surrounding streets as part of the Green Link between Burgess Park and Aylesbury Square
- Use shared space treatments along fronting roads to prioritise pedestrian access to the park
- Retain existing trees
- Create a playable space with formal play equipment and other play spaces
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Provide community gardening facilities
- Provide seating and gathering opportunities
- Planting to include a food-growing theme with orchard trees
- Boundary treatments of housing to beconsistent around the perimeter of the park
- Parapet heights and roofscapes to be consistent around the park

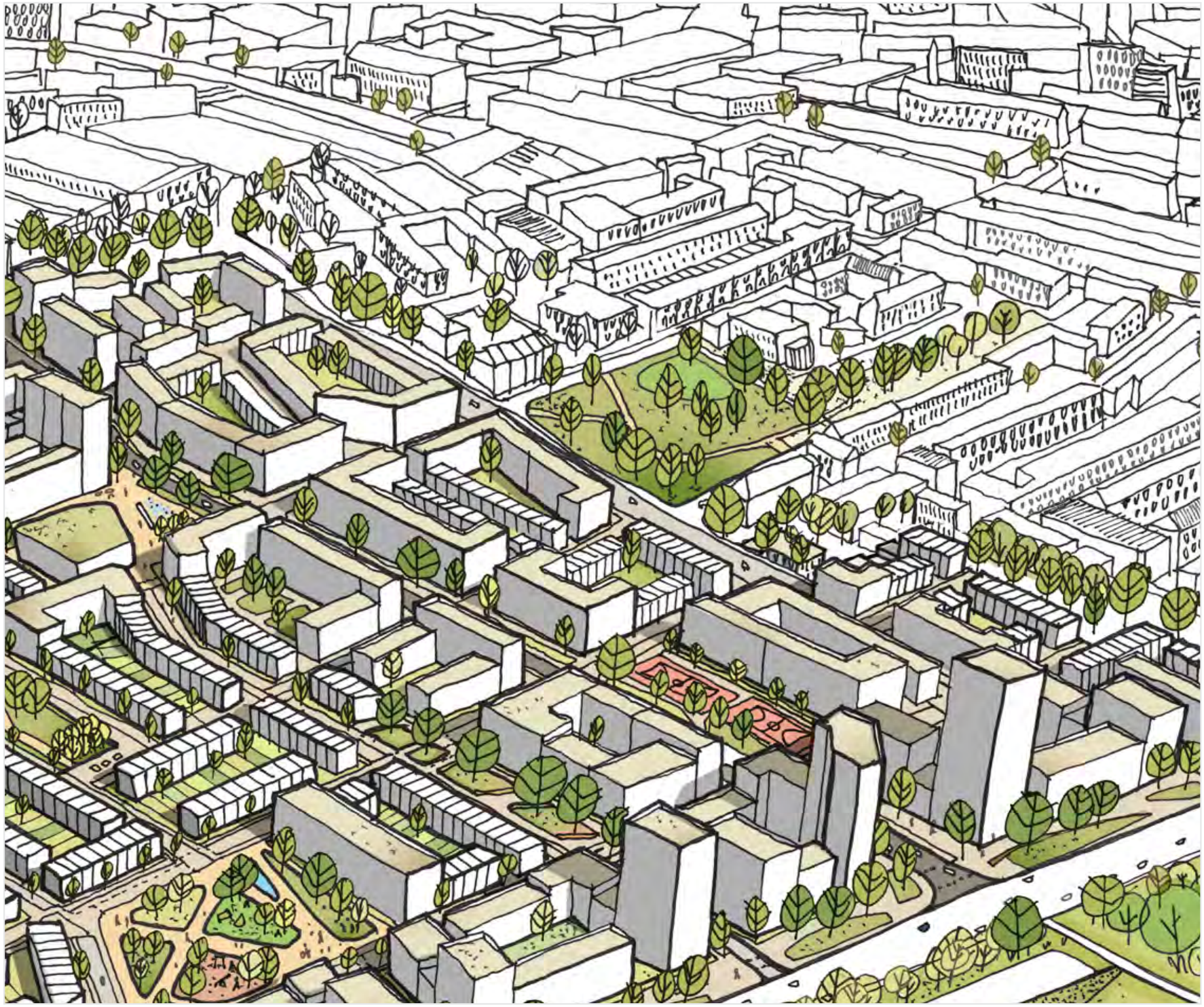
Dawes Street Park / East Street Park

- Retain existing trees
- Create a playable space with formal play equipment and other play spaces
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Provide community gardening facilities
- Provide seating and gathering opportunities
- Provide pedestrian and emergency / service vehicle access to houses
- Use shared space treatments to surrounding roads to prioritise pedestrian access to the park
- Facilitate cycle movements through the park whilst ensuring delineated pedestrian-only access for vulnerable pedestrians
- Boundary treatments to housing to be consistent around the perimeter of the park
- Parapet heights and roofscapes must be consistent around the park
- B1 units form the ground floor perimeter to the north of Dawes Street Park and should be designed to maximise their overlooking potential.

Inville Park

- Create a local park for area residents to relax and gather
- Provide a small enclosed garden and play space to encourage community ownership
- Use shared space treatments to adjacent road to prioritise pedestrian and cycle access
- Pedestrian access to be provided to adjacent residential blocks and community gardens
- Use planting and other elements to create soft boundary treatments that restrict access by children to roads
- Planting to be simple and easy maintained
- Boundary treatments to housing to be consistent around the perimeter of the park
- Parapet heights and roofscapes to be varied around the park
- Privacy strip depths must also vary around Inville Park to soften edge conditions.

15.0
SURREY SQUARE



SURREY SQUARE
KEY ELEMENTS

- **BLOCKS**
  Medium Density

- **BUILDING TYPOLOGIES**
  Mansion Block
  Townhouse
  Mews

- **OPEN SPACES**
  Alsace Park

FORMAL STREETS AND INTIMATE MEWS

A Thread of Unique Architecture Linking Squares

Surrey Square

Surrey Square will be a physically textured, layered residential neighbourhood. The streets will provide a range of characters, materials and designs to create the defining look and feel of the neighbourhood.

To compliment the streets, a variety of buildings, in both mass and scale, will present a diverse and attractive local character with the introduction of mews houses a distinctive feature of Surrey Square.

The Surrey Square character area is located in the northeast of the masterplan. It consists of 2 Development Parcels and borders Surrey Square - an existing open space, and the new development of Site 07 (to the north). It also shares borders with the Thurlow Street, Aylesbury Square and Community Spine character areas.

Surrey Square aims to be a smaller scale residential area: a peaceful neighbourhood which transitions between the busy primary road and the key amenity space of Surrey Square.

To achieve this, Surrey Square will provide relatively lower density compared to the rest of the masterplan, with the focus being on creating quiet, meandering mews streets.

The scale of the streets and houses are lower rise, reflecting the existing neighbouring context, defined by a series of smaller open spaces. The streets surrounding the open spaces have been designined to encourage shared surface and traffic calming solutions to ensure children are safe when using the spaces.

The Surrey Square neighbourhood is defined by a formal block pattern dissected by informal mews streets. The mews provide a change in building typology, street design and materiality to the more consistent townscape. New landscaping and new pedestrian crossings along Alvey Street will integrate Surrey Square into the masterplan and the wider area.

Surrey Square provides an alternative, more tranquil route running parallel to Thurlow Street.

WHAT MAKES SURREY SQUARE ?

- Strong Green Links

- Quiet Mews Streets

- Pocket Parks

- Horizontal Articulation

- Street Textures

Site Edges + Context

The Surrey Square character area sits to the east of the masterplan area between the Thurlow Street character area and Surrey Square (Fig 15.1.1). It also shares a border with Site 07 which is currently under construction, as of February 2014.

Surrey Square (the road) has very strong architectural character with a Victorian red brick school and good examples of Georgian brick terraces (Fig 15.1.2). There is also the Church of the Lord Aladura which frames Surrey Park (Fig 15.1.3) and has a strong and distinctive architectural style.

To the south of Surrey Park there are existing apartment blocks which have a strong horizontal architectural emphasis which is expressed through balcony treatments (Fig 15.1.4).

Fig 15.1.1 ***School Neighbourhood Location Plan***

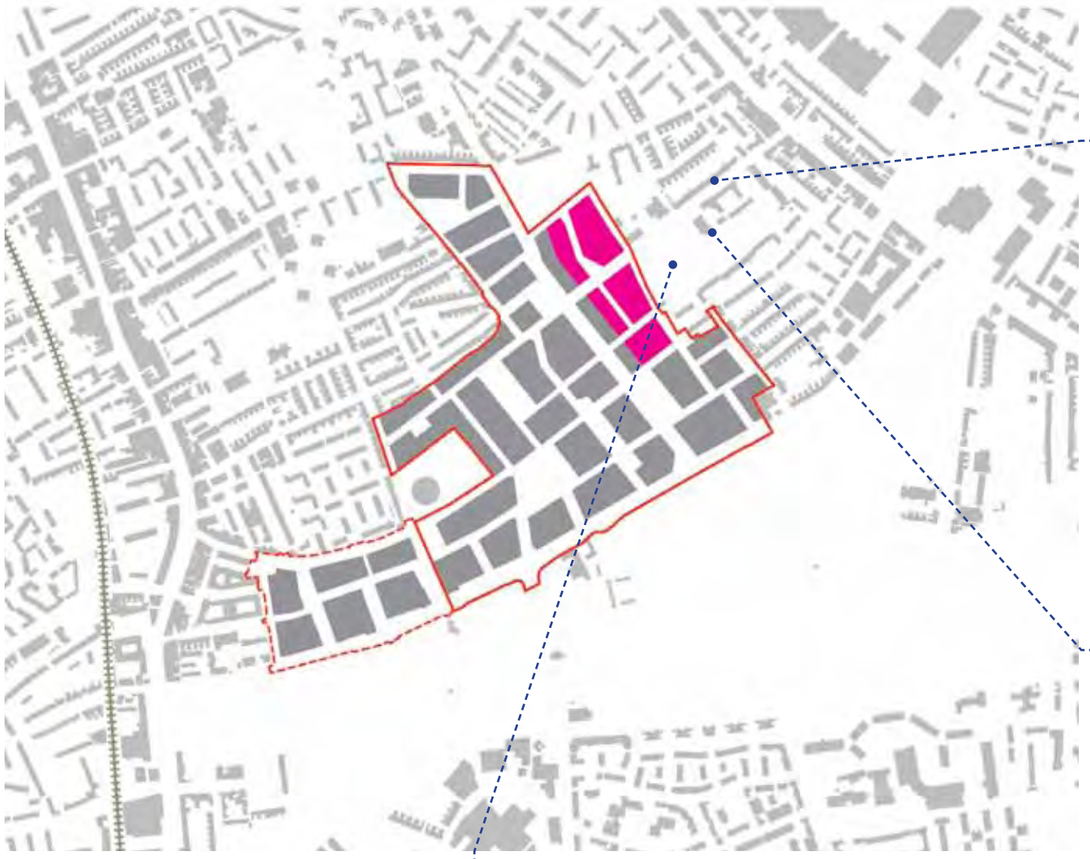


Fig 15.1.2 ***Terraces on Surrey Sq***

Fig 15.1.3 ***Church of the Lord Aladura***

Fig 15.1.4 ***Panoramic of the existing buildings framing Surrey Square***

Surrey Square Architecture
The architecture of the Surrey Square character area will be informed by the surrounding existing architectural features and language.

This area, and especially around the perimeter of Surrey Square Park, is defined by architecture with more horizontal features and proportions than the verticality that is expressed elsewhere.

This horizontality should permeate through to the design of housing typologies within this particular character area - becoming one of its defining elements.

Continuity with the Masterplan
To ensure a smooth transition and visually link Surrey Square with the redevelopment area, some of the characteristics of the existing properties should be considered within new designs. This includes:

- Continuous ridge and eaves heights
- Considered proportion and rhythm of fenestration
- Uniform and matching building line and street widths
- Repetition of building typologies
- Plinths and window arches
- Bay / projected windows
- Banding
- Symmetry
- Horizontal balcony elements

Fig 15.1.5 ***Kinglake Street apartment block (park facing) - analysing horizontal articulation***

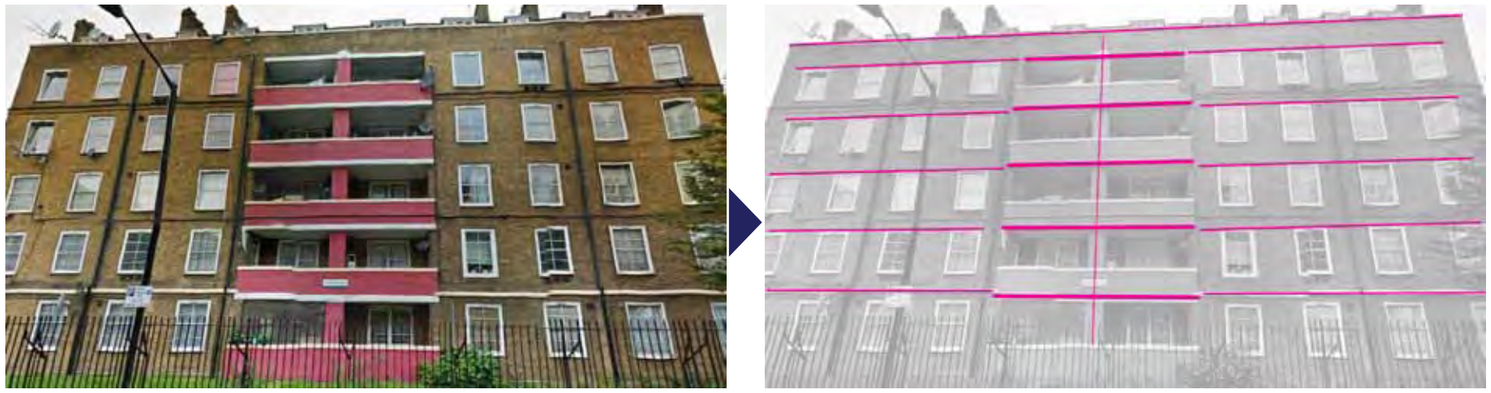


Fig 15.1.6 ***Surrey Square terraced townhouses - analysing horizontal articulation***

Fig 15.1.7 ***Kinglake Street apartment blocks - analysing horizontal articulation***

PARKING

On-street Parking

On-street parking is importnat to the Surrey Square character area as it enables the creation of intimate residential streets that have a wide range of street surface textures. It also reflects and extends the street typologies which exist around Surrey Square, helping to blend the two areas together.

