

KNIGHTSBRIDGE NEIGHBOURHOOD FORUM

Knightsbridge Neighbourhood Plan 2017-2036



Part One: Knightsbridge Neighbourhood Plan

**Pre-Submission Consultation
(Regulation 14) Version
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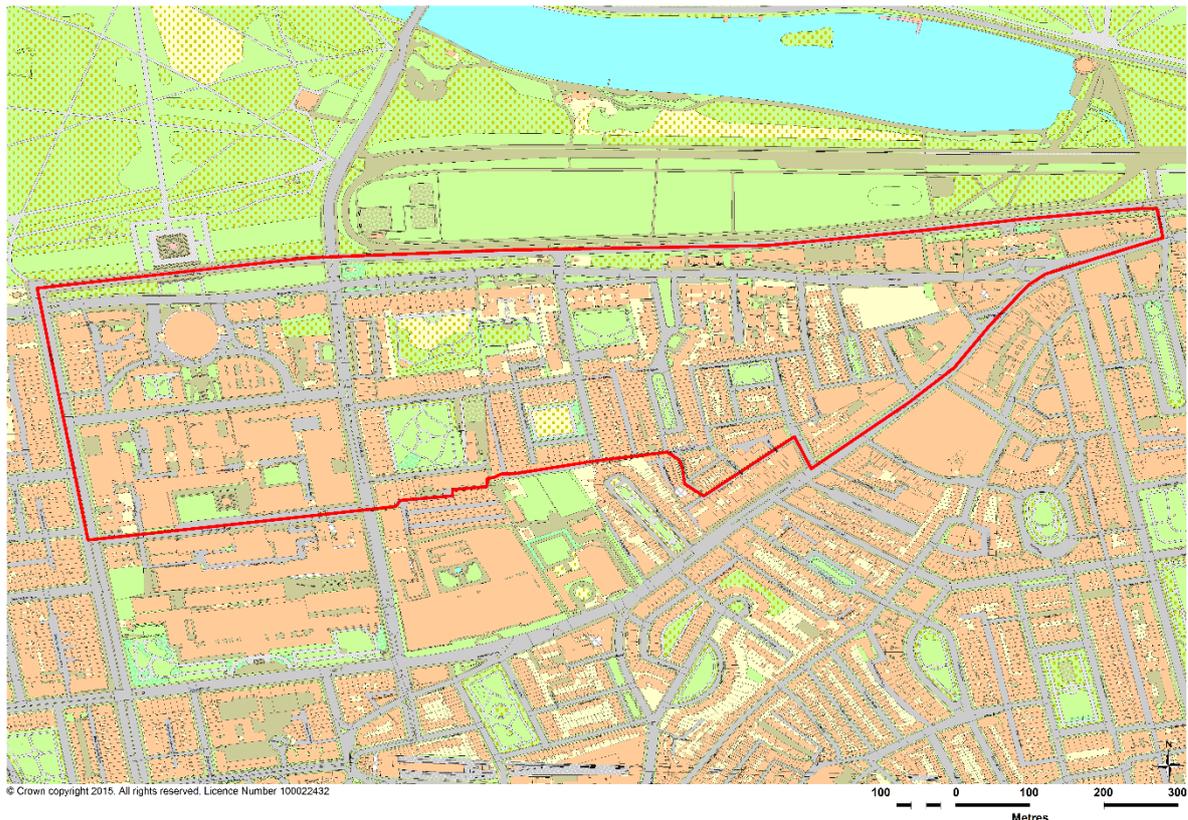
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INTRODUCTION

- i.1 The Knightsbridge Neighbourhood Forum (KNF) was established in 2015 to give the community of Knightsbridge the opportunity to prepare the Knightsbridge Neighbourhood Plan (called 'the Plan' or 'KNP') for the Knightsbridge Neighbourhood Area (called 'the Area') (Figure 1). The Area, determined by Westminster City Council (WCC) in March 2014, is the designated area for the Plan.

Figure 1: Knightsbridge Neighbourhood Area ('the Area')



- i.2 The Plan is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2015 (as amended). KNF has prepared the Plan to establish a vision for the future of the Area and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2017 to 2036.
- i.3 Both the Westminster City Plan and the London Plan were adopted in 2016 and, under the guidance provided by the National Planning Policy Framework (NPPF), are up to date. These two documents provide the strategic context for the Plan. In addition, a number of policies in the Westminster Unitary Development Plan (UDP) 2007 have been 'saved' and form part of the development plan.

How to use this Plan

- i.4 The Plan is divided into three documents:
- Part One: contains the policies themselves under themes - Character; Community; Culture and Education; Public Spaces and Utilities; and Environment. Each policy is presented with an explanation of what it seeks to achieve and how this helps to deliver the overall vision and objectives.
 - Part Two: contains the Neighbourhood Management Plan for Knightsbridge. This is not a formal part of the Neighbourhood Plan, rather a set of non-policy actions that have been identified during the process and which support the delivery of the vision, values and objectives. It also sets out the Community Infrastructure Priorities.
 - Part Three: contains the evidence base which underpins each policy and provides more detail on how the policy has been developed. Part One and Part Three should be read in parallel to fully understand the context of each policy. This document also sets out some useful background information about Knightsbridge and how the Plan has been developed.

Monitoring and review

- i.5 The KNF has been designated as the Neighbourhood Forum for the Area for a five-year period. The KNF expects to reapply to continue for a further five years and review its position thereafter.
- i.6 To date, the role of the KNF has been to lead on the development of the Plan. Once made, the KNF expects to adopt the following roles:
- a. implementing the Neighbourhood Management actions as set out in Part Two;
 - b. commenting on emerging planning policies;
 - c. ensuring that CIL funding is applied correctly;
 - d. monitoring the application of the policies to ensure they have been applied consistently and interpreted correctly in response to applications;
 - e. reviewing the policies and updating them where appropriate.
- i.7 Whilst the life of the KNP is 20 years, it is anticipated that revisions and updates will be required in response to changes including environmental issues, delivery of infrastructure, changes in national, London and Westminster City Council policy and evolving community priorities. Any refresh of the Plan will require additional community engagement and it is expected that the KNF would take a lead again.

THE LOCAL CONTEXT

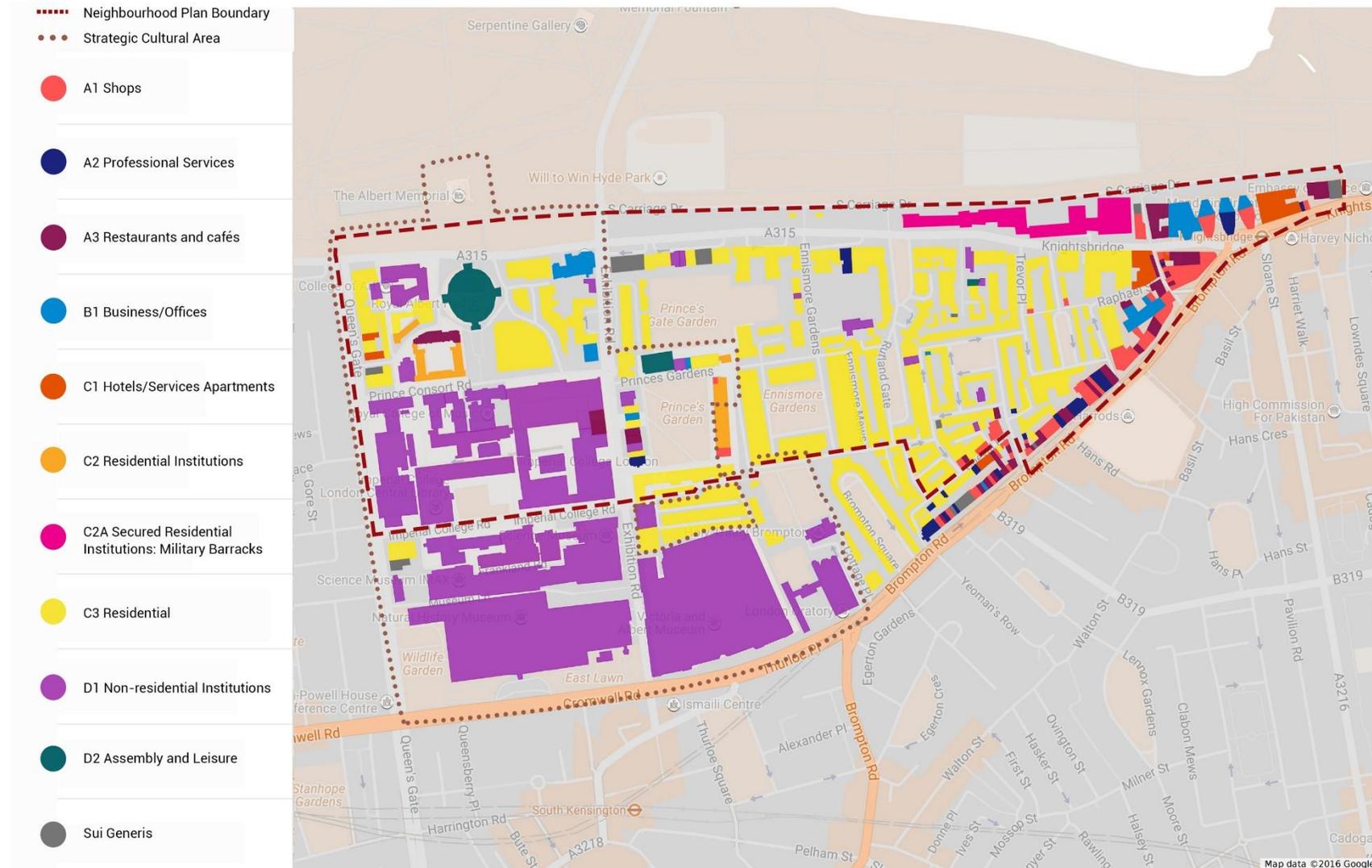
'Knightsbridge - representing the best of everything'

- ii.1 Knightsbridge is one of the most iconic names and places in the world. To its visitors, it is famed for world class shops, cultural venues and hotels. Yet to its residents it is home, the place where they live and carry out their daily lives. To the students at Imperial College, the Royal College of Music, the Royal College of Art and other educational institutions it is also the place where they live and study and develop their careers. And to people working in the area, it is where they spend their days, including times outside of work hours where they can enjoy all that Knightsbridge has to offer. It is many different things to many people.
- ii.2 Figure 2 shows the range of uses across the Area. It is important to be clear that these are the uses as observed on the ground. This is not to say that these uses are the same as those for which they have been granted planning permission and so the KNF wishes to make clear that the map is not an endorsement of any uses that are in breach of their planning permission. On the contrary, the KNF would like to see enforcement.

Living in Knightsbridge

- ii.3 For the residents of Knightsbridge it is important that the benefits of living in a busy, bustling Central London neighbourhood are balanced against the need for tranquillity in a pleasant environment. In the many residential streets that make up the majority of the Area, the streets are quiet and leafy, defined by the many private squares such as Montpelier Square and Trevor Square. The quality of this environment is reflected by the large number of listed buildings across the area and the fact that most of the Area has conservation area status.
- ii.4 Knightsbridge's residences are not just confined to the quieter roads in the centre of the Area. There are many people living in the large residential blocks along Brompton Road, Knightsbridge, Kensington Gore and Kensington Road as well as in the area which is also home to the cultural and education institutions in the west of the Area, around Exhibition Road. These residents experience similar or worse issues.

Figure 2: The range of observed uses across the Knightsbridge Neighbourhood Plan Area (October 2016)



Working in Knightsbridge

- ii.5 The business base of Knightsbridge is relatively small following the loss of Bowater House and other offices along Knightsbridge and Brompton Road. The largest employers are hotels and the cultural and educational institutions, including Imperial College. The retailers along Brompton Road also employ significant numbers of people, particularly the large retailers such as Burberry and Top Shop. Most of the workers in the Area do not live in the Area, so for them, travel into and through Knightsbridge is particularly important.

Shopping and leisure in Knightsbridge

- ii.6 Knightsbridge is one of two International Shopping Centres in London. It is an iconic location famed for its high end shopping. Destinations such as Harrods and Harvey Nichols attract many tourists, creating high volumes of pedestrian movement along the main routes along the boundary of the KNA.
- ii.7 Many local people feel that Knightsbridge's International Shopping Centre status is being eroded by the loss of retailers and the wider issues that the cafés and sandwich bars, which replace them, bring in terms of litter and tables and chairs restricting pavement space.
- ii.8 Knightsbridge's international status attracts tourists as well as shoppers. The increasing popularity of the area as a tourist destination is partly a result of the changing character of some of its commercial properties. In particular its bars, cafés, take-aways and restaurants are popular evening and night time venues, with several having late licences. This fits with the emergence of London as a '24-hour' city; however, the proliferation of such uses has also resulted in parts of Knightsbridge becoming 'neighbourhood stress areas'.

The cultural and education institutions in Knightsbridge

- ii.9 The western part of the Area incorporating much of the space and activity around Exhibition Road is home to a number of significant cultural and educational institutions including Imperial College, the Royal Albert Hall, the Royal College of Music and the Royal College of Art. Together with the major museums of South Kensington (which fall outside the boundary of this Neighbourhood Area), this part of London has a unique and very special history as the world's first planned cultural quarter.
- ii.10 These institutions are competing in an international arena and there is much development activity that has happened and will continue to happen in the future in order for them to remain competitive. It is vital that this is appropriately facilitated so that they may flourish but it must also be recognised that the area is home to a significant residential community whose amenity needs to be respected.
- ii.11 The environment around Exhibition Road, being a shared space, is seen as a particularly important space bringing together residents, workers, students and tourists.

