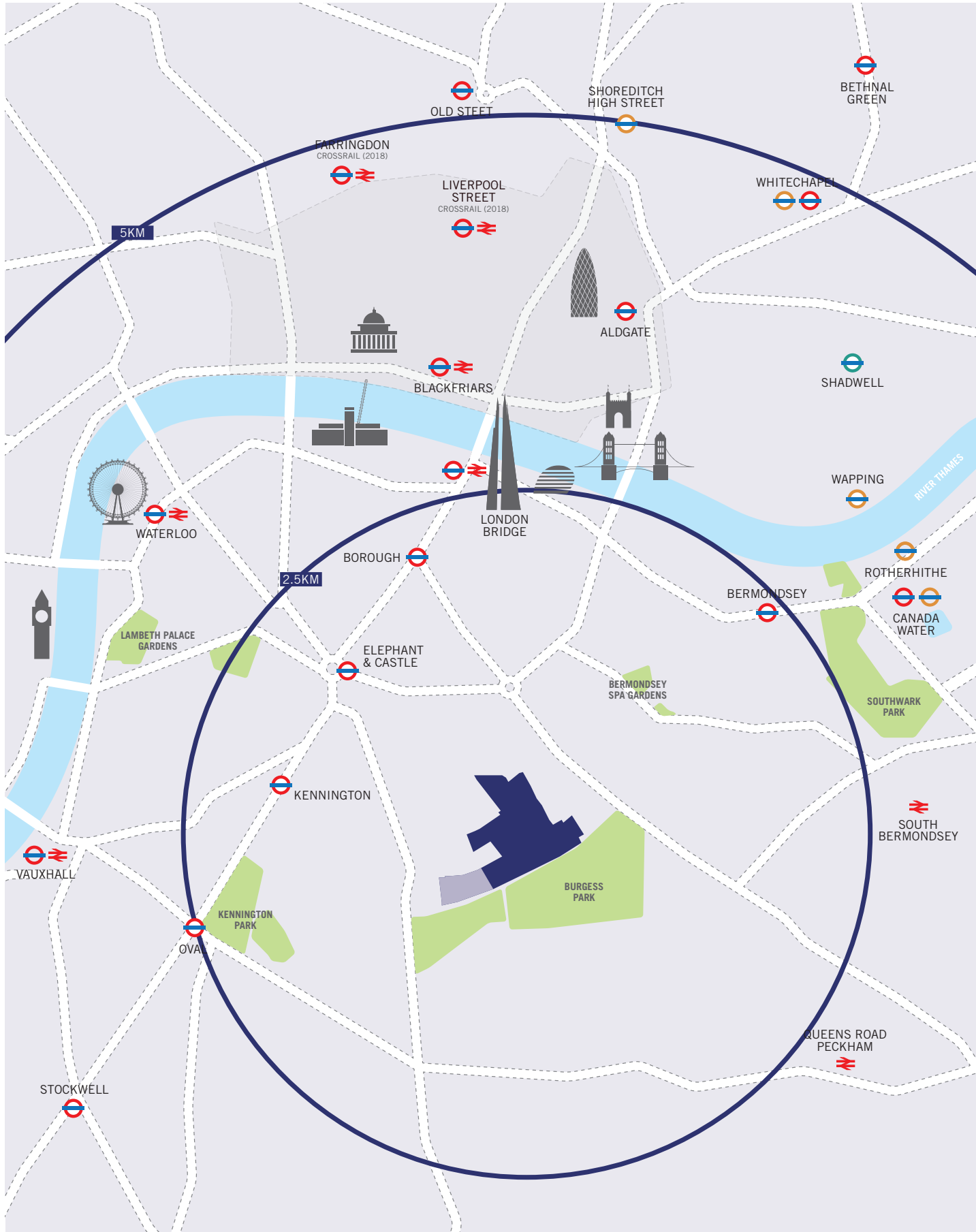


Masterplan Application

Landscape Strategy Addendum

HTA Design LLP

v1



CONTENTS

- 1.0 INTRODUCTION
- 2.0 SCHEME ENHANCEMENTS
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Artist impression of the Aylesbury Masterplan



1.0 INTRODUCTION

This document is an addendum to the Landscape Statement submitted to Southwark Council as part of the outline planning application for the Masterplan of the Aylesbury Estate Regeneration (14/AP/3844).

The purpose of this Addendum Report is to describe a number of scheme enhancements that have been implemented following post-submission engagement with key project stakeholders including Officers at Southwark Council, the Greater London Authority and Transport for London.

This report is to be read in conjunction with the previously submitted Landscape Statement and accompanying application documents.

Aylesbury Illustrative Masterplan



Key

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

2.0
SCHEME ENHANCEMENTS

The following enhancements have been made to the masterplan:

- The pedestrian route between subplots 17a and 17b has been removed and the plots have been merged.
- Plot 17a/b has moved north slightly due to the street widths north and south of the plot having been adjusted to improve the east-west community spine connection.
- Subplots 5b and 5c have moved north slightly due to an increase in the street width to the south.
- Subplots 15a and 15b have moved position slightly due to the street widths around Gaitskell Park changing.
- Increased flexibility has been incorporated into the Community Spine to allow for small shops or community uses to be incorporated along this route.
- The minimum amount of public open space has decreased to ensure sufficient access is provided around the perimeter of the proposed open spaces to adjacent buildings.
- The design of Gaitskell Park and Michael Faraday Square have been revised.
- The design of the existing roads of Albany Road and Thurlow Street have been updated to reflect Southwark’s Cycling Strategy. Further design will be undertaken on these roads in collaboration with Southwark’s Highway Department, Transport for London and Sustrans to ensure that both LBS’ and TfL’s Cycling Strategies are incorporated without any reduction to bus journey times.
- The Community Spine route has been reinforced through changes to the street typology to ensure the route is a tree-lined, cycle and pedestrian street that encourages east-west movement through the development.
- Number of TfL Cycle Hire docking stations reduced to meet TfL’s preferred quantum

These changes are reflected within the revised masterplan and are described in greater detail within the following sections.

2.1
PUBLIC OPEN SPACE

The quantity of open space within the masterplan has reduced to exclude provision of access paths to buildings adjacent open space areas within the calculations.

The 2014 submission identified that the outline masterplan provided 1.95 hectares of open space, of which 1.59 hectares are parks and 0.36 hectares are civic spaces. In addition, the masterplan also provided 0.54 hectares of open space within the Albany Road and Thurlow Street road frontages, creating a total area of open space of 2.49 hectares.

The adjusted open space provision within the outline masterplan provides 1.70 hectares of open space, of which 1.413 hectares are parks and 0.283 hectares are civic spaces. In addition, the masterplan also provides 0.722 hectares of open space within the Albany Road and Thurlow Street road frontages, creating a total area of open space of 2.42 hectares, a loss of 0.07 hectares from the 2014 submission.

However, the revised quantum of parks within the Outline Masterplan (1.413 hectares), coupled with the First Development Site park provision (0.12 hectares), is still greater than the area of Green Fingers within the Aylesbury Area Action Plan (1.32 hectares). This is further supplemented by additional open spaces in the form of civic squares and street frontages to make a total of 2.75 hectares of open spaces within the Masterplan and FDS; a figure greater than the AAP’s 2.72 hectares of green finger and roadside greenspace.

Table 2.1.1 Review of Open Space Provision

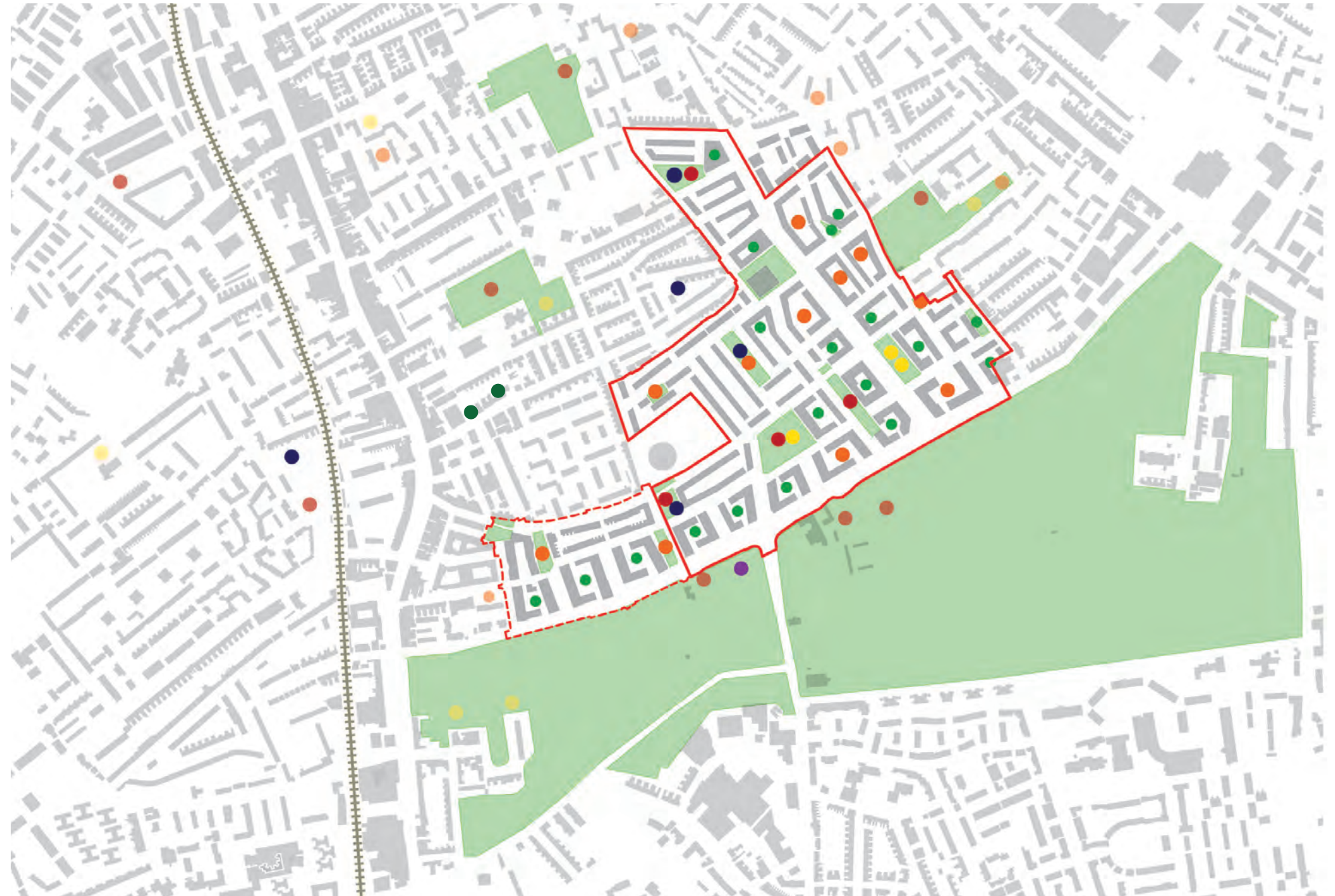
Urban Task Force Typology	Detailed Typology	Total AAP identified existing unrestricted open space (ha)*	Total AAP proposed unrestricted open space (ha)*	Total Masterplan and FDS open space (ha)	
Parks and gardens †	Major park	46.07	46.07	46.07	
	Local park	2.4	2.4	2.4	
	Square	0.18	0.18	0.18	
	Total	48.65	48.65	48.65	
Playspace	Doorstep	0.33	0.25	Accounted for within Small Open Spaces and Pocket Parks	
	Local	0.35	0.57		
	Neighbourhood	0.61	0.58		
	Youth space	0.78	0.96		
	Total	2.07	2.36		
Amenity green space				Outline Master-plan	FDS
	Housing greenspace	4.83	4.8	1.62^	0.45^
	Green fingers	N/A	1.32	N/A	N/A
	Small Open Spaces and Pocket Parks	N/A	N/A	1.413	0.173
	Civic Spaces	N/A	N/A	0.283	0.117
	Roadside greenspace	1.4	1.4	0.722	0.042
	Pedestrian only streets	N/A	N/A	0.112	0.02
	Sub-total	6.23	7.52	4.15	0.80
	Total	6.23	7.52	4.95	
Cemeteries and churchyards †	Churchyards	0.36	0.36	0.36	
	Total	0.36	0.36	0.36	
TOTAL open space		56.02	57.49	53.96 (54.25 in 2014 submission)	

* Figures taken directly from the table on page 76 of AAP’s Background Paper: Open Space Strategy
^ communal courtyard spaces
† Assumed existing off-site provision

2.2 PLAY STRATEGY

The quantum of playable space required in the masterplan has not changed as the schedule of accommodation has not altered. However, the change to the quantum of open space has required some minor alterations to the allocation of playable space to the different open space and amenity areas around the development.

