

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PLANNING APPLICATIONS COMMITTEE 23/04/2024

REPORT BY THE DIRECTOR, PLANNING AND PLACE

Application:	CON/24/01513	Agenda Item:	S47	
Address:	63-81 Pelham Street, LONDON			
Proposal:	Details required by condition 34 (Demolition Traffic Management Plan (DTMP)) of planning permission 21/00471 (Demolition of building to basement level and construction of part two storey, part ground plus five story office building with gym use at basement level, associated bin storage, cycle parking, plant and other ancillary works.(Major Application))			
Applicant:	The Wellcome Trust Ltd			
Agent:	Ms Carol Bowditch DP9 LTD			
Properties notified:	Objections:	Support:	Comments:	Petition:
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1. Summary

- 1.1 The proposed Demolition Traffic Management Plan (DTMP) is recommended for approval. The plan provides a suitable methodology for vehicle movement during the demolition phase that would minimise disruption for vehicles and pedestrians using the highway.
- 1.2 This DTMP, for the development approved at 63-81 Pelham Street, has been compiled with the intention that it should be read alongside the Construction Traffic Management Plan (CTMP) that has been prepared for the development at 40 Pelham Street, on the opposite side of the street and proposed to be undertaken at the same time.

It is recommended the Committee grants the application to approve the relevant condition (condition 34 of planning permission PP/21/00471).

2. Reason for committee consideration

- The Director considers it appropriate that the Committee determines the application.

3. The site and its surroundings

- 3.1 The application site is located on the northern side of Pelham Street, in the heart of South Kensington. Pelham Street runs from Fulham Road in the east to Old Brompton Road and South Kensington Underground Station in the west. Pelham Street is accessed in the

middle from Pelham Place to the South and Thurloe Square to the North.

- 3.2 The site is bound by Pelham Street to the South; a mansion block of homes known as Crompton Court to the east; the underground railway lines to the north; and a row of six, two storey plus lower ground floor town houses to the west.
- 3.3 The application site is located abutting the Brompton Cross District shopping centre which lies to the east, with Pelham Street connecting to South Kensington District Centre in the West.
- 3.4 The site is not located in a conservation area. The boundary of the Thurloe and Smith's Charity Conservation Area is adjacent to the western end of the site. The boundary of the conservation area runs from Fulham Road, to the rear of the properties in Pelham Crescent and Place, and incorporates the row of townhouses to the west of the site and extends up to Thurloe Square.

4. The proposal and any relevant planning history

- 4.1 The application seeks to approve condition 34 of planning permission PP/21/00471, requiring the submission of a DTMP providing details for a suitable method of managing construction vehicles required during the demolition phase of the approved scheme.
- 4.2 This is the second approval of details submission seeking to approve the condition. The previous application was withdrawn following advice from officers that the DTMP would not be sufficient to ensure any disruption to road users and those living nearby was adequately minimised.
- 4.3 Condition 34 is worded as follows:

Demolition Traffic Management Plan (DTMP)

No development shall commence until a Demolition Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The statement should include:

- a) routing of demolition vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works in the highway;**
- b) access arrangements to the site;**
- c) the estimated number and type of vehicles per day/week;**
- d) details of any vehicle holding area;**
- e) details of the vehicle call up procedure;**
- f) estimates for the number and type of parking suspensions that will be required;**
- g) details of any diversion or other disruption to the public highway during preparation, demolition, excavation and construction work associated with the development;**
- h) work programme and/or timescale for each phase of preparation, demolition, excavation and construction work associated with the development;**
- i) details of measures to protect pedestrians and other highway users from construction activities on the highway; and**
- j) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, position of nearby trees in the highway or adjacent gardens, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements.**

The development shall be carried out in accordance with the approved Demolition Traffic Management Plan. A one page summary of the requirements of the approved

DTMP shall be affixed to the frontage of the site for the duration of the works at a location where it can be read by members of the public.

Reason - To minimise the impact of construction works upon highway safety and nearby residents' enjoyment of their properties in accordance with the Basements SPD and policies CL7, CT1 and CL5 of the Local Plan 2019. It is necessary for the condition to be on the basis that "No development shall commence until" as compliance with the requirements of the condition at a later time would result in unacceptable harm contrary to the policies of the Development Plan.