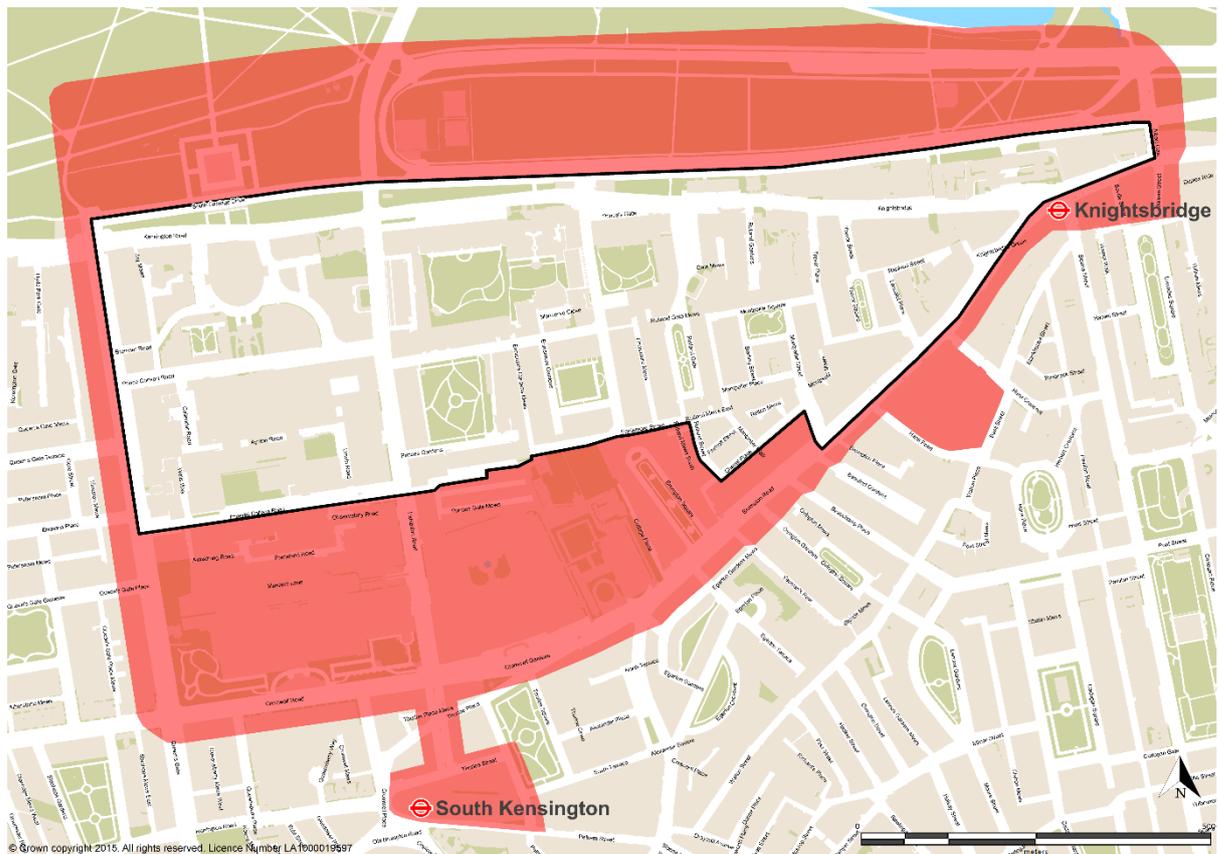
The environment in Knightsbridge

- ii.12 The Knightsbridge Area is bounded by major traffic arteries including Brompton Road, Kensington Road and Knightsbridge. Brompton Road in particular suffers from significant congestion for much of the day. This contributes to Knightsbridge being one of many parts of London experiencing significant air pollution. In fact, Brompton Road breached its annual legal limit for nitrogen dioxide (NO₂) for the whole of 2016 by 8 January. This is a major global and London-wide issue that is concentrated in the Area, which is a matter of great concern to local residents, businesses and others.
- ii.13 The wider physical environment of Knightsbridge is of a high quality. Its green spaces and trees in particular are part of what defines the Area. Hyde Park and Kensington Gardens are designated as Metropolitan Open Land (MOL), so enjoy the same protection as Green Belt, reflecting its importance as an open space for leisure activity, the benefit it provides to the wider environment and the impact this has on the adjacent built up area, particularly along Knightsbridge and Kensington Road. The relationship in particular between Hyde Park and the Hyde Park Barracks, in terms of the activity of the Household Cavalry, is an important one.
- ii.14 The need for more efficient, low energy technology and activity in the future is paramount in all locations. Knightsbridge is a place which can lead on this and there is enthusiasm to lead by example through the use of electric vehicles and restrictions on polluting vehicles and energy sources.

The wider 'area of interest'

- ii.15 While the Neighbourhood Plan Area, as required by the Neighbourhood Planning Regulations, is precisely defined, the community of Knightsbridge is significantly affected by what happens along this boundary and immediately on the other side of it. In particular, tourists visiting Harrods have a substantial impact on Knightsbridge. Similarly, the Strategic Cultural Area of which institutions such as the Royal Albert Hall and Imperial College are part, extends beyond the Area boundary but, as a whole, has a major impact on the infrastructure and activity at the western end of the Area and arguably throughout the whole Area.
- ii.16 In the south and west, this wider 'area of interest' is considered to extend to Cromwell Road and include the entire 1851 Royal Commission Estate (including the Albert Memorial). It also includes the top of Lowndes Square, Harrods and the Knightsbridge and South Kensington Underground Stations. In the north it includes part of Hyde Park and Kensington Gardens due to the noise and disturbance created by events in the Park. Figure 3 shows the extent of this 'area of interest'.

Figure 3: The wider 'area of interest'



- ii.17 The shared boundary between WCC and the Royal Borough of Kensington and Chelsea (RBKC) which runs along Cheval Place, Brompton Road and Montpelier Street is of particular importance to the community of Knightsbridge. This is because the activity that occurs along both sides of the A4 from Scotch House Corner right down to Cromwell Road and beyond has a profound effect on residential amenity in Knightsbridge.
- ii.18 KNF may express views on matters within the 'area of interest' where it considers that these directly affect the Area. KNF would like to see its vision, values and objectives and views given weight in these places by the City of Westminster City Council, RBKC, the Mayor of London, the Royal Parks, Transport for London and others.
- ii.19 Whilst the KNP will only form part of the development plan for the KNA, RBKC has confirmed that the contents of the KNP and the Forum's representations may be capable of being a material consideration in its planning decisions including within the wider 'area of interest'. It is important to note that, whilst this is the case, such representations will not hold the same weight for decision making as KNP policies within the City of Westminster where they form part of the development plan for the Area.

A key area of focus within the wider 'area of interest' is the raised pavement area between 106 and 188 Brompton Road. The importance of effective enforcement of Policies KBR17 (Neighbourhood Stress Area), KBR18 (Night-time uses in or adjacent to residential areas) and KBR20 (Retail uses in the Primary Shopping Frontages) is significant for this area to provide a high quality of amenity for residents, workers, students and visitors alike.

The strategic context

- ii.20 It is important that the Plan is aligned with the Westminster City Plan and the London Plan so that local policies and approaches relating to Knightsbridge support the delivery of the strategic policies at the wider level.

The London Plan

- ii.21 The London Plan is the statutory spatial development strategy for the Greater London area, written by the Mayor of London and published by the Greater London Authority. Key aspects of the London Plan that relate to Westminster, and in turn, Knightsbridge are:

- Housing
- Waste
- Strategic views
- The Central Activities Zone
- The retail hierarchy
- The high carbon emissions from Westminster energy consumption
- Metropolitan Open Land (the Royal Parks)
- The Strategic Cultural Areas

Westminster City Plan

- ii.22 Westminster's City Plan (WCP) is the key policy document for determining planning applications in Westminster. It recognises the two very different aspects and roles of Knightsbridge: one of international importance to arts, culture and education, and the other of very residential character. The Neighbourhood Plan embeds this principle to ensure that the character and function of the long-standing residential communities are not lost by encroachment of other uses. Key aspects of the WCP that relate to Knightsbridge are:

- Central Activities Zone
- Meeting housing needs and affordable housing
- Local employment, offices and retail
- Tourism, arts and culture
- Heritage and views
- Health, safety and well-being

- Open space
- Renewable energy
- Pedestrian movement and sustainable transport

VISION, VALUES AND OBJECTIVES

‘Make Knightsbridge the best residential and cultural place in London in which to live, work, study and visit’

- iii.1 Knightsbridge is known the world over as representing the ‘best of everything’. But this needs to be the view of everyone, not just shoppers and tourist visitors. Specifically, this means its residents, students and workers.
- iii.2 However, Knightsbridge is experiencing many challenges and pressures which need to be managed and addressed over the Plan period. These include:
- increased visitor numbers placing intense pressures on the physical environment and on the amenity of residents through anti-social activity;
 - increased traffic and its associated pollution;
 - the changing needs of the cultural and educational institutions in order to continue to provide world-leading research, learning and cultural experiences;
 - multiple pressures on the stock of housing and residential mix.
- iii.3 The Plan seeks to recognise and address these pressures in order to make Knightsbridge the best residential and cultural place in London in which to live, work, study and visit.
- iii.4 This reflects and supports the delivery of the visions in both the Westminster City Plan – ‘remaining a world class global city, while improving its sustainable performance’ – and the London Plan – ‘excelling among global cities, expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change’.

Values

- iii.5 In order to achieve the Plan’s vision, KNF has identified a series of values that underpin the policies and actions in the Plan:
- Community.** Being a residential area, there is a strong sense of community amongst those that live in Knightsbridge. Also, the cultural, educational and business institutions all enjoy being part of a strong community and want to strengthen this going forward. All those with a stake in Knightsbridge recognise the collective value of coming together as a community of shared interests.
 - Conserving.** Knightsbridge has so much of its built heritage that makes it such a special and popular place. This needs to be protected whilst recognising that innovation and creativity are also key characteristics of the Strategic Cultural Area

and retail district. The needs of different users must be respected and an appropriate balance struck.

- iii. **Clean, safe and quiet.** Whilst recognising that Knightsbridge attracts tens of thousands of people every day because of its vibrancy and interest, it is still predominantly a residential area and so the quality of life of residents should be respected.
- iv. **Iconic.** Strongly related to the value of 'Conserving', there are certain buildings and places that are recognisable the world over and help to make Knightsbridge the place it is. Development should carefully consider any impacts it may have on these.
- v. **Inspirational.** In particular, Knightsbridge's world-renowned cultural and educational institutions should continue to be supported to provide a service that is innovative, world class and inspiring.
- vi. **International.** Knightsbridge is home to a diverse and international resident population. The area also has cultural and educational institutions that are operating on an international scale and an International Shopping Centre which attracts many tourists from around the world.

Objectives

iii.6 In order to focus the policies in the Plan, KNF, in conjunction with the wider community and other key stakeholders, has articulated a set of objectives. These objectives represent shared values and ultimately will underpin the realisation of the vision and, as with the vision, these objectives underpin those set out in both the WCP and the London Plan.

iii.7 The objectives sit under the following themes:

Character

Community

Culture and education

Public spaces and utilities

Healthy environment and healthy people

iii.8 The objectives are:

Character

1.0 Enhance the special character of Knightsbridge including its architecture, heritage, townscape and trees while recognising its status internationally as a prime residential neighbourhood and centre for retail, culture and education

2.0 Improve the public realm and enhance and restore heritage features

- 3.0 Protect and enhance Hyde Park and Kensington Gardens Metropolitan Open Land (MOL) including the Hyde Park Barracks land

Community

- 4.0 Promote the sense of community
- 5.0 Protect and enhance existing residential amenity and mix

Culture and education

- 6.0 Foster an environment that enables our world-class cultural and educational institutions to thrive as centres of learning and innovation within a flourishing community

Public spaces and utilities

- 7.0 Enable active travel and personal mobility
- 8.0 Encourage superb public transport
- 9.0 Encourage superb utilities and communications infrastructure

Healthy environment and healthy people

- 10.0 Be an exemplar in sustainable city living by complying fully with international laws, standards, guidelines and best practice

KNIGHTSBRIDGE'S CHARACTER

Objectives	Sub-objectives	Policies
1.0 Enhance the special character of Knightsbridge including its architecture, heritage and townscape while recognising its status internationally as a prime residential neighbourhood and centre for retail, culture and education	<p>1.1 Ensure that all buildings apply the highest quality design and materials</p> <p>1.2 Ensure business developments respond to local character</p> <p>1.3 Restore heritage features</p> <p>1.4 Protect important views and properties</p> <p>1.5 Resist tall buildings inconsistent with local scale</p>	<p>KBR1 (Character, design and materials)</p> <p>KBR2 (Commercial frontages, signage and lighting)</p> <p>KBR3 (Boundary railings and walls)</p> <p>KBR4 (Heritage features)</p> <p>KBR5 (Local views)</p> <p>KBR6 (Local buildings and structures of merit)</p> <p>KBR7 (Tall buildings)</p>
2.0 Improve the public realm and enhance and restoring heritage features	<p>2.1 Promote high quality streets, paths and publicly accessible open spaces that meet the needs of local people while supporting the high volumes of workers, students and visitors</p> <p>2.2 Substantially improve the street appearance</p> <p>2.3 Improve roofscapes</p> <p>2.4 Facilitate urban greening</p> <p>2.5 Protect and enhance local green spaces</p>	<p>KBR8 (Pedestrian movement along, across and adjacent to Brompton Road)</p> <p>KBR9 (Street furniture)</p> <p>KBR10 (Advertising)</p> <p>KBR11 (Roofscapes and balconies)</p> <p>KBR12 (Urban greening)</p> <p>KBR13 (Protection and maintenance of Local Green Spaces)</p>
3.0 Protect and enhance Hyde Park and Kensington Gardens Metropolitan Open Land (MOL) including the Hyde Park Barracks land		<p>KBR14 (Local character of the Neighbourhood Area's MOL)</p> <p>KBR15 (Metropolitan Open Land)</p> <p>KBR16 (Proposed development at the Hyde Park Barracks land)</p>

1 OBJECTIVE 1.0 ENHANCE THE SPECIAL CHARACTER OF KNIGHTSBRIDGE INCLUDING ITS ARCHITECTURE, HERITAGE AND TOWNSCAPE WHILE RECOGNISING ITS STATUS INTERNATIONALLY AS A PRIME RESIDENTIAL NEIGHBOURHOOD AND CENTRE FOR RETAIL, CULTURE AND EDUCATION

Sub-objective 1.1 Ensure that all buildings apply the highest quality design and materials

POLICY KBR1: CHARACTER, DESIGN AND MATERIALS

Proposals for new development or the redevelopment of existing buildings will be supported where they demonstrate how they contribute positively to the features of the respective Character Areas, as shown on the Proposals Map, or the surrounding area if outside a Character Area. In particular they should fundamentally reflect the following criteria:

- a. They must be in keeping with the character of the surrounding area. They should take their design cues from this, including scale, height, massing, built form and alignment whilst demonstrating original, innovative design and the finest modern architecture. For each of the respective Character Areas, this should observe the following cues:
 - i. Area 1 ('Kensington Squares') – terraced buildings in stock brick, stucco, half stucco or stone.
 - ii. Area 2 ('Albertopolis') – buildings in red brick or terracotta, on large plots and of a large scale.
 - iii. Area 3 ('Knightsbridge Green and Albert Gate') – red-brick, large scale buildings, with Knightsbridge Green having a singular townscape appearance and Albert Gate a mixed townscape appearance.
- b. The highest quality materials should be used that are in keeping with the identity of those used in the respective Character Area or the surrounding area if outside a Character Area. This is particularly the case for external features, notably:
 - i. rectangular or square sash windows;
 - ii. white paint on terraces and pastel paint or plain brick in mews developments.
 - iii. stucco surfaces (either painted or unpainted in keeping with the character of the street).
- c. External lighting and CCTV cameras for buildings with a public frontage being in keeping with the respective Character Area or the surrounding area if outside a Character Area.