Playable Spaces Location Plan



Key

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

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
STREETS SQUARES	Aylesbury Square			500	500			Social space
	Michael Faraday Square		500		500		Informal play	Social space
	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

2.3 OPEN SPACE DESIGNS

The following enhancements have been made to the open space designs:

- Movement principles and location of shared surfaces adjacent open spaces clarified following comments from LBS Highways
- Removal of Cycle Hire Docking station in Michael Faraday Square to reflect TfL's preferred quantity of docking points
- Gaaskell Park design improved with greater greenspace coverage and clarification of routes through the park
- Removal of one existing tree from Bagshot Park

2.3.1 MICHAEL FARADAY SQUARE



Design Objectives

- 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. Play to be elements 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

Design Strategy

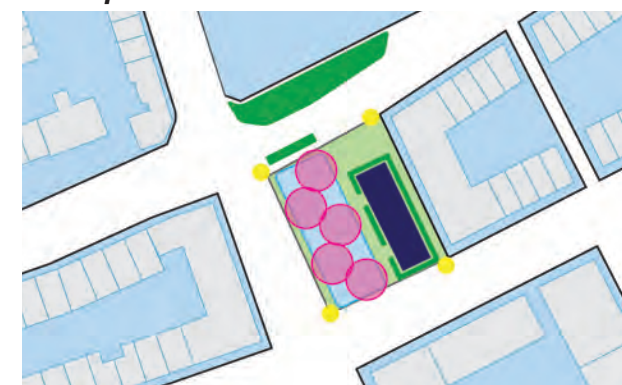
Michael Faraday Square creates a space for children, parents and pedestrians to interact within a safe and attractive environment. The square is to cater for parents and young children before and after school times and community members using the school facilities out of school hours.

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 the seating elements around the trees.

Community Garden facilities will be provided that can be used by the school and local community.

The AAP design principles for the square identified that the space needs to respond and relate to the public realm treatment of both Portland Street and the Community Spine with robust hard surfaces and a grid of trees set within the space, all of which is provided. However, it also required that the square provide informal parking for local shops around, allow for school pickup and drop-off facilities and be the focus of local public transport activity with bus stops, waiting areas and interchange between different modes. Limited pickup and drop-off facilities have been provided but informal parking is not required as there are no shops in close proximity and consultation with the school identified that they do not want to encourage parents driving their children to the school by extensive parking provision. The provision of a public transport route along the community spine is also not considered necessary so facilities related to this use have not been included.

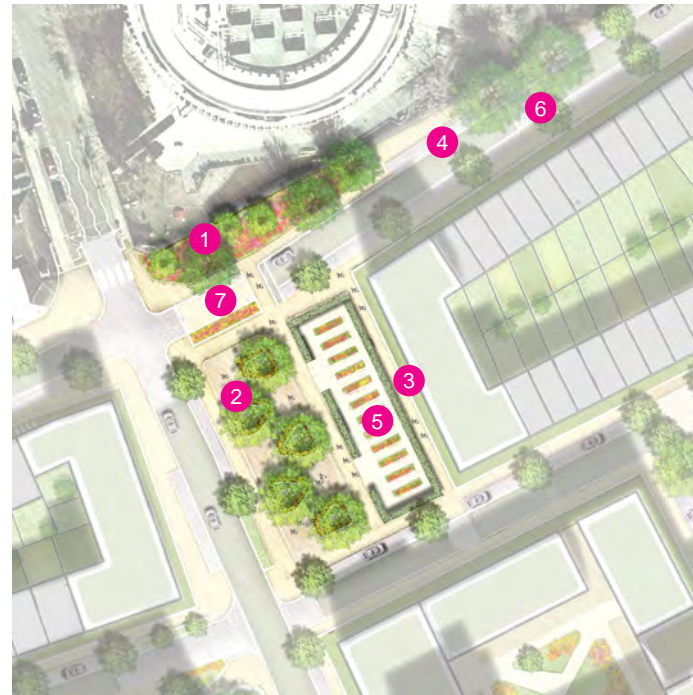
Michael Faraday Square Design Concept Principles



Key

- | | |
|---|---|
| Open Space | Existing Tree |
| Structural Planting | Park Entrance |
| Community Garden | |
| Meeting and Gathering Space | |

Michael Faraday Square Indicative Layout



- 1 Existing trees retained
- 2 Proposed trees with feature seating
- 3 Provide pedestrian access to residential block
- 4 Pick-up and drop-off facilities
- 5 Community Garden
- 6 Pedestrian crossing points for children to cross from school
- 7 Use shared space principles to prioritise pedestrians and cyclists

Artists Impression of Michael Faraday Square



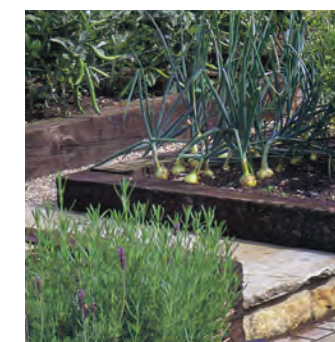
Michael Faraday Square Materials and Precedents



Opportunity for bespoke seating elements around grid of trees to act as playable space



Paving can be used for scooters and skating



Community Garden

2.3.2 GAITSKELL PARK



Design Objectives

- 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 provides interaction and access to nature for adults and children. Water safety and cleanliness to be considered before interaction with water confirmed.
- 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 Gaitskell Park character

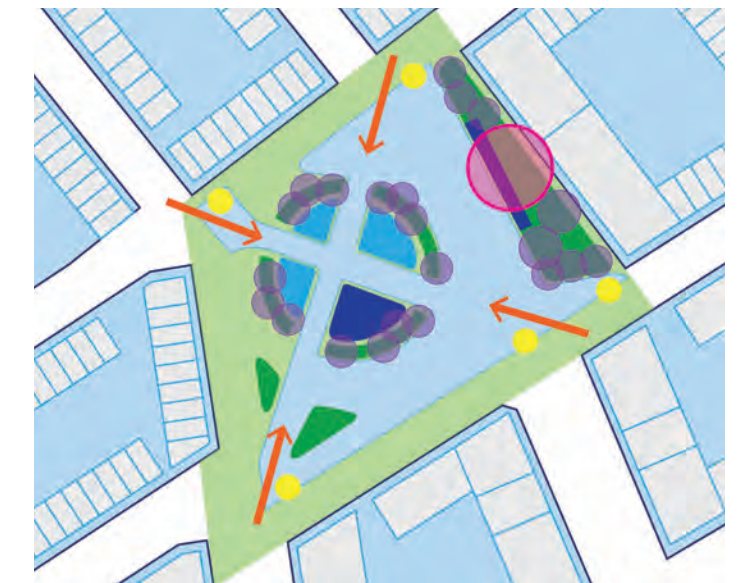
Design Strategy

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 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 be as an activity trail rather in one consolidated area to allow different groups to use the facility at the same time.

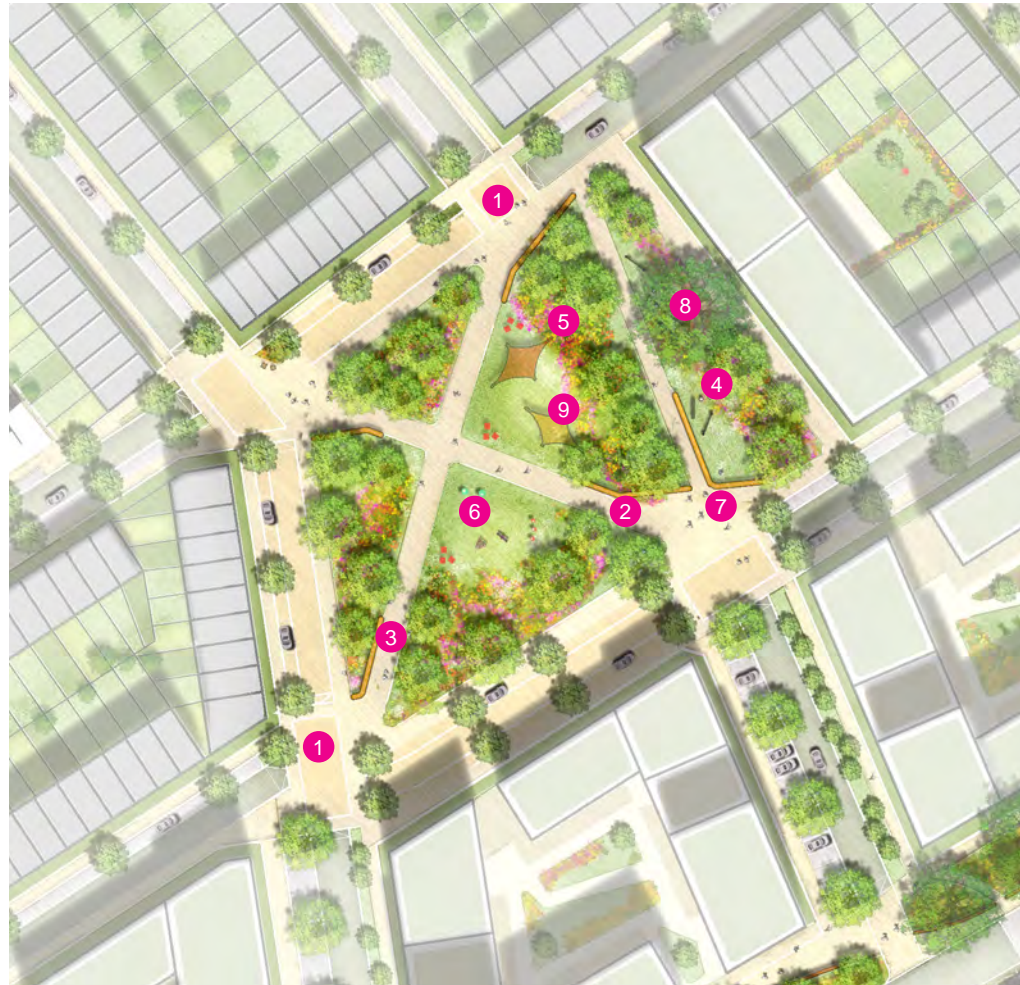
Gaitskell Park Design Concept Principles