- **General dimensions**
  On-street parking must be designed according to SSDM standards where applicable.
- In all other roads, parallel car parking spaces must be minimum of 5.50m x 2.25m, and 6.00m x 2.25m at the start and end of a parking bay. Perpendicular car parking must be of a minimum of 4.80m x 2.40m
- A minimum of 1 tree every 3 parallel parking spaces or every 5 perpendicular parking spaces must be included in the design.
- On-street parking must be designed according to SSDM standards where applicable.
- **Future-proofing**
  Car charging points must be provided as required by the London Plan Guidance.
- **Cycle parking**
  Cycle parking must be provided close to the entrance of all community buildings and public open spaces.
- Please refer to the DAS for preferred TfL Cycle Hire locations. There must be a minimum of 24 bikes per docking station.
- **Car clubs**
  A total of 30 spaces must be provided across the masterplan. These must be designed in groups of at least two spaces together. Stand alone car club spaces are not permitted.

BLOCKS

Surrey Square Principal Frontages

The frontages along Alvey Street are considered principal frontages as they have a key role in addressing the publicly accessible open space. They must have a strong, solid appearance to help frame the square. The frontages along the Green Link Street that connects Surrey Square and Aylesbury Square are also crucial as they need to present a solid, continous edge to the street, helping to navigate people between the open spaces.

Principal frontages shall:

- Address the main public spaces, like park frontages and venues.
- Use high quality materials and finishes.
- Have a consistent approach to the materiality.
- Have a consistent shoulder height.
- Be predominantly made up of active ground floor frontages in the case of non-residential ground floor uses.
- Avoid blank, undifferentiated or untreated walls at the ground floor level.

Medium Density

This block type forms the majority of the Surrey Square character area. It acts as a mediator between the higher density blocks along Thurlow Street, and the lower density blocks of the local neighbourhoods. The Medium Density blocks situated in Surrey Square use their height and uniformity to define strong key routes whilst allowing smaller mews housing types to be located within the centre of the area.

Medium Density Block

- **Perimeter Block**
  Housing must be organised to create perimeter blocks.
- **Privacy Strips**
  These must be offset within the Development Parcel and range between 1.8 -3 m in depth.
- **Gable Ends**
  Must be activated, not blank and 1.8m garden walls must close the perimeter block.
- **Parking**
  On-street.
- **Building Typologies**
  Mostly mansion blocks but occasional mews typologies.
- **Amenity Space**
  Shared courtyards / balconies / rooftop gardens for mansion blocks. Rooftop gardens / courtyards for mews.
- **Net Density**
  120 - 200 units/ha ~ 440 - 740 hr/ha.
- **Architectural Emphasis**
  Horizontal articulation should be expressed.

Fig 15.1.8 *Surrey Square Density Plan*

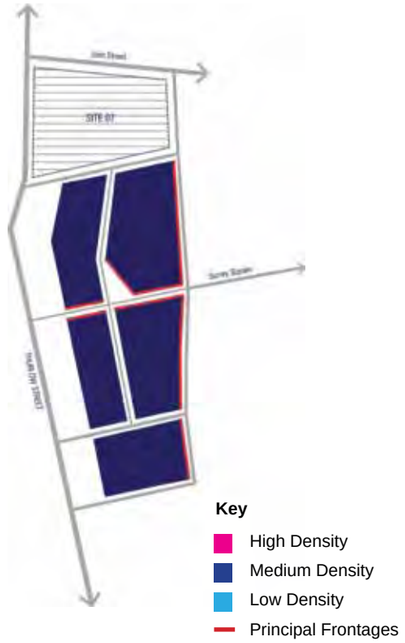
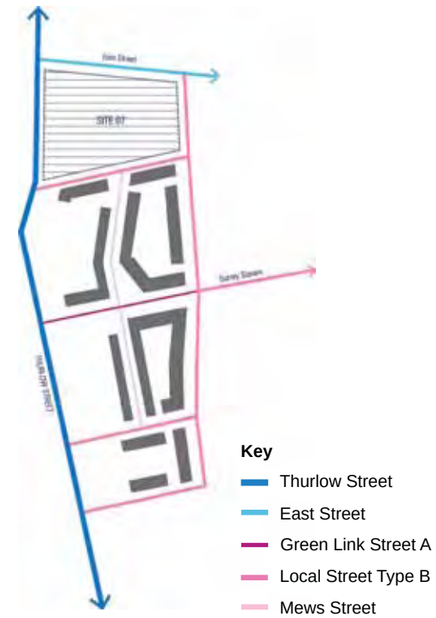


Fig 15.1.9 *Surrey Square Street Network*



Block Arrangement in Surrey Square
Blocks within Surrey Square are predominantly medium density and reference more traditional terraced typologies. They are intended to formalise key routes whilst concealing a tranquil spine and consist of terraced perimeter blocks arranged around streets and open spaces.

The streetscape of Surrey Square will create a network of familiar residential streets, defined by well proportioned tree lined streets with parking. It will celebrate a recognisable London vernacular. Blocks will be orientated to maximise overlooking and natural surveillance of the streets, encouraging neighbourly interaction. The design of the street should be considered holistically. The composition of opposite elevations and the length of the street should be considered carefully.

Medium Density Courtyard Blocks
These blocks are made of townhouses and mansion blocks, arranged into perimeter blocks within Surrey Square. The minimum distance permitted between habitable rooms across a courtyard space is 21m. Ideally this should aim to be 30m. The 25 degree daylighting rule should be used to determine the amount of light reaching ground floor courtyard facing rooms within the blocks.

Blocks with Mews
These blocks are made of apartment blocks and mews houses arranged into perimeter blocks through the centre of the Surrey Square neighbourhood. They provide a mews extension from Site 07 through the neighbourhood. Mews types do not need a privacy strip and only need a 9.2m minimum street width. Apartment blocks should wrap around corners to avoid mews gables fronting the streets.

Surrey Square Streetscape

- **Heights**
  Must not exceed heights set out in the Parameter Plans. Taller architecture should be loacted opposite open space or front key routes / vista terminations.
- **Privacy / Amenity**
  There must be a minimum of 15m between habitable rooms on back-to-back gardens and 21m across courtyard arrangements to ensure privacy.
- This distance could be reduced if combined with mews types as they would have concealed courtyards within with no habitable rooms overlooking courtyards of mansion blocks.
- **Perimeter Block Breaks**
  Dwellings must be configured to create perimeter blocks with breaks to side streets. Breaks must not exceed 1.5 x plot width and must be avoided along frontages that are adjacent to open spaces.
- **Gable Ends Wrapping Corners**
  Gable Ends must be activated and not be blank facades. They must address the corner and boundary treatments / privacy strips must be continuous and extend around the corner of the perimeter block.
- Privacy strips must be between 1.8 - 3m depending on typology and must be offset inwards from the Development Parcel boundary.
- **Individual Plots**
  Plots must be designed to be read individually within a terrace.
- Boundary Treatment must correspond to designated type (see Chapter 5.0).
- Street Trees must be included and identified trees must be retained
- On-street parking must be provided.
- **Shared Surfaces**
  This road treatment must be considered along the perimeter of open spaces.

Private Amenity

- All Medium density plots will ensure that a communal courtyard space is provided.
- All courtyard plots will ensure that gaps at the perimeter of the plot through to the centre are maintained between the buildings at upper levels and that no plot is developed with full building frontage to all elevations.
- Must be a minimum of 18m between habitable rooms to ensure privacy
- The rear courtyard wall could be the rear elevational wall of the mews types (in particular blocks) although no fenestration is permitted within these boundary elevations.

Mews Blocks

- Mews types do not need a privacy strip to the front. They must open directly onto the street.
- Mews types amenity space must be provided either on the rooftop, within a self-contained courtyard or as amenity space to the rear.
- Mews types must not have gable ends fronting the street. Mews must be set behind a mansion block or housing terrace.
- Mews types must not exceed the maximum parameter height of 3 storeys.
- The rear courtyard wall could be the rear elevational wall of the mews types (in particualr blocks) although no fenestration is permitted within these elevations.

BUILDING

Privacy Strips
Within Surrey Square, privacy strips can range between 1.8 -3 m in width, with the exception of the mews which have no privacy strips at all. Where terraces meet corners within a perimter block, the privacy strip should also turn the corner and continue along the gable end. Gable ends should not directly meet the back of pavement. Rear garden walls are permitted to extend to the maximum Development Parcel line and line the back of pavement.

Perimeter Breaks
A 'Break' is an external gap in between building volumes. No internal accommodation exists within a Break however the opening can have a roof. The use of Breaks reduces the building volume, allows light into courtyards and enables views. Where breaks occur, they can ignore the associated Paramter Plan Height as they are not counted as a 'built element'. Breaks are NOT permitted to occur opposite Surrey Square or along the street connecting this square to Aylesbury Square. There is a minimum shoulder height along the street connecting Surrey Square to Aylesbury Square, and opposite Surrey Square (6 storeys). Any development higher than this (up to 8 storeys) must be setback to create a strong, crisp and clear parapet line.

Privacy Strips

- Privacy strips can range between 1.8 - 3m within Surrey Square. This range must be consistent along the blocks to create a clear building line.
- Where dwellings meet corners, privacy strips must wrap around the corner and along the gable end of the house.

Shoulder Heights / Setbacks / Breaks

- Breaks cannot occur adjacent to Surrey Square or along the street connecting Surrey Square with Alyesbury Square. They can occur between apartments and mews types.
- Breaks must be avoided on elevations that are adjacent to open spaces.
- Along the street connecting Aylesbury Square with Surrey Square and on the elevation adjacent to Surrey Square shoulder height must be 6 storeys. Additional height must be setback.
- Breaks cannot occur adjacent to Surrey Square or along the street connecting Surrey Square with Alyesbury Square. They can occur between apartments and mews types.

Fig 15.1.10 ***Surrey Square Building Typology Plan***

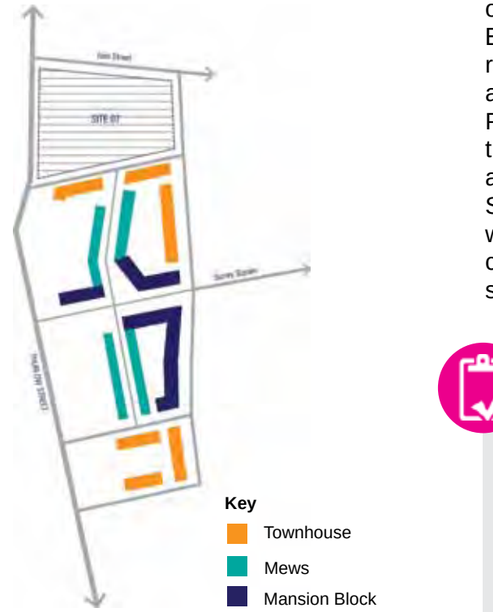
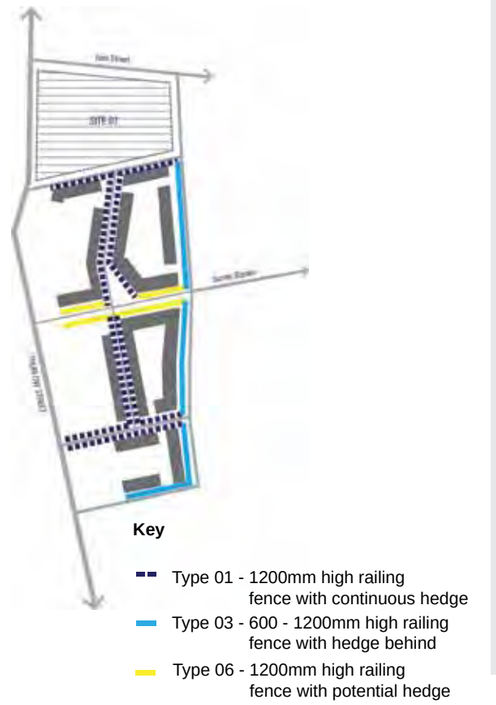


Fig 15.1.11 ***Surrey Square Boundary Treatment Plan***



Mansion Blocks
Mansion Blocks allow for different scales and heights of buildings within one typology group. Mansion Blocks within Surrey Square can have flat roofs with roof terraces / gardens. They should respond to adjacent elevations to create cohesive streetscenes. Projecting balconies are encouraged to overlook the open spaces. They should exhibit horizontal articulation to match the architecture around Surrey Square. As it is likely that the bin / cycle stores will occur on these elevations, careful design consideration should be given to try and make these special and not just inactive frontages.

Mansion Blocks

- Height 6-8 storeys.
- Each mansion block must read as one identifiable building with the division defined by the core and associated flats with strong horizontal articulation.
- Flat roofs with roof terraces / gardens.
- Maisonettes (if any) must be delivered at the ground floor to increase the frequency of doors along the street frontage.
- The entrances to the flats must be clearly expressed and frequent.
- Must have a consistent parapet / roof line.
- Boundary treatments identified within this document must be used.
- Must have a continuous building line with other Mansion Blocks.
- Must have refuse / cycle stores near the main entrance that must be integrated into the building with external access.
- Must have a consistent shoulder height of 6 storeys with additional height set back.

OPEN SPACE

Townhouses
Within Surrey Square, Townhouses are arranged to form perimeter blocks in conjunction with Medium Density Block types. Townhouses could be used instead of Mews houses to create the central spine along Surrey Square. These townhouses should have strong horizontal articulation and strive to fulfil the maximum paramter height due to their role in creating a linear enclosed street. Breaks around open space are discouraged as it weakens the sense of enclosure. Fenestration should be maximised in this typology to take full benefit of the open space.

Mews
This building typology is always associated with the low density block type and is only located within Surrey Square character area. Mews create a more informal and intimate street character and work well where the depth of the block or width of the street is constrained. Mews could be used to help extend the mews typology established within Site 07. Mews do not need privacy strips and do not need conventional rear gardens. Instead they could have rooftop amenity space or courtyrads that are enclosed within the building.

Townhouses

- Height 3-4 storeys.
- Narrow plot widths.
- Strong and direct relationship with street.
- Flat / Pitched / Setback roofs.
- Must include a high level of visual variety.
- Must have an inconsistent building line.
- Architectural detailing must ensure that plots are read individually within terraces.
- Boundary treatments identified within this document must be used.
- Must have a consistent building line with other Townhouse blocks.
- Must have refuse / cycle stores near the main entrance that must be either integrated into the building with external access, or stand alone, brick built storage space within the privacy strip.
- Must have a consistent privacy strip with other Townhouse blocks.

Mews

- Height 2-3 storeys.
- Wide plot widths.
- Strong and direct relationship with street - no privacy strips or front amenity space.
- Flat Roofs - should be used as amenity space. Pitched roofs could be used if amenity space is provided elsewhere in the plot.
- Must include a high level of visual variety.
- Must have a consistent building line / parapet height.
- Architectural detailing must ensure that plots are read individually within terraces.
- Boundary treatments identified within this document must be used.
- Must have refuse / cycle stores near the main entrance that must be either integrated into the building with external access.
- If roof not utilised as amenity space, space must be provided within an internal courtyard or private rear garden.
- If rooftop or internal courtyard is used as amenity space then no windows are permitted on the rear ground floor facade - This blank elevation could be used as the courtyard rear wall boundary for a mansion block.