- d. External electrical wires, aerials and satellite dishes should be hidden from view or, if this is not possible, have their visual impact minimised.
- e. Plant and equipment such as air conditioning units should be hidden from view or, if this is not possible, have their visual impact minimised.
- f. They must not reduce the level of existing private amenity space for neighbouring residential properties.

Conformity reference: London Plan Policies 7.4, 7.6; Westminster UDP Saved Policy DES1

- 1.1 One of the notable features that defines Knightsbridge's distinctive character is the high quality of its built environment. Most of the Area is covered by the three Conservation Areas – Knightsbridge, Knightsbridge Green and Albert Gate. These Conservation Areas are very well established, Knightsbridge having been designated in 1968 and Albert Gate and Knightsbridge Green in 1989.
- 1.2 This character is reflected across the range of uses, from the residential squares including terraces, mansion blocks and mews, to the hotels and then to the iconic cultural buildings and landmarks such as the Royal Albert Hall; equally iconic buildings immediately outside the area such as the Albert Memorial enhance this.
- 1.3 The Plan seeks to ensure that all buildings contribute to KNF's vision and values for the Knightsbridge area. Built development must help Knightsbridge to be the best place to live, work, study and visit. Importantly though, it must also help Knightsbridge to embrace its six values of community, conserving, clean, safe and quiet, iconic, international and inspiring.
- 1.4 To achieve this, it is important to ensure that all development applies the highest quality design and materials and to ensure that external features are in keeping with the character of the local area.
- 1.5 It is important that development relates well to the design of existing local buildings, both within the individual character areas of the respective conservation areas, but also in the parts of the Area that are not in any conservation area. Development pressure, coupled with the resilience of the property market in well-established locations such as Knightsbridge, could otherwise result in pressures to compromise on design quality in new proposals. Some modern designed buildings that have been built in or close to Knightsbridge have shown little regard for the character of the area in question. This has been in their design or scale or both. One particular example is the One Hyde Park building. This is not to say that original, innovative design is not encouraged, rather that the finest examples of modern architecture still sit well within their local surroundings.

Sub-objective 1.2 Ensure business developments respond to local character

POLICY KBR2: COMMERCIAL FRONTAGES, SIGNAGE AND LIGHTING

Development proposals for new shopfronts, signage and/or lighting to commercial premises are expected to be of a high quality design and demonstrate that they would enhance the character of the building, the shopping frontage and the conservation area within which it is located. In order to achieve this, the following design features will be supported:

- a. The use of the highest quality signage from sustainable materials, with the use of plastic signage being strongly resisted. The protection of original architectural detail, and where appropriate its reinstatement will be particularly strongly supported.
- b. The retention of existing or provision of new pilasters and corncicing.
- c. If lighting of a shopfront is proposed, this should involve ultra low energy lamps not fluorescent or strip lighting.
- d. The clear display of the property address number in keeping with other address numbers along the street.
- e. Security measures other than external shutters.
- f. There should be no signage or other decorative or promotional features placed on the pavement.

Conformity reference: London Plan Policy 7.4; Westminster UDP Saved Policies DES5, DES8

- 1.6 There is a significant range and number of commercial business premises operating in the Knightsbridge Area. These range from shops to offices to bars, cafes, restaurants and clubs. The largest concentration is along Brompton Road but there are significant clusters of business premises along the other main routes such as Knightsbridge. There is some further isolated provision elsewhere across the Area.
- 1.7 With such a large number and type of different businesses operating across the Area, inevitably there is a wide range of design quality of these premises. In particular the quality of design of their frontages and associated signage varies considerably. The vision to make Knightsbridge the best place to live, work, study and visit means that the visual quality of its commercial properties is just as important as its residential development. Signage that is not of the same quality of design and materials as the high quality frontages Knightsbridge gives a poor first impression to visitors. This in turn further attracts businesses that do not add value to Knightsbridge and do not serve local residents with the services that they need or value. It is vital therefore that business developments respond better to the local character.

Sub-objective 1.3 Restore heritage features**POLICY KBR3: BOUNDARY RAILINGS AND WALLS**

- A. Proposals for new development or major refurbishment of existing properties (i.e. any scale of development between Level 1 and Level 4 as shown in Appendix D) on sites adjacent to properties with heritage railings or walls will be supported where they provide heritage railings or walls that are in keeping with the adjacent provision, particularly in terms of style, scale and materials. In particular this should involve where relevant:**
- a. Painted wooden signs (as opposed to plastic signage)**
 - b. Retention of pilasters and cornicing**
 - c. Where mounted on the railings, lighting with individual lamps not strip lighting**
- B. Any such development will be expected to restore heritage features that are within the boundary of the application site. In particular this relates to heritage railings.**

Conformity reference: London Plan Policies 7.4, 7.5, 7.6, 7.8; Westminster UDP Saved Policy DES7

- 1.8 Many of the heritage features that are part of the public realm are on the boundaries of privately owned properties. In order to maintain and enhance the high quality street scene, it is important that development provides new, high quality boundaries where there is currently a gap in the boundary or the existing boundary is out of keeping with the surrounding area. The definition of 'major' refurbishment in Policy KBR3 is intended to exclude this requirement for minor extensions or small-scale cosmetic improvements to properties.

POLICY KBR4: HERITAGE FEATURES

- A. Development proposals that include the replacement of missing street lamps with heritage lamps that are in keeping with the character of the surrounding area will be supported.**
- B. Replacement of existing areas of paving with York stone or an equivalent quality alternative around the squares and natural quality finishes elsewhere (including granite setts) will be supported.**
- C. Replacement of existing road surfaces with cobbles in the residential 'mews' roads and tarmacadam in the other roads will be supported.**

Conformity reference: London Plan Policies 7.4, 7.5, 7.6, 7.8; Westminster UDP Saved Policy DES7

- 1.9 One particular issue is the need to replace or repair paving and roadways that are in a poor state of repair. Over time, York stone paving appears to have been replaced with cheaper alternatives. In addition, heritage railings and street lamps in the Conservation Areas should be replaced where they are missing or in a poor state of repair. These types of issue serve to detract from Knightsbridge as a place and from the quality environment of the respective conservation areas and character areas in particular.

Sub-objective 1.4 Protect important views and properties

POLICY KBR5: LOCAL VIEWS

New development will be expected to demonstrate that it will not have a detrimental impact on the view north along Montpelier Street.

Conformity reference: London Plan Policy 7.7; Westminster UDP Saved Policy DES15

- 1.10 Views across the Knightsbridge Area are already afforded a considerable level of protection through WCC policy. A series of important local views were identified by stakeholders and only one was identified that is not in the Conservation Area Audits (CAAs). This is the view north along Montpelier Street.

POLICY KBR6: LOCAL BUILDINGS AND STRUCTURES OF MERIT

A. In addition to those already identified in the Conservation Area Audit, the following buildings are considered to be important but unlisted local buildings or structures of merit and their redevelopment should meet the requirements of Westminster UDP Saved Policy DES9(C) (Conservation areas):

- a. Hyde Park Barracks**
- b. 4 Montpelier Street, formerly the Montpelier Mineral Water Works**
- c. 122 Brompton Road, formerly the Soldiers and Sailors Help Society**
- d. The 'Hole-in-the-Wall' in Rutland Mews East/Rutland Street**
- e. 1 Knightsbridge Green**
- f. All heritage telephone boxes and post boxes**

Conformity reference: London Plan Policy 7.8; Westminster City Plan Policies S11, S25; Westminster UDP Saved Policy DES9

- 1.11 A great many of the buildings in the Area are nationally listed and protected by conservation area status. In addition, several buildings that are not nationally listed have been identified as important 'unlisted buildings of merit' in the CAA.
- 1.12 There are some unlisted buildings and structures which the community consider to be of merit because they contribute towards the character and quality of the local area. These are addressed in Policy KBR6.

Sub-objective 1.5 Resist tall buildings inconsistent with local scale**POLICY KBR7: TALL BUILDINGS**

- A. Knightsbridge is not appropriate for tall buildings, generally defined as those that are significantly taller than their surroundings.**
- B. In recognition of the sensitivity of the historic and lower-scale residential environment of Knightsbridge, tall buildings, including redevelopment of or extensions to such buildings, will be refused planning permission within conservation areas.**
- C. Elsewhere in the Knightsbridge Neighbourhood Area, tall buildings including redevelopment of or extensions to such buildings, will only be permitted if they do not have a harmful impact on:**
- a. listed buildings and other heritage assets or local buildings of merit;**
 - b. significant or important views, both strategic and local, including townscape views and historic skyline features;**
 - c. the setting or openness of open spaces including local green spaces and Metropolitan Open Land, as required by London Plan Policy 7.17;**
 - d. adjacent buildings by overshadowing;**
 - e. the microclimate of the surrounding area; and**
 - f. the character and amenity of surrounding buildings.**
- D. If tall buildings are permitted they must:**
- a. take full account of the character of their surroundings;**
 - b. provide a high quality public realm at ground level that increases permeability for pedestrians;**
 - c. enhance the character and amenity of their surroundings, including the relationship with existing tall buildings excluding the Peninsular Tower; and**
 - d. take full account of the significance of heritage assets and their settings.**

E. If tall buildings are permitted outside the KNA, that could have an impact on the KNA, they should comply with the requirements of this policy.

Conformity reference: London Plan Policy 7.7; Westminster UDP Saved Policy DES3; Westminster City Plan Policy S26

- 1.13 The development of tall buildings is a London-wide issue but could have very different impacts depending on the location.
- 1.14 This is supported by the London Plan which notes at paragraph 7.25 that tall buildings can have a significant detrimental impact on local character. Nowhere in the Knightsbridge Area is identified by the Westminster City Plan as being suitable for tall buildings.
- 1.15 The main reason for this is that in Knightsbridge, the general height of buildings is comparatively low. Therefore the development of new tall buildings brings with it the significant prospect of there being a detrimental impact. In an area where one of the defining characteristics is the reasonably low density and traditional design of buildings, such tall buildings become very prominent in the streetscape because they are not in keeping with the character of the area. One such example frequently cited is the One Hyde Park building.
- 1.16 Whilst Knightsbridge has a number of buildings that are larger than its surrounding area (including the Peninsular Tower which is referred to in the policy and dealt with in more detail under Objective 3), the predominant height of the skyline has been well established, particularly where this relates to the relationship of the area to Hyde Park. This is also punctuated by the large amounts of open space – the garden squares - which separate many of the residential areas. These squares have been able to flourish because development has not been allowed to become overbearing.

2 OBJECTIVE 2.0 IMPROVE THE PUBLIC REALM AND ENHANCE AND RESTORE HERITAGE FEATURES

Sub-objective 2.1 Promote high quality streets, paths and publicly accessible open spaces that meet the needs of local people while supporting the high volumes of workers, students and visitors

POLICY KBR8: PEDESTRIAN MOVEMENT ALONG, ACROSS AND ADJACENT TO BROMPTON ROAD

- A. Development proposals that would result in improved pedestrian movement along, across and adjacent to Brompton Road will be supported, particularly if this addresses pressures at existing pedestrian crossings or specific hotspots of pedestrian congestion at bus stops or the junctions with the following Local Roads:

 - a. Lancelot Place
 - b. Montpelier Street**
- B. Proposals to improve pedestrian movement along Local Roads or areas that join Brompton Road will also be supported.**
- C. In order to improve pedestrian safety, proposals to provide pedestrian priority when crossing any of the Local Roads that form a junction with Brompton Road or between Local Roads will be strongly supported.**
- D. Any proposals that could reduce the space available to pedestrians along the footway within the Neighbourhood Stress Area through the siting of tables and chairs or otherwise must fully and comprehensively address all of the requirements of Westminster UDP Saved Policy TACE11 and minimise hazard for customers and pedestrians.**
- E. If development proposals create additional footway space along Brompton Road then no proposals to site additional tables and chairs along this stretch of footway will be permissible.**

Conformity reference: London Plan Policy 6.10; Westminster UDP Saved Policy TRANS3, TACE11

- 2.1 One of the fundamental parts of the public realm are the streets.
- 2.2 Of particular concern are the main thoroughfares of Brompton Road and Knightsbridge. With Brompton Road serving Knightsbridge’s role as an International Shopping Centre,

there has been a significant observed increase in pedestrian activity in the area. This, coupled with the growing trend of tables and chairs on the pavements (serving the increasing number of coffee shops, cafes and restaurants), has served to create pinchpoints where pedestrian movement is impeded and hazard created.

- 2.3 Knightsbridge is well above the London and Westminster averages (for equivalent sized areas) for slight and serious injury collisions involving motorised vehicles. Most of these are in the east of the Area where Brompton Road and Knightsbridge come together at Scotch House Corner, which is where pedestrian movement is particularly high. Moreover, these injuries are also noticeably regular near pedestrian crossings and at road junctions where there is no dedicated crossing facility; Lancelot Place (opposite Harrods) is one such example. The main casualties are pedestrians, cyclists and motorists including motorcyclists.
- 2.4 Often the build-up of traffic also makes crossing the road hazardous and, for disabled users, very difficult.

Sub-objective 2.2 Substantially improve the street appearance

POLICY KBR9: STREET FURNITURE

- A. Development proposals that provide improvements to the public realm will be strongly supported. In particular, such proposals will be considered favourably if they result in the following:**
- a. Replacement of missing street lamps.**
 - b. Replacement of existing areas of paving and roadways that are in a poor state of repair, preferably with York stone, natural quality paved surfaces and granite kerbs.**
 - c. Removal of non-heritage telephone boxes.**
 - d. Removal of utility cabinets.**

Conformity reference: London Plan Policies 7.4 and 7.5; Westminster UDP Saved Policy DES7

- 2.5 Feedback from the community has highlighted a growing concern about the declining quality of the public realm and the need to improve the street appearance.
- 2.6 Over time, the increasing numbers of users has led to the need for more investment in ongoing maintenance to various aspects of the street scene. This includes street furniture, paving, railings and lighting. This has been added to by the increasing clutter of street furniture – signage, lighting, electrical cabinets, etc.

POLICY KBR10: ADVERTISING

A. Proposals to display advertising should ensure that they do not have a detrimental impact on the amenity of the area. This particularly applies to Conservation Areas and areas where the advertising would obscure buildings of heritage value or visually detract from them.

B. Policies by Westminster City Council to restrict deemed consent for advertising in telephone boxes will be strongly supported.