Key

- | | |
|---|---|
| Open Space | Existing Tree |
| Structural Planting | Proposed Tree |
| Equipped Playable Space & Outdoor Gym | Park Entrance |
| Picnic and Informal Play | Key Views |
| Meeting and Gathering Space | |

Gaitskell Park Indicative Layout

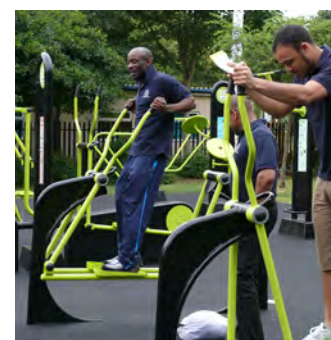


- 1 Shared surface to surrounding streets to prioritize pedestrians and cycle access to square
- 2 Aylesbury Community Spine
- 3 North-south Green Link
- 4 Outdoor gym facilities
- 5 Playground with formal play equipment
- 6 Open grass areas for ball games
- 7 Bespoke seating features
- 8 Existing tree retained
- 9 Picnic and BBQ facilities

Artist Impression of Gaitskell Park



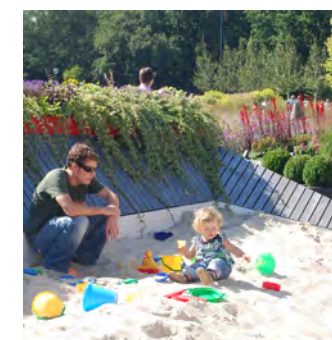
Gaitskell Park Materials and Precedents



Outdoor gym equipment



Opportunity to introduce yorkstone paving to feature areas.



Neighbourhood play for children of all ages



2.3.3 PLANES PARK



Design Objectives

- 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

Design Strategy

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.

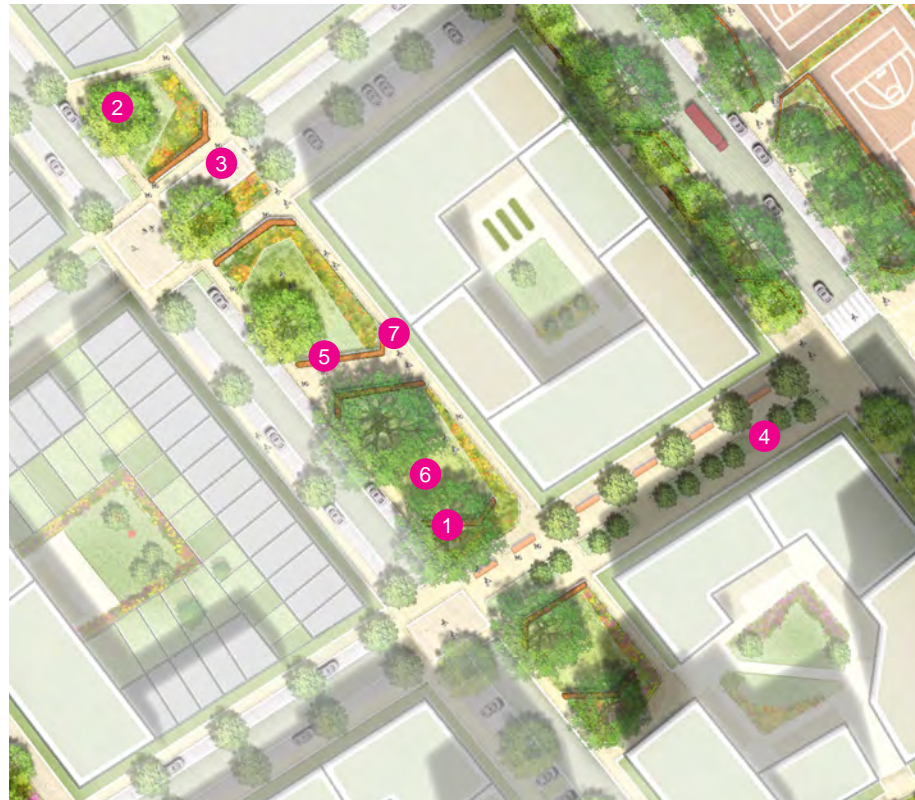
Planes Park Design Concept Principles



Key

- | | |
|-----------------------------|---------------|
| Open Space | Existing Tree |
| Structural Planting | Proposed Tree |
| Picnic and Informal Play | |
| Meeting and Gathering Space | |

Planes Park Indicative Layout



- 1 Existing trees retained
- 2 Proposed new trees continue existing tree avenue
- 3 Shared surface to prioritize pedestrians
- 4 Aylesbury Community Spine with tree planting, seating and bioretention area
- 5 Feature seating creates meeting and gathering areas
- 6 Lawn and planting areas
- 7 Pedestrian access to residential block provided

Artist Impression of Planes Park



Planes Park Materials and Precedents



Colourful, seasonal herbaceous planting



Timber benches with and without backs encourages use by all age groups

2.3.4 BAGSHOT PARK



Design Objectives

- Create a meeting and gathering space that compliments 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

Design Strategy

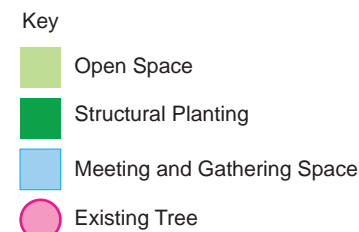
Bagshot Park is a small scale park that presents the opportunity for interaction between the existing residents adjacent the estate and the new residents of the development area. The adjacent shops also provide the opportunity for the park to be a meeting and gathering space.

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. A shared zone treatment along Bagshot Street will prioritize pedestrian access to the park from the local shops as well as reduce vehicle speeds to encourage cyclists to use the Green Link.

A bioretention strip along the park presents an edge to the park and helps to 'green' the Green Link, complementing the existing street trees and planting and providing a natural barrier to the street for children.

Bagshot Park Design Concept Principles

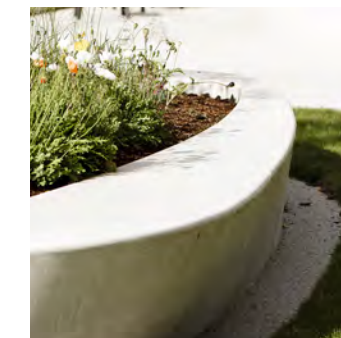


Bagshot Park Indicative Layout



- 1 Soil levels maintained under existing trees by sculptural seating/retaining wall elements
- 2 Proposed new trees
- 3 Shared surface to prioritize pedestrians and encourage access from adjacent shops
- 4 Lawn and planting areas with opportunities for informal play elements
- 5 Bioretention area reinforces north-south Green Link
- 6 Pedestrian access to residential block

Bagshot Park Materials and Precedents



Potential to use sculptural precast concrete to create seating / retaining walls to maintain the soil levels around the existing trees



Opportunity for sculptural informal play elements that create a feature within the park

2.3.5 THURLOW PARK



Design Objectives

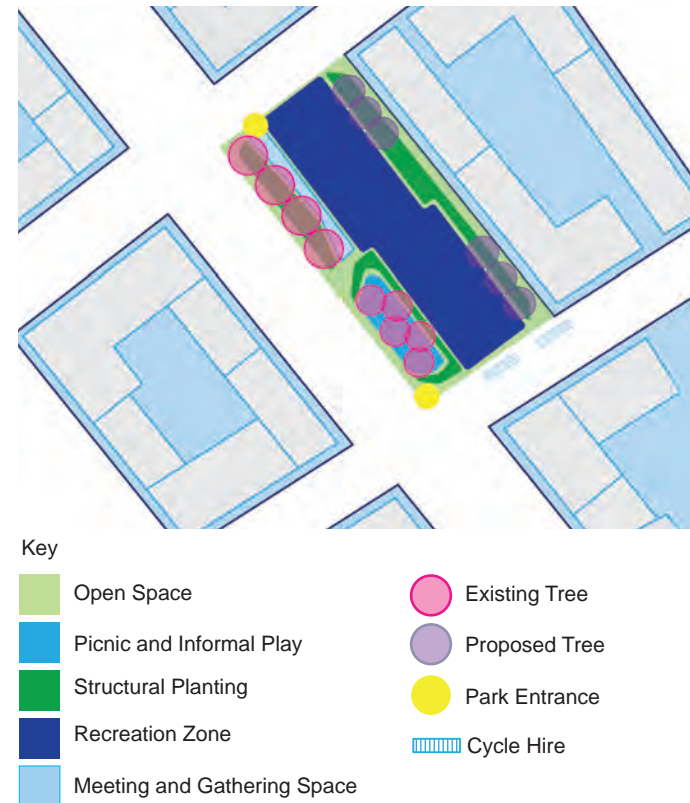
- Provide two multi-use games areas (MUGAs) that meet Sport's England's design specifications with capacity for tennis, netball, basketball and 5-a-side football
- Retain existing trees
- Provide seating for spectators and carers
- Reduce noise and light spill into adjacent properties
- Introduce Mayor's 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
- 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

Design Strategy

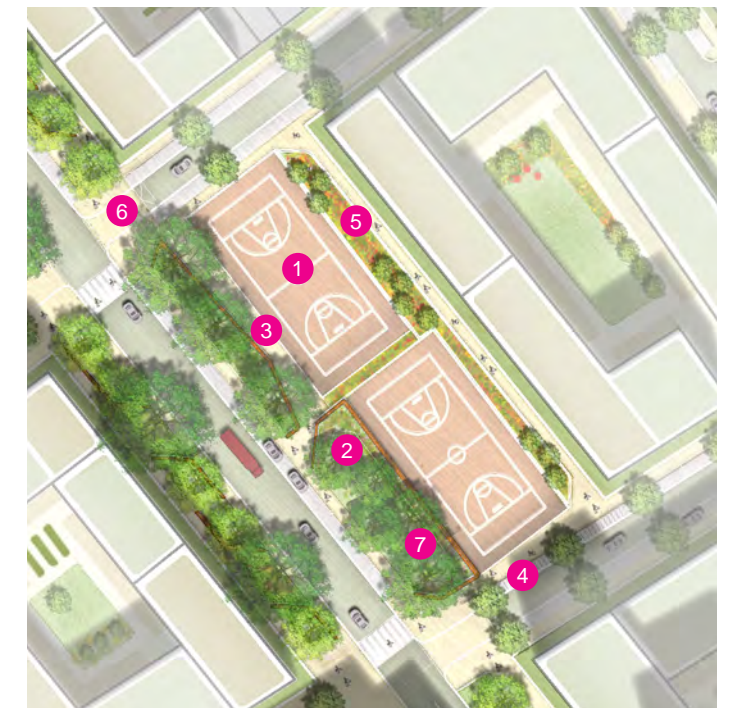
Thurlow Park is the key active recreation area within the new development with two games courts (MUGAs) the focus of the park. It will not compete with Burgess Park but provide complimentary facilities that encourage social interaction for all ages.

The existing trees are 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 image to the park.

