

# 9. Lillie Sidings [LS]

The  
Earls Court  
Development  
Company



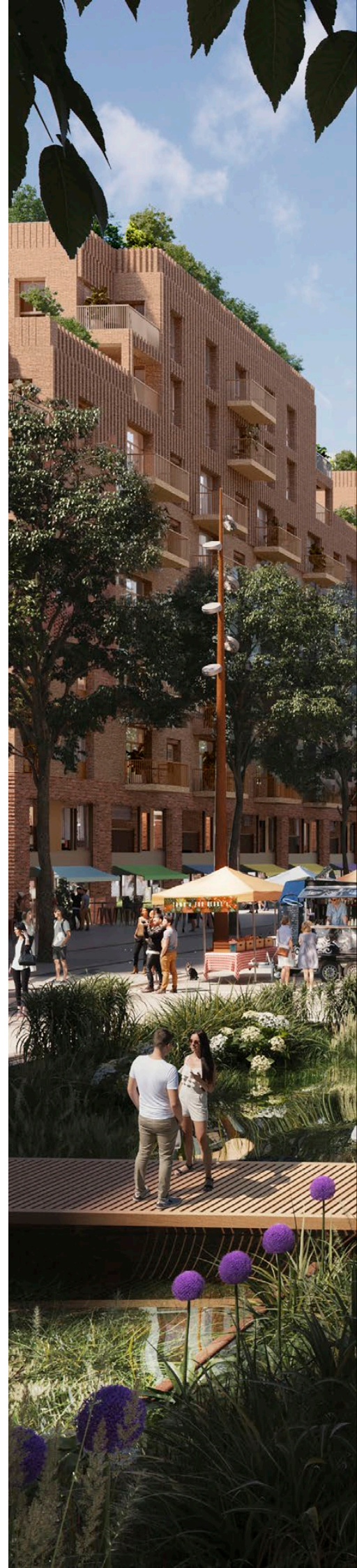
Character Area extent

# 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.



Key plan



West Cromwell Road

West Kensington Boulevard

Aisgill Lane

St Cuthbert's Lane

Lillie Sidings Square

Aisgill Gardens

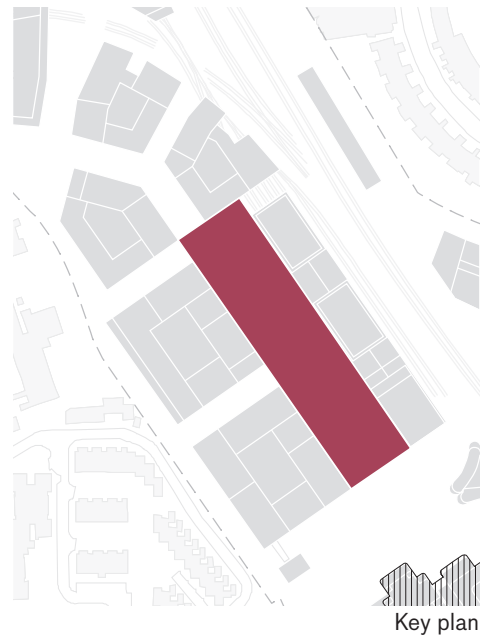
The Cascades

Illustrative sketch showing Ground Floor cutaway



# 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

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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.*

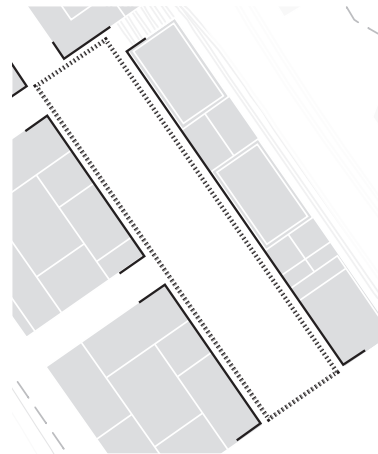


Celebrating existing industrial elements

### 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.

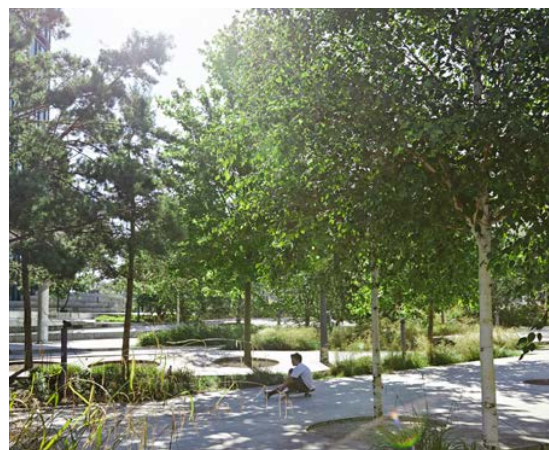


Example species: Post-industrial Remediation Gardens

## 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.



Key plan



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

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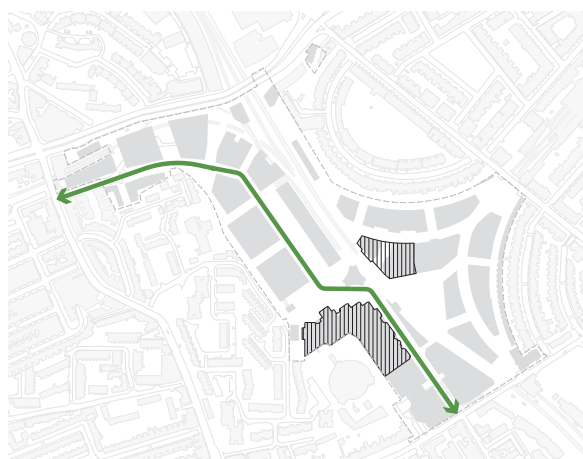
LS.L.15

## 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.*

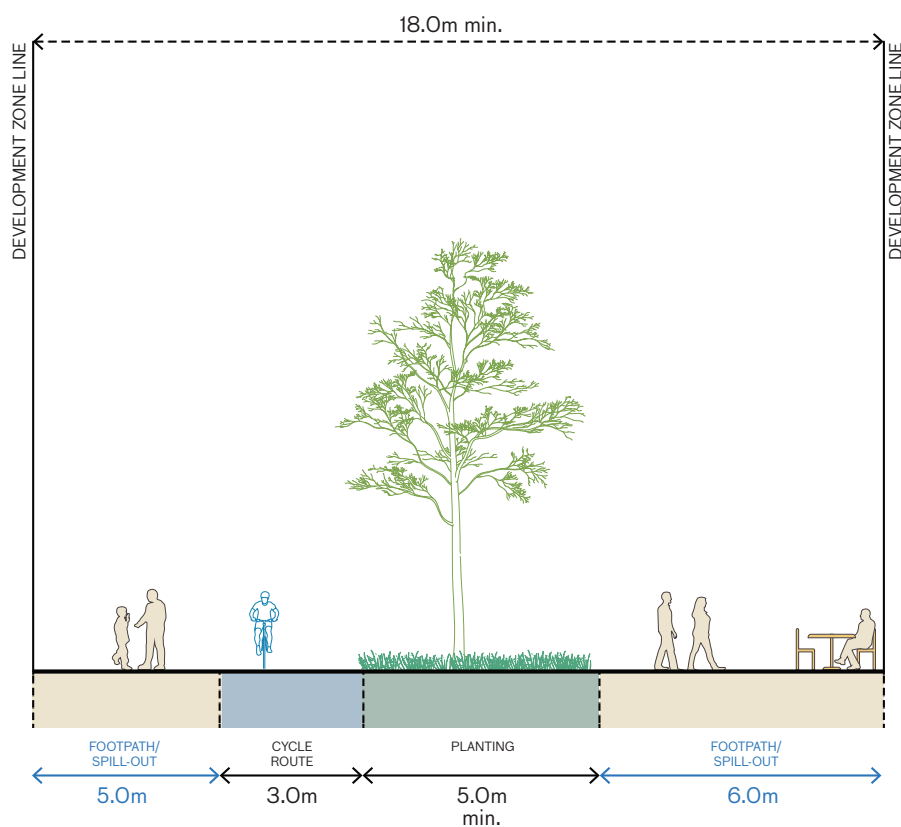
- ▶ Refer to Sitewide / Landscape / Inclusivity and movement.





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

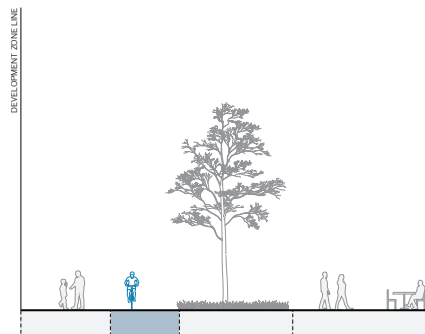


## LS.L.17 **Cycle route**

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.

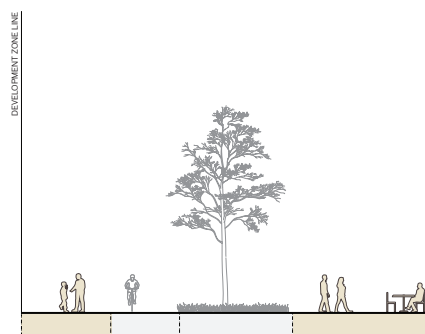


## LS.L.18 **Spill-out space location**

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.*

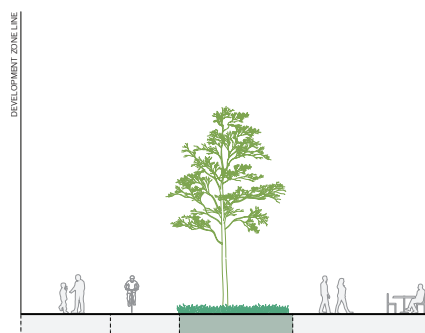
▶ Refer to Sitewide / Landscape / Spill-out space.



## 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.

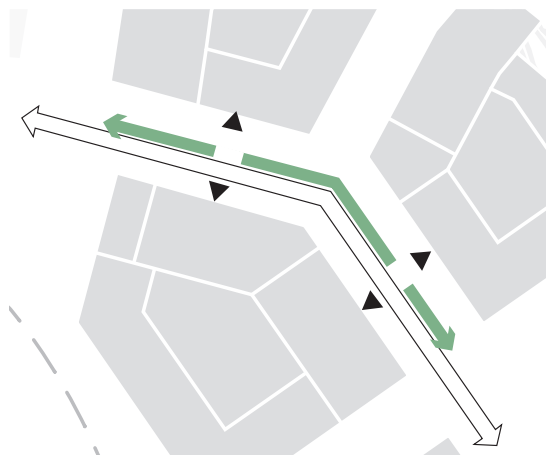
*To create a landscaped public realm.*



## 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.*

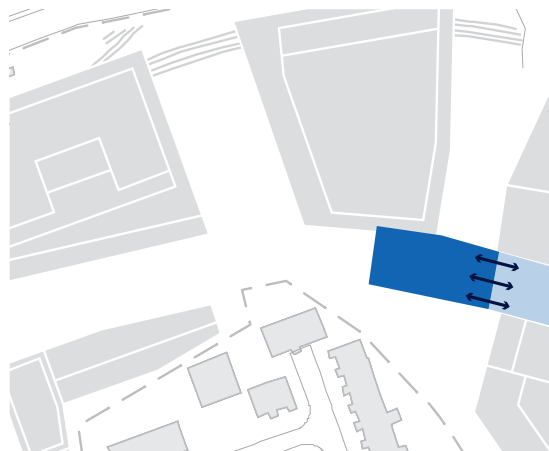


LS.L.22

## 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.*

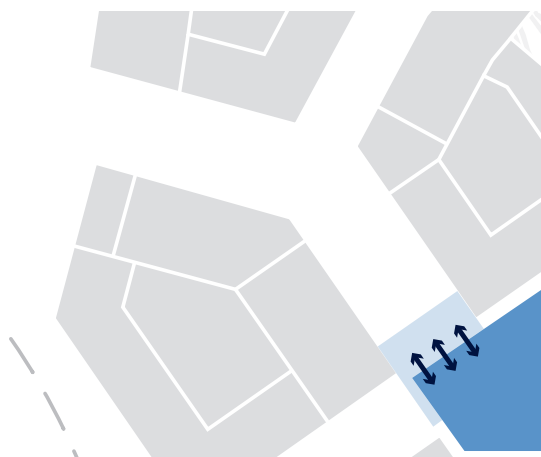


LS.L.23

## Transition into Lillie Sidings Square

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

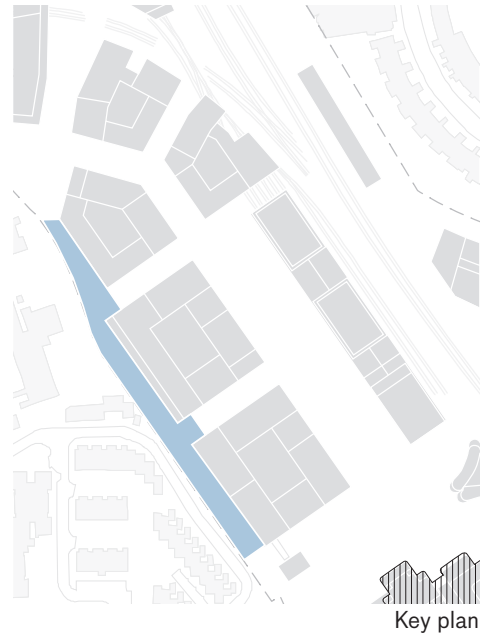
*To support a transition between the boulevard and the square.*





# 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



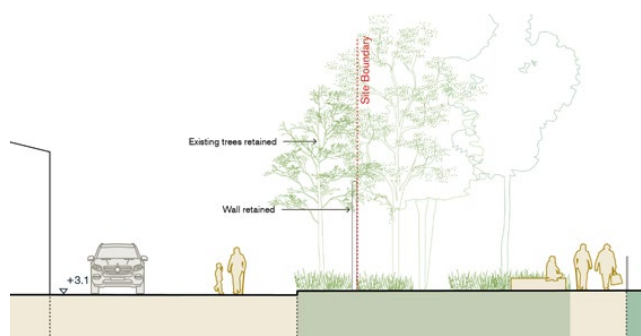
LS.L.26

## Permeable edge

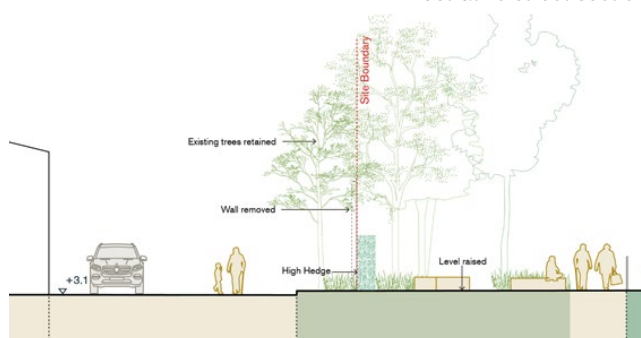
The design of Aisgill Lane **should** explore increasing the permeability of the existing boundary condition. Proposals could include opening appropriate breaks through the existing wall, replacing it with a hedge or a planted linear landscape with SuDS feature.