Conformity reference: NPPF, paragraph 67

- 2.7 Some iconic buildings within the KNA have been obscured, at least on a temporary basis, by very large advertising signs. Some of these signs are as large as 8,000ft² and spoil the enjoyment of the very features that have afforded them heritage status in the first place. Whilst the placement of advertising within the Conservation Areas and outside heritage buildings is considered acceptable in principle, the use of large-scale banner advertising which obscures those buildings and has a detrimental impact on the Conservation Area, is not considered acceptable and is resisted. The same principle applies to advertising in telephone boxes which, whilst afforded 'deemed consent' under planning law, can have this consent removed by the local planning authority if considered appropriate. Any such action by Westminster City Council will be strongly supported.
- 2.8 The design and consideration of advertising should follow the guidance in the Westminster Advertising Design Guidelines Supplementary Planning Guidance document.

Sub-objective 2.3 Improve roofscapes

POLICY KBR11: ROOFSCAPES AND BALCONIES

- A. Development that proposes additional roof storeys which take it above the prevailing roofline should demonstrate that this would not be out of keeping with the character of the surrounding area.**
- B. New development, including plant, machinery or associated equipment, ducts, tanks or satellite or radio aerials on the roof of buildings will be expected to meet all of the following criteria:**
 - a. It includes appropriate visual and acoustic screening.**
 - b. A management strategy is agreed for maintaining the plant, machinery and telecommunications equipment and for the removal of redundant equipment.**
- C. No plant, machinery, canopies, fences, loggias, trellises or satellite or radio antennae shall be permitted on a balcony if it is visually obtrusive, either from ground or upper levels.**
- D. New development that includes balconies is supported, provided it meets all of the following criteria:**
 - a. it does not have a detrimental impact on the roofscape of the immediate surrounding area; and**
 - b. it does not have an impact on the amenity of residents by virtue of overlooking and noise.**

Adjacent to green space or Metropolitan Area Land, balconies are discouraged.

Conformity reference: Westminster UDP Saved Policy DES6

- 2.9 The character of Knightsbridge is arguably as important at roof level as it is at ground level. The skyline of Knightsbridge contains some iconic buildings and many other buildings with rooflines of architectural significance. It is therefore important that development of additional roof storeys is not out of keeping with the prevailing roofline. Any such proposals will be resisted.

Sub-objective 2.4 Facilitate urban greening

POLICY KBR12: URBAN GREENING

- A. In order to enhance the environment and biodiversity, it is expected that every opportunity is used to incorporate planting as part of new development.**
- B. Proposals for new development will be expected, where physically feasible, to include a high quality of landscaping, tree and shrub planting. This should preserve and enhance the landscape character of the site and the local area, the ecological value of the site and any wildlife corridors.**
- C. In order to increase the environmental sustainability of built development, proposals for the development of new buildings or replacement of existing buildings are required to include the provision of green roofs and green walls (where a blank wall is proposed as part of the development) where physically feasible. In order to ensure that these green assets can thrive over the long term, the application must:

 - a. provide the maximum practicable coverage; and**
 - b. include a clear planting plan demonstrating resilience to disease, pests and climate change that is consistent with the principles of Policy KBR45 (Trees); and**
 - c. include a clear management plan (where this does not create viability issues for the overall development) that is consistent with the principles of Policy KBR45 (Trees) and incorporates a contingency strategy for failure to ensure the fabric of the building is not damaged; and**
 - d. ensure that the building design enables the retention of the quality of the underlying green wall and/or green roof in the event that the planting fails or is not properly maintained.****

Conformity reference: London Plan Policies 5.10, 5.11; Westminster UDP Saved Policy ENV4

- 2.10 The green spaces and biodiversity assets in Knightsbridge are very important in making it such a high quality place to be. This was a view reinforced by the local community in preparing the Plan. For Knightsbridge to be the best, it wishes to take forward an 'urban forest' approach.
- 2.11 In order to take forward the principles of the urban forest and maximise biodiversity, it is necessary to make the most of every single opportunity and to be as creative as possible.
- 2.12 Opportunities created by flat surfaces (including walls) and roofs are sufficiently important in helping mitigate against the impacts of climate change and reducing the urban heat island effect, that such provision should be expected by developments.

Sub-objective 2.5 Protect and enhance local green spaces

POLICY KBR13: PROTECTION AND MAINTENANCE OF LOCAL GREEN SPACES

- A. The areas shown on the Proposals Map are designated as a Local Green Spaces**
- B. Proposals for built development on or underneath these Local Green Spaces will not be permitted unless the proposal is of a limited nature and it can be clearly demonstrated that it is required to enhance the role and function of that Local Green Space.**

Conformity reference: London Plan Policy 7.18

- 2.13 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:
- *"where the green space is in reasonably close proximity to the community it serves;*
 - *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
 - *where the green area concerned is local in character and is not an extensive tract of land."*
- 2.14 The seven garden squares, Queen's Lawn, Knightsbridge Green and the area in front of 26-31 Prince's Gate in the Area are designated as Local Green Spaces.

3 OBJECTIVE 3.0 PROTECT AND ENHANCE HYDE PARK AND KENSINGTON GARDENS METROPOLITAN OPEN LAND (MOL) INCLUDING THE HYDE PARK BARRACKS LAND

- 3.1 The Hyde Park MOL lies to the east of West Carriage Drive and the Kensington Gardens MOL to the west of West Carriage Drive.

Heritage of the Neighbourhood Area's MOL

- 3.2 The Neighbourhood Area's MOL has a significant heritage, with an understanding of its use stretching back as early as the eleventh century.

A significant feature of the Neighbourhood Area's MOL since 1793 has been the Hyde Park Barracks, which was created from parkland.

Local character of the Neighbourhood Area's MOL

POLICY KBR14: LOCAL CHARACTER OF THE NEIGHBOURHOOD AREA'S MOL

- A. Development in the Neighbourhood Area's MOL must not harm the character of the Neighbourhood Area and its surroundings.**
- B. Development must not adversely affect the tranquillity of the Neighbourhood Area's MOL and its surroundings.**
- C. Development in the Neighbourhood Area's MOL should deliver all the following objectives. In demonstrating how their proposals deliver these objectives, applicants must provide accurate visual representations of the proposals against agreed views. Applicants must also provide commentary outlining what steps have been taken to achieve all these objectives:**
 - a. Maintain, strengthen, and expand the parkland character and recreational function of the whole area and plan for the next generation of trees.**
 - b. Maintain and strengthen the historic functions of the Neighbourhood Area's MOL as an integral part of the Royal Parks; this may be achieved through promoting land uses complementary to the Royal Parks and reducing the dominance of the South Carriage Drive as a vehicular route.**
 - c. Where applicable, soften the currently hard edge created by the Hyde Park Barracks so that the site fulfils its role as MOL land and part of Hyde Park.**

- d. Increase permeability and connectivity for pedestrians and cyclists north-south across the Neighbourhood Plan Area, connecting to Hyde Park to the north and the streets of Knightsbridge to the south.
- e. Maintain the treed skyline in views from Hyde Park and Kensington Gardens, with particular regard to protected views and views from around the Serpentine and Long Water.
- f. Take measures to reduce the prominence of discordant visual features such as the Peninsular Tower.
- g. Maintain the consistency in scale and materials of the urban edge that forms a setting to the study area and the Royal Parks, and ensure that any new development fits with, or enhances, this characteristic.
- h. Maintain and enhance the historic parkland features of the study area that form a setting to the adjacent Conservation Areas and Royal Parks.

Conformity reference: London Plan Policies 6.10, 7.4, 7.5; Westminster City Plan Policies S11, S35; Westminster UDP Saved Policy DES1

- 3.3 The Neighbourhood Area's MOL is subject to a variety of special designations, reflecting its special qualities.
- 3.4 It is incumbent on the applicant to clearly show that its proposed use will cause no net adverse effects on the tranquillity of the area. This must include assessments of noise and vehicular trip generation. Electric vehicle infrastructure must be provided, in accordance with Policy KBR38.
- 3.5 Any methodology in respect of assessing noise and trip generation must be quantitative wherever possible and must be agreed with Westminster City Council as the local planning authority. For so long as the KNF remains the designated neighbourhood forum for the Knightsbridge Neighbourhood Area, the local planning authority is expected to agree this methodology with the KNF, prior to the submission of a planning application. If the KNF does not support this methodology then an assessment should not be accepted by the local planning authority or used in the determination of a planning application and planning permission refused.
- 3.6 Development proposals must also be determined in part through an assessment of the visual impact of development on key local views. Applicants must include as part of this analysis accurate visual representations depicting their proposals on all of the views provided in the LUC report. Applicants must also similarly assess other key townscape and landscape views as may be appropriate in that instance. Any further views which an applicant provides must be agreed with the local planning authority. For so long as the KNF remains the designated neighbourhood forum for the Knightsbridge Neighbourhood Area, the local planning authority is expected to agree any further views with the KNF, prior to the submission of a planning application. If the KNF does not support the use of

these views then an assessment should not be accepted by the local planning authority or used in the determination of a planning application.

- 3.7 The green infrastructure provided by the parkland of Hyde Park contributes towards the local character of the Neighbourhood Area's MOL. This is described in detail in Section 4 of the LUC report. Any proposals within the Neighbourhood Area's MOL must be assessed against Policy KBR44 (Natural environment).

Metropolitan Open Land

POLICY KBR15: METROPOLITAN OPEN LAND

- A. The strongest protection will be given to the Neighbourhood Area's MOL. Development is subject to this policy if it comprises:**
- a. above-ground works that would materially affect the external appearance of building(s) and/or land;**
 - b. additional subterranean development, as it may affect openness; or**
 - c. a material change of use.**
- B. A material change of use will be considered 'not inappropriate' if it maintains openness and does not conflict with the purposes of including land in the MOL.**
- C. Physical work will be considered 'not inappropriate' under this policy where they satisfy the following criteria:**
- a. They comprise the re-use of buildings of permanent and substantial construction. This is subject to such development preserving the openness of the MOL and not conflicting with the purpose of the MOL designation.**
 - b. They comprise the replacement of building(s), provided the new building(s) is/are in the same use and not larger than the one it replaces. 'Larger' is defined under this policy as involving any increase in mass (height, width or length) that would be larger than the existing when seen from surrounding public and private views.**
 - c. They comprise the extension or alteration of a building, provided that they do not result in additions over and above the size of the original building. 'Additions' is similarly defined under this part of the policy as involving any increase in mass (height, width or length) that would be larger than the existing when seen from surrounding public and private views.**
 - d. They comprise limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), so long as it would not impact on the openness of the MOL and does not conflict with the purpose of the Neighbourhood Area's MOL designation.**

D. Ancillary facilities for 'not inappropriate' uses will only be acceptable where these are i) essential and ii) maintain the openness of the MOL.

Conformity reference: London Plan Policy 7.17; Westminster City Plan Policy S11; Westminster UDP Saved Policy ENV14

- 3.8 The acceptability of any development proposals must also be considered in terms of effects on Metropolitan Open Land (MOL).
- 3.9 In its entirety, the MOL contains features or landscapes (historic, recreational, biodiversity) of metropolitan value. Hyde Park Barracks is considered a feature of historic metropolitan value. The construction of the current Barracks complex in 1967-70 pre-dates the designation of the land as MOL.

Hyde Park Barracks land

Heritage and Use of National Importance

- 3.10 Since the introduction of this use in the eighteenth century, the Hyde Park Barracks land has exclusively been used as military barracks.

Site allocation

- 3.11 The Proposals Map of the City Plan identifies part but not all of the Hyde Park Barracks as a Proposal Site (Site 34 – 'Strategic Housing Site 'with the capacity for over 100 units'), with Appendix 1 of the City Plan noting a 'change of use from barracks to residential, including full on-site provision of affordable housing and the full range of housing sizes.'
- 3.12 The land occupied by the Barracks has special status under law and the KNF understands that it cannot be sold without primary legislation. The implication of this is that realistically the Hyde Park Barracks land is not presently available for the development identified in the Westminster City Plan.
- 3.13 An alternative option would be to retain a barracks use on the same land and provide new housing alongside it. However, there is no guarantee that it would be feasible for a development to deliver over 100 homes (the minimum requirement of a strategic site by the City Plan) in that configuration, given the limited extent of Site 34 (which does not include the Peninsular Tower). This would need to be clearly addressed by any planning application.

POLICY KBR16: PROPOSED DEVELOPMENT AT THE HYDE PARK BARRACKS LAND

- A. Development at Hyde Park Barracks must not adversely affect the tranquillity of the Neighbourhood Area's MOL and its surroundings.**
- B. Development proposals at Hyde Park Barracks involving a material change of use must be assessed against the following hierarchy (from 1 to 3):**
 - 1. The removal of existing Barracks building(s) and the reversion of the relevant land to parkland is strongly supported.**
 - 2. Except where the site is reverted to parkland, the retention of the barracks use is sought.**
 - 3. Any proposed alternative use must be assessed against all relevant development plan policies.**
- C. Development involving non-residential uses, including as part of a mixed use development, is less likely to satisfy the full range of development plan policies and more likely to adversely affect the tranquillity of this part of the Neighbourhood Area's MOL and its surroundings.**
- D. Development proposals (including any demolition) that would materially affect the external appearance of building(s) and/or land or that would involve subterranean development must be justified against each of the following criteria:**
 - a. The demolition of the Peninsular Tower is sought as part of any development proposals.**
 - b. Development must provide a series of permanent public access routes through the Hyde Park Barracks land, creating permeability within the site in a north-south direction.**
 - c. The effect of the proposed development on local views, including the setting of heritage assets, will be afforded considerable weight and adverse effects on any identified view strongly resisted.**
- E. Development proposals must only be assessed against a benchmark of a scheme that does not include either the Peninsular Tower or the existing boundary walls. The Peninsular Tower will not be accepted as a benchmark. The removal of the Peninsular Tower may not be used to justify any additional massing or intensification of activity elsewhere across the site.**
- F. Development which (by reference to the views contained in the LUC report¹) would:**
 - d. occupy the same or a smaller mass (height, width, length) than the existing is more likely to be acceptable;**

¹ Land Use Consultants (2016) *Report on the Metropolitan Open Land (MOL) within the Knightsbridge Neighbourhood Area: Local Character and Views*

- e. occupy a greater mass than the existing in terms of height, width or length is unlikely to be acceptable and will require detailed justification to:
 - i. demonstrate no adverse effect to any of the views set out in the LUC report;
 - ii. demonstrate that the openness of the MOL is preserved; and
 - iii. demonstrate that it will not be visible above the tree line from identified views in Hyde Park.