Fig 15.1.12 ***Surrey Square Open Space Plan***

Alsace Park
Alsace Park is a small park created around the retention of an existing tree. It will have a small-scale feel to enable a high level of community ownership and involvement. Seasonal planting and lawn surround the existing tree, delimitated by seating, will be used to create a relaxed and interactive atmosphere for different users of the park. New trees will be planted adjacent to an informal seating area to provide shade for individuals to enjoy the park.

Alsace Park

- Create a local park that provides a quiet space for residents to sit and rest and young children to play
- Retain existing tree
- Introduce shared surface principles to adjacent roads to prioritise pedestrian access to the park
- Pedestrian access to be provided to adjacent residential blocks and community gardens
- Use planting to create soft boundary treatment that restrict access by children to roads
- Planting will be naturalistic, simple and seasonal
- Projecting balconies should be used to overlook the park
- Building heights will be consistently 6 storeys (with 2 storey setback above) around Alsace Park

PART FOUR

4

16.0
DESIGN CODE: TEST AREAS

16.1
CODE TESTING INTRODUCTION

Design Code Interpretation
To ensure that the Design Code is coherent, holistic, easily interpreted and deliverable within the parameter plans and aspirations of the masterplan deisgn and access statement ,it was tested by the architectural team responsible for the design of the FDS. They were instructed to produce a quick study which brought to life an interpretation of a portion of the masterplan as based on the Design Code.

The following chapter shows how the Design Code can enable design solutions of significant variety within a coherent overall urban structure. The results are simultaneously varied but fundamentally consistent.

TEST AREA A

Subplots: 11b + 13a

Architects: Hawkins\Brown

Hawkins\Brown were given 2 subplots within the School Neighbourhood character area. This area was chosen as it is low density residential and in contrast to the other test areas in nature. It uses the Townhouse typology.

TEST AREA B

Subplots: 16b

Architects: Mae

Mae were given a subplot within the Park Edge character area. This plot was chosen as it forms one half of the ‘Gateway’ opposite Wells Way (explored in Chapter 9). It uses the Mansion Block typology and also includes a Special Tower.

Fig 16.1.1 ***Design Code Test Area Plan***

HAWKINS\BROWN

16.2
HAWKINS\BROWN TEST AREA

Hawkins\Brown Proposal
Hawkins\Brown has been invited by Masterplan Architect HTA to test Plots 11b and 13a of the masterplan.

The test site is within the area identified as the School Neighbourhood in the Design Code.

In our proposal, Hawkins\Brown has stayed close to the parameters and guidance set out by the Masterplan Parameters and the Design Code.

The proposal comprises 71 homes within a site area of 0.86ha. All are family homes with 3 or 4 bedrooms.

We have used a townhouse building type, terraced along a traditional street as laid out by the masterplan parameter plans. The townhouses have three or four bedrooms and are differentiated by a projecting bay towards the street. 'Vista' buildings suggested by the design code take the form of tenement blocks of four maisonettes stacked together.

Challenging the Design Code
We have suggested an alternative for the amenity space to the rear of the townhouses, which shares a portion of the space that would otherwise be taken up by back-to-back gardens. This increases the available amenity to residents and is semi-private in order to provide more secure playspace for children away from the street. This is interchangeable with a standard back-to-back garden layout.

Eyes on the street
The townhouses locate the kitchens to the front to increase passive surveillance and give a sense of ownership of the street to residents.

Richness to the street
In the spirit of traditional Georgian and Victorian housing, the facades that define the public realm are given more opportunities for craft and detail, to add richness and delight. Projecting bays help define the individual homes and offer opportunities for corner windows with oblique views. To the rear, the facades to the gardens are simpler in approach, in line with traditional London terraced housing.

Fig 16.2.1 ***School Neighbourhood Test Area***

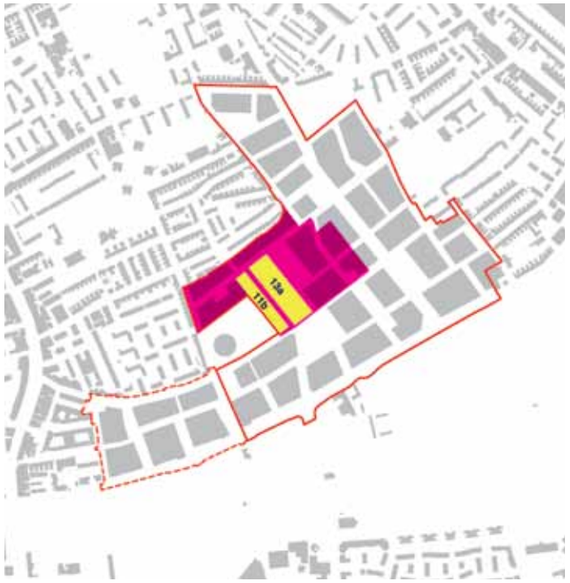


Fig 16.2.2 ***All the homes engage positively with the street, so you can see who is passing by***

Applicable Parameters
The School Neighbourhood is subject to the constraints set by the Parameter Plans and the guidance set out in the Design Code.

The parameter plans in the Masterplan identify the following constraints:

PP06 - Courtyard / Amenity Zone
Plot 13a is to have a central space between the buildings to allow for gardens. Plot 11b is to have space at the rear.

PP05 - Public Open Space
The eastern edge of Plot 13a faces onto an area of open space (no. 7 in the parameter plans)

PP03 - Building Height
Both plots are restricted to a building height of three to four storeys.

PP02 - Building Use
Both plots are to be fully residential.

Design Code Requirements
The Design Code also applies the following criteria to the School Neighbourhood test site:

Building Types
Mostly houses, but occasionally blocks of flats of no more than 4 storeys.

Buildings to follow a townhouse model, defined as follows:

Street Network
Streets in the test area are to be *'Local Streets'* with parallel parking. In the Design Code there are two versions of this type- one with parking and trees on either one or both sides of the street. The masterplan drawing prepared by HTA shows the narrower of the two and we have adopted this.

Edge Condition to Street
The Design Code calls for railings with hedging behind in the test area.

Density
The test site is identified as *'Low Density'*.
Net Density to be:
- *70 - 120 units/ha or*
- *260 - 440 hr/ha.*

Buildings to be limited to 4 storeys at this density.

Amenity Space
Private back gardens for houses, with a minimum of 15m between building lines when using back to back gardens (20m preferable).

Parking
All parking to be on street.

Repetition of Building Types
The Design Code recommends that housing types are repeated in groups rather than randomly to maintain continuous street elevation proportions and a carefully considered street composition.

Historic References
The Code has modelled the 'Low Density' block type on Georgian or Victorian London blocks of terraced housing.

Fig 16.2.3 ***The street facades have a lot of depth and craft so individual homes are expressed***

Townhouse characteristics

- Height 3-4 storeys
- Narrow plot widths
- Strong and direct relationship with street
- Flat/ Mansard or pitched roofs
- Must include individual private ground floor amenity space
- Must have a consistent parapet
- Architectural detailing must ensure that
- plots are read individually within terraces

Block Arrangement

- Taller architecture opposite public open space / key routes / vista terminations
- Where blocks back onto existing buildings / boundaries there must be a minimum of 10m before building line
- There must be a continuous frontage opposite open spaces and key routes
- Pitched roofs are encouraged on townhouses to
- reference character of the Conservation Area

Learning from the Conservation Area
The School Neighbourhood is close to the Liverpool Grove conservation area, and the design code suggests that this will influence the design.

Tenements, houses and hybrids
The conservation area comprises tenement blocks in different configurations, as well as terraced houses. There is also a hybrid type that pairs upstairs and downstairs flats, each with their own front door to the street.

The tenements are generally arranged as pairs of flats either side of a common entrance core- so there are a lot of front doors onto the street, helping to activate the public realm. There are also a lot of bay windows that provide oblique views along the street.

There is a consistency in massing and layout- three storeys plus roof for tenement blocks and generally two storeys for houses.

Repetition, rhythm and individual expression
The conservation area is well-preserved and benefits from a pleasing balance of consistency and individual expression.

This is largely achieved by consistency of massing and the use of brick- but also a high degree of repetition within small groups of tenements. The juxtaposition of different groups of tenements and houses brings 'calm variety' to the streetscene.

The differences between the groups initially appear to be subtle. Many of the tenements will have celebrated entrance doors between bay windows onto the street, whilst others will be accessed from semi-private courts.

Lessons to be learned
Whilst the overall aesthetic of the conservation area is pleasing, there are flaws in the layout in a modern context. There is very little in the way of defensible space so that passers-by on the street can look directly into ground floor windows from a close distance. Additionally, refuse bins- in multi-coloured plastic- tend to dominate the street scene.

Fig 16.2.4 ***Masterplan and Liverpool Grove Conservation Area bounadries***

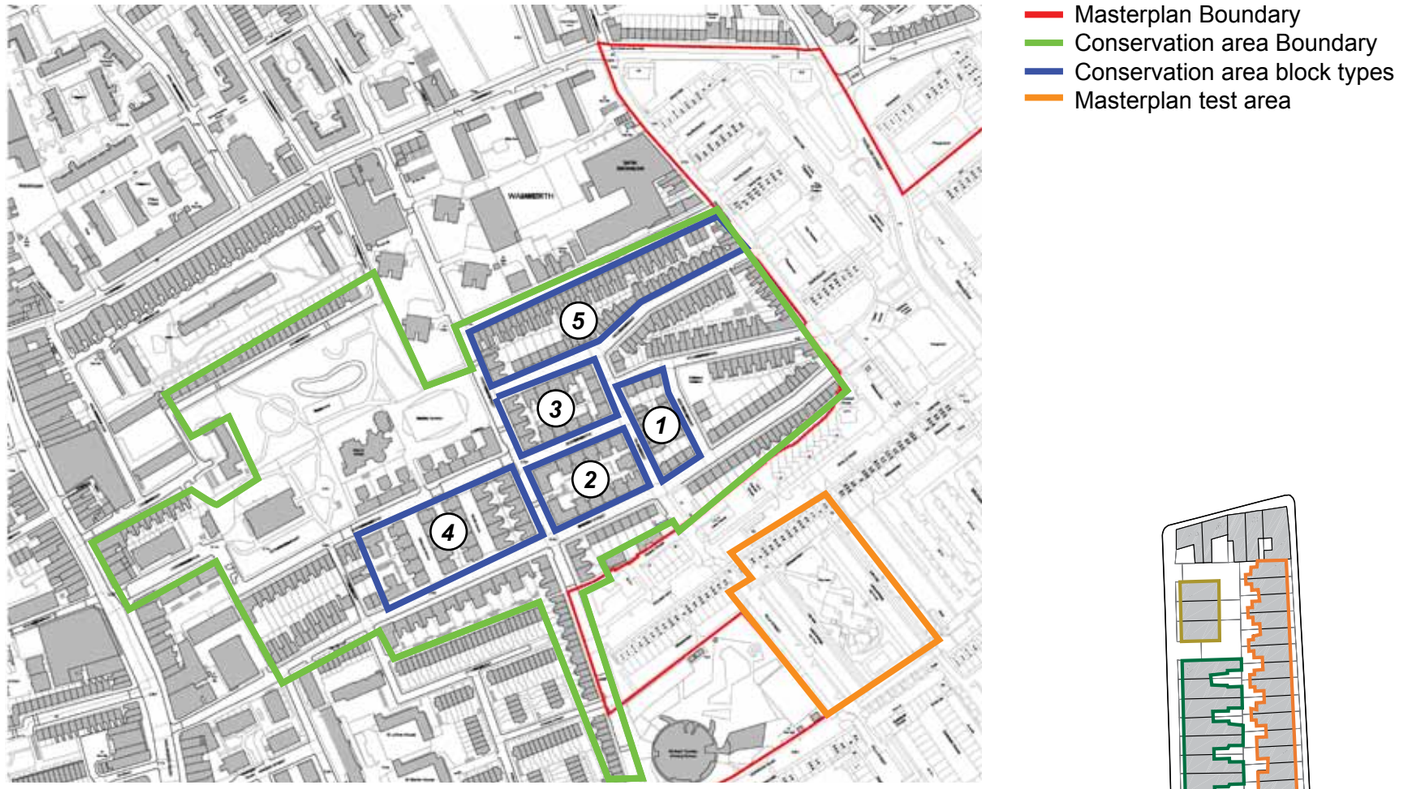
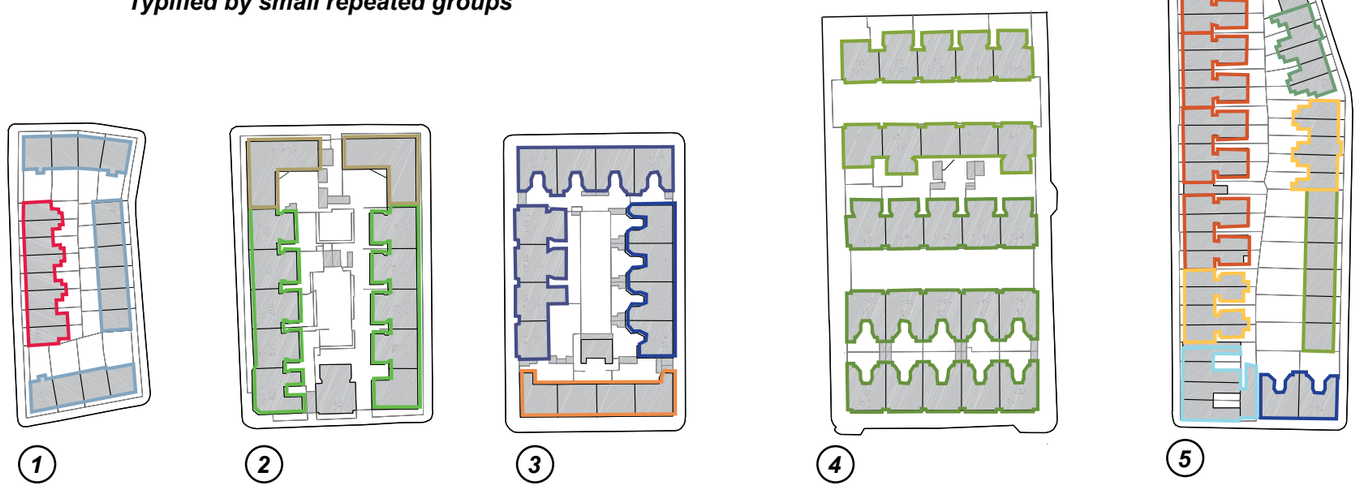


Fig 16.2.5 ***Sample configurations of blocks within the Conservation Area - Typified by small repeated groups***



PALETTE

RHYTHM

ORDER

COMMUNAL GARDENS

Developing Massing and Quantum
The street and park edge have two continuous terraces of three-storey houses in line with the design code.

Vista buildings are four-storey tenement blocks that either hold a corner location or look down an axial street.

71 homes are provided, 63 of which are individual terraced houses. The remaining 8 homes are two-storey maisonettes stacked above each other in the two tenement blocks.