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

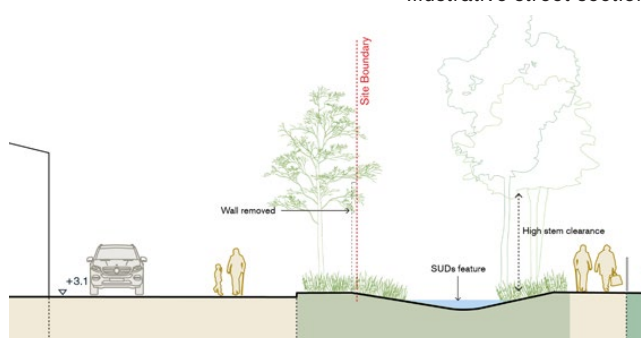
*To provide a landscaped and well-integrated edge to the Site and interface with neighbours.*



Illustrative street section



Illustrative street section



Illustrative street section

LS.L.27

## 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.*



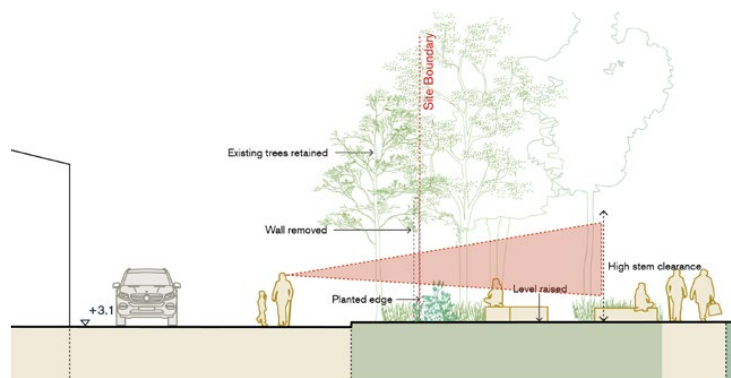
Planted zone



## LS.L.28 Planting heights

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

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



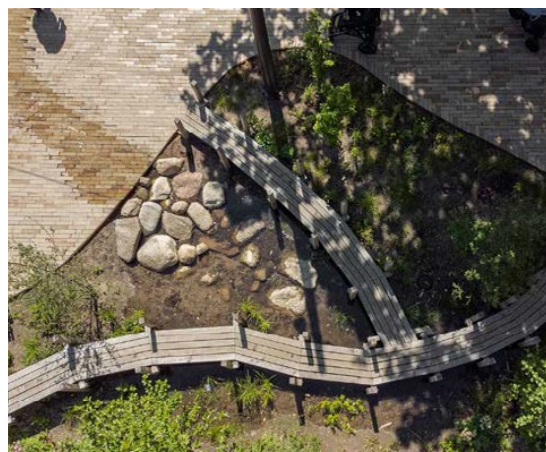
Illustrative street section

## 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.



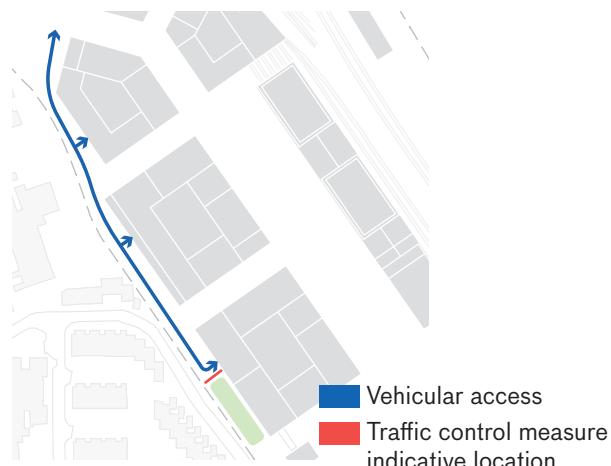
Sun tolerant planting selection

## 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** provide 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.

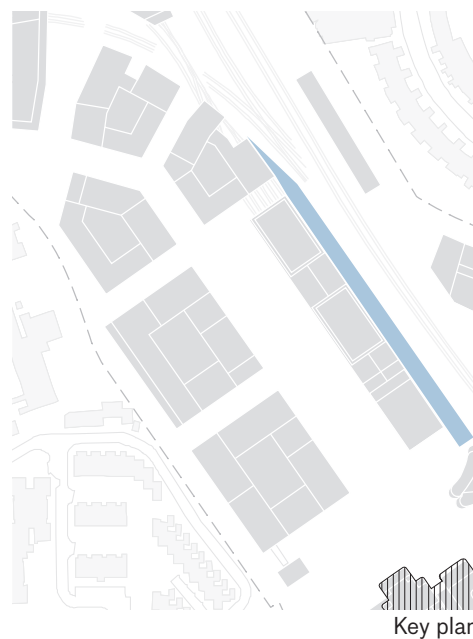
*To maximise opportunities for play in Lillie Sidings and contribute to the sitewide play strategy.*



Incidental play opportunities along street

# Lillie Sidings Lane

Lillie Sidings Lane provides access and servicing alongside the railway.



Key plan

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## 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.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

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## 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. The northern link also enables potential future links with Mund Street and the Gibbs Green estate.

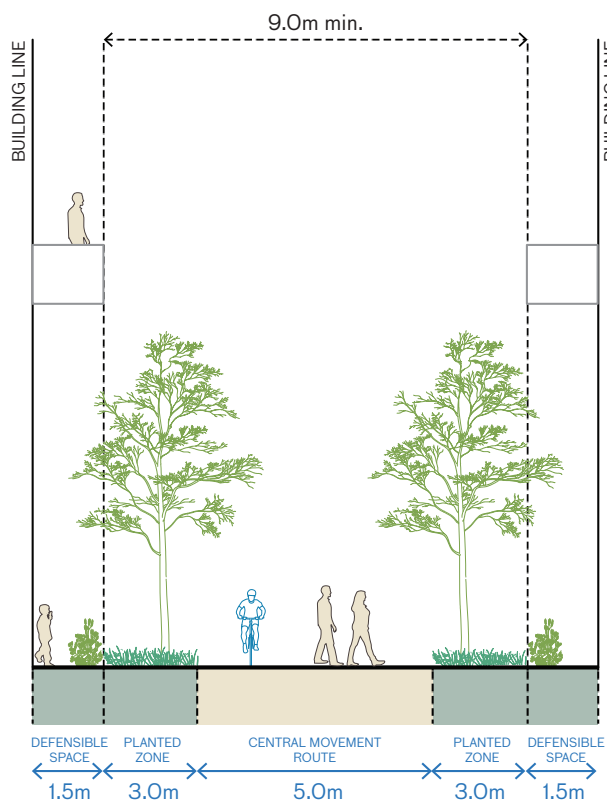


Key plan

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.



Control dimension  
Illustrative dimension

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)

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## 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.



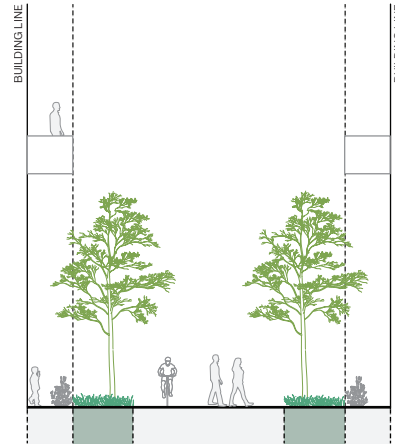
Illustrative view, Lillie Sidings Walk (South)



## 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.*



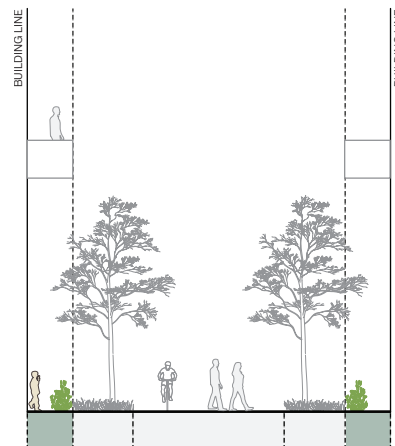
Illustrative street section, planting

## 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

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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.

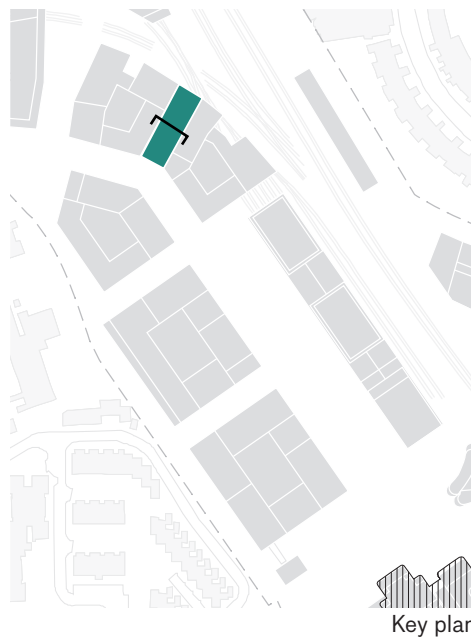
*To reinforce the residential character of the walks.*



Variation of tree species and form of trees

# West Kensington Walk

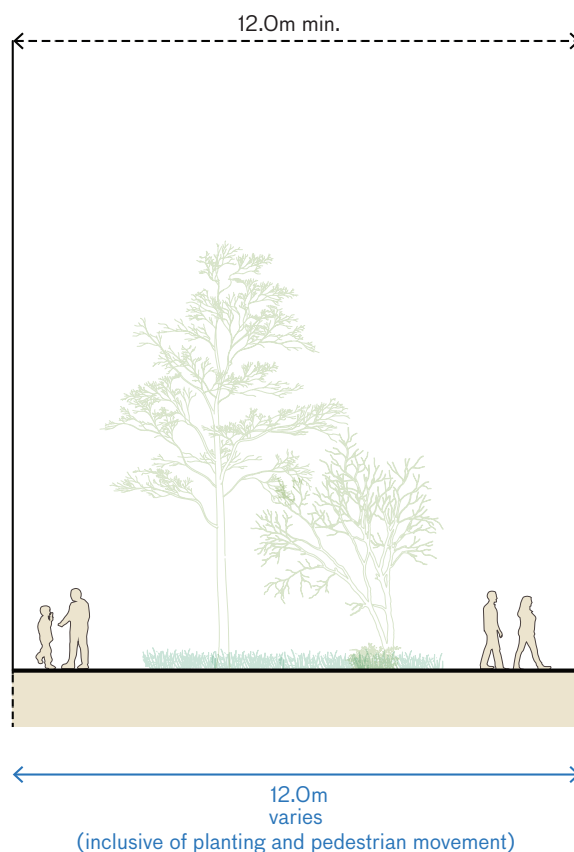
The walks provides intimate, pedestrian priority connection.



Key plan

## 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.



Control dimension  
Illustrative dimension

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)

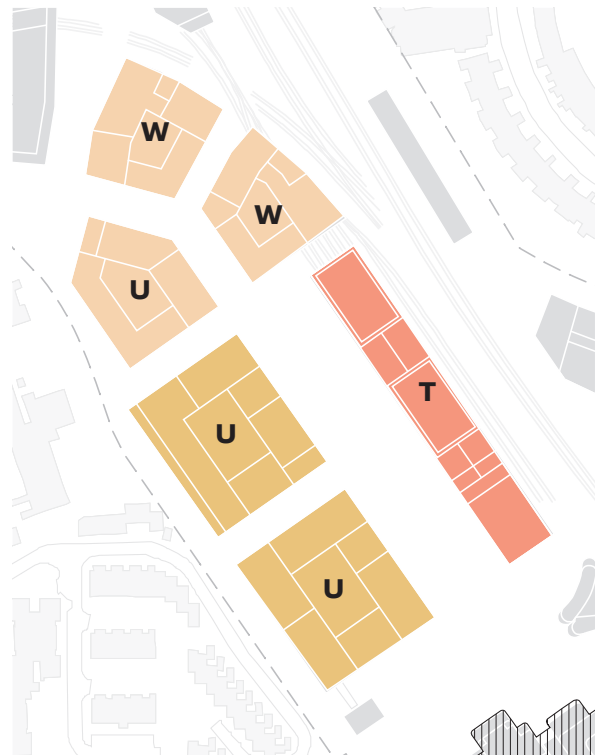
Perimeter blocks are located on the western edge of Lillie Sidings Square. They consider their immediate context on each side of their block and adopt a form, scale and character that responds to it.