G. Development that would be visible above the tree line from identified views from Hyde Park will be considered unacceptable in principle.

H. Development must incorporate exemplary standards of sustainable and inclusive urban design and architecture. Significant weight will be afforded to whether the design of new development sustains and enhances the significance of heritage assets. Development which does not achieve these objectives will be refused planning permission.

I. The impacts of construction must be minimised. Construction activity of any kind is unacceptable on Saturdays, Sundays or Bank Holidays and must otherwise meet the requirements of the City of Westminster Code of Construction Practice and the Knightsbridge Code of Construction Practice.

Conformity reference: London Plan Policies 7.4, 7.17; Westminster City Plan Policies S11, S27; Westminster UDP Saved Policy ENV14

Effects on tranquillity

- 3.14 The military and ceremonial use of the Barracks has a limited impact on the Neighbourhood Area and specifically on the tranquillity and amenity of the Neighbourhood Area's MOL. Roughly half of the Barracks floor area accommodates horses and the remainder soldiers. The soldiers essentially occupy the Barracks as one household. Moreover the Barracks are also the soldiers' workplace and movements to and from the site are consequentially minimal in comparison to other uses. The limited scale of activity at the site and the limited numbers of movements in and out (e.g. vehicular movements) reflect the low-intensity nature of the current use.
- 3.15 Any change of use or physical works at Hyde Park Barracks must not adversely affect the tranquillity of this part of the Neighbourhood Area's MOL and its surroundings.
- 3.16 Policy KBR14 (Local character of the Neighbourhood Area's MOL) and its supporting text outline how impacts in terms of tranquillity are to be assessed.

Use

- 3.17 The implication of legislation dating from 1879 is that the Hyde Park Barracks land is not realistically presently available for development for 'strategic housing'.

- 3.18 The fundamental association of the barracks use and the Hyde Park Barracks land is set out above. Except where the site reverts to parkland, the retention of the barracks use is sought.
- 3.19 The site's reversion to parkland would satisfy and address heritage and MOL policy considerations. The Hyde Park Barracks land was historically part of Hyde Park and its intrinsic relationship is recognised by its inclusion within the Royal Parks Conservation Area. Its status as Metropolitan Open Land reflects its status as a feature and landscape of historic metropolitan value. Subject to compliance with other policies in the development plan the land's reversion to parkland, functionally connected to Royal Park, would therefore enhance the significance of the relevant heritage assets and in terms of MOL policy would comprise very special circumstances. The reversion of the site to parkland is accordingly supported in principle.
- 3.20 It is likely that development for any of the following uses would lead to a more intense use of the site and harm its tranquillity. The supporting text to Policy KBR14 (Local character of the Neighbourhood Area's MOL) above has outlined how this is to be assessed. All would be resisted, including as part of a mixed use development. This list is not exhaustive:
- Retail or any other 'Class A' uses of any kind
 - Offices or any other 'Class B' uses of any kind
 - Hotels, hospitals or any other 'Class C1' or 'Class C2' uses of any kind
 - Sports facilities or 'Class D' uses of any kind
 - Nightclubs and most other 'sui generis' uses
- 3.21 In line with the above, the tranquillity of the Hyde Park Barracks land could likewise be harmfully affected by the different intensity of activity of a residential use. In contrast to the barracks use, which essentially operates as one household, a residential use would see each household operating independently of one another (e.g. making independent trips to and from the site, receiving deliveries independently). Employed residents for example are likely to work off-site and residents will otherwise frequently come to and from the site (e.g. to visit shops, go to school). This could all amount to more activity than the centrally managed barracks use which could accordingly have harmful effects on the tranquillity of the local area.
- 3.22 The scale of any proposed residential use will accordingly have a significant effect on the tranquillity of the area. It is possible that even densities far lower (in terms of both new homes and new habitable rooms) than indicated by Table 3.2 of the London Plan will cause net adverse effects to tranquillity. The London Plan is explicit that Table 3.2 is not to be applied mechanistically but by reference to site-specific constraints and opportunities.

- 3.23 The sizes of homes and the mix of different types of homes will similarly have different effects on tranquillity and these effects must be specifically considered as part of a planning application, alongside any justification made in terms of housing need.
- 3.24 There is need in Knightsbridge and Westminster for housing for the elderly. As indicated by the above, the ages of residents are likely to have an effect on the intensity of activity at the site. Housing dedicated for use by older people is likely to have lesser impacts in terms of tranquillity.

Physical works

- 3.25 Delivering public access through the Hyde Park Barracks land is a key objective for the Neighbourhood Plan, should the land be redeveloped. This site is currently impermeable, providing no form of access for the general public to and from Hyde Park. This is an issue because the Park is an important destination for many different types of user. The objective should be to support permeability in a north-south direction with routes aligned with, at least, Rutland Gate, Trevor Place and Trevor Street. As well as supporting permeability and access for pedestrians and cyclists, this will also enhance views. Permeability will also be improved through a new access at the far eastern extent of the Neighbourhood Area's MOL. Any comprehensive development at the site must achieve these permeability objectives otherwise it will be refused planning permission.
- 3.26 The effect of a proposed development on local views is to be afforded considerable weight. Such effects are to be assessed as per Policy KBR5 (Local views). Any proposals deemed to adversely affect any specified views should be refused planning permission. Built form which is smaller than the existing silhouette is more likely to be supported.
- 3.27 Development should accordingly respect the existing built footprint and provide space for greenery around the full perimeter of the Hyde Park Barracks land. Sufficient green space should be provided between new buildings and Hyde Park for significant tree planting to survive and thrive. Significant tree planting should be provided at this part of the site in particular. Green space should also be provided to the other frontages.
- 3.28 Development which exceeds the existing built footprint, such as took place at One Hyde Park at 100 Knightsbridge, will not be acceptable. For clarity, built footprint in this instance does not include the boundary walls.
- 3.29 Any development must incorporate exemplary standards of sustainable and inclusive urban design and architecture. Significant weight must be afforded to consideration of whether the design of new development sustains and enhances the significance of heritage assets. Development must support the policies for healthy environment and health people set out from Policy KBR41 to KBR48.
- 3.30 Any development at the Hyde Park Barracks land must preserve or enhance the character and appearance of the Royal Parks Conservation Area. It must also not harm the setting of the Registered Park and Gardens or listed buildings. Development must reflect the

prevailing character of the area which is characterised by lower density development to the west. After applying this approach, deferential and respectful development closer in style (but not size) to the Bulgari Hotel on Knightsbridge is more likely to be supported than less deferential and less respectful approaches such as that employed at One Hyde Park.

- 3.31 To satisfy Policy KBR16 development is expected to ensure the following:
- Triple yellow lines should be provided (alongside other measures) to preclude on-street vehicular activity associated with any development.
 - All access must be via Knightsbridge and South Carriage Drive only.
 - All access, egress, drop-offs and collections (including by taxi or minicab), servicing and deliveries (including refuse deliveries) must only take place internally inside of buildings located within the site boundaries. It must not take place on the street.
 - Any car parking must be on-site and must only take place within buildings within the site. Any on-site car parking must be restricted to use by electric cars only. Parking proposed for residential use must be limited to one car per home or less. No parking should be proposed for any other proposed uses.
 - No external balconies or terraces should be provided. Planning conditions must be applied precluding the use of spaces for such purposes.
 - All windows must be at least double glazed and must be fitted with window meshes that both restrict opening of the windows and comply with the fire regulations in force at the time of fitting. Westminster City Council previously imposed these specific restrictions under planning permission 04/05371/FULL, granted at the Linstead Halls of Residence.
- 3.32 Roof-level development such as services, plant, machinery or flues must be depicted in any planning application and must be included in accurate visual representations of the proposals against which an application will be assessed.

KNIGHTSBRIDGE'S COMMUNITY

Objectives	Sub-objectives	Policies
4.0 Promote the sense of community	<p>4.1 Enhance the vitality of local businesses which serve the local community while keeping the impacts of the day, evening and night-time economy away from residential areas</p> <p>4.2 Ensure new food, drink and entertainment uses are only permitted in areas where they already exist and when residential amenity can be demonstrably protected</p> <p>4.3 Protect and enhance local amenity and retail services and commercial activities</p> <p>4.4 Hold property owners accountable for actions emanating from their properties</p> <p>4.5 Ensure construction impacts are managed and reduced</p>	<p>KBR17 (Neighbourhood Stress Area)</p> <p>KBR18 (Night-time and early morning uses in or adjacent to residential areas)</p> <p>KBR19 (Security and resilience measures)</p> <p>KBR20 (Retail uses in the Primary Shopping Frontages)</p> <p>KBR21 (Local retailing and services)</p> <p>KBR22 (Small shops and professional services)</p> <p>KBR23 (Protection of public houses)</p> <p>KBR24 (Shared community uses)</p> <p>KBR25 (Office uses)</p> <p>KBR26 (Household and commercial waste consolidation)</p> <p>KBR27 (Knightsbridge code of construction practice)</p>
5.0 Protect and enhance existing residential amenity and mix	<p>5.1 Encourage a high proportion of occupied primary residences</p> <p>5.2 Encourage new residential developments to provide a range of housing in value and size</p> <p>5.3 Encourage the restoration of period and other residential buildings to their original size and configuration where this will increase the number of units and discourage the loss of residential units</p>	<p>KBR28 (Short term lets)</p> <p>KBR29 (Residential mix, including housing to support local workers and students)</p> <p>KBR30 (Reconfiguration of existing residential buildings)</p>

4 OBJECTIVE 4.0 PROMOTE THE SENSE OF COMMUNITY

- 4.1 The sense of community in a place comes from a large number of different factors. Moreover, the significance of these factors and how they inter-relate with one another varies from place to place. Knightsbridge brings together residential, commercial and institutional interests and it is where these come into contact with one another that issues can arise. This is being brought into sharp focus by the continuing evolution of London as a '24-hour city', including the changes in 2016 to travel with the night-time running of the London Underground service.
- 4.2 The Mayor of London recognises this delicate inter-relationship and the fact that a significant part of the Central Activities Zone (CAZ) is within the Knightsbridge Area (and the whole KNA is within it).

Sub-objective 4.1 Enhance the vitality of local businesses which serve the local community while keeping the impacts of the day, evening and night-time economy away from residential areas

POLICY KBR17: NEIGHBOURHOOD STRESS AREA

- A. Within the Neighbourhood Stress Area shown on the Proposals Map:**
- a. New entertainment uses will only be permitted where they are small-scale, low-impact and will not result in an increased concentration of evening or late-night uses within the area or an increase in harm to residential amenity.**
 - b. New entertainment uses will also need to demonstrate that they are appropriate in terms of their relationship to the existing concentration of entertainment uses in the Neighbourhood Stress Area and that they do not adversely impact on local environmental quality and the character and function of the area.**
 - c. Any new or increased outdoor use related to an existing or a proposed entertainment use will only be allowed where it will not result in an increase in harm to residential amenity.**
- B. In order to minimise the potential for anti-social behaviour, development proposals that are likely to result in the clustering of users outside the premises must demonstrate how they will ensure that such users are managed and dispersed efficiently and effectively. This must take into account the individual needs of the premises in question and the cumulative**

impacts of the dispersal plans of all premises in the immediate surrounding area (including premises outside the KNA boundary).

Conformity reference: London Plan Policies 2.10, 2.11, 2.12, 4.7; Westminster City Plan Policy S24; Westminster UDP Saved Policies TACE8, TACE9, TACE10

- 4.3 Several parts of the residential neighbourhood of Knightsbridge are located very close to a significant cluster of commercial businesses that form a major part of the Area's entertainment offer in the form of bars, cafes, restaurants and clubs. These residential areas are particularly located at the eastern end of the Area and include Raphael Street and Lancelot Place. It also impacts on residents of the apartments along Knightsbridge and the southern end of roads forming a junction with Brompton Road such as Montpelier Street. Cheval Place is also a problem area.
- 4.4 These residents have reported that they regularly experience late-night noise due the late opening times of premises with late licences as well as general anti-social behaviour. This also creates a fear of crime, particularly for older residents.
- 4.5 It is recognised that, for a 'destination neighbourhood' such as Knightsbridge, which attracts so many visitors, these businesses are part of the attraction of the offer. Also, many of these businesses such as restaurants and bars are an important part of the rich residential life of Knightsbridge. For their part, these businesses require these opportunities in order to maintain their vitality. However, it is important that an appropriate balance is struck. Knightsbridge is very much a 'commercial and residential' area, not a 'late night entertainment' destination. By designating a 'Neighbourhood Stress Area', the Plan seeks to enhance the vitality of local businesses which serve the local community while keeping the impacts of the day, evening and night-time economy away from residential areas.

POLICY KBR18: NIGHT-TIME AND EARLY MORNING USES IN OR ADJACENT TO RESIDENTIAL AREAS

- A. Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that individually and cumulatively there are no additional adverse effects on:**
- a. the amenity of residents and other noise sensitive uses;**
 - b. environmental amenity taking into account the potential for noise, disturbance or odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.**

The cumulative impacts will also apply to properties located outside the KNA boundary.

- B. Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.**
- C. Due to the impact on residential amenity, proposals for new (including a change of use to) cafes and restaurants (Class A3), pubs, bars and other drinking establishments (Class A4) and hot-food takeaways (Class A5) in Local Roads are not permitted.**
- D. On Local Roads renewal or change of use applications for non-residential activity will only be granted if there is a condition attached to the permission prohibiting their operation between 11pm and 7am on Monday to Saturday inclusive and before 7.30am and after 10.30pm on Sunday.**

Conformity reference: London Plan Policies 2.10, 2.11, 2.12, 4.7; Westminster City Plan Policy S24

- 4.6 The impacts of entertainment uses across the Neighbourhood Plan Area are particularly acutely felt by local residents at night and in the early morning. It is considered that further increase in evening or night-time uses would disturb the appropriate balance of development in the area. This is particularly the case for premises located away from the main commercial thoroughfares which are in predominantly residential areas. The main commercial thoroughfares are Brompton Road and Knightsbridge between Scotch House Corner and the Bulgari Hotel.
- 4.7 It is also important to recognise that early morning activity – with some cafes open as early as 0530 - can have an equally detrimental impact on residential amenity as late night activity.