4.4 The relevant planning history is set out below:

Reference	Description	Decision
PP/21/00471	Demolition of building to basement level and construction of part two storey, part ground plus five story office building with gym use at basement level, associated bin storage, cycle parking, plant and other ancillary works. (Major Application)	Granted 11/11/2021
CON/23/06794	Details required by Condition 34 (Demolition Traffic Management Plan) of planning permission PP/21/00471.	Withdrawn
CON/24/01461	Details required by Condition 8 (Construction Traffic Management Plan) of planning permission PP/21/00457	Still under consideration. Also on the agenda for the 23 April Planning Applications Committee.

5. Main policies and strategies relevant to the decision

The development plan

5.1 The main planning considerations applying to the site and the associated policies are:

	Local Plan
Transport and Streets	CT1

5.2 These policies can be read online at:

- Local Plan:
<https://www.rbkc.gov.uk/planning-and-building-control/planning-policy/local-plan/local-plan>

5.3 The Council started a New Local Plan Review ("NLPR") and consultation on Publication Policies (Regulation 19) closed on 22 December 2022. The Council submitted the NLPR for examination (Regulation 22) on 8 February 2023. Examination hearings were held in June and July 2023. The Council has received a Post Hearings letter from the Inspector requesting the Council prepare a schedule of Main Modifications. The Main Modifications identified by the Inspector to make the NLPR sound is currently being consulted on by the Council for 6 weeks (30 January 2024 to 12 March 2024).

- 5.4 The statutory starting point for determining this proposal remains the adopted policies in the development plan, including the RBKC Local Plan 2019, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, paragraph 47 of the National Planning Policy Framework, and paragraph 001 of the National Planning Practice Guidance on Plan-making. Paragraph 48 of the NPPF outlines the weight local authorities may give to relevant policies in emerging plans. The Council hopes to adopt the Plan in May/June 2024, but this depends on when we receive the Inspector's report and may change. The emerging policies in the NLPR will be a material consideration afforded moderate weight at this stage however, where specific emerging policies are of particular relevance to the assessment, individual weightings have been given and expressed.

Other local strategies or publications

- 5.5 The main relevant supplementary planning document adopted by the Council is:

- Transport and Streets

- 5.6 This document can be read online at:

<https://www.rbkc.gov.uk/planning-and-building-control/planning-policy/supplementary-planning-documents-and-guidance>

6. Evaluation

- 6.1 Pelham Street is an important street, linking South Kensington (and Kensington beyond) to Chelsea and Sloane Square. The street is used by the Route 360 bus. It is relatively narrow, and the constrained width sometimes contributes to traffic disruption.
- 6.2 The developers have indicated that they wish to carry out the two developments, as mentioned in paragraph 1.2, simultaneously. To that end they have submitted a Demolition Traffic Management Plan (DTMP) dated March 2024 in respect of 63-81 Pelham Street. They have also submitted a Construction Traffic Management Plan in respect of 40 Pelham Street under reference CON/24/01461.
- 6.3 The Council expects DTMPs and CTMPs to be prepared to take due account of proximate developments to ensure that activities at neighbouring sites do not conflict and that cumulative impacts on highway operation do not result in traffic congestion. However, each traffic management plan approved by the Council must also be capable of being operated independently.
- 6.4 The development at 63-81 Pelham Street involves the demolition of the existing building to basement level and construction of part two storey, part ground plus five story office building with gym use at basement level, associated bin storage, cycle parking, plant, and other ancillary works.
- 6.5 The development at 40 Pelham Street involves alterations and improvements to the eastern building, demolition behind the retained façade of western building to create a two-storey office, excavation of a basement beneath part of the western building, and associated works.
- 6.6 The following assessment is a breakdown of questions within the completed pro-forma that are of particular importance, being areas of concern that have been raised during a number of meetings between officers, the applicants, local residents and resident associations.
- 6.7 **Q4 (Scope of CTMP)**
The submission confirms that the document was submitted pursuant to conditional planning permission PP/21/00457. The submission also states that the document should be read alongside the CTMP prepared in respect of 40 Pelham Street forming an

overarching methodology for developing the two sides of the street simultaneously. This approach is considered reasonable and necessary given the proximity of the respective sites. The submission also confirms that the DTMP has been devised to be capable of being implemented independently.