### 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.



Key plan



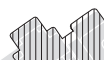
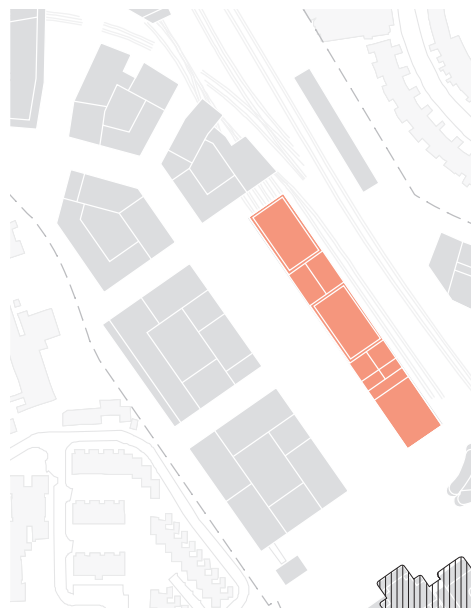
Illustrative sketch showing built form typologies



# 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.



Key plan



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

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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.*



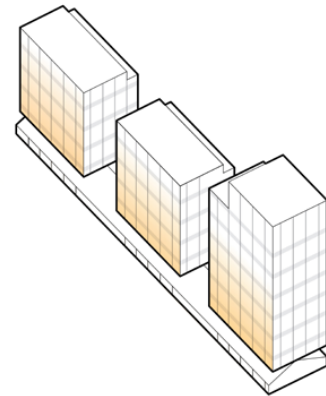
Illustrative view, Lillie Sidings Square



### 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.*

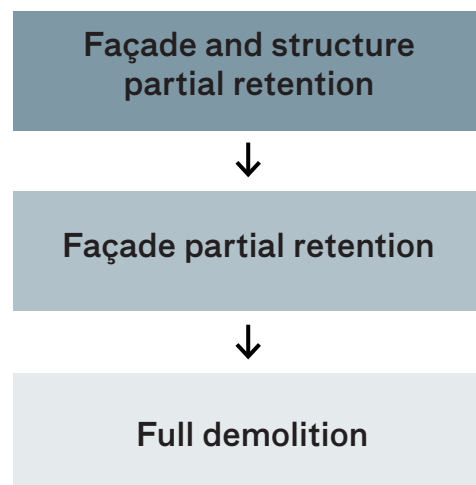


### LS.B.4 **Partial retention of Train Shed**

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.*



Order of priority



Existing condition of the Train Shed

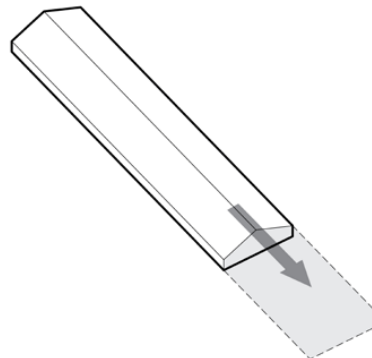


LS.B.5

### 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.*

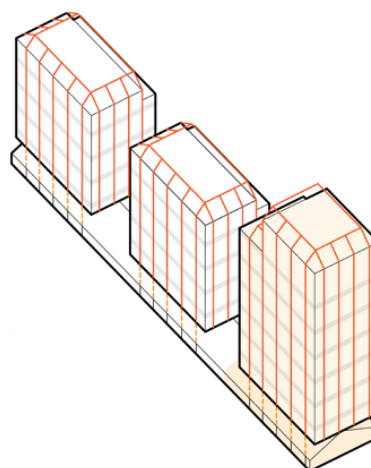


LS.B.6

### Façade rhythm of existing bays

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

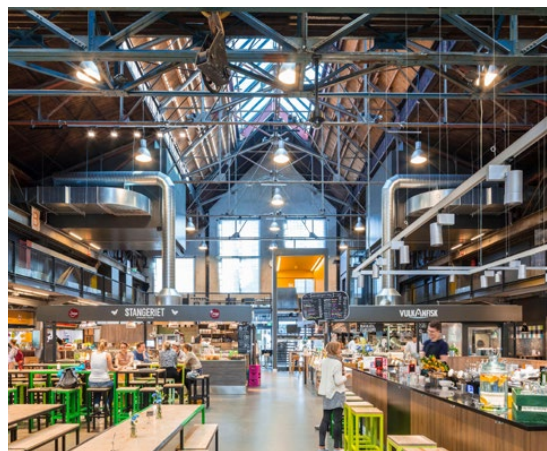
*To evoke the memory of the historic Train Shed building.*



## 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.*



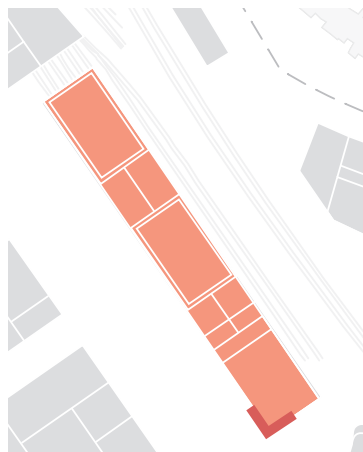
Residential entrance that is visible and secure

## 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.*



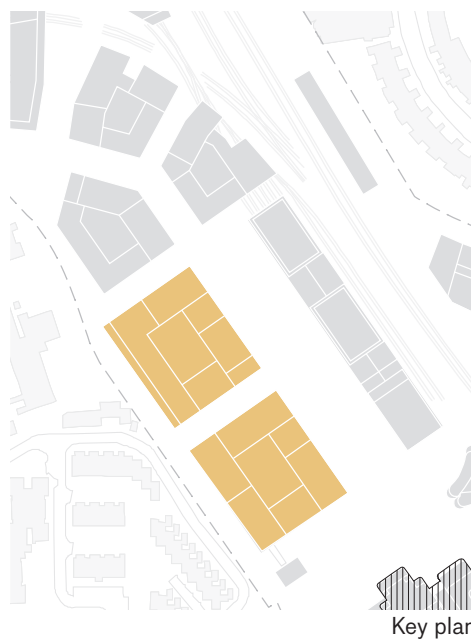
Found material on Earls Court Site



# 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

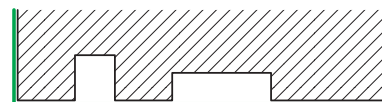
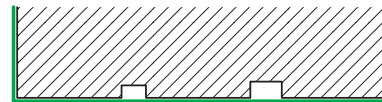
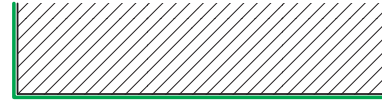
LS.B.13

## 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.



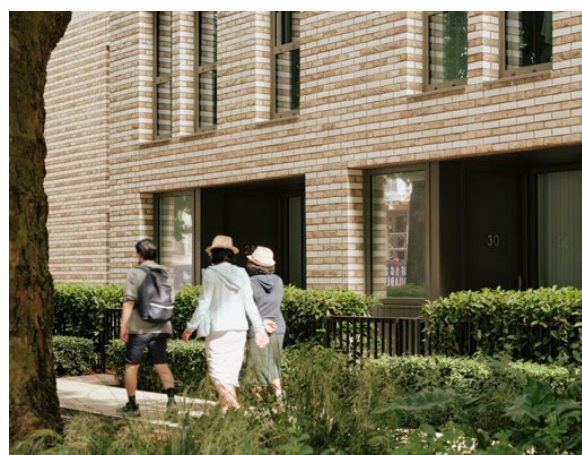
Active frontages along street

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.19

### 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.20

### Balconies along Lillie Sidings Walks (North and South)

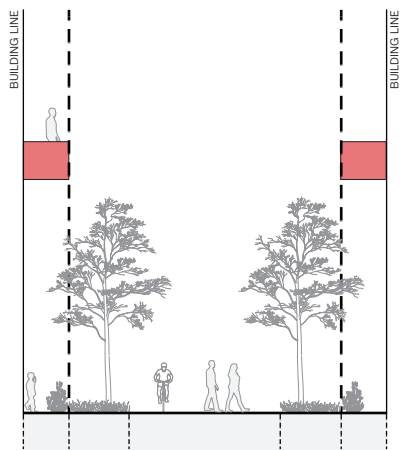
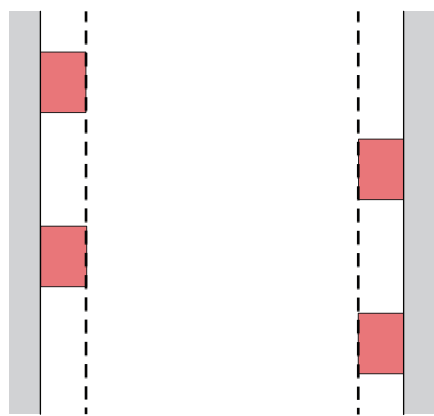
Proposals **should** consider distances between balconies where they are positioned on both sides along Lillie Sidings Walks (North and South). Balconies could explore options where they are staggered in plan to increase clearance distances.

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).

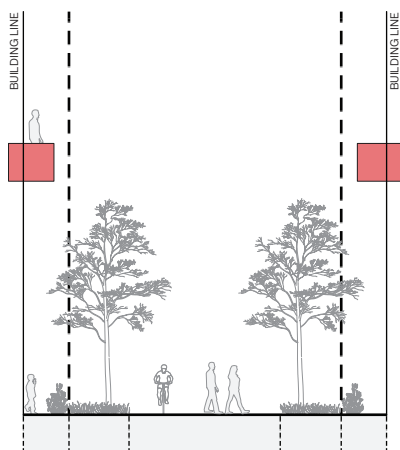
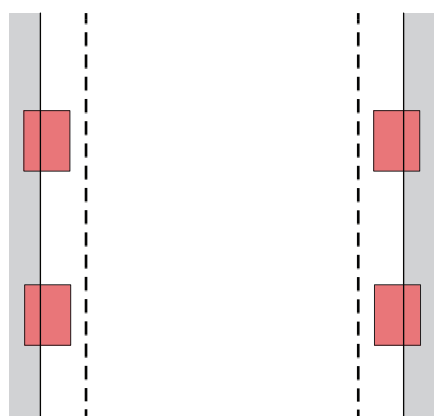
Balconies staggered in plan



Partially inset balconies

Plan

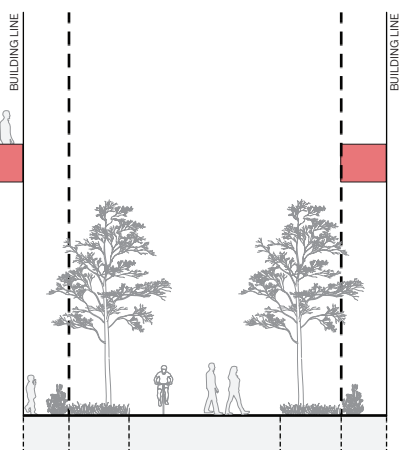
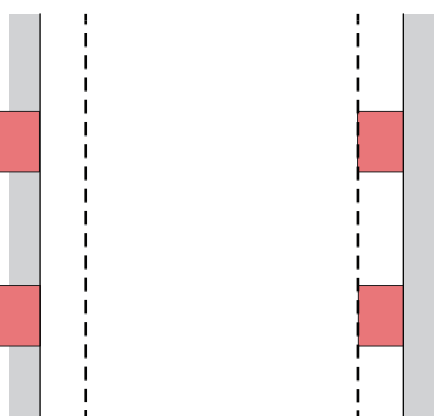
Section



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.*

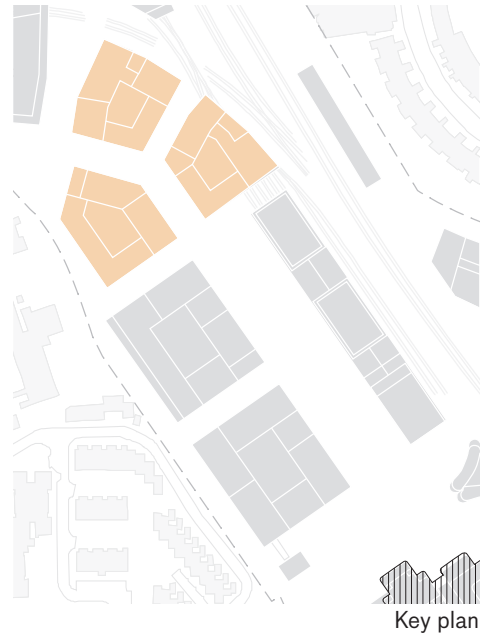


A family of buildings

# 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



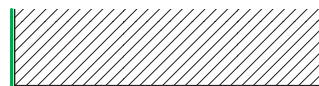
LS.B.24

## 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

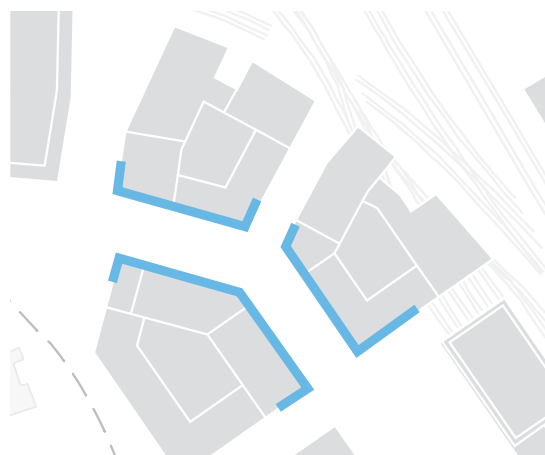
— Maximum Building Line

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.*

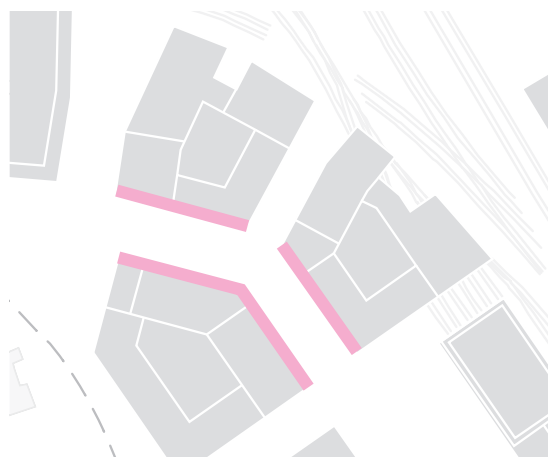


Northern façades

## 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

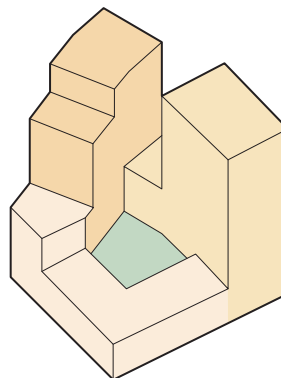
The following codes expand on the design of transition blocks with a predominant residential use.

