

Design Code Part 2 of 2

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EC.PA.C
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6. The Table [TT]



Overview

The Table is the centrepiece of the Site around which all the Character Areas converge. It contains the central public open space - the Table Park - and unfolds as a sequence of Exhibition Gardens that enhance biodiversity and showcase a variety of planting characters and outdoor uses.

Key principles that characterise the Table include:

- A destination public open space located at the confluence of key routes.
- An urban park with a variety of natural landscaped spaces and gardens.
- Framing the edges of the public realm with active frontages.
- A Pivot building strategically located for wayfinding.
- Embracing Site conditions and celebrating the level change through the landscape.
- Exploring opportunities to strengthen biodiversity links through the Site.

► Refer to Illustrative Masterplan chapter in the Design and Access Statement: Masterplan (EC.PA.08).



Illustrative view, the Table

Landscape

Spaces

Central Zone (1)

A destination urban park defined as a recreational lawn. It is framed by a densely planted area along the western edge of the Table, and active frontages which spill out onto the public realm.

North of Table (2)

An open space with play space and community use.

The Cascades (3)

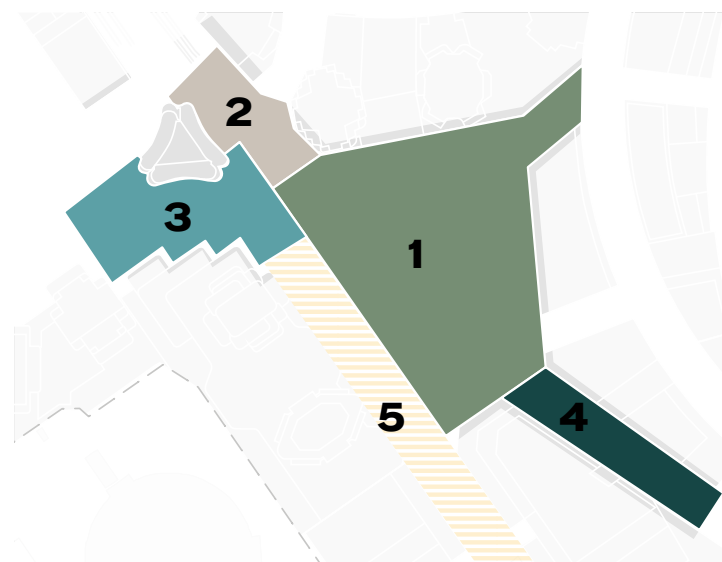
An accessible and inclusive landscape with water features that manage and celebrate the Site's level change.

The Bioline (4)

The Bioline extends the Brompton Cemetery ecological habitats into the Site and helps create green areas along the West London Line Railway corridor.

Empress Place (5)

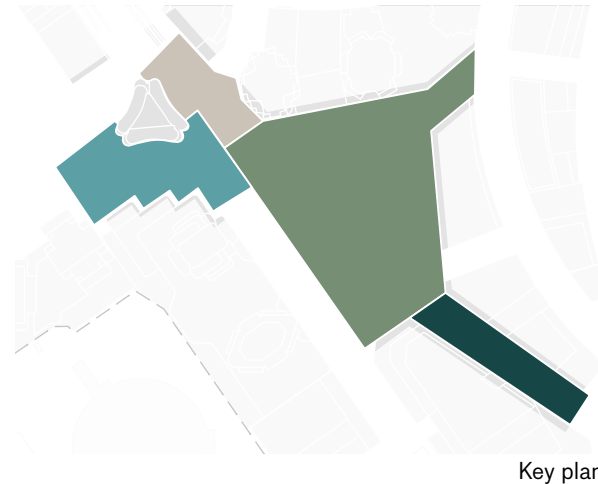
Codes related to Empress Place are located in the Empress Place Character Area. However, Empress Place is highlighted in the diagram due to spatial continuity.



Illustrative sketch showing Ground Floor cutaway

The Table

A multi layered public open space, inviting a variety of activities to happen at its heart. Comprised of four key spaces with their own unique characteristics.



Key plan

TT.L.1 Landscape-led

The landscape design **must** reinforce the Table as the largest green, publicly accessible open space at the centre of the Site.

To ensure that designs contribute to the landscape-led vision for the Site.



A variety of uses within the public realm

TT.L.2 Predominantly soft landscape

The Table **must** be predominantly soft landscape.

To reflect the role of the Table as a green centrepiece to the Site.

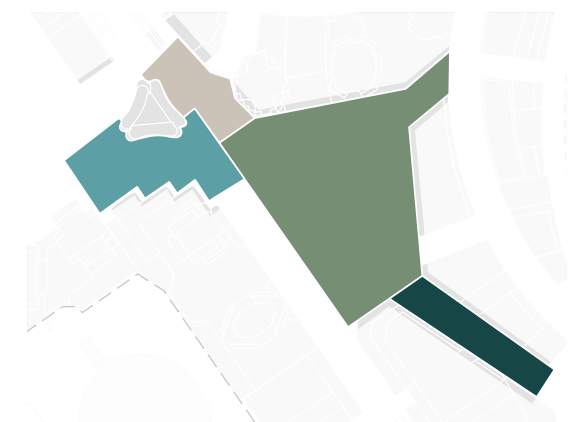


Illustrative view, the Table

TT.L.3 Distinct zones

The Table **must** be composed of distinct zones, accommodating various activities and/or with different characters.

To provide a varied, thriving public realm.



TT.L.4 Familiar design

The distinct zones of the Table **must** maintain a familiar design language. This could be achieved by materiality or selection of planting species.

To allow visual and functional cohesion in support of the Table's character as a whole.



Illustrative landscape plan

TT.L.5

Amenity and biodiversity

Design **must** seek a balance between amenity and biodiversity. This could be achieved through zoning or through overlapping uses where compatible.

To create a new public open space that contributes to both local amenity and biodiversity.



Balancing amenity and biodiversity

TT.L.6

Design and microclimate

The designs **must** consider microclimate, in particular daylight/sunlight exposure and overshadowing, when programming uses for the Table.

To promote a comfortable public realm.



Designing with consideration for microclimate

TT.L.7

Vehicle-free

The Table **must** be vehicle-free. Only emergency vehicle access and controlled servicing are permitted.

To support a vehicle-free public realm.



Pedestrian priority and cycle-friendly route

TT.L.8

East-west route

The Table **must** form part of the east-west route connecting Aisgill Gardens with Warwick Square. It must provide a clear and legible route through the Site.

To contribute to the sitewide inclusivity and movement strategy.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.



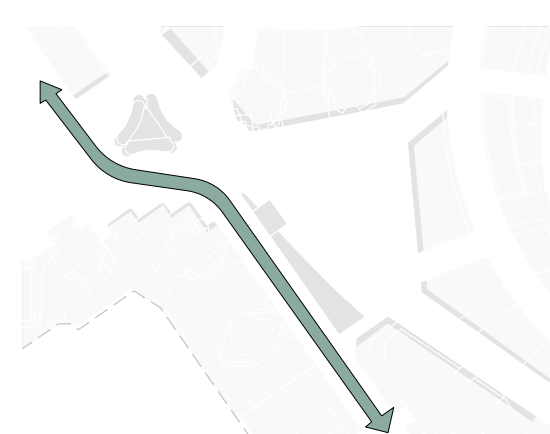
TT.L.9

North-south route

The Table **must** provide a clear and legible north-south route through Empress Place and the Table Character Areas linking with the east-west route at all phases of the development. The north-south route connects to the Central Zone through the Cascades.

To connect West Brompton station and Lillie Road with the East-west route.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.



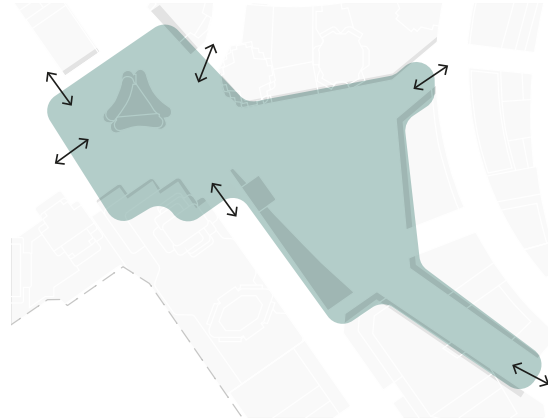
TT.L.10

Interface with other Character Areas

Designs for the Table **must** be carefully integrated with adjacent Character Areas and their public realm. This should include interfaces of materials, planting and general arrangement of spaces.

To ensure that the Table fulfils its role at the centre of the Site and brings together the surrounding Character Areas.

▶ Refer to relevant adjacent Character Areas for additional information.



TT.L.11

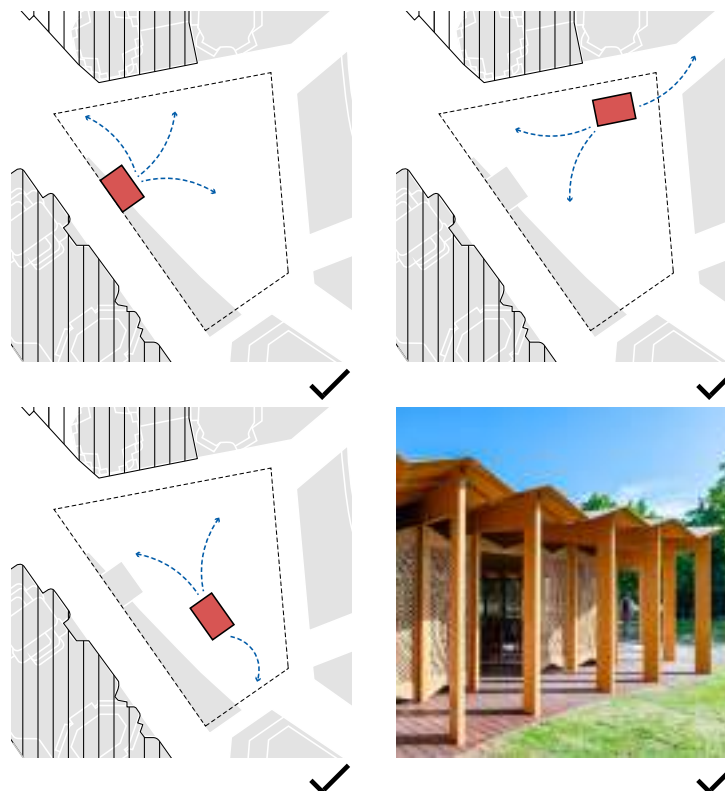
Pavilion location

In the event that a Pavilion is provided, it **must** be carefully integrated with the landscape. It should provide activation and shelter.

The location of the Pavilion should be easily accessible and should not adversely impact other uses such as play or informal sports.

To create a point of interest and gathering place within the Table.

▶ Refer to Sitewide / Parameter Plan details and The Table / Built form / Pavilion



TT.L.12

Integration of lifts

The Table **must** contribute to the access and inclusion of the public realm and connect with ground level at Empress Place. If the Pavilion is located towards the centre of the park, lifts connecting to/from Empress Place must be integrated with other elements of the Table Edge design. These could include sheltering canopies or landscape.

To ensure all components have an integral approach to the design.

▶ Refer to Sitewide / Landscape / Inclusivity and movement, and The Table / Built form / Pavilion.

TT.L.13

Sheltered areas within the Table

Areas for shelter **must** be provided within the Table. These could include the Pavilion, standalone structures, awnings of adjacent buildings or tree canopies.

To provide comfort in adverse weather conditions.



Shelters provided on edge of play areas

TT.L14

Retention of the Table structure

The Table Structure **must** be retained. Re-profiling the existing structure could be acceptable. Further studies will need to be undertaken to understand the degree and extent to which this is necessary.

To retain the Table structure as much as possible.

▶ Refer to Parameter Plans (EC.PA.B).



Aerial image of existing Site condition, including the Table structure

TT.L15

Materiality of primary routes and perimeter

Materiality of primary routes and spill-out zones adjacent to buildings **should** be hard wearing and attractive. This could be a natural material such as stone.

To create a durable and cohesive public realm.



Stone paving on perimeter of public realm

TT.L16

Materiality of secondary routes

Secondary routes within the Table **should** be semi-permeable. This could be achieved with materials such as resin-bonded gravel or semi-permeable paving. Loose permeable materials such as wood chips should be avoided.

To create an accessible and durable public realm.



Resin-bonded gravel on secondary route

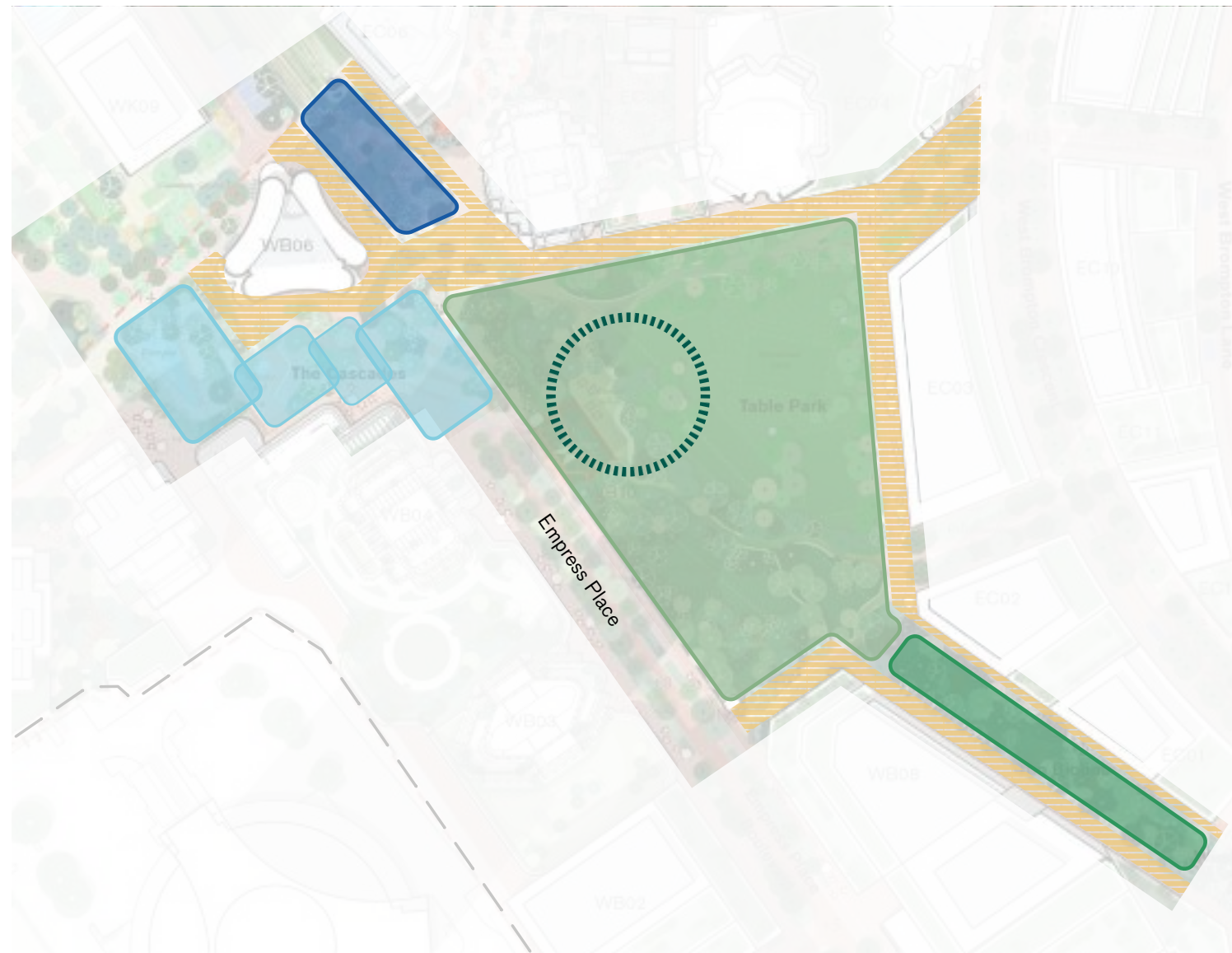
TT.L17







Cycle parking

Cycle parking **must** be provided, and it should be strategically located, such as at key entrances. Cycle parking should offer a range of options for different types. This could include micro-mobility such as reclined cycles, handcycles, and cycle trailers.

To encourage visiting cyclists to park and enter the Table on foot.

Indicative diagram of the Table landscape components



-  Areas that can accommodate spill-out zones and pedestrian movement
-  Recreational lawn, with nature play and edges of meadow planting
-  Focus on events, art and community (indicative size and location)
-  The Bioline, focus on biodiversity and planting
-  North of Table, with destination play
-  The Cascades, managing level changes and integrating water

Illustrative landscape design

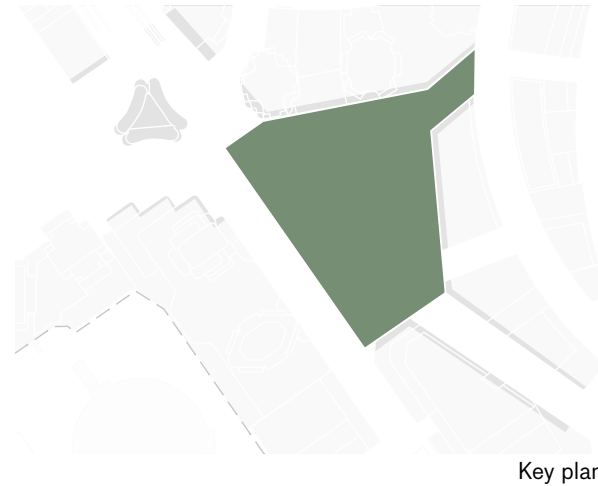
showing one possible arrangement of the Table components



1. Recreational lawn
2. Meadow planting on edges of recreational lawn
3. Opportunity for events, art and community
4. Indicative play areas
5. Areas that can accommodate spill-out spaces and pedestrian movement
6. Cyclists on shared or demarcated east-west cycle route
7. Green corridor, focus on biodiversity and planting
8. The Cascades, level change integrating water and flat plateaus

Central Zone

A destination urban garden defined as a recreational lawn. It is framed by a densely planted area along the western edge of the Table, and active frontages spill out onto the public realm.



Key plan



Illustrative sketch, Central Zone

TT.L.18

Destination urban gardens

The design of the Central Zone **must** reflect its role as destination urban park, providing usable green areas, open to everyone.

To ensure that designs contribute to the landscape-led vision.



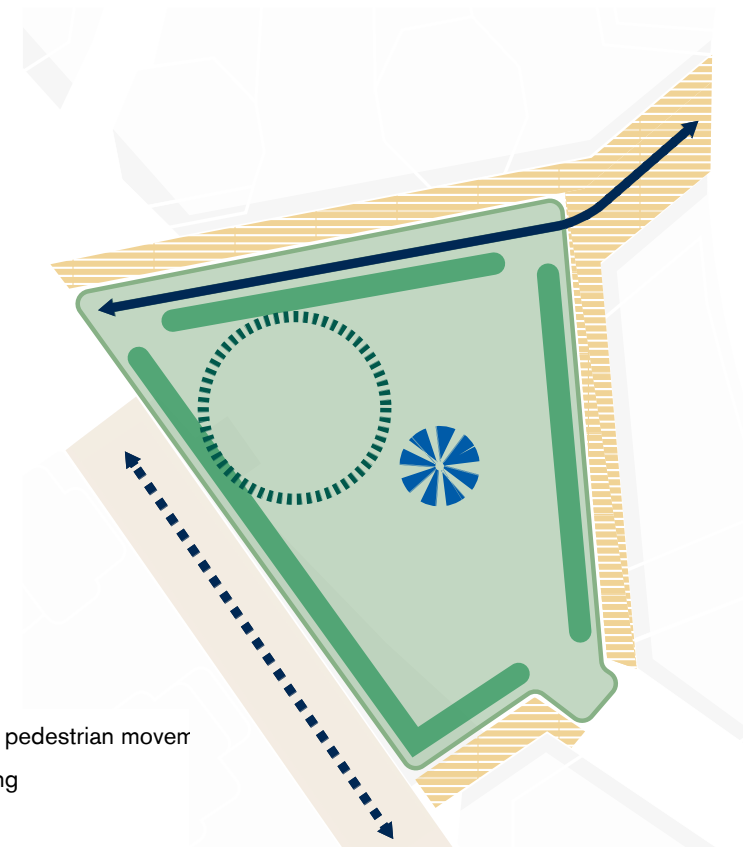
Illustrative view, Central Zone

TT.L.19

A variety of functions

The design of the Central Zone **should** accommodate a variety of uses including those shown on the diagram.

To provide a balanced range of open space types that support public use and biodiversity.



Key

- Areas that can accommodate spill-out space and pedestrian movement
- Recreational lawn, low-flowering grass mix planting
- Meadow planting (indicative size and location)
- Nature play (indicative size and location)
- Focus on events, art and community (indicative size and location)
- Zone for a dedicated E-W cycle lane
- Zone for a dedicated cycle lane outside of Central Zone
- Empress Place (not part of this Character Area)

TT.L.20 Recreational lawn

The design of the Central Zone **must** provide an open lawn area. The recreational lawn should be the predominant treatment of the Central Zone and support spontaneous everyday use such as informal sports or picnicking.

To ensure a dedicated area for informal sports is provided in the Table.

▶ Refer to Estate Management Framework (EC.PA.35)



Recreational lawn area

TT.L.21 Events space

The design of the recreational lawn **could** allow space for small events and other temporary uses.

To provide an area within the Table that is to be used for events and other temporary uses such as markets.

TT.L.22 Events space seating

Seating **could** be provided in proximity to event spaces. It should be arranged to enable viewing, resting and allow for temporary seating.

To support viewing and activation of events.

TT.L.23 Meadow lawn

A meadow lawn **must** be provided. Meadow planting should be arranged on the perimeter of the recreational lawn. Meadow planting could include patches within the recreational lawn.

To provide alternative areas for recreation and increased biodiversity.

▶ Refer to Estate Management Strategy and biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.



Meadow planting framing recreational lawn

TT.L.24 Biodiversity contribution

The meadow **must** contribute to the natural benefits of the Table. This could be through a concentration of diverse planting.

To maximise variation of planting attracting diverse types of insects and therefore pollinators.

▶ Refer to biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.

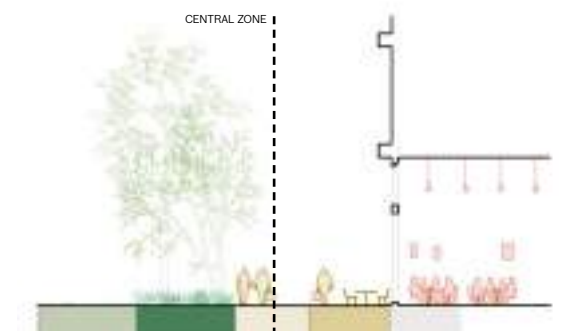


Meadow planting

TT.L.25 Edges of the Central Zone

The design of the Central Zone **should** allow space for spill-out zones and pedestrian movement on the edges. It **should** be wide enough to enable emergency vehicle access.

To maximise green space in the centre of the Central Zone.



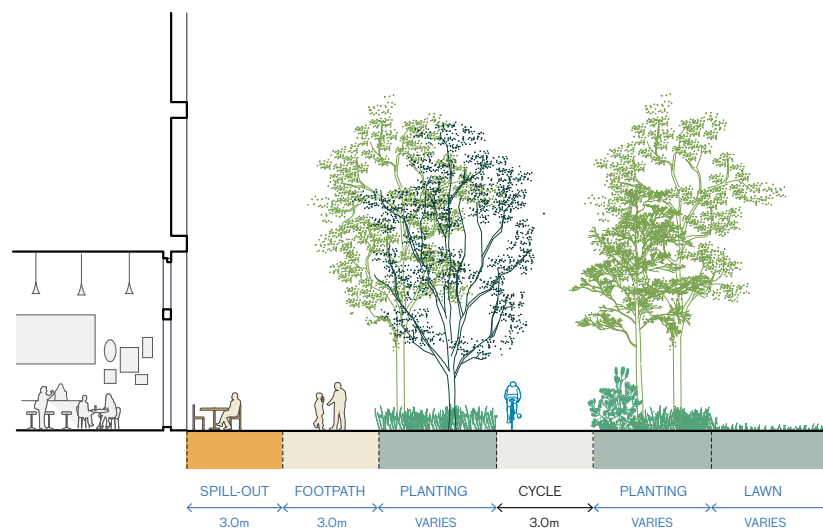
Illustrative sections of edges of Central Zone

TT.L.26 Cyclists on shared or demarcated cycle route

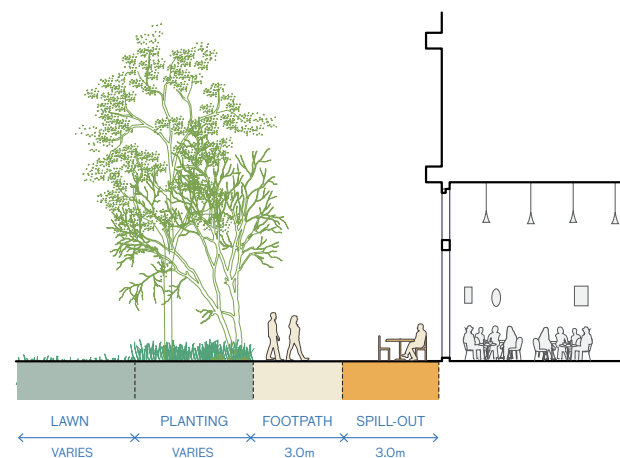
A shared or demarcated cycle route **must** be provided on the northern side of the Central Zone. This could be separated from the spill-out zone with a planted buffer.

To contribute to the sitewide movement strategy.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.



Control dimension
Illustrative dimension

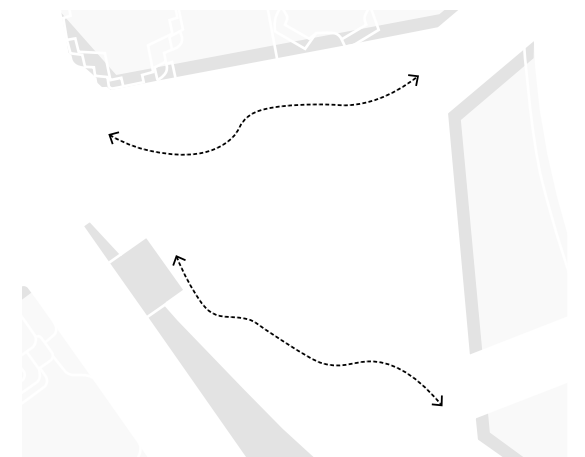


Illustrative sections, edges of public realm and cycle route

TT.L.27 Additional footpaths

The design of the Central Zone **should** provide additional footpaths to connect desire lines and spaces. The location of footpaths should not impact the function or use of spaces.

To provide additional pedestrian connections that do not impact on function of spaces.



TT.L.28 Natural play

The design of the Central Zone **should** provide natural play. This could be achieved through choice of materials and play equipment such as logs, stepping stones and bespoke play equipment.

To contribute to the sitewide play strategy and provide variety in play types.



Play features natural materials and interaction with nature

TT.L.29 **Variety of trees**

The tree planting within the Central Zone **must** be composed of trees which vary in maturity, size and species.

To create a rich and varied landscape that works for all seasons.



Variation of tree species and form of trees

TT.L.30 **Tree planting as markers**

Where tree planting is used to mark significant locations, it **could** consist of standalone trees or groups of trees.

To create a visual hierarchy within the tree planting and assist with wayfinding.



Standalone tree as marker of location

TT.L.31 **Tree planting on recreational lawn**

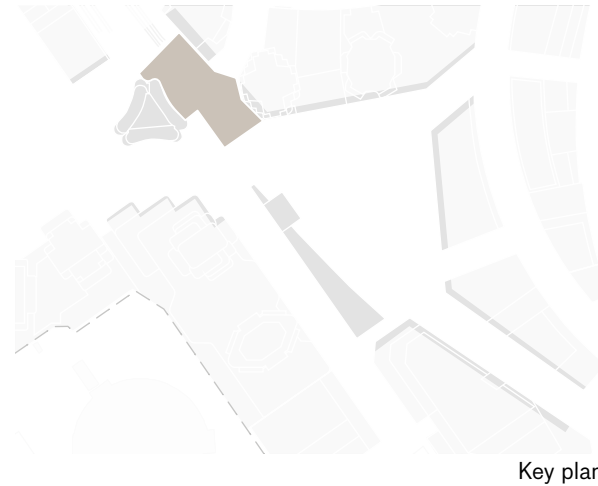
Tree planting on the recreational lawn **should** be composed of deciduous species and should include trees of a range of species, sizes and maturity.

To ensure as much daylight as possible reaches the lawn.

▶ Refer to Sitewide / Landscape / Planting.

North of Table

An open space with play space and community use.



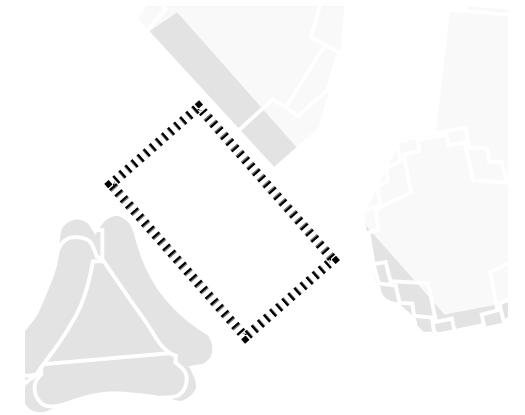
Key plan

TT.L.33

Sense of enclosure

The design of North of Table **should** contribute to a sense of enclosure. This could be achieved through the arrangement of street furniture, planting and materiality.

To frame the play area, define the extents of North of Table and to provide a more intimate character to support its use as a local play space.



TT.L.32

Local play

The design of North of Table **should** provide local play.

To contribute to the sitewide play strategy.



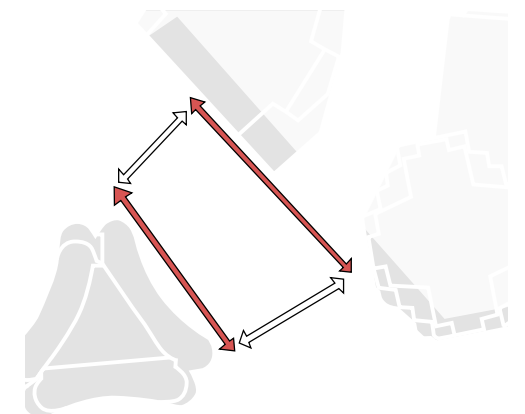
Illustrative view, North of Table

TT.L.34

Movement concentrated on edges

The design of North of Table **should** provide movement routes to the edges. Movement routes should consider spill-out spaces in front of buildings.

To concentrate local play at the centre of the space.

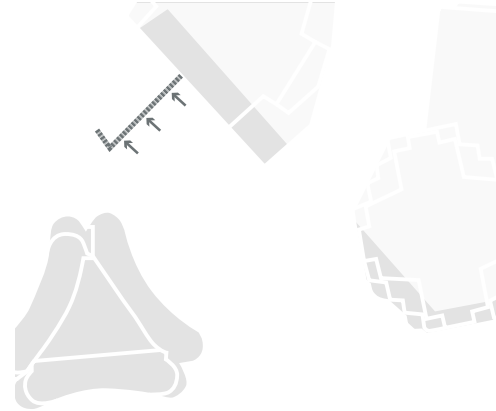


TT.L.35

Edge of 'North of Table' treatment

Treatment of the edge of North of Table **should** be integrated into the public realm. This could include public art, a green wall, integration of play or visibility of the railway.

To incorporate existing structures into the public realm.

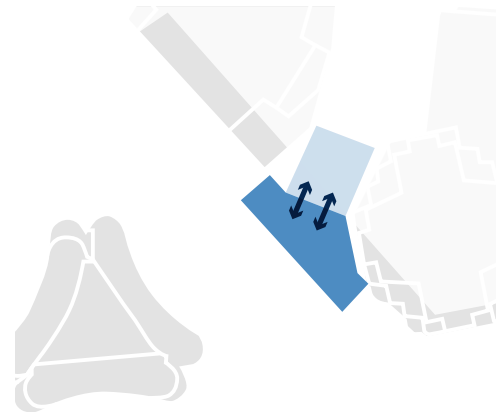


TT.L.36

Integration with Warwick Crescent Passage

The design of North of Table **must** be integrated with Warwick Walk. This should include integration of materiality.

To reinforce change of character between key public space and a passage.



TT.L.37

Playful street furniture

The design of furniture **must** facilitate play. This could include furniture designed as much for lying, running, and climbing as it is for sitting.

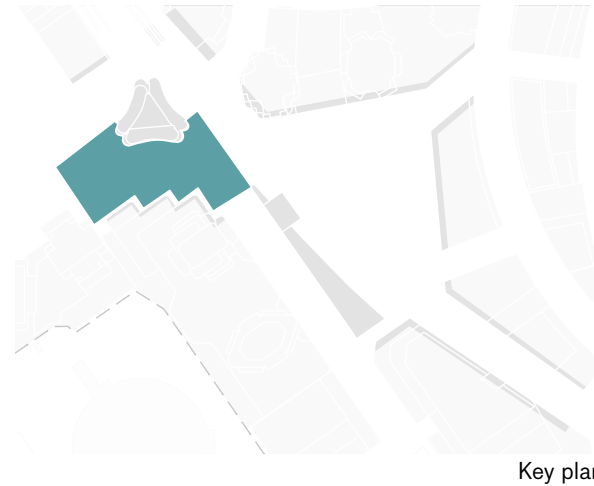
To contribute to the character of North of Table as a local play space.



Interactive playful elements as part of the street

The Cascades

An accessible and inclusive landscape with water features that mediate and celebrate the Site's level change.



Key plan



Illustrative sketch, the Cascades

TT.L.38

Celebrate the level changes

The design of the Cascades **should** celebrate the level change. This could be achieved through a terraced landscape or integrated cascading elements that naturally flow with the landscape.

To embrace Site conditions and contribute to the unique character of the Cascades.



Level changes celebrated with water element

TT.L.39

Integrated with buildings

Landscape levels **must** align with building entrances. Interfaces should be carefully considered while ensuring spaces remain accessible to people of all abilities.

To ensure integration of the public realm with building entrances.

► Refer to The Table / Built form / Pivot.



Illustrative view, the Cascades

TT.L.40 Pedestrian priority

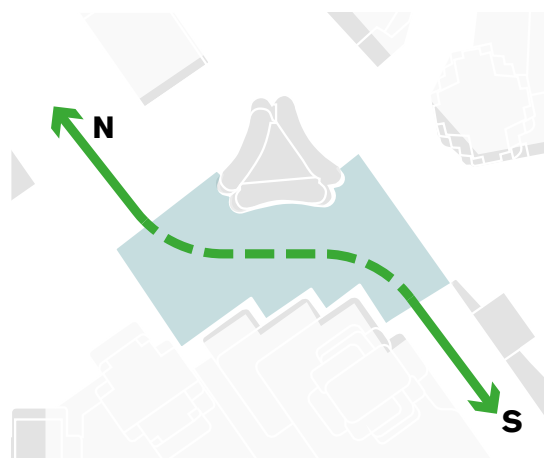
The design of the Cascades **must** put pedestrians first. This could include design interventions to slow down cyclists while enabling step-free pedestrian access throughout.

To create a comfortable and safe environment for pedestrians.

TT.L.41 North-south movement route

The Cascades **must** be designed as part of the north-south movement route, which is a key linkage within the Site and beyond.

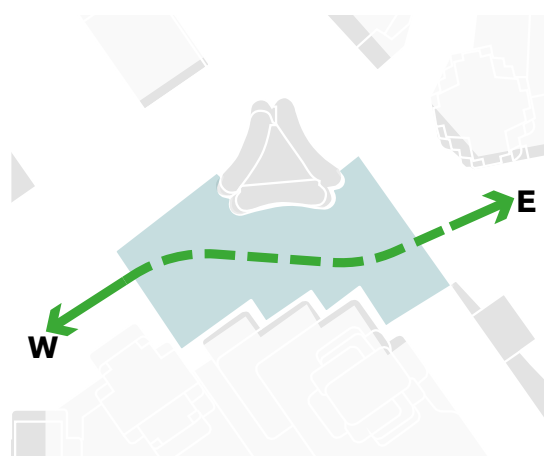
To contribute to the sitewide movement strategy and primary movement routes.



TT.L.42 East-west movement route

The Cascades **must** be designed as part of the east-west movement route, which is a key linkage within the Site and beyond.

To contribute to the sitewide movement strategy and primary movement routes.

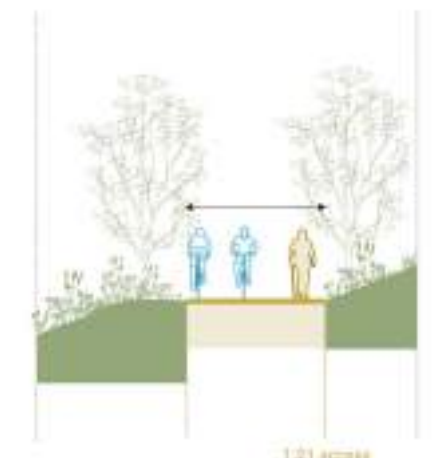


TT.L.43 Pedestrian and cycle connectivity

A shared path to be used by both cyclists and pedestrians **must** be provided. Shared paths should be wide enough to support all wheel-users, including prams, cargo bikes and children on bicycles.

To integrate connections across the Site whilst supporting a regulation of speed.

Refer to Sitewide / Landscape / Inclusivity and movement.



TT.L.44 Accessible level change

The design of the Cascades **must** provide an accessible connection between the levels of the Table (+12.5m AOD), Empress Place (+8m AOD) and Aisgill Gardens (+4m AOD).

To ensure that the public realm is connected and accessible.



TT.L.45 **Interacting with water**

The design of the Cascades **must** include water. This could be achieved through water play or water features. (Subject to future technical testing / design development)

To provide a public realm that contributes to the unique character of the Cascades.



Illustrative view of the Cascades

TT.L.46 **SuDS / Filtration pools**

The design of the Cascades **should** include SuDS features. This could be achieved through a series of connected filtration pools. (Subject to future technical testing / design development)

To contribute to the sitewide SuDS strategy.

► Sitewide / Landscape / Green/blue infrastructure.



Illustrative view of the Cascades

TT.L.47 Seating and furniture

The design of seating and furniture **could** be integrated into the level changes and planting beds.

To encourage people to dwell in the Cascades and use street furniture to contribute to its unique character.



Illustrative view of the Cascades

TT.L.48 The Cascades habitat

The design of the Cascades **must** create the Cascades habitat, as described in the sitewide biodiversity strategy.

To align with the sitewide biodiversity strategy and provide a diverse and connected green network.

▶ Refer to biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.



Planting selection suitable for Cascades habitat

TT.L.49 Planting in wet and dry conditions

Planting selection **must** be suitable for the wet and dry conditions of the Cascades.

To ensure the planting within the Cascades can grow successfully in the micro-climatic conditions.