6.8 Q7 (Neighbour Consultation)

The submission confirms engagement has occurred with relevant stakeholders and demonstrates that the proposals have been informed by input from these stakeholders.

6.9 Q8 (Routing of construction vehicles)

The proposal is that construction vehicles would route west to east on Pelham Street. The movement of construction vehicles in the opposing direction would not be permitted. This approach is acceptable. The document also specifies acceptable inbound and outbound traffic routes for construction traffic.

6.10 Q10 (Construction Traffic Hours)

The proposed construction vehicle hours of 9.30am to 4.30pm are acceptable and consistent with Council guidance. There are no schools directly on the construction traffic route to and from the classified road network, and no restriction in hours would be necessary

6.11 Q11 (Site Access)

Vehicle activity is proposed to take place on-site (for setup and demolition) and both on-site and on-street on Pelham Street (for basement works). The commitment that all demolition activity including loading would be accommodated on-site, and not on the public highway is acceptable.

6.12 To accommodate the proposed pit lane, the applicant proposes to close the full length of Pelham Street to westbound traffic from Monday morning to late Friday afternoon. This measure is considered necessary and would serve to limit the impact of the development works on traffic. Appropriate diversionary signage at Brompton Cross would direct westbound traffic north towards the A4.

6.13 The westbound Route 360 bus would be diverted around the temporary one-way restriction via Fulham Road and Sydney Place. A Temporary Traffic Order to remove the right turn ban for buses at the Fulham Road/ Sydney Street/ Sydney Place junction is considered necessary and would be in place before kerbside servicing of the development site can take place. As there are only five 360 buses an hour, buses turning right at the junction would not significantly impact on the performance of the junction.

6.14 Displaced traffic that chooses not to use the recommended signed diversion route via Brompton Road is likely to route in a diffused way through the network. It is not possible to predict where resultant traffic issues may arise. The applicant commits to arrange bi-monthly (every two months) liaison meetings with local representatives (to be attended by a Council officer) so that issues arising from construction traffic and the traffic management measures can be discussed, potential solutions identified, and suitable mitigation put in place. This approach is acceptable.

6.15 Q18 (Scheduling)

An average of 25 daily vehicle visits is expected during the period of basement excavation. Given the on-site loading opportunities and the loading capacity within the pit lane, this frequency of construction vehicle visits could be reasonably accommodated with careful scheduling.

6.16 Q19 (Vehicle Call Up Procedure)

The applicant commits that vehicles shall not wait or stack on any road within the Royal Borough.

6.17 Q28 (Parking Suspensions)

Neighbouring residents have highlighted that the loss of kerbside parking capacity on

Pelham Street would make it more difficult for them to access their homes at Nos. 59-61 Pelham Street by car. However, the proposal to suspend/ remove the eight car parking bays and the motorcycling parking in advance of the pit lane coming into use is acceptable and necessary for the scale of development. Drop offs, pickups and loading will continue to be permissible on the double yellow line.

6.18 Q30 (Coordination)

The applicant commits to make all reasonable efforts, and always when specifically directed by the Council, to coordinate the scheduling of construction traffic movements with other nearby developments. Measures to ensure the two Wellcome owned developments are coordinated would be put in place. This commitment combined with the committed bi-monthly traffic management meetings with stakeholders should ensure that movement are satisfactorily coordinated to limit impacts on highway operation and on the living conditions of neighbours.

Issues and balancing

6.19 The prepared DTMP shows an acceptable method of managing demolition vehicles, minimising disruption to those living nearby and highway safety as required by condition 34 of planning permission PP/21/00471. The plan would comply with policies CT1 and CL5 of the Local Plan.

7. Consultations carried out

Comments from interested parties

- 7.1 There is no statutory requirement to consult on approval of details applications. The application was displayed on the Council’s website on 15/03/2024.
- 7.2 No letters were received commenting on the application.

Other consultees and organisations

Consultee	Comment	Where in the report this is considered
Director of Transportation and Highways	The proposed DTMP is acceptable.	Paras. 6.1 – 6.18

INFORMATIVES

Background papers:
Documents associated with the application (except exempt or confidential information) may be viewed at www.rbkc.gov.uk/CON/24/01513. Access to computers is also available

in the Customer Service Centre at the Town Hall.

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