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### 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

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### 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

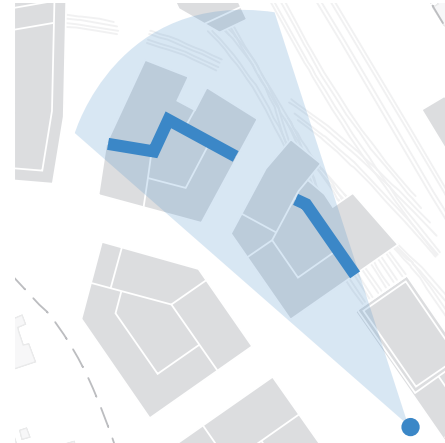


LS.B.32

### 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

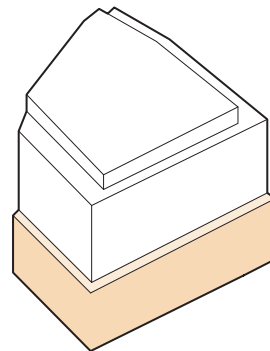
The following codes expand on the design of transition blocks with a predominant non-residential use.

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.*



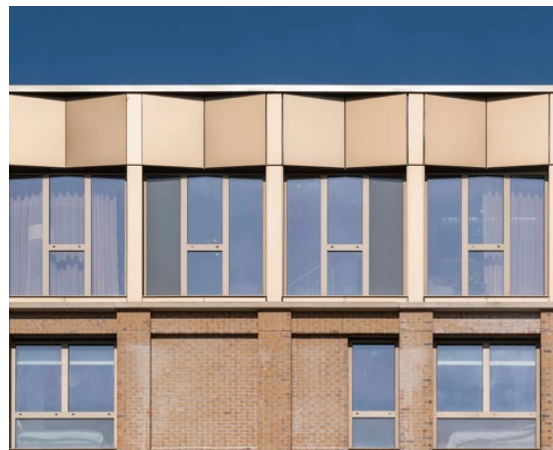
Vertical façade expression

---

#### 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

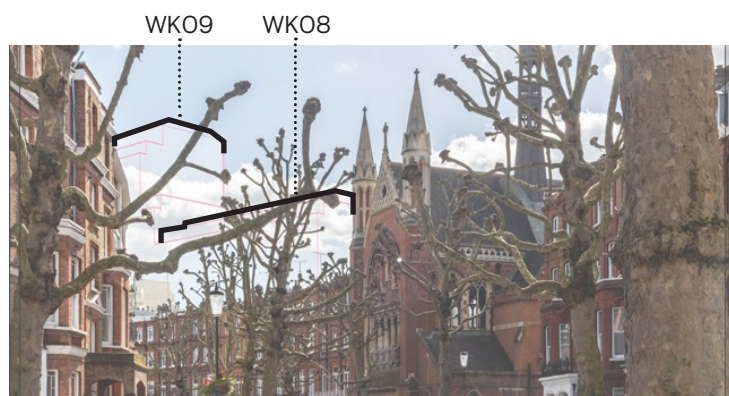
## LS.B.37 Expression of building tops

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



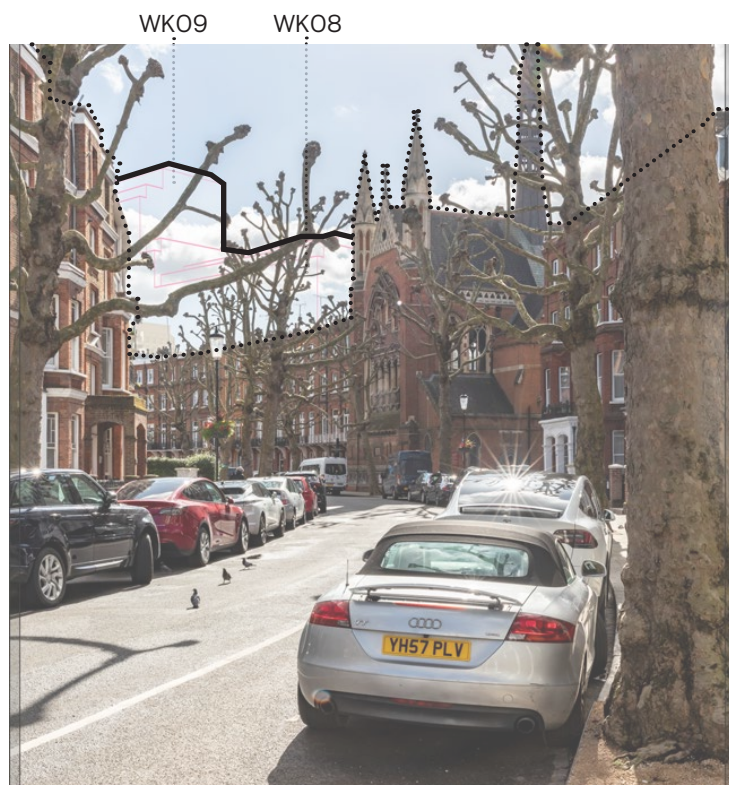
Philbeach Gardens - View A14

## 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

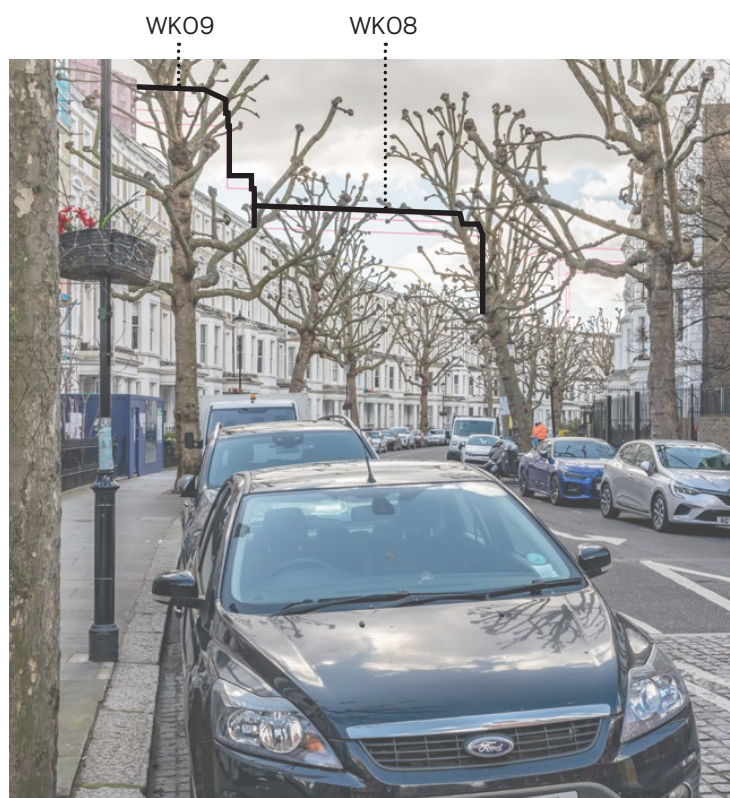
LS.B.40

## 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

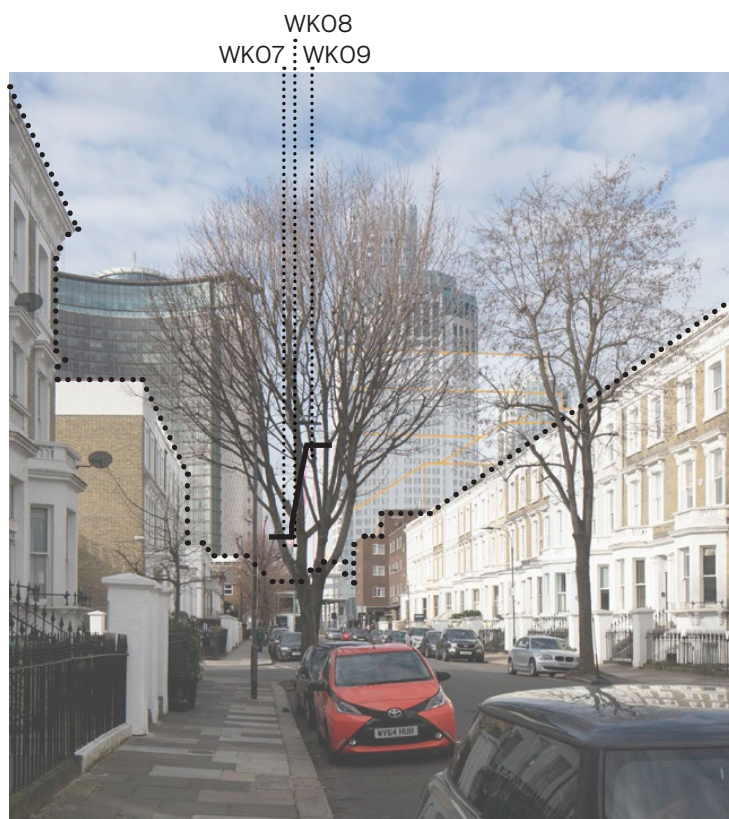


## LS.B.43 Complement local character

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.



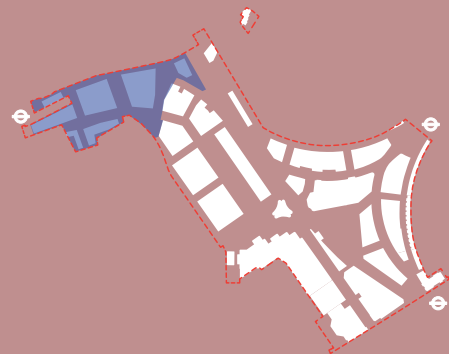
Comeragh Road - View 47





# 10. West Kensington [WK]

The  
Earls Court  
Development  
Company



Character Area extent

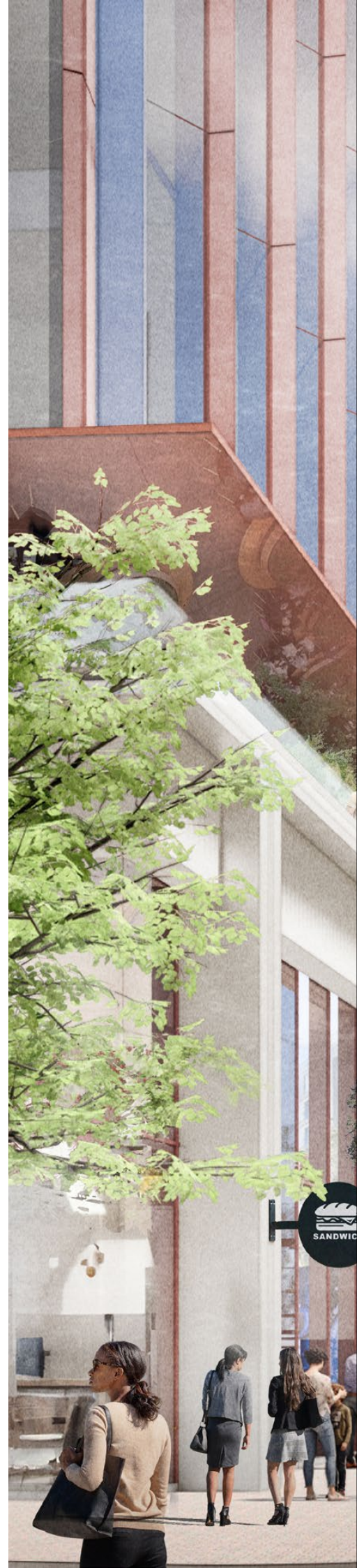
# Overview

**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 provides an opportunity for a new mixed-use 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

West Kensington Station Square (9)

An intimate local Square that addresses the station and forms a gateway into the Boulevard