Thurlow Park Design Concept Principles



Thurlow Park Indicative Layout



- 1 Multi-use game court
- 2 Existing trees retained
- 3 Seating area
- 4 Mayor's Cycle Hire Bikes
- 5 1.5m high brick wall and planting to reduce noise spill to adjacent residential block
- 6 Pedestrians prioritised at crossing points
- 7 Planting and lawn under existing trees

Thurlow Park Materials and Precedents



MUGAs with capacity for tennis, netball, basketball and 5-a-side football



Potential for other active recreation and play facilities to be installed

2.3.6 AYLESBURY SQUARE



Design Objectives

- Create a space that is flexible and robust to allow for a variety of uses
- Ensure the space is 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 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

Design Strategy

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, activity space for the surrounding community and retail buildings and will be suitable for outdoor events.

The AAP identified that the square (called Amersham Square in the AAP) 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 and hard landscaping and tree planting which will be integrated with Thurlow Street.

The masterplan incorporates these design principles to create a simple and attractive square that responds to its function as the entrance to the medical centre and other community and retail uses while creating a space that is suitable for community events. 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 to the square, the design of the square is to extend to the building facades across the surrounding streets using shared space principles. High quality materials and furniture, including feature lighting, will be used.

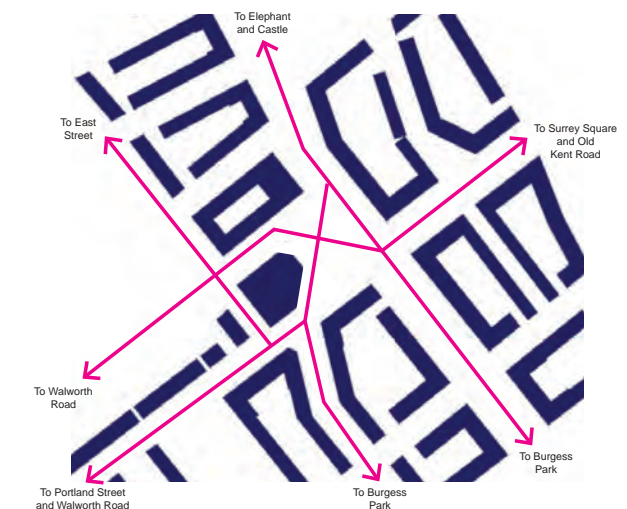
Aylesbury Square Design Concept Principles



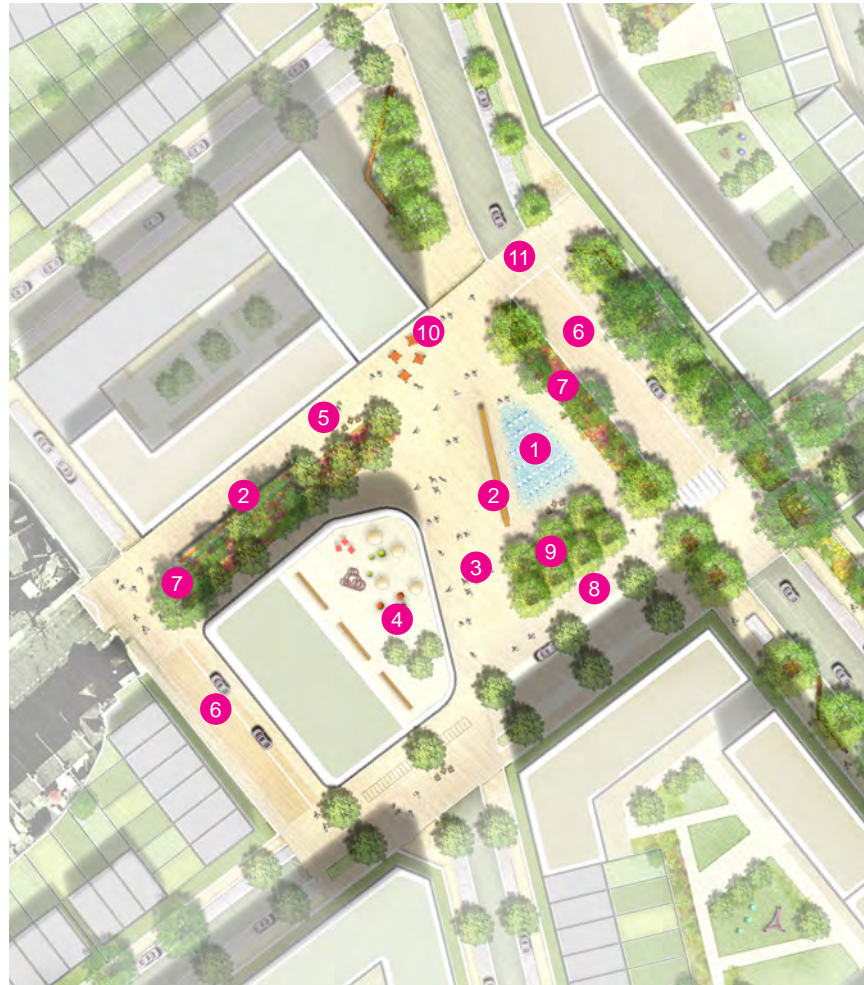
Key

- Open Space
- Existing Tree
- Proposed Tree
- Square Entrance
- Key Views
- Meeting and Gathering Space
- Events Space
- Bus Stop
- Cycle Hire

Aylesbury Square Indicative Routes



Aylesbury Square Indicative Layout



- 1 Dancing Fountains
- 2 Feature seating areas
- 3 Feature lighting
- 4 Iconic building
- 5 Emergency and service access only
- 6 Shared space treatment to surrounding streets
- 7 Existing trees retained
- 8 Mayor's Cycle Hire bikes
- 9 Tree grid with seating under
- 10 Opportunity for outdoor cafe seating
- 11 Pedestrian crossing to Thurlow Street

Artist Impression of Aylesbury Square



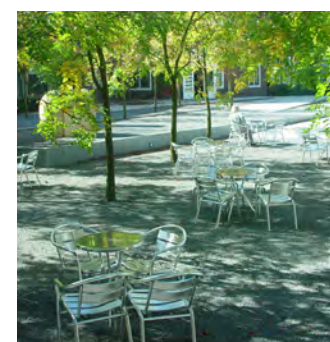
Aylesbury Square Materials and Precedents



Dancing fountains create interest and activity



Feature seating elements



Opportunity for mobile seating to create dynamic seating areas



Opportunity for pleached trees as structural tree planting

2.3.7 MISSENDEN PARK



Design Objectives

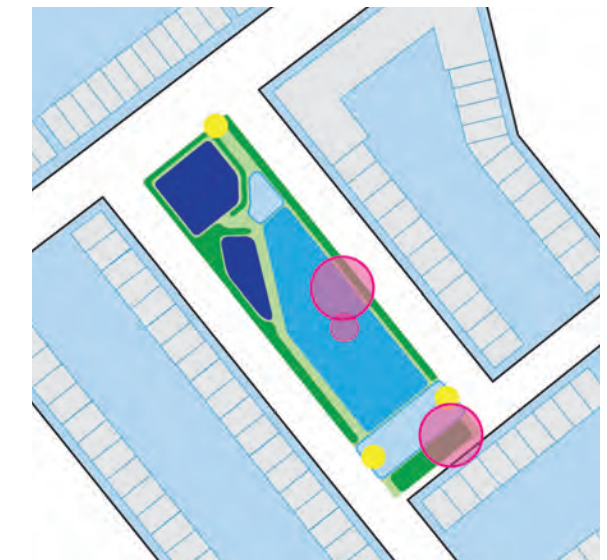
- Prioritise pedestrians and cyclists on surrounding streets as part of the Green Link between Burgess Park and Aylesbury Square
- Use shared space treatments to surrounding roads to prioritise pedestrian access to the park
- Retain existing trees
- Create a playable space with formal play equipment and other playable 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 be follow a food-growing theme with orchard trees

Design Strategy

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 and the design is to encourage 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.

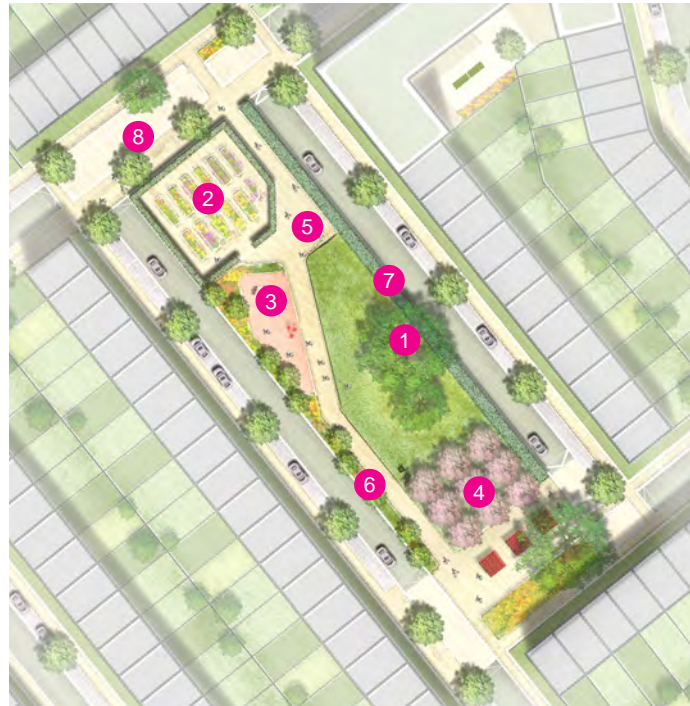
Missenden Park Design Concept Principles



Key

- | | |
|--|---|
| Open Space | Existing Tree |
| Structural Planting | Park Entrance |
| Equipped Playable Space & Community Garden | |
| Picnic and Informal Play | |
| Meeting and Gathering Space | |

Missenden Park Indicative Layout



- 1 Existing trees retained
- 2 Community garden
- 3 Local play area
- 4 Orchard with seating opportunities
- 5 Seating opportunities
- 6 Bioretention area reinforce north-south Green Link between Aylesbury Square and Burgess Park
- 7 Hedge boundary
- 8 Shared surface to prioritize pedestrian and cyclist circulation

Artist Impression of Missenden Park



2.3.8

DAWES STREET AND EAST STREET PARKS



Design Objectives

- Retain existing trees
- Create a playable space with formal play equipment and other playable 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 and 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

Design Strategy

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.

Dawes and East Street Parks Design Concept Principles



Key

- Open space
- Structural Planting
- Equipped Playable Space & Community Garden
- Picnic and Informal Play
- Meeting and Gathering Space
- Existing Tree
- Proposed Tree
- Park Entrance
- Retaining Wall to Maintain Ground Levels to Existing Tree

Dawes and East Street Parks Indicative Layout



- 1 Existing trees retained
- 2 Community garden
- 3 Local play area
- 4 Seating opportunity under existing trees with colourful planting
- 5 Lawn and planting area
- 6 Sculptural seating and planting under existing and proposed trees
- 7 Retaining wall maintains existing tree ground level

Artist Impression of Dawes Street Park



Dawes and East Street Parks Materials and Precedents



Long timber seat to edge of lawn



Play could respond to existing trees



Strong, bold planting

2.3.9 INVILLE PARK



Design Objectives

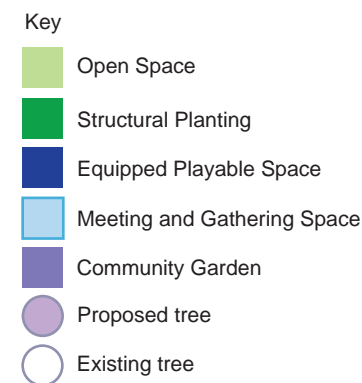
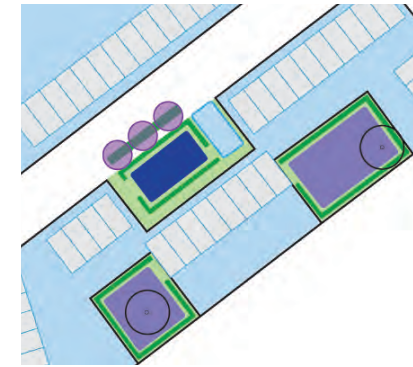
- Create a local park for the local residents to relax and gather
- Provide a small enclosed garden and play space to encourage community ownership
- Use shared space treatments to adjacent road to prioritise pedestrian and cycle access
- Pedestrian access to be provided to adjacent residential blocks 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

Design Strategy

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 to 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 the spaces.