At 83 dwellings per hectare, the proposal is at the lower end of the Design Code density guidance of 70-120 homes / ha. This is largely due to a mix that is oriented towards family homes, which are larger.

However, the habitable room density is 466 HR / ha. This is slightly above the suggested Design Code density of 260-440 HR/ha. This suggests that the proposal optimises the masterplan test area.

Fig 16.2.6 ***Hawkins\Brown Test Area***

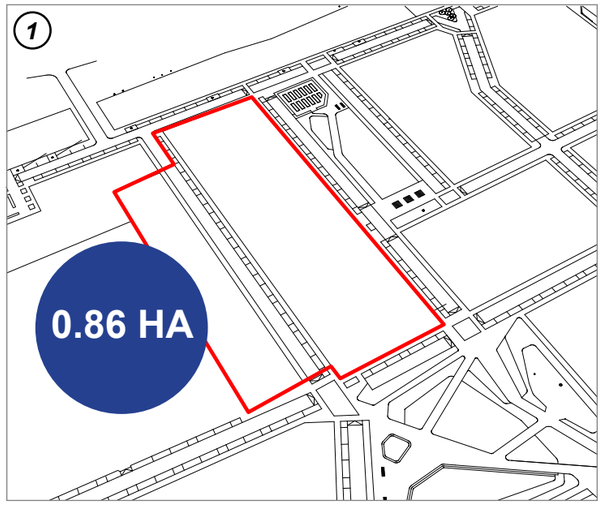


Fig 16.2.7 ***Test site building heights (12m AOD ~ 3-4 storeys)***

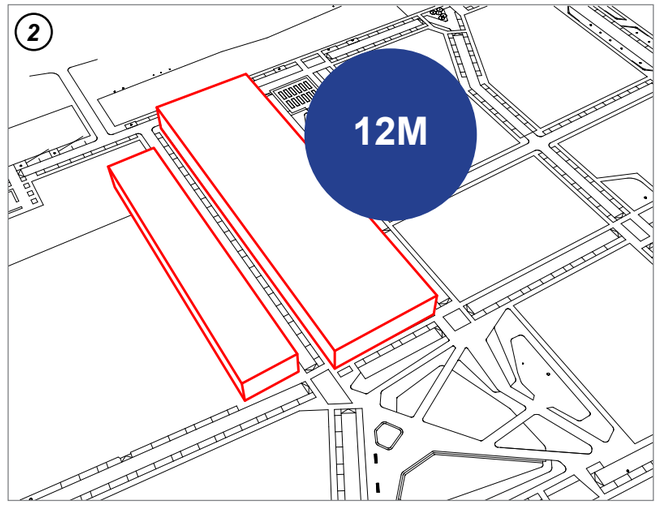


Fig 16.2.10 ***Tenure fact***

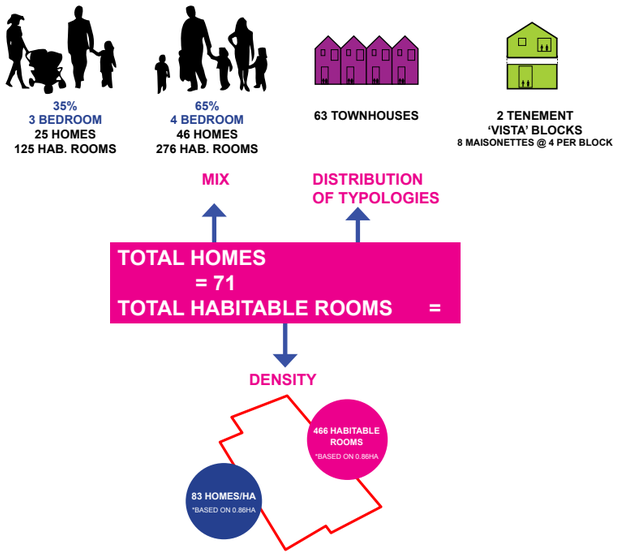


Fig 16.2.8 ***Maximum volume with courtyard / amenity zone***

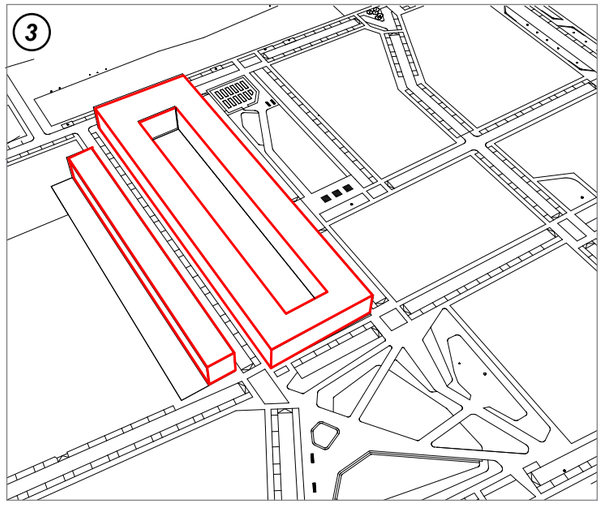
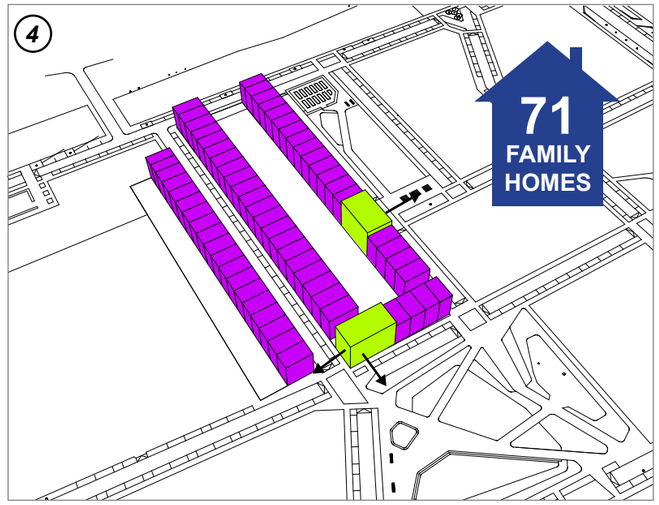


Fig 16.2.9 ***Volume with townhouse typology and vista plots***



Three and four bedroom townhouses
The townhouses are three stories high. A generous ground floor provides living dining and cooking space- the kitchen is located at the front of the house with a corner window with a view to the front door so that visitors can be seen. To the rear, the living room opens up to a private garden.

Because the living room extends beyond the main building line, the ceiling can be raised higher- and a rooflight brings natural light deep into the plan.

Bedrooms and bathrooms on the upper floors occupy a shallower plan. A projecting bay at the front of the house steps back to form a three-bedroom variant that has a master bedroom at the top with its own balcony.

Townhouse facade options
A number of facade options are proposed- all based around two plan options for efficiency. Ensuring subtle variety in the facades will help residents to identify their home within the street and feel that their home has an individual personality.

All of the facade types have a projecting window bay to give a rugged profile to the street- and to provide opportunities for corner windows to improve light and views.

Creating oblique views down the street also improves passive surveillance of the public realm.

A parapet to the front of the house provides a grand elevation to the street, with the roof behind pitching back towards the garden.

The composition is generally calm, with vertically proportioned windows divided into casements. Some of the homes will have an arched doorway and round windows to the bathrooms to soften the composition.

Fig 16.2.11 ***Proposed Plan***

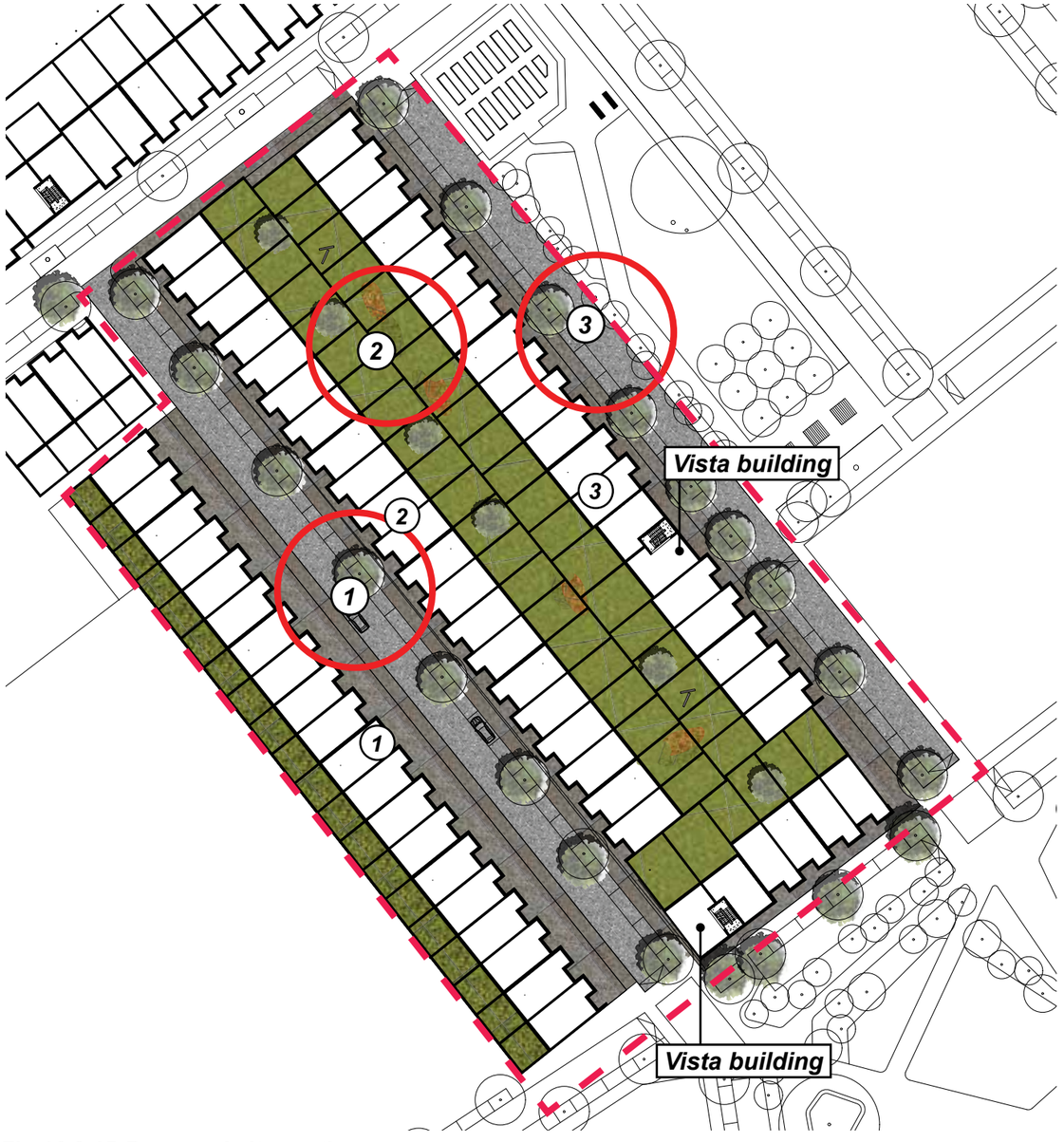


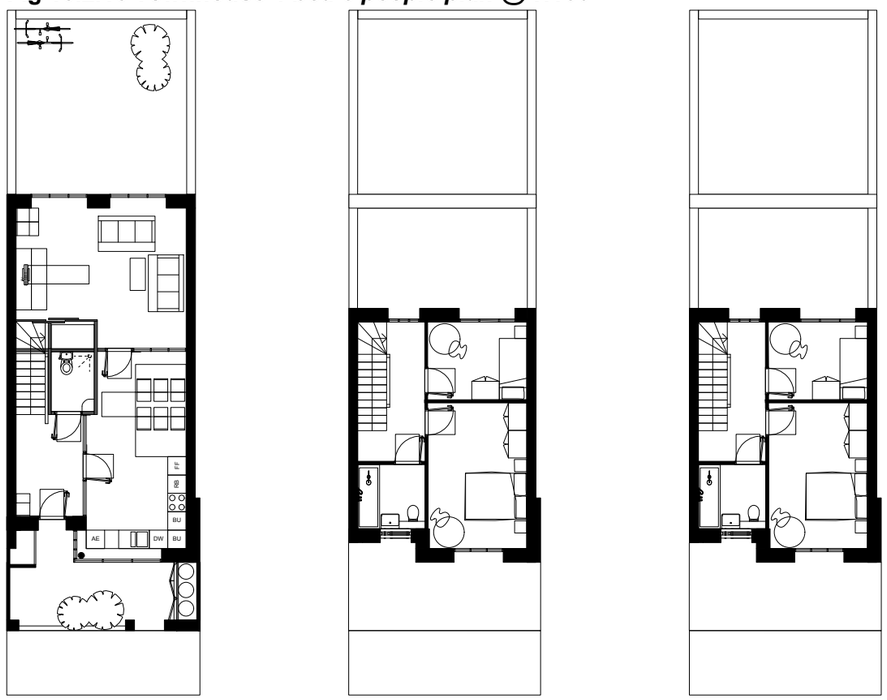
Fig 16.2.15 ***Proposed site section***

1 Fig 16.2.12 ***Local street section***

2 Fig 16.2.13 ***Private gardens section***

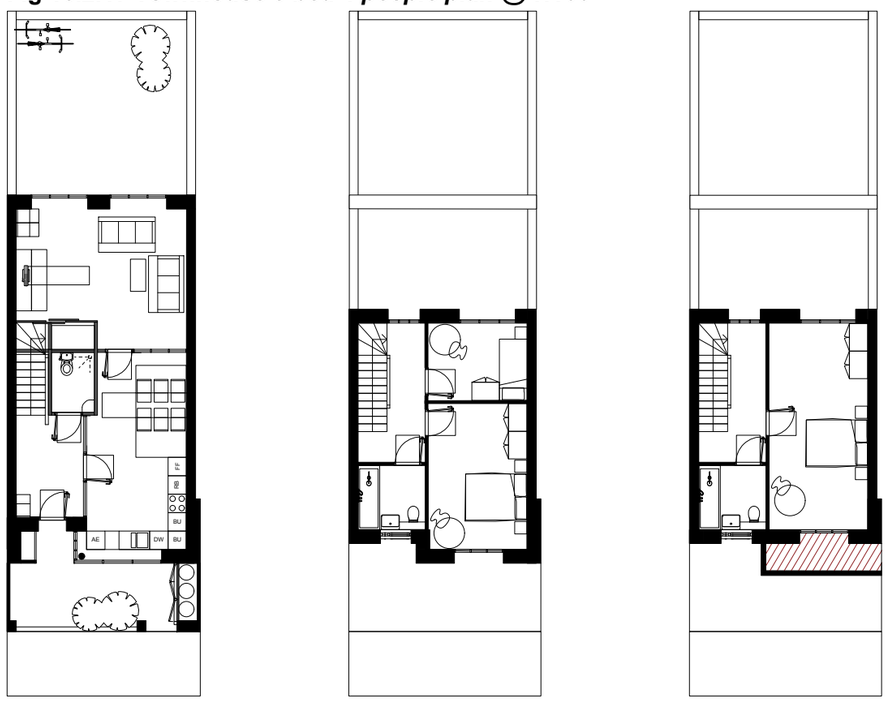
3 Fig 16.2.14 ***Park lane section***

Fig 16.2.16 ***Townhouse 4 bed 6 people plan @ 1:100***



Ground floor ***First floor*** ***Second floor***

Fig 16.2.17 ***Townhouse 3 bed 4 people plan @ 1:100***



Ground floor ***First floor*** ***Second floor***

Fig 16.2.18 ***Townhouse Elevation Typologies: Components of the street***

Eyes on the street
The houses are configured so that bedrooms are on the upper floors, elevated above the street in a traditional arrangement.