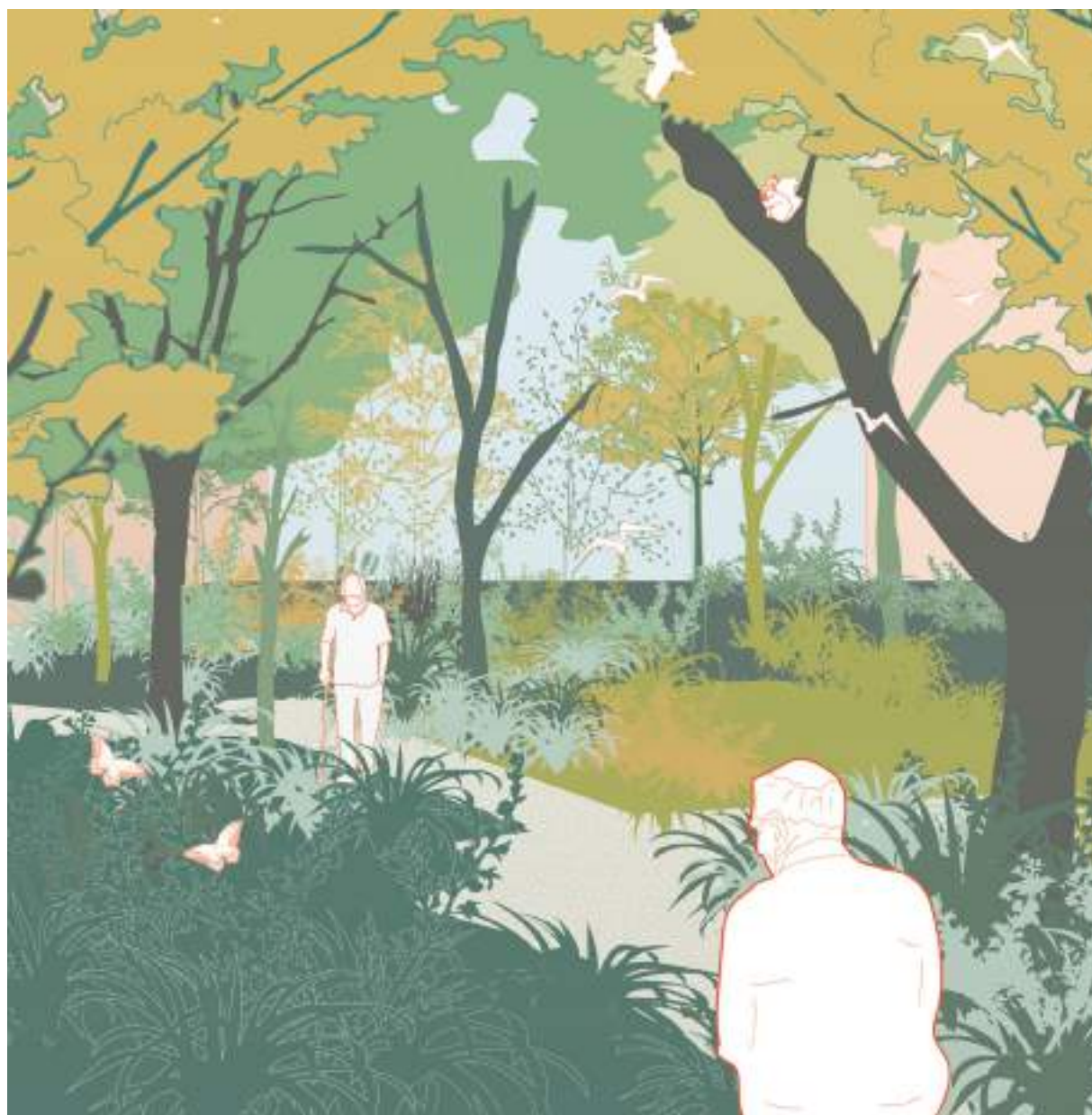
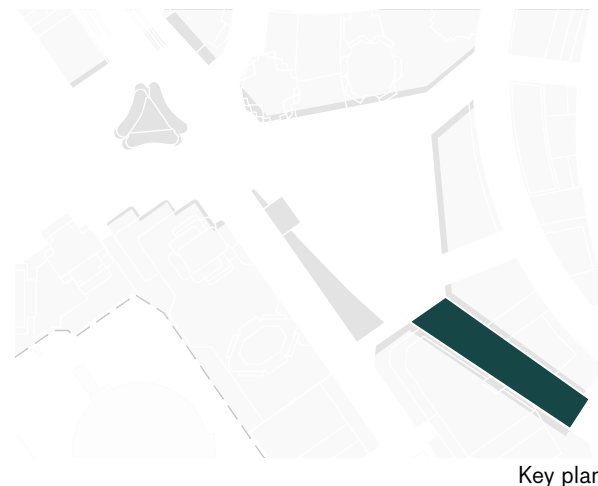
▶ Refer to Sitewide / Landscape / Green/blue infrastructure.



Planting in wet conditions

The Bioline

The Bioline extends the Brompton Cemetery ecological habitats into the Site and helps create green areas along the West London Line Railway.



Illustrative sketch, the Bioline

TT.L.50

Exploring options for development

The design of the Bioline **must** create habitat and biodiversity links through the Site.

Subject to agreement with third parties, the design should explore decking over the existing railway structure and providing nature-based zones. If decking over cannot be achieved, the existing SINC must be retained.

To contribute to biodiversity networks

TT.L.51

Maximise biodiversity

The design of the Bioline **must** maximise biodiversity.

If the design includes a structure decking over the existing railway, new habitat should be created to maximise biodiversity.

To contribute to the sitewide biodiversity strategy.

▶ Refer to Sitewide / Landscape / Green/ blue infrastructure.

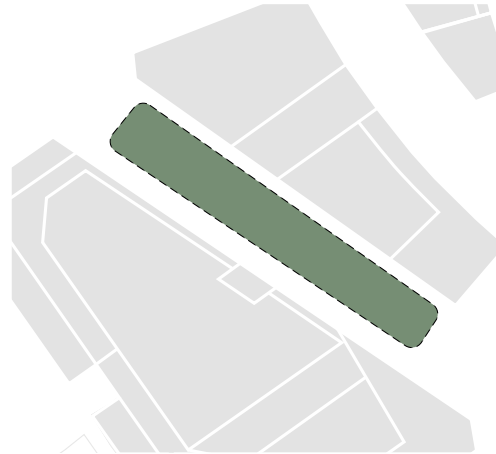


Dense planting and natural features maximising biodiversity

TT.L.52 Soft landscape and planting

If the design includes a structure decking over the existing railway, the predominant feature of the Bioline **must** be a central soft landscaped and planted zone.

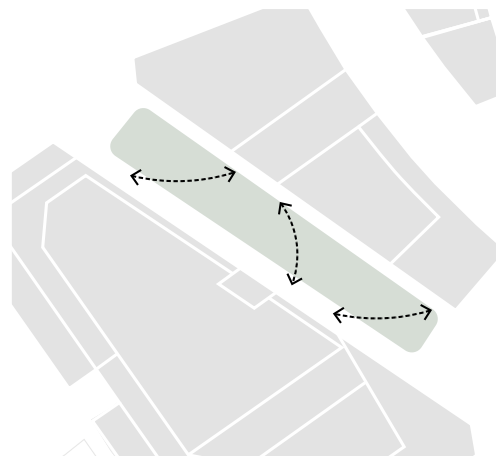
To support a thriving ecological corridor.



TT.L.53 Access through soft landscape

If the design includes a structure decking over the existing railway, pedestrian connections through the soft landscape **could** be included. They must not impact on minimum habitat areas.

To provide additional pedestrian connections contributing to a sense of safety whilst walking along the Bioline.



TT.L.54 Continuity of green environment

If the design includes a structure decking over the existing railway, pedestrian connections through the soft landscape **should** allow continuous green corridors. This could be achieved through elevated walkways or discontinuous paths such as stepping stones.

To safeguard continuous green corridors for insects and species.



Stepping stones within planting

TT.L.55 Planting for reduced disturbance

If the design includes a structure decking over the existing railway, the design and selection of planting **must** allow for some areas of reduced disturbance by humans. This could be through a concentration of native thorny species, including hawthorn, blackthorn and bramble.

To support areas of refuge for local fauna and increase local scrub habitat.



Dense planting for reduced disturbance

TT.L.56 Planting openings on edges

If the design includes a structure decking over the existing railway, denser planting **should** be located along the centre with openings on the edges.

To promote a sense of safety by avoiding areas for people to hide.



Planting openings on edges

TT.L.57 The Bioline habitat

The design of the Bioline **must** create The Bioline habitat, as described in the sitewide biodiversity strategy.

To align with the sitewide biodiversity strategy and provide a diverse and connected green network.

▶ Refer to biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.



Example species: the Bioline

TT.L.58 Tree planting on The Bioline

If the design includes a structure decking over the existing railway, tree planting **must** be provided on the Bioline. This should include a range of tree sizes, species and maturity

To support the variety of planting on The Bioline.

▶ Refer to Sitewide / Landscape / Planting.



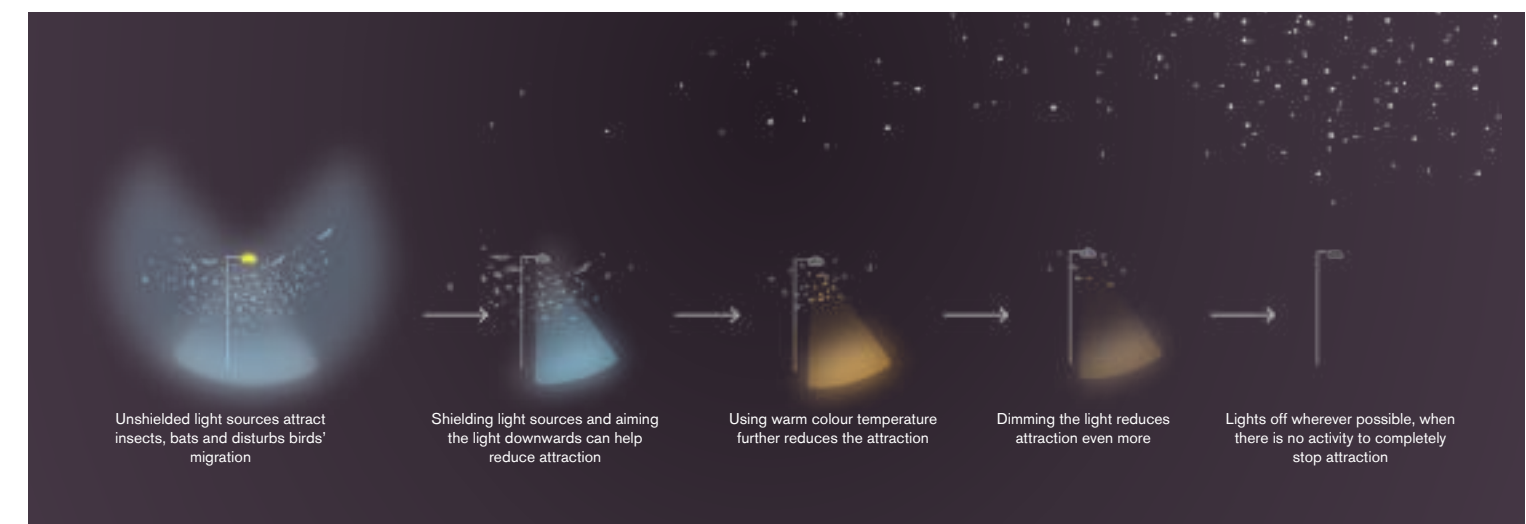
Tree planting with a range of sizes

TT.L.59 Nature-based lighting

The design and selection of external lighting **should** minimise impact on flora and fauna. This could be through direction and distribution of lighting, colour temperature and light intensity.

To support a thriving ecological corridor.

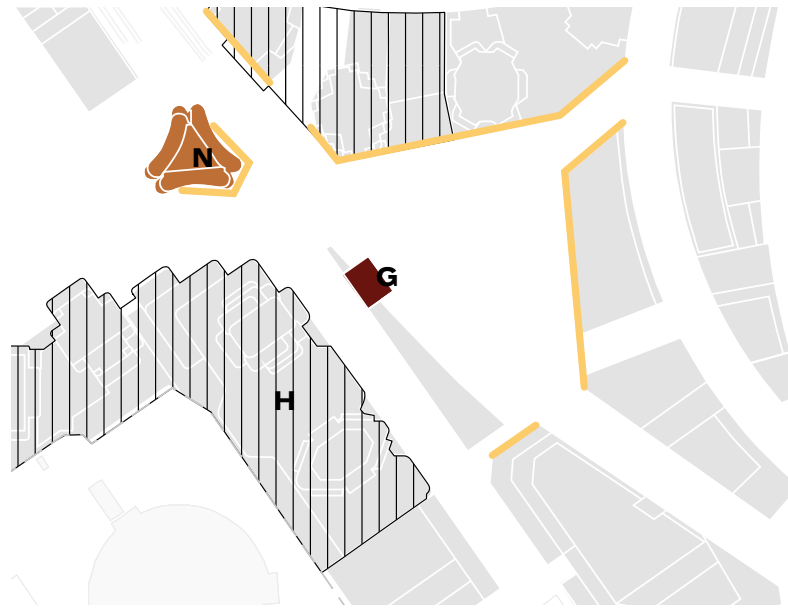
▶ Refer to Sitewide / Landscape / Lighting



Illustrative diagram demonstrating nature-based lighting principles

Built Form

Building Typologies



- Pivot**
 (Development Zone N)
 The Pivot building marks the central node at the junction of the east-west and north-south routes.
- Pavilion**
 (Development Zone G)
 The Pavilion has a flexible location within the Central Zone. It acts as a marker and meeting point and provides active, animated frontages.

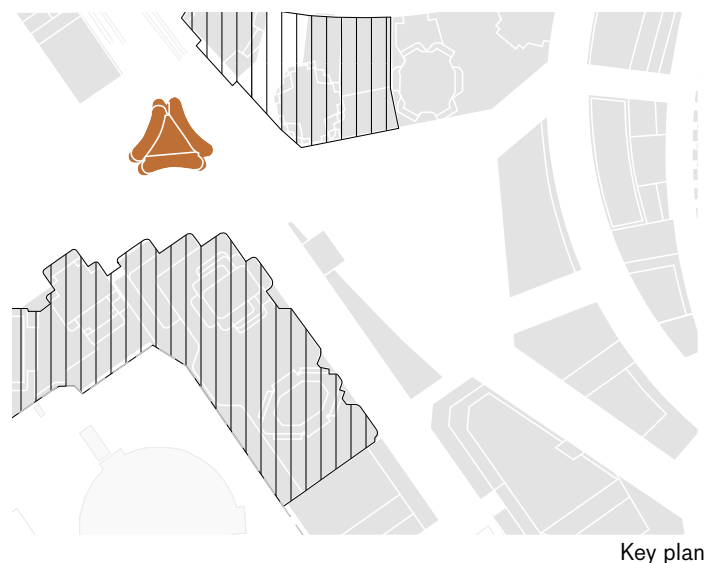
- Table facing frontages**
 (Development Zone B, F, K, N)
NB. This section includes codes in relation to the frontages within Development Zones B, F, K and N. This codes only refer to the façades facing on to the Table.
For more codes in relation to these Development Zones in full, refer to 'West Brompton', 'Warwick Crescent' and 'Empress Place' design codes.



Pivot

(Development Zone N)

The Pivot building marks the central node at the junction of the east-west and north-south routes.



Key plan

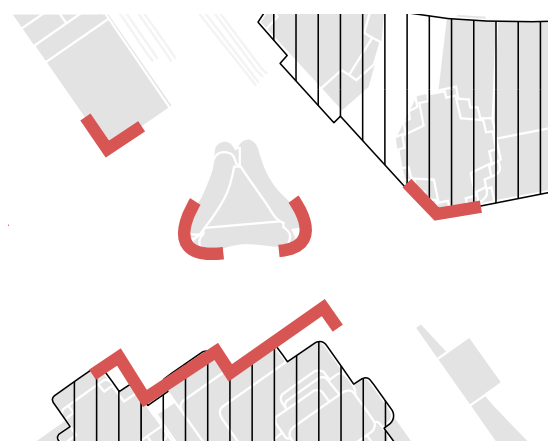
TT.B.1

Prominent corners

Prominent corners **should** be designed with particular importance and should be richer in detail. This could be achieved by distinct balcony details or use of contrasting materials or textures to highlight corners along the length of the building's façade.

To reinforce spatial hierarchy and assist with wayfinding.

Refer to Sitewide / Built form / Frontages and façades.



Key

- Key corners
- Detailed Component

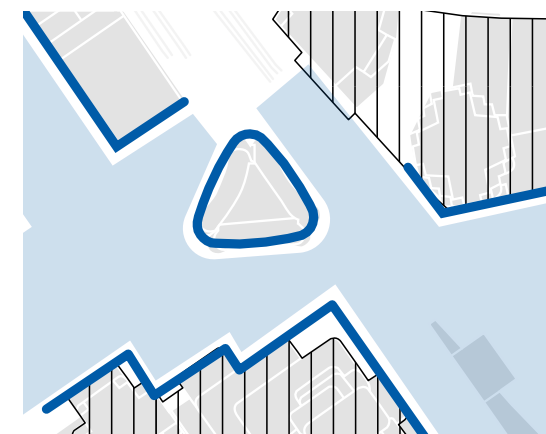
TT.B.2

Ground Floor frontages addressing destination public realm

Ground Floor frontages addressing areas of destination public realm **should** consider opportunities for special features. This could include façades designed with transparency providing a visual connection between the building uses and public realm.

To ensure façades are treated appropriately for their key location within the destination public realm.

Refer to Sitewide / Built form / Frontages and façades.



Key

- Façades addressing destination public realm
- Destination public realm
- Detailed Component

TT.B.3

Inviting after dark

Appearance of building façades **should** be considered at night. This could include the use of creative lighting designs to highlight architectural features or create a distinct ambiance.

To ensure an attractive and inviting destination, at different times of day.



Illustrative sketch, Pivot building

TT.B.4

Expression of Ground Floor

The building **should** be designed with architectural elements or features to give the impression of a light touch to the Ground Floor plane. This could be achieved through elevating the building with columns, allowing for a cantilever at Ground Floor or incorporating extensive glazing.

To foster a feeling of openness and connection with the adjacent public realm.



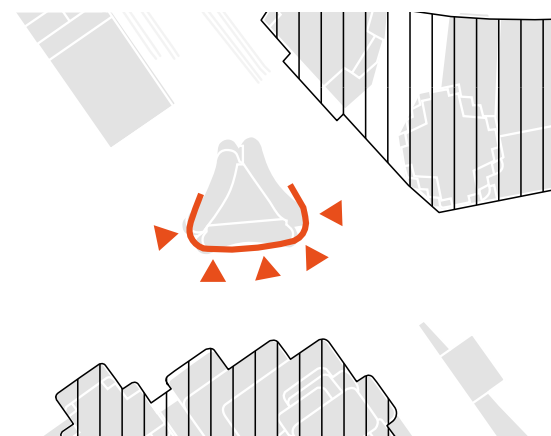
Illustrative view, Pivot building

TT.B.5

Access and entrances

Entrances **must** be located adjacent to the main public realm.

To ensure activation of the key façades facing destination public realm.



TT.B.6

Integrated with landscape

Ground Floor layout and entrances **must** be integrated with the stepped landscape while ensuring spaces remain accessible to people of all abilities.

To ensure careful and considered integration of the public realm with the Ground Floor layout and maximise the feeling of a blurred threshold between interior / exterior.

▶ Refer to The Table / Landscape / The Cascades.



Illustrative plan, the Cascades and Pivot building

TT.B.7

Servicing constraints

There will be a safeguarded service route running below the public realm and the building **must** allow for service access via the basement.

To enable maximisation of active frontages onto the primary route at Ground Floor and ensure a vehicle-free destination public realm.

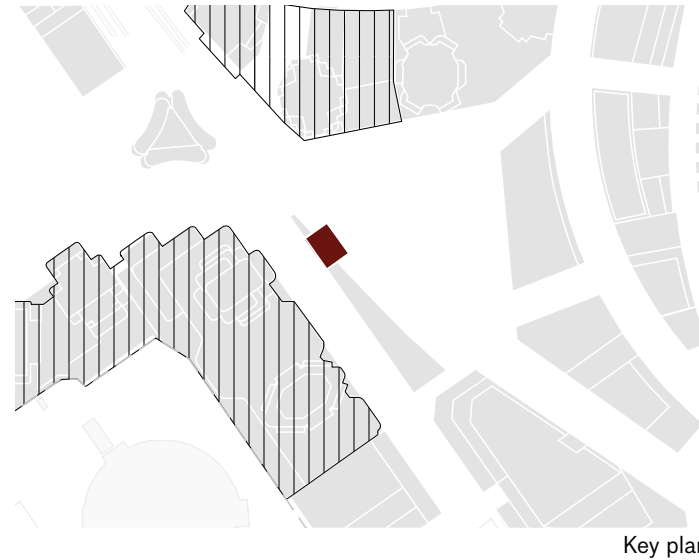
▶ Refer to Detailed Component of the Hybrid Planning Application.



Pavilion

(Development Zone G)

The Pavilion has a flexible location within the Central Zone. It acts as a marker and meeting point and provides active, animated frontages.

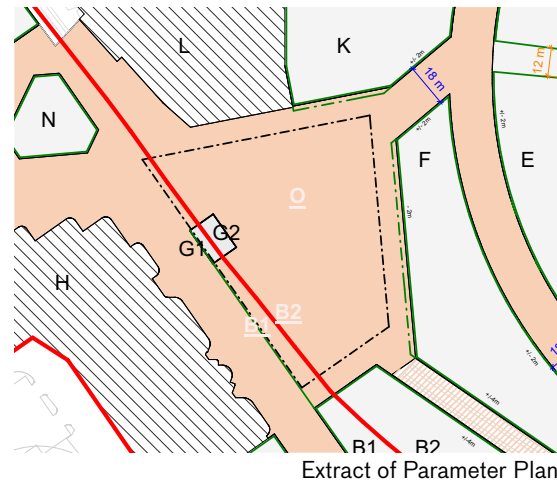


TT.B.8 Pavilion location

If a Pavilion is provided, it **must** be located in the zone indicated by the Parameter Plan. The location of the Pavilion must not impact clear lines of sight along the key east-west route into the Table

To allow flexible location of a Pavilion in the Table.

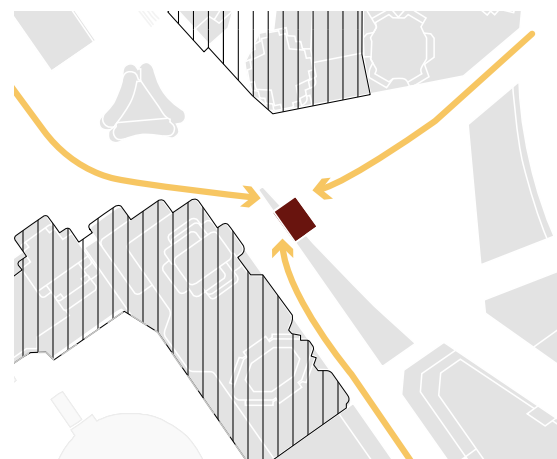
▶ Refer to Parameter Plans (EC.PA.B).



TT.B.9 A focal point

The Pavilion **should** be easily identifiable from different routes. This could be achieved by bold forms, distinctive materials, vibrant colours, integrating signage or lighting.

To contribute to the identity and significance of the Pavilion and making it a key feature in the urban landscape.

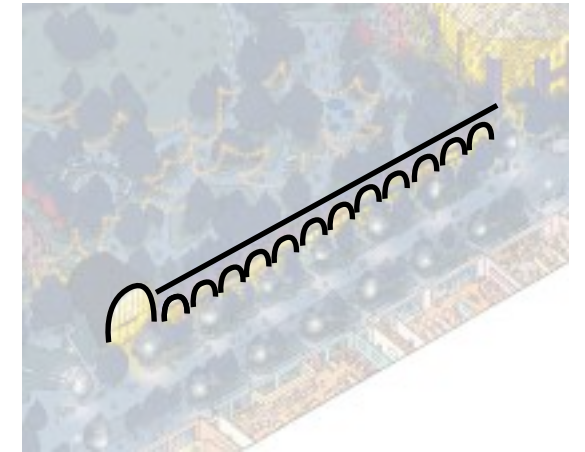


TT.B.10 Integration with Table Edge

Subject to its location, the Pavilion **could** be integrated with Table Edge. If so then the frontage facing onto the Empress Boulevard should take into consideration the rhythm, composition, architectural expression and treatment of the extent of the Table Edge.

To ensure the frontage is integrated with the extent of Table Edge.

▶ Refer to Empress Place / Built form / Table Edge.



Illustrative view, Table Edge

TT.B.11 Lift access to/from Empress Place

If a lift is located within the Pavilion, as part of the lift access strategy to/from Empress Place, it **should** be integrated into the design of the Pavilion, be identifiable and provide weather protection.

To ensure that level changes are inclusive and accessible.

▶ Refer to Sitewide / Landscape / Inclusivity and movement, and The Table / Landscape

TT.B.12 Free standing in the Table

Subject to its final location, the Pavilion **could** be free standing within the Table. If so then all frontages must be designed in the round and take into consideration their prominent location within the destination public realm.

To ensure all frontages respond to the destination public realm.

TT.B.13 Flexibility for uses

The internal layout of the Pavilion **should** allow for flexibility of uses. An open plan layout could be used to create open, adaptable areas.

To encourage flexible uses to evolve over the building's life span.

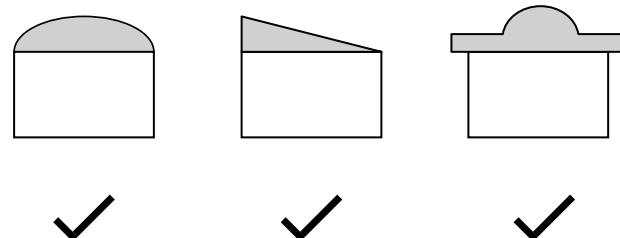


Pavilion with flexibility for uses

TT.B.14 Roof articulation

The Pavilion **could** have a distinct roof articulation.

To create visual interest and a distinct architectural character.



TT.B.15 Playfulness

The Pavilion **could** explore opportunities for diverse architectural expression. This could be achieved through the use of colour or interactive elements.

To create a dynamic and engaging space that inspires creativity.



Use of colour creates a sense of playfulness

TT.B.16 Integration of art

The Pavilion **could** provide opportunities for integrated art. The artwork could be developed through consultation with the existing local community or engagement of a local artist.

To integrate the community's identity with the architectural design.

▶ Refer to Public Art Strategy.

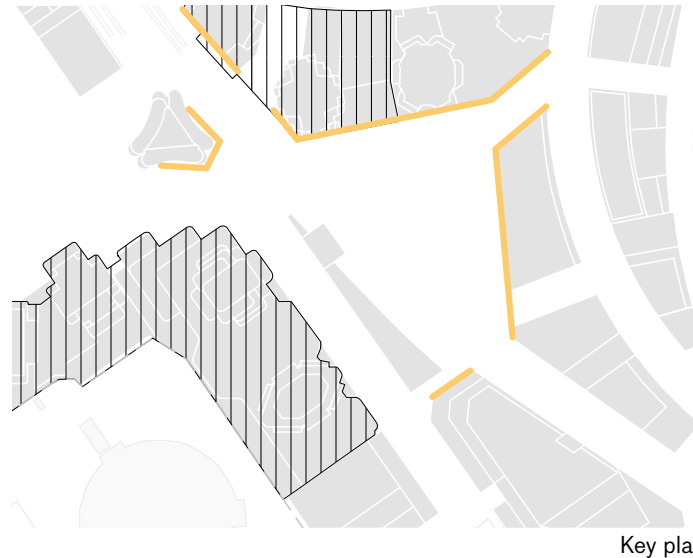


Integration of art within the Pavilion

Table Frontages

NB. This section includes codes in relation to the frontages within Development Zones B, F, K and N that face onto the Table only.

▶ Refer to 'West Brompton', 'Warwick Crescent' and 'Empress Place' Character Areas for additional information on these Development Zones.



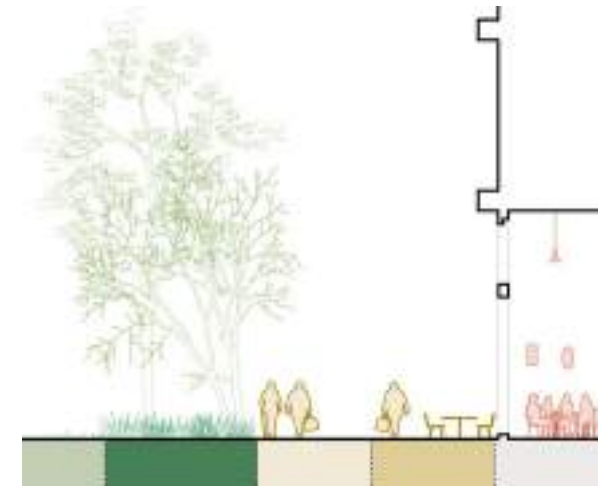
TT.B.18

Spill-out space

Designs **should** allow for spill-out space adjacent to Ground Floor active uses whilst always ensuring adequate space is provided for pedestrian movement.

To encourage activation of the Ground Floor frontages overlooking open space.

▶ Refer to Sitewide / Built form / Spill-out space.



Illustrative sections of edges of Central Zone

TT.B.17

Visual connection to the public realm

Ground Floor frontages **should** be designed to provide a visual connection to the public realm. This could be achieved through openings, transparency and active uses.

To contribute to the activity and the visual interest of the public realm.



Transparency of Ground Floor frontage

TT.B.19

Weather protection

Ground Floor frontages **could** include elements such as canopies or awnings.

To provide shelter from the sun, rain or wind and allow people to enjoy the outdoor space in various weather conditions.



Awning provides weather protection

TT.B.20

Contribution to the public realm

Ground Floor uses **should** contribute to the activation of the public realm. These could include cafés, culture or community uses.

To create a vibrant and engaging environment.



Illustrative view, the Table

TT.B.21

Safe and secure frontages

Ground Floor frontages facing onto the Table **must** be well lit, secure and offer uninterrupted visual connection between interior and exterior spaces.

To ensure a safe and secure neighbourhood.



Frontages with lighting and visibility at night

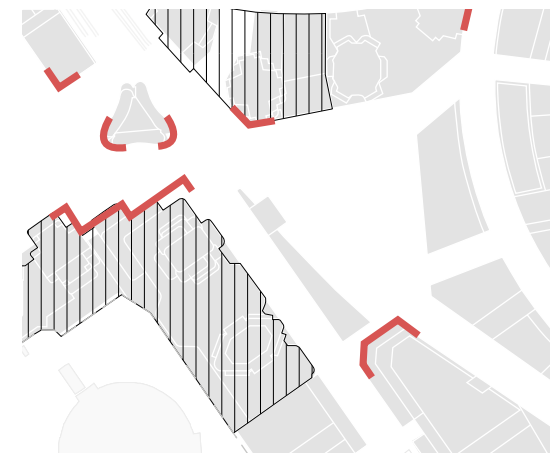
TT.B.22

Prominent corners

Prominent corners **should** be designed with particular importance and should be richer in detail. This could be achieved by distinct balcony details or use of contrasting materials or textures to highlight corners along the length of the building's façade.

To reinforce spatial hierarchy and assist with wayfinding.

▶ Refer to Sitewide / Built form / Frontages and façades.



Key

— Key corners
||||||| Detailed Component

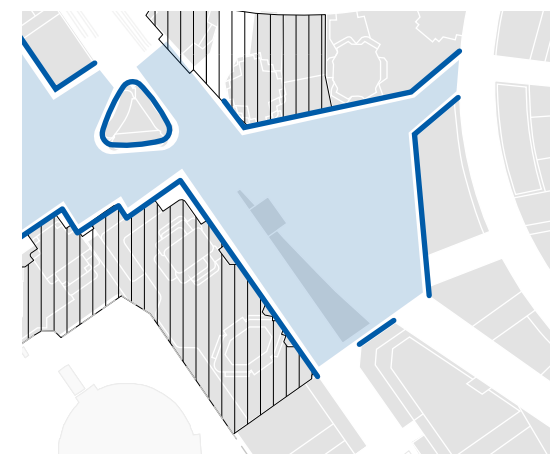
TT.B.23

Façades addressing destination public realm

Façades addressing the Table as a destination public realm **should** consider the opportunity for special features.

To frame destination public realm and create an opportunity for special features.

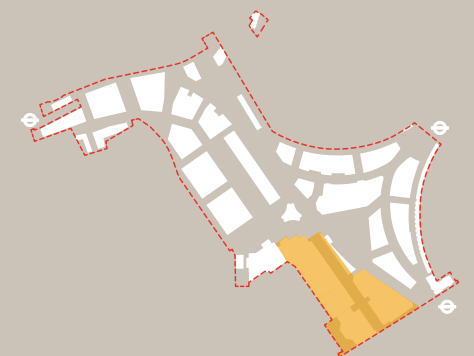
▶ Refer to Sitewide / Built form / Frontages and façades.



Key

— Façades addressing destination public realm
— Destination public realm
||||||| Detailed Component

7. Empress Place [EP]



Overview

Adjacent to West Brompton station, Empress Place is a key gateway to the Site and includes one of three innovation clusters, a cultural venue and a mix of new homes.

Key principles that characterise Empress Place include:

- Creating an innovation cluster with a new commercial address along Lillie Road.
- Extending a vehicle-free, landscaped boulevard with local character into the Site.
- Integrating old and new architectural elements creating a coherent and layered family of buildings.
- Locating a cultural venue with entrances from Empress Place and the Table Park and animating the public realm.
- Framing the boulevard with residential buildings that step up towards the centre of the Site.

► Refer to Illustrative Masterplan chapter in the Design and Access Statement: Masterplan (EC.PA.08).



Illustrative view, Empress Place Boulevard

Landscape

Spaces

● Boulevard (1)

Empress Place Boulevard

A landscaped, mixed-use street, creating a vibrant environment that accommodates pedestrian and cyclist movement.

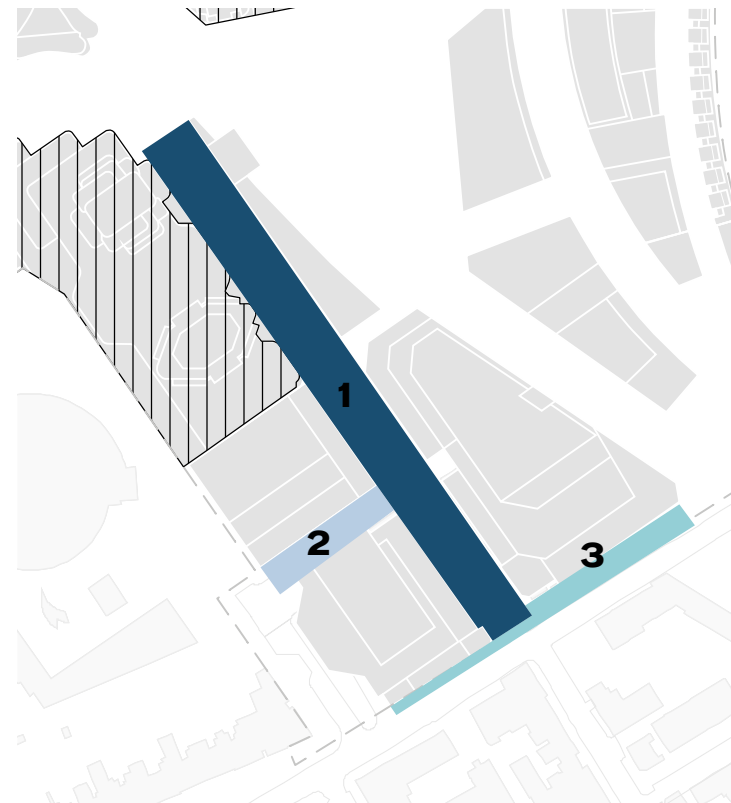
● Passage (2)

Empress Place Passage

Empress Place Passage allows for taxi drop-off and servicing whilst enabling safe movement of pedestrians.

● Lillie Road Edge (3)

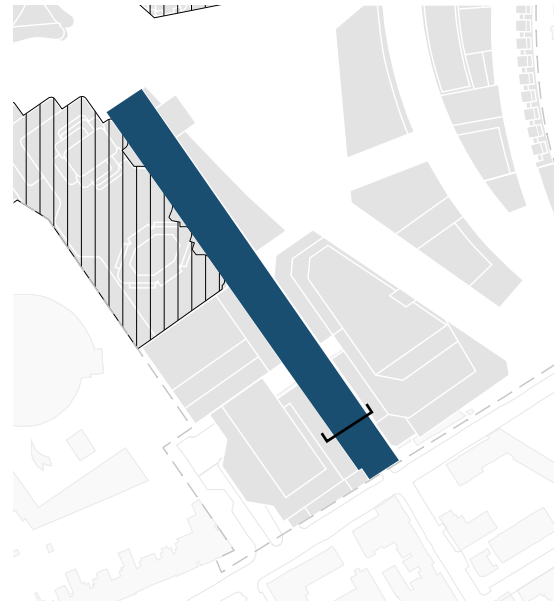
Lillie Road provides two access points to the site, with an enhanced pedestrian zone.



Illustrative sketch showing Ground Floor cutaway

Empress Place Boulevard

A landscaped, mixed-use street, creating a vibrant environment that accommodates pedestrian and cyclist movement.



Key plan



Illustrative view, Empress Place

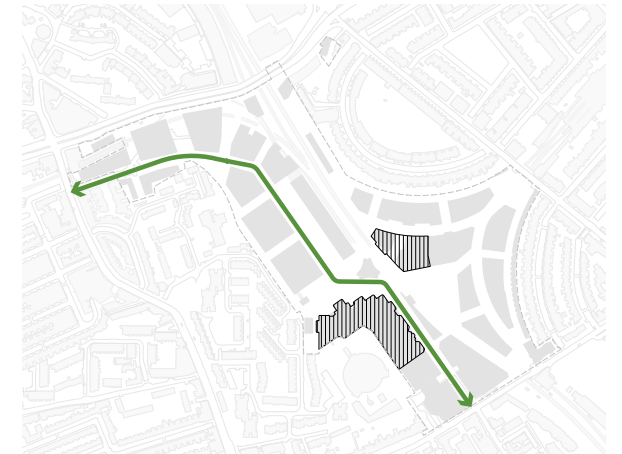
EP.L.1

Contributing to the north-south route

The design of Empress Place Boulevard **must** provide a clear and legible north-south route through Empress Place and the Table Character Areas linking with the east-west route at all phases of the development.

To connect West Brompton station and Lillie Road with the East-west route.

Refer to Sitewide / Landscape / Inclusivity and movement.



North-south route

EP.L.2

Vehicle-free

The design of Empress Place Boulevard **must** be vehicle-free, except for emergency vehicles, maintenance and controlled servicing.

To ensure a pedestrian-first public realm.

Refer to Sitewide / Landscape / Inclusivity and movement.