Inville Park Design Concept Principles



Inville Park Indicative Layout



- 1 Local play area
- 2 Seating opportunities
- 3 Trees and planting separate park from road to increase safety
- 4 Hedge boundary to play area
- 5 Shared surface to prioritize pedestrian circulation
- 6 Access to residential buildings provided
- 7 Access to community garden
- 8 Community garden

2.3.10 ALSACE PARK



Design Objectives

- 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

Design Strategy

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, edged by seating, to create a relaxed and interactive atmosphere for different users of the park. New trees will be planted over an informal seating area to provide shade for individuals to enjoy the park.

Alsace Park Design Concept Principles



- Key
- Open Space
 - Structural Planting
 - Meeting Area with Informal Play
 - Existing Tree
 - Proposed Tree

Alsace Park Indicative Layout



- 1 Existing tree retained with planting and lawn under
- 2 Seating and informal play opportunities
- 3 Bioretention area emphasises east-west link from Aylesbury Square to Surrey Square Park
- 4 Shared surface to prioritize pedestrian circulation
- 5 Access to residential buildings provided

2.3.11 ALVEY PARK



Design Objectives

- 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

Design Strategy

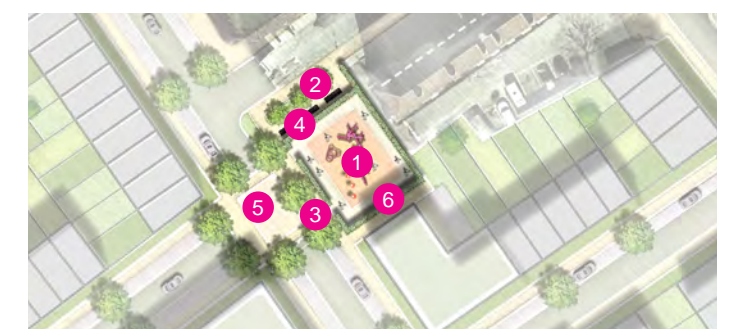
Alvey Park will be a local park featuring a local playable space. It will have a small-scale feel to enable a high level of community ownership and involvement. Seating opportunities will be provided under the shade of new trees.

Alvey Park Design Concept Principles



- Key
- Open Space
 - Structural Planting
 - Equipped Playable Space
 - Proposed Tree
 - Meeting and Gathering Space

Alvey Park Indicative Layout



- 1 Local play area
- 2 Seating opportunities
- 3 Trees and planting separate park from road to increase safety
- 4 Hedge boundary to play area
- 5 Shared surface to prioritize pedestrian circulation
- 6 Access to residential buildings provided

2.4 PUBLIC REALM AND STREETSCAPES

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' typologies.

The street network within the masterplan has been clarified to ensure a movement hierarchy is created that:

- Emphasises key pedestrian and cycle routes through the development site within the street design and character
- Maintains Albany Road and Thurlow Street as the main vehicle movement corridors
- Minimises the potential for rat running
- Reflects LBS' 'Southwark's Cycling Strategy'

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 there is a smooth flow of traffic so buses can keep to their timetables.
- The street design and layout is to discourage rat running by restricting vehicle movements in key locations and introducing traffic calming measures where required.

Vehicle Hierarchy Diagram



Cycling Strategy

The cycling strategy has been design to provide strategic connections across the masterplan, North/ South between Elephant and Castle and Burgess Park; and 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 introduced 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 introduction 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 movements.
- Key junctions along Thurlow Street and Albany Road are to be upgraded to facilitate cycle movements 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 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.

Cycling Hierarchy Diagram



Pedestrian Strategy

The pedestrian strategy reflects the cycle strategy, with key east-west and north-south pedestrian 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.

Pedestrian Hierarchy Diagram



Key

- Pedestrian movements prioritised at cross streets
- East-West Pedestrian Desire Line: Community Spine
- North-South Pedestrian Desire Line: Green Links
- Local Roads

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 create pedestrian and cyclist only streets that 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.
- Raised tables and traffic carpets to be used 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.

Traffic Calming Strategy Plan



Key

- Traffic Calming Measure
- Pedestrian Only
- Pedestrian / Cycle Only
- Pedestrian / Cycle Crossing
- One Way for Vehicles

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 emphasised 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 physical delineation between pedestrian and cycle alignments to ensure access for vulnerable pedestrians.

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

2.4.1 STREET TYPES

Thurlow Street

Thurlow Street is the main North-South street between Elephant and Castle and Burgess Park through the development. It will be used by private vehicles, public transport (buses), cyclists and pedestrians. This is the street in the masterplan where non-residential uses will be concentrated with shops, cafes and employment at street level for some of its length and flats above overlooking the street.

Although the street will be one of the main movement corridors within the masterplan, the street must also be a place for people. The street is conceived as a green boulevard, where mature trees and generous green zones contribute to an overall feeling of a high-quality avenue with places to meet and rest. This meets the requirements to create a boulevard style street identified within the AAP. However, the width of Thurlow Street is less than the 31-36 metres identified within the AAP as the potential future public transport spine (tram) is included within the carriageway rather than as a separate movement corridor as identified in the AAP.

Thurlow Street has been identified as part of the 'Southwark Spine' within LBS' Draft for Consultation Southwark's Cycling Strategy (2014). This means that Thurlow Street will become a new north-south cycle route that will run the entire length of our Southwark. Details as to what this will involve are yet to be determined. Therefore, further consultation and collaboration will be undertaken by LBS and TfL to determine the cycling provision on Thurlow Street and its associated junctions whilst maintaining a smooth flow of traffic to ensure satisfactory bus journey times.

As the Southwark Spine proposals will affect the street layout, street widths have not been determined at this time. However, the following design principles will be followed:

- **Pedestrian Priority**

Pedestrians are to be prioritised wherever possible at cross street intersections through the introduction of raised tables and traffic carpets.

- **Pedestrian Access**
Generous pedestrians footways are to be provided to allow for a high number of pedestrians.
- **Carriageway Dimensions**
Carriageway width is to be the minimal possible to accommodate bus movements whilst not encouraging vehicle speeds.
- **Pedestrian and Cycle Crossings**
Regular pedestrian and cycle crossings are to be introduced to encourage east-west movements across Thurlow Street.
- **Intersections**
Junctions are to be upgraded where required to accommodate cycle movements whilst maintaining vehicle, bus and pedestrian movements.
- **Street Tree Avenue**
The existing trees are to be retained and reinforced where possible to create an avenue of street trees.
- **Flexible Design**
The streetscape outside of potential future retail uses is to be designed to be flexible to allow for use of the street for activities such as outdoor eating.
- **Places for People**
Seating and other elements are to be provided to encourage people to use the street for activities other than movement.
- **Parking**
Parking spaces are to be provided where possible.
- **Deliveries and Servicing**
Capacity for deliveries and servicing of the residential and commercial units along Thurlow Street are to be accommodated on adjacent streets wherever possible. If this is not possible, loading bays are to be provided to ensure traffic is not blocked by delivery and service vehicles.
- **Future Proofing**
A tram route may in the future be proposed for Thurlow Street. Consideration is to be given to this possibility in detailed design proposals.

Artist Impression of Thurlow Street



Albany Road

Albany Road is the edge between the site and Burgess Park. It will be used by both private vehicles, public transport (buses), cyclists and pedestrians. Similar to Thurlow Street, Albany Road must also be a place for people as well as a movement corridor. To achieve this, the street is conceived as a 'Park Road'; a road within the park rather than on the edge. To create this character, existing trees will be retained and reinforced within a linear park.

Albany Road is where taller buildings will be located. It will have entrance lobbies to the flats and maisonettes at ground floor with flats on upper levels overlooking the park.

Access to Burgess Park is a key requirement of the masterplan. To facilitate this, regular formal and informal pedestrian and cycle crossings are to be introduced.

Although Albany Road is not identified as a cycling route, the design of the street is affected by the Southwark Spine on Thurlow Street and Quietway on Portland Street, particularly at the junctions. Therefore, further consultation and design

collaboration will be undertaken by LBS and TfL to determine the design of Albany Road and its associated junctions to facilitate cycling movement.

The following design principles are to be followed:

- **Pedestrian Priority**
Pedestrians are to be prioritised wherever possible at cross street intersections through the introduction of raised tables and traffic carpets.
- **Carriageway Dimensions**
Carriageway width is to be the minimal possible to accommodate bus movements whilst not encouraging vehicle speeds.
- **Pedestrian and Cycle Crossings**
Regular pedestrian and cycle crossings are to be introduced to encourage north-south movements to Burgess Park
- **Intersections**
Junctions are to be upgraded where required to accommodate cycle movements whilst maintaining vehicle, bus and pedestrian movements.

- **Linear Park**
The existing trees are to be 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 to be provided to encourage people to use the street for activities other than movement.
- **Parking**
Parking spaces are to be provided where possible.
- **Deliveries and Servicing**
Capacity for deliveries and servicing of the residential units along Albany Road are to be accommodated on adjacent streets wherever possible. If this is not possible, loading bays are to be provided to ensure traffic is not blocked by delivery and service vehicles.
- **Paving Materials and Street Furniture**
Paving types and seating elements are to be based on the palette used in Burgess Park to encourage the streetscape to read as part of Burgess Park.