At the ground floor, kitchens are positioned at the front of the house. Because the kitchen is a 'working area' where inhabitants are standing upright and more alert, there is a more commanding aspect over the street.

The fronts of the houses are expressed with a projecting bay- at the bottom of the bay on the ground floor, the kitchens have a corner window, so that a wider outlook onto the street is possible. The corner window also allows residents to see visitors arriving at the front door.

In contrast, the lounge is located to the rear where inhabitants are more likely to be reclining and will have the benefit of more privacy.

Craft and delight
The material palette is robust, using two types of brick, with a darker brick forming a plinth to the houses. The brick shown in the images is a waterstruck brick, with a softer texture and variance in colour, so that the street has continuity with the Edwardian buildings in the conservation area to the north.

Windows are shown framed with a cast surround, that expresses a generous proportion and provides a robust detail that will remain for the life of the houses. Within the window surround, warm toned aluminum windows provide a rich highlight to the facade. Bedroom windows have a spandrel panel that matches the casement frames.

At the top of the street facade, vertically oriented brickwork defines a frieze along the length of the street. The tops of the projecting bays are celebrated in textured brickwork that adds an element of restrained ornament to the facades. The textures can be different to give variety to the street.

Fig 16.2.19 ***View from kitchen onto the street***

Fig 16.2.20 ***Variety and consistency balanced within the street***

Waterstruck / Stock Brick - Type 2

Example Product:
Petersen, D72

Application:
This waterstruck brick is proposed for the main elevation surfaces of the terraced houses and tenement blocks

The example shown has a pale buff base colour along with brown and blue patches. The water-struck process softens the appearance of the brick.

Colour:
A variegated brick of buff / blue / brown colours, with a degree of variation of colour within each brick.

Finish:
A waterstruck finish, and with stretched/cracked lines formed during the making process.

Mortar:
A flush jointed, buff coloured mortar to be consistent with the brickwork.

Clinker Brick - Type 6

Example Products:
Janinhoff, MSZ-EF-301 / Hagemeister ‘Liverpool’

Application:
This semi-glazed clinker brick is used as a plinth to the main elevations and perimeter walls. The rich texture and patches of glazing in the finish mean that it will catch the light when seen from a distance. The deep red colour will give a sense of warmth.

Colour:
A brownish/purplish variegated brick with differences in surface texture within each brick.

Finish:
A semi glazed finish, from coal dust and salt additives during the firing process, also with a degree of texture.

Mortar:
A flush jointed, buff coloured mortar to be consistent with the brickwork below and above.

Window Frames

Window frames in powder coated or anodised aluminium

The image shown here illustrates the suggested palette.

Reconstituted Stone / Cast Concrete

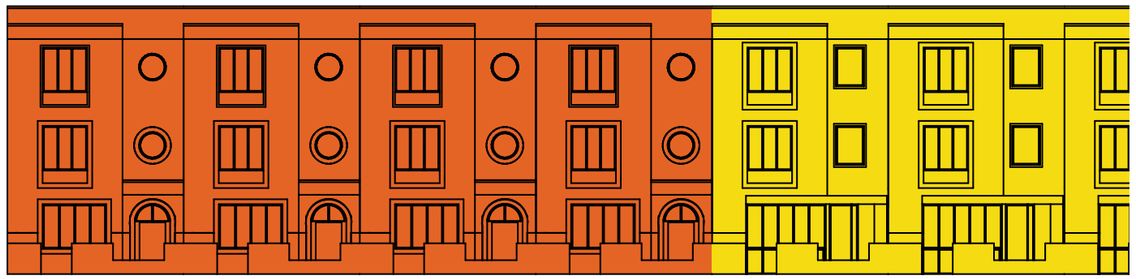
Reconstituted stone polished finish, colour light grey. Applied to stone banding, balcony and window surrounds.

Grouping the houses
In the spirit of the Liverpool Grove conservation area to the north, the facade types are grouped in order to provide sequences of repetition down the street- but with enough variety to avoid monotony. The different bay heights of the three-bedroom houses help disrupt the parapet line along the street.

Houses can be simply repeated- or grouped into pairs so that the bays and gaps appear larger. Paired doorways encourage neighbours to make contact with one another as they enter their house.

Fig 16.2.21 ***Elevational Groups***

Fig 16.2.22 ***Components of the street***



TYPE 01

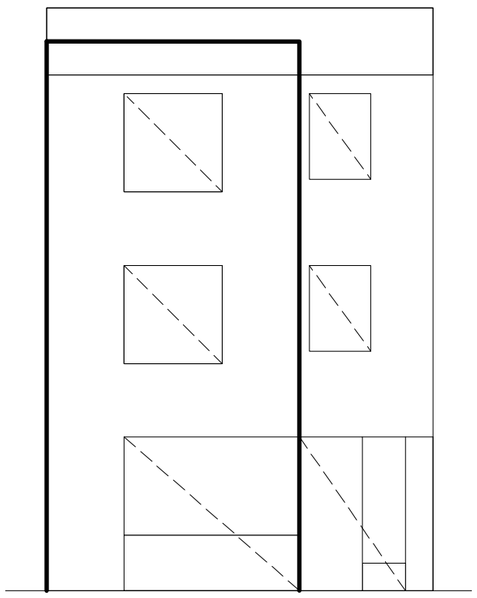


Fig 16.2.23 ***Elevational proportion***

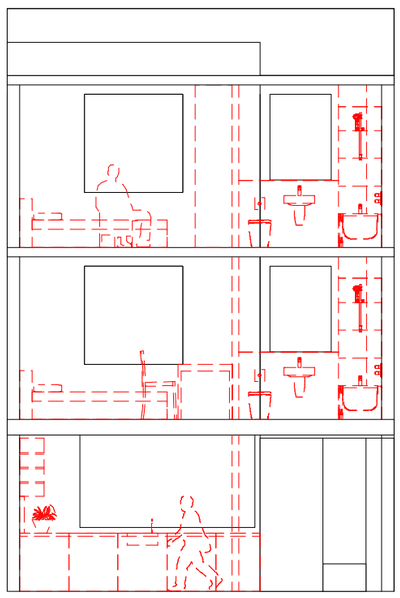


Fig 16.2.24 ***Window openings and function***

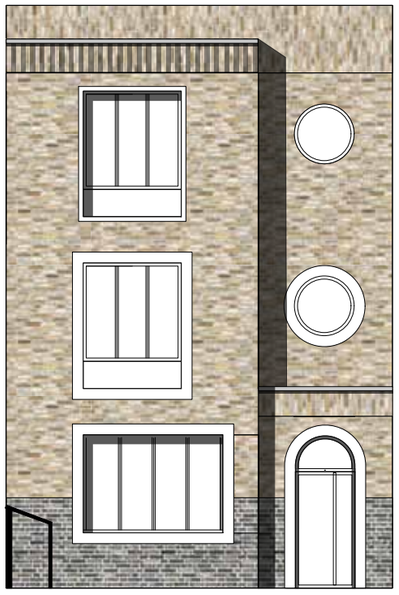
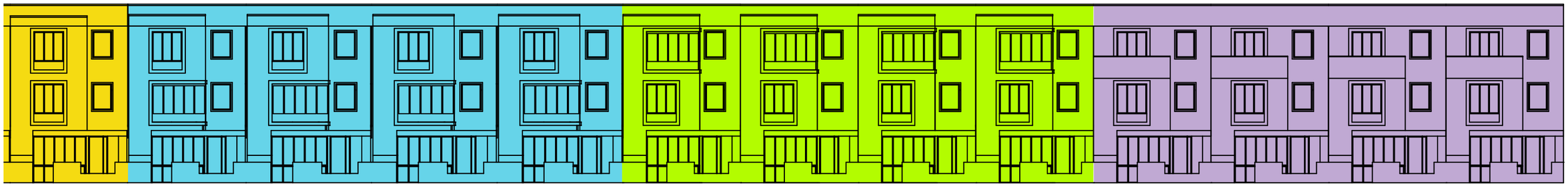


Fig 16.2.25 ***Elevation Typology 01***



TYPE 02

Fig 16.2.26 *Elevation Typology 02*

TYPE 03

Fig 16.2.27 *Elevation Typology 03*

TYPE 04

Fig 16.2.28 *Elevation Typology 04*

TYPE 05

Fig 16.2.29 *Elevation Typology 05*

The rear of the houses
The facade composition of the rear of the houses is simpler and deals with practical elements such as rainwater goods, garden walls. Bringing rainwater to the back of the house also allows for collection for garden irrigation.

Window proportions and reveals are generous- but simply detailed. The metalwork is warmly toned to match the windows onto the street, so that whilst the overall composition is simple, the space between the houses still has a sense of quality.

A defined party wall detail between the houses runs from the garden walls between the ground floor 'extensions'- also continuing at the top of the house before reaching the parapet facing the street. Clear division of roofs allows for each householder to maintain their property- and preempts the possibility of residents extending their properties.

The living room extensions to the rear have green roofs, helping to attenuate rainwater and encourage biodiversity.

Fig 16.2.30 ***Rear view***

Fig 16.2.31 ***Rear elevation to townhouse private garden***

Fig 16.2.32 ***Rear elevation to grden wall***

The tenement blocks
The tenement blocks are deployed as the 'vista buildings' suggested by the code. They are formed of two stacked pairs of three-bedroom maisonettes.

The ground floor maisonettes have their own back garden- whilst the two upper duplex apartments have a balcony that overlooks the street and takes advantage of the vista that the building faces.

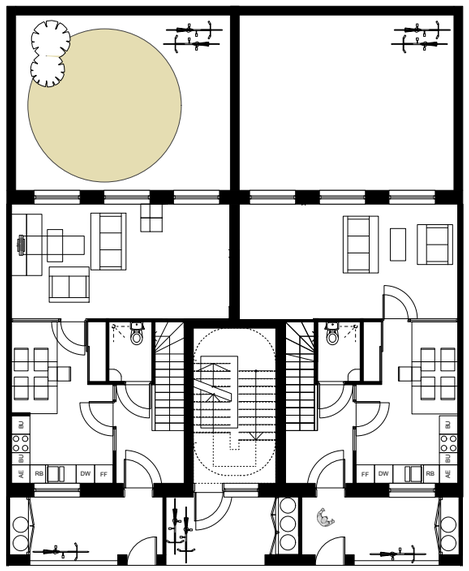
The two upper duplexes share the same front door, which is expressed as a grander door in the elevation between the two front doors to the maisonettes. Porthole windows to bathrooms and the shared stairwell soften the composition.
The triple arrangement of the entrance doors and porthole windows was partly inspired by facade arrangement of Santa Maria del Fiore (the Duomo) in Florence.

THE DUOMO
FLORENCE

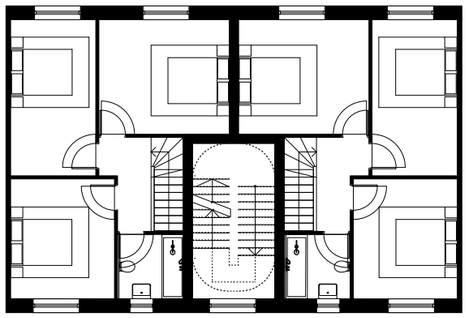
Fig 16.2.33 ***Street view***

Fig 16.2.34 ***Tenement block - street elevation***

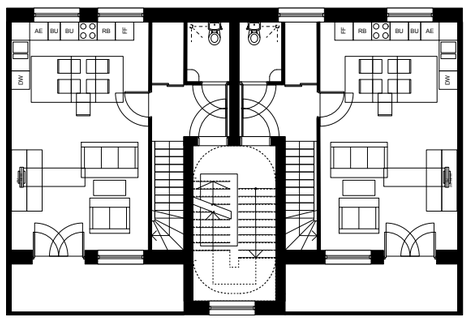
Fig 16.2.35 ***Proposed tenement block plans***



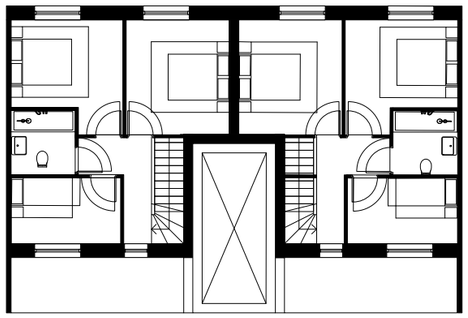
Ground floor



First floor



Second floor



Third floor


MAE

16.3
MAE TEST AREA

Mae Proposal
Mae has been invited by Masterplan Architect HTA to test Subplot 16b of the masterplan.

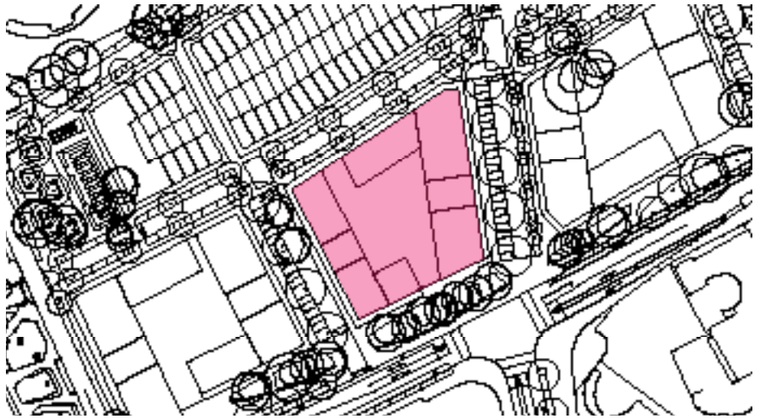
The test site is within the area identified as the Park Edge in the Design Code and includes a Special Tower which forms half of the Wells Way *'Gateway'* (See Chapter 10.0).

In their proposal, Mae has stayed close to the parameters and guidance set out by the Masterplan Parameters and the Design Code.

The proposal comprises 96 flats and 41 maisonettes.

They have used maisonette / special tower building types.

Fig 16.3.1 ***The Test Area - subplot 16b***



Test the site 16b of the Aylesbury Outline

Block typology A-02.