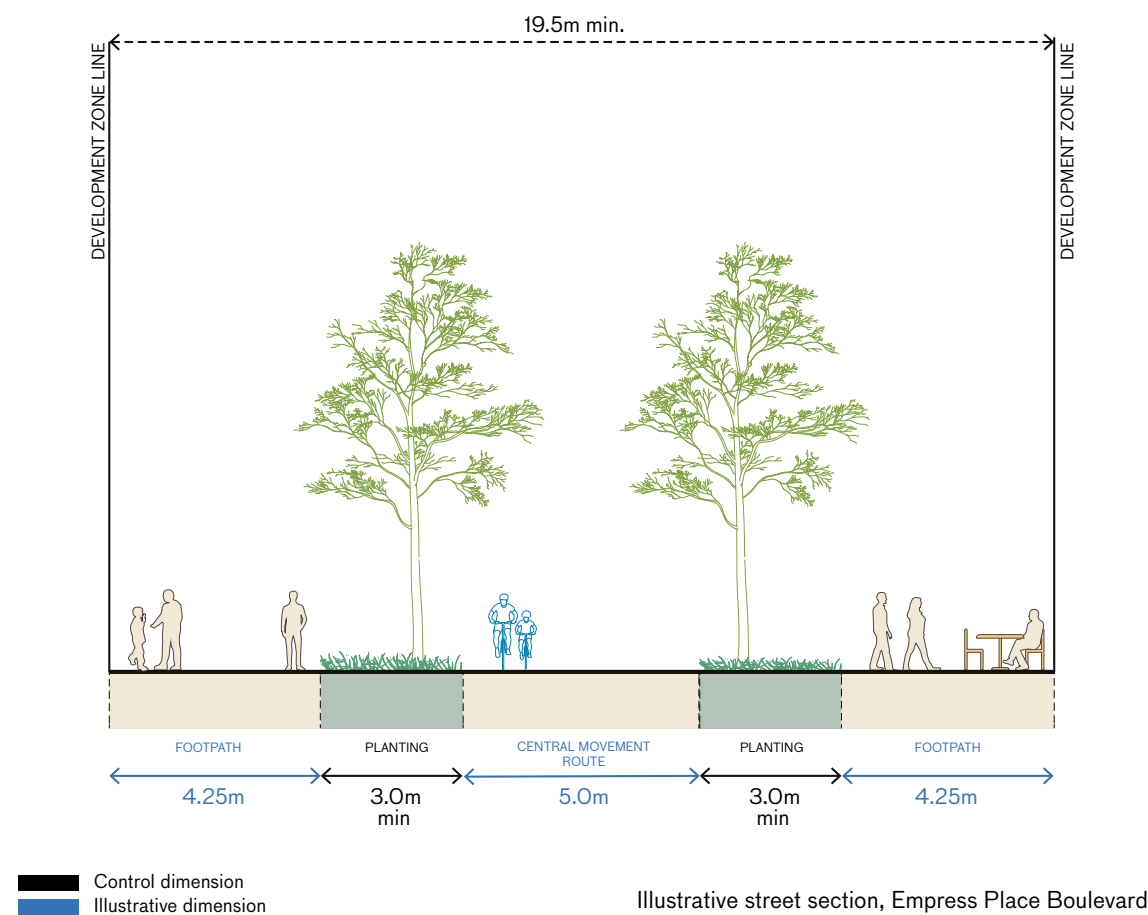


Vehicle-free route

EP.L.3

Typical street section

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



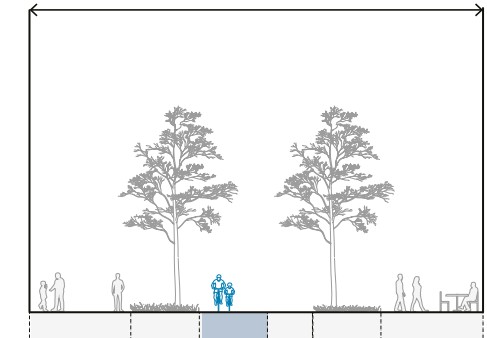
EP.L.4

Cycle route

The design of Empress Place Boulevard **must** provide a central movement route for cyclists. The cycle route could be demarcated.

To connect into the sitewide cycle network and promote cyclist and pedestrian safety.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.



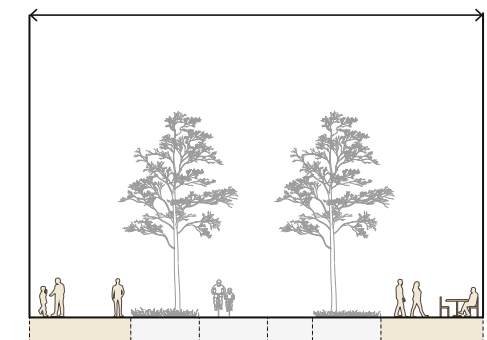
EP.L.5

Spill-out

The design of Empress Place Boulevard **should** allow for spill-out space in front of active Ground Floor uses.

To allow space for active Ground Floor uses to spill-out into the street.

▶ Refer to Sitewide / Landscape / Spill-out space.

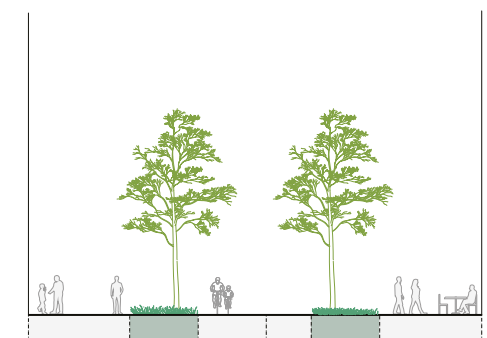


EP.L.6

Planting

The design of Empress Place Boulevard **must** provide planted zones and trees on either side of the Empress Place Boulevard.

To create a two sided tree-lined street that references local street typologies and extends the character of Empress Place.



EP.L.7

Arrangement of planting

The design of Empress Place Boulevard **should** maximise planted zones. Planted zones should introduce breaks and not obstruct building entrances.

To allow clear access and visibility from the boulevard to building entrance and to promote ease of pedestrian movement.



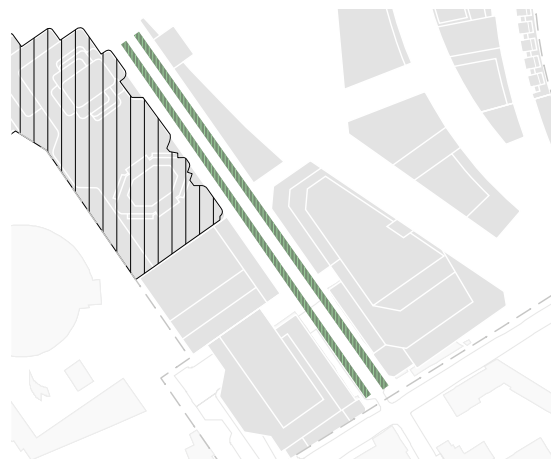
EP.L.8

SuDS features

The design of Empress Place Boulevard **should** incorporate SuDS features. They should be integrated in the planted zones.

To reduce the quantity of water run-off and improve water quality.

▶ Refer to Sitewide / Landscape / Green/blue infrastructure.

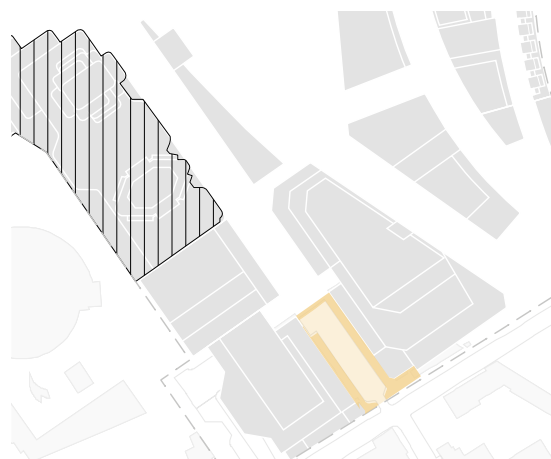


EP.L.9

Existing street levels

The Proposed Site levels **should** align to existing levels where they meet.

To tie into retained elements - buildings, façades and / or curtilage, and surrounding streets.



EP.L.10

Curtilage Zone

The curtilage elements of the existing buildings - such as lightwells, railings and steps - contribute to the character of Empress Place. Design of the public realm **should** consider retention or re-purpose of these elements.

To retain the existing character of Empress Place without undermining a generous and accessible public realm.



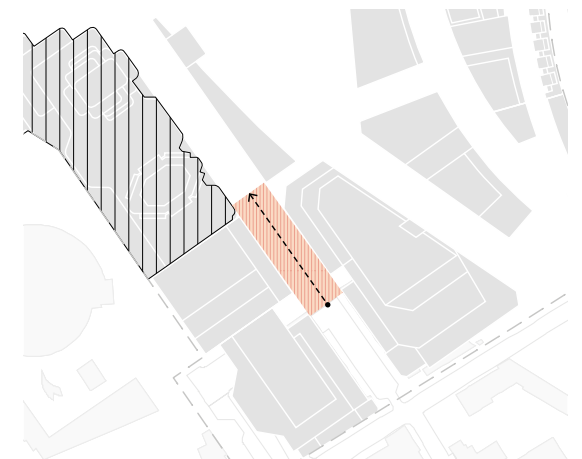
Illustrative view, Empress Place

EP.L.11

Level change along Empress Place

Where changes in levels are required, these **must** be designed to as shallow a gradient as possible, with appropriate level landings throughout.

To ensure accessibility and continuity of the public realm.

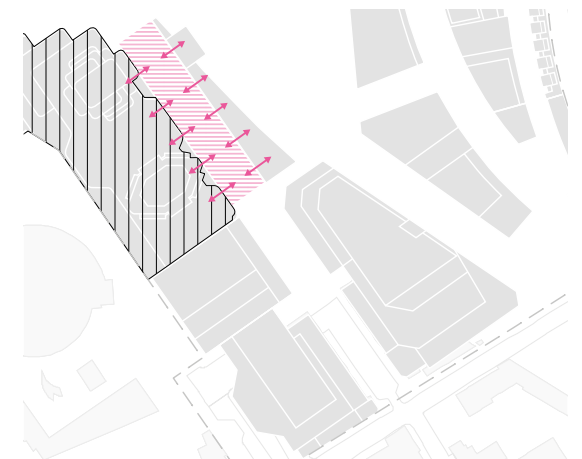


EP.L.12

Levels adjacent to the Table

The design of Empress Place Boulevard **should** be level for the section west of the Table.

To ensure a level interface with adjacent active Ground Floor uses and potential for spill-out.



EP.L.13

Access to the Table

The design of Empress Place Boulevard **should** provide pedestrian access to the Table adjacent to the cultural venue in WBO7.

To strengthen the connection of the cultural venue to the public realm.



Illustrative view, Empress Place

EP.L.14

Climate resilient streetscapes

The design of Empress Place Boulevard **must** create a climate resilient streetscape habitat, characterised by tree-lined streets and incorporating SuDS features, as described in the sitewide biodiversity strategy.

To align with the sitewide biodiversity strategy and create a climate resilient streetscape habitat on the boulevard.

- Refer to biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.



Example species: Climate Resilient Streetscapes

EP.L.15

Extending local character

The design of Empress Place Boulevard **should** consider materials that are sympathetic to the local context of LBHF and the existing street (Lillie Road).

To ensure that the public realm ties into local character.

EP.L.16

Integration with the Cascades

The design of Empress Place Boulevard **must** be carefully integrated with the Cascades. Materiality at thresholds should be continuous.

To support a transition between Character Areas and reinforce the legibility of the north-south route.

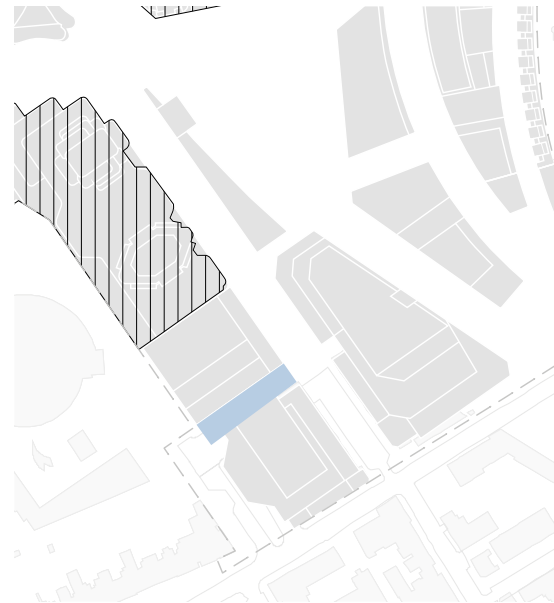
- Refer to Sitewide / Landscape / The Cascades.



Illustrative landscape plan

Empress Place Passage

Empress Place Passage allows for taxi drop-off and servicing whilst enabling safe movement of pedestrians.



Key plan

EP.L.19

Demarcating zones

The design and selection of materials **should** demarcate pedestrian and vehicle zones. This could be achieved through variation in paving size.

To create a clear definition between surfaces for different users.



Variation in paving size

EP.L.17

Facilitate vehicle access

The design of Empress Place Passage **must** provide vehicle access. The design should enable vehicles to turn around.

To allow for vehicle access to service key pedestrian priority spaces.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.

EP.L.20

Controlled traffic

The design of Empress Place Passage **must** provide traffic control measures at the end of the street to limit access to Empress Place Boulevard.

To reinforce the pedestrian priority environment of Empress Place.



Illustrative landscape plan

EP.L.18

Ensure pedestrian safety

The design of Empress Place Passage **must** provide a footpath on at least one side of the movement route.

To prioritise pedestrian safety in the public realm.



Delineation through materiality for pedestrian safety

Lillie Road Edge

Lillie Road provides two access points to the site, with an enhanced pedestrian zone.



Key plan

EP.L.21 Wayfinding

The design of Lillie Road Edge **must** prioritise the movement from West Brompton station to Empress Place Boulevard. This could include tone and materiality strategies, layout principles or signage.

To assist with orientation and wayfinding from the edges of the Site into the Earls Court Development.

EP.L.22 Signage

The design of signage **must** be visible and legible, drawing pedestrians into Empress Place Boulevard.

To assist with orientation and wayfinding.

▶ Refer to Sitewide / Landscape / Wayfinding.



Visible and legible signage

EP.L.23 Materials

The design and selection of paving **must** integrate with both the existing materiality and guidance, and the newly proposed materials within the Site.

To ensure the emerging material palette integrates with existing or future highways works.



Existing condition, Empress Place and Lillie Road

EP.L.24 Spill-out

The design of Lillie Road Edge **could** provide spill-out space, adjacent to active Ground Floor uses, where practical.

To allow space for active Ground Floor uses to spill-out into the street.

▶ Refer to Sitewide / Landscape / Spill-out space.



Existing condition, The Prince

EP.L.25 Unobstructed public realm

The design of spill-out spaces **must** maintain usability of the public realm without unreasonable obstruction.

To safeguard the movement and use of the public realm.

Built Form

Building Typologies

● Large-footprint

(Development Zone B and C)

Located on either side of Empress Place Boulevard, Large-footprint buildings create a sense of arrival into the Site. A stepped massing, common datums as well as rhythm, composition and expression provide a familiar approach to other building typologies.

● Table Edge

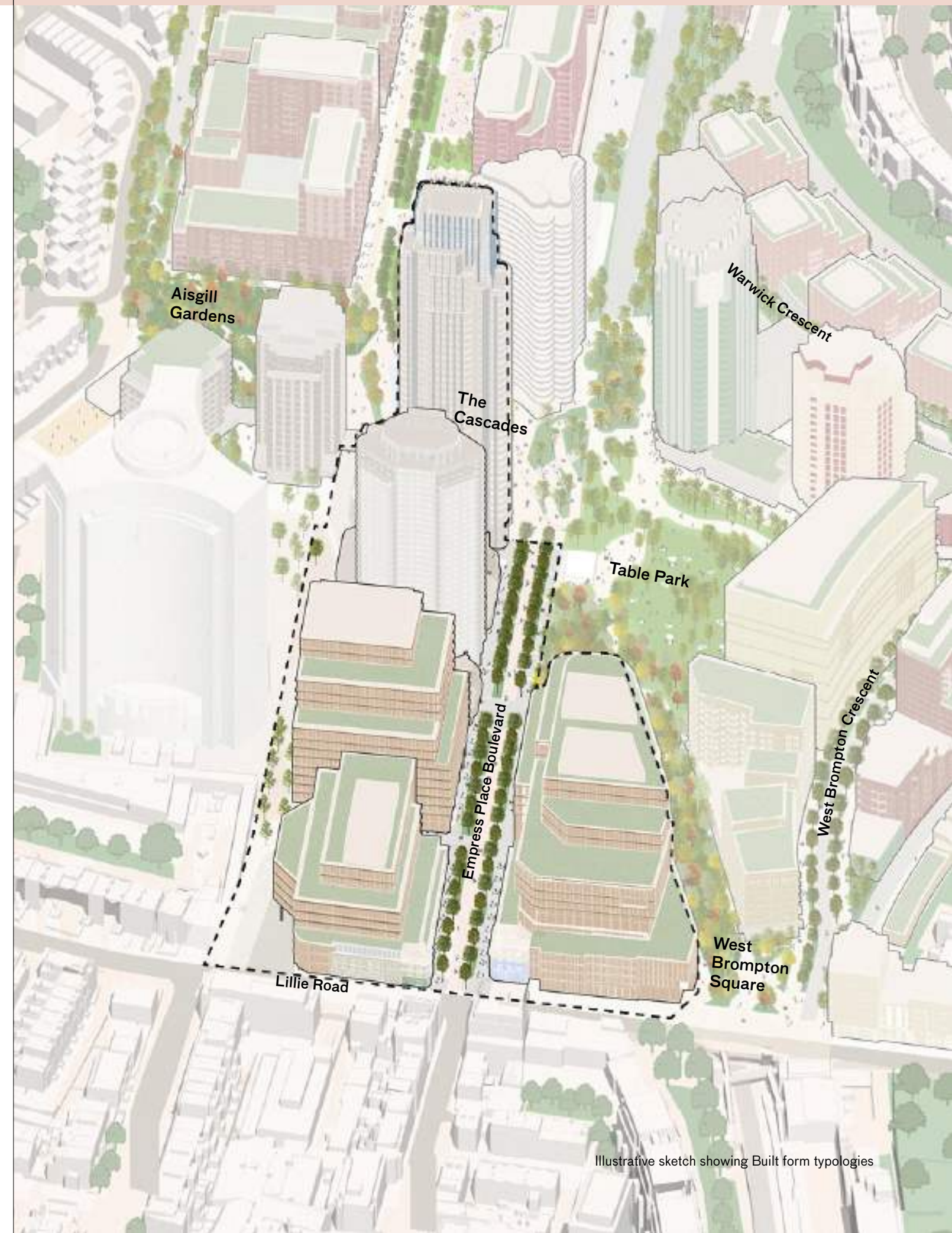
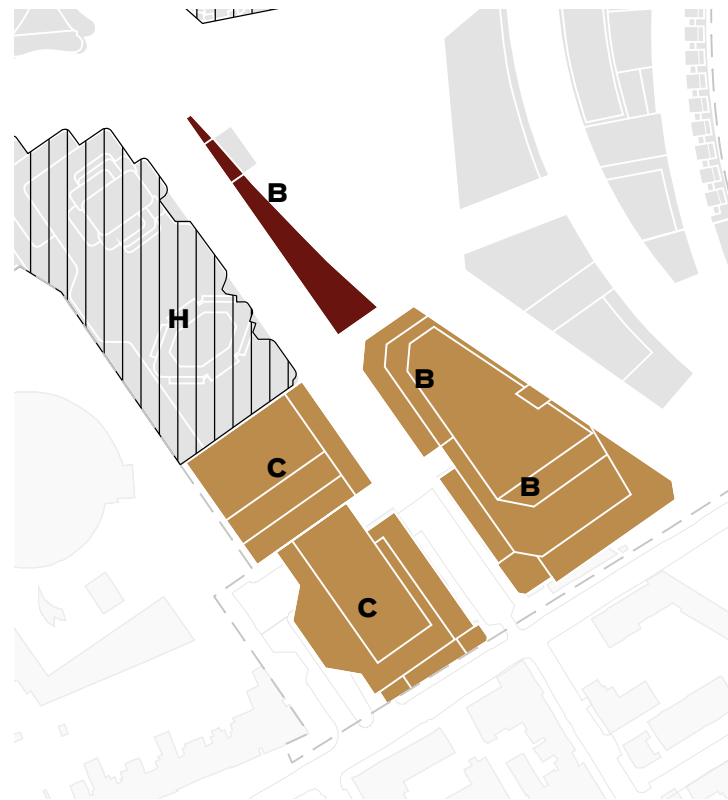
(Development Zone B)

The Table Edge addresses Empress Place Boulevard, providing active frontage and managing a level change to the Table.

||||| Detailed Component

(Development Zone H)

These plots form part of the Detailed Component and will serve as a further level of resolution to communicate the quality and ambition of the later phases.

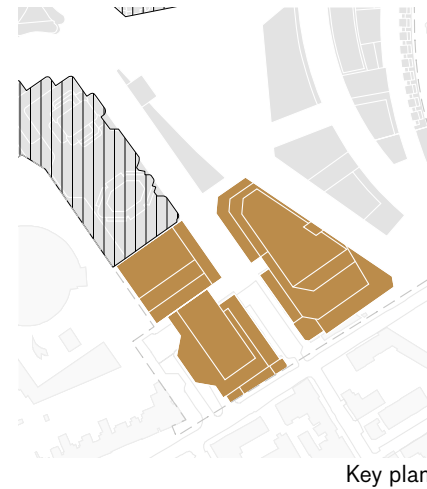


Illustrative sketch showing Built form typologies

Large-footprint

(Development Zone B and C)

Located on either side of Empress Place Boulevard, Large-footprint buildings create a sense of arrival into the Site.



Key plan



Illustrative image of Empress Place Boulevard

EP.B.1

Existing buildings

The character of the existing buildings **should** be reflected and celebrated in the designs for Empress Place. This could include their character, scale, expression, materiality, detail and proportion.

To celebrate the existing character of Empress Place.



Existing condition of Empress Place



Order, composition and scale of openings



Solid, continuous parapets



Materiality and ornamental details

EP.B.2

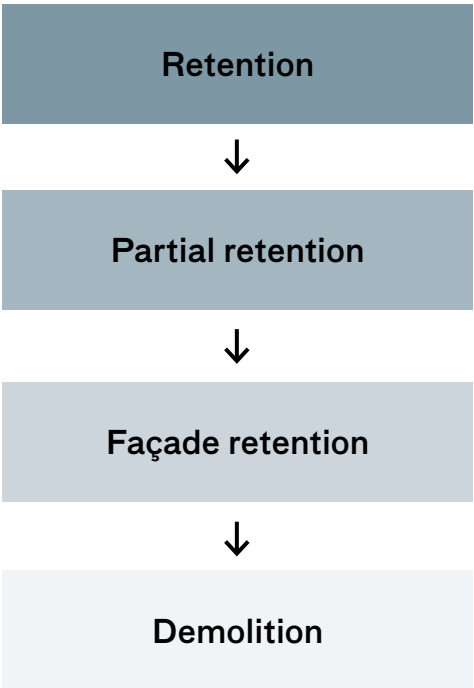
Partial retention of existing buildings

The design **must** prioritise the retention of existing buildings or façades and incorporate them into the proposal in a coherent approach.

There are other elements of the building that should not be considered suitable for retention, such as mansard roofs and alterations/extensions.

Where technical design development demonstrates that a retention option is not possible, then reduced retention or demolition are acceptable outcomes in the sequence identified in the adjacent diagram.

To retain and build on the Site history and architectural character of Empress Place.



Order of priority

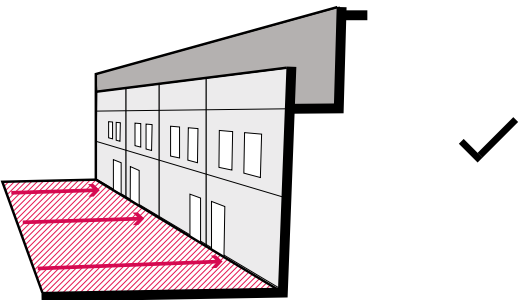
EP.B.3

Enhancing active frontages

Extending the public realm to the front of the existing building line along Empress Place **should** be explored.

To enhance active frontages and interaction between internal and external spaces.

▶ Refer to Empress Place / Landscape.



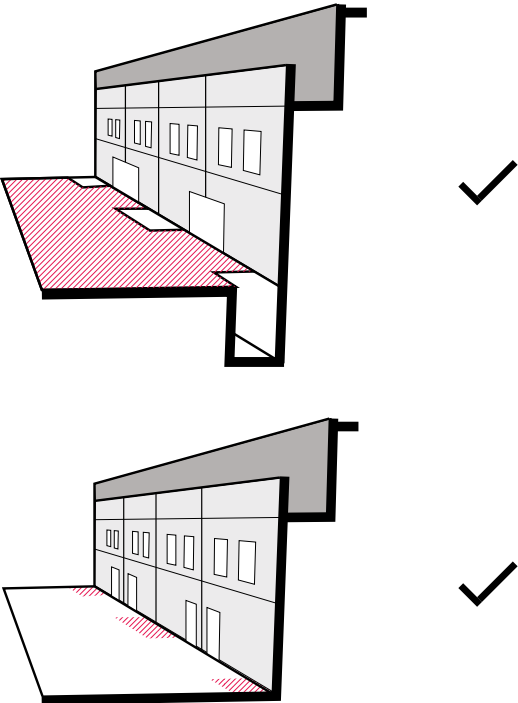
EP.B.4

Prioritising active frontages

Buildings **must** contribute to the activation of the public realm. Existing light wells could be either retained or covered.

To prioritise active frontages and interaction between internal and external spaces.

▶ Refer to Empress Place / Landscape.

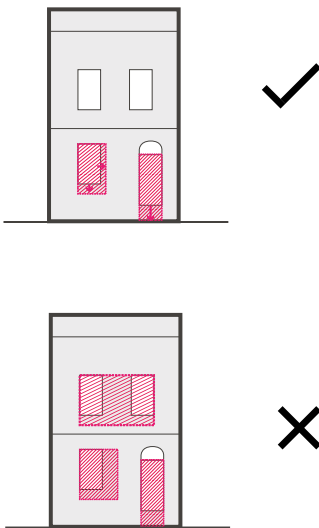


EP.B.5

Façade alteration to existing façades

Alterations to existing façades are acceptable, but they **must** retain a legible composition that relates to the original façade character. For example, existing window and door heights could be altered to provide level access and views from the inside.

To retain the recognisable character of the existing buildings

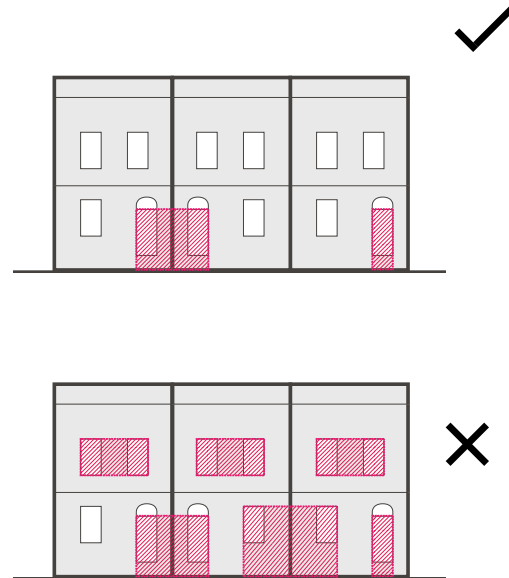


EP.B.6

Additional openings to existing façades

Additional or widened openings **should** be limited to ensure general composition and legibility of the existing façades.

To avoid erosion of the existing façade character legibility.

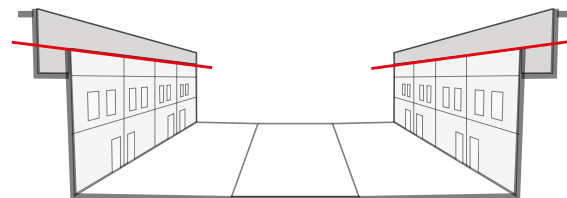


EP.B.7

Legibility of the existing façades

The massing of proposed buildings **must** be set back or sloped so that they are subservient to the existing terraces. This does not include existing mansard roofs (as outlined in EP.B.2).

To reinforce a familiar street scale along Empress Place.

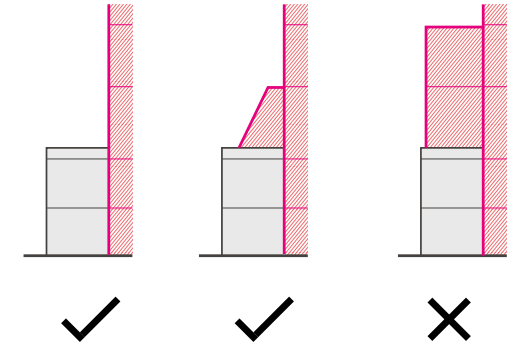


EP.B.8

Integration of historic / proposed volumes

The volume of the historic building **must** be legible in the overall massing composition where integrated with a new building. A single floor with set back or mansard roof could be introduced if it does not compromise the legibility of the existing façade.

To build on the Site history by retaining the character the existing buildings.



EP.B.9

Integration of existing façades and new building

Where new buildings and spaces are proposed behind any retained façade, they **should** provide an appropriate transition in the scale and rhythm of the new elements when seen in relation to the existing condition.

To reinforce the integration of the historic elements into the new design and avoid retained façades reading as external planes.



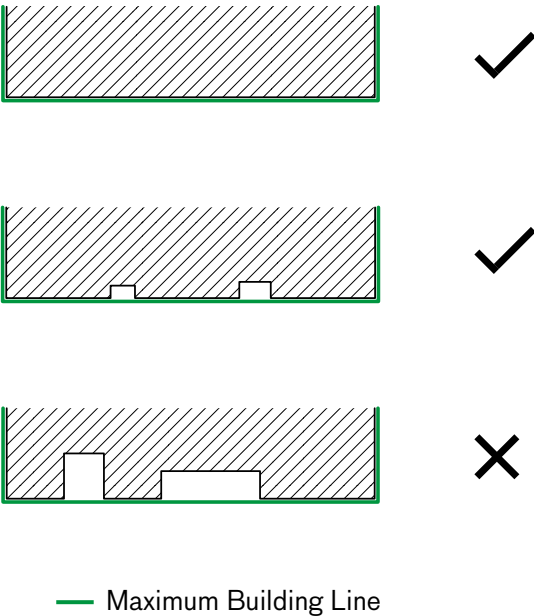
Existing condition, Empress Place

EP.B.10 Define the edge of the boulevard

Large-footprint buildings **must** define the edge of the boulevard and predominantly align to the maximum building line or the existing building façade line.

To define the edge of a key route and align to existing street.

▶ Refer to Sitewide / Built form / Layout and massing.



— Maximum Building Line

EP.B.11 Integrated façades

Where façades are retained, façade design for the upper levels **must** consider their relationship with the retained elements of the existing buildings through tone, materiality, composition or other forms of expression.

To create a sense of coherence between existing and newly proposed buildings.



Existing condition, Empress Place

EP.B.12 Vertical rhythm

The building façade **should** express a rhythm that responds to the proportions of the existing Empress Place terraces. This could be achieved through a regularity in vertical articulation or building element composition.

To create cohesive and familiar rhythm along Empress Place.



Illustrative view, Empress Place Boulevard

EP.B.13 Coherent architecture

Large-footprint buildings **should** read coherently in relation to other Large-footprint and Smaller-scale buildings. This could be achieved through detailed articulation, consistent composition or associated datums.

To create cohesive and balanced architectural composition.



Coherent architectural expression

EP.B.14 **A family of buildings**

The design of Large-footprint buildings **should** provide harmonising architectural features to allow them to be read as part of the same cluster of buildings. This could be achieved through similar composition, architectural detailing or complementary materials.

To ensure buildings along Empress Place Boulevard are read as a cluster.



A family of buildings

EP.B.15 **Prominent corners**

Prominent corners are façades fronting or terminating important routes and views within Empress Place Boulevard. They **should** be designed with particular importance and incorporate prominent features.

To reinforce spatial hierarchy and assist with wayfinding.

▶ Refer to Sitewide / Built form / Frontages and façades.



Key
 — Prominent corners
 ||||| Detailed Component

EP.B.16 **Lillie Road corners**

Building corners addressing Lillie Road **could** consider chamfering to reflect the existing built form.

To highlight entrances to the Site and reflect existing buildings.

EP.B.17 **Cultural venue**

The design of WB07 **should** reflect the cultural use within the building. This should include an open and welcoming entrance which is integrated with the public realm.

To reflect the cultural use within the building and allow it to contribute to the public realm.



Illustrative view, WB07 from the Table

EP.B.18 **Entrances**

The design of WB07 **should** provide a pedestrian entrance to the building from both boroughs.

To provide access to the cultural venue across both boroughs and different directions in the Site.

EP.B.19 **Addressing the Table**

Where a building has an address on the Table, the design of the building **must** contribute to the experience of the destination public realm. This could be achieved through expressed entrances, animated façades or a change in expression.

To create an architectural composition that contributes to the public realm through transparency that integrates interior and exterior space, and general character.



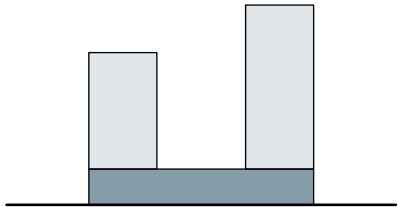
Illustrative view, WB07 from the Table

EP.B.20 **Relationship to ground**

Large-footprint buildings **should** have a clear response to meeting the ground as a well-defined base. It could read as continuous and take precedent over the buildings sitting 'on top'.

To create a continuous street frontage and unify the ground plane.

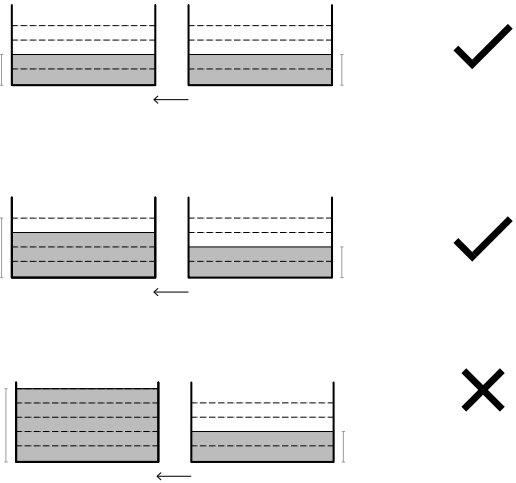
► Refer to Sitewide / Built form / Layout and massing.



EP.B.21 **Legibility of the base**

The design of the base **must** respond to the heights established by the scale of the existing buildings on Empress Place.

To reinforce the existing datum levels and create a familiar street scale extending through the Site.



EP.B.22 **Expressed entrances**

Entrances along Empress Place Boulevard **should** be clearly expressed and easily identifiable. This could be achieved through changes in tone or materiality or recessed entrances.

To create legibility in building façades and improve wayfinding.

EP.B.23 **Active frontages**

Façades facing key routes **should** include active frontages. These could include doors and / or a degree of transparency.

To contribute to the animation of the public realm.

► Refer to Sitewide / Built form / Frontages and façades.

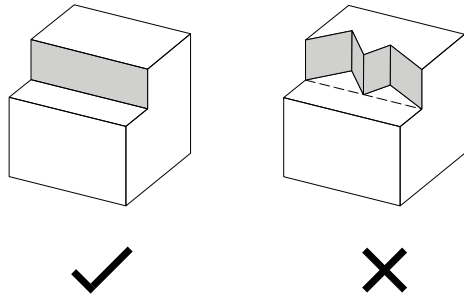


Active uses on the Ground Floor

EP.B.24 **Parallel building lines**

Proposed building façades addressing Empress Place Boulevard and Lillie Road **should** be arranged at upper levels to be predominantly parallel to the existing building façades and / or street edges line.

To reinforce the spatial condition of the existing streets.



EP.B.25 **Usable, green terraces**

Set backs at upper levels **could** be used as terraces or include green roofs or accessible planted spaces.

To provide amenity for users and increase planting across the Site.



Planted zones on accessible terrace

EP.B.26 **Tone of new buildings**

The tone of new building façades **should** be informed by the existing façades.

To reinforce a cohesive and familiar palette that responds to the predominant tone of the local context.



Tones informed by existing buildings



Tone of existing buildings on Empress Place

EP.B.27

Materials showcasing innovation

Material choices **should** showcase innovation. This could include materials that incorporate technological advancements.

To create buildings that reflect the innovative nature of the uses and activities that happen inside them.



Innovative materials visible from street

EP.B.28

Façades facing the bus facility

Façades facing the bus facility are prominent and visible from Lillie Road. They **should** reflect their role as key frontages in the context of being seen from Lillie Road and addressing the bus facility.

To address the different streets buildings are facing.

► Refer to Sitewide / Built form / Frontages and façades.

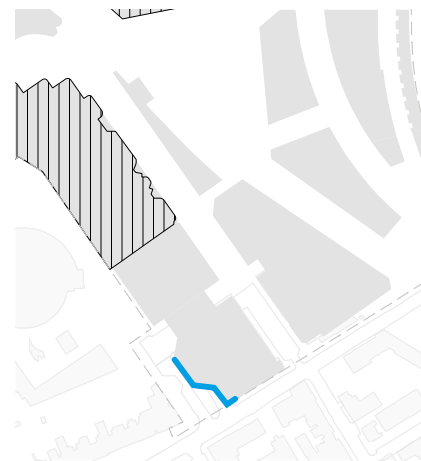
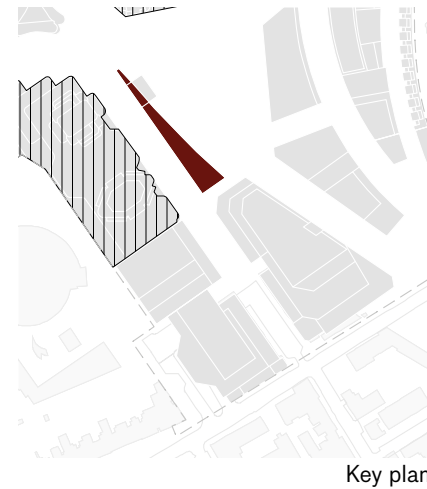


Table Edge

(Development Zone B)

The Table Edge addresses Empress Place Boulevard, providing active frontage and managing a level change to the Table.



Illustrative image of Empress Place Boulevard

EP.B.29

Define the edge of the boulevard

The design of the Table Edge **must** define the edge of the boulevard and predominantly align to the maximum building line.

To define the edge of a key route and align to existing street.

Refer to Sitewide / Built form / Layout and massing.



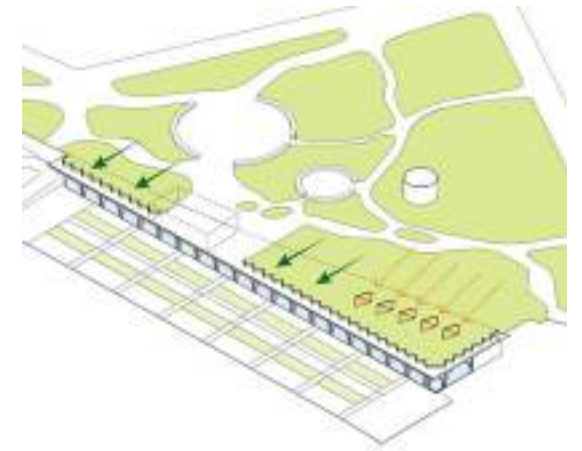
Arches used to define the edge of the boulevard

EP.B.30

Extend the Table

The design of the Table Edge **must** extend the character of the Table over to the edge of Empress Place Boulevard.