West Cromwell Road

West Kensington Boulevard

Aisgill Lane

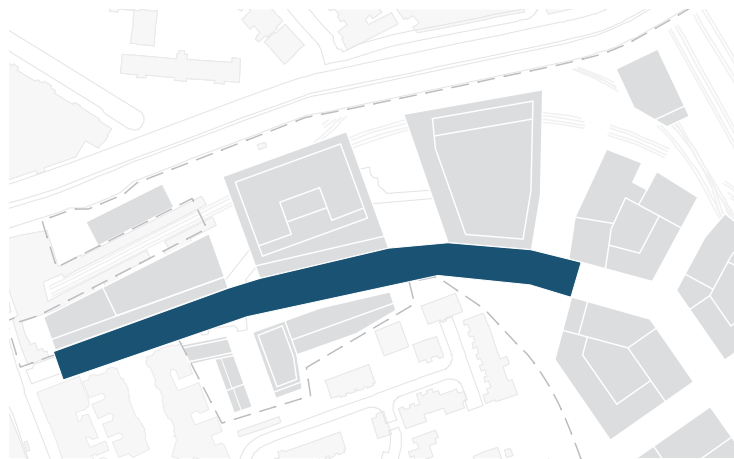
Lillie Sidings Square

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



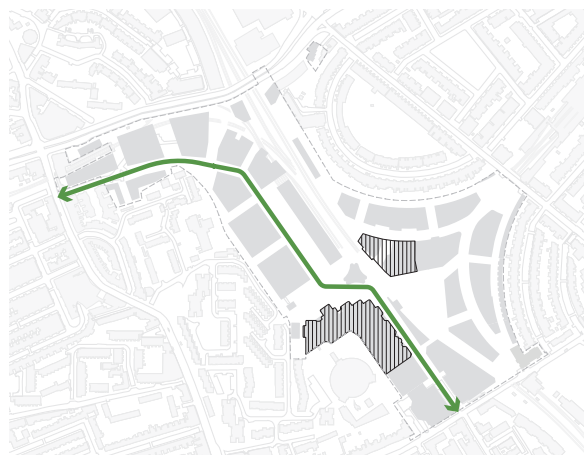
WK.L.1

## 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.*

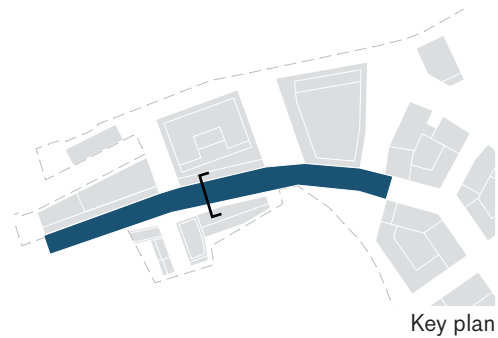
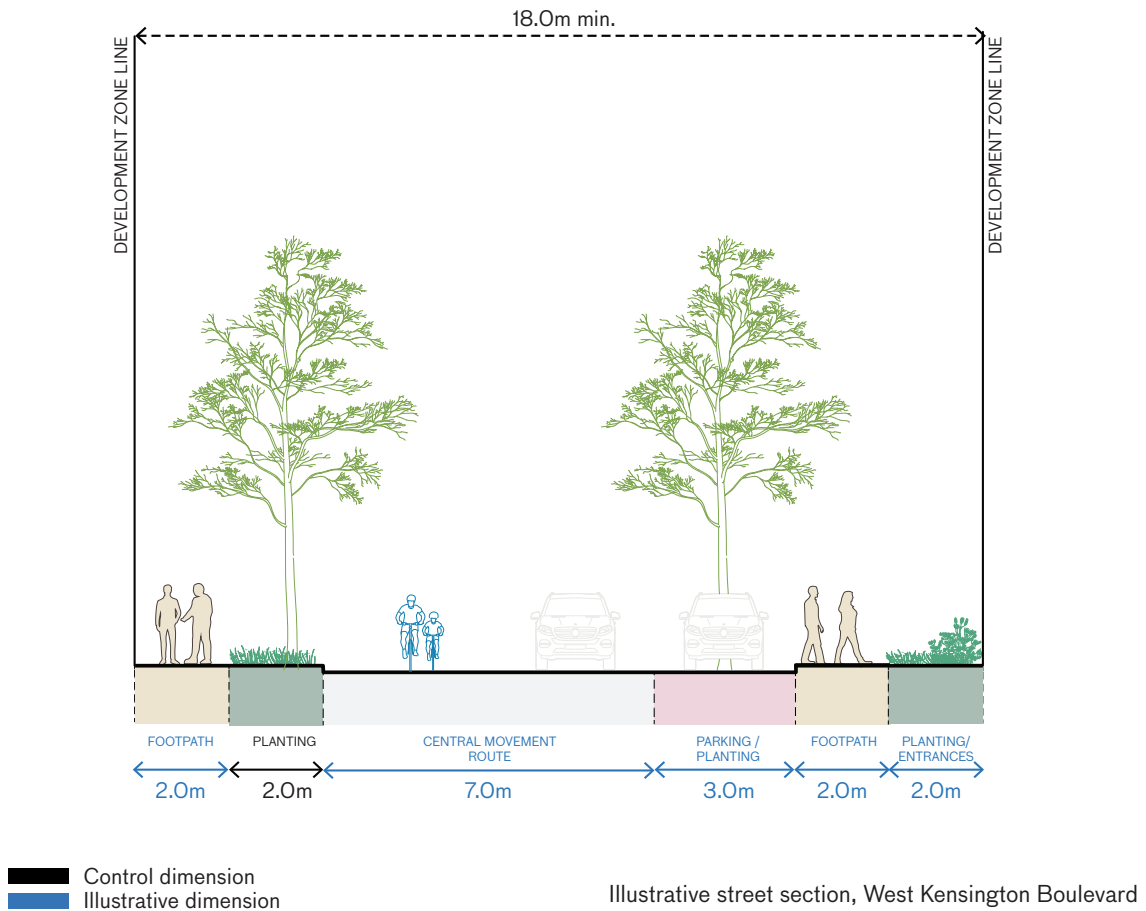


Planted zone with biodiverse planting and SuDS features

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.

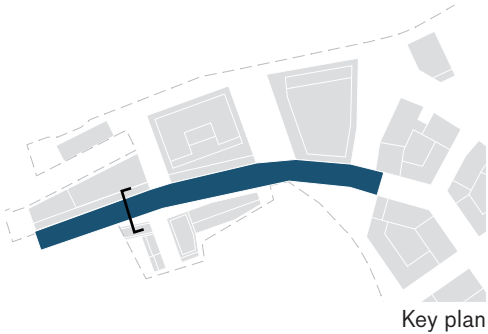
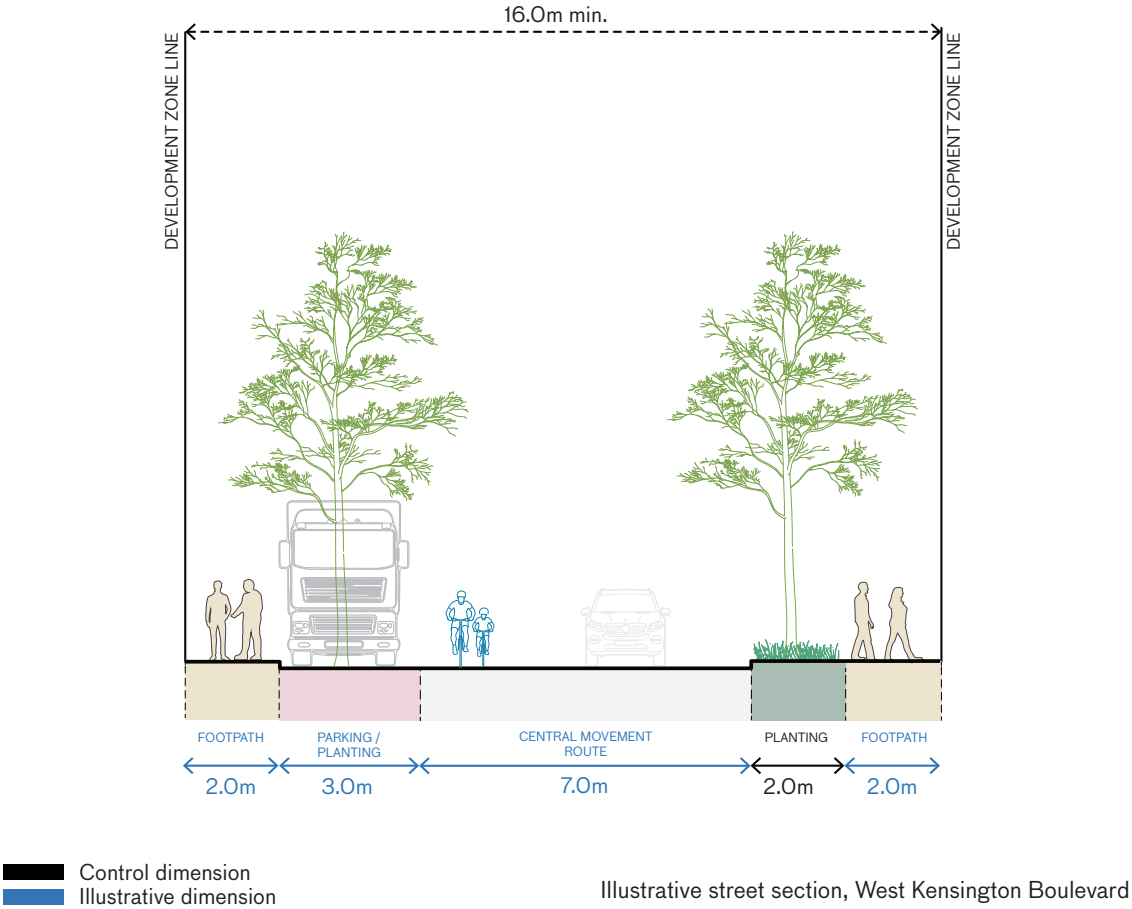


Key plan

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.

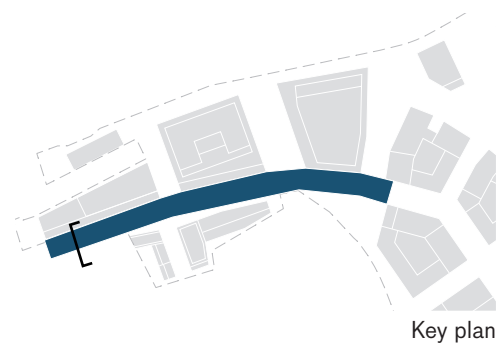
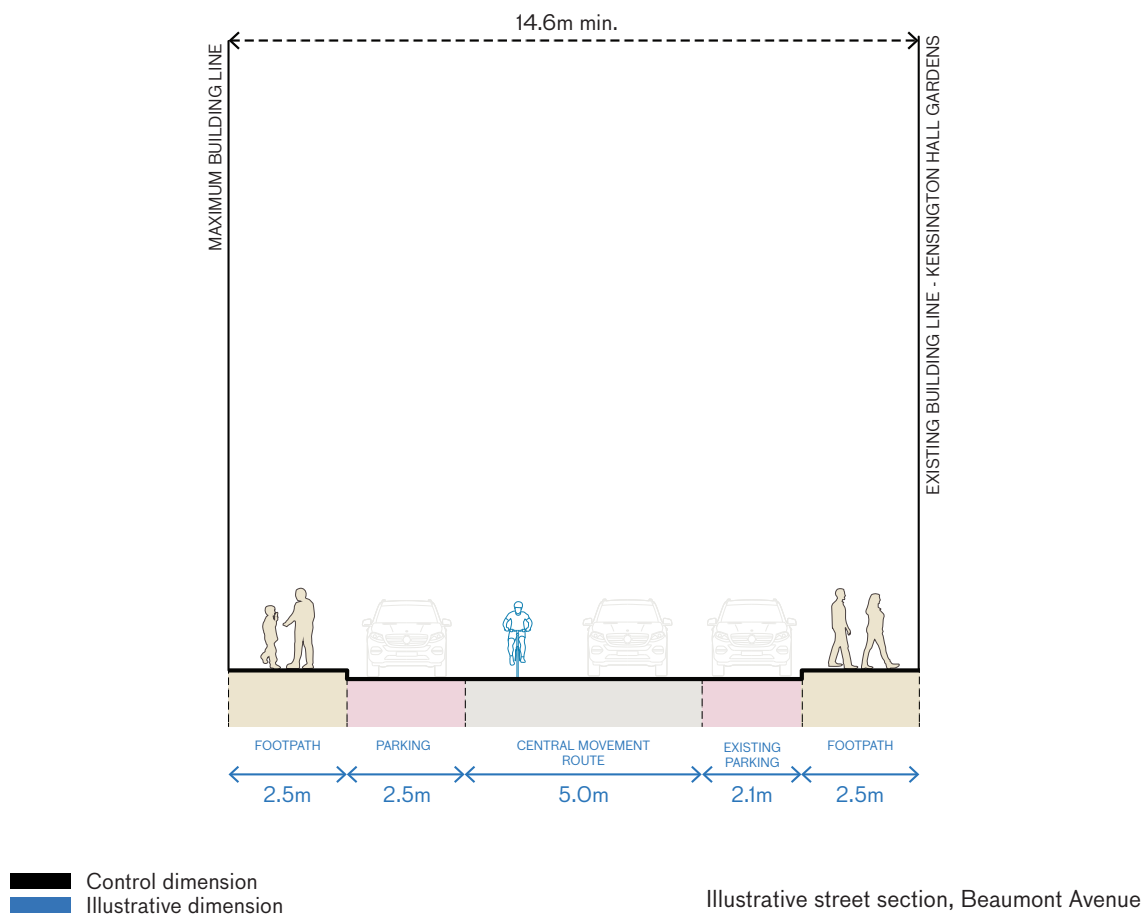




WK.L.5

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

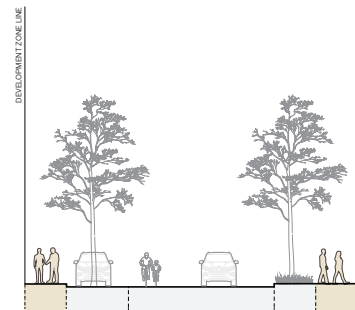
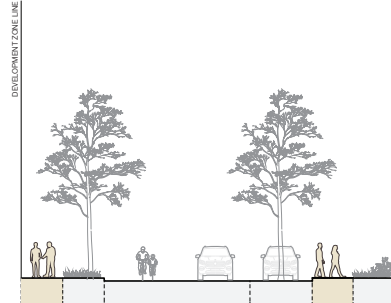
Spatial arrangement, setting out and key dimensions for this typical street section are set out in the diagram below.