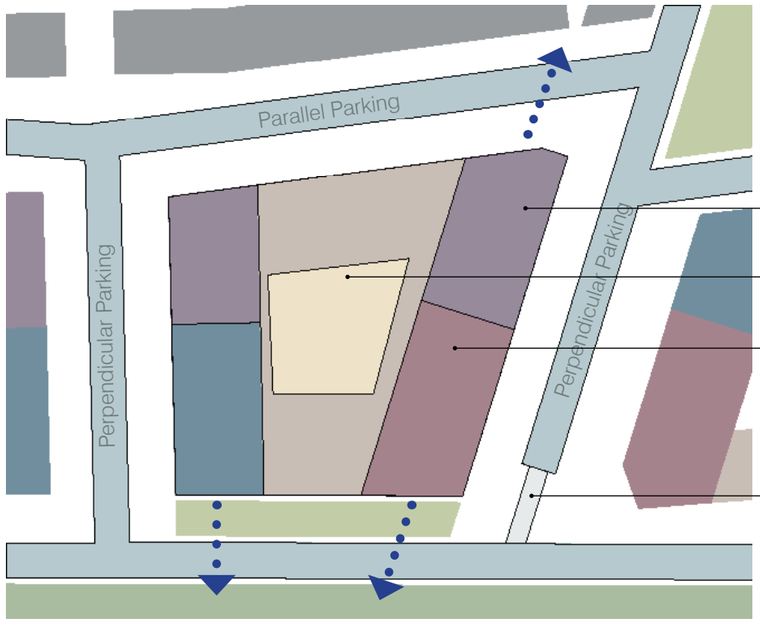
High density with a Special Tower.

Programme of Units

96 flats

41 maisonettes

Fig 16.3.2 ***The parameters***



All parking solutions accepted.

Block must descend in height northwards.

Stepped profile required on all sides of the block.

'Gateway Building' - key terminus of street, corner of green space.

Minimum 20m distance between facing façades.

'Special Tower' building - small floorplate required, must have flat roof.

Minimum of two breaks in the block, must be on different sides. One must be next to tower.

No vehicular access

Towers should have shoulder treatment.

Optimise views to park and city.

Flats and maisonettes only.

Key

- 3-4 storeys
- 4-6 storeys
- 4-8 storeys
- 7-9 storeys
- 10-15 storeys
- Minimum courtyard
- Burgess Park
- Proposed green spaces
- Road
- Pedestrian/Cycle route only

Facing Facades (Fig 16.3.5)
The Design Code stipulates that facing facades must be at least 20m apart. This has led to the development of a fatter double-loaded block and a sister thinner block which is twisted to measure these distances.

There is an instance whereby there is a slight overlap with the masionettes to the north, however, these are not directly opposite facades.

Stepped Profile (Fig 16.3.6)
The massing, whilst following he Design Code limits on storey heights, also follows the urban rule of stepping profiles along the blocks. Alongside this the massing manages to descend in height towards the northern side of the block to address the smaller scale street to the north.

Fig 16.3.3 ***Parameter Heights***

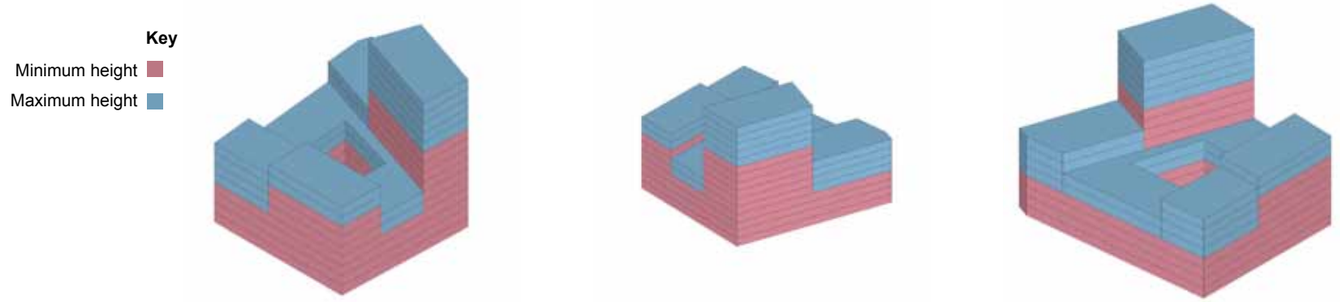


Fig 16.3.4 ***Proposed Building Heights***

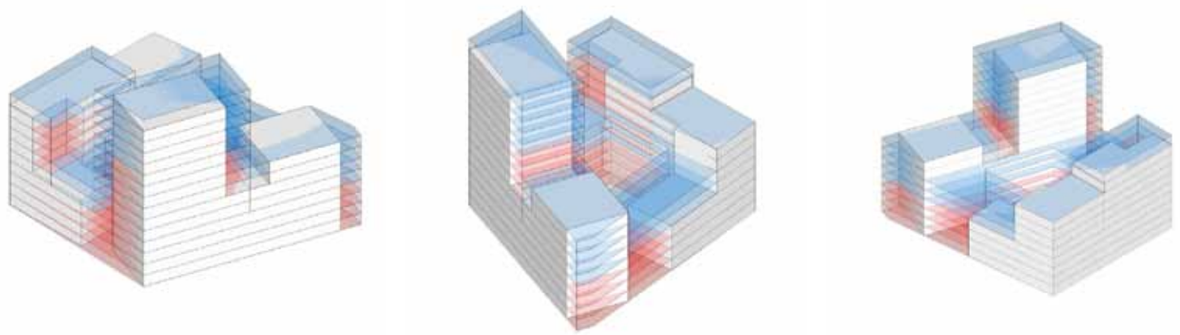


Fig 16.3.5 ***Facade diagrams***

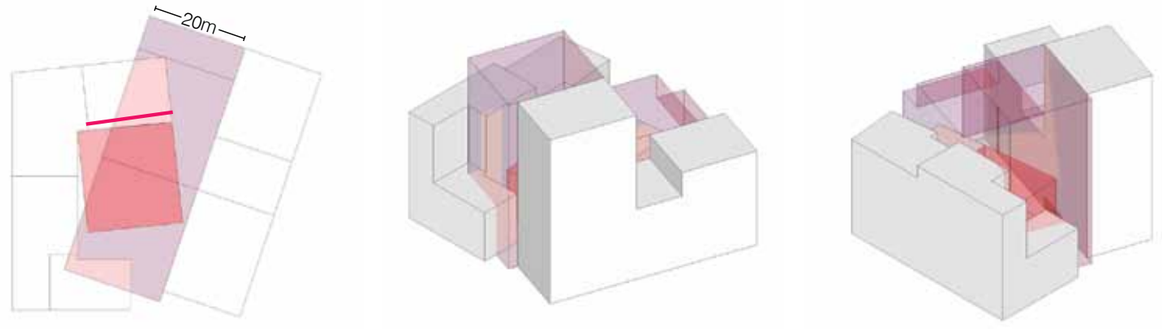
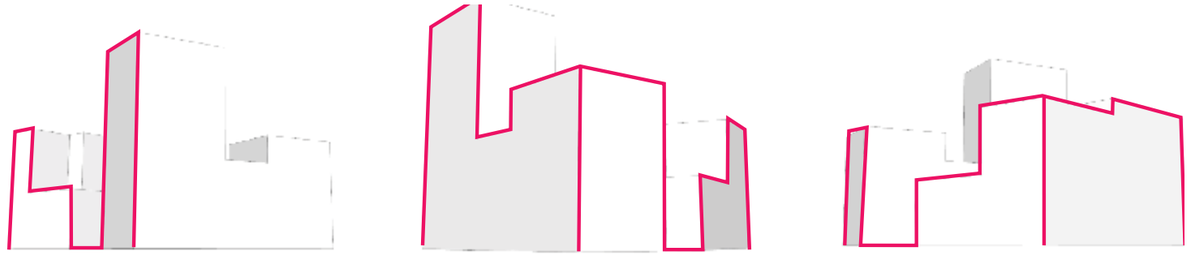


Fig 16.3.6 ***Stepped Profile diagram***



Breaks in the Block (Fig 16.3.7)
The block has two breaks in the massing one of which is adjacent to the tower, following the rules of the Design Code.

The breaks have been arranged to maximise daylighting into the internal courtyard, and have helped set up the necessary distances between blocks. Following the rule that breaks must be between 10-15m the massing had to become tighter in places.

Further Considerations (Fig 16.3.8)

A: An internal private amenity courtyard with maximum daylighting

B: Maximising veiws to both the park and the city to the north

C: Expressing the verticality of the tower by employing a small floorplate

Fig 16.3.7 ***Block Breaks diagram***

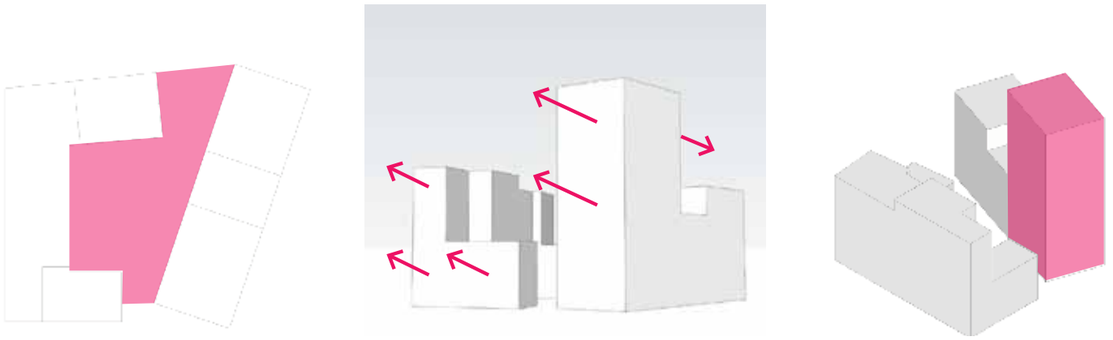


Fig 16.3.8 ***Considerations diagram***

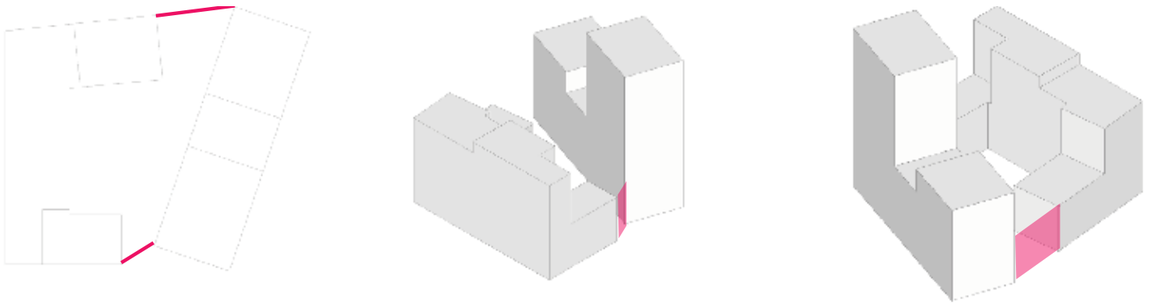


Fig 16.3.9 ***Tenure Massing 1***

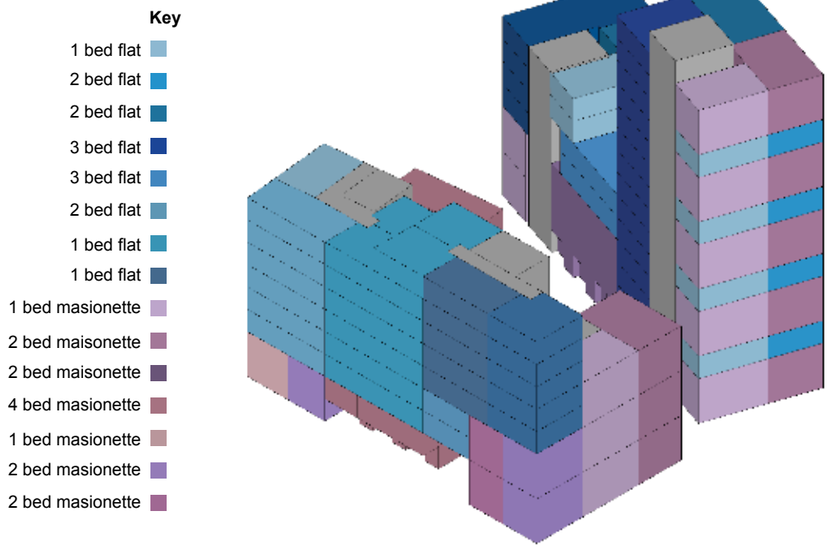


Fig 16.3.10 ***Tenure massing 2***

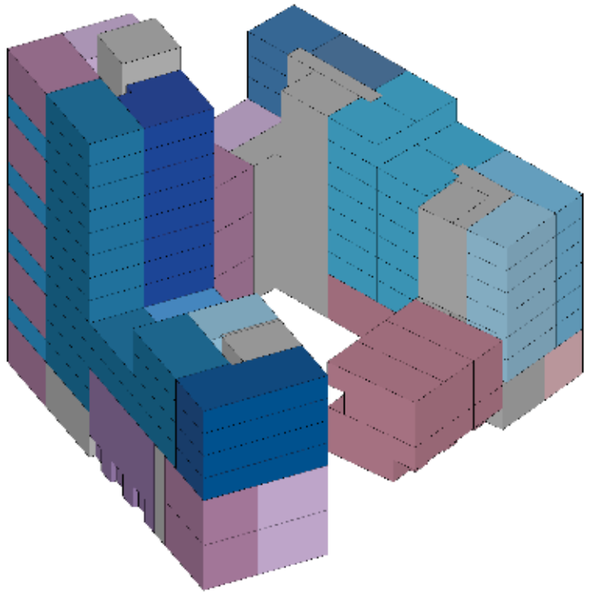


Fig 16.3.12 ***Proposed floorplans***

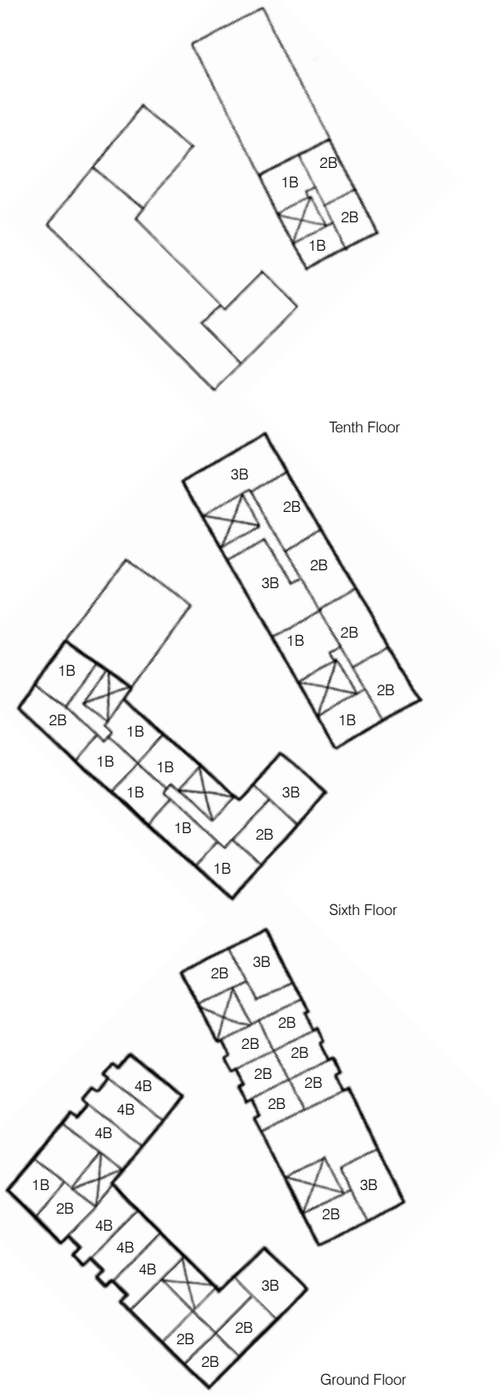


Fig 16.3.13 ***View from Gaitskell Park***

Fig 16.3.14 ***View from Burgess Park***

17.00
GLOSSARY

AAP

This is an acronym of **Aylesbury Area Action Plan**. It was the initial urban design concept approved by Southwark Council that all subsequent design has been based upon. Any deviations from the original AAAP have had to have been justified and thoroughly explained.