East Street

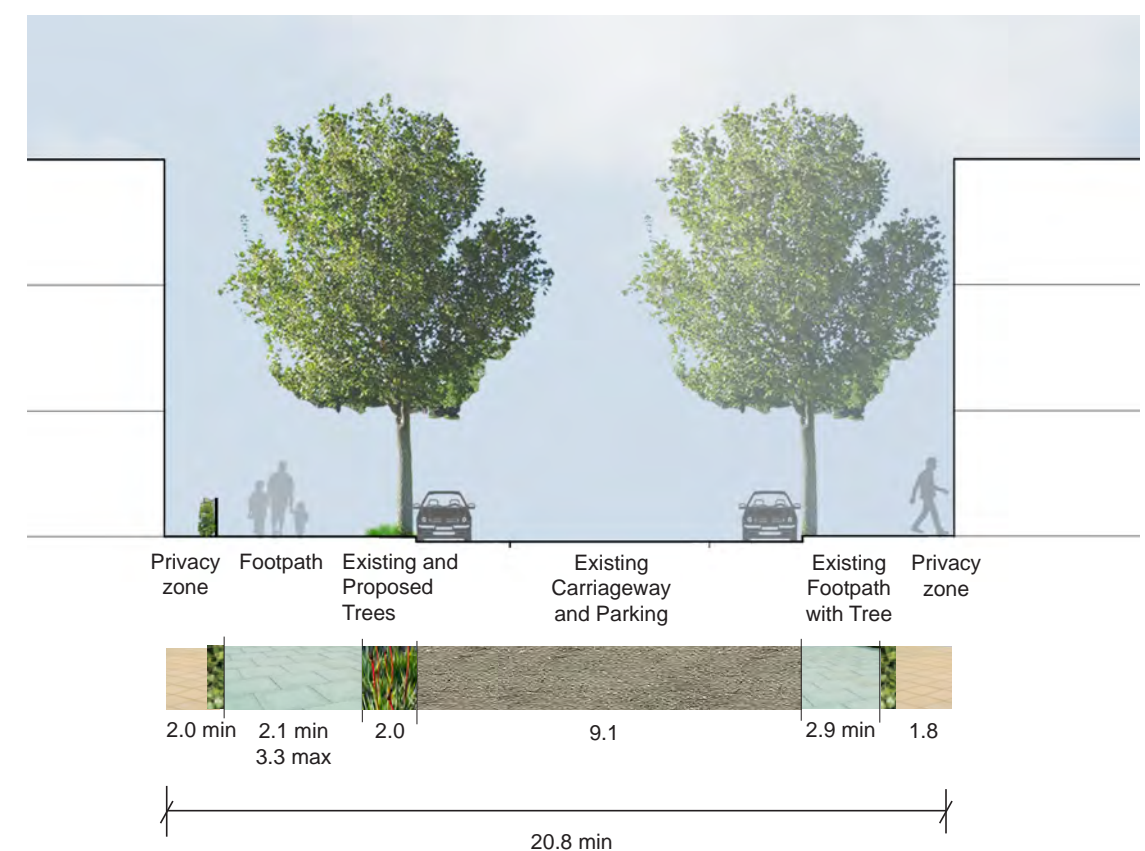
East Street is an existing street along the northern edge of the proposed development. It has two-way traffic and parking on both sides. Existing pollarded Plane trees are within narrow footpaths on each side of the carriageway.

The proposed development will not alter the existing carriageway and northern footway. However, the southern footway will be widened to include a permeable zone for the existing trees and a wider footway.

Artist Impression of Albany Road 'Park Road'



Street section: East Street



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 to be used in key locations to reduce traffic flow, discourage rat running and prioritise pedestrian access across the carriageway. The carriageway is a consistent 5.0 metres wide to allow cyclists to safely use the road as well as vehicles.

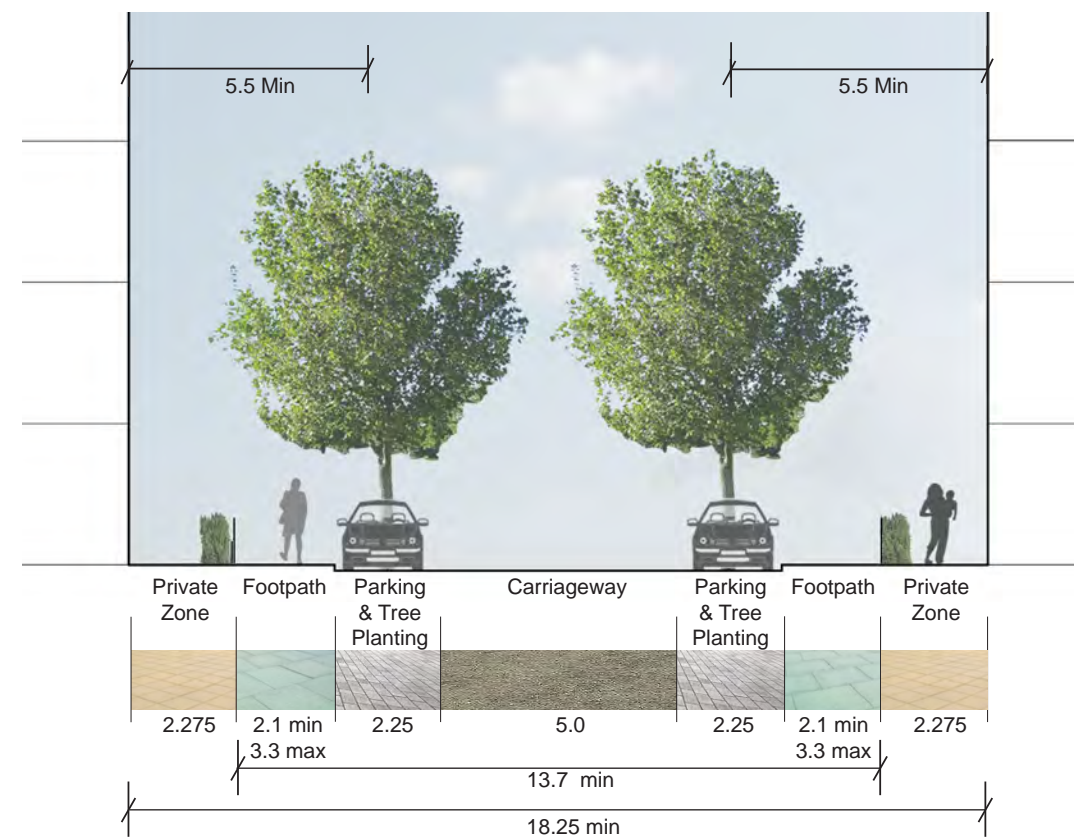
Most buildings on local streets are two to four storey houses or low-rise flats. Houses are to have front doors to these streets and other buildings will have street entrances to maisonettes as well as residential cores for flats above. The streets will be tree lined with on-street parking to serve local residents.

Street clutter is to be minimised with a consistent arrangement of signage and light poles. Footpaths are to be widened where possible, particularly at building entrances and corners.

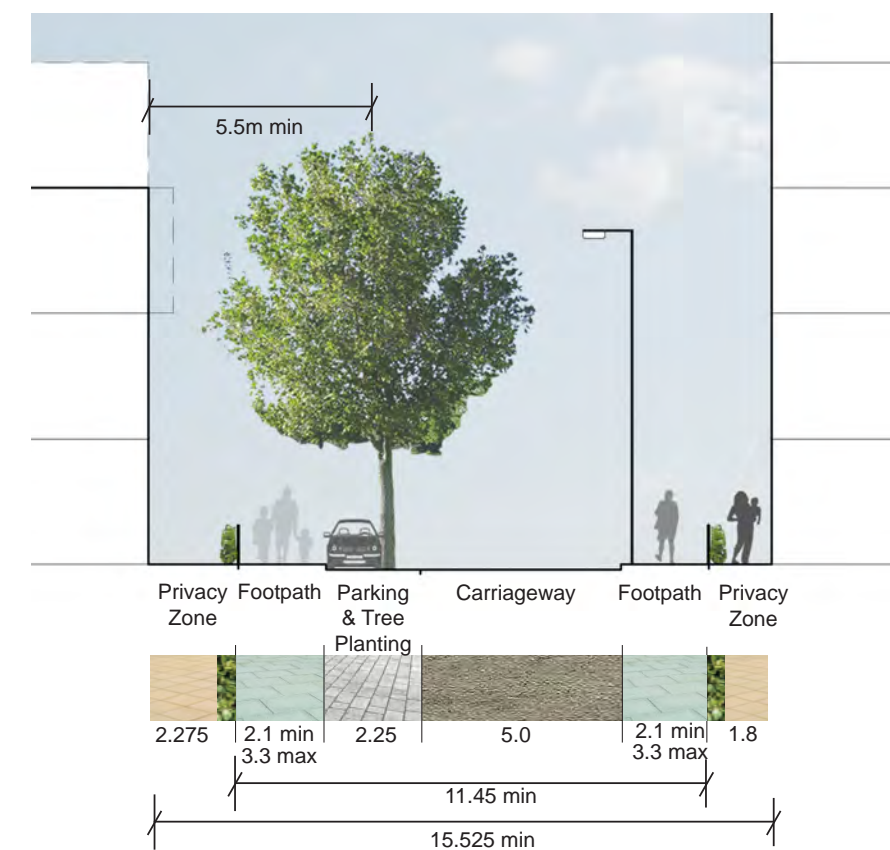
Guiding Principles

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

Street Section: Local Road - Type A



Street section: Local Road - Type B



Green Links

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

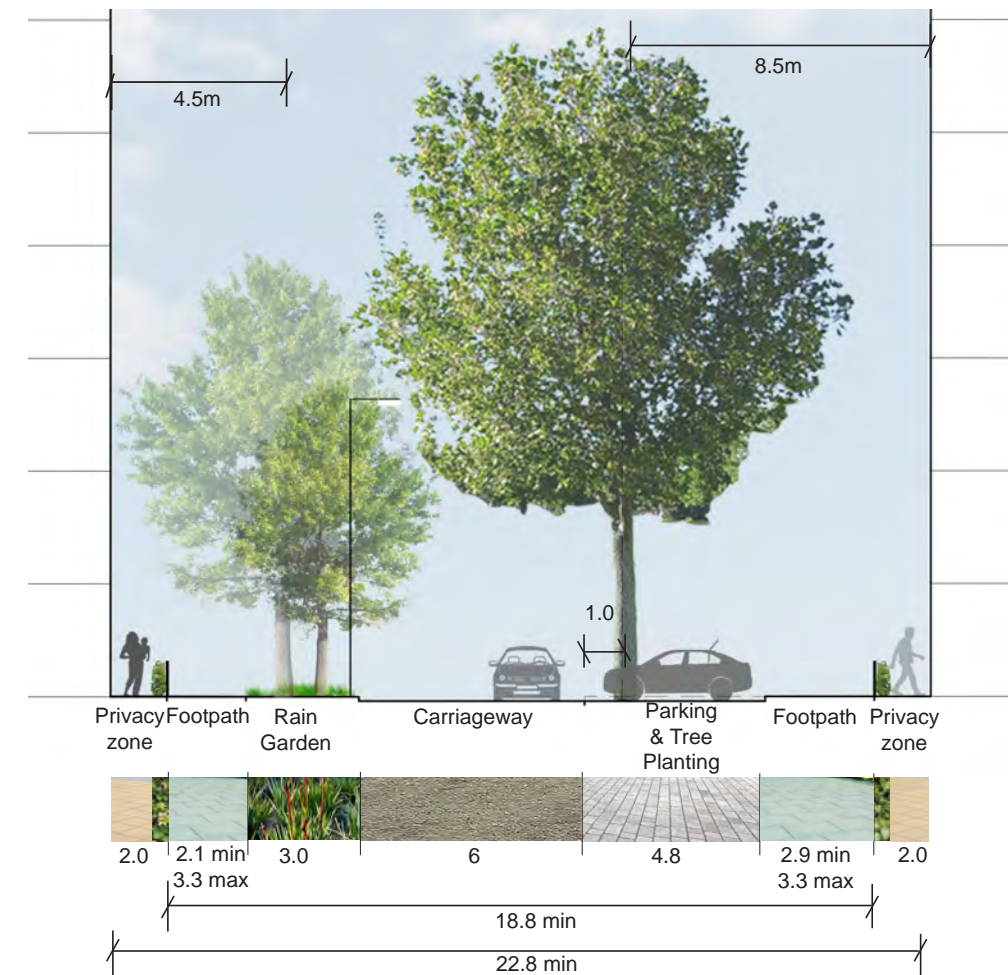
These streets will be used by private vehicles, cyclists and pedestrians. The wider streets are created by introducing perpendicular parking with large canopy street trees in inset bays and raingardens.