POLICY KBR19: SECURITY AND RESILIENCE MEASURES

- A. Development proposals for commercial activities and Level 3 or larger developments are expected to demonstrate how appropriate and adequate security measures have been considered and incorporated into the design of buildings. This includes the use of state of the art and regularly maintained CCTV surveillance on all external walls, alarm systems and entry point locking.**
- B. Developers for commercial activities and Level 3 developments are expected to seek and implement recommendations from the Metropolitan Police at the design stage to enhance the collective security of the Knightsbridge Neighbourhood Area against terrorist threats and minimise the potential for crime and anti-social behaviour including through close liaison with other local businesses.**

- C. Development must take account of the need for resilience so that residential and business communities are better prepared for, and able to recover from, emergencies (including the promotion of business continuity measures).**
- D. Development proposals implementing security or resilience measures should not have a detrimental impact on the public realm, either through their design or function.**

Conformity reference: London Plan Policy 7.3; Westminster City Plan Policy S29

4.8 New development being designed in ways that helps to minimise criminal activity is strongly encouraged but in the Knightsbridge Area, much new commercial development in particular uses existing buildings. As such there is little opportunity to change design in a way that helps to make the area a safer place. Instead, the focus should be on new development, often in the form of a change of use or activity within an existing building, to ensure that security and surveillance is properly planned into the development proposals to minimise the risk of anti-social, criminal or terrorist activity and increase resilience.

Sub-objective 4.2 Ensure new food, drink and entertainment uses are only permitted in areas where they already exist and when residential amenity can be demonstrably protected

POLICY KBR20: RETAIL USES IN THE PRIMARY SHOPPING FRONTAGES

Within the International Shopping Centre’s (ISC) primary shopping frontages along Brompton Road and Knightsbridge the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the ISC will be assessed against the following considerations:

- a. maintaining a clear predominance of Class A1 units within the ISC, specifically by refusing changes of use where it would result in more than two in any five consecutive premises being in:

 - i. Class A3, Class A4 or Class A5 use;**
 - ii. Class A1 use where it includes an element of ancillary A3 use relating to the sale of food and/or drink for consumption on the premises or hot food for consumption off the premises;****
- b. maintaining more than 75% of the ISC’s primary shopping frontage in active retail (Class A1) or professional service (Class A2) use.**

Conformity reference: London Plan Policies 2.10, 4.7; Westminster City Plan Policy S21; Westminster UDP Saved Policy SS3

- 4.9 One of the major issues identified particularly by residents in the Area, is the significant number of cafés and sandwich bars along Brompton Road. This not only increases littering and a less than pleasant environment where there are smokers sitting outside, including shisha, but it was felt that this is serving to detract from Knightsbridge’s retail offer. In addition, many of these new cafes and restaurants cater to the same offer – there is a lack of mid-range restaurants in Knightsbridge in particular which would serve the business market.
- 4.10 A review by the KNF of the units along the wider Primary Shopping Frontage in October 2016 showed that less than 20% of the ground floor units were occupied by international-quality retailers. Furthermore, less than 37% were in any form of retail (Class A1) use.

Sub-objective 4.3 Protect and enhance local amenity and retail services and commercial activities

POLICY KBR21: LOCAL RETAILING AND SERVICES

Change of use or development proposals that would result in the loss of retailers providing ‘local’ convenience retailing, banking and post office services in the Knightsbridge Neighbourhood Area will be resisted unless both of the following criteria are met:

- a. The existing use is no longer viable and this can be demonstrated through a sustained marketing campaign of at least 12 months.**
- b. There is other equivalent provision within 400m walking distance of the proposal site.**

Conformity reference: London Plan Policies 2.10, 4.7; Westminster City Plan Policy S21; Westminster UDP Saved Policy SS3

- 4.11 Whilst situated in Central London close to an International Shopping Centre, many in the residential community of Knightsbridge – including students at Imperial College – have identified a growing issue of access to basic facilities. The ability to access places to buy a pint of milk or a newspaper, or to use post office or banking services, is not easy. The existing services in Knightsbridge, including the convenience stores on Brompton Road and at Imperial College, and the Post Office on Raphael Street, provide a vital service to residents, particularly older people.
- 4.12 Activities that will help to protect such uses across the Area will therefore be strongly supported.

POLICY KBR22: SMALL SHOPS AND PROFESSIONAL SERVICES

- A. The provision of small (up to 150m² floorspace) retail (Class A1) and professional service (Class A2) premises suitable for small and independent businesses will be supported.**
- B. Conditions will be attached to planning permissions for Class A1 and A2 developments to remove their ability to combine units into larger premises, unless this would make the development clearly unviable, or, for developments in the International Shopping Centre, would conflict with Westminster UDP Saved Policy SS3.**

Conformity reference: London Plan Policies 2.10, 4.7, 4.9; Westminster City Plan Policy S21; Westminster UDP Saved Policy SS3

- 4.13 Often such uses are lost because the owners of the property seek to expand the retail unit by combining it with adjacent units, which then can make it more attractive to large-scale, national multiple retailers. Furthermore – and of particular relevance in an International Shopping Centre such as Knightsbridge – this then results in rents and floorspace formats that are less attractive to small, independent retailers which do so much to increase the diversity and attractiveness of a retail centre.
- 4.14 It is important that the provision of new small retail and professional service units is encouraged along with the protection of existing units. Engagement with the freeholder of properties regarding matters such as rental levels and security of tenure is also encouraged.

POLICY KBR23: PROTECTION OF PUBLIC HOUSES

- A. Applications to change the use of public houses and other community uses in the Knightsbridge Neighbourhood Area will be resisted other than change to a different community use.**
- B. Applications to change the use of public houses, including the Tattersalls Tavern and the Paxton Head, will be granted planning permission if both the following criteria are satisfactorily addressed:**
 - a. the existing public house has been actively marketed as such for a period of not less than 12 months; and**
 - b. this floorspace has been widely marketed at a reasonable market value and other terms for public house floorspace that are comparable to the market values for public house floorspace in that general locality.**

C. Where a change of use of one of the identified public houses is permissible, proposals to bring forward social or community uses will be strongly supported.

Conformity reference: London Plan Policy 3.16

- 4.15 Over recent years, Knightsbridge has lost a number of its public houses, including the Tea Clipper, the Ennismore Arms and the Swag and Tails. There are only two public houses that remain in the Area, the Tattersalls Tavern on Raphael Street and the Paxton Head in Knightsbridge Green. It is important that community continues to be served by public houses or similar licensed premises. These public houses also have social or cultural value for particular groups in the community. In addition, it should be recognised that these two public houses have been in existence in the Area for a long time and are part of its history.

POLICY KBR24: SHARED COMMUNITY USES

Proposals to provide shared community and leisure (Class D) uses will be supported, subject to it being demonstrated that they will not have a detrimental impact on the amenity of neighbouring uses, particularly in respect of noise and traffic.

Conformity reference: London Plan Policy 3.16; Westminster UDP Saved Policy TACE5

- 4.16 The issue of limited access to basic services in Knightsbridge also extends to places for social and community activities. As the stock of residential property has increasingly been bought by investors on a 'buy-to-leave' basis, i.e. properties are being left empty for some or all of the year, the existing residential community have identified feeling isolated with a lack of activities that meet their needs.
- 4.17 Whilst Knightsbridge has a range of destinations and available activities, the evidence from the community is that this does not meet all needs. Therefore, proposals to improve the range of community activities in the Area will be welcomed.
- 4.18 Such provision does not have to be a stand-alone development and, given the lack of available premises, is likely to be provided as a shared facility. This could be of particular benefit in Knightsbridge due to the large range of differing groups that may get benefit from sharing spaces. A prime example are the students in the Strategic Cultural Area and the residential community.

POLICY KBR25: OFFICE USES

- A. In order to protect the business base in the Knightsbridge Neighbourhood Plan Area, development proposals to retain or create Class B1 office space will be strongly supported.**
- B. The loss of Class B1 office space in the Knightsbridge Neighbourhood Plan Area will be resisted. Any development proposals that would result in such a loss must demonstrate that the existing office use is no longer viable and this can be demonstrated through a sustained marketing campaign of at least 12 months.**
- C. Any development proposals that would result in the loss of existing office uses at 1 Knightsbridge Green must also demonstrate that they meet the following requirements:**
 - a. Given its location within the Neighbourhood Stress Area and the associated impact on residential amenity, no provision of balconies or terraces will be permitted except at roof level.**
 - b. Given the existing ambient nitrogen dioxide concentrations, all servicing and/or car parking must be on-site and restricted to electric vehicles only in line with Policy KBR37 (Motor vehicle use) and KBR38 (Electric vehicle infrastructure).**
 - c. Given its location within the Knightsbridge Green Conservation Area and as a Local Building of Merit, use materials that provide a high quality external finish to the building.**
- D. The use of Article 4 directions by Westminster City Council to restrict the change of use of B1 office space to residential use in the Knightsbridge Neighbourhood Area will be strongly supported.**

Conformity reference: Westminster City Plan Policy S20

- 4.19 The economy of Knightsbridge has a small but important office base. J Walter Thompson is a major international business that provides one of the largest concentrations of office-based jobs in the Area. Such businesses, which lease their premises, should be given the opportunity to continue to operate in the Area. From a corporate perspective this contributes to the image of many international companies. In addition, both the City Plan and the London Plan emphasise the importance of office provision as a strategic priority in the CAZ.
- 4.20 Permitted development rights do allow the conversion of offices to residential uses without the need for planning permission. However, some major redevelopments may require planning permission in respect of certain detailed matters and the intention of the policy is to resist that – and the associated loss of value and vibrancy that such occupiers bring to the Area - where possible. WCC is proposing to use Article 4 directions to restrict such permitted development rights within the Core CAZ, which does not include the KNA.

However, in order to protect the existing office businesses within the area, the extension of such directions to include the KNA will be strongly supported by the KNF. The evidence supporting the Neighbourhood Plan in respect of the importance of the office buildings in Knightsbridge will be used to make the case to WCC for use of an Article 4 direction.

Sub-objective 4.4 Hold property owners accountable for actions emanating from their properties

POLICY KBR26: HOUSEHOLD AND COMMERCIAL WASTE CONSOLIDATION

- A. Development proposals that provide dedicated non-recyclable and recyclable waste collection solutions to serve multiple commercial premises and residential households will be strongly supported. Such provision will only be supported if its design is discreet, elegant and low-level.**
- B. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material. In order to protect visual amenity, such facilities should be suitably screened. Odour must also be mitigated.**
- C. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer and emissions to air, land or water, should be incorporated on all Level 3 or larger developments. Its inclusion as part of other developments will be strongly supported.**

Conformity reference: London Plan Policy 5.17; Westminster City Plan Policy S44; Westminster UDP Saved Policy ENV12

- 4.21 With the growing phenomenon of short term lets through the 'buy-to-leave' phenomenon and through companies such as Airbnb, there are increasing numbers of people living in Knightsbridge for a short period of time (as distinct from tourist visitors or business travellers staying for a few days in hotels). For such 'residents' the attachment to the area is often less than permanent residents and therefore there is less desire to look after the immediate environment through their actions. This also extends to the management companies looking after these properties. A common issue cited by residents is rubbish, which is often poorly managed and left on the street.
- 4.22 More generally, the issue of rubbish is one that has been raised by members of the community. At present, both non-recyclable and recyclable rubbish is required to be left out in bin bags on the street for collection. Not only does this result in large slightly piles

of rubbish bags but these are often ripped open by large birds or animals such as foxes or squirrels, resulting in rubbish being strewn across the street.

- 4.23 The provision of a system of waste consolidation for local streets would help to address this. Examples from Europe show that this can be provided using relatively little space.

Sub-objective 4.5 Ensure construction impacts are managed and reduced

POLICY KBR27: KNIGHTSBRIDGE CODE OF CONSTRUCTION PRACTICE

- A. All development of Level 4 or greater must meet the requirements of the Westminster Code of Construction Practice and the Knightsbridge Code of Construction Practice.**
- B. Applications for Level 4 or greater development must be accompanied by the following:**
 - a. A signed proforma Appendix A of the Westminster Code of Construction Practice which demonstrates that the applicant will comply with the relevant parts of Westminster City Council’s Code of Construction Practice and awareness of the need to comply with other public and private law requirements governing development. This includes the requirement for a draft or final Construction Management Plan to be provided at the application stage. The only exception shall be for minor works such as shopfront alterations.**
 - b. A signed copy of the Knightsbridge Code of Construction Practice, (Appendix B of the Knightsbridge Neighbourhood Plan) which demonstrates that the applicant will comply fully with the relevant parts of the Knightsbridge Code of Construction Practice where it is more stringent than the Westminster Code of Construction Practice.**
- C. Where necessary, contributions from development will be used to enforce the Code.**

Conformity reference: London Plan Policy 5.18

- 4.24 Construction activity is a major issue for the residents of Knightsbridge. The nature of the residential area is that there is a lot of construction activity. In recent years this has increasingly been the development of large basements, a matter that is now being controlled through Westminster’s City Plan. However, there is regular activity in residential properties with extensions, renovations and, in particular, enlargement and amalgamation of units.

4.25 Whilst construction activity is a fact of life, the nature of the improvements in the residential areas is that they involve many construction activities and require in many instances substantial activity over a prolonged period of time. The Local Roads that make up the residential areas of Knightsbridge are very sensitive to this activity and many people have identified that the disturbance is now largely a constantly ongoing issue.

5 OBJECTIVE 5.0 PROTECT AND ENHANCE EXISTING RESIDENTIAL AMENITY AND MIX

Sub-objective 5.1 Encourage a high proportion of occupied primary residences

POLICY KBR28: SHORT-TERM LETS

The change of use of existing buildings to allow short-term residential lets will be resisted, particularly where these are expected to total more than 90 nights in any calendar year.

Conformity reference: London Plan Policy 3.8; Westminster City Plan Policy S15

5.1 One of the reasons why residents consider that the vibrancy of the area needs improving is that a large proportion of the existing stock of properties are sitting empty. In 2011, 11% of Westminster borough’s household spaces had ‘no usual resident’; in the Knightsbridge Area this was 32%². Much of this is due to ‘buy-to-leave’ but also a large number of these properties are being rented out on short term lets. This creates significant amenity issues for permanent residents through large amounts of rubbish being left out on the street and with increased levels of late-night activity by people often staying in the area on holiday or on business.

Sub-objective 5.2 Encourage new residential developments to provide a range of housing in value and size

POLICY KBR29: RESIDENTIAL MIX, INCLUDING HOUSING TO SUPPORT LOCAL WORKERS AND STUDENTS

- A. Major residential development (Level 1 or Level 2 as described in Appendix D) will be supported which provides for a mix of residential unit sizes that are in keeping with the scale, context and character of the area (see also Policy KBR1). Applicants will be required to demonstrate how their proposal accords with the identified housing demands in the most up-to-date housing market assessment.**
- B. Proposals to deliver affordable or rental housing which addresses the housing needs of students or employees that work within the Neighbourhood Area**

² Source: 2011 Census

will be strongly supported. This is particularly the case for students and workers in the Strategic Cultural Area.