To extend the Table and connect it to Empress Place.



EP.B.31

Visual connection to the Table

The design of the Table Edge **should** provide a connection indicating that the Table is present and accessible above. This could be achieved through planting visible from the Ground Floor public realm.

To create a visual connection between Empress Place Boulevard and the Table.



Illustrative image of Empress Place Boulevard

EP.B.32 **Animate the public realm**

Ground Floor frontages **must** be permeable and support visual connection with the public realm.

To animate the public realm.

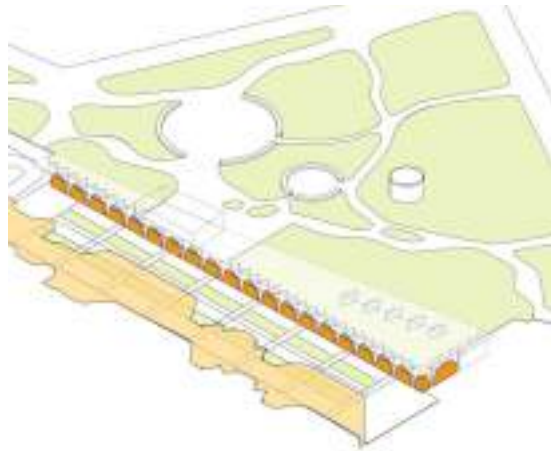


EP.B.33 **Reference to Detailed Component design**

Massing, articulation, architectural expression and façade rhythm **should** respond to the detailed design of the adjacent Plot (Development Zone H).

To ensure a harmonious streetscape.

▶ Refer to Detailed Component of the Hybrid Planning Application.



EP.B.34 **Vertical rhythm**

The building façade **must** express a vertical rhythm that responds to the proportions of the existing Empress Place terrace buildings. This could be achieved through a regularity in vertical articulation or building element composition.

To create a cohesive and familiar rhythm along Empress Place Boulevard.



Railway arches

EP.B.35 **Integration of buildings on the edge of the Table**

Where buildings/structures are located on the edge of the Table, such as the Pavilion, the design of the Table Edge **could** be integrated with the design of those buildings.

To ensure that the relationship of the built form is considered.

▶ Refer to The Table / Built form / Pavilion.

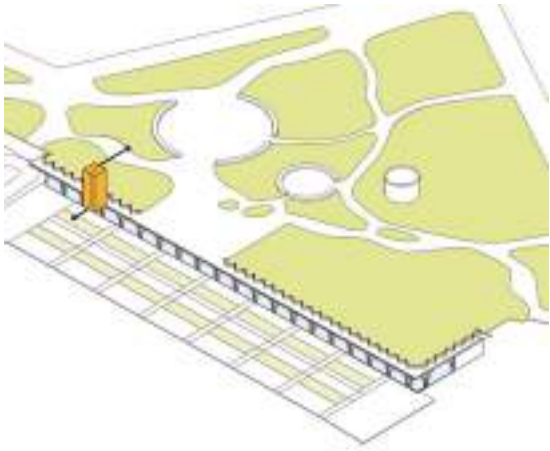


EP.B.36 **Accessible connection between levels**

A level access and lift connection **must** be provided between Empress Place Boulevard and the Table. This should be visible from key surrounding routes.

To provide an accessible and inclusive public realm.

▶ Refer to Sitewide / Landscape / Inclusivity and movement, The Table / Landscape and The Table / Built form / Pavilion.



EP.B.37 **Unique typology**

The design of the Table Edge **must** celebrate the unique typology and setting underneath the Table. This could be achieved through façade composition, entrances, tone or materiality.

To animate the public realm.

Impacts on Heritage and Townscape

EP.B.38

Intermediate layering

Buildings within Plots WBO2, WBO7/08 (Development Zones B1,B2 and C) **should** provide an intermediate layer between the existing buildings in the foreground, and the proposed taller buildings behind. This could be achieved through the use of colour, materiality, or architectural expression.

To minimise distraction and impact of the change in scale between the existing townscape in the foreground, and the proposed higher development.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Kings Road - View 39

EP.B.39

Vertical expression

Buildings within Plots WBO2, WBO7/08 (Development Zones B1,B2 and C) **should** mediate between the existing context and taller proposed building behind. This could be achieved through vertical expression.

To minimise the perceived scale of the buildings.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Kings Road - View 39

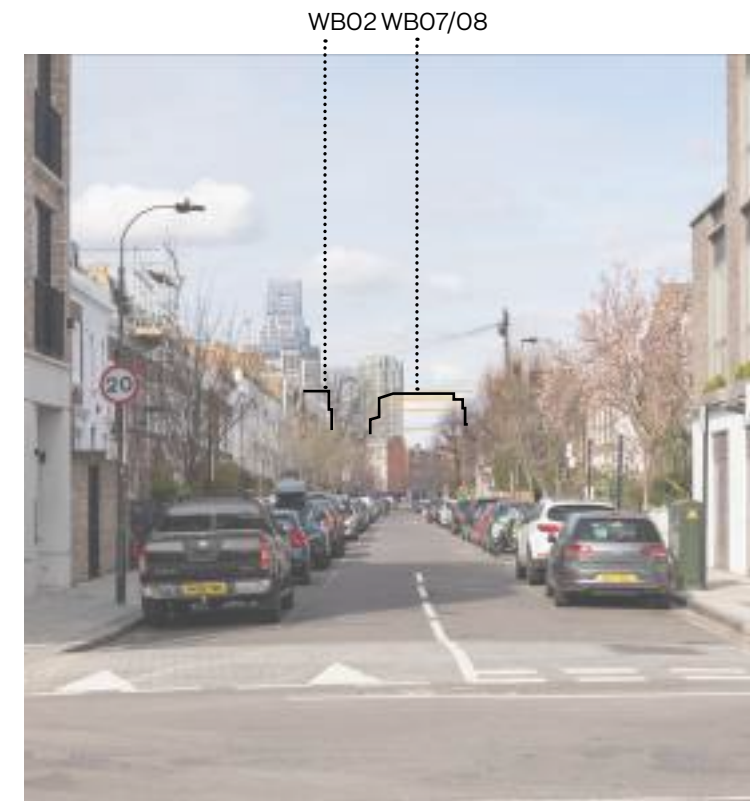
EP.B.40

Distinguishable from foreground

Buildings within Plots WBO2, WBO7/08 (Development Zones B1,B2 and C) **should** have a distinctive rhythm and composition that differ from other buildings in the view.

To avoid coalescence in the massing and reduce visual impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Kings Road - View 39

EP.B.41

Marker

Design of WBO1/02 (Development Zone C) **should** appear as a marker. It should be distinguishable from other buildings in the view. This could be achieved through the use of colour, materiality, or architectural expression.

To reflect the role of the buildings as a marker.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Ongar Road - View 59

EP.B.42

Greenery on terraces

Landscape **could** be introduced on south facing terraces of WB01/O2 (Development Zone C).

To reinforce the stepping of the massing.

► Refer to Sitewide / Built form / Impacts on heritage and townscape.



Ongar Road - View 59

EP.B.43

Expressing of stepping

Design of WB01/O2 (Development Zone C) **could** incorporate variation in heights of set backs and proportions of different sections of the façade.

To reinforce a sense of layering, and reduce coalescence, and make the building distinguishable from the foreground.

► Refer to Sitewide / Built form / Impacts on heritage and townscape.



Ongar Road - View 59

EP.B.44

Distinguishable from foreground

Building design within Plots WB01/O2 (Development Zone C) **should** have a distinctive rhythm and composition that differ from other buildings in the view.

To avoid coalescence in the massing and reduce visual impact on heritage assets and their setting, and achieve a high standard of urban design.

► Refer to Sitewide / Built form / Impacts on heritage and townscape.



Ongar Road - View 59

8. Aisgill Gardens [AG]

The
Earls Court
Development
Company



Character Area extent

Overview

Aisgill Gardens is a community green that includes amenities for all ages and connects to the neighbouring Gibbs Green and West Kensington Estates. It plays an important role as the primary arrival point from the west and as a destination play space.

Key principles that characterise Aisgill Gardens include:

- Creating a community green stitching together the adjacent residential Estates with the new community in an intimate, natural environment.
- Providing a destination play space with sensory landscapes and adventure play.
- Activating building frontages that spill-out into the landscape.
- Providing a community hall with animated frontages and community uses.
- Creating a prominent location along the key north-south and east-west routes.

► Refer to Illustrative Masterplan chapter in the Design and Access Statement: Masterplan (EC.PA.08).



Illustrative view, Aisgill Gardens

Landscape

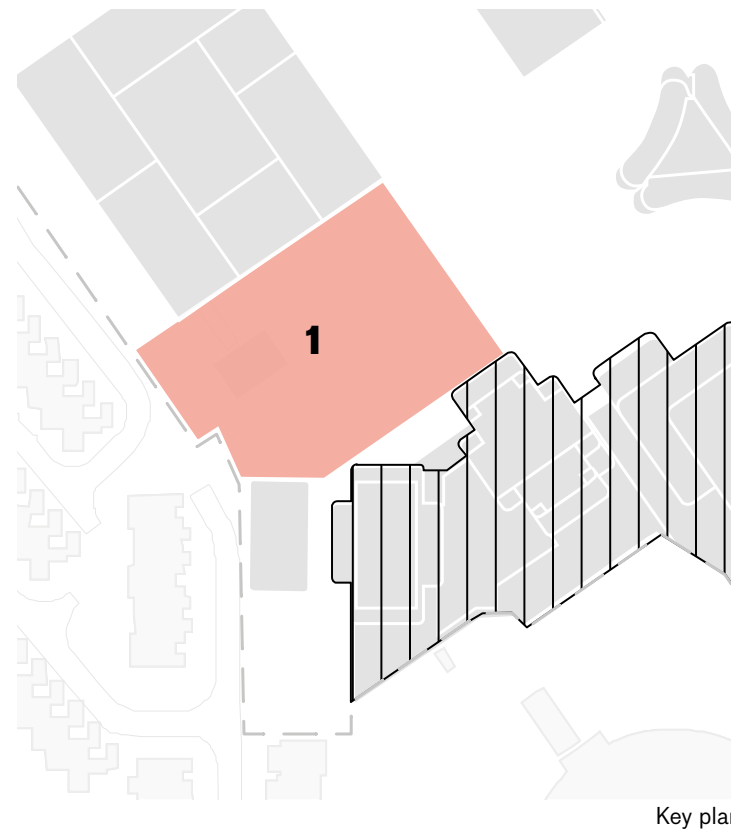
Spaces



Community green

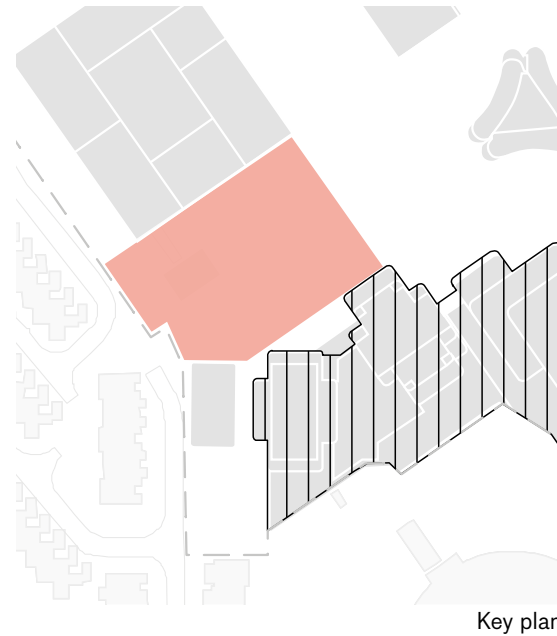
Aisgill Gardens (1)

A generous, inclusive and community-oriented green open space that brings residents together and welcomes people into the Site.



Aisgill Gardens

A generous, inclusive and community-oriented green open space that brings residents together and welcomes people into the Site.



Illustrative landscape plan

AG.L.1

Community green

The design of Aisgill Gardens **should** be a centre for the local community, and should have a distinctive identity.

To ensure Aisgill Gardens meets the needs and reflects the identity of the local community.



Illustrative view, Aisgill Gardens

AG.L.2

Complete at every stage

The design of Aisgill Gardens **must** ensure the public realm is usable and comfortable at every stage as the proposal comes forward.

To deliver a public realm that can be used at all stages of delivery.

AG.L.3

Ensuring East-west connection

The design of Aisgill Gardens **must** ensure an east-west cycle and pedestrian connection at every delivery stage. The connection must tie into the wider Site cycle network.

To ensure there is east-west connectivity at all stages of delivery.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.

AG.L.4 Edge treatment

The design of the temporary edge treatment **must** be integrated with the public realm and contribute to the activation of the space. This could be achieved through interactive play elements or public art.

To support well integrated temporary edge treatments that contribute to the public realm.



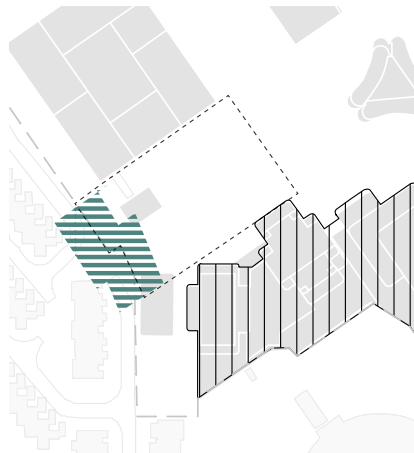
Edge treatment with integrated art, on Site

AG.L.5 Definition of the public realm

The design of Aisgill Gardens **must** include a permeable edge. This could be achieved through planting and landscape design, or include a Pavilion.

To provide a sense of enclosure on the western boundary.

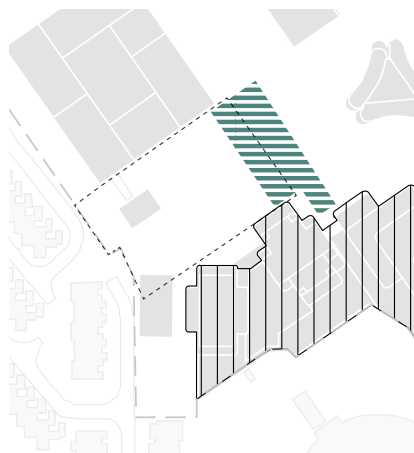
► Refer to Aisgill Gardens / Built form / Pavilion (P).



AG.L.6 Transition in character

The eastern boundary **should** define a notional boundary between Lillie Sidings Square and the Cascades with the community garden.

To provide a legible and varied public realm



AG.L.7 Intimate spaces

The design of Aisgill Gardens **should** facilitate a sense of enclosure and intimacy. This could be achieved through the arrangement of street furniture, planting or materiality.

To frame and define the extent of Aisgill Gardens from adjacent key open spaces.



Planting used to facilitate a sense of enclosure

AG.L.8 Variety of uses

The design of Aisgill Gardens **should** accommodate a variety of uses. These could include a sensory forest, picnic lawns, quiet spaces and nature trails.

To create a welcoming and varied public open space, designed around inclusivity and varied needs of different age groups and abilities.



Public realm with a variety of uses including sitting and play

AG.L.9 Destination play space

The design of Aisgill Gardens **must** offer a destination play space.

To create a zone within Aisgill Gardens that plays a key role in promoting its playful and open character.

► Refer to Sitewide / Landscape / Play.



Play feature as part of destination play space

AG.L.10 **Variety of play**

The design of Aisgill Gardens **must** accommodate different types of play. This could include formal and informal play.

To create a welcoming and varied public open space, designed around inclusivity and varied needs of different age groups and abilities.



Nature trails providing variety of play

AG.L.11 **Adventure play**

The design of Aisgill Gardens **should** provide adventure play. This could be through large scale climbing apparatus, tunnels, slides or water play.

To contribute towards establishing Aisgill Garden's identity as a destination play space.

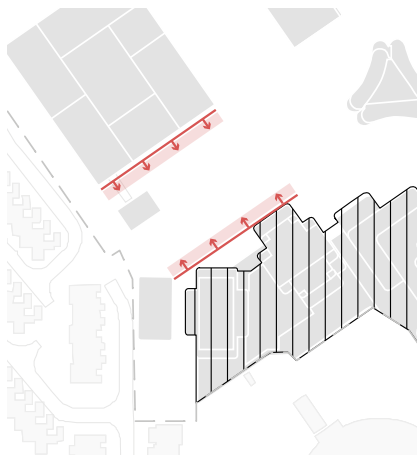


Play structures that incorporate climbing, tunnels and slides

AG.L.12 **Spill-out zone**

The design of Aisgill Gardens **should** have spill-out zones adjacent to buildings for active Ground Floor uses. They should not conflict with building entrances and movement routes.

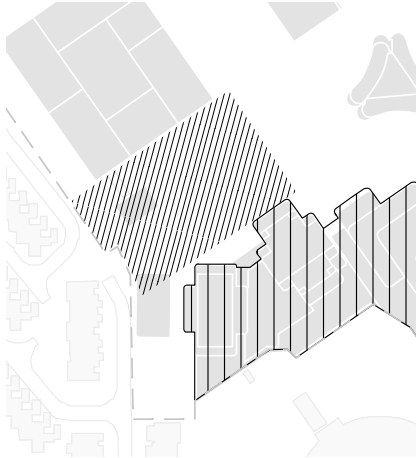
To allow space for active Ground Floor uses to spill-out into Aisgill Gardens.



AG.L.13 **Vehicle-free**

The design of Aisgill Gardens **must** be vehicle-free. Only emergency vehicle access is permitted.

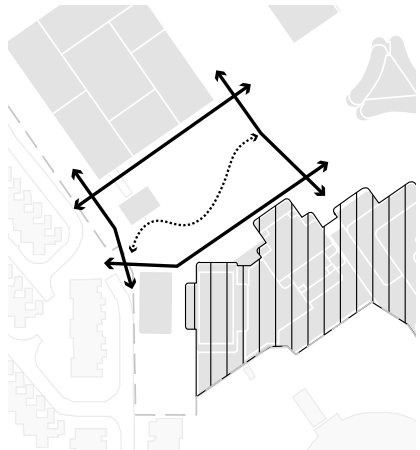
To enhance safety for pedestrians and cyclists of all ages.



AG.L.14 **Allowing pedestrian movement on the edges**

The design of Aisgill Gardens **should** enable pedestrian movement along the edges. This should take into consideration spill-out spaces in front of buildings. Pedestrian movement could also be through the landscaped areas.

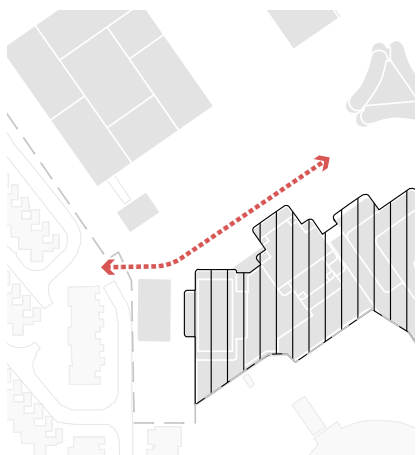
To safeguard space at the heart of the community green for the uses described.



AG.L.15 **Cycle movement**

The design of Aisgill Gardens **should** provide a visible cycle route supporting an east-west connection. This could be located on the southern edge of Aisgill Gardens.

To contribute to the sitewide cycling strategy and connect into the local network.



AG.L.16 **Cycle parking**

The design of Aisgill Gardens **should** provide cycle parking adjacent to the cycle route through Aisgill Gardens. Cycle parking should be well-integrated with the public realm.

To facilitate cycling and change of means between cycling and walking.

AG.L.17 **Playful street furniture**

The design of street furniture **could** facilitate play. This could include furniture designed for play as well as sitting or include playful elements.

To contribute to the character of Aisgill Gardens as a play-led, community recreational space.



Interactive playful elements as part of the street

AG.L.18 **Integration of materials**

The design and selection of materials **should** provide an appropriate interface with the neighbouring Estate and adjacent key spaces. This could be achieved by adopting particular characteristics of tone, or through either considered transition or differentiation of materials.

To create cohesion and legibility of way-finding across Site, whilst also knitting into its context.



Local materials are used in the new public realm

AG.L.19 **Community Orchard**

The design of Aisgill Gardens **must** create a Community Orchard habitat, as described in the sitewide biodiversity strategy.

To align with the sitewide biodiversity strategy and provide a diverse and connected green network.

▶ Refer to biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.



Example species: Community Orchard

AG.L.20 **Planting supporting flowering & fruiting species**

Plant species selection **must** include a selection of flowering and fruiting species.

To support the character of play and stay orchards.

▶ Refer to Sitewide / Landscape / Planting.



Flowering and fruiting species

Built Form

Building Typologies

Perimeter block façade

(Development Zone U)

NB. This section includes codes in relation to the southern façade along Aisgill Gardens only. For more detail on the treatment of regular perimeter blocks, refer to 'Lillie Sidings, Built form'

Pavilion

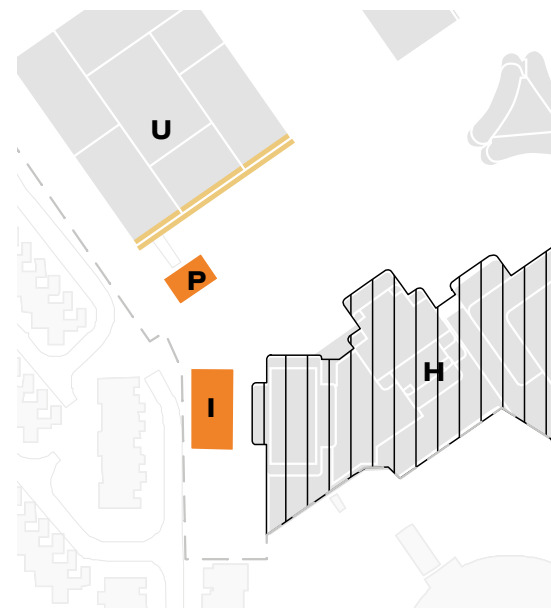
(Development Zones I and P)

The Pavilions frame the western edge of Aisgill Gardens and provide active, animated frontages and community-focused uses.

Detailed Component

(Development Zone H)

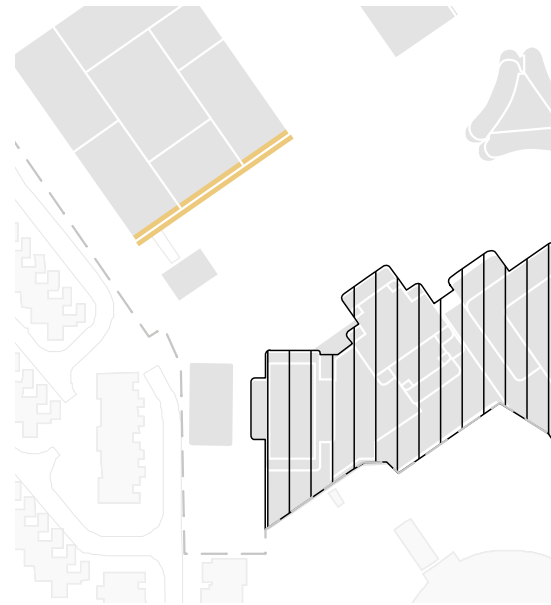
These plots form part of the Detailed Component and will serve as a further level of resolution to communicate the quality and ambition of the later phases.



Illustrative sketch showing built form typologies

Perimeter Block

(Development Zone U)
Southern façades along Aisgill Gardens only.



AG.B.2 Supporting a community ecosystem

Buildings **should** be designed to accommodate spill-out space to support community and cultural uses.

To create a vibrant community ecosystem supported by a variety of services.

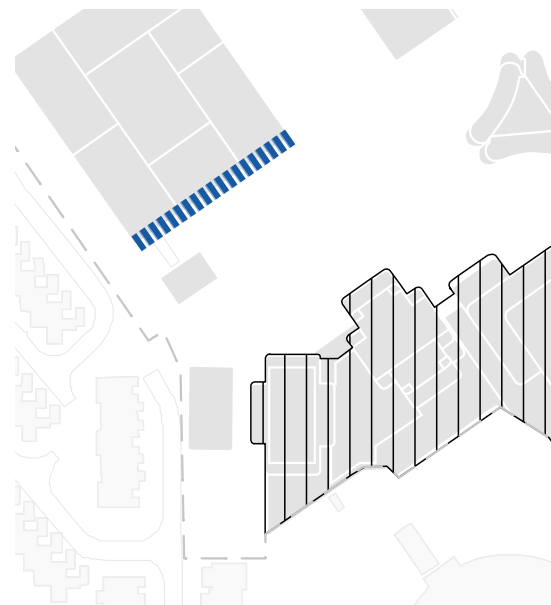


Supporting a community ecosystem

AG.B.1 Permeable Ground Floor frontages

Ground Floor façades facing onto Aisgill Gardens **should** be visually permeable, clearly legible and inviting.

To create a connection between exterior and interior spaces, encouraging people to engage with their surroundings and others, fostering a sense of community.



AG.B.3 Rhythm and human scale

Façades **should** adopt a human scale. This could be achieved through grain, rhythm, differentiating lower levels, or façade articulation.

To enhance the pedestrian experience.



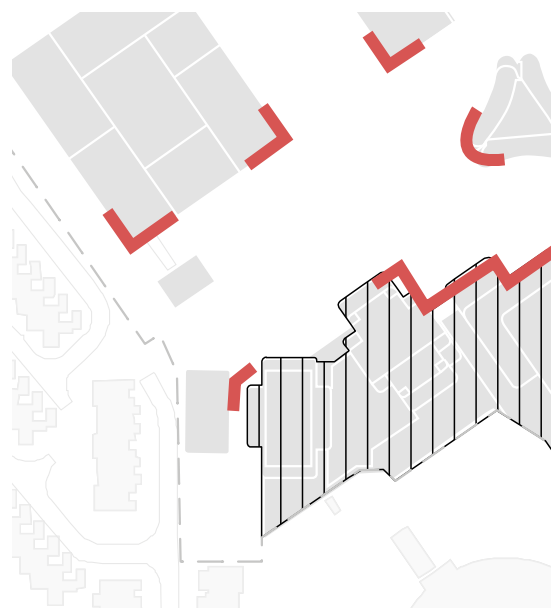
Illustrative view, Aisgill Lane towards Development Zone U

AG.B.4 Prominent corners

Prominent corners **should** be designed with particular importance and should be richer in detail.

To reinforce spatial hierarchy and assist with wayfinding.

- ▶ Refer to Sitewide / Built form / Frontages and façades.



AG.B.6 Reference to Detailed Component design

Massing, articulation, architectural expression and façade rhythm **should** respond to the detailed design of the adjacent Plot (Development Zone H), facing onto Aisgill Gardens.

To ensure a harmonious streetscape.

- ▶ Refer to Detailed Component of the Hybrid Planning Application.

AG.B.5 Integration of artwork

Façades facing onto Aisgill Gardens **could** provide opportunities for integrated community art. The artwork could be developed through consultation with the existing local community.

To integrate the architecture in the cultural identity of the local community and develop a distinct 'local' character to this area.

- ▶ Refer to Sitewide / Landscape / Public Art.

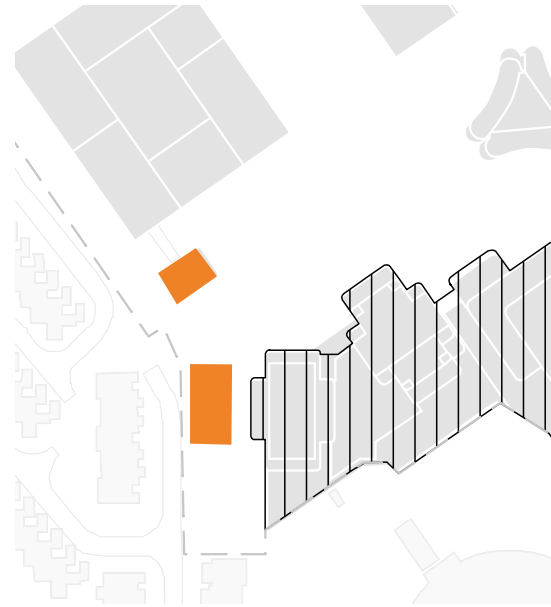


Artwork integrated into the building façade

Pavilions

(Development Zones I and P)

The Pavilions frame the western edge of Aisgill Gardens and provide active, animated frontages and community-focused uses.



Illustrative view, Aisgill Gardens towards Development Zone I

AG.B.7

Contribution to the public realm

Ground Floor uses **should** contribute to the activation of the public realm. This could include cafés, culture or community uses.

To create a vibrant and engaging environment.



Cafe encourages uses of the public realm

AG.B.8

Permeable, open and welcoming frontages

Ground Floor façades **should** be visually connected and transparent, where possible.

To create a strong visual connection and activate the public realm.



Glazing on Ground Floor façades to create transparency

AG.B.9

Integrated with landscape design

The design of the Pavilion **must** be integrated with the landscape. It could include referencing a similar material palette and integration of planting.

To allow for integration of the landscape design.

▶ Refer to Aisgill Gardens / Landscape.

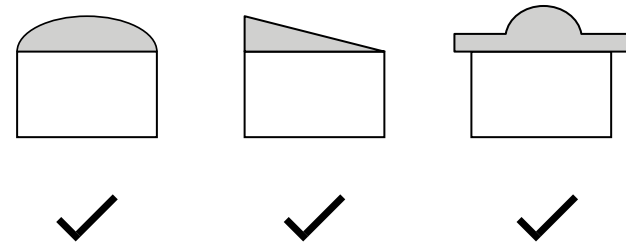


Illustrative view, Aisgill Gardens towards Development Zone I

AG.B.10 Roof articulation

The design of the Pavilion **could** have a distinct roof articulation.

To create visual interest and a distinct architectural character.



AG.B.12 Integration of art

The design of the Pavilion **could** provide opportunities for integrated art. The artwork could be developed through consultation with the existing local community or engagement of a local artist.

To integrate the community's identity with the architectural design.

▶ Refer to Public Art Strategy.



Integration of art within the Pavilion

AG.B.11 Weather protection

The design of the Pavilion **should** provide areas for shelter from the weather. This could be achieved through incorporating elements such as canopies or awnings.

To provide comfort in adverse weather conditions.



Awning provides weather protection

AG.B.13 Playfulness

The design of the Pavilion **could** explore opportunities for diverse architectural expression. This could be achieved through the use of colour or interactive elements.

To create a dynamic and engaging space that inspires creativity.



Use of colour creates a sense of playfulness

Pavilion (I)

(Development Zone I)

The Pavilions frames the western edge of Aisgill Gardens and provide active, animated frontages and community-focused uses.



Illustrative view, Aisgill Gardens towards Development Zone I

AG.B.14

Reference to Detailed Component design

Massing, articulation, architectural expression and façade rhythm **should** respond to the detailed design of the adjacent Plot (Development Zone H).

To ensure a harmonious streetscape.

▶ Refer to Detailed Component of the Hybrid Planning Application.

AG.B.15

Responding to the public realm

The Pavilion should allow for flexible ground floor community uses and respond to the public realm as well allowing for improvements to the existing MUGA

To ensure the Pavilion and ground floor uses are integrated with the public realm of Aisgill Gardens.

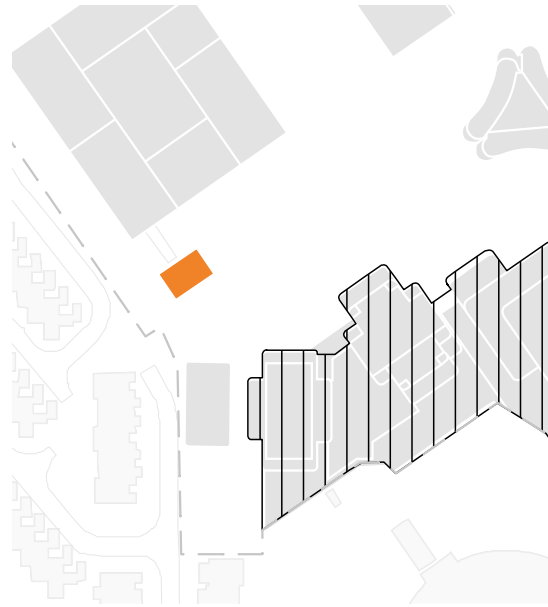


Illustrative view, Aisgill Avenue towards the Pavilion

Pavilion (P)

(Development Zone P)

The Pavilion frames the western edge of Aisgill Gardens and provide active, animated frontages and community-focused uses.



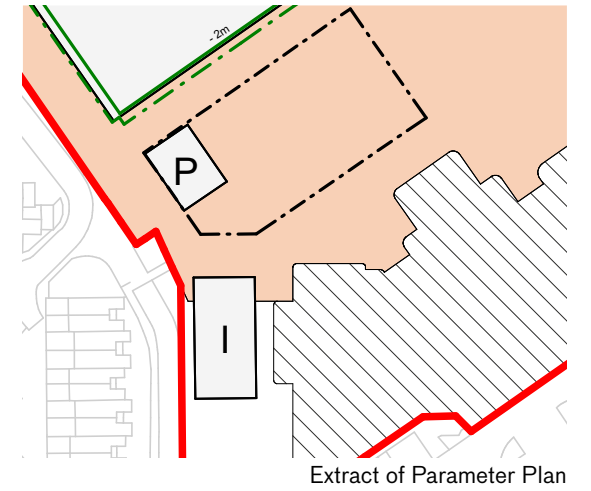
AG.B.17

Pavilion location

If a Pavilion is proposed, it **must** be located within the zone of allowable movement in Aisgill Gardens.

To allow flexible location of a Pavilion in Aisgill Gardens.

▶ Refer to Parameter Plans (EC.PA.B).



AG.B.16

Pavilion within Aisgill Gardens

Design of Aisgill Gardens **must** include a permeable edge. This could be achieved through planting and landscape design, or include a Pavilion. The Pavilion should form one possible option of design exploration for defining the edge condition of Aisgill Gardens.

To create welcoming and identifiable points of entry to the Site and transition between the scale of the existing houses and street and that of the gardens and buildings defining it.

▶ Refer to Aisgill Gardens / Landscape.



Illustrative view, Aisgill Gardens

AG.B.18

Flexibility for uses

The internal layout of the Pavilion **could** allow for flexibility of uses. An open plan layout could be used to create open, adaptable areas.

To encourage flexible uses to evolve over the building's life span.



Pavilion with flexibility for uses

9. Lillie Sidings [LS]



Overview

Lillie Sidings celebrates the Site's industrial heritage with a new mixed- use destination square, framed by the reimagined Train Shed, hosting dining, events and cultural activities.

Key principles that characterise Lillie Sidings include:

- Creating a vehicle-free destination square at the centre connected by a network of lanes, walks and the boulevard.
- Exploring the creative reuse of the historic Lillie Bridge Depot (The Train Shed) with a cultural destination at Ground Floor.
- Allowing active uses to spill-out onto the square bringing the public realm to life.
- Stitching in and stepping down in scale to meet existing streets and the adjacent Estates.
- Creating a mix of housing typologies, catering for multi-generational living across multiple tenures.

► Refer to Illustrative Masterplan chapter in the Design and Access Statement: Masterplan (EC.PA.08).



Illustrative view, Lillie Sidings Square

Landscape Spaces

- Destination Square**

Lillie Sidings Square (1)

A destination square, celebrating the Site's industrial heritage and embedding flexibility for events.
- Boulevard**

West Kensington Boulevard Link (2)

West Kensington Boulevard Link connects the north-south route from Lillie Sidings Square toward West Kensington station with an active tree-lined pedestrian and cycle route.
- Lane**

Aisgill Lane (3)

Aisgill Lane provides a linear landscape on the edge of the Site and accommodates pedestrian and vehicle movement.

Lillie Sidings Lane (4)

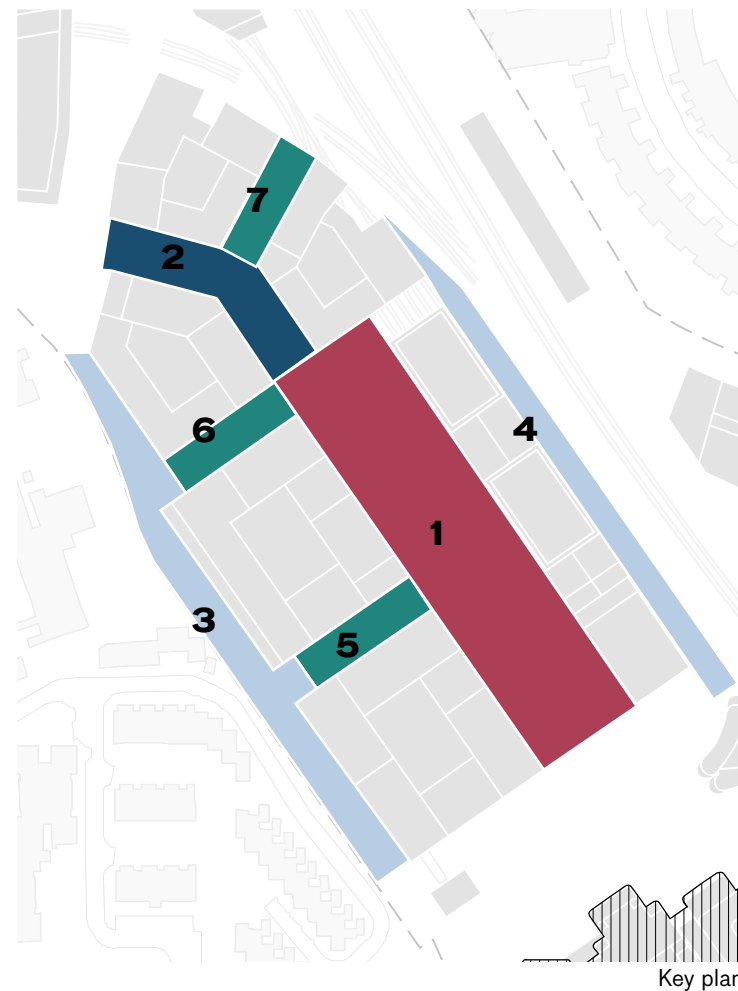
Lillie Sidings Lane provides access and servicing alongside the railway.
- Walk**

Lillie Sidings South Walk and Lillie Sidings North Walk (5, 6)

The walks provide intimate, pedestrian priority connections that support a transition from destination public realm to quiet residential areas.