These streets will be mostly framed by mansion blocks. The buildings will have front doors to maisonettes as well as residential cores for flats above opening onto the street.

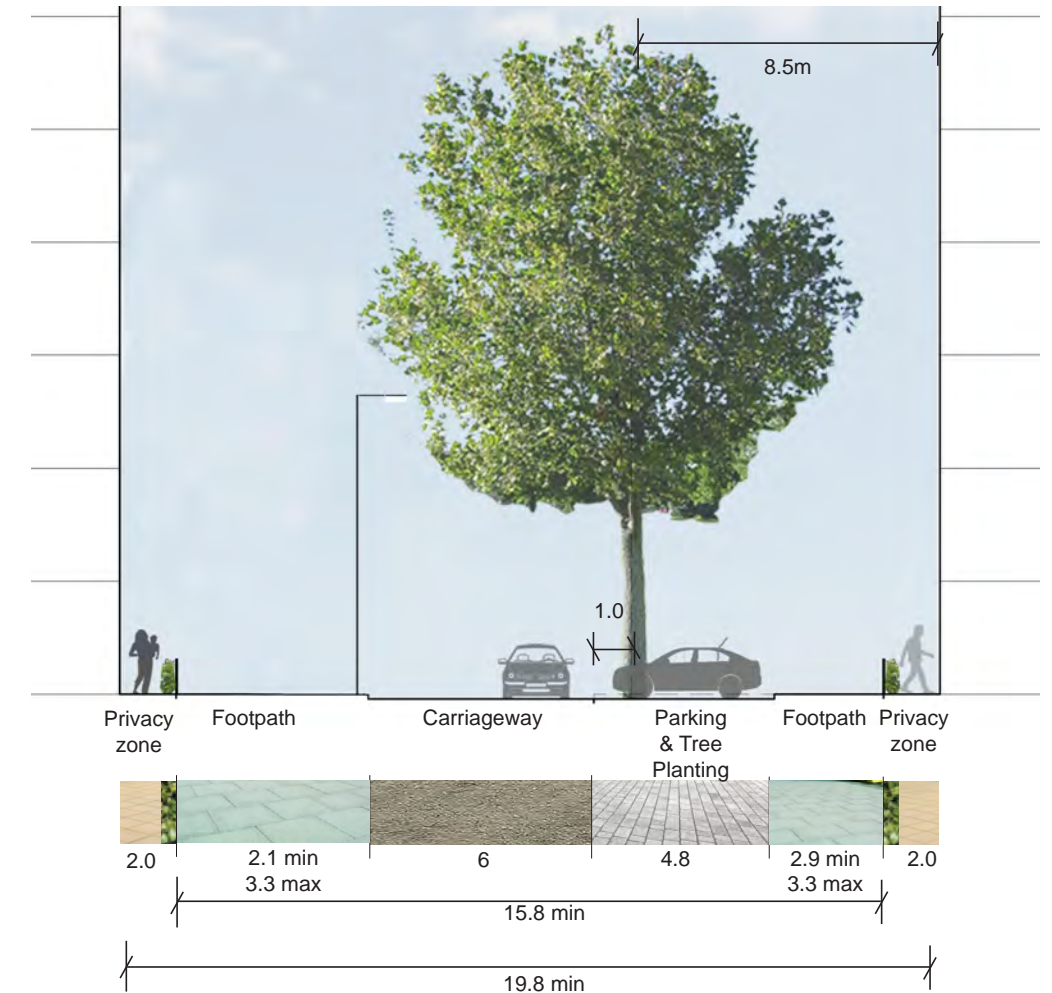
Guiding Principles

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

Street Section: Green Link Type A



Street Section: Green Link Type B

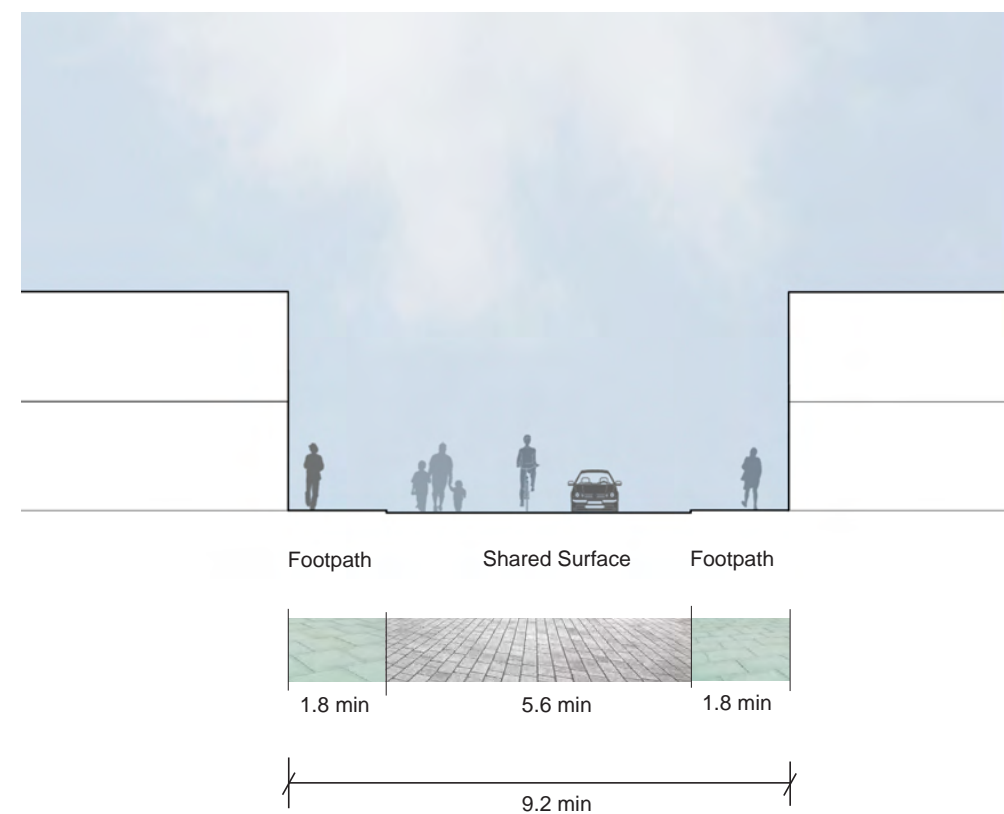


Mews Streets

Mews streets are the smallest scale streets within the masterplan. They cut through the centre of residential blocks and will operate primarily as a space for social use with local amenity and to provide access to mews homes and parking areas, as required by the AAP.

Pedestrians will be prioritised above vehicular traffic through the use 'Shared Space' principles to make the mews streets places of social activity where playing and socializing on the streets is encouraged. This will include the delineation of pedestrian only zones, as described in the Shared Surface section below.

Street section: Mews Street



Pedestrian and Cycle Only Streets

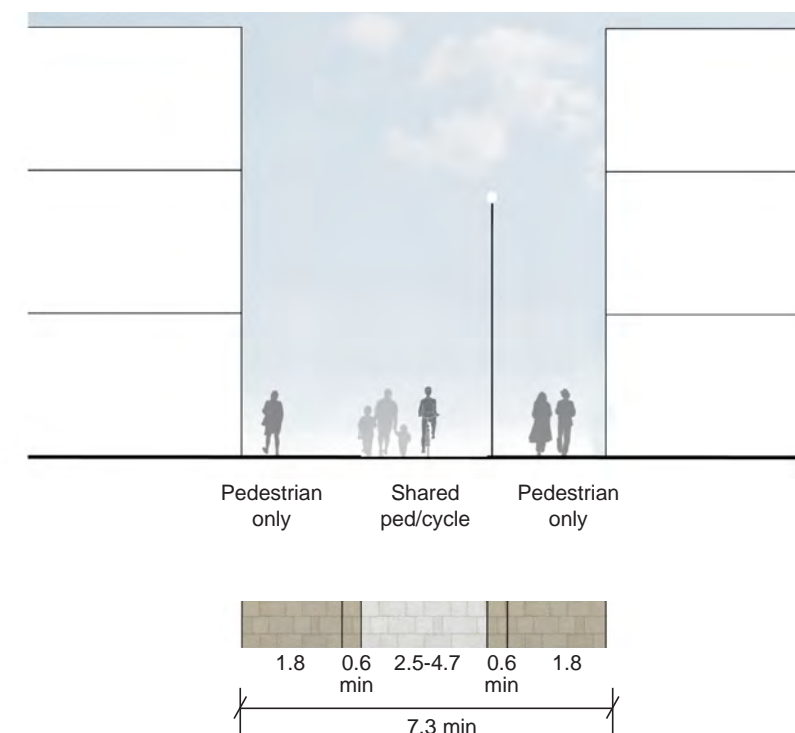
Pedestrian and cycle only streets are the most tranquil street environment of the proposed masterplan. They ensure that permeability for pedestrians and cyclists are prioritised across the masterplan, while creating places of local character that enhance the sense of community.

The streets will be designed to ensure that safe use by both pedestrians and cyclists. This can be provided by one of the following methods:

- providing a segregated cycle only zone with pedestrian only paths to each side
- providing a shared pedestrian and cycle zone with pedestrian only paths to each side (illustrated section)

With both of these options, a physical and visual delineation method is required to separate the pedestrian only areas from the cyclists. The delineation method 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 method chosen will effect the street width as the delineation zone may need to widen to accommodate the chosen element. The 7.3 metre street width shown in the adjacent illustrative section is the absolute minimum. Most pedestrian cycle streets will be much wider as identified in the parameter plans.

Street section: Pedestrian and Cycle only



Shared Surfaces

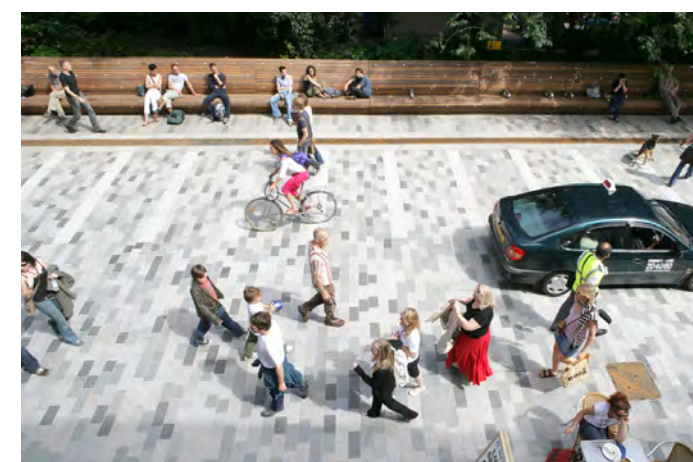
Shared surfaces are intended to slow down vehicles and prioritise pedestrians. Shared surfaces can be applied to all street types.

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 vulnerable 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.

Shared Surface Precedents



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 have been modified to reflect the improved street hierarchy and to introduce desired variations within the School Neighbourhood and Surrey Square character areas.

Six types of boundary treatments to front gardens and privacy strips are to 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

Guiding Principles

- There is to be consistency of boundary treatment along each housing block and street.
- 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.