ALBANY ROAD

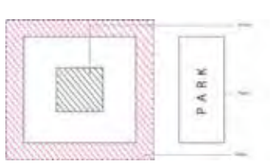
Albany Road is a primary road and transport corridor that borders the Aylesbury Estate to the South separating the development from Burgess Park. It runs east-west and connects Walworth road with Old Kent Road.

ALSACE PARK

This is a small area of publicly accessible open space that sits within the Surrey Square character area. It is situated to the south of Development Parcel 7 and is bordered by the street that connects Surrey Square with Aylesbury square.

ALVEY PARK

This is a small area of publicly accessible open space that sits within the Surrey Square character area. It is situated to the north of Development Parcel 5 and is borderes Kinglake Street.



AMENITY SPACE

This refers to outdoor space that is not publicly accessible and is associated with specific residential properties. It can include private rear gardens, rooftop terraces and shared communal spaces such as courtyards or roof gardens.

AOD

This is an acronym of **Above Ordanance Datum**. It applies to heights and levels (whether site or built elements) and is measured from sea level (0). It is used to create a universal base of measuring height with accuracy.

AYLESBURY ESTATE

This refers to the entire site (everything included within the red line boundary). It can be used to describe the existing estate or the future development of the site. It covers an area of 22.1ha..

AYLESBURY SQUARE

1. This refers to a large area of publicly accessible open space within the centre of the masterplan within plot 18.

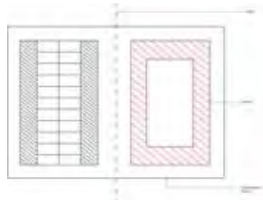
2. It can also refer to a particular character area of the masterplan that surrounds the Aylesbury Square in Development Parcel 18a and 18b.

BACK-TO-BACK

This refers to the arrangement of residential units where one section of housing faces an opposite direction to another section of housing and the houses overlook each other to the rear. Typically they are separated by amenity space and minimum distances apply.

BAFO

This is an acronym for **Best And Final Offer** and refers to the masterplan design submitted at the bid stage of the process, after the AAP but before the detailed masterplan design had been completed.



BAGSHOT PARK

This is a small area of publicly accessible open space that sits within the Community Spine character area. It is situated to the east of Development Parcel 5 adajacent to Bagshot Street.

BREAK

A ‘Break’ is an external gap in between building volumes. No internal accommodation exists within a Break however the opening can have a roof. The use of Breaks reduces the building volume, allows light into courtyards and enables views

BLOCK

This refers to any built development which forms a perimeter block (where all four sides are built upon and addressed) within a Development Parcel. There can be either one or several blocks within one Development Parcel.

BRE

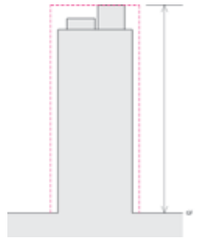
This is an acronym for **Building Research Establisment** and refers to the source of the guidance used to calculate the sunlight / daylight in the assessment.

BREEAM

This is an acronym for the **Building Research Establishment Environmental Assessment Method** for buildings and large scale developments. It sets the standard for best practice in sustainable design performance of buildings and communities.

BUILDING LINE

This refers to the primary built façade of a building within a block or Development Parcel. It is the first built element of significance after privacy strips have been designed. Within some character areas the building line is determined and fixed whereas in others it is more notional.



BUILDING HEIGHT

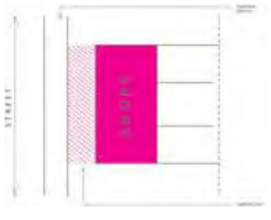
This Design Code provides meaningful and useful design guidance and a robust and lasting three-dimensional framework to allow the delivery of the Aylesbury Estate masterplan over the next 20 years.

CHARACTER AREA

This refers to the 6 distinct areas of the masterplan which have been coded indepently for within the Design Code. Each character area has its own traits, draws, typologies and spaces around which they are formed. Some character areas may overlap others.

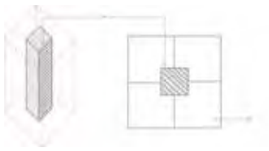
CIVIC SPACE

This refers to areas of publicly accessible open space that perform a function beyond play and recreation within the masterplan. They are typically places for meeting, gathering, traversing or resting and the majority will be hard-landscaped.



COMMERCIAL SPILL OUT

This refers to an area directly outside the frontage of a commercial unit where activities associated with the business can occur. Typically this occupies the space where a privacy strip would have been installed if the unit had been residiential.



COMMUNITY GARDEN

This refers to land that has been reserved for local residents to grow plants, fruit and vegetables. Techncially is not designated as publicly accessible open space as limitations on who can access the facilties may be enforced.

COMMUNITY SPINE

1. This refers to a particular concept of arranging and interweaving both community facilties and open spaces along a key route as identified within the AAP.

2.It can also refer to a particular character area of the masterplan that runs east-west north of the Park Edge.

CONSISTENCY OF SHOULDER HEIGHT

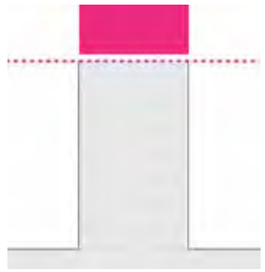
This is a coded rule whereby a minimum height is applied to building frontages along a certain street / particular area and must relate to other blocks that are included within the designated area. Any development above this shoulder height must be setback from the frontage line.

CORE

This refers to the access and circulation hub within a particular building of shared occupancy. It includes lifts, stairs and landings. Cores can be expressed externally or be embedded within the centre of floorplans. They must connect to street level at the ground floor.

COURTYARD

This refers to the amenity space formed between buildings arranged within a perimeter block that is not designated as private rear gardens. It can be at ground or first floor level (if podium parking is incorporated) and is intended to be used as a shared amenity space for all residents within the block.



CONSERVATION AREA

This refers to the Liverpool Grove Conservation Area (sometimes referred to as the Walworth Conservation Area) to the northeast of the site that is architecturally protected under national and local law. It directly meets the site at Aylesbury Square.

CRITICAL DIMENSIONS

These are numerical or proportional dimensions that are essential to achieveing their relevant aim and must be adhered to. They are not maximum or minimum dimensions but are very important and fundamental to certain situations.

CROWN

This refers to the top of a tall building (the highest section of the tripartite approach) which is especially ornamental or decorative. It has positive effects on the tall building being used for wayfinding and orientation.

CYCLE ROUTE

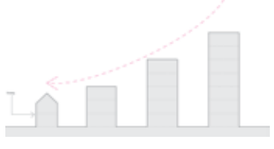
This refers to particular movement corridors through the site that are reserved for the use of cycles and cy-clcists. They can be either segregated or integrated into other transport and movement corridors.

DAS

This is an acronym of Design and Access Statement and refers to the document that was compiled and submitted as part of the Planning Application.

DAWES STREET PARK

This park, along with East Street park, form the key open spaces within the northern portion of the masterplan area. The park will consist of a combination of soft and hard landscaping to enable passive recreation and small neighbourhood gatherings.



DESCENSION HEIGHT

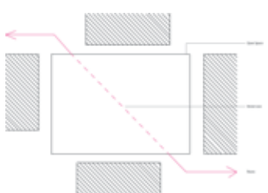
This refers to the general stepping down of height along a series of adjacent buildings along a wider streetscape. It can refer to a series of tall buildings, that may be in separate street blocks but located within visual proximity to one another.

DESIGN CODE

This Design Code provides meaningful and useful design guidance and a robust and lasting three-dimensional framework to allow the delivery of the Aylesbury Estate masterplan over the next 20 years.

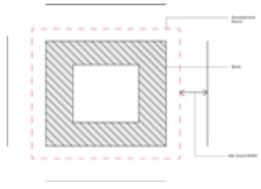
DESIGN PRINCIPLES

These define and communicate key ideas and ways to achieve the aspirations of the masterplan. Principles will range from flexible to fixed: they can be realised in spirit, through a range of options or suitable dimensions, or through fixed solutions.



DESIRE LINES

These refer to direct, logical and easily navigable routes between an origin and desired destination for pedestrians and cyclists. The layout of streets and blocks in the masterplan will facilitate desire lines between and amongst uses, spaces and destinations.



DEVELOPMENT PARCEL

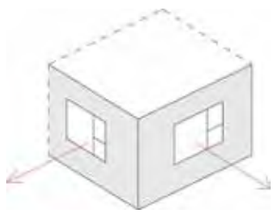
This refers to an area of developable land within the masterplan, which forms part of the larger street block (or it may be the entire block itself). It must be of sufficient size to be able to be developed within the established design principles.

DS

This refers to Development Specification, which is a design, performance or test requirement for a street, space, block, building or sub-component to meet or surpass set standards. DS examples include the Building Code or Code for Sustainable Homes.

DSO

This is an abbreviation for Daylight, Sunlight and Overshadowing, which refers to the amount of ambient light, direct sunlight and amount of shading in public or private spaces and inside buildings. The amount changes during the day and seasons, and affects the overall quality of space.



DUAL ASPECT

This refers to a room or dwelling that has windows on two or more facades or sides. They may be on adjacent facades or sides (such as a corner room or flat) or they may be on opposite facades or sides (such as a mid-block flat with windows on the ‘front’ and ‘back’ sides).

EAST STREET PARK

This park, along with Dawes Street park, form the key open spaces within the northern portion of the masterplan area. The park will consist of a combination of soft and hard landscaping to enable passive recreation and small neighbourhood gatherings.

FLEXIBLE DESIGN

This refers to the considered design of a dwelling or unit that can be easily adapted, based on likely or possible future needs. This could include providing a taller-than-required floor-to-ceiling height for a ground floor flat so that it can be converted into a commercial unit in the future.

FRONTAGE (ACTIVE)

This refers to ground floor street frontages that provide active visual engagement between people in the street and those in the ground floors of buildings. Active frontages are where front doors are located (usually set within articulated facades) that open onto the street.

FRONTAGE (INACTIVE)

This refers to ground floor street frontages that do not provide opportunities to engage people in the street with activity within ground floors. This includes blank walls, shuttered shopfronts and garage/service doors that take away and deaden the vitality of the streetscape.

FUTURE FELXIBLE ZONES

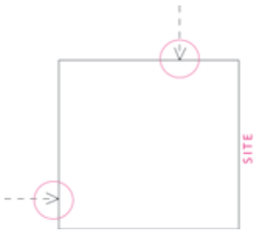
These are areas identified for possible or likely future changes in use. These zones highlight aspects of buidlings along a street or block that can benefit from flexible design to facilitate future change. For example a residential street along a primary street may be designed to allow future non-residential uses.

FUTURE PROOFING

This refers to design that enables likely and desired changes to buildings and spaces in the future. Buildings and spaces that cannot accommodate changing conditions can become obsolete and lead to disinvestment, degragation and eventual abandonment.

GAITSKELL PARK

This small open space is the largest park within the masterplan area. It will be a predominately soft and green space, providing seating and play facilities, situated in a central portion of the Community Spine character area.



GATEWAY

This refers to a threshold that creates a welcoming space linking to a key route, destination or open space. A gateway is often defined by the considered design of fronting buildings or facades that are distinguished by more elaborate design, for example through special massing, height, or facade articulation.

GATEWAY TOWER

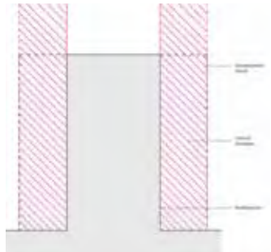
This refers to a building of relatively significant height that identifies the location of a gateway space from places further away, such as across a large park. A Gateway Tower is often associated with an adjacent Gateway Tower of similar height, massing or design to define the inbetween gateway space or corridor.

GREEN FINGER

This refers to a linear open space with a significant amount of vegetation, including grassed areas, landscaping and trees. Green fingers provide a visual and physical link to an adjacent and larger open space or park.

GREEN LINK

This refers to a path, route or street that connects two or more open spaces or parks. The actual route generally gives priority to pedestrians and cyclists, as opposed to vehicles, and has green elements, such as trees or landscaping, to provide visual connections to the adjacent open spaces.



GREEN VIEW

This refers to an outlook from a window, balcony or other amenity space that has direct or indirect views to an adjacent green open space. Green views can also refer to a street or route with a view that terminates in an open space, often with sizable trees that are visable at distance.

HORIZONTAL DEVIATION

This refers to the setback of a building facade to provide a privacy strip along a streetscape. The set back is either set at a specific dimension, or may be flexible within a range of minimum to maximum dimensions, depending on the location of the building.

HORIZONTAL ARTICULATION

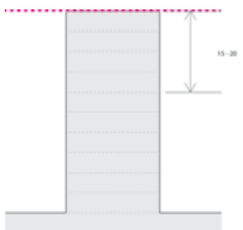
This refers to promoting a strong horizontal emphasis as part of the overall facade design. This includes accentuating the horizontal axis from detailed elements to the overall composition of individual parts (such as window openings, balconies and roofs).

ILLUSTRATIVE

This refers to pictorial examples throughout the masterplan that demonstrate key priniciples or ideas. These illustrations clarify written aspirations or concepts, and give an example of how these ideas could be realised.

IMP

This is an abbreviation for Illustrating Masterplan, and represents how the masterplan could be developed following the design principles and parameter plans.



INVILLE PARK

Located in the School Neighbourhood, this local park will provide a strong sense of community ownership and use, and provide links to adjacent community gardens.

KEY LINK

This refers to an important (and often direct) path, route or street that connects to a special use, open space or destination. A key link facilitates convenient access to desired locations, and is often well-used and busier than adjacent routes, which may provide more local connections.