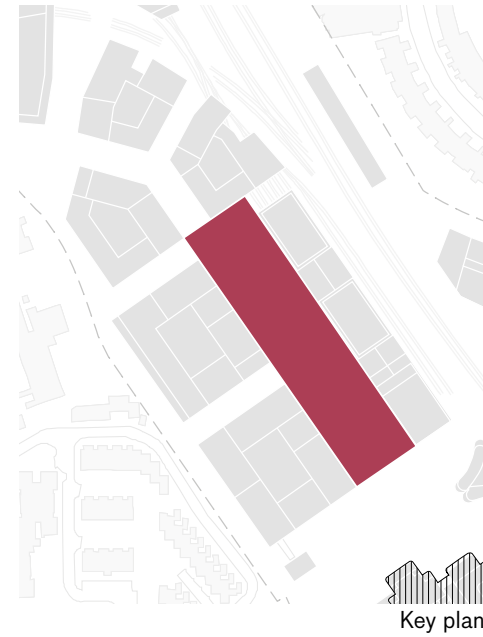
West Kensington Walk (7)

The walk provides a quiet, pedestrian priority connection.



Lillie Sidings Square

A destination square, celebrating the Site's industrial heritage and embedding flexibility for events.



Illustrative landscape plan

LS.L.1

Destination square

The design of Lillie Sidings Square **should** reflect its role as a destination square. This could be achieved through selection of materials, furniture, or lighting.

To align with the public realm hierarchy and reinforce the role of Lillie Sidings Square as a destination square.



Destination square

LS.L.2

Celebrate industrial heritage

The design of Lillie Sidings Square **should** celebrate the industrial heritage of the Site. This could be achieved through the re-use of industrial elements in the public realm or referencing industrial materials.

To celebrate the history and former uses of the Site.



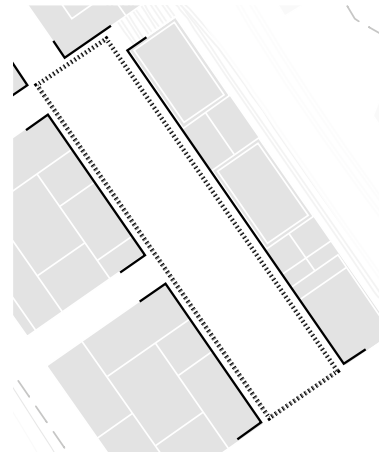
Celebrating existing industrial elements

LS.L.3

Sense of enclosure

The design of Lillie Sidings Square **must** facilitate a sense of enclosure. This could be achieved through the visibility of the edges or the distribution of planting, street furniture and lighting.

To frame the square and define the extent of a key space.



LS.L.4

Encourage spill-out

The design of Lillie Sidings Square **must** incorporate spill-out space. Spill-out space on the eastern edge adjacent to the Train Shed should be generous. This could enable activities such as outdoor seating for food & beverage.

To activate the square.



LS.L.5

North-south route provision

The design of Lillie Sidings Square **must** provide a north-south pedestrian and cycle route. This should form part of the wider north-south route connecting West Brompton to West Kensington stations.

To connect the north-south route and reinforce the sitewide movement strategy.



Indicative location

LS.L.6

Trees adjacent to north-south route

Tree planting **must** be aligned adjacent to the north-south route. Tree planting in other parts of the square should also be considered to further enhance the pedestrian routes.

To extend the boulevard character of the north-south route through the square.



Indicative location

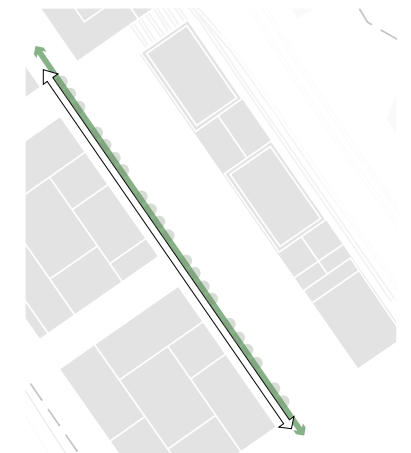
LS.L.7

SuDS features

The design of Lillie Sidings Square **should** provide SuDS features such as rain gardens or bio-swales. They could be located adjacent to the north-south route.

To align with the Sitewide SuDS strategy and encourage SuDS features in the public realm.

Refer to Sitewide / Landscape / Green and blue infrastructure.



Indicative location

LS.L.8

Planting in the square

The design of plant beds **could** be arranged to align with the former railway tracks.

To celebrate the history and former uses of the Site through arrangement of planting and trees.



Indicative location

LS.L.9

Maximise flexibility

The design of Lillie Sidings Square **should** allow for areas that remain free of planting and furniture.

To create a square that supports events and other temporary uses.



Flexibility in the arrangement of planting

LS.L.10

Post-industrial Remediation Gardens

The design of Lillie Sidings Square **must** create Post-industrial Remediation Gardens habitat, as described in the sitewide biodiversity strategy.

To align with the sitewide biodiversity strategy and provide a diverse and connected green network.

▶ Refer to biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.



Example species: Post-industrial Remediation Gardens

LS.L.11

Maturity of planting

Tree selection **should** include a variety of trees with a range of maturity.

To reflect the destination square character of Lillie Sidings Square.



A range of maturity of trees

LS.L.12

Street furniture

The design of street furniture **should** celebrate the industrial heritage of the Character Area. This could be achieved through the choice of materiality and form.

To celebrate the history and former uses of the Site.



Street furniture with industrial heritage character

LS.L.13

Re-use of found objects or materials

The design of Lillie Sidings Square **should** explore the potential re-use of found objects, materials or signage, for example, former train tracks.

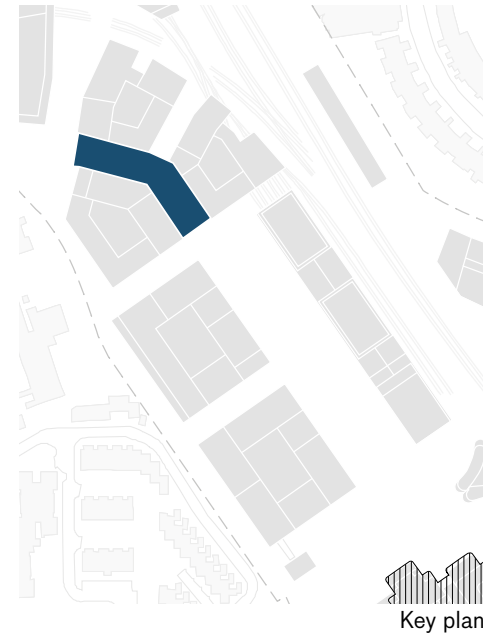
To build from the history of the Site.



Found material on Earls Court Site

West Kensington Boulevard Link

West Kensington Boulevard Link connects the north-south route from Lillie Sidings Square toward West Kensington station with an active tree-lined pedestrian and cycle route.



Illustrative view, West Kensington Boulevard Link towards West Kensington

LS.L.14

Vehicle-free

The design of West Kensington Boulevard Link **must** be vehicle-free, except for emergency vehicles, maintenance and controlled servicing.

To support a pedestrian-first public realm.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.



Vehicle-free route

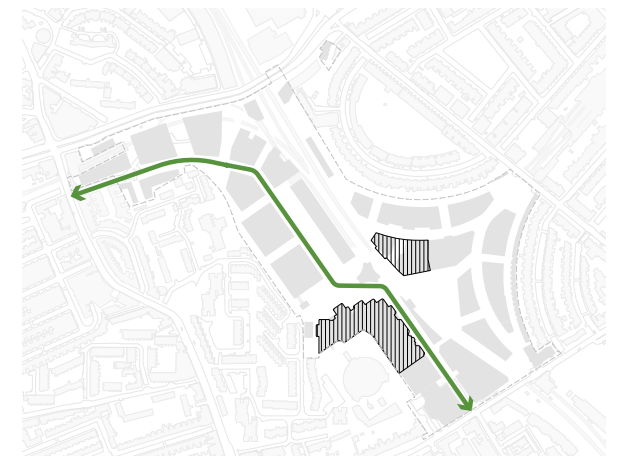
LS.L.15

Contributing to the north-south route

The design of West Kensington Boulevard Link **must** form part of the north-south route connecting West Brompton with West Kensington stations. It should be an extension of the boulevard and strengthen wayfinding.

To connect West Kensington station with West Brompton station and Lillie Road in a legible, north-south route.

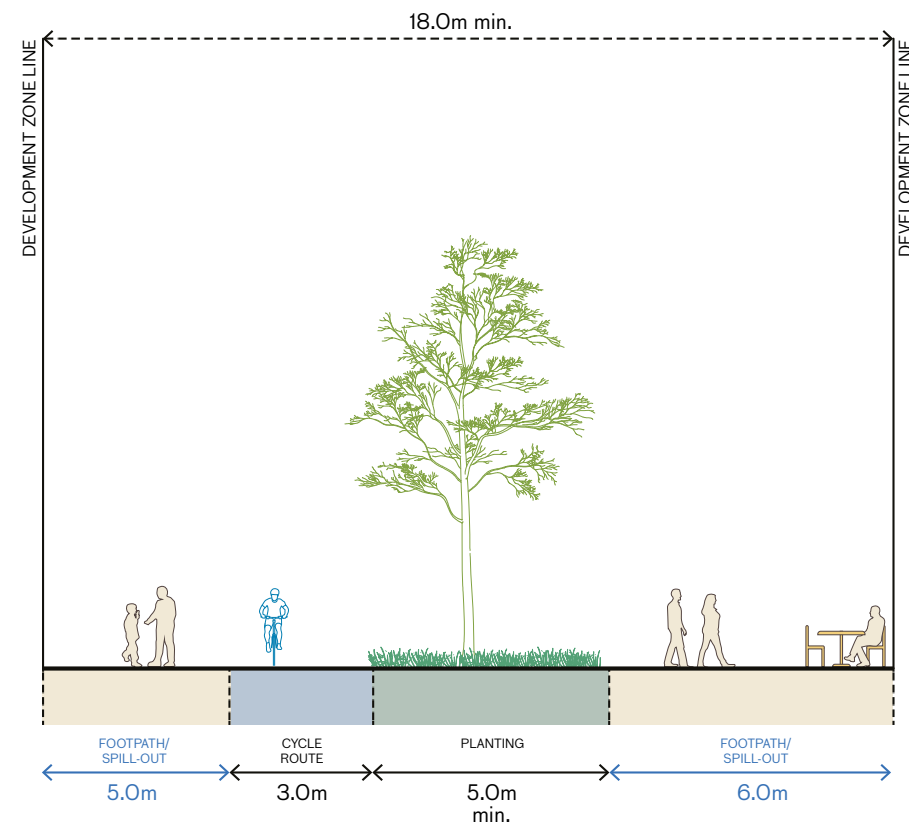
▶ Refer to Sitewide / Landscape / Inclusivity and movement.



North-south route

LS.L.16 Typical street section

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



Control dimension
Illustrative dimension

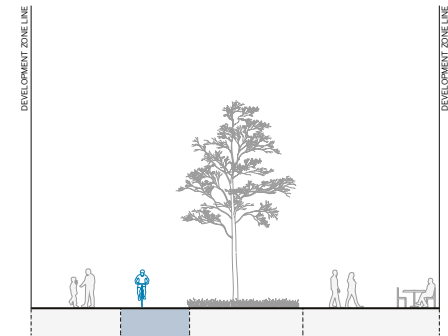
Illustrative street section, West Kensington Boulevard Link

LS.L.17 Cycle route

The design of West Kensington Boulevard Link **must** provide a cycle route connecting West Kensington Boulevard to Lillie Sidings Square. The cycle route could be shared or demarcated.

To connect into the sitewide cycle network and promote cyclist and pedestrian safety.

Refer to Sitewide / Landscape / Inclusivity and movement.

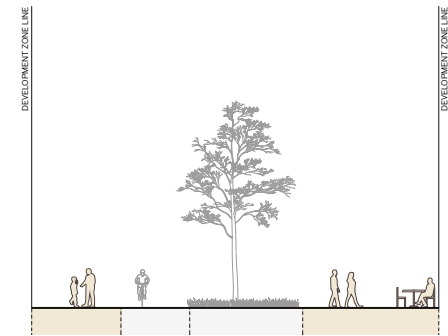


LS.L.18 Spill-out space location

The design of West Kensington Boulevard Link **could** include spill-out space in front of active Ground Floor uses.

To allow space for active Ground Floor uses to spill-out into the street.

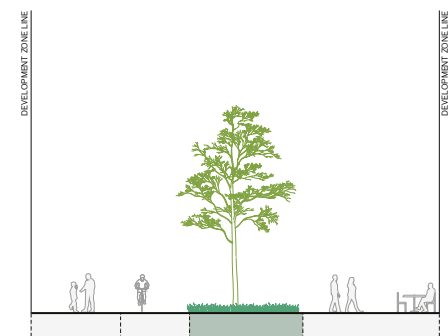
Refer to Sitewide / Landscape / Spill-out space.



LS.L.19 Planting

The design of West Kensington Boulevard Link **must** provide a planted zone on at least one side of the cycle route.

To create a landscaped public realm.

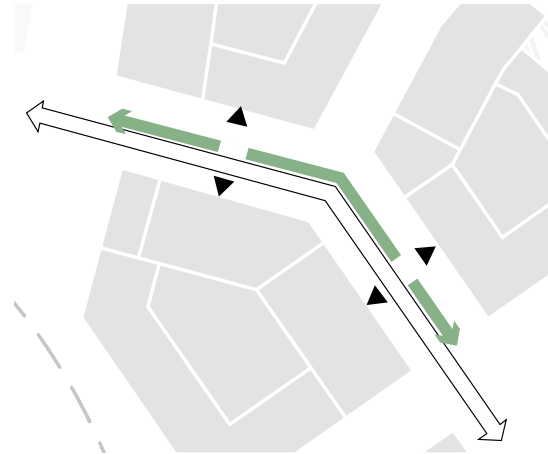


LS.L.20

Arrangement of planting

The design of West Kensington Boulevard Link **should** maximise planted zones. Planted zones should introduce breaks and not obstruct building entrances.

To allow clear access and visibility from the boulevard to building entrance and to promote ease of pedestrian movement.



LS.L.21

Formal line of trees

The design of West Kensington Boulevard Link **should** provide a formal line of trees on at least one side of the boulevard.

To enhance the character of the boulevard.

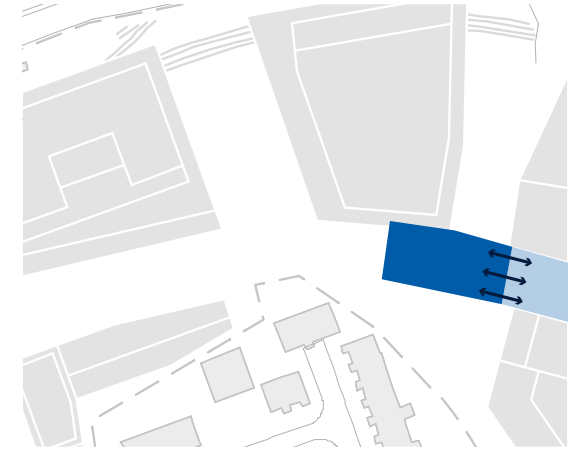


LS.L.22

Integration with West Kensington

The design of West Kensington Boulevard Link **must** be carefully integrated with West Kensington Boulevard. This should be through a continuation of materials and street furniture.

To create a continuous boulevard typology.

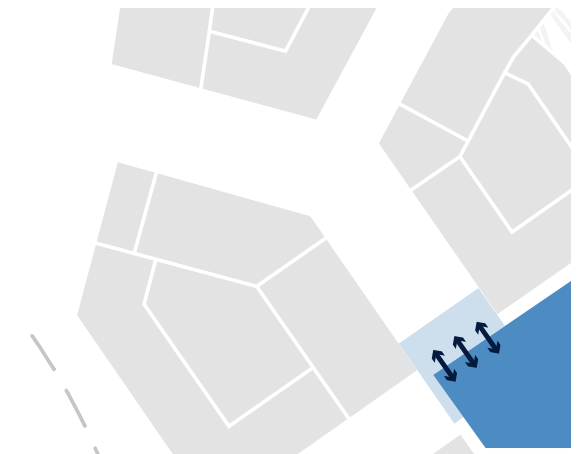


LS.L.23

Transition into Lillie Sidings Square

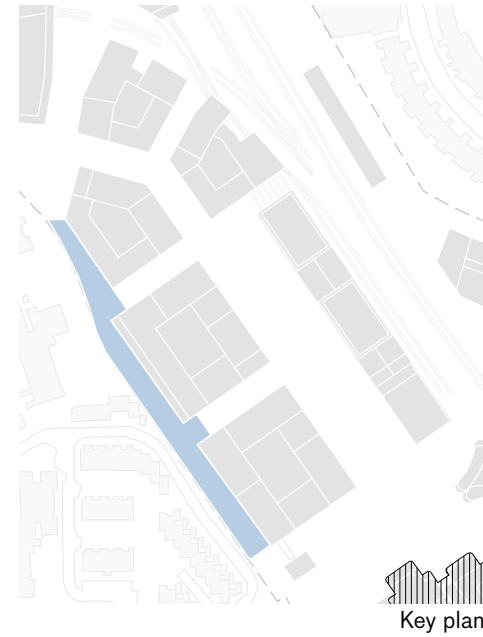
The design and selection of materials at thresholds **should** provide a distinction between the boulevard and the square.

To support a transition between the boulevard and the square.



Aisgill Lane

Aisgill Lane provides a linear landscape on the edge of the Site and accommodates pedestrian and vehicle movement.



Illustrative view, Aisgill Lane

LS.L.24 Interface with existing edge

The design of Aisgill Lane **must** consider the interface with the existing boundary edge.

To ensure sensitive integration of the new lane with the existing neighbourhood.

▶ Refer to Sitewide / Landscape / Boundary conditions.



Aerial imagery of existing condition of Estate edge

LS.L.25 Alignment of levels

The design of Aisgill Lane **should** align proposed levels with the existing adjoining public realm, where practical.

To promote connectivity and access.



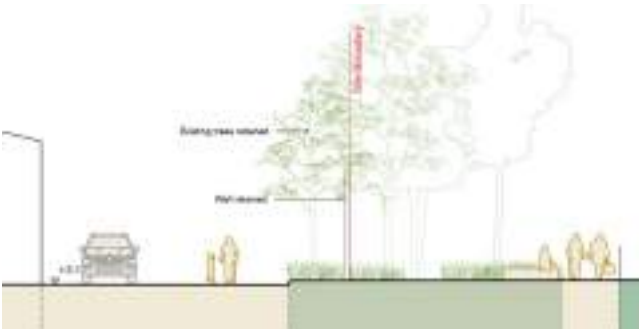
Illustrative street section

LS.L.27 **Permeable edge**

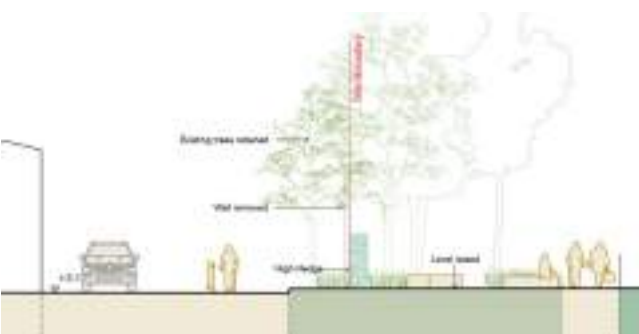
The design of Aisgill Lane **should** explore increasing the permeability of the existing boundary condition. Proposals could include opening appropriate breaks through the existing wall, replacing it with a hedge or a planted linear landscape with SuDS feature.

The Design of boundary treatment should respond to the outcome of consultation with neighbours.

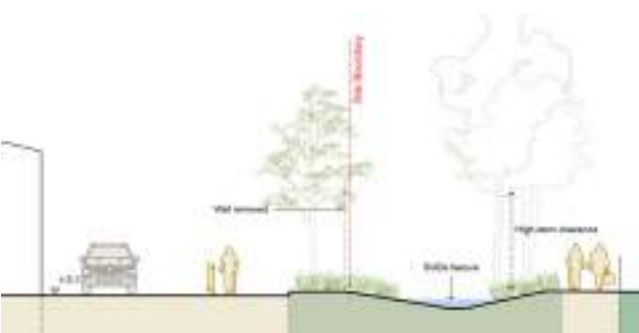
To provide a landscaped and well-integrated edge to the Site and interface with neighbours.



Illustrative street section



Illustrative street section



Illustrative street section

LS.L.26 **Planting**

The design of Aisgill Lane **must** provide generous planted zones with trees adjacent to the boundary.

To support biodiversity in the Site and green interface with adjoining properties.

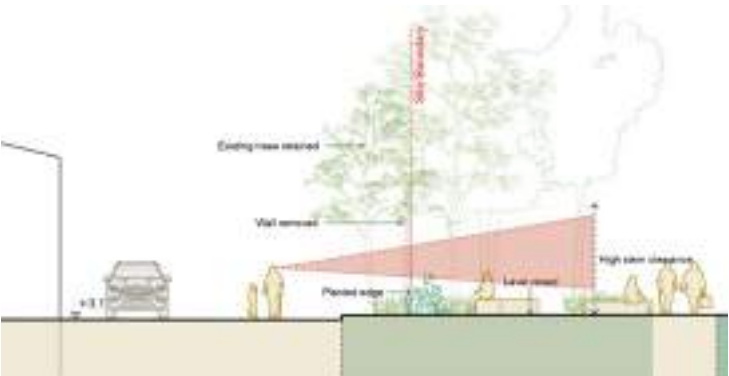


Planted zone

LS.L.28 **Planting heights**

The design of planting **could** allow for visual permeability across the edge condition.

To maintain lines of sight across the across the Site boundary.



Illustrative street section

LS.L.29 **Opportunity for SuDS**

The design of planted zones **should** include SuDS features. This could include bio-swales and/or rain gardens.

To contribute to the Sitewide SuDS strategy.

Refer to Sitewide / Landscape / Green/ blue infrastructure.



SuDS features along street

LS.L.30 **Sun tolerant plant selection**

The plant selection **should** favour species that can tolerate exposure to sunlight.

To enable planting to thrive.

Refer to Sitewide / Landscape / Planting.



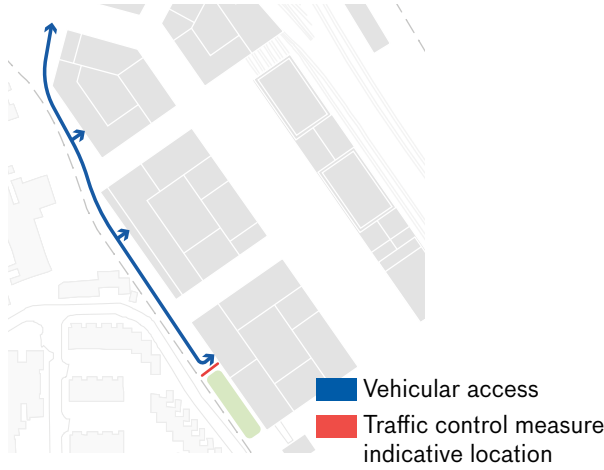
Sun tolerant planting selection

LS.L.31 **Vehicular route**

The design of Aisgill Lane **must** provide vehicular and cycling access route to plots within Development Zone U.

To ensure functional requirements are met.

▶ Refer to Sitewide / Landscape / Inclusivity and movement and Lillie Sidings / Built form / Perimeter block.



LS.L.32 **Controlled traffic**

The design of Aisgill Lane **must** provided traffic control measures at the end of the lane. They should be well-integrated with the public realm and landscape features.

To ensure pedestrian safety at the termination of the lane.



Landscape features used as traffic control measure

LS.L.33 **Play on the way**

The design of Aisgill Lane **must** explore incidental play opportunities that are integrated into the public realm for all ages. This could include landscaping, furniture or play equipment.

To maximise opportunities for play in Lillie Sidings and contribute to the sitewide play strategy.



Incidental play opportunities along street

Lillie Sidings Lane

Lillie Sidings Lane provides access and servicing alongside the railway.



LS.L.35

Semi-natural vegetation

Where there is planting adjacent to the railway corridor, it **must** be semi-natural vegetation. This could include woodland and flower-rich grassland.

To promote biodiversity in the Site and contribute to the sitewide UGF strategy.



Semi-natural vegetation

LS.L.34

Landscape buffer

The design of Lillie Sidings Lane **should** include planting adjacent to the railway.

To create a landscape buffer for noise and improve air quality from the railway corridor.



Planted buffer

LS.L.36

Boundary with railway

The design of the boundary treatment adjacent to the rail corridor **must** be coordinated with Network Rail and follow Network Rail guidance.

To ensure the boundary with the railway is safe and secure.

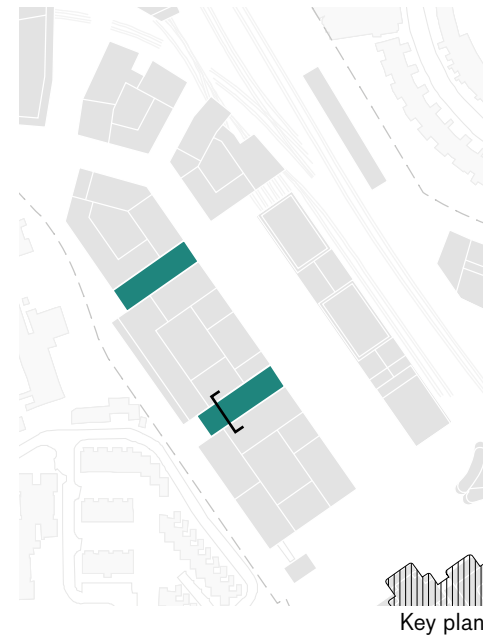
▶ Refer to Sitewide / Landscape / Boundary conditions.



Illustrative landscape plan

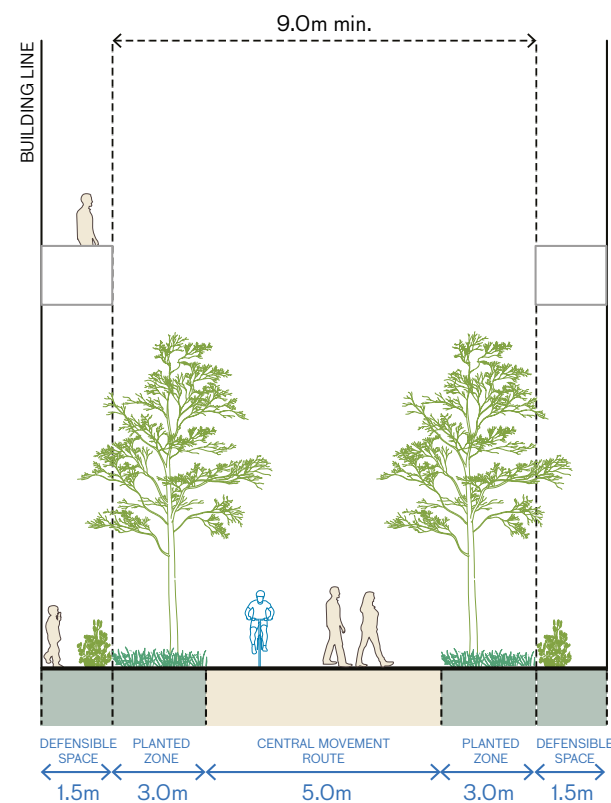
Lillie Sidings Walks (North & South)

The walks provide intimate, pedestrian priority connections that support a transition from destination public realm to quiet residential areas.



LS.L.37 Typical street section

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



Illustrative street section, Lillie Sidings Walks (North and South)

LS.L.38 Intimate character

The design of Lillie Sidings Walks (North & South) **must** reflect their residential character. This could be achieved through arrangement and selection of planting, defensible space and shared surface.

To create a quiet, residential walk with amenity for residents.



Illustrative view, Lillie Sidings Walk (South)

LS.L.39 Pedestrian priority

The design of Lillie Sidings Walks (North & South) **should** prioritise pedestrians. Controlled access points for vehicles could be provided at the south-western end of the walks.

To support a pedestrian-first public realm.

Refer to Sitewide / Landscape / Inclusivity and movement.

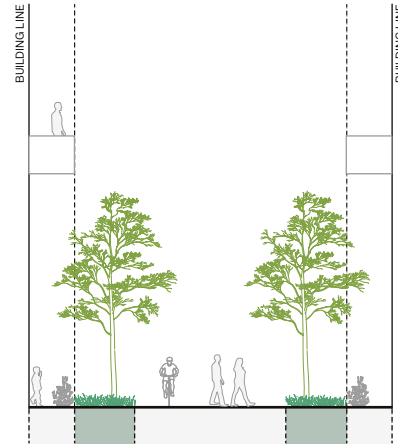


Illustrative view, Lillie Sidings Walk (South)

LS.L.40 Planting

The design of Lillie Sidings Walks **should** provide planted zones adjacent to defensible space. Where there is no defensible space, it should be located adjacent to the building line.

To reinforce the intimate character of the walks.



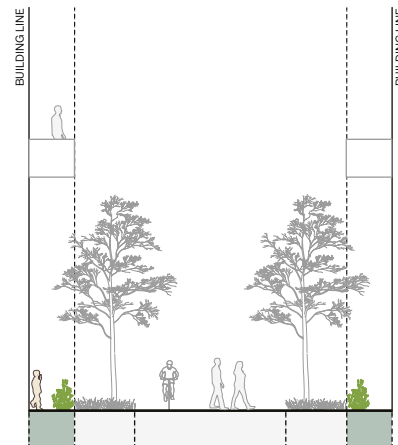
Illustrative street section, planting

LS.L.41 Defensible space

The design of Lillie Sidings Walks (North & South) **should** allow for planted defensible space adjacent to habitable rooms located at grade.

To create amenity and privacy for Ground Floor residents.

► Refer to Sitewide / Landscape / Defensible space.



Illustrative street section, defensible space

LS.L.42 Tree planting

Planting **should** include trees. Trees should not be planted in immediate proximity to projecting balconies or the building line. This could be through staggering planting or alternating planting with balconies.

To support the green and leafy character of the walks.



Planted zone with trees

LS.L.43 Variation of tree planting

The selection of trees **should** provide variation of species and form. This could be achieved through a variety of single and multi-stemmed trees.

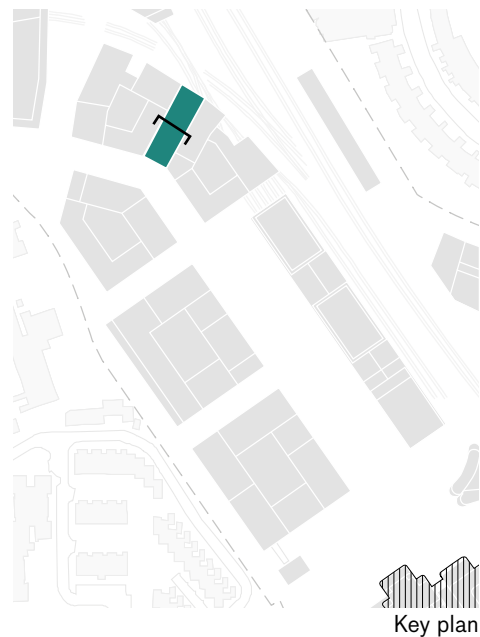
To reinforce the residential character of the walks.



Variation of tree species and form of trees

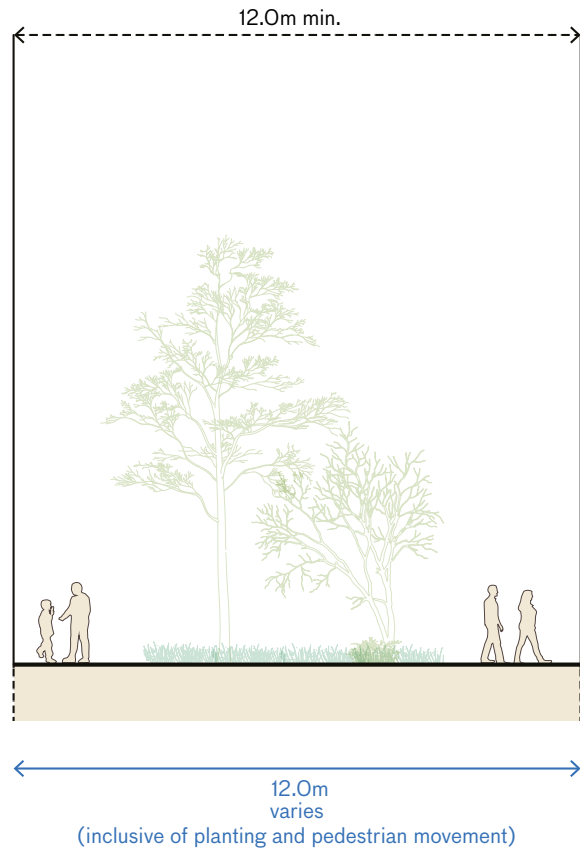
West Kensington Walk

The walks provides intimate, pedestrian priority connection.



LS.L.44 Typical street section

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



Illustrative street section, West Kensington Walk

LS.L.45 Vehicle-free

The design of West Kensington Walk **should** be vehicle-free. This includes private vehicles, servicing and waste collection.

To support a pedestrian-first public realm.

Refer to Sitewide / Landscape / Inclusivity and movement.



Pedestrian and cycle route

LS.L.46 Planted walk

The design of West Kensington Walk **should** include a zone for planting and trees.

To support the green and leafy character of West Kensington Walk.



Planted zone in walk

LS.L.47 Dwelling space

The design of West Kensington Walk **should** reinforce its character as a dwelling space. This could be achieved through arrangement of informal seating.

To support a comfortable dwelling space.



Informal seating within planted areas

Built Form

Building Typologies

Common base

(Development Zone T)

Common base combines taller elements to read as a set piece. The design explores the retention and extension of the existing Train Shed and its industrial character.

Perimeter block

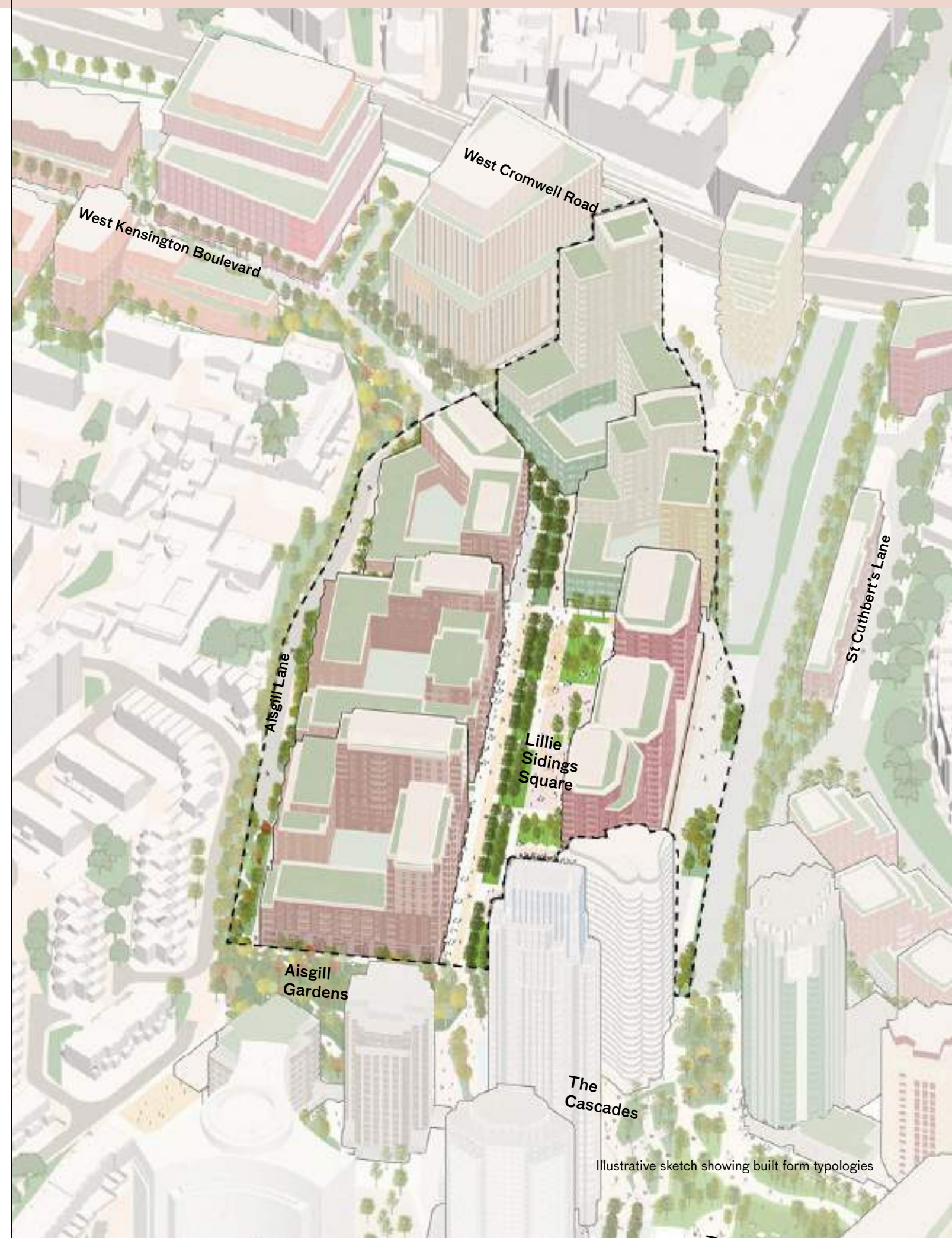
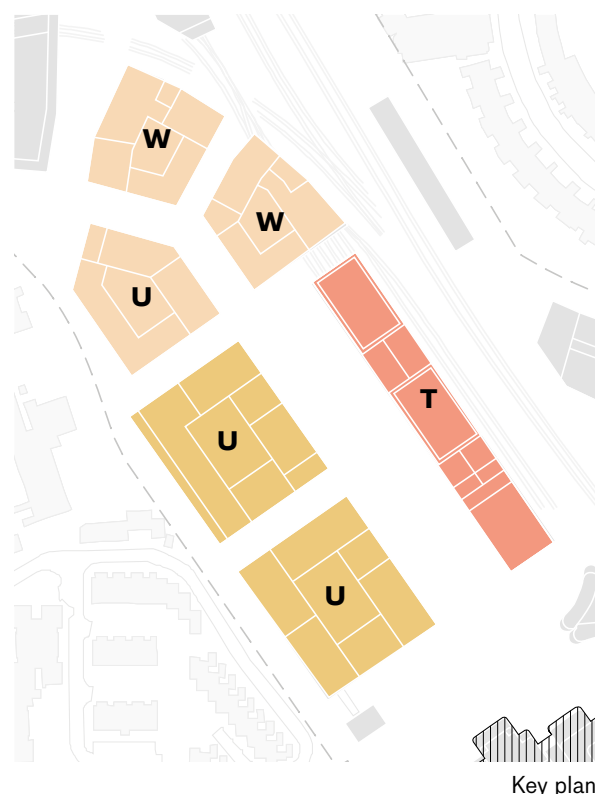
(Development Zone U)

Perimeter blocks are located on the western edge of Lillie Sidings Square. They consider their immediate context on each side of their block and adopt a form, scale and character that responds to it.

Transition block

(Development Zone U & W)

Transition blocks frame the edges of the boulevard link connecting Lillie Sidings Square with West Kensington Boulevard. They activate a key route and mediate the transition in scale and character.



Illustrative sketch showing built form typologies

Common Base

(Development Zone T)

Common base combines taller elements to read as a set piece. The design explores the retention and extension of the existing Train Shed and its industrial character.