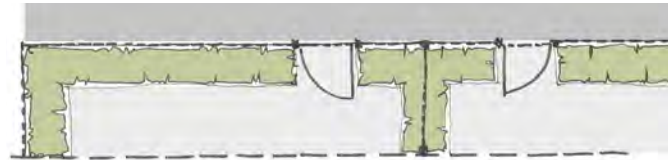
Boundary Treatments Plan



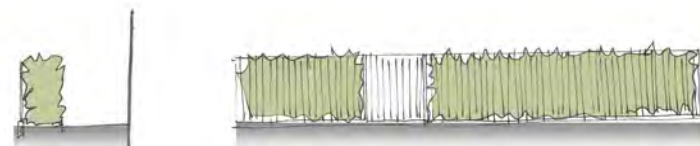
Key

■ Type 1	Type 5
■ Type 2	■ Type 6
■ Type 3	■ Type 7
Type 4	■ Type 8

Type 1: 1200mm high railing fence within continuous hedge



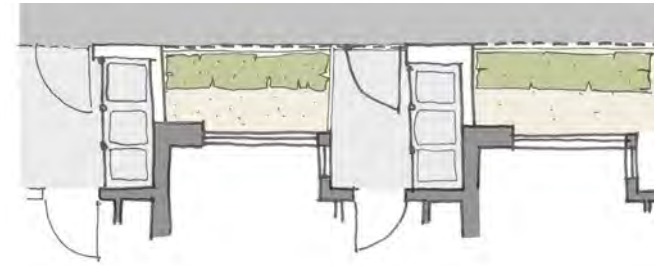
Typical Plan



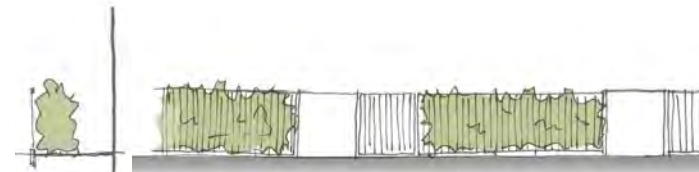
Typical Section

Typical Elevation

Type 2: 1200mm high railing fence with refuse store brick detail and hedge behind



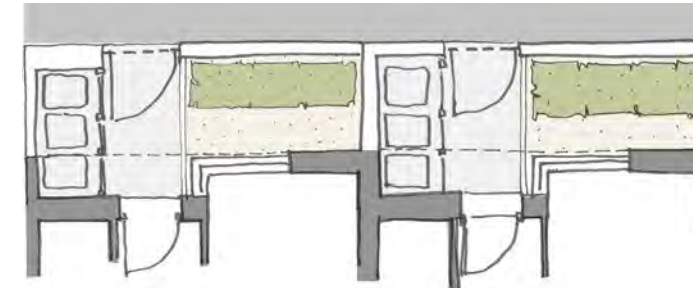
Typical Plan



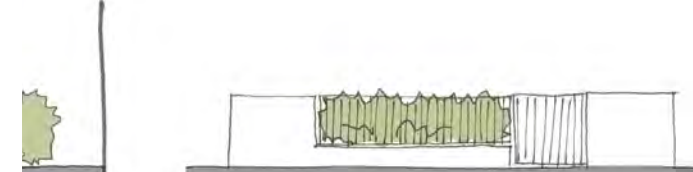
Typical Section

Typical Elevation

Type 3: 600-1200mm high brick wall with 600mm high railing insert and hedge or shrub planting behind



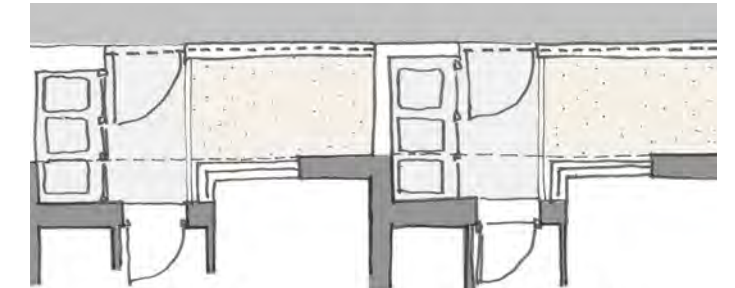
Typical Plan



Typical Section

Typical Elevation

Type 4: 600-1200mm high brick wall with 600mm high railing insert with potential for shrub planting behind



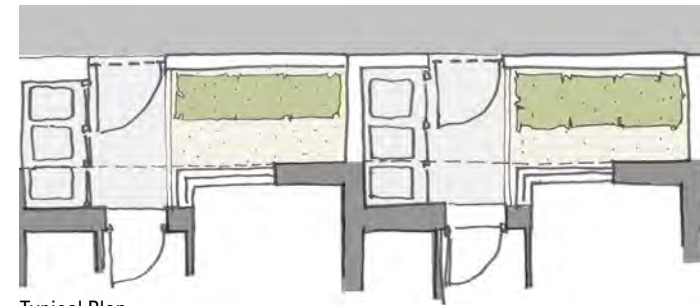
Typical Plan



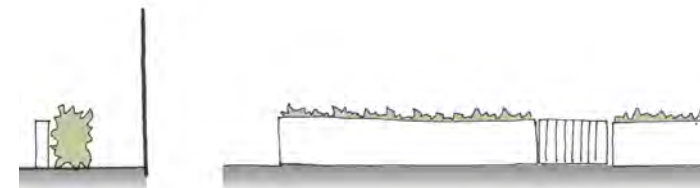
Typical Section

Typical Elevation

Type 5: 800mm high brick wall with potential for hedge or shrub planting behind



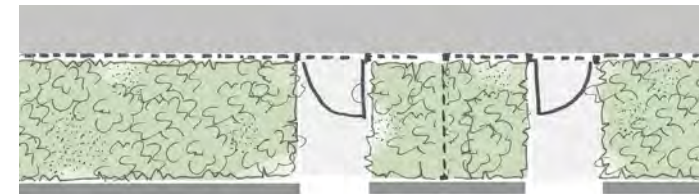
Typical Plan



Typical Section

Typical Elevation

Type 6: 1200mm high railing fence with potential for hedge or shrub planting behind



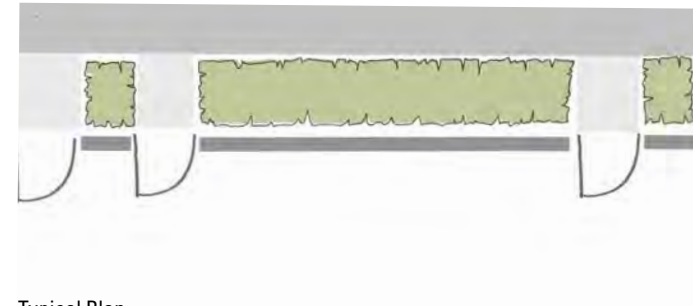
Typical Plan



Typical Section

Typical Elevation

Type 7: Hedge or planting adjacent facade



Typical Plan



Typical Section

Typical Elevation

2.5 TREE STRATEGY

Minor adjustments have been made to the tree strategy as follows:

- One existing tree that was identified to be retained in the October 2014 submission is to be removed due to the changes to the street hierarchy.
- Following comments from LBS' Tree Officer, minor changes have been made to the suggested tree species

2.5.1 EXISTING TREE RETENTION

Due to the changes to the street hierarchy, a Category C tree that was identified to be retained in the October 2014 submission is to be removed. The tree, T176 Norway Maple, was located in Bagshot Park but is now within the street to the north of the park in the revised layout.

Existing Trees to be Retained and Removed in Masterplan



2.5.2
PROPOSED TREE STRATEGY

Following the request of LBS Tree Officer, *Prunus serrulata* ‘Kanzan’ (Japanese Flowering Cherry) has been removed from the suggested Tertiary Street Tree list. Some additional species have also been added to the Suggested Tree Species list to provide greater choice. The choice of street trees is to respond to LBS’ SSDM/SER Tree Palette.

Suggested Tree Species

Tree Typology	Tree Characteristics / Effects	Planting Characteristics	Suggested species - Common Name
Primary Trees	Large scale trees with long life expectancy	Planting to complement existing trees. Limited use of species. Spacing to follow character of existing trees to achieve a regularity of treatment. Regular spacing where achievable.	<i>Fagus sylvatica</i> ‘Asplenifolia’ - Fern-Leaved Beech <i>Liquidambar styraciflua</i> - Sweet Gum <i>Metasequoia glyptostroboides</i> - Dawn Redwood <i>Platinus x hispanica</i> - London Plane <i>Platinus orientalis</i> - Oriental Plane <i>Quercus robur fastigiata</i> ‘Koster’ - Cypress Oak <i>Tilia cordata</i> ‘Greenspire’ - Small Leaved Lime
Secondary Trees	Medium to tall trees with formal habit	Medium to tall trees with formal habit. Regular spacing where achievable.	<i>Acer campestre</i> ‘Elsrijk’/Streetwise’ - Field Maple <i>Corylus columa</i> - Turkish Hazel <i>Fagus sylvatica</i> ‘Dawyck’ - Fastigate Beech <i>Gleditsia triacanthus</i> - Honey Locust <i>Prunus avium</i> ‘Plena’ - Wild Cherry <i>Tilia cordata</i> ‘Winter Orange’ - Small Leaved Lime
Tertiary Streets	Small scale trees selected for seasonal interest.	Mixed species.	<i>Amelanchier arborea</i> ‘Robin Hill’ - June Berry <i>Betula utilis v. jacquemontii</i> - West Himalayan Birch <i>Betula pendula</i> - Silver Birch <i>Cercis siliquastrum</i> - Judas Tree <i>Ginko biloba</i> ‘Princeton Sentry’ - Maidenhair Tree <i>Parrotia persica</i> ‘Vanessa’ - Persian Ironwood
Bioretention Areas	Water edge trees within bioretention areas.		<i>Alnus incana</i> - Grey Alder <i>Amelanchier lamarkii</i> - Snowy Mespilus <i>Betula pedula</i> - Silver Birch <i>Pinus nigra</i> ‘Maritima’ - Black Pine <i>Prunus</i> ‘Accolade’ - Cherry

Proposed Tree Strategy Plan

Tree Typology	Tree Characteristics / Effects	Planting Characteristics	Suggested species - Common Name
Park Trees	<p>Large scale trees with long life expectancy as feature trees.</p> <p>Medium to small scale trees with varied habit for structural planting. Potential for fruiting characteristics to complement Community Gardens</p>	<p>Planting to complement existing trees where applicable.</p> <p>Mixed species.</p> <p>Regular and informal spacing.</p>	<p>Large Scale Trees:</p> <p><i>Fagus sylvatica</i> 'Purpurea' - Copper Beech</p> <p><i>Liriodendron tulipifera</i> - Tulip Tree</p> <p><i>Metasequoia glyptostroboides</i> - Dawn Redwood</p> <p><i>Platanus x hispanica</i> - London Plane</p> <p><i>Quercus robur</i>- Common Oak</p> <p>Medium to Small Scale Trees:</p> <p><i>Amelanchier lamarkii</i> - Snowy Mespilus</p> <p><i>Betula utilis</i> 'Jacquemontii' - Himilayan</p> <p><i>Carpinus betulus</i> - Hornbeam</p> <p><i>Cercidiphyllum japonicum</i> - Katsura Tree</p> <p><i>Gleditsia triacanthos</i> - Honey Locust</p> <p><i>Parrotia persica</i> - Persian Ironwood</p> <p><i>Prunus avium</i> 'Plena' - Wild Cherry</p> <p><i>Robinia pseudoacacia</i> 'Frisia' - False Locust</p> <p>Orchard Trees:</p> <p><i>Prunus</i> sp.- Cherry</p> <p><i>Pyrus</i> sp. - Pear</p> <p><i>Malus</i> sp. - Apple</p>



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

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