KEY SPACE

This refers to an importantly located open space. Key spaces often fulfill a range of roles and uses due to their convenient location and accessibility. Key spaces often provide several key links to adjacent places.

LANDMARK TOWER

This refers to a building of relatively significant height (16 - 20 storeys). Landmark Towers identify an adjacent key space or location from places further away. The Landmark Tower, due to its visual prominence, will serve an important role in wayfinding.

LAND USE

This refers to designated uses for particular sites, based on a standard approach to classification within the planning system. Uses are assigned a letter and number. For example Shops fall under category A1, while Businesses under B1. Changes in land use may require planning permission.

LEGIBLE ADDRESS

This refers to a front entrance that is associated to one or more units (such as a terraced house front door or an entrnace to a mansion block) that is clearly distinguishable through design from other nearby entrances, and forms part of a logical street name/numbering system. It is easily indentifiable and clearly related to an address or property

LOCAL PLAYABLE SPACE

This refers to a larger space which can be reached safely by children beginning to travel independently and with friends, without accompanying adults and for adults with young children to walk to with ease.

LOGICAL DEVIATION

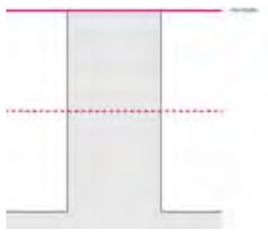
This Design Code provides meaningful and useful design guidance and a robust and lasting three-dimensional framework to allow the delivery of the Aylesbury Estate masterplan over the next 20 years.

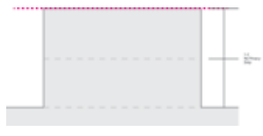
LPA

This is an abbreviation for Local Planning Authority. The masterplan sits within the Southwark Council LPA.

MANDATORY

This refers to something that is set within the design and must be fulfilled. Some design principles have solutions that are fixed and not flexible, which may be a limited range of options or a single fixed solution. Such solutions must not deviate from the stated design solution.





MANDATORY STREET

This refers to a street that is fixed in its location, as it fulfils a key role in providing local or wider connections. It may also be fixed to join other existing streets, or by its role in defining specific development blocks.

MANSION BLOCK

This refers to a block of flats fronting onto a street. It is defined by a core that creates the vertical circulation, which links to a series of front doors that lead to individual flats or apartments above ground level. A series of mansion blocks when arranged around a central, communal courtyard space creates a perimetre block.

MAXIMUM DIMENSION

This refers to the absolute maximum dimension in a stated axis, which cannot be exceeded.

MAXIMUM HEIGHT

This refers to the absolute maximum height that cannot be exceeded. The dimension may be in meters or refer to other common dimensions such as storey heights. Maximum heights are established so that buildings do not dominate streetscapes.

MEWS

This refers to the design of a small scale, local street. It is based on the traditional small alley that was lined with horse stables that have been converted to primarily residential uses. Often Mews streets are shared surfaces without dilineated pedestrian or cycle spaces.

MICHAEL FARADAY SQUARE

This square is adjacent to the Michael Faraday Primary School, and will be designed to act as a meeting place and drop off area for parents and pupils of the school. It is located in the Community Spine neighbourhood and provides a welcoming space fronting the school.

MINIMUM DIMENSIONS

This refers to the absolute minimum dimension in a stated axis, which must be met or exceeded.

MINIMUM HEIGHT

This refers to the absolute minimum height that must be met or exceeded. The dimension may be in meters or refer to other common dimensions such as storey heights. Minimum heights are established to ensure the street frontage creates a sense of enclosure along the streetscape.

MISSENDEN PARK

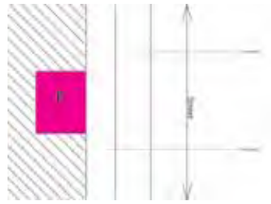
This park forms part of the green link for pedestrians and cyclists traveling between Aylesbury Square and Burgess Park. It is defined by shared space treatments and has a scale and layout that is reminiscent of traditional London squares.

NEIGHBOURHOOD PLAYABLE SPACE

This refers to a larger informal recreation space for children and young people who are used to travelling longer, safe distances independently. They a wider range of play experiences where children can spend time in play and informal recreation with their peers.

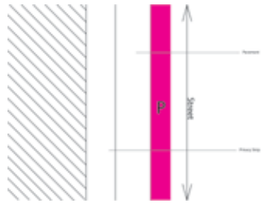
NO BUILD ZONE

This refers to an area of a development parcel where development is specifically not allowed as identified as the perimetre plan. This may be clearly defined space such as a uniform privacy strip, or it may be a flexibly-defined area, such as a gap along one edge of a street, which can occur anywhere along



OFF-STREET PARKING

This refers to designated parking areas that are located within the development parcel. Such spaces are likely to be located in basement cars parks or within a ground level podium.



ON-STREET PARKING

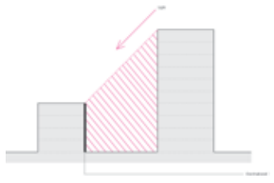
This refers to designated parking spaces provided along a street. Such spaces are often designated for area residents, visitors or users with specific accessibilty needs (ie blue badge holders).

OPEN SPACE

Open space refers to space that is not accupied by buildings, that is accessible to the public. Often open space refers to public squares, parks, play spaces and other people-friendly spaces used for outdoor leisure and recreation.

ORIENTATION

This refers to the relative position or direction of a street, space, building or block. It is often relative to the points of a compass to ensure sufficient daylighting and sunlighting, or to limit overshadowing of streets and spaces.



ORNAMENTATION

This refers to a series of elements added to the facade of a building, which aim to combine to create a unified and pleasing design from the detail and human scales to the larger building and streetscape scales.

OVERLOOKING

This refers to the users of a particular room, balcony or terrace to conveniently and easily look out over a street or space. This provides informal surveillence and helps to make public spaces feel welcoming and safe. Generally, overlooking is most effective up to about 6 storeys.

OVERSHADOWING

This refers to the amount of shading created from a building onto neighbourhood properties, amenities or open spaces. Overshadowing changes during the day and seasons. A coordinated approach to height and massing and location of open spaces limits impacts of overshadowing.

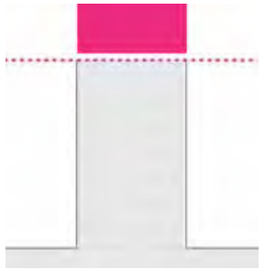
PARAMETER PLAN

This refers to a series of plans that set out a range of fixed and flexible design constraints to create a robust and coordinated approach to balance the desire to fix certain outcomes with providing variation within the overall design of larger masterplan areas.

PARK EDGE

1. This refers to a key concept in the masterplan to create a strong urban edge to the area's key open space: Burgess Park.

2.It can also refer to a particular character area of the masterplan that runs generally east-west along the southern edge of the masterplan.



PARK EDGE TOWER

This refers to a tall building (10 - 15 storeys) that fronts onto Burgess Park. Location and height of Park Edge Towers contribute to adjacent gateways. A considered and contextual design of each tower will signify its role in defining a key edge to the park.

PHASE

This refers to distinct stages in the overall development and delivery of the masterplan. Each phase delivers a range of buildings and spaces within a defined area.

PLANES PARK

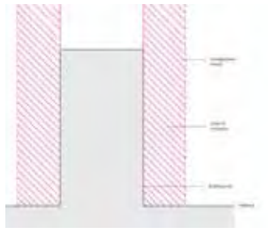
This park is a linear green space that will have a small-scale garden character to enable it to provide a strong sense of community and engagement in this space. Existing trees will give a rooted feel to the space, while shared surfaces will give priority to pedestrians and cyclists.

POCKET PARK

This refers to a small park that is accessible to the public. They are often located on small or irregular pieces of land, and provide local green spaces along a streetscape.

PODIUM PARKING

This refers to parking located on the ground floor in an enclosed space, generally within the middle of the block. Amenity space is provided above this podium level to ensure usable, communal courtyard space is available to fronting residences.



PRINCIPAL FRONTAGE

This refers to the most important facade of a building, which includes the location of its main entrance. Whilst most buildings have a single, principal frontage while others, such as corner buildings, have two or more. The principal facade ought to be located along the key street or fronting onto the key space.

PRIVACY STRIP

This refers to a no build zone between the back of pavement and the building facade. It is located fronting the public street corridor, and acts as a boundary to mediate between public and private spaces. Privacy strips are often planted with hedges or defined by railings and can provide space for refuse, storage and cycles.

PRIVATE OWNERSHIP

This refers to a parcel of land or a portion of the parcel (including a central courtyard space or an individual flat) that is owned by an individual or entity that is not public. Private ownership limits access and use of the land, and associated development.

PUBLIC REALM

This refers to publicly-owned or publicly-accessible streets, pathways, right of ways, parks, open spaces and land, as well as communal spaces in civic buildings and facilities.

RAISED TABLES

These refer to raised areas along a carriageway that are designed as elevated planes to give priority to pedestrians crossing the street. Raised tables generaly create flush paths between pavements across a street, which require vehicles to slow down as they travel through a junction.

RETAIL

This refers to the land use A1 Shops classification, which includes shops, hairdressers, post offices, sandwich bars and dry cleaners. It often also refers to A3 uses, which are restaurant and cafe uses.

RM

This refers to Reserved Matters, or those conditions that will be decided at the detailed planning stage. These conditions can include some or all of the following: appearance, means of access, landscaping, layout and scale.

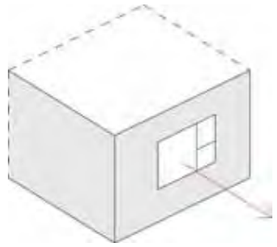
SCHOOL NEIGHBOURHOOD

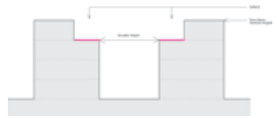
SETBACK

This refers to a requirement to offset a line or plane of a building. It generally refers to an offset in the vertical facade, where upper storeys above a certain height are required to ‘set back’ a few metres to reduce the impact of massing along a street or open space.

SIGHT LINES

This refers to the uninterrupted views from a point or area within the masterplan. Sight lines can be considered as long views down a corridor of the street without terminating, or they can refer to views that focus on a building or trees in a space.





SINGLE ASPECT

This refers to a room or dwelling that has windows only on one facade or side. It is important to consider orientation with single aspect units to ensure sufficient daylight, sunlight and ventilation. Single aspect flats that are north facing are not permitted.

SHARED SURFACE

This refers to public streets where demarcations between pedestrians, cyclists and vehicles are reduced or removed, such as kerbs and pavements. Shared surfaces give priority to pedestrians, and naturally slow vehicle speeds along local routes.

SHOULDER HEIGHT

This refers to the general cornice height of a building or along a street. Heights are often taller, but are ‘set back’ from the shoulder height to reduce visual dominance and impacts of massing and height along a streetscape and fronting open spaces.

SPECIAL TOWER

This refers to tower to be located fronting Aylesbury Square, which can range from 10 to 15 storeys. As a unique and prominent location, it will be designed with a distinctive design to celebrate its location in the heart of the community.

SSDM

This is an abbreviation of Southwark Street Design Manual, which aims to raise the quality and consistency of the design of streets and spaces in Southwark. The manual has been used to develop the masterplan streets and spaces.

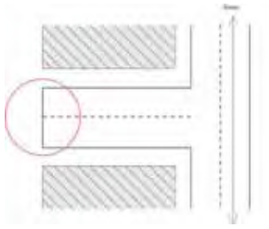
STREET

This refers to a public throughfare that is typcially fronted with houses and buildings on one or both sides, and their associated front doors. Streets generally enable mixed modes of movement, including pedestrian, cycle and vehicular, which may range from traffic to just local servicing.

STREETSCAPE

This refers to the visual elements that compose a street, including the road, adjoining buidlings, street furniture, trees and open spaces. These elements combine to create the street's character, which may be more uniform or provide great variation.

STREET TERMINATION



This refers to a street that only has a single connection to the wider street network, where vehicles are required to turn around or reverse to reach other destinations. Often, there is a second pedestrian or cycle link into the wider network of streets and spaces.

STREET WIDTH

This refers to a uniform width of the carriageway, including pavements, up to the building line. It may also include the depth of the fronting privacy strips (if present) so that the street width is the distance between building facades.

SUDS

This is an acronym for Sustainable Urban Drainage System, and refers to an approach to reduce the impacts of flash flooding and to create a greener infrastructure to encourage water to filter back into the ground or evaporate, rather than enter the sewer network.

SURREY SQUARE

1. An existing green square adajcent to the masterplan area, or the name of the street located along the northern edge of the square.

2.It also refers to a particular character area of the masterplan that is located between the square and Thurlow Street.

TARGET RENT

This refers to the formula that is used to calculate the rent for social and affordable housing, which is calculated annually. This rent considers area property values and average earnings to determine a fair and equitable rent, which is calculated annually.

TRANSITION HEIGHT

This refers to a stepping up or stepping down of massing and height. This enables a gradual and visually pleasing transition from an area of taller buildings to an area of lower rise buildings.

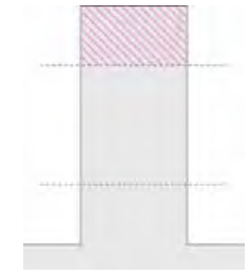
THURLOW PARK

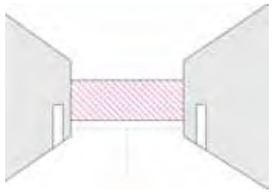
This refers to a new open space located along the Thurlow Street transport corridor. It is designed to break up the main street and provide recreation facilities. It is the only new open space within the Thurlow Street character area.

THURLOW STREET

1. An existing primary street within the masterplan area that acts as a key transportation route within the area.

2.It also refers to the character area that lines either side of the street, and promotes the long term creation of a central high street.





TRIPARTITE

This refers to the design of building facades to express the building's base, its middle and the top. Founded in Classical principles, varying styles and proportions have been promoted, however its focus aims to create a balanced, proportional and pleasing facade.

VERTICAL ARTICULATION

This refers to promoting a strong vetical emphasis as part of the overall facade design. This includes accentuating the vertical axis from detailed elements to the overall composition of individual parts (such as window openings, doors and material banding).

VERTICAL SKY COMPONENT

This is a measure of the amount of skylight that reaches a vertical plane. As a rule of thumb, a simple 'angle test' can assess if a building might receive adequate daylight. At the lowest level window, opposite and parallel development should not breach an extended 25 degree line.

VISTA ARCHITECTURE

This refers a to building that terminates a view. This commonly occurs when a building is located at the end of a street, in the central position along a 'T' junction. These sites provide prominent locations for special massing and facade design to celebrate these focal points to aid in wayfinding.

WAYFINDING

This refers to how easy it is to navigate and find your way around a place. Successful places enable visitors to use spaces, squares, landmarks and elements of building design (such as corner features) to find desired locations.