Illustrative view, Lillie Sidings Walk towards Lillie Sidings Square

LS.B.1

Activation of Lillie Sidings Square

Ground Floor frontages facing Lillie Sidings Square **should** be designed to maximise opportunities for active and publicly accessible uses. This could be achieved by designing permeable façades, avoiding blank walls and enabling spill-out space.

To create dynamic Ground Floor uses that contribute towards activation of the destination square.

▶ Refer to Lillie Sidings / Landscape / Lillie Sidings Square.



Activation of square

LS.B.2

Distinct industrial identity

Buildings **should** have a distinct architectural identity, responding to their immediate context and history of the Site. This could include building expression, materiality and details responding to the industrial features of the historic Train Shed.

To contribute to the identity of Lillie Sidings Square as an important cultural destination.

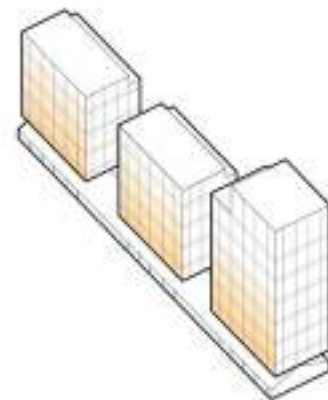


Illustrative view, Lillie Sidings Square

LS.B.3 **A family of buildings**

Buildings over the existing Train Shed **should** read as a set piece. This could be achieved through a common approach to façade expression including rhythm and composition, tone and materiality, and/or openings.

To reinforce the legibility of these buildings as a coherent set.



LS.B.4 **Partial retention of Train Shed**

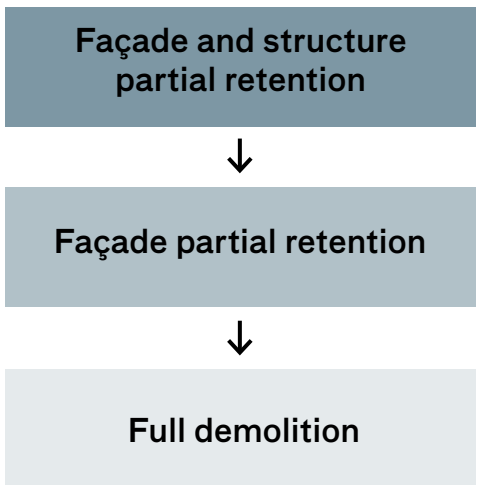
Design **should** seek to retain elements of the existing Train Shed and incorporate them into the new design through an integrated approach.

Where technical design development demonstrates that a retention option is not possible, reduced retention through to demolition are acceptable outcomes in the sequence identified in the adjacent diagram

To retain and build on the Site history and architectural character of the Train Shed.



Existing condition of the Train Shed



Order of priority

LS.B.5 **Extension of the existing Train Shed footprint**

The design **should** explore extending the footprint of the existing Train Shed building southwards. The extension could respond to the existing rhythm, composition and materiality. However, the new element should be distinct in its appearance.

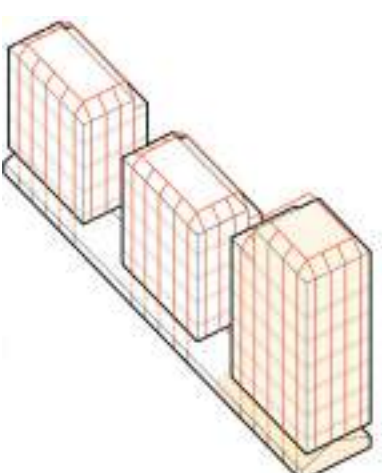
To frame Lillie Sidings Square and provide a sense of enclosure and contribute to retaining the industrial character of Lillie Sidings.



LS.B.6 **Façade rhythm of existing bays**

The buildings fronting onto Lillie Sidings **must** make reference to the rhythm of bays of the existing Train Shed.

To evoke the memory of the historic Train Shed building.



LS.B.7 **Maximise internal flexibility**

Where the existing structure is retained, interventions or reconfiguration to its internal fabric **should** be designed to allow for maximum internal flexibility.

To allow for the creative reuse of the existing Train Shed building for a range of culture and event spaces.



Flexibility in the adaptive re-use of existing structure

LS.B.8 **Residential entrances**

Where residential entrances do not address Lillie Sidings Square, they **must** be visible, well lit, secure and provide a reasonable buffer from the railway.

To ensure a safe and secure residential neighbourhood.



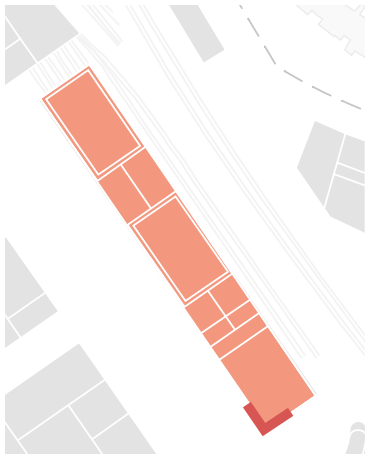
Residential entrance that is visible and secure

LS.B.9 **Prominent corners**

Prominent corners **should** be designed with particular consideration and should be richer in detail. The prominent corner should feature on the taller element.

To reinforce spatial hierarchy and assist with wayfinding to create visual interest on the taller element.

▶ Refer to Sitewide / Built form / Frontages and façades.



LS.B.10 **Balcony expression**

Balcony fronts or balustrades **should** be permeable and constructed from lightweight industrial materials such as steel, or coated aluminium.

To make reference to the industrial character of Lillie Sidings.



Balcony expression

LS.B.11 **Industrial materials**

New building materials and features **should** respond to the Site's industrial past as a railway depot. This could be achieved through material selection or tone or other references.

To make reference to the industrial character of Lillie Sidings.



Industrial materials on Earls Court Site

LS.B.12 **Re-use of found objects or materials**

Designs **should** explore the potential re-use of found objects, materials or signage.

To build from the history of the Site.

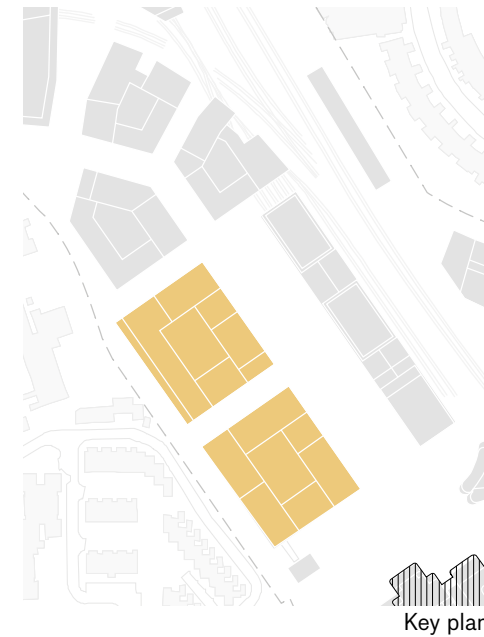


Found material on Earls Court Site

Perimeter Block

(Development Zone U)

Perimeter blocks are located on the western edge of Lillie Sidings Square. They consider the immediate context on each side and adopt a form, scale and character that responds to it.



Illustrative view, Aisgill Lane

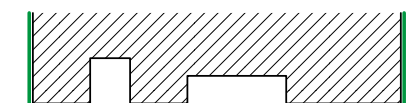
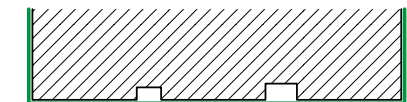
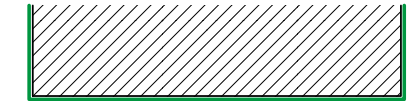
LS.B.13

Define the edge of the public realm

Perimeter blocks **must** define the edges of the public realm, including Lillie Sidings Square and Aisgill Gardens. They should predominantly align to the Maximum Building Line.

To define the edge of the public realm.

▶ Refer to Sitewide / Built form / Layout and massing.



— Maximum Building Line

LS.B.14

Responding to existing context

Perimeter blocks addressing Aisgill Lane **should** consider the context of the scale and grain of the facing buildings. This could be achieved through the stepping and/or articulation of the massing, or façade expression.

To ensure a scale that is responsive to the existing context.



Stepping of building massing

LS.B.15 **Urban grain**

Perimeter blocks **could** be broken down as a series of individual buildings. This could be achieved through change in façade expression or tone and materiality.

To break down the overall massing of plots lending them a more comfortable, human scale sensitive to its context.



Illustrative view, Lillie Sidings Walk South

LS.B.16 **Façades onto Lillie Sidings Square**

Façades facing onto Lillie Sidings Square **should** have an industrial character that responds to the Train Shed. This could be achieved through material selection or tone or other references.

To build a character that responds to the existing industrial character.



Illustrative view, Lillie Sidings Square

LS.B.17 **Active frontages**

Ground Floor frontages onto Lillie Sidings Square **must** be active, welcoming and visible. This could involve using large areas of glazed façades. Back of house entrances should be avoided in this location.

To support the character of Lillie Sidings Square as a vibrant destination square.

▶ Refer to Sitewide / Built form / Frontages and façades.



Active frontages along street

LS.B.18 **Residential frontage on to Aisgill Lane**

Where practical, the Ground Floor frontage addressing Aisgill Lane **should** maximise residential frontages with front doors to individual homes or shared entrances.

To provide individual homes that respond the grain and rhythm of West Kensington Estate.



Residential entrances addressing the street

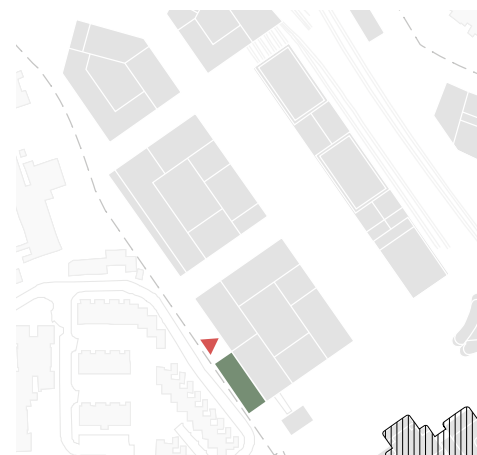
LS.B.20

Location of vehicular entrances of WK10

Location of vehicular entrances to WK10 from Aisgill Lane **should** be located as far north as practical.

To extend the landscape area with controlled vehicular access.

▶ Refer to Sitewide / Landscape / Inclusivity and movement and Lillie Sidings / Landscape / Aisgill Lane.



LS.B.19

Balconies along Lillie Sidings Walks (North and South)

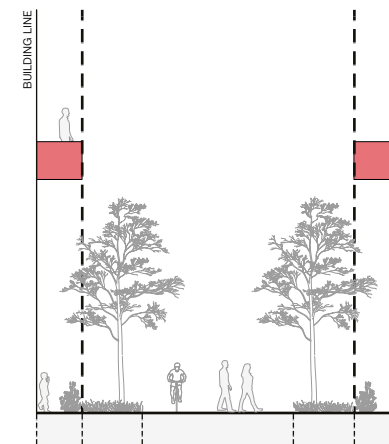
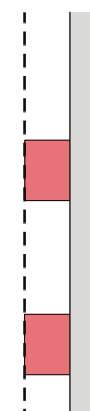
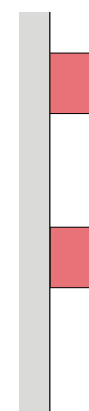
Proposals **should** consider distances between balconies where they are positioned on both sides along Lillie Sidings Walks (North and South). Balconies could explore options where they are staggered in plan to increase clearance distances.

Alternative options could explore combining projecting, with inset or partially inset balconies. Designs should consider daylight / sunlight levels to private amenity and north facing fully inset balconies should be avoided.

To increase clearance between balconies where they are positioned on both sides of the walks.

▶ Refer to Lillie Sidings / Landscape / Lillie Sidings Walks (North and South).

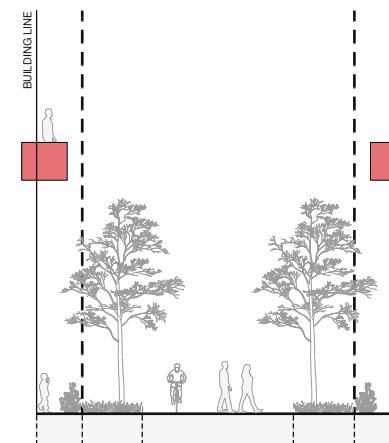
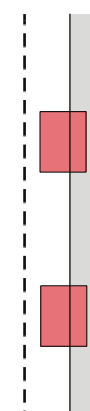
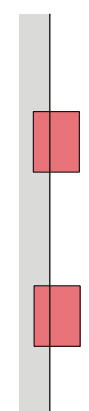
Balconies staggered in plan



Partially inset balconies

Plan

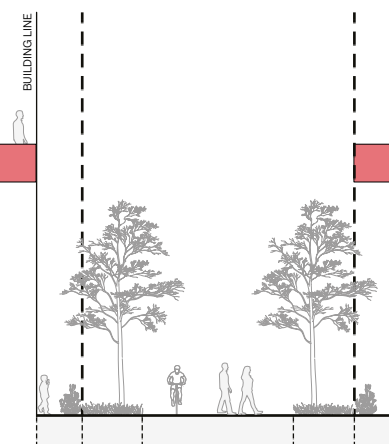
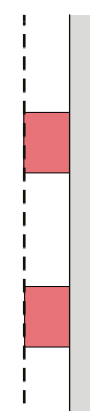
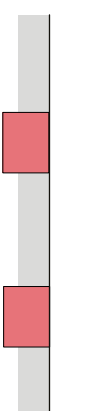
Section



Balconies inset on one side

Plan

Section



Plan

Section

LS.B.21 **Treatment to balconies onto destination public realm**

Where balconies are projecting onto Lillie Sidings Square and Aisgill Gardens, the balustrades **should** be permeable.

To animate the public realm.



Treatment of balconies

LS.B.22 **Treatment to other balconies**

Material selection and design of balconies not addressing destination public realm including Lillie Sidings Walks and internal courtyards **should** support privacy. This could include treatments with reduced permeability.

To allow for privacy for residents.



Treatment of balconies

LS.B.23 **A family of buildings**

The design of perimeter blocks **should** provide some harmonising architectural features to allow them to be read as part of the same cluster of buildings. The harmony could be reflected through similar composition, architectural detailing or complementary materials.

To ensure coherence between adjacent buildings.

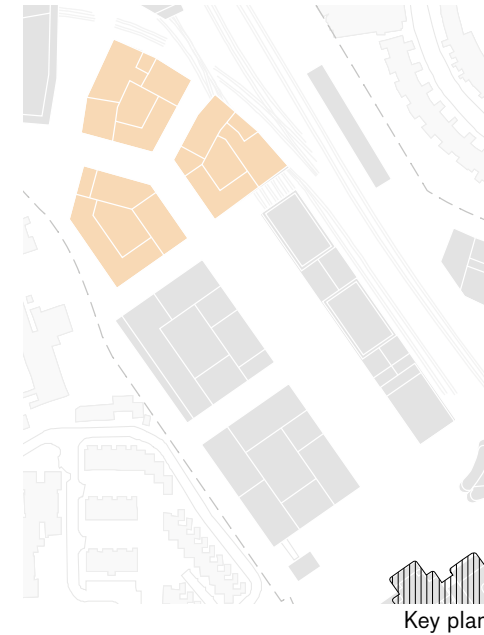


A family of buildings

Transition Block

(Development Zone U & W)

Transition blocks frame the edges of the boulevard link connecting Lillie Sidings Square with West Kensington Boulevard. They activate a key route and mediate the transition in scale and character.



Illustrative view, Lillie Sidings Square towards West Kensington

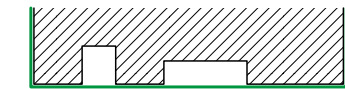
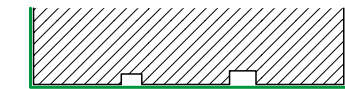
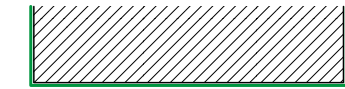
LS.B.24

Define the edge of the public realm

Transition blocks **must** define the edge of West Kensington Boulevard Link. They should predominantly align to the Maximum Building Line.

To define the edge of the public realm.

Refer to Sitewide / Built form / Layout and massing.



Plan

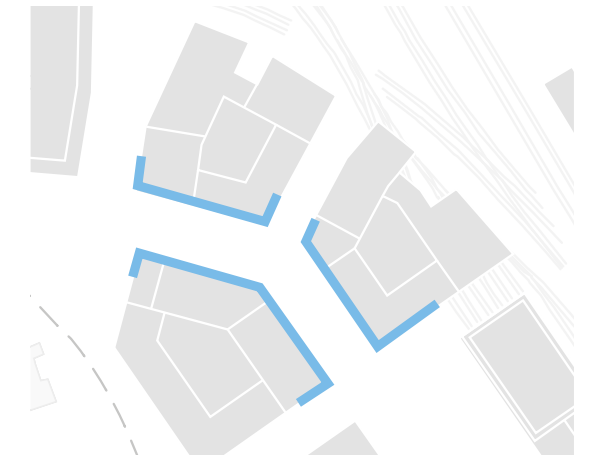
Maximum Building Line

LS.B.25

Activation of the north-south route

Ground Floor frontages facing onto West Kensington Boulevard Link **should** be open, active and inviting.

To activate the north-south route to West Kensington Boulevard Link.



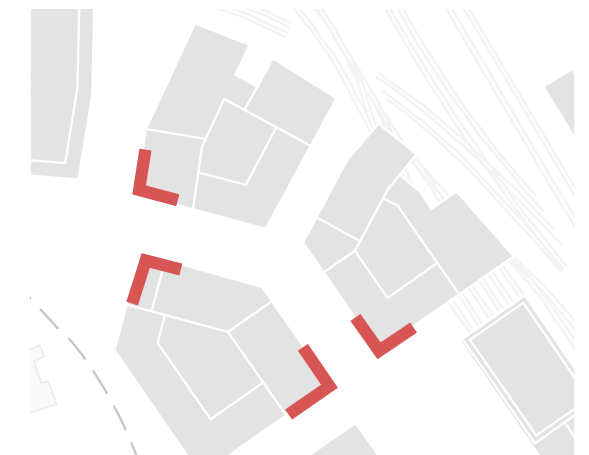
LS.B.26

Prominent corners

Prominent corners **should** be designed with particular importance and should be richer in detail.

To reinforce spatial hierarchy and assist with wayfinding.

Refer to Sitewide / Built form / Frontages and façades.



LS.B.27 **Treatment of northern façades**

Design and treatment of north facing façades **should** consider mitigation of environmental conditions from West Cromwell Road and the railway lines.

To mitigate noise and air impacts from West Cromwell Road.

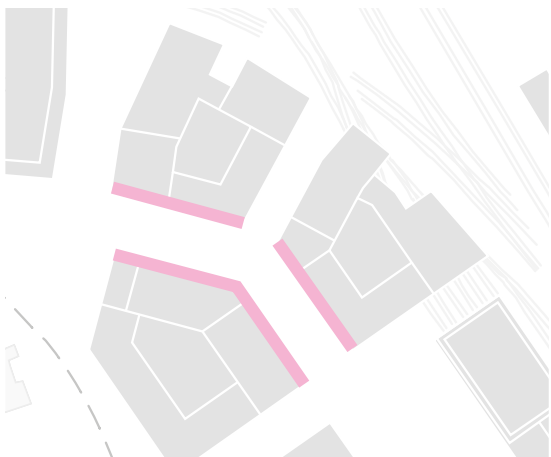


Northern façades

LS.B.28 **Expression of Ground Floor frontages**

Ground Floor frontages along the West Kensington Boulevard Link **should** establish a compatible rhythm and expression.

To reinforce the continuous curve and rhythm of the crescent forming the route to West Kensington station.



Ground Floor frontages with a consistent expression

LS.B.29 **A family of buildings**

Transition blocks **should** provide harmonising architectural features. This could be achieved through composition, architectural detailing or complementary materials.

To ensure coherence between adjacent buildings and to allow them to be read as part of a cluster of buildings.



A family of buildings

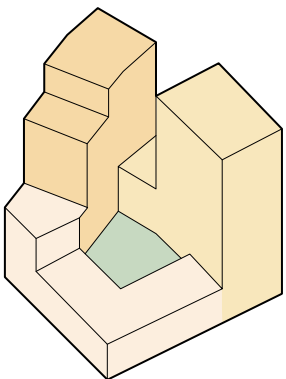
Predominant residential use

The following codes expand on the design of transition blocks with a predominant residential use.

LS.B.30 **A residential scale**

Massing **should** be broken down into clear, legible volumes. This could include a series of volumes arranged around a central courtyard.

To ensure a scale suitable for a residential typology.



Illustrative view, WK07

LS.B.31 **Fine urban grain for residential use**

The articulation of each building volume **should** contribute to the reading of the massing as a series of individual volumes. This could be achieved through changes in façade treatment or subtle variation of tonality.

To ensure the urban grain is of a human scale suited to residential typology.



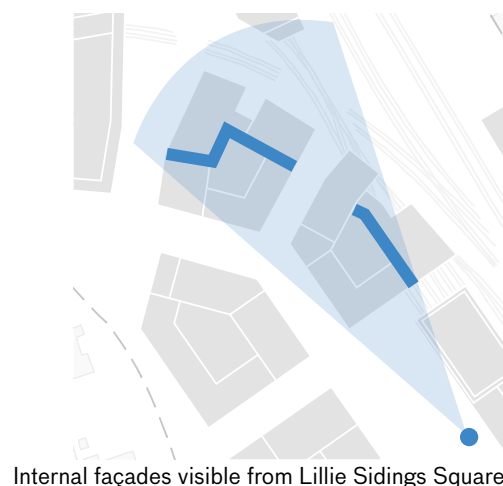
Fine urban grain

LS.B.32

Treatment of internal façades

The treatment of internal (courtyard facing) façades **should** be considered for visibility from Lillie Sidings Square.

To ensure all façades are treated appropriately to their visibility from key open spaces.



Internal façades visible from Lillie Sidings Square

Predominant commercial use

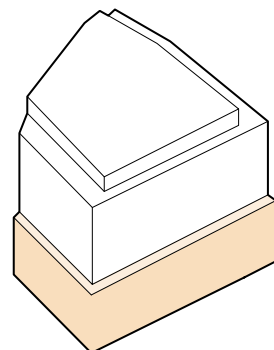
The following codes expand on the design of transition blocks with a predominant non-residential use.

LS.B.33

Articulation of building base, for commercial use

Building expression **should** contribute to the legibility of the building base along West Kensington Boulevard link. This could be achieved through set backs or facade expression.

To reinforce a datum fronting onto the Boulevard Link.



Articulation of building base

LS.B.34

Vertical expression, for commercial use

Façade design **could** emphasise verticality. This could be achieved through slimmer proportions of fenestrations or diminishing patterns of decreasing scale of façade elements towards the top of the building.

To make the building appear slender and create the impression of lightness.



Vertical façade expression

LS.B.35

Distinctive top, for commercial use

Building tops **should** be distinct. This could be achieved through materiality or articulation.

To draw create the feeling of a more slender silhouette.



Distinctive building top

LS.B.36

Visible entrances, for commercial uses

Ground Floor entrances **must** be open, visible and welcoming. Entrances could be double height or expressed with distinct architectural details. Signage and lighting could be used to ensure the entrance is prominent and well lit.

To create welcoming entrances, inviting public use of the Ground Floor spaces.

Impacts on Heritage and Townscape

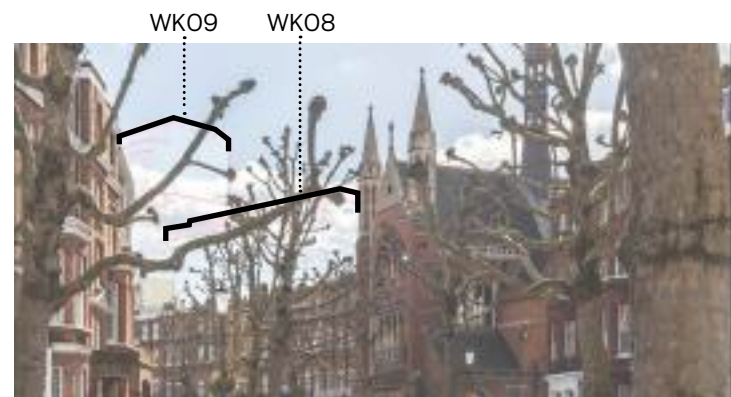
LS.B.37

Expression of building tops

Buildings tops in Plots WK07/08/09 (Development Zones T and W) **should** be clearly legible. This could be achieved by introducing a different rhythm of composition, or changes in tone or materiality.

To create an appropriate relationship with the existing townscape, reducing impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Philbeach Gardens - View 25



Philbeach Gardens - View A14

LS.B.38

Distinguishable from foreground

Buildings within Plots WK08/09 (Development Zone T) **should** be distinguishable from the existing buildings in the foreground, safeguarding their legibility in the view. This could be achieved through the use of colour, materials and architectural expression.

To separate foreground and background and contribute to a sense of layering and reduce visual impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Philbeach Gardens - View 25

LS.B.39

Visual richness

The façade design of buildings in Plots WK08/09 (Development Zone T) **should** include enhanced visual richness. This could be achieved by contrasting tones between building components, or adding detailing.

To distinguish from the existing buildings at the foreground of the view.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Philbeach Gardens - View 25

LS.B.40

Breaks or steps in massing

Massing of buildings within Plots WK08/09 (Development Zone T) **should** be distinguishable in this view. This could be achieved by breaks or stepping in the massing.

To avoid coalescence.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Philbeach Gardens - View A14

LS.B.41 Complement local character

Building design within Plot WK11 (Development Zone U) **should** reflect and complement the grain and typologies of existing buildings seen from Charleville Road. They should avoid creating a visual distraction and mediate between shorter buildings in the foreground, and taller buildings behind.

To complement the existing grain and typologies.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



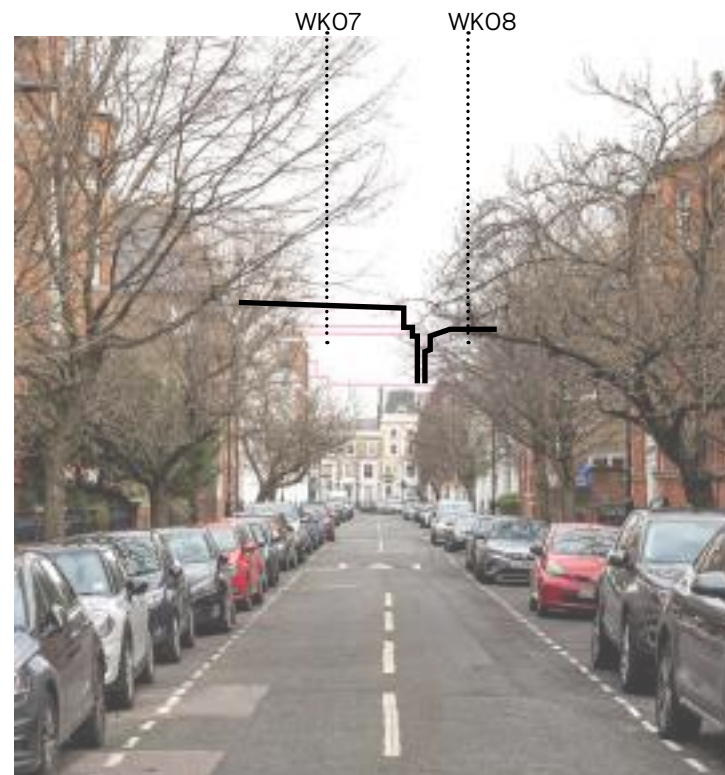
Charleville Road - View A30

LS.B.42 Distinguishable from foreground

Buildings within Plots WK07/08 (Development Zones T and W) **should** be distinguishable from the existing buildings in the foreground. This could be achieved through a distinctive rhythm and composition, the use of colour, materials or architectural expression.

To separate foreground and background and contribute to a sense of layering and reduce visual impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Charleville Road - View A30

LS.B.43 Complement local character

Buildings in Plots WK07/08/09 (Development Zones T and W) **should** reflect and complement the grain and typologies of existing buildings in the foreground. They should avoid creating a visual distraction and mediate between shorter buildings in the foreground, and taller buildings behind.

To complement the existing grain and typologies.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Ongar Road - View 59

LS.B.44 Complement local character

Buildings in Plots WK05 (Development Zone W) **should** reflect and complement the grain and typologies of existing buildings in the foreground. They should avoid creating a visual distraction and mediate between shorter buildings in the foreground, and taller buildings behind.

To complement the existing grain and typologies.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

LS.B.45

Distinguishable from foreground

Buildings in Plots WK05 (Development Zone W) **should** be distinguishable from the existing buildings in the foreground. This could be achieved through a distinctive rhythm and composition, the use of colour, materials or architectural expression.

To separate foreground and background and contribute to a sense of layering and reduce visual impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

LS.B.46

Calmed background

Buildings in Plot WK05 (Development Zone W) **should** avoid distracting from the setting and features of Comeragh Road.

To minimise visual impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

LS.B.47

Expression of building top

Buildings tops in Plot WK05 (Development Zone W) **should** be clearly legible. This could be achieved by introducing a different rhythm of composition, or changes in tone or materiality.

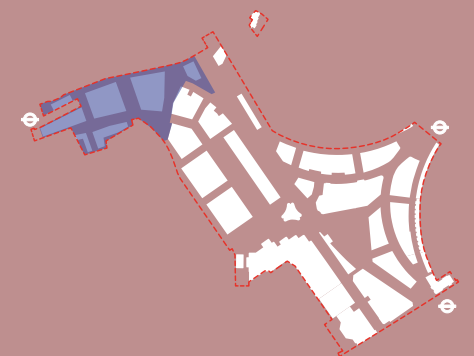
To create an appropriate relationship with the existing townscape, reducing impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

10. West Kensington [WK]



Overview

The West Kensington Character Area helps open up the Site and extends the neighbourhood towards West Cromwell Road. Its proximity to the station and key arterial road offer the opportunity for a new workspace cluster, that forms a gateway along the route into central London.

Key principles that characterise West Kensington include:

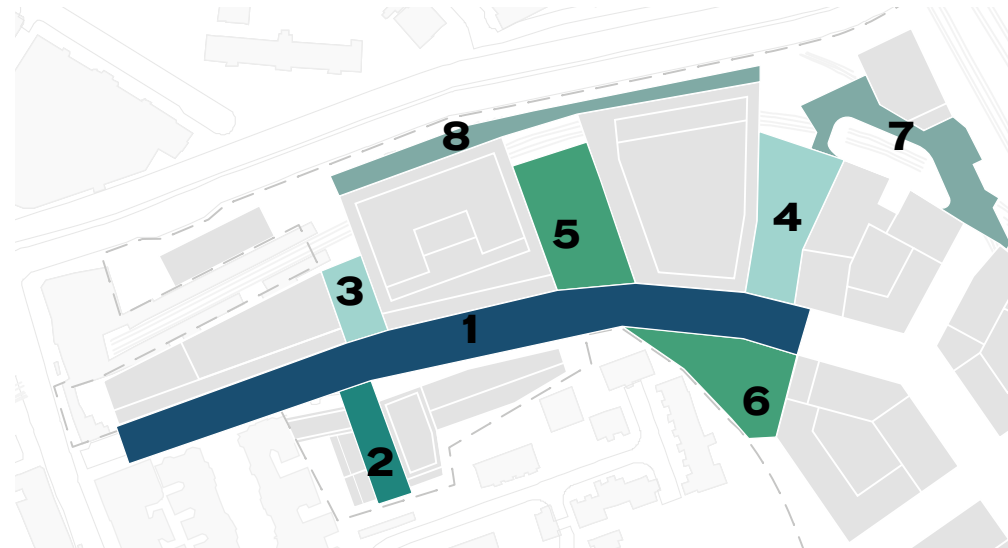
- Creating a gateway to the Earls Court Site from West Kensington station.
- Extending Beaumont Avenue into a tree-lined Boulevard.
- Generous landscaping of the boulevard as an extension of the Exhibition Garden concept.
- Using a range of commercial typologies that support an ecosystem of innovative uses.
- Integrating a mix of cafés, shops and workspaces that create an active street.

► Refer to Illustrative Masterplan chapter in the Design and Access Statement: Masterplan (EC.PA.08).



Illustrative view, West Kensington Boulevard

Landscape Spaces



● Boulevard

West Kensington Boulevard (1)

A landscaped, mixed-use street, accommodating pedestrian and vehicle movement.

● Walk

Gibbs Walk (2)

A pedestrian-only, intimate planted walk with a connection to Gibbs Green Close.

● Passage

West Kensington Passage West (3)

A landscaped open space, accommodating vehicle access to plots and pedestrian movement.

West Kensington Passage East (4)

A landscaped open space, accommodating vehicle access to plots and pedestrian movement.

● Place

West Kensington Place North (5)

A landscaped open space, accommodating vehicle access to plots and pedestrian movement.

West Kensington Place South (6)

A pocket of landscaped open space, providing opportunities for play.

● Other

West Kensington Deck-over (7)

An area of public realm, accommodating pedestrian and vehicle access.

West Cromwell Road Interface (8)

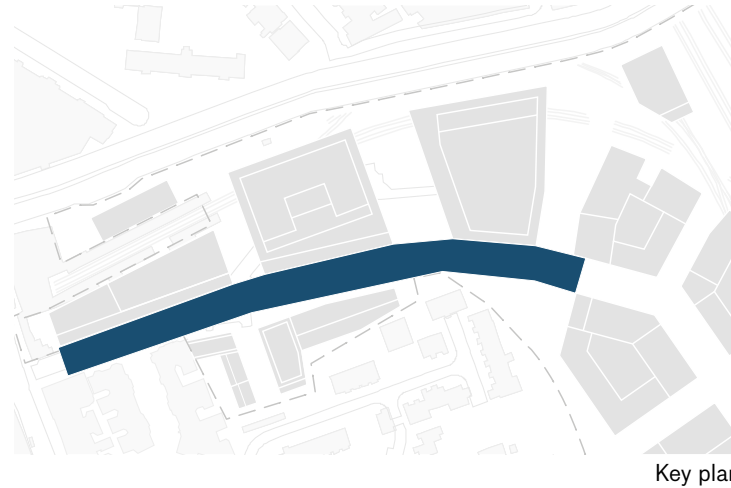
Safeguarded areas for public realm and potential future provision of pedestrian access at the interface with West Cromwell Road.



Illustrative sketch showing Ground Floor cutaway

West Kensington Boulevard

A landscaped, mixed-use street, accommodating pedestrian and vehicle movement.



Key plan



Illustrative view, West Kensington Boulevard

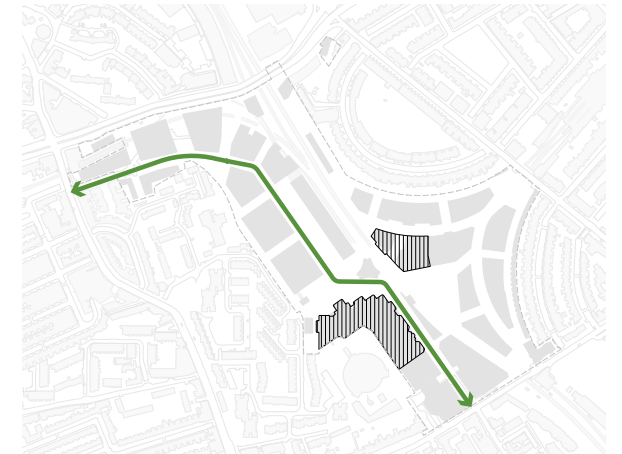
WK.L.1

Contributing to the north-south route

The design of West Kensington Boulevard **must** form part of the north-south route connecting West Brompton with West Kensington stations. It should be an extension of the boulevard and strengthen wayfinding.

To connect West Kensington station with West Brompton station and Lillie Road in a legible, north-south route.

▶ Refer to Sitewide / Landscape / Inclusivity and movement.



North-south route

WK.L.2

Extending nature

The design of West Kensington Boulevard **should** extend nature along the north-south route and should include tree-lined streets, biodiverse planting strategies and SuDS features.

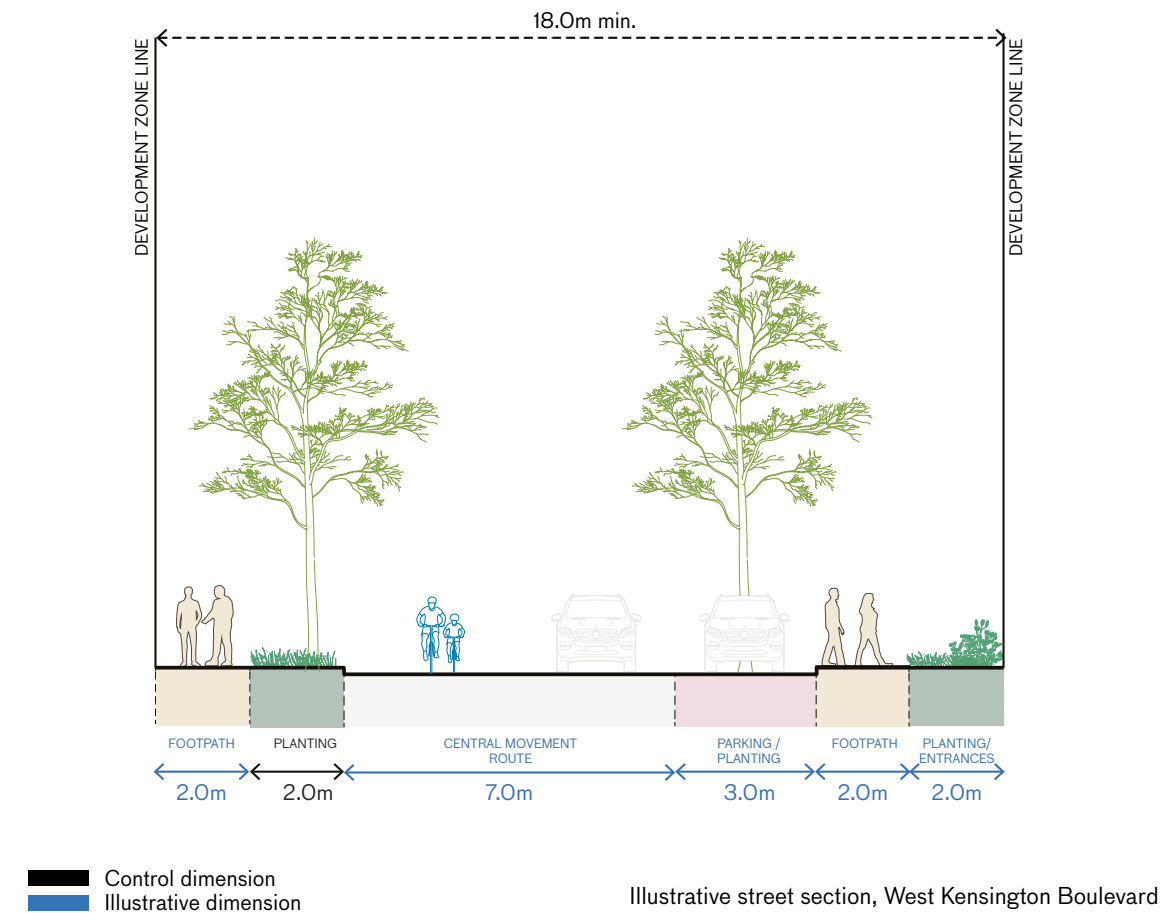
To promote biodiversity and extend nature along the north-south route.