## 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.*

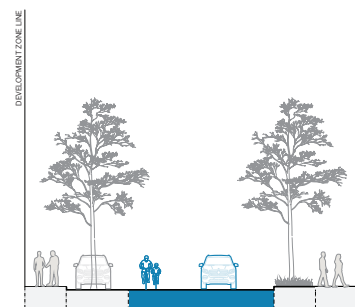
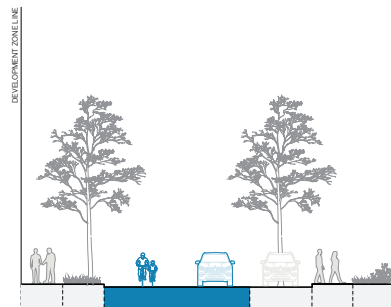


## WK.L.7 **Central movement route**

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.*

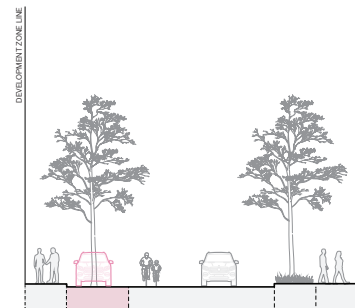
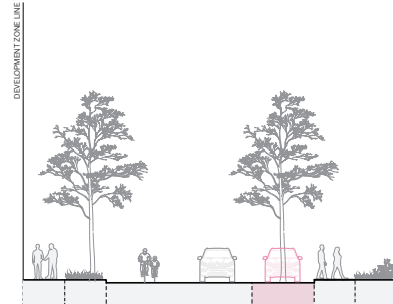
- Refer to Sitewide / Landscape / Inclusivity and movement.



## WK.L.8 Parking / planting

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

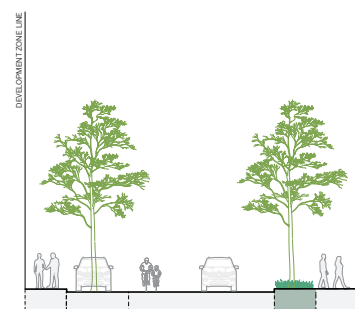
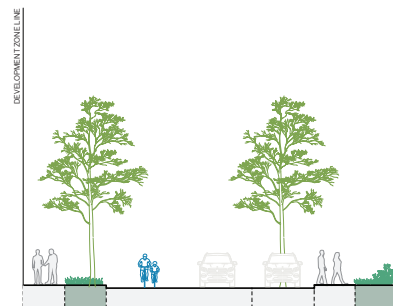
*To ensure parking is integrated within planting.*



## 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.*



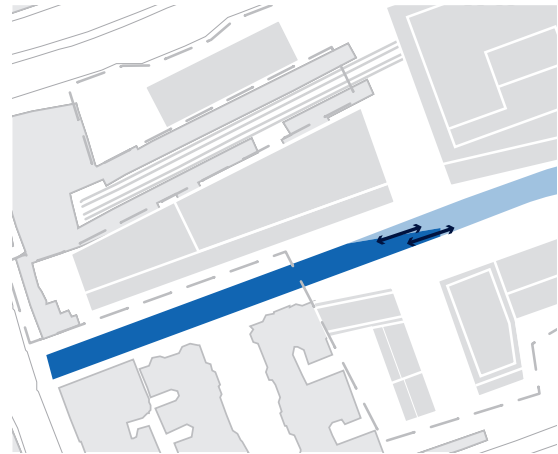
Existing condition of Beaumont Avenue

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

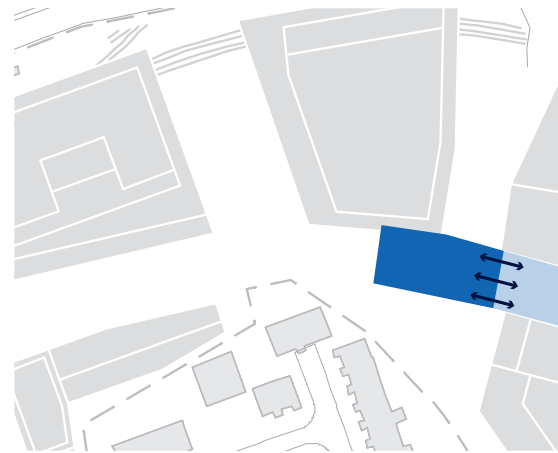
WK.L.17

## 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.*

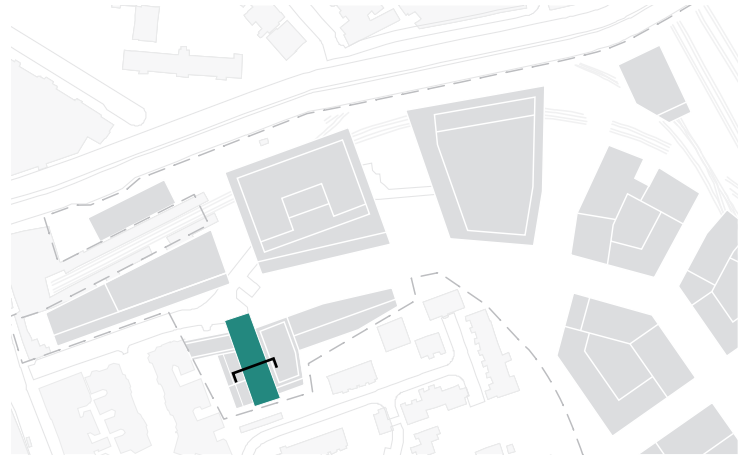


Footpath materiality extending beyond colonnade



# Gibbs Walk

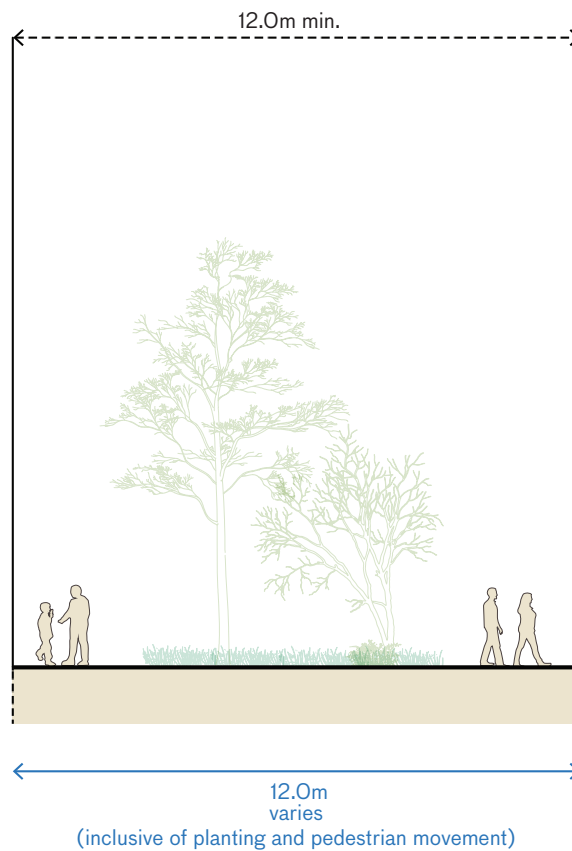
A pedestrian-only, intimate planted walk with a connection to Gibbs Green Close.