Conformity reference: London Plan Policy 3.8; Westminster City Plan Policy S16; Westminster UDP Saved Policy H4

- 5.2 Feedback from the community has identified that it is considered particularly important that mid-sized properties are provided in the Area. These two- and three-bedroom properties address a wide range of needs and are generally in need in Knightsbridge.
- 5.3 One issue raised by the cultural and educational institutions was the difficulty for many of their workers in finding suitably priced residential accommodation within an acceptable commuting distance of their work. The availability of affordable housing for those people who work there as a key issue which threatens to undermine the operation and ongoing success of the cultural and educational institutions. This is a London-wide and complex issue. For many, the cost of commuting itself is high so the opportunity to live within walking distance of their work would be financially beneficial. However, this would only be the case if house prices and rents were affordable for such workers. The same applies for students attending the educational institutions.
- 5.4 Any proposals to provide affordable housing which is covenanted for occupation by local workers in the cultural and educational institutions, and under which the local workers will only keep their affordable home subject to continuing working in the cultural and educational institutions, will be strongly supported.

Sub-objective 5.3 Encourage the restoration of period and other residential buildings to their original size and configuration where this will increase the number of units and discourage the loss of residential units

POLICY KBR30: RECONFIGURATION OF EXISTING RESIDENTIAL BUILDINGS

A. Development proposals to restore existing residential properties to their original built form will be supported where they increase the number of residential units. In particular, support will be given to applications that:

- a. restore existing lateral or vertical conversion flats or maisonettes to their original form; and/or
- b. restore double fronted houses to their original form; and/or
- c. bring empty properties or derelict buildings back into use; and/or
- d. convert garages to residential accommodation; and/or
- e. otherwise increase the number of residential units.

B. Where development would result in a net loss of residential units, this will only be acceptable if it can be demonstrated that all the residential units that would be lost have been empty for a continuous period of at least three years.

Conformity reference: London Plan Policy 3.8; Westminster City Plan Policy S14; Westminster UDP Saved Policy H5

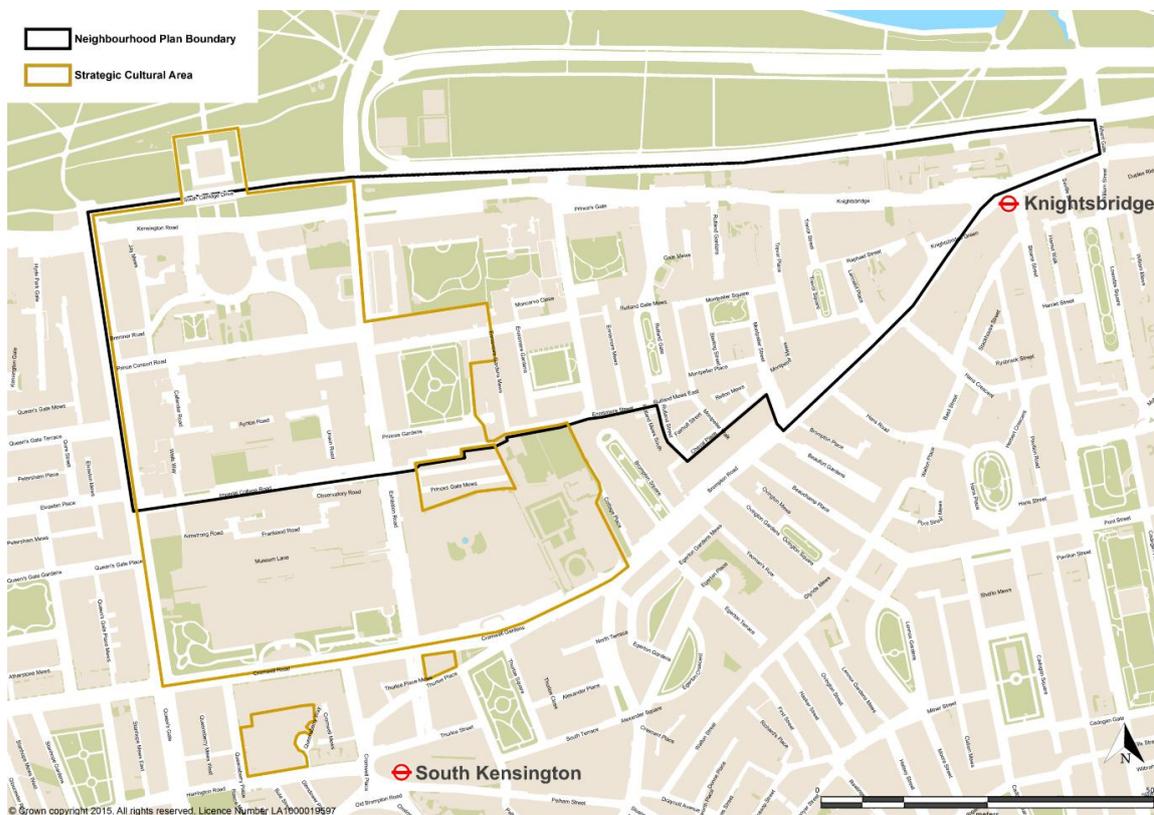
- 5.5 There are situations that arise in Knightsbridge where the opportunity should be taken to restore buildings back to their original size and configuration and also increase the number of residential units. In particular in Knightsbridge this relates to lateral conversions and the combining of two adjacent houses into one, double-fronted property.
- 5.6 The community felt that this existing type of residential configuration does not provide effectively for the housing needs of the local community and that any opportunity to return these buildings to their original status, i.e. as two residential units should be supported.

KNIGHTSBRIDGE'S CULTURE AND EDUCATION

Objectives	Sub-objectives	Policies
6.0 Foster an environment that enables our world-class cultural and educational institutions to thrive as centres of learning and innovation within a flourishing community	<p>6.1 Support the educational and cultural institutions in progressing plans that will enable them to remain world-class in their respective fields within a flourishing community</p> <p>6.2 Enhance the public realm to provide a clean, safe, attractive, welcoming and accessible place that meets the needs of residents, workers, students and visitors</p>	<p>KBR31: New development within the Strategic Cultural Area.</p> <p>KBR32: Public realm within the Strategic Cultural Area.</p>

The policies in this section focus on the Strategic Cultural Area. The boundary of this stretches beyond the boundary of the Neighbourhood Plan area, as is shown in Figure 4 (the brown boundary signifies the Strategic Cultural Area). All policies that refer to the Strategic Cultural Area only relate to that part of the Strategic Cultural Area which is within the Neighbourhood Plan Area.

Figure 4: Strategic Cultural Area



6 OBJECTIVE 6.0 FOSTER AN ENVIRONMENT THAT ENABLES OUR WORLD-CLASS CULTURAL AND EDUCATIONAL INSTITUTIONS TO THRIVE AS CENTRES OF LEARNING AND INNOVATION WITHIN A FLOURISHING COMMUNITY

Sub-objective 6.1 Support the educational and cultural institutions in progressing plans that will enable them to remain world-class in their respective fields within a flourishing community

POLICY KBR31: NEW DEVELOPMENT WITHIN THE STRATEGIC CULTURAL AREA

A. Proposals for new development within the Strategic Cultural Area will need to demonstrate that they contribute positively to the special character of area. Where relevant, new proposals will be assessed against the following criteria:

- a. Existing cultural, education and research uses within the Strategic Cultural Area which contribute positively to the character of the area and the original ambitions of the 1851 Royal Commission will be protected. Proposals which involve the loss of these uses will be refused.**
- b. New development for cultural, education and research uses, particularly new development which will make a contribution to the Area’s special character will, subject to the other policies in the Plan, be supported in principle. Other types and forms of development may also be appropriate if it can be demonstrated that they do not adversely impact on the special character of the area.**
- c. Ancillary developments which help to broaden the appeal and promote the remits of cultural, education and research organisations to a wider audience will be supported.**

B. New development for non-cultural or education uses within the Strategic Cultural Area will only be permitted if it can clearly be demonstrated that it will not undermine the current and potential future success of the Strategic Cultural Area.

Conformity reference: London Plan Policy 4.6, Westminster City Plan Policy S1

6.1 The existing cultural, education and research uses within the Strategic Cultural Area are the primary elements which combine to create the Area’s special character. Whilst the townscape characters of many of the individual buildings play a crucial part in establishing

this unique character of the Strategic Cultural Area, it is the concentration of cultural, education and research uses and activities – of people working in, teaching in, learning in, and visiting the area – which underpins the character of the area. Loss of these uses through redevelopment would undermine the quality of this internationally important cultural quarter which plays such an important role in maintaining London’s position as a pre-eminent international centre for the arts and sciences.

- 6.2 Decisions made on development within the Strategic Cultural Area should be made in view of Prince Albert’s original vision to “increase the means of industrial education and extend the influence of science and art upon productive industry”. This should not limit evolution or innovation but the primary consideration in decision making should be the extent to which new development is in keeping with this original vision.
- 6.3 New development for cultural, education and research uses, particularly new development which will make a positive contribution to the area’s special character will, subject to other policies in the Plan, be supported in principle.
- 6.4 The Strategic Cultural Area does not sit within a designated retail centre or identified parade. Any ancillary commercial development will need to ensure it does not draw trade away from established commercial centres in the vicinity. Such development should not serve as an attraction in its own right and should be sited, serviced and managed within the associated host institution.

Sub-objective 6.2 Enhance the public realm to provide a clean, safe, attractive, welcoming and accessible place that meets the needs of residents, workers, students and visitors

POLICY KBR32: PUBLIC REALM IN THE STRATEGIC CULTURAL AREA

- A. Development proposals that affect existing or provide new public space or impact on existing traffic management measures in the Strategic Cultural Area will be expected to demonstrate how they will improve the quality of the public realm and the movement network in and around the Strategic Cultural Area.**
- B. Proposals will be expected to show how the interests of established residents are balanced by the interests and operational requirements of the cultural, education and research bodies to ensure the local environment is managed to the satisfaction of all users. The aspiration is to deliver a clean, safe, attractive, welcoming and accessible environment that meets the needs of residents, workers, students and visitors.**

- C. Key issues and opportunities regarding the public realm within the Exhibition Road area include:**
- a. The key cultural, education and research partners will continue to work together alongside local residents to progress public realm improvements to the area around the exterior of the Royal Albert Hall and its physical connection with the Albert Memorial – referred to as the Re-Imagining Albertopolis initiative.**
 - b. Temporary use of buildings and spaces for events and other pop-up activities can contribute significantly to the character of the area if appropriately managed and will be supported in principle, subject to appropriate management arrangements. Such temporary events should, however, be appropriate to the Strategic Cultural Area and the mission and activities of the cultural and educational institutions.**

Conformity reference: London Plan Policy 4.6, Westminster City Plan Policy S1

- 6.5 The Exhibition Road environment is a result of years of planning and collaborative working between a wide range of agencies and has transformed a normal road into an exceptional public space. This has delivered radical improvements to the pedestrian links which people enjoy between the area's principal venues. Importantly, whilst these benefits have been delivered, the improvements have also enabled Exhibition Road's other important functions as a key vehicular route through the area and principal vehicular and heavy goods vehicle (HGV) access route for the main institutions in the area to continue.
- 6.6 Building on the successes of Exhibition Road, a number of key opportunities have emerged to deliver further public realm improvements across the Strategic Cultural Area. In particular this relates to 'Re-Imagining Albertopolis' which is intended to deliver significant improvements around the Royal Albert Hall and, in particular, improve the links between it and the Albert Memorial. Such improvements should be designed to improve the physical links between institutions through an improved public realm to help improve their operations, foster more collaborative forms of working and improve access to the area's venues for visitors, employees and residents alike.

KNIGHTSBRIDGE'S PUBLIC SPACES AND UTILITIES

Objectives	Sub-objectives	Policies
7.0 Active travel and personal mobility	7.1 Active travel that is encouraged, promoted and available for everyone 7.2 Pedestrian and mobility-impaired priority within a movement hierarchy 7.3 Safe and quiet roads where there are no deaths or injuries from transport and where local access is allowed and noise and traffic speeds reduced 7.4 Promoting walking and cycling 7.5 Fewer and cleaner vehicles that reduce congestion and total emissions 7.6 Electric charging infrastructure that is future proofed	KBR33: Enabling active travel KBR34: Movement hierarchy KBR35: Safe and quiet roads KBR36: Cycling and walking infrastructure KBR37: Motor vehicle use KBR38: Electric vehicle infrastructure
8.0 Encourage superb public transport	8.1 Efficient mass transit	KBR39: Public transport
9.0 Encourage superb utilities and communications infrastructure	9.1 Exemplary utilities and connectivity	KBR40: Utilities and communications infrastructure

7 OBJECTIVE 7.0 ACTIVE TRAVEL AND PERSONAL MOBILITY

- 7.1 In busy Central London neighbourhoods such as Knightsbridge, walking and cycling – ‘active travel’ - are often the quickest ways of getting around. They also often represent parts of longer journeys using the Underground in particular. However, they have separate benefits of improving health through exercise and reducing harmful vehicle emissions. The concept of ‘active travel’ is therefore seen as an important objective for Knightsbridge. The intention is that all future development in the Area will improve conditions for personal mobility.
- 7.2 In Knightsbridge there is a clear distinction between the main arterial routes that carry the majority of traffic e.g. Brompton Road, Exhibition Road, Knightsbridge, Kensington Road and Prince Consort Road, and the smaller network of roads that are internal to the area. This network of Local Roads is particularly important for increasing active travel. These are shown on the Proposals Map.

Sub-objective 7.1 Active travel that is encouraged, promoted and available for everyone

POLICY KBR33: ENABLING ACTIVE TRAVEL

- A. All development must maximise opportunities for its occupiers/users and others to engage in safe active travel. Development should provide additional or improving existing inclusive mobility infrastructure for cyclists and pedestrians or facilities which support and enable active travel (e.g. way finding, secure cycle parking and showering facilities/lockers in commercial developments). This should reflect the needs of all cycle users, e.g. push scooters, tricycles, recumbent cycles, etc.**
- B. Development which reduces the capacity or safety of the existing active travel infrastructure or that removes important local facilities will not be acceptable.**
- C. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:**
 - a. road dangers;**
 - b. pedestrian environment and movement;**
 - c. cycling infrastructure provision;**
 - d. public transport; and**
 - e. the street network.**

Where necessary, this should be demonstrated through a Transport Assessment or Travel Plan.

- D. Development which contributes to the installation of new cycling routes and traffic calming will be supported.
- E. The provision of secure on-site cycle parking will be required to at least be in line with the standards in the London Plan (Table 6.3). Applicants are strongly encouraged to exceed these standards.
- F. On-street cycle parking in suitable locations where there is a demonstrable need will be encouraged. This should follow the guidance in the Cambridge Cycling Parking Guide 2008 or any successor document.
- G. The provision of cycle hire facilities will be strongly supported.