Planted zone with biodiverse planting and SuDS features

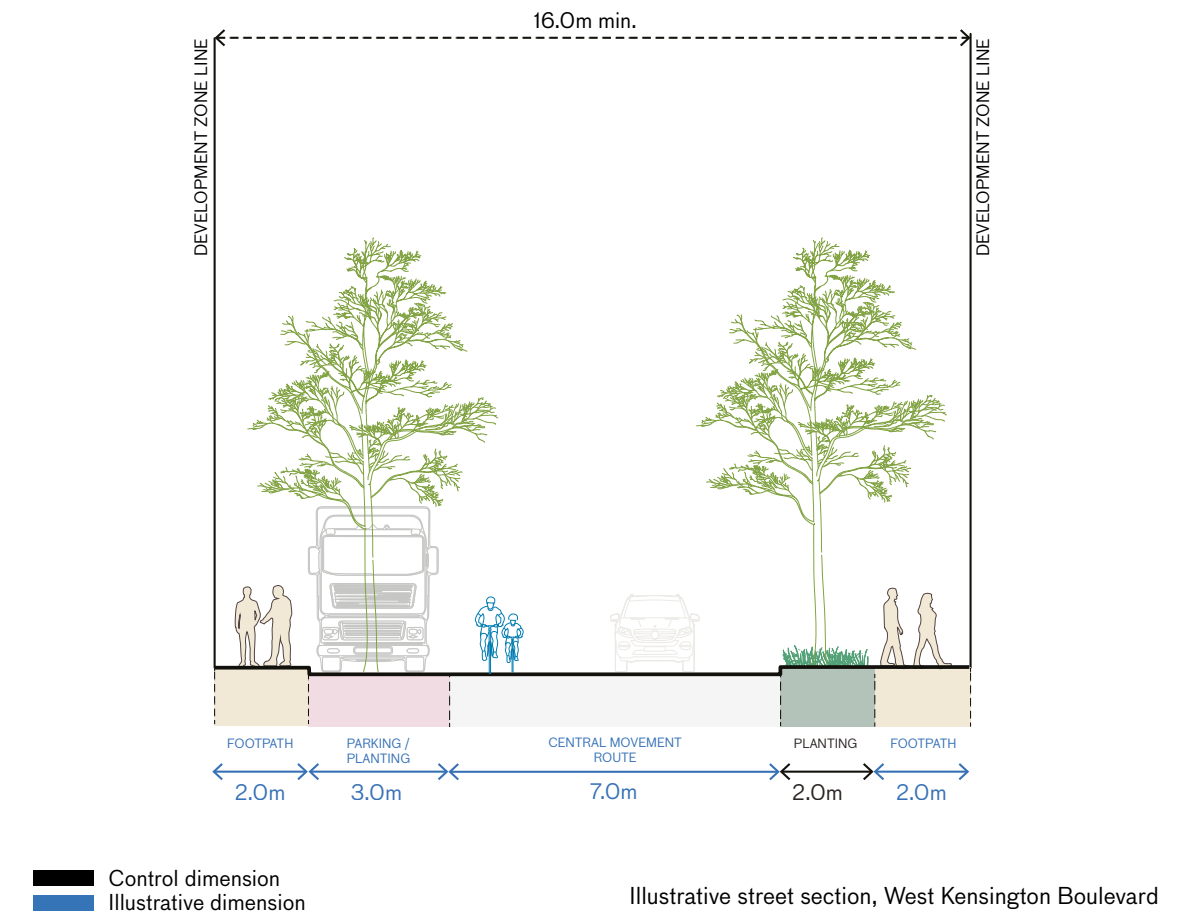
WK.L.3 Typical street section A - Adjacent to WK02 and WK03

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



WK.L.4 Typical street section B - Adjacent to WK01 and WK02

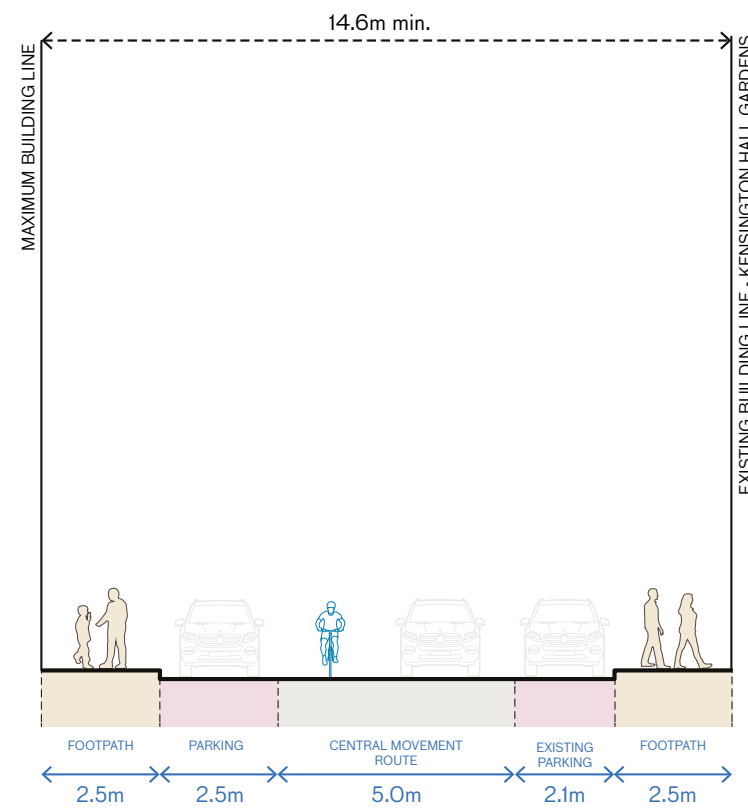
Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



WK.L.5

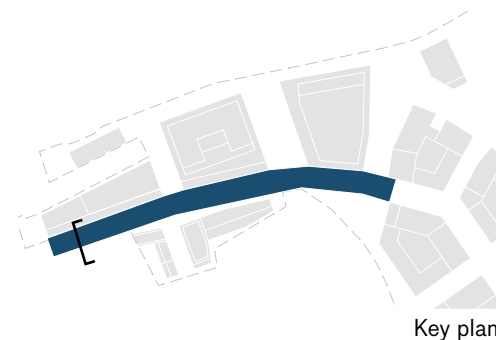
Typical street section C - Adjacent to WK02 and Kensington Hall Gardens

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



Control dimension
Illustrative dimension

Illustrative street section, Beaumont Avenue

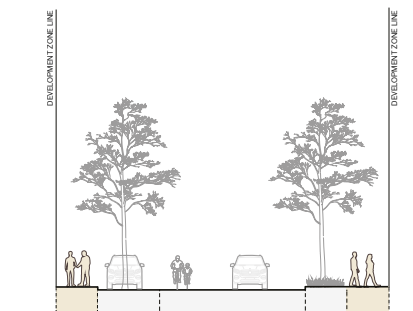
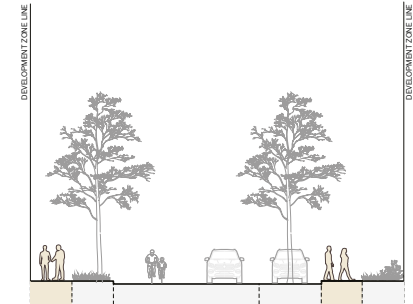


WK.L.6

Footpaths

The design of West Kensington Boulevard **must** provide a footpath on both sides of the central movement route.

To ensure safe pedestrian movement.



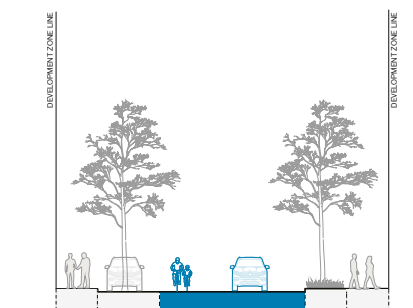
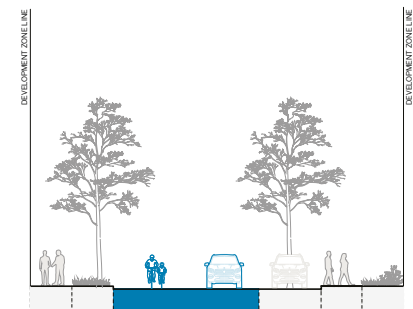
WK.L.7

Central movement route

The design of West Kensington Boulevard **must** provide a central movement route, allowing for cyclist and vehicle movement.

To contribute to the sitewide movement strategy and provide vehicular and cyclist access.

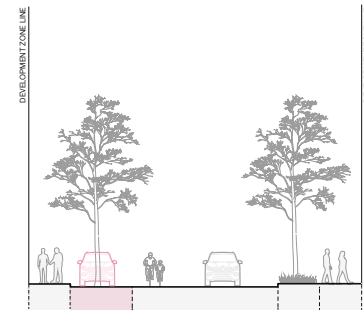
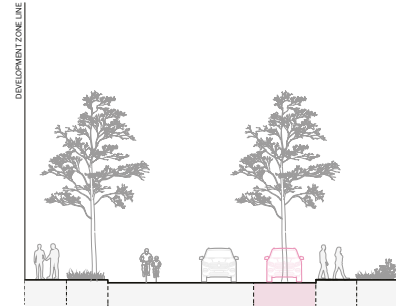
Refer to Sitewide / Landscape / Inclusivity and movement.



WK.L.8 Parking / planting

The design of West Kensington Boulevard **should** accommodate planted zones in between parking.

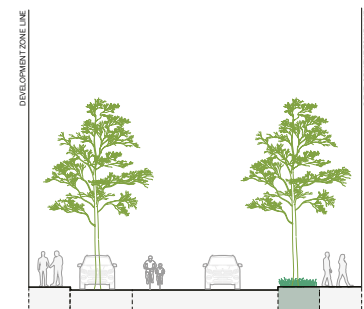
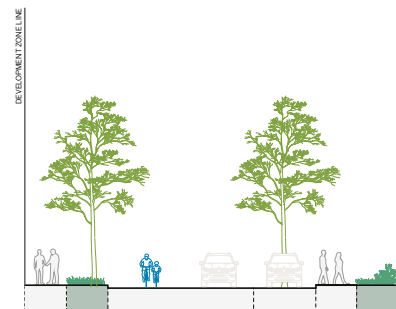
To ensure parking is integrated within planting.



WK.L.9 Planting / entrances

The design of planting in the public realm adjacent to Development Zones **must** allow access to building entrances.

To encourage planting in the public realm that does not impact building access.



WK.L.10 No through road for vehicles

The design of the eastern end of West Kensington Boulevard **must** include provision for vehicle turning.

To create a vehicle-free public realm along the extent of the West Kensington Boulevard Link and beyond.



Illustrative landscape plan

WK.L.11 Pedestrian-priority design

The design of the eastern end of West Kensington Boulevard **must** put people first. This should be achieved by a raised street surface or other layout configurations and material treatment that signals the end of a carriageway and space that is shared.

To create a people-first public realm.



Illustrative view, West Kensington Boulevard

WK.L.12 Climate Resilient Streetscapes

The design of the end of West Kensington Boulevard **must** create Climate Resilient Streetscapes habitat, as described in the sitewide biodiversity strategy.

To align with the sitewide biodiversity strategy and provide a diverse and connected green network.



Example species: Climate Resilient Streetscapes

▶ Refer to biodiversity strategy within Sitewide / Landscape / Green/blue infrastructure.

WK.L.13 Opportunity for SuDS

The design of the planted zone **should** include SuDS features. This could include bio-swales and rain gardens.

To contribute to the sitewide SuDS strategy.



SuDS features along street

WK.L.14 Play on the way

The design of West Kensington Boulevard **should** include incidental play opportunities that are integrated into the public realm for all ages. This could include landscaping, furniture or play equipment.

To maximise opportunities for play in West Kensington and contribute to the sitewide play strategy.



Incidental play opportunities along street

WK.L.15 Extending local character

The design and selection of materials **should** integrate with both the existing and emerging character of North End Road and Beaumont Avenue.

To ensure that the new public realm ties into existing local character.

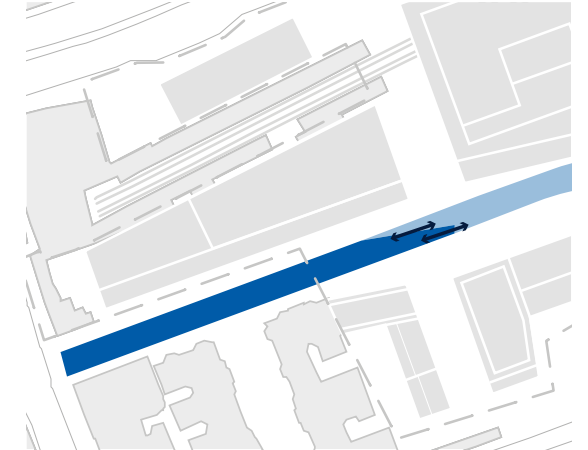


Existing condition of Beaumont Avenue

WK.L.16 Integration with Beaumont Avenue

The design of West Kensington Boulevard **must** be carefully integrated with the existing Beaumont Avenue. Materiality at thresholds should be continuous.

To support a transition between the existing Beaumont Avenue and the Boulevard.



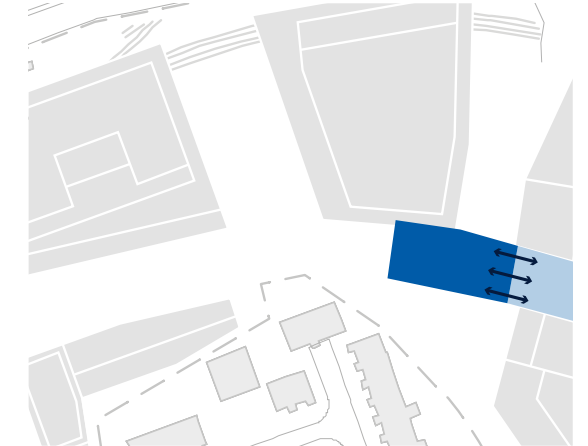
Integration with Beaumont Avenue

WK.L.17 Integration with West Kensington Boulevard Link

The design of West Kensington Boulevard **must** be carefully integrated with West Kensington Boulevard Link. This should be through a continuation of paving materials and street furniture.

To create a continuous boulevard typology.

▶ Refer to Lillie Sidings / Landscape / West Kensington Boulevard Link.



Integration with West Kensington Boulevard Link

WK.L.18 Paving continuity

Where building façades are set back from the primary building line, materials **should** be continuous.

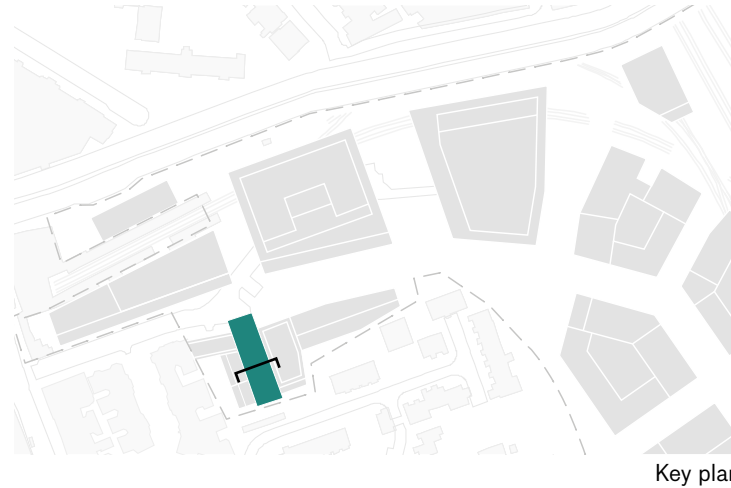
To provide uniformity and to support the flow of movement.



Footpath materiality extending beyond colonnade

Gibbs Walk

A pedestrian-only, intimate planted walk with a connection to Gibbs Green Close.



Key plan

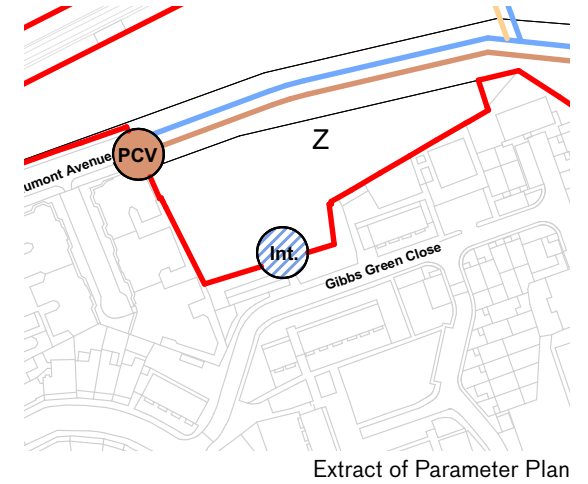
WK.L.20

Safeguarding pedestrian access

The interface with Gibbs Green Close in Development Zone Z **must** be safeguarded as a future potential pedestrian access route.

To support future provision for pedestrian access and future connections to Gibbs Green Close.

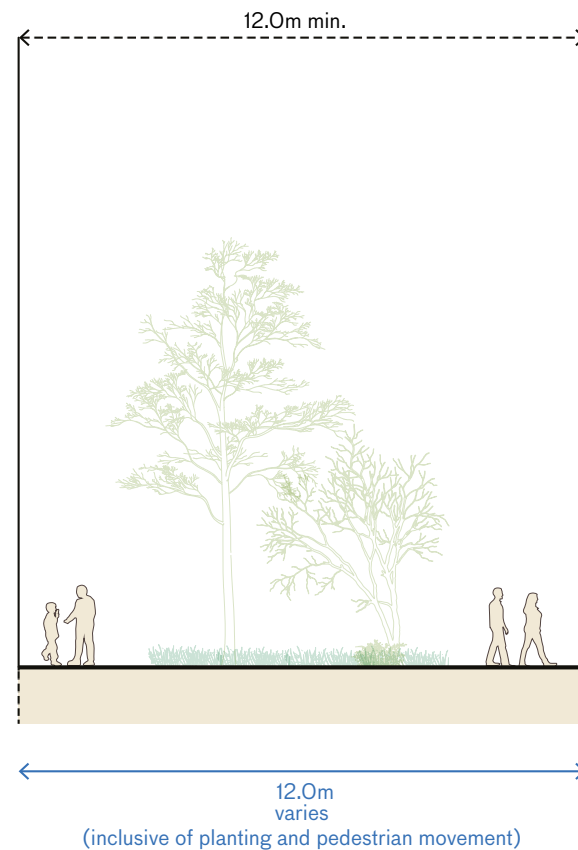
▶ Refer to Parameter Plans (EC.PA.B).



Extract of Parameter Plan

WK.L.19

Typical street section



Control dimension
Illustrative dimension

Illustrative street section, Gibbs Walk

WK.L.21

Intimate character

The design of Gibbs Walk **must** reflect its residential character. This could be achieved through arrangement and selection of planting, defensible space and materials.

To create a quiet, residential walk with amenity for residents.



Illustrative street section, West Kensington Boulevard towards Gibbs Walk

WK.L.22 **Animation of the public realm**

The design of Gibbs Walk **should** encourage animation of the public realm. This could be achieved through provision of front doors, spill-out or public art.

To support an activate and animated walk.

▶ Refer to West Kensington / Built form / Mid-scale (Z).



Illustrative landscape plan

WK.L.23 **Planted walk**

The design of Gibbs Walk **should** include a zone for planting and trees.

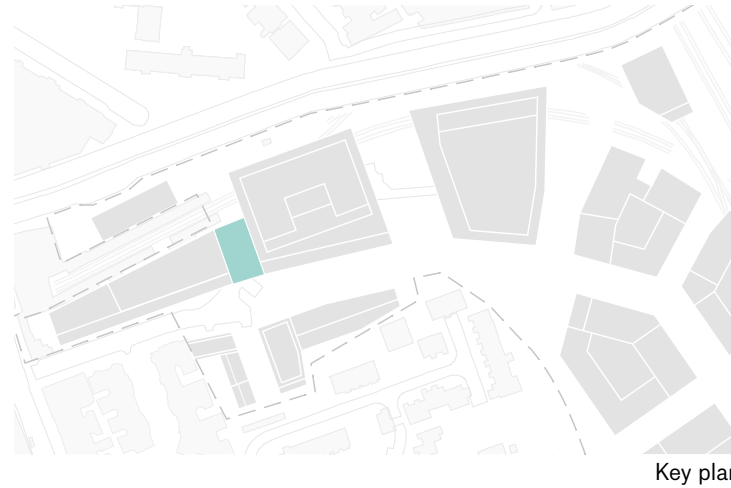
To support the green and leafy character of Gibbs Walk.



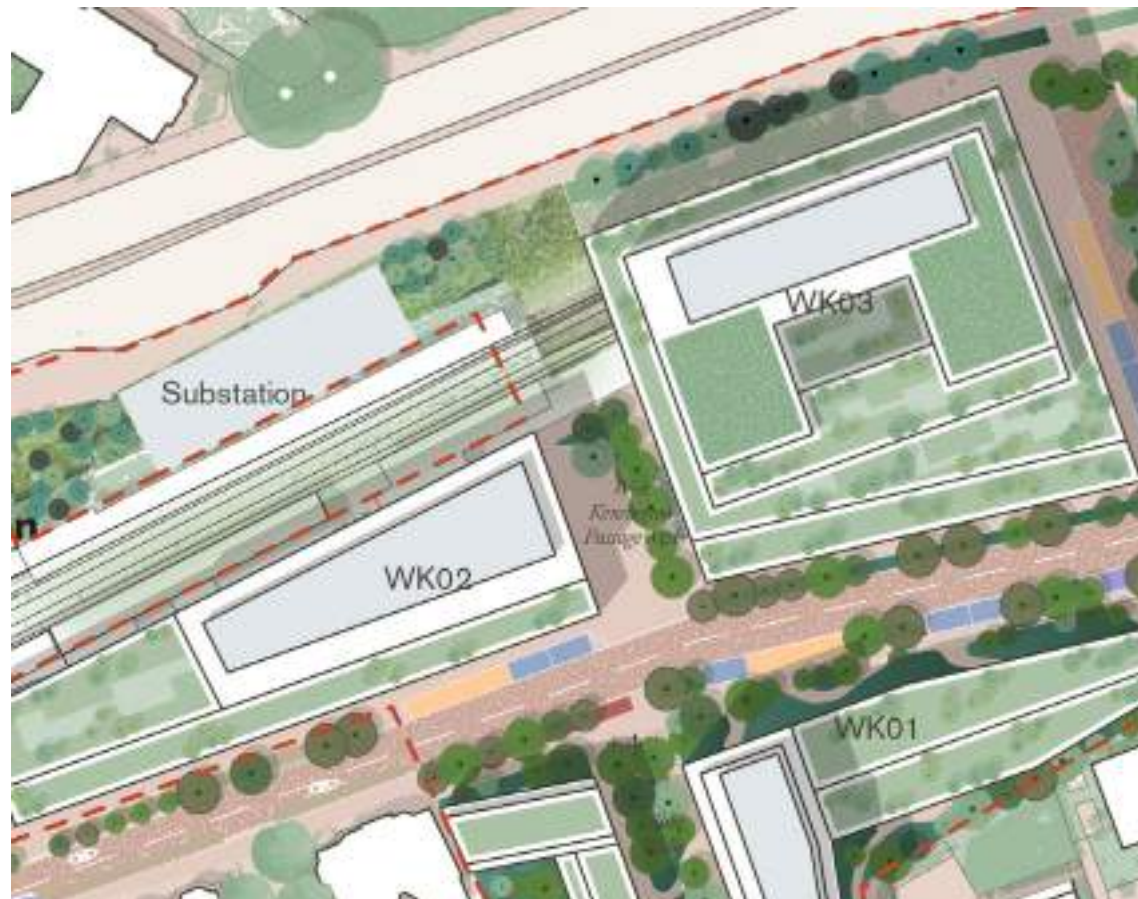
Planted zone on pedestrianised route

West Kensington Passage West

A landscaped open space, accommodating vehicle access to plots and pedestrian movement.



Key plan

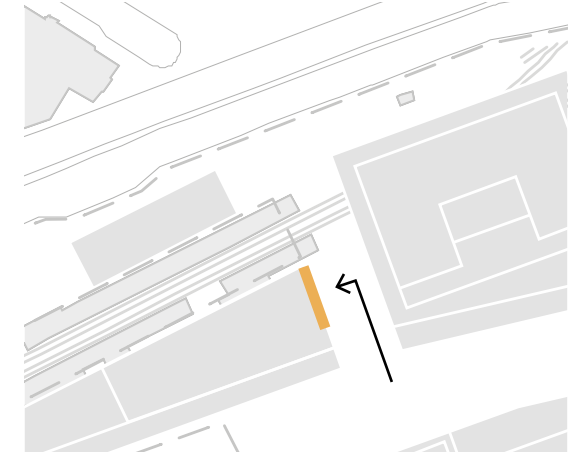


Illustrative landscape plan

WK.L.24 Servicing access to WK02

The design of West Kensington Passage West **must** enable servicing access to WK02. The materiality should be a shared surface that prioritises pedestrian movement.

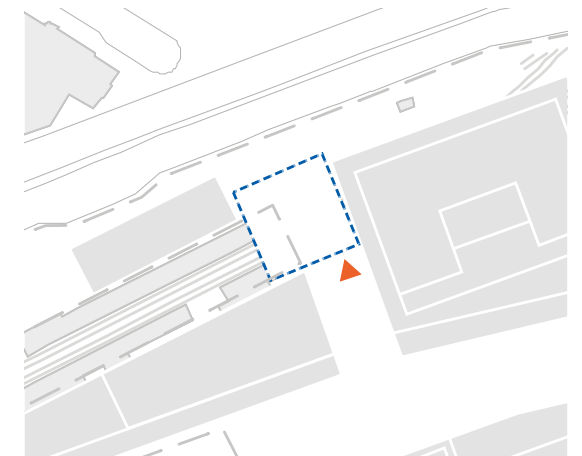
To ensure service access requirements for plots minimise impact on a pedestrian-first public realm.



WK.L.25 Safeguarding for future station capacity enhancement

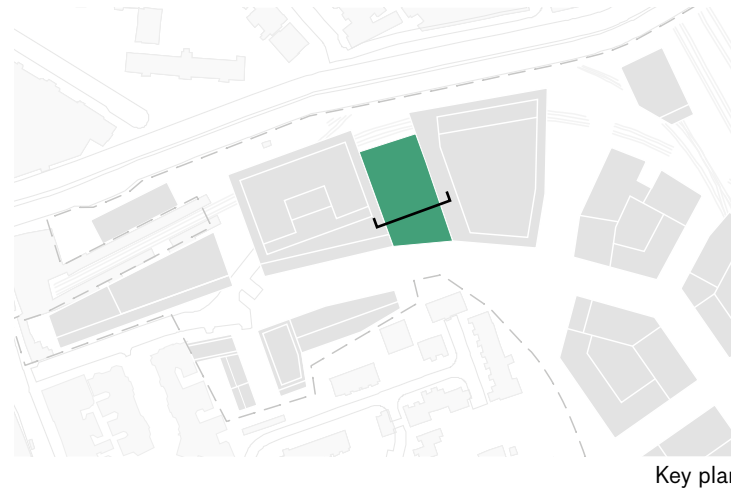
The design of West Kensington Passage West **must** safeguard sufficient space for a potential entrance to West Kensington Station. Should the new station entrance come forward, the character of the passage could reflect that of a station square.

To ensure an adaptable public realm should a new station entrance come forward in future proposals.



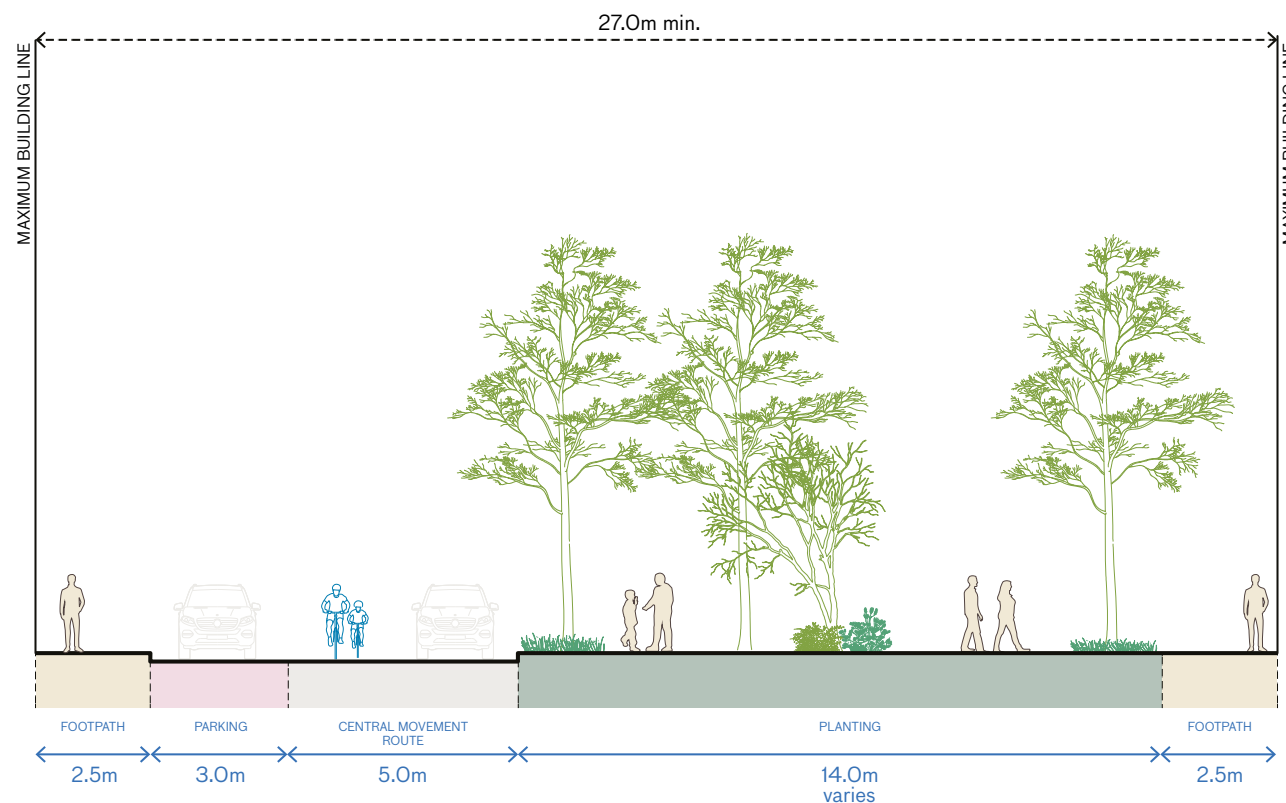
West Kensington Place North

A landscaped open space, accommodating vehicle access to plots and pedestrian movement.



WK.L.26 Typical street section

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



Control dimension
Illustrative dimension

Illustrative street section, West Kensington Place North

WK.L.27 Footpaths

The design of West Kensington Place North **must** provide a footpath adjacent to the Maximum Building Line on both sides of the Place.

To encourage pedestrian movement on both sides of the boulevard.



WK.L.28 Central movement route

The design of West Kensington Place North **must** provide a central movement route, allowing for cyclist and vehicle movement.

To contribute to the sitewide movement strategy and provide vehicular and cyclist access.

Refer to Sitewide / Landscape / Inclusivity and movement.



WK.L.29 **Parking**

Where parking is provided, it **should** be located on the western edge of the central movement route.

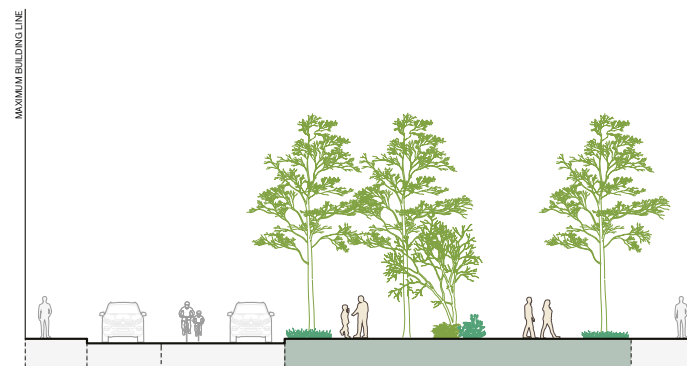
To ensure parking is not located adjacent to play, where practical.



WK.L.30 **Planting**

The design of West Kensington Place North **should** provide a generous planted zone.

To encourage planting and amenity in the public realm.



WK.L.31 **Opportunities for play**

The design of West Kensington Place North **should** include opportunities for play. This should be located in the planted zone.

To maximise play opportunities and contribute to the sitewide play strategy.



Play feature within planted zone

WK.L.32 **Playful street furniture**

The design of street furniture **could** facilitate play. This could include furniture designed for play as well as sitting or include playful elements.

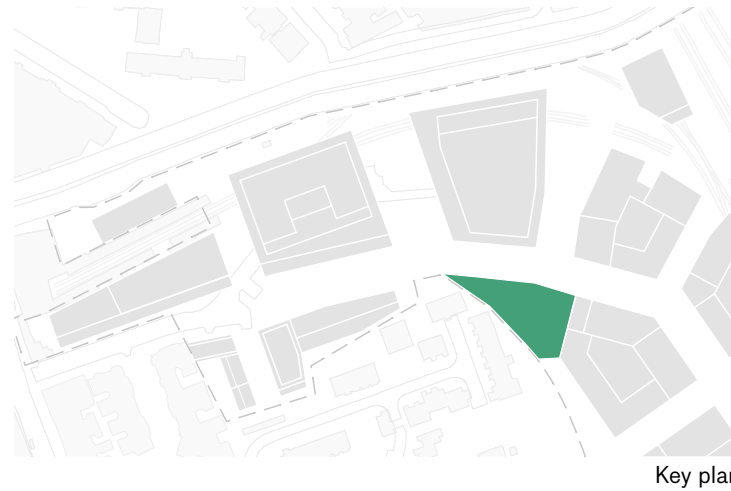
To contribute to the character of West Kensington Place as a local play space.



Street furniture which enables incidental play

West Kensington Place South

A pocket of landscaped open space, providing opportunities for play.



Key plan



Illustrative landscape plan

WK.L.33 **Densely planted**

The design of West Kensington Place South **must** be densely planted and reflect a forested character.

To maximise planting along the north-south route and provide a buffer to the Estate edge.



Dense planted zone with trees

WK.L.34 **Opportunities for play**

The design of West Kensington Place South **must** include opportunities for play.

To maximise play opportunities and contribute to the sitewide play strategy.



Playful elements within the planted zones

WK.L.35 **Naturalistic play equipment**

The design of play equipment **should** contribute to the naturalistic character of West Kensington Place South. This could include logs, stepping stones and bespoke play equipment.

To support the forested, naturalistic character of West Kensington.



Naturalistic play equipment

WK.L.36 **Safe and protected play spaces**

Where play space is provided, it **should** be protected from the service routes along West Kensington Boulevard and be located along the eastern edge of the place. This could include implementing traffic control measure to create a separation.

To ensure play space is safe and protected from vehicle movement.

WK.L.37 **Opportunity for SuDS**

The design of West Kensington Place South **should** incorporate SuDS features. They should be integrated in the planted zones. The design should explore the opportunities to link the SuDS with the continuous zone of SuDS along the southern edge of the West Kensington Boulevard.

To create a continuous zone of SuDS in West Kensington.

▶ Refer to Sitewide / Landscape / Green/blue infrastructure.



SuDS features along street

WK.L.38 **Landscape buffer**

The design of West Kensington Place South **must** provide a buffer to the existing residential properties along Gibbs Green Close.

To minimise the impact to neighbouring properties.

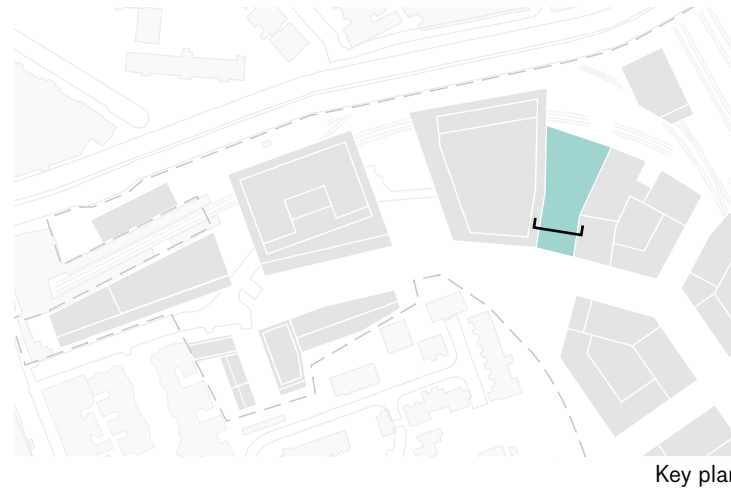
▶ Refer to Sitewide / Landscape / Boundary conditions.



Planted buffer

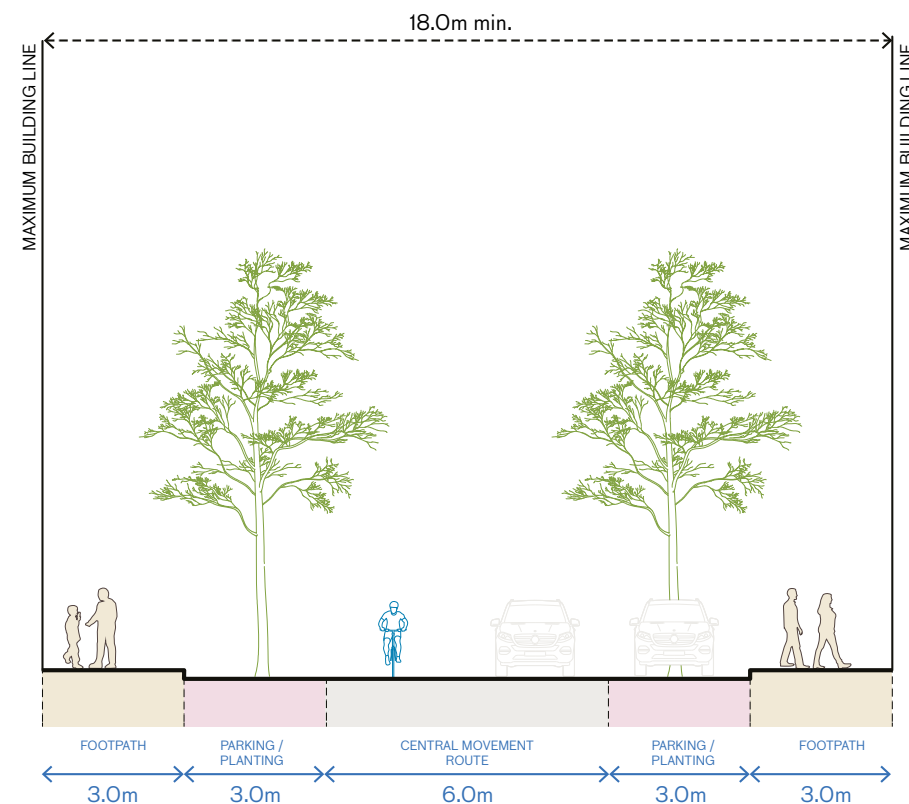
West Kensington Passage East

A landscaped open space, accommodating vehicle access to plots and pedestrian movement.