Key plan

WK.L.19

## Typical street section



Control dimension  
 Illustrative dimension

Illustrative street section, Gibbs Walk

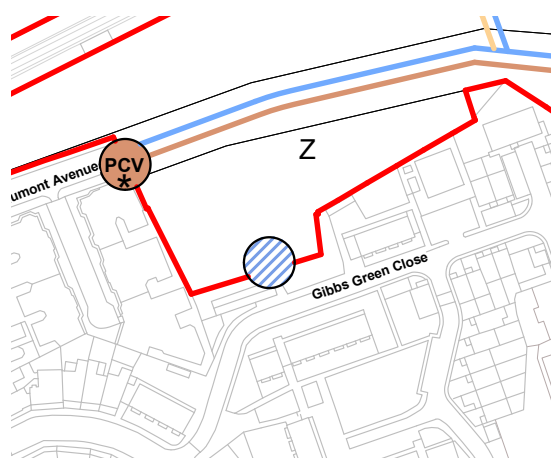
WK.L.20

## 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.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

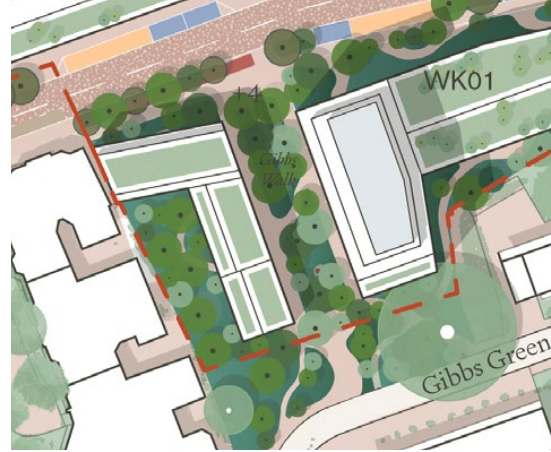
WK.L.22

## 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.*



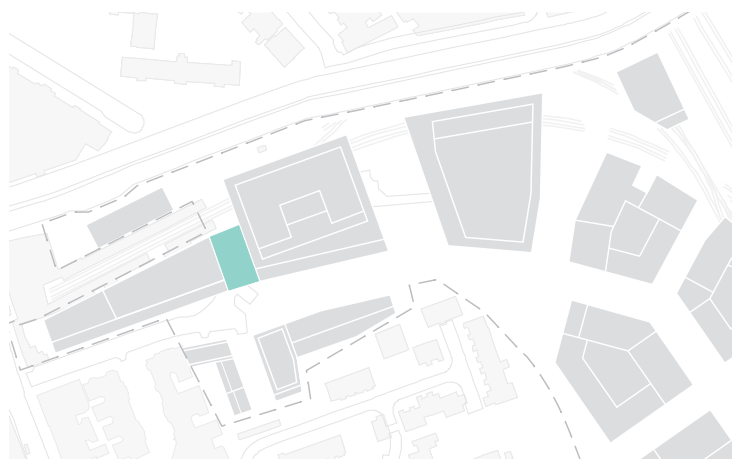
Planted zone on pedestrianised route



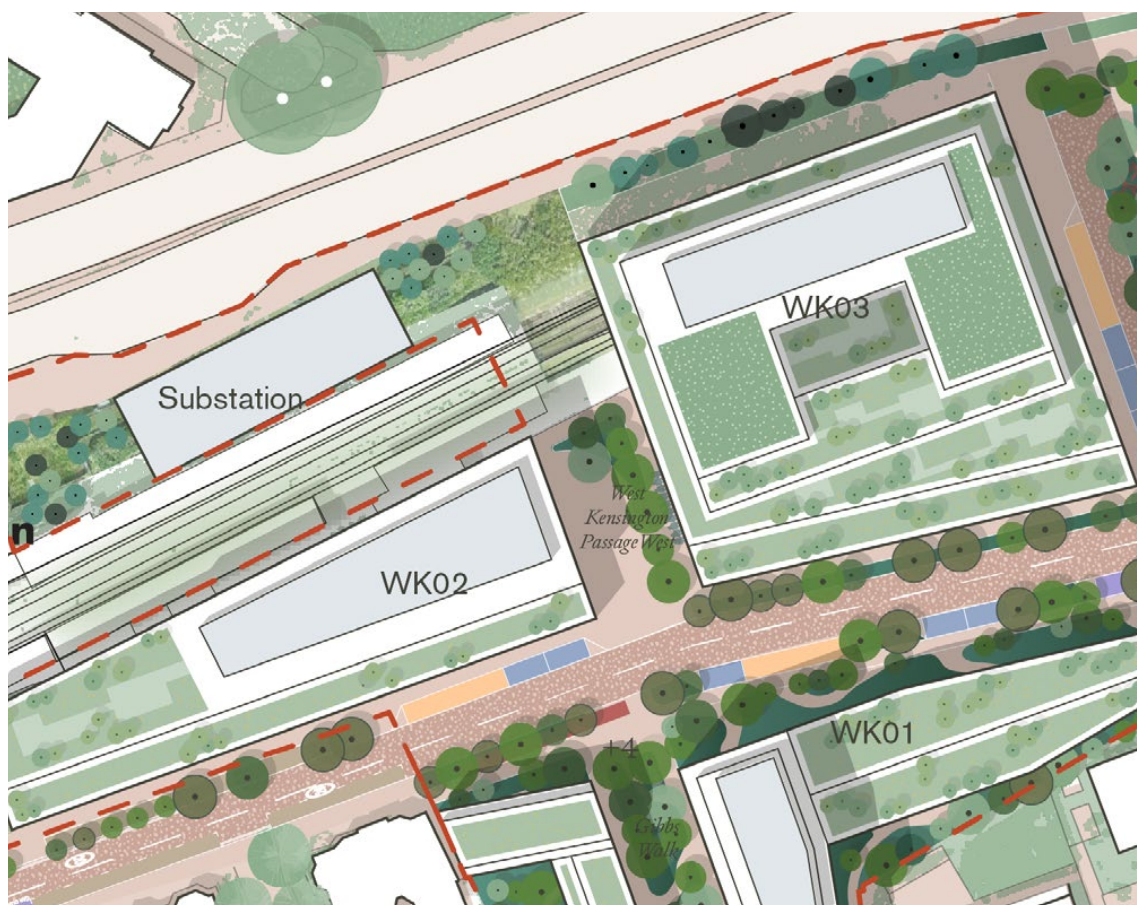


# West Kensington Passage West

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



Key plan

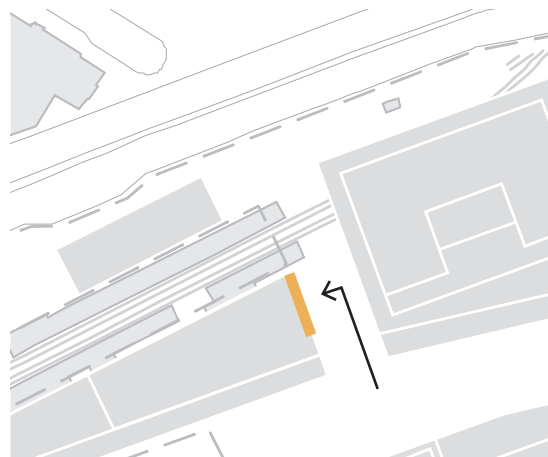


Illustrative landscape plan

## WK.L.24 **Servicing access to WKO2**

The design of West Kensington Passage West **must** enable servicing access to WKO2. 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.*



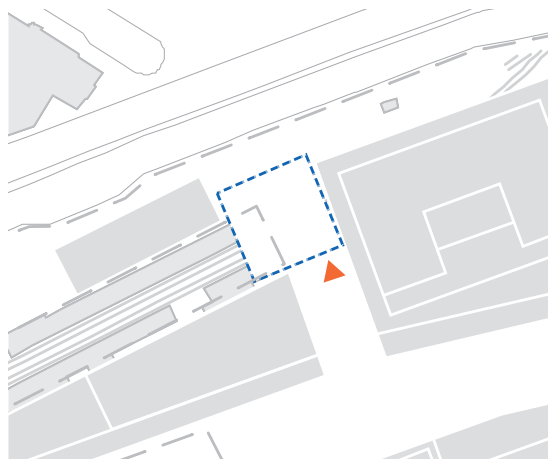
Play feature within planted zone

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## 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.

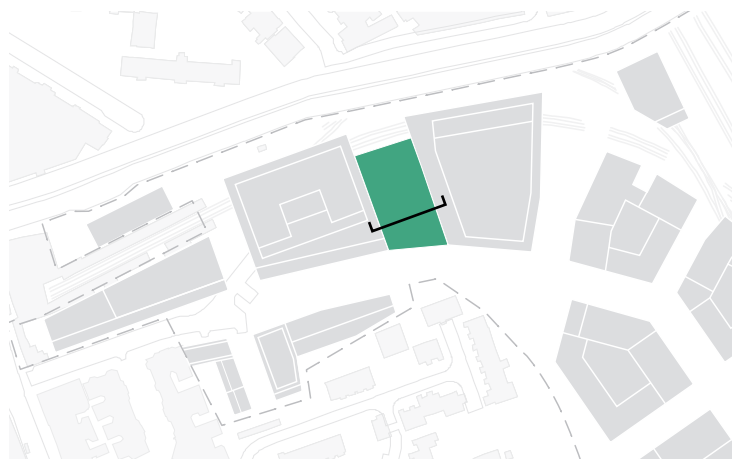
*To ensure an adaptable public realm should a new station entrance come forward in future proposals.*





# West Kensington Place North

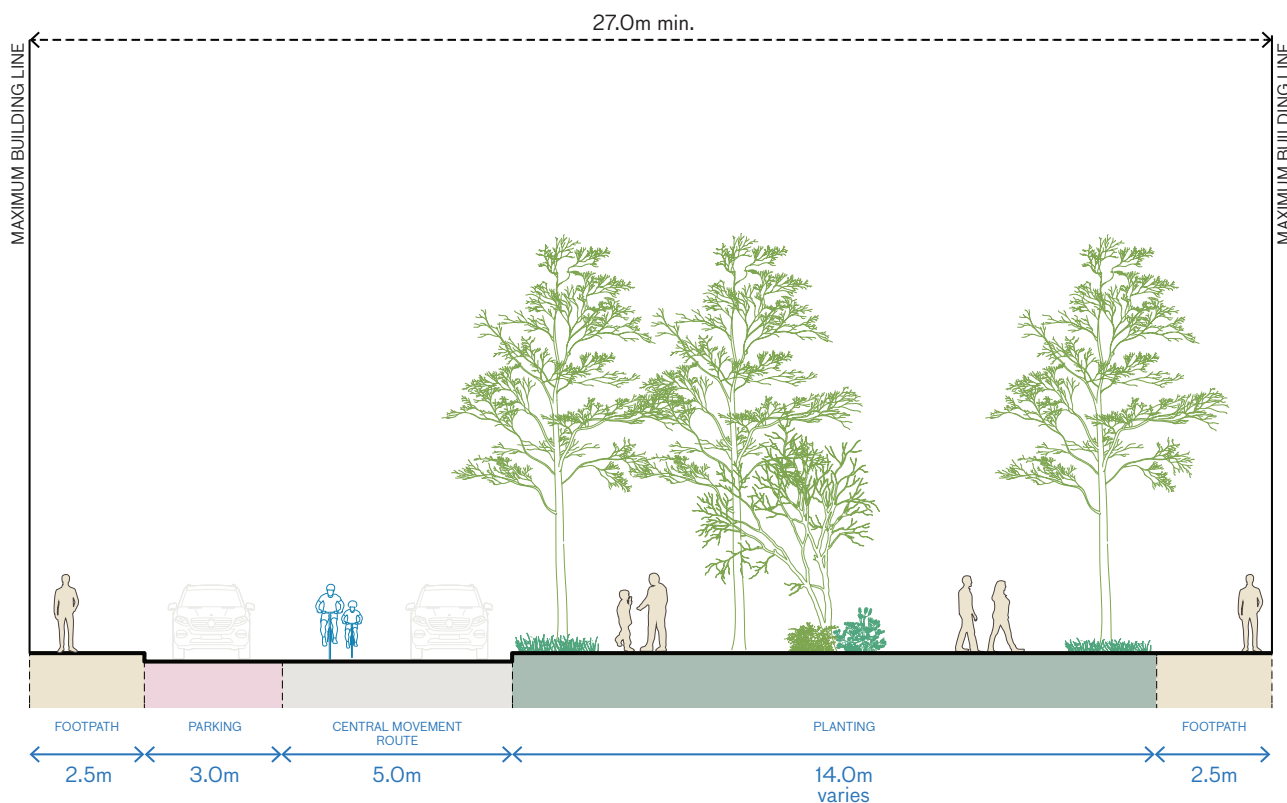
A landscaped open space, accommodating vehicle access to plots and pedestrian movement.



Key plan

## 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.

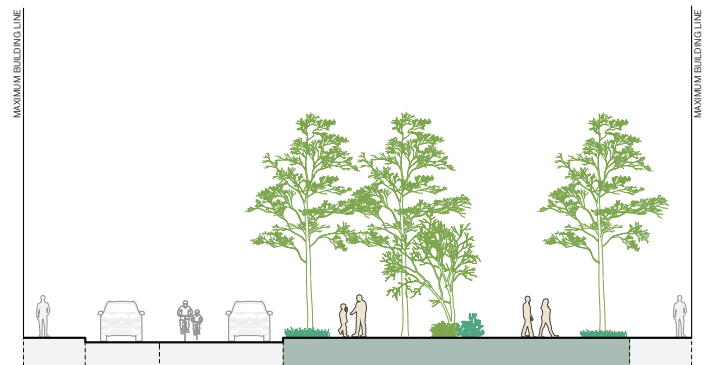
*To ensure parking is not located adjacent to play, where practical.*



## 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

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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.

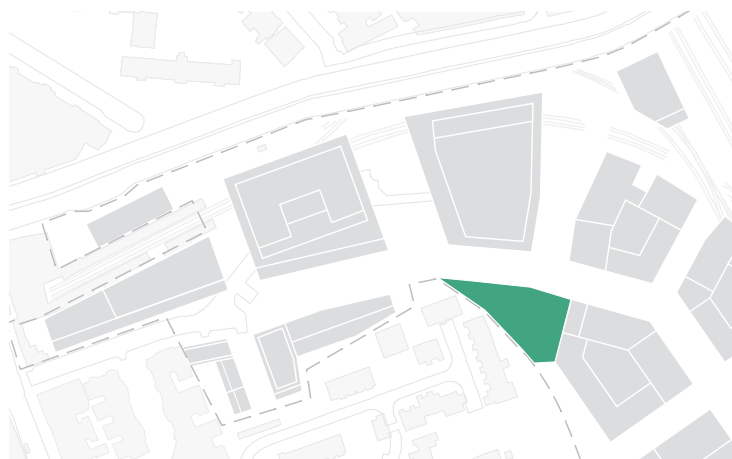
*To contribute to the character of West Kensington Place as a local play space.*



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

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### 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

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### 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

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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.*

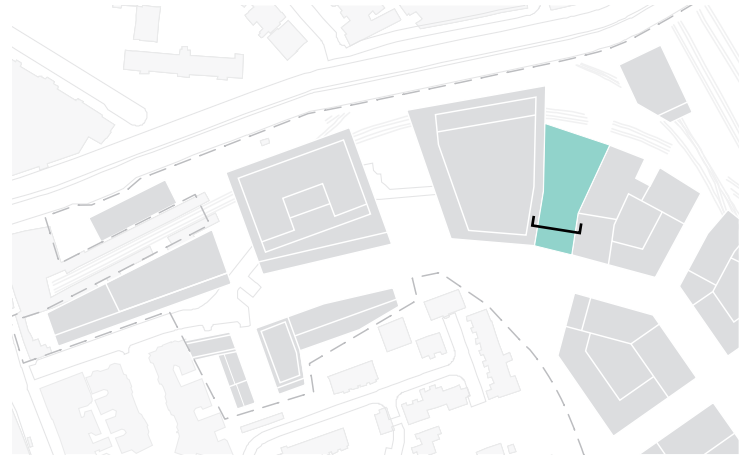
- ▶ Refer to Sitewide / Landscape / Boundary conditions.



Planted buffer

# West Kensington Passage East

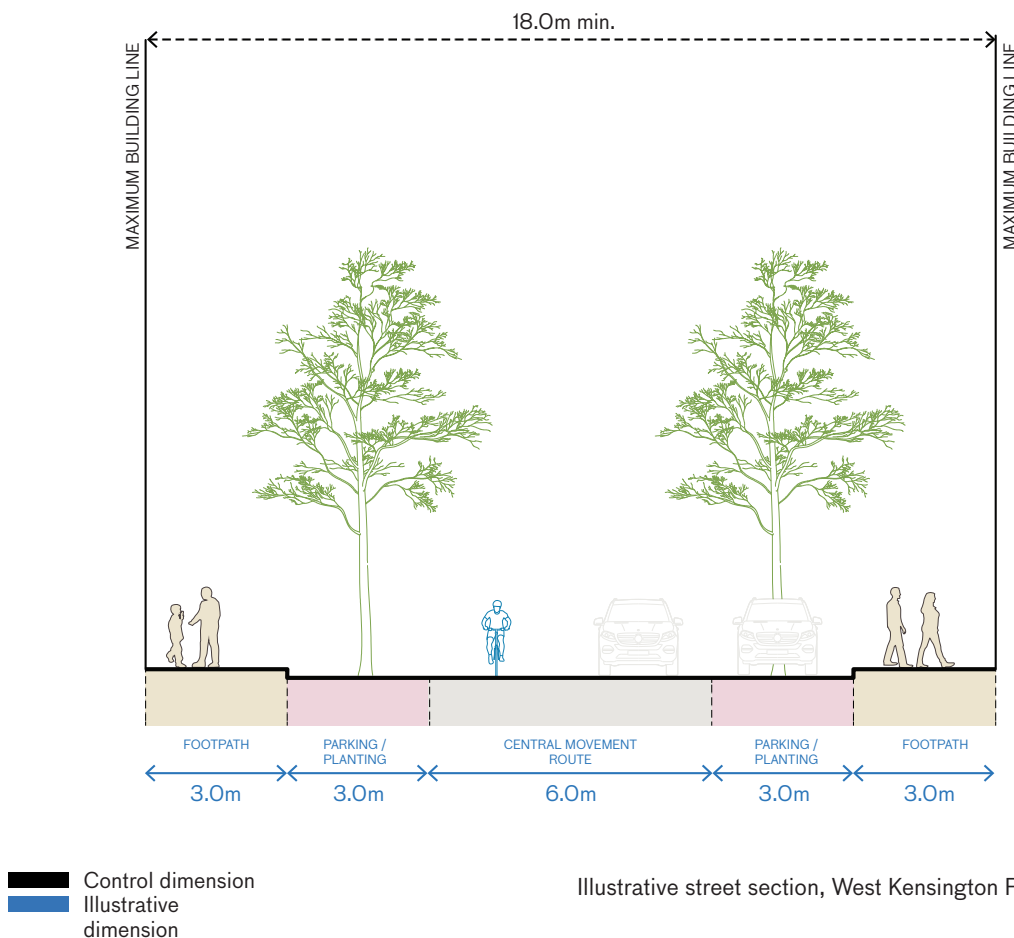
A landscaped open space, accommodating vehicle access to plots and pedestrian movement.