Conformity reference: London Plan Policies 6.9, 6.10; Westminster City Plan Policy S41; Westminster UDP Saved Policies TRANS3, TRANS9, TRANS16

- 7.3 Active travel is important in modern society. A lack of physical activity is harmful, contributing to an increased risk of type 2 diabetes³, cardiovascular disease⁴ and cancer. An increase in active travel can help reduce these health risks, the emission of air pollutants and the number of cars in the Area. An increase in active travel in the Area will therefore complement other policies in the Plan and it is an important objective that development supports the uptake of active travel.
- 7.4 Currently there are barriers to active travel in the Area and moving between the Area and adjacent neighbourhoods. In particular, access to Hyde Park is difficult, requiring the crossing of busy vehicular routes in Kensington Road and South Carriage Drive. Also, Brompton Road represents a significant barrier to movement into and out of the Area. Equally however, it is important that any improvements do not encourage significant additional tourist and visitor pedestrian movements through the Local Roads which because of their size and configuration, are not suited to large volumes of pedestrian movement.
- 7.5 In addition, there is a lack of infrastructure to make cycling and walking easier. One particular issue is the lack of bicycle parking, including secure parking. Several students and workers from the cultural and educational institutions requested the provision of more cycle hire docking stations and secure bicycle parking for private bikes. One large local business has reported that it has a waiting list of over 100 of its employees to use its

³ Pucher et al, Am J Public Health. (2010) October; 100(10): 1986–1992, 'Walking and Cycling to Health: A Comparative Analysis of City, State, and International Data'

⁴ Hamer and Chida, Prev Med. 2008 Jan;46(1):9-13. Epub 2007 Mar 20, 'Active commuting and cardiovascular risk: a meta-analytic review'

secure bicycle parking facilities. Guidance provided by the Cambridge Cycling Campaign⁵ should be used to plan for cycle parking.

- 7.6 Proposals to improve accessible walking and cycle movement will be supported and the WCC Walking and Cycling Strategies are also supported in this regard. Such provision should become an intrinsic part of all development and uses that attract people should build active travel into their developments. For example, new businesses should seek to provide shower and locker facilities and secure bicycle parking for cyclists.

Sub-objective 7.2 Pedestrian and mobility-impaired priority within a movement hierarchy

POLICY KBR34: MOVEMENT HIERARCHY

- A. Any development that provides new transport infrastructure or improvements to existing transport infrastructure should be designed to maximise its potential for use by the following:
 - a. pedestrians and mobility impaired
 - b. cyclists
 - c. public transport**
- B. On Red Routes and the Strategic Route Network, this must not compromise Westminster City Council and/or Transport for London's ability to carry out their statutory network management duties under the 2004 Traffic Management Act.**
- C. Development is expected to facilitate pedestrian movement and must not adversely impact upon the existing pedestrian infrastructure. Suitable pedestrian routes should be provided around and, where appropriate, through new developments.**
- D. Development that results in the loss of existing pedestrian routes or footpath and pavement space more generally will be resisted unless an alternative pedestrian route and/or new footpath/pavement space is provided to at least an equivalent standard. Such provision should have regard to:
 - a. the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods; and
 - b. the shortest practicable routes between relevant points.**

⁵ Cambridge Cycling Campaign (2008) *Cambridge Cycle Parking Guide, How to provide cycle parking: a step-by-step guide for planners and providers*

- E. Development proposals which replace a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.**
- F. The provision of public access across private land as part of development proposals will be encouraged where it enhances the connectivity, legibility and capacity of the Knightsbridge Neighbourhood Area's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.**
- G. Development proposals which contribute appropriate additional pedestrian infrastructure or enhance existing pedestrian infrastructure in a way that complies with national guidance on inclusive mobility will be supported.**
- H. Any development proposals which enhance the safety space where only bicycles are allowed (and not cars), before the allocated area for pedestrians to cross Brompton Road, will be highly encouraged.**

Conformity reference: London Plan Policies 6.9, 6.10; Westminster City Plan Policy S41; Westminster UDP Saved Policies TRANS3, TRANS9, TRANS16

- 7.7 Pedestrian safety is key to a high quality place. Particularly in a busy Central London neighbourhood such as Knightsbridge, this is an ongoing issue. Moreover, pedestrian safety is an issue even in the residential parts of the Area, with car movements and construction activity creating difficulties for pedestrians looking to use these quieter roads to move about safely. This is particularly an issue for the most vulnerable users, i.e. mobility impaired people and children.
- 7.8 It is considered that development should take account of the needs of the most vulnerable road users in a way that promotes safety. Development of improved pedestrian and bicycle movement should be prioritised over vehicular transport improvements on Local Roads throughout the Area. This would work in tandem with a 20mph speed limit on all Local Roads.

Sub-objective 7.3 Safe and quiet roads where there are no deaths or injuries from transport and where local access is allowed and noise and traffic speeds are reduced

POLICY KBR35: SAFE AND QUIET ROADS

- A. Development which includes measures that are designed to improve the safety of all road users and pedestrians will be supported.**
- B. Development which includes measures to improve the public realm that are likely to reduce nuisance noise and traffic speeds will be supported. This is particularly the case for Local Roads, as shown on the Proposals Map.**

Conformity reference: London Plan Policies 6.9, 6.10; Westminster City Plan Policy S41; Westminster UDP Saved Policies TRANS3, TRANS9, TRANS16

7.9 It is important that Knightsbridge’s roads are safe. Development which, through innovative design, helps to achieve this by serving to slow the traffic or improve safety for pedestrians and cyclists, will be supported.

Sub-objective 7.4 Promoting walking and cycling

POLICY KBR36: CYCLING AND WALKING INFRASTRUCTURE

New development that contributes towards the following improvements to cycling and walking infrastructure will be strongly supported:

- a. The implementation and improvement of the Central London Cycle Grid, the East-West Cycle Superhighway and the planning of further cycling routes through the Knightsbridge Neighbourhood Plan Area.**
- b. The provision of segregated cycle tracks along Brompton Road, subject to these not slowing down bus movement or reducing the amount of pavement space.**
- c. Measures to reduce traffic along Exhibition Road and the provision of segregated cycle tracks.**
- d. Implementing contra-flow cycling along Local Roads, i.e. cyclists able to cycle in both directions along one-way streets.**
- e. The need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists.**
- f. The expansion of the cycle hire network including providing additional capacity and better operations at the following existing locations:**
 - i. the Imperial College site in Queen's Gate;**
 - ii. the junction of Exhibition Road and Prince Consort Road;**
 - iii. Kensington Road in front of the Royal College of Art**

- g. The provision of secure cycle parking along Raphael Street where it meets Knightsbridge Green (replacing the existing motorcycle parking).
- h. The provision of additional cycle hire docking stations, along with associated opportunities for large employers to hire these 'in bulk' for use by their employees.
- i. Improvements to local signage and route planning through measures including:
 - i. the installation of Legible London signage;
 - ii. the official marking of walking and cycling routes; and
 - iii. clearer signage and road markings indicating the movement hierarchy along Local Roads, including the use of 'Copenhagen crossings'⁶; and
 - iv. the provision of pollution avoidance advice and alerts.

Conformity reference: London Plan Policies 6.9, 6.10; Westminster City Plan Policy S41; Westminster UDP Saved Policies TRANS3, TRANS9, TRANS16

- 7.10 As part of the development of a comprehensive strategy to maximise active travel, it is important that the respective roles of the Mayor and Transport for London (TfL), WCC and KNF are differentiated. Activity at the most local level dealing with providing practical support for improved transport infrastructure and actions is the responsibility of the Plan. This relates mainly to walking and cycling, reflecting the fact that the main aim of this activity will be to facilitate improved local movements within the Area.

⁶ Copenhagen crossings alter the priority for cyclists at junctions, allowing them to continue on without stopping at certain junctions. This is achieved through the use of painted areas on the road surface and also possibly the raising of the road surface to help vehicle drivers to identify that such a priority is approaching.

Sub-objective 7.5 Fewer and cleaner vehicles that reduce congestion and total emissions**POLICY KBR37: MOTOR VEHICLE USE**

- A. All new development in the KNA should be motor vehicle-free except for designated Blue Badge spaces.**
- B. All development should seek to maximise its potential for construction, delivery, freight and waste and recycling consolidation plans including zero emission 'last mile' services.**
- C. Development which significantly increases the number of motor vehicle movements in the Neighbourhood Plan Area will be resisted except in exceptional circumstances.**

Conformity reference: London Plan Policies 5.1, 5.2, 6.13; Westminster City Plan Policy S40; Westminster UDP Saved Policies TRANS1, TRANS14, TRANS21-26.

- 7.11 It is an important objective of the Plan to bring about a lifestyle change so that all residents, workers and visitors to the Area become less reliant on fossil fuel vehicles. Reduction in the amount of fossil fuel powered vehicles in the Area will help contribute to the health of the people and the environment. Fewer cars will mean less tyre and brake wear which is a significant source of particulate matter in the air. Tailpipe emissions are another major source of pollution that can be eliminated at point of use. Wherever possible, renewable energy sources with zero emissions should be used to generate electricity e.g. solar or wind.
- 7.12 As such, it is seen as important that new development does not encourage motor vehicle use. However, in order to achieve the Vision of Knightsbridge being the best, then development should strive to be motor vehicle-free. In working towards this goal, the reduction in vehicles could be achieved through the increased use of car clubs, particularly to serve residential areas.

Sub-objective 7.6

Electric charging infrastructure that is future proofed

POLICY KBR38: ELECTRIC VEHICLE INFRASTRUCTURE

- A. In order to reduce the environmental impact of vehicular pollution, new development (Level 1 to Level 4) that provides for convenient use by electric vehicles (cars, vans or lorries) including recharging will be strongly supported. In particular, such new developments will be encouraged to deliver or contribute towards the provision of new and future-proofed motor vehicle parking spaces with six-hour or faster electric vehicle charging points (or wireless charging facilities) that are affordable, reliable and resilient at each new motor vehicle parking space. These should be 22kW or faster.**

- B. All development is encouraged to contribute to the provision of new and future-proofed electric vehicle charging points (or wireless charging facilities) in the Knightsbridge Neighbourhood Area, including in metered and resident parking bays, which have two or six hour or faster charging points (or wireless charging facilities) respectively. These should be 22kW or faster and affordable, reliable and resilient. In particular, support will be given to development that contributes towards the installation of 30 minute or faster rapid electric vehicle charging points (or wireless charging facilities) that are affordable, reliable and resilient for existing or new taxi ranks, stands or rests:**
 - a. near the Royal Albert Hall;**
 - b. in Prince Consort Road;**
 - c. in Montpelier Street between Cheval Place and Brompton Road;**
 - d. Raphael Street; or**
 - e. in Knightsbridge Green.**

Conformity reference: London Plan Policies 5.1, 5.2, 5.7, 5.8; Westminster City Plan Policy S40; Westminster UDP Saved Policies TRANS1, TRANS7

- 7.13 Where development does provide additional space for motor vehicles, the focus should be on provision for electric and plug-in hybrid vehicles. Such vehicles create zero exhaust emissions compared with traditional vehicles and therefore have a far lower impact on the environment generally and pollution levels in particular. This can be enhanced if the electricity that is created to power them comes from renewable sources.
- 7.14 Development should therefore provide the facilities to enable the residents, workers and visitors to the area to use electric motor vehicles by installing charging points.
- 7.15 A separate issue relating to parking spaces that should be addressed immediately is the use of resident parking spaces on Local Roads by waiting minicabs. Commonly the quiet residential areas of Knightsbridge are used as a 'staging post' for minicab drivers waiting

for their next job. Often these minicabs wait with their engines idling which serves to create additional pollution. Due to the increased traffic and issues that arise from loitering of drivers and customers, it is not considered appropriate to have new mini-cab offices within the Area.

- 7.16 The same concerns apply to driverless cars which are a technology likely to become a mainstream reality over the lifetime of the Plan. It is important that Knightsbridge does not become a staging post for these vehicles either.

8 OBJECTIVE 8.0 ENCOURAGE SUPERB PUBLIC TRANSPORT

- 8.1 Whilst active travel on foot and by bicycle has health as well as transport benefits, movement by public transport is also key to people being able to get around effectively and to reducing vehicular use. It also encourages walking and cycling as part of multi-modal trips. Knightsbridge requires world class public transport if it is to remain a world class neighbourhood now and in the future.

Sub-objective 8.1 Efficient mass transit

POLICY KBR39: PUBLIC TRANSPORT

Proposals to improve the capacity and efficiency of mass transit systems serving the Neighbourhood Plan Area will be supported. In particular this includes:

- a. The provision of improved access on routes to Knightsbridge and South Kensington underground stations.**
- b. Improvements to bus routes by addressing road priority at bottlenecks.**

Conformity reference: London Plan Policies 6.7; Westminster City Plan Policy S41; Westminster UDP Saved Policies TRANS4, TRANS5, TRANS8

- 8.2 In order to actively encourage reduced vehicle use, the system of mass transit needs to be of the highest quality, providing safe, quick and reliable movement.
- 8.3 A specific issue raised by a number of people is the general anti-social activity of pedicabs. These non-motorised vehicles regularly mount pavements and block roadways, causing difficulty for pedestrians and vehicle users. This highlights the importance of better regulation of such uses which, along with cycle hire and delivery bikes, are compatible with a strategy to reduce emissions from transport movements.

9 OBJECTIVE 9.0 ENCOURAGE SUPERB UTILITIES AND COMMUNICATIONS INFRASTRUCTURE

Sub-objective 9.1 Exemplary utilities and connectivity

POLICY KBR40: UTILITIES AND COMMUNICATIONS INFRASTRUCTURE

- A. Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.**
- B. Utility infrastructure and connections must be designed into and integrated with the development where possible. As a minimum, developers should identify and plan for:**
- a. electricity supply to serve the construction phase and the intended use of the site and the incorporation of demand management measures and physical space for future on-site energy storage needs;**
 - b. reasonable gas and water supply considering the need to conserve natural resources;**
 - c. heating and cooling demand that anticipates urban heat island effects;**
 - d. telecommunications network demand, including wired and wireless infrastructure, with flexibility to address future technological improvements including speeds, reliability and capacity;**
 - e. separate surface water and foul drainage requirements within the proposed building or site including the provision of Sustainable Drainage Systems (SuDS).**
- C. In planning for utility and infrastructure developers and utility providers must provide for the improvement and extension of utilities infrastructure that is designed and sited to minimise adverse impact on the visual amenity, character and appearance of the KNA and its heritage assets. Pipe subway routes should be