WK.L.39 Typical street section

Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



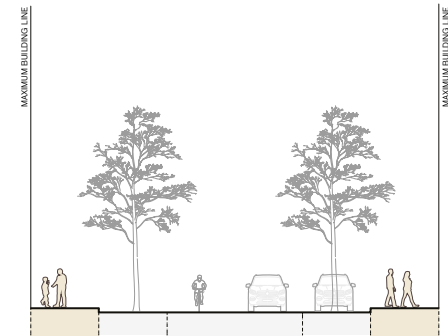
Control dimension
Illustrative dimension

Illustrative street section, West Kensington Passage East

WK.L.40 Footpaths

The design of West Kensington Passage East **must** provide a footpath on both sides of the central movement route.

To ensure safe pedestrian movement.

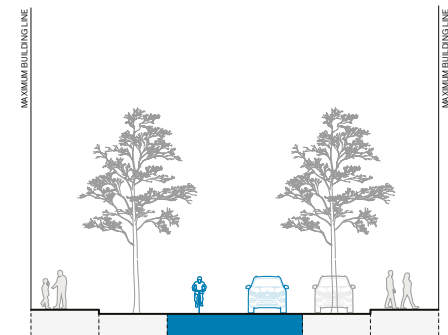


WK.L.41 Central movement route

The design of West Kensington Passage East **must** provide a central movement route, allowing for cyclist and vehicle movement.

To contribute to the sitewide movement strategy and provide access.

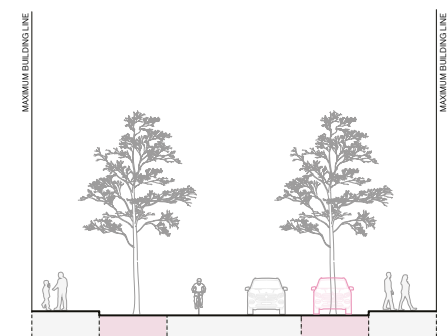
Refer to Sitewide / Landscape / Inclusivity and movement.



WK.L.42 Parking / planting

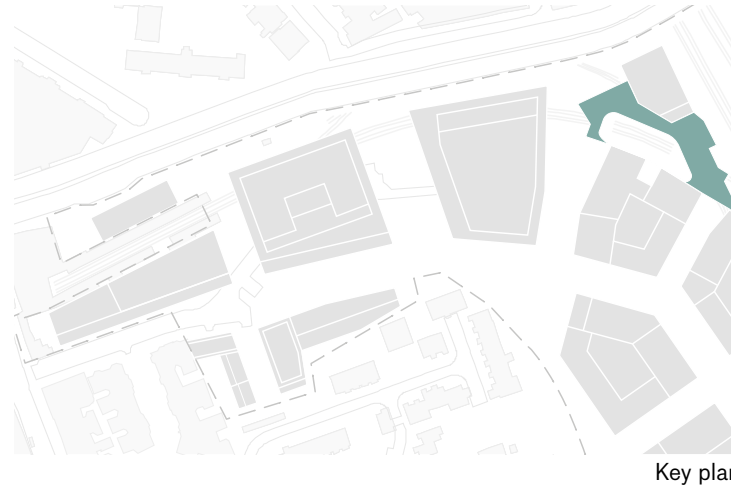
The design of West Kensington Passage East **should** accommodate planted zones in between parking.

To ensure parking is integrated within planting.

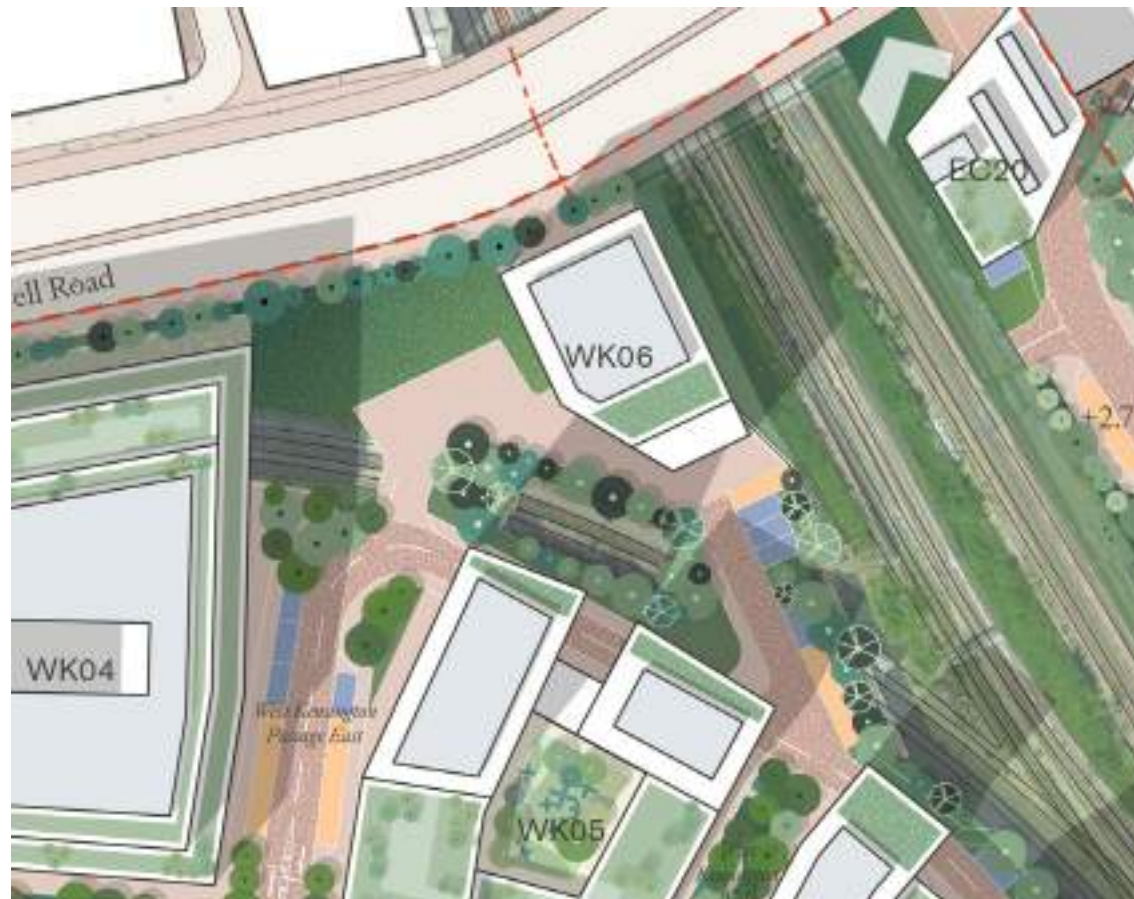


West Kensington Deck-over

An area of public realm, accommodating pedestrian and vehicle access.



Key plan



Illustrative landscape plan

WK.L.43 Vehicle-free

The design of West Kensington Deck-over **should** safeguard vehicle-free areas, where access is not required.

To provide a pedestrian-first public realm that provides meaningful amenity for residents.



Landscaped public realm

WK.L.44 Service access

The design of West Kensington Deck-over **must** provide service and emergency vehicle access to Development Zone V1/V2. This could be on the eastern side away from the public realm connection.

To align with the sitewide movement strategy and ensure access and servicing requirement to the Development Zone.

WK.L.45

Preservation of existing trees and vegetation

Existing trees and vegetation in this area **should** be preserved, where possible.

To support protection of the SINC.

▶ Refer to Sitewide / Landscape / Boundary conditions.



Aerial photography of existing condition

WK.L.46

Landscape buffer

The design of West Kensington Deck-over **must** consider planting adjacent to the railway.

To create a landscape buffer for noise and to improve air quality from the railway corridor.

▶ Refer to Sitewide / Landscape / Boundary conditions.



Planted buffer

WK.L.47

Deck edge treatment

The design of fall protection measures and treatment to the deck edges **should** be well integrated into the public realm. This could include integration of artwork, a green wall, or integration of play.

To ensure safe and animated public realm.

Interface with West Cromwell Road

The existing area to the south of West Cromwell Road is not required for access to building entrances to support the framework plan proposals.

Should traffic calming and highway improvements to West Cromwell Road come forward in the future, this area has the potential to be developed to provide a pedestrianised interface accessible from the main public realm.



WK.L.49

Integration with existing pathway on West Cromwell Road

Should a new pedestrianised route come forward in this location, then it **must** be integrated with the levels of the existing pedestrian footway along the southern side of West Cromwell Road.

To ensure new proposals are integrated with existing public realm.



Existing condition of West Cromwell Road

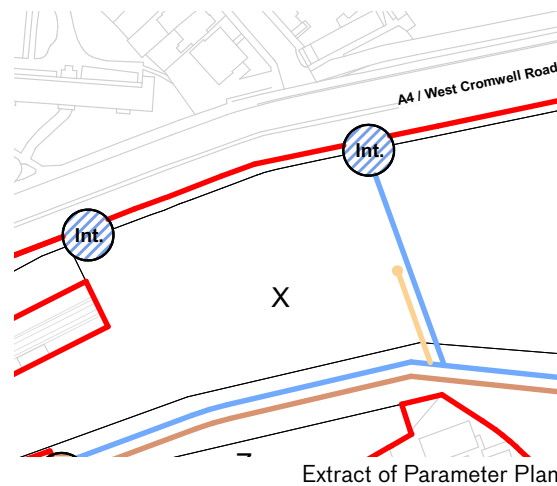
WK.L.48

Safeguarding pedestrian access

The area interfacing with West Cromwell Road in Development Zone X **must** be safeguarded as a future potential pedestrian access route.

To support future provision for pedestrian access and future connections should improvement works to West Cromwell Road come forward.

▶ Refer to Parameter Plans (EC.PA.B).



WK.L.50

Preservation of existing trees and vegetation

Existing trees and vegetation in this area **should** be preserved, where possible.

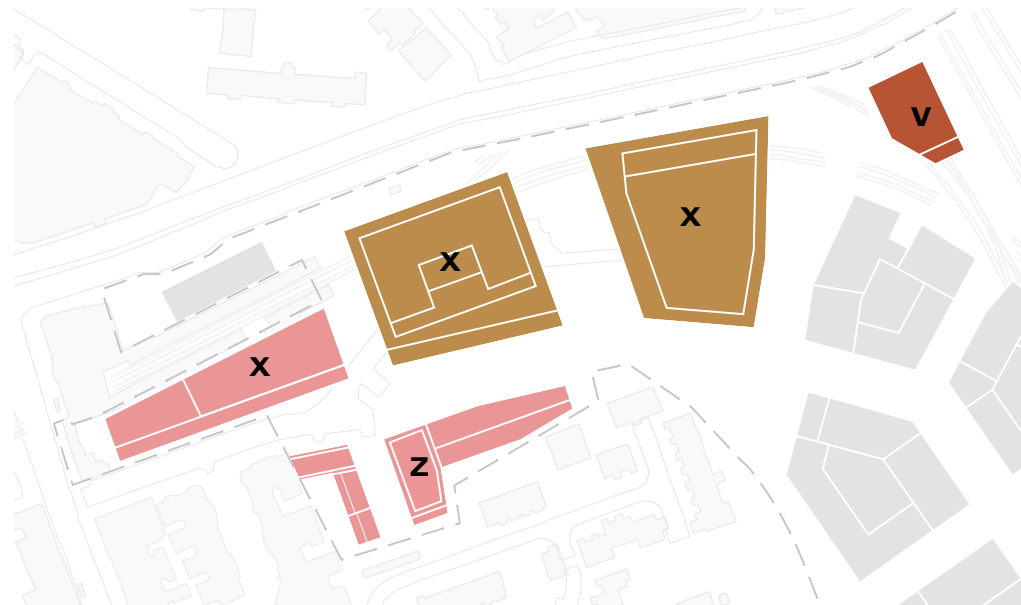
To support protection of the SINC.



Aerial photography of existing condition

Built Form

Building Typologies



Large-footprint

(Development Zone X)

Located on West Kensington Boulevard, Large-footprint buildings create a sense of arrival into the Site. A stepped massing, common datums as well as rhythm, composition and expression provide a familiar approach to other building typologies.

Mid-scale

(Development Zones X and Z)

Mid-scale buildings frame West Kensington Boulevard. Buildings adopt a massing, layout, composition and materiality that is informed by the local character and local typologies.

Standalone

(Development Zone V)

A Standalone building creates a presence along West Cromwell Road. The façades are designed in the round and assist with orientation and way finding.

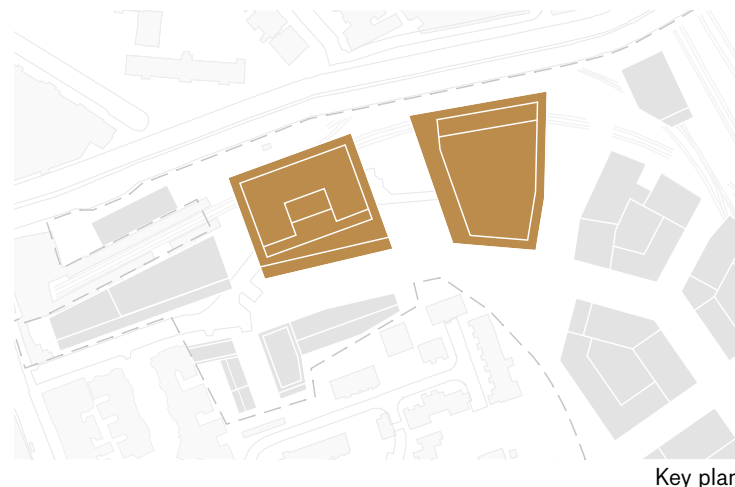


Illustrative sketch showing built form typologies

Large-footprint

(Development Zone X)

Located on West Kensington Boulevard, Large-footprint buildings create a sense of arrival into the Site. A stepped massing, common datums as well as rhythm, composition and expression provide a familiar approach to other building typologies.



WK.B.1 Express uses

Building uses **should** be visible from primary frontages. This could be achieved through providing glazing at street level. Consideration of programming to locate a diverse range of uses towards the front of the building could also contribute to active and interesting frontages.

To amplify activity and celebrate diversity of uses.



Expression of uses on the Ground Floor

WK.B.2 Visible entrances

Ground Floor entrances **must** be open, visible and welcoming. Entrances could be double height or expressed with distinct architectural details. Signage and lighting could be used to ensure the entrance is prominent and well lit.

To create welcoming entrances, inviting public use of the Ground Floor spaces.



High level of transparency on the Ground Floor

WK.B.3 Location of entrances

Primary Ground Floor entrances **could** be located on prominent parts of the façade such as building corners. Entrances could be set back from the main route and protected by a colonnade structure.

To create open and welcoming Ground Floor commercial frontages with visible entrances.



Entrance located on primary frontage

WK.B.4 Location of back of house entrances

Entrances to back of house areas **should** be located on rear or side elevations.

To reduce areas of inactive frontage on primary façades.



Potential location for back of house entrances

WK.B.5 Set back Ground Floor frontages

Ground Floor frontages **could** consider set backs from the primary building line. This could be achieved with the introduction of a colonnade where the Ground Floor frontage is set back to create a sheltered walkway in front of building entrances.

To maximise pedestrian movement and ensure buildings work with the public realm to create a sense of place.

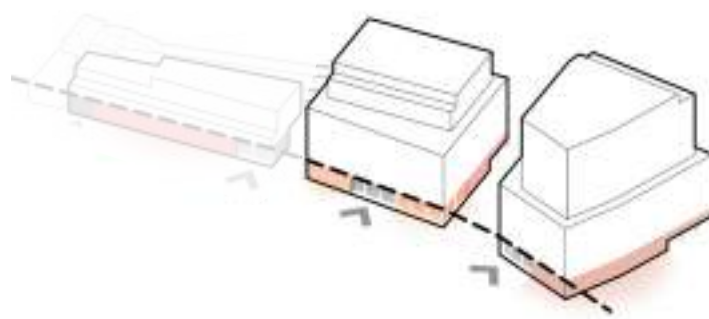


Colonnade and sheltered walkway

WK.B.6 Articulation of building base

Façade treatment **should** be used to reinforce legibility of a horizontal datum along West Kensington Boulevard. This could include setting back the massing or through subtle differentiated expression.

To reinforce a continuous 2 storey datum.



Articulation of building base

WK.B.7 Vertical expression

Façade design **could** emphasise verticality. This could be achieved through the use of slimmer proportions of fenestrations or cladding elements. Façade composition could also use variations in rhythm and composition towards the top of the building.

To make the building appear slender and create the impression of lightness.



Vertical façade expression

WK.B.8 Façade composition

Façade design **could** introduce breaks to interrupt a regular façade rhythm such as larger aperture sizes and windows with deeper reveals.

To break up and mitigate the width of the massing.



Façade composition with a regular façade rhythm

WK.B.9 **Expression of corners**

Façade design **could** explore expression of corners. This could include creating projections, or a change in the facade rhythm, composition or expression.

To break up and mitigate the width and perceived flatness of the façade.



Expression of corner on primary route

WK.B.10 **Façades facing onto West Cromwell Road**

Façades design facing north towards West Cromwell Road **should** consider environmental conditions - such as access to light or mitigation to noise or air pollution- as well as the visibility and expression of the façade. This could be achieved through massing articulation, façade composition and openings, or changes in materiality.

To consider the particular environmental conditions whilst creating visual interest on to West Cromwell Road as a key gateway.



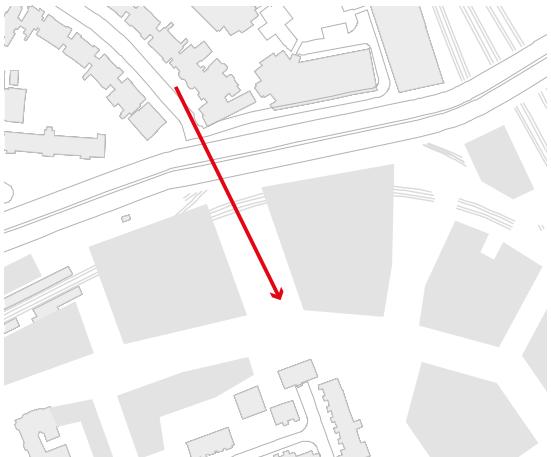
Façade responding to environmental conditions

WK.B.11 **Alignment addressing townscape view from Mornington Avenue**

A visual separation between the buildings in Development Zone X **should** be clearly legible from Mornington Avenue to avoid coalescence. Consideration of the building alignment is essential paying particular attention to the view from Mornington Avenue.

To reinforce the continuation of Mornington Avenue as a visual link.

▶ Refer to Sitewide / Built form / Impacts to heritage and townscape in LBHF.

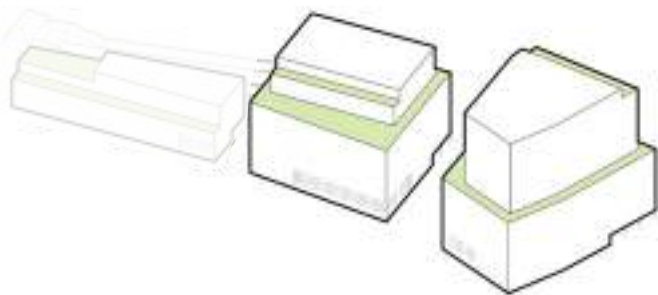


Alignment addressing townscape view

WK.B.12 **Articulation of a continuous intermediate datum**

Building articulation **should** contribute towards the reading of a continuous intermediate datum along the length of West Kensington Boulevard.

To establish an intermediate scale responding to local context and providing a sense of balance and proportion to larger blocks.



Intermediate datum

WK.B.13 A distinctive building top

Building tops **should** be distinct. This could be achieved through materiality or articulation.

To draw create the feeling of a more slender silhouette.



Distinctive building top

WK.B.14 Green roof to intermediate set backs

Where possible, set backs at roof level **should** consider the location of a green roof or green accessible rooftop.

To contribute to amplifying nature and biodiversity.

► Refer to Sitewide / Landscape / Green/blue infrastructure.



Planted zones on accessible terrace

WK.B.15 Materials showcasing innovation

Material choices **should** showcase innovation. This could include materials that incorporate technological advancements.

To create buildings that reflect the innovative nature of the uses and activities that happen inside them.



Innovative materials visible from street

WK.B.16 A family of buildings

The design **should** provide some harmonising architectural features to allow them to be read as part of the same cluster of buildings. This could be achieved through composition, architectural detailing or complementary materials.

To ensure coherence between adjacent buildings.

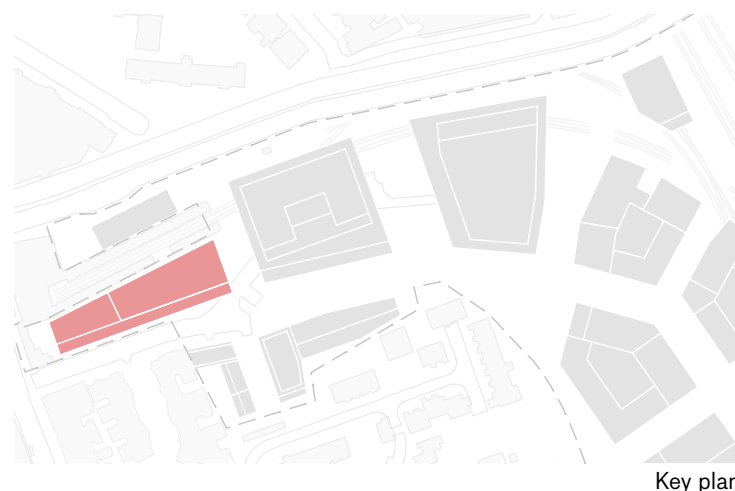


A family of buildings

Mid-scale (X)

(Development Zone X)

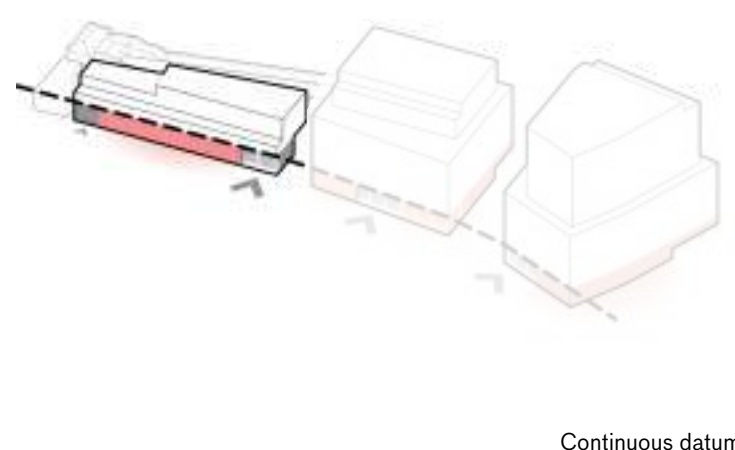
Mid-scale buildings frame West Kensington Boulevard. Buildings adopt a massing, layout, composition and materiality that is informed by the local character and local typologies.



WK.B.17 Articulation of building base

Façade treatment **should** be used to reinforce legibility of a horizontal datum along West Kensington Boulevard. This could include setting back the massing or through subtle differentiated expression.

To reinforce a continuous 2 storey datum.



WK.B.18 Façade onto Beaumont Avenue

The façade design **could** introduce a rhythm and / or introduce breaks.

To create visual interest on to the streetscape.



Façades addressing Beaumont Avenue

WK.B.19 Façades facing onto West Cromwell Road

Façades design facing north towards West Cromwell Road **should** consider environmental conditions - such as access to light or mitigation to noise or air pollution- as well as the visibility and expression of the façade. This could be achieved through massing articulation, façade composition and openings, or changes in materiality.

To consider the particular environmental conditions whilst creating visual interest on to West Cromwell Road as a key gateway.

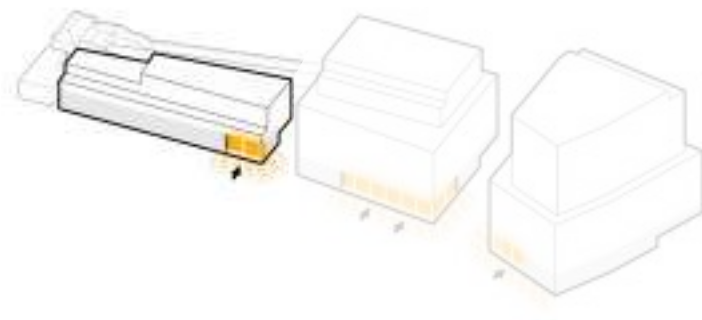


Illustrative view, West Cromwell Road

WK.B.20 Location of entrances

Primary Ground Floor entrances **should** be visible. They could be set back from the main route and protected by a colonnade structure, or introduce a change of tonality or material.

To create open and welcoming Ground Floor commercial frontages with visible entrances.



Location of entrances

WK.B.21 Safeguarding access to existing TfL assets

If a second station entrance is required, the Plot design **should** allow for retention of and access to the existing TfL outbuildings including the Connect Hub and TfL substation. The TfL Welfare Facility could be relocated to benefit the building layout. Engagement with TfL will be necessary to agree access and relocation requirements.

To ensure safeguarding of access to and retention of TfL assets.



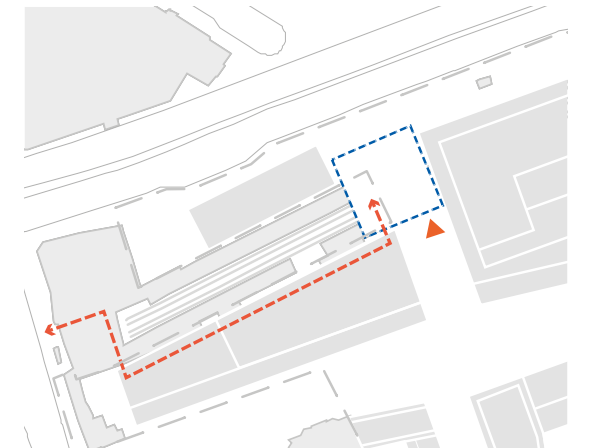
Aerial photography of existing condition

WK.B.22 Safeguarding for future station capacity enhancement

The design **must** safeguard a step free access route to the northern edge for the West Kensington station enhancement works. Improvements to the existing entrance should be considered where practical.

To ensure the building design is responsive should a new station entrance come forward in future proposals.

▶ Refer to West Kensington / Landscape / West Kensington Passage West.



Safeguarding future station capacity enhancement

Mid-scale (Z)

(Development Zone Z)

Mid-scale buildings frame West Kensington Boulevard. Buildings adopt a massing, layout, composition and materiality that is informed by the local character and local typologies.



Illustrative view, West Kensington Boulevard

WK.B.23 Emerging from local typologies

Building façades **must** reflect and/or include contemporary interpretations of local mansion block typologies, in particular those of Kensington Hall Gardens along Beaumont Avenue. This could be achieved through an ordered composition, massing variations, horizontal datums, or façade details.

To integrate with the local character by reinterpreting the architectural expression of a typical local typology.

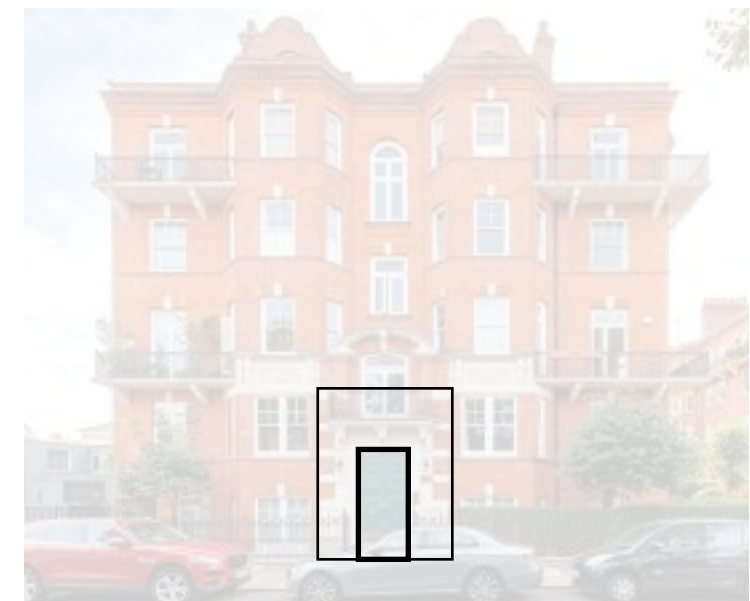


Kensington Hall Gardens

WK.B.24 Expression of entrances

Entrances **should** be clear and legible. Architectural expression such as high contrasting materials could be used to frame the entrances.

To reference the clarity of entrances and framing seen in the existing mansion blocks along Beaumont Avenue.



Kensington Hall Gardens

WK.B.25 **A layered composition**

Façade composition of the northern elevation **should** include layering and reinforce legibility. This could be achieved through massing steps or façade articulation to define a bottom, middle and top.

To soften the development edge and aid the transition in scale.

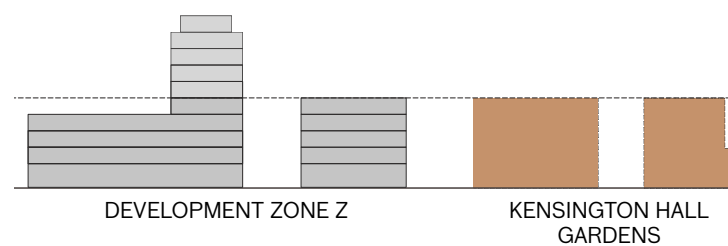


Kensington Hall Gardens

WK.B.26 **Extending existing datums**

Façade expression **should** contribute towards the reading of a continuous intermediate datum established by the mansion blocks at Kensington Hall Gardens. This could be defined in the massing steps or a clear datum established in the façade treatment.

To establish an intermediate scale responding to local context and providing a sense of balance and proportion along the length of the Boulevard.

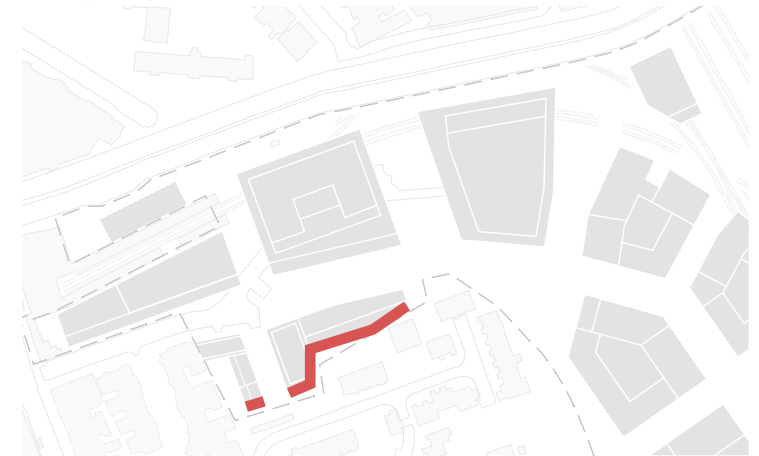


Illustrative section of height datums

WK.B.27 **Façades facing the Gibbs Green Estate**

Façades facing Gibbs Green Close **should** not be considered back of house, but be designed in the round.

To contribute positively to the neighbouring Estate.

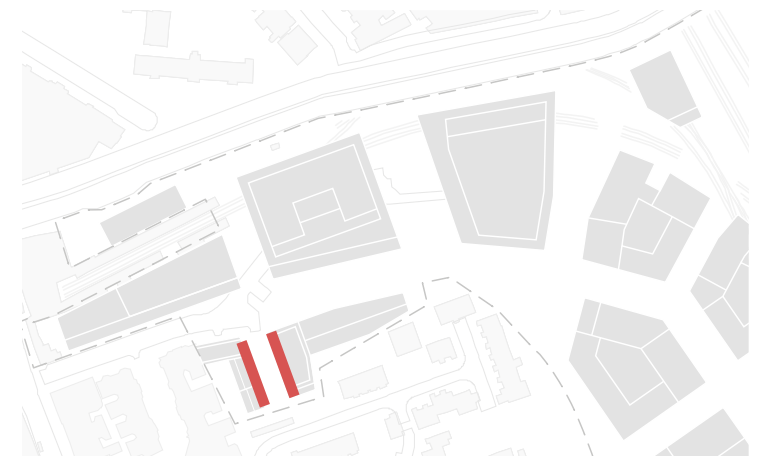


Façades facing the Gibbs Green Estate

WK.B.28 **Façades facing Gibbs Walk**

Façades facing the walk **should** incorporate front doors, habitable rooms and active frontage. If back of house uses are to be accommodated onto the Ground Floor frontage, consideration should be given to their clustering.

To contribute to the streetscape of the connection from the Gibbs Green Estate and avoid long blank façades.



Façades facing Gibbs Walk

Standalone

(Development Zone V)

A Standalone building creates a presence along West Cromwell Road. The façades are designed in the round and assist with orientation and way finding.



WK.B.29 Safeguarding Road to Rail vehicle access

Access to a Road to Rail Facility which is required for service access to TfL assets **must** be safeguarded for and integrated into the design of this Plot.

To ensure access to TfL assets is retained.

▶ Refer to EC.PA.44 - LBD Preliminary Relocation Station.

WK.B.30 Assist with wayfinding

North and south building façades **should** be designed to assist with wayfinding. This could be achieved by using distinct architectural features or applying experimental materials or colours to the façade.

To enable the building to be identifiable from West Cromwell Road and from Lillie Sidings Square.

WK.B.31 North façade treatment

North facing façades, onto West Cromwell Road **could** be expressive in relation to its setting on a main arterial route. This could be through distinctive façade articulation or use of materials.

To create a marker building visible from West Cromwell Road.



Expressive façade through selection of materials

WK.B.32 Addressing the public realm

West facing frontages **should** address the new public realm. Back of house entrances should not be located on west facing frontages.

To ensure west facing frontages respond to and are integrated with the public realm.



West Kensington Deck-over

WK.B.33 Response to existing and emerging character of West Cromwell Road

Building treatment **could** respond to the character of emerging proposals along West Cromwell Road.

To create proposals with a relationship to existing and emerging character.



Existing character of West Cromwell Road

Impacts on Heritage and Townscape

WK.B.34 Skyline

Buildings within Plots WK01/03/04 (Development Zones X and Z) visible along Comeragh Road **must** form a clearly defined and articulated skyline, and contain differentiation.

To avoid coalescence of building massing and façade, and reduce visual impact on heritage assets and their setting along Comeragh Road.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

WK.B.35 Distinguishable from foreground

Buildings in plots WK01/03/04 (Development Zones X and Z) **should** be distinguishable from the existing buildings in the foreground, safeguarding their legibility in the view. This could be achieved through the use of colour, materials and architectural expression.

To separate foreground and background and contribute to a sense of layering and reduce visual impact on heritage assets and their setting.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

WK.B.36 Distinguishable from one another

Buildings in plots WK01, WK03 and WK04 (Development Zones Z and X) **should** have a distinctive rhythm and composition that differ from other buildings in the view.

To avoid coalescence in the massing and reduce visual impact on heritage assets and their setting, and achieve a high standard of urban design.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

WK.B.37 Façade breaks

Expression within Plot WK04 (Development Zone X) **could** express a regular grain, broken down with features such as double height openings, and/or materiality.

To break up the width of the massing, and reinforce the grain established by the existing buildings in the foreground, thereby minimising distraction from the existing buildings in the foreground.

▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Comeragh Road - View 47

WK.B.38 Meaningful stepping

Façade expression within Plots WK03/O4 (Development Zone X) **should** contain meaningful stepping of 2 storeys or more.

To ensure clarity and hierarchy of massing, and provide a mediation in scale from Mornington Avenue

- ▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Mornington Avenue - View 41

WK.B.39 Distinguishable from foreground

Design of buildings within Plots WK03/O4 (Development Zone X) **should** have a distinctive rhythm and composition that differ from other buildings in the view.

To avoid coalescence in the massing and reduce visual impact on heritage assets and their setting, and achieve a high standard of urban design.

- ▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Mornington Avenue - View 41

WK.B.40 Façade breaks

Façade expression within Plots WK03/O4 (Development Zone X) **should** express a regular grain, broken down with features such as double height openings, and/or materiality.

To break up the width of the massing, and mitigate the scale of buildings as seen from a distance.

- ▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Talgarth Road - View 45

WK.B.41 Meaningful stepping

Façade expression within Plots WK03/O4 (Development Zone X) **should** contain massing steps of 2 storeys or more.

To ensure clarity and hierarchy of massing, and provide a mediation in scale from the A4/Talgarth Road.

- ▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Talgarth Road - View 45

WK.B.42 Expression for speed

Expression within Plots WK03/04 (Development Zone X) **should** allow for façades to be read from a walking pace, to that of a moving vehicle.

To recognise the range of speeds at which these façades will be viewed along a prominent route in and out of London.

- ▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Talgarth Road - View 45

WK.B.43 Marker

Design of WK03/04 (Development Zone X) **should** appear as a marker. They should be distinguishable from other buildings in the view. This could be achieved through the use of colour, materiality, or architectural expression.

To reflect the role of the buildings as a gateway marker.

- ▶ Refer to Sitewide / Built form / Impacts on heritage and townscape.



Talgarth Road - View 45

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**Warwick Crescent
Landscape**

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404 SLA / Rasmus Hjortshøj
404 Studio Egret West
407 SLA / Laura Stamer
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409 SLA / Mikkel Eye
410 SLA / Sigrid Bjorbeekkmo (multiple)
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411 SLA

Built form

420 Alamy Stock Photo
421 Alamy Stock Photo (multiple)

422 Maccreeanor Lavington / Tim Crocker
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424 Hawkins\Brown

**Empress Place
Landscape**

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438 SLA / Aspelin Ramm and Åsmund Holien Mo
438 SLA
440 Maccreeanor Lavington / Tim Crocker
441 SLA / Øystein Haara
442 Alamy Stock Photo
443 Unknown

Built form

453 Hawkins\Brown
454 Alamy Stock Photo
458 Hawkins\Brown
459 Studio Egret West
459 Hawkins\Brown (multiple)
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**Aisgill Gardens
Landscape**

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479 Studio Egret West
480 SLA / Mikkel Eye
480 Studio Egret West
482 Alamy Stock Photo
482 Studio Egret West
483 SLA / Mikkel Eye
483 SLA (multiple)

Built form

487 Hawkins\Brown
488 Hawkins\Brown

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Landscape**

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527 Studio Egret West
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Built form

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545 Maccreeanor Lavington / Tim Crocker
548 Haworth Tompkins / Fred Howarth
549 Studio Egret West
551 Hawkins\Brown (multiple)

**West Kensington
Landscape**

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592 Studio Egret West

Built form

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Thank you

Hawkins\Brown
&
Studio Egret West
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The
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