Key plan

## 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.



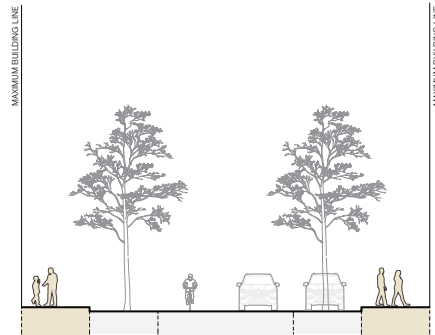
Illustrative street section, West Kensington Passage East



## 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.*

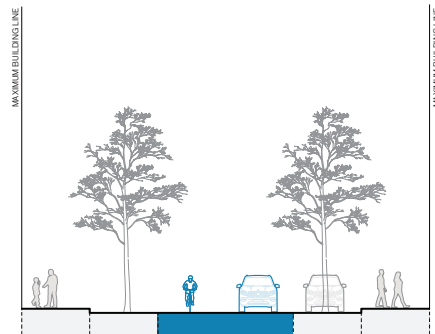


## WK.L.41 **Central movement route**

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.*

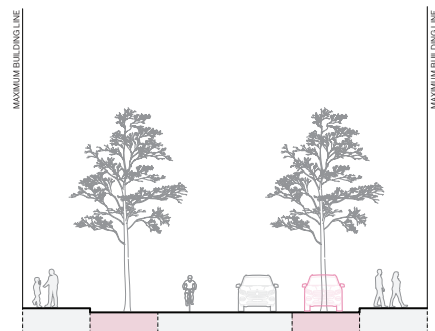
► Refer to Sitewide / Landscape / Inclusivity and movement.



## WK.L.42 **Parking / planting**

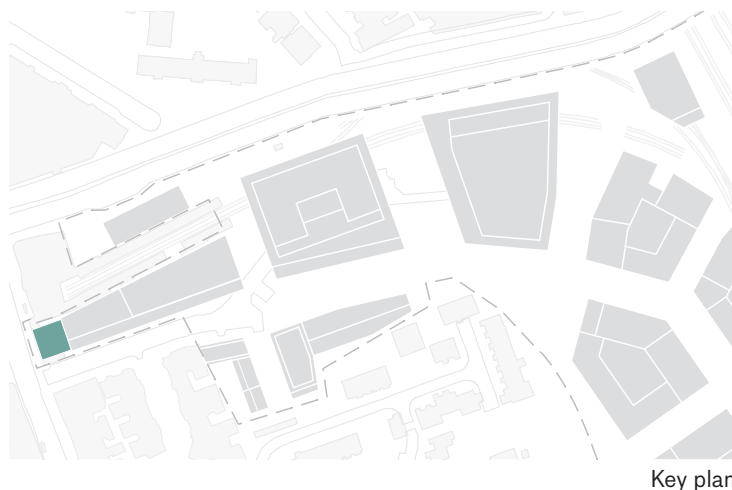
The design of West Kensington Passage East **should** accommodate planted zones in between parking.

*To ensure parking is integrated within planting.*



# West Kensington Square

An intimate local Square that addresses the station and forms a gateway into the Boulevard that will also provide a local transport interchange that is well-lit and welcoming.



Key plan

## WK.L.43 New station entrance

The design of West Kensington Square **should** be able to accommodate a new entrance to West Kensington Station from the south.

*To improve connectivity to and from West Kensington Station.*



Location of new station entrance

## WK.L.44 Maintaining key pedestrian routes

The design of West Kensington Square **should** accommodate and amplify main pedestrian routes to and from the station.

*To improve connectivity to and from West Kensington Station.*



Key pedestrian routes

## WK.L.45 **Spill-out and building entrance**

The design of West Kensington Square **should** accommodate an entrance to WKO2 and associated spill-out space onto the square whilst maintaining an appropriate scale of space for pedestrian movement and planting.

*To animate the public realm.*

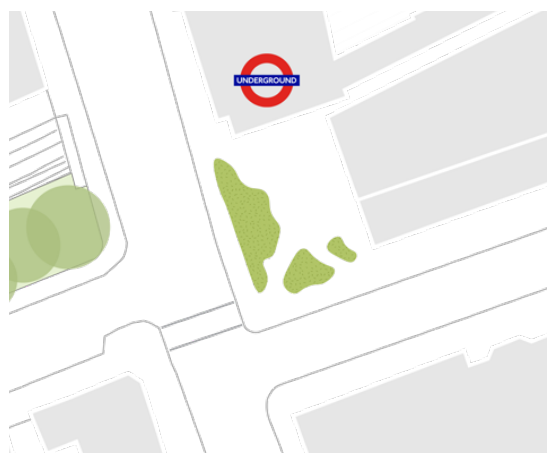


WKO2 entrance location

## WK.L.46 **Arrangement of planting**

The arrangement of planting **should** create separation from adjacent roads and define a central zone. Planting should be arranged to enable flexible space for small pop-ups where possible and arranged with due consideration of existing pedestrian crossings and bus stop location.

*To create an enclosed public square.*



Suggested locations of buffer planting

## WK.L.47 **Street Furniture**

The design of West Kensington Square **should** provide seating elements for people using West Kensington Station and arranged with due consideration of existing pedestrian crossings and bus stop location.

*To provide places to dwell or wait within the square.*



Suggested location of street furniture



## WK.L.48 Public art

The design of the new entrance to West Kensington Square **could** incorporate public art that references the local context.

*To create ties with the surrounding context.*



Wall mural

## WK.L.49 Planting

The planting within West Kensington Square **should** be located within raised containers due to below ground constraints.

*To mitigate disruption to below ground services.*

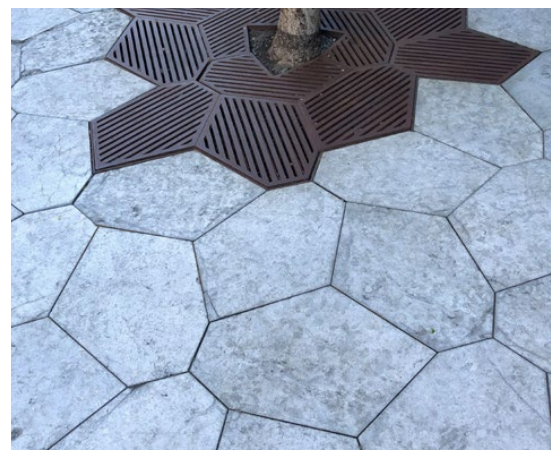


Planting in raised containers

## WK.L.50 Feature paving

The design of West Kensington Square **could** include feature paving that highlights flexible zones or direction of travel.

*To differentiate the square from the surrounding public realm and highlight key spaces and routes.*

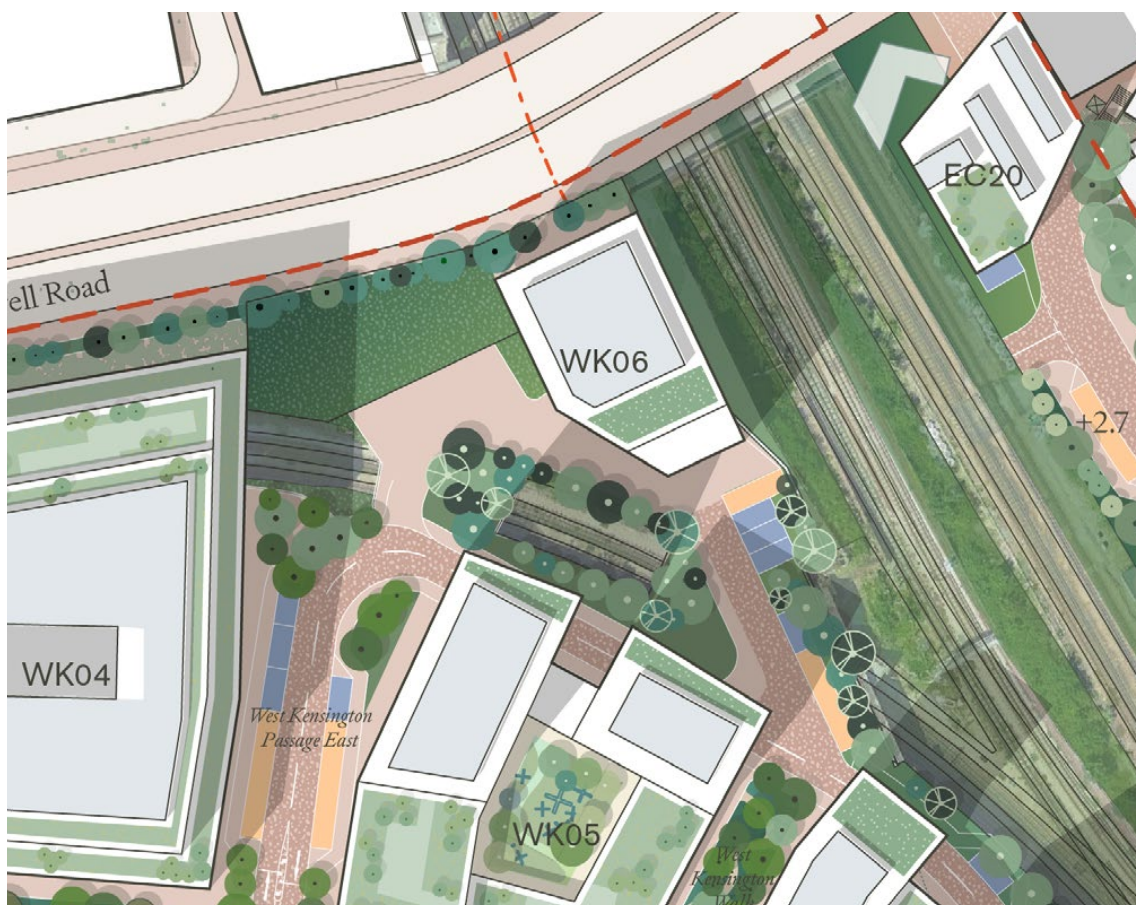
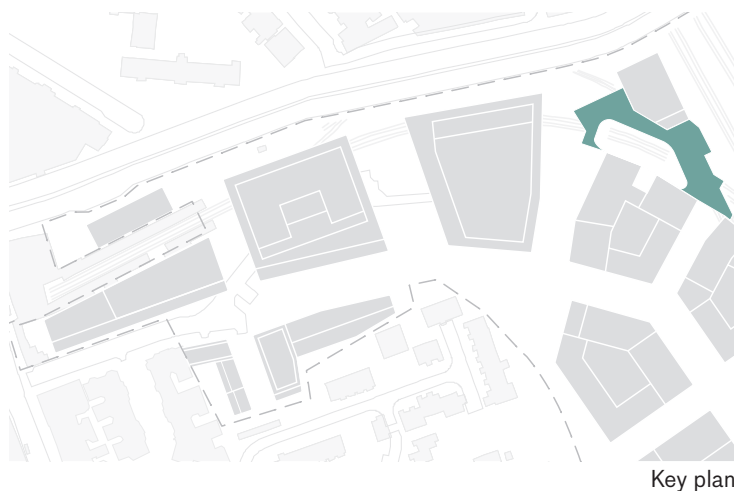


Example of feature paving



# West Kensington Deck-over

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



Illustrative landscape plan



WK.L.51

## 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

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WK.L.52

## 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.53

## 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.54

## 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.55

## **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.



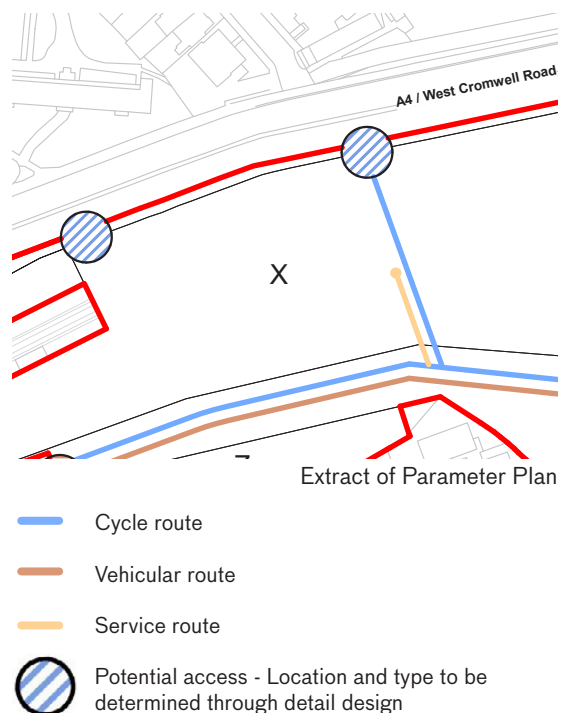
WK.L.56

## 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.57

## 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. Opportunities to enhance the pedestrian environment should also be explored.

*To ensure new proposals are integrated with existing public realm.*



Existing condition of West Cromwell Road

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WK.L.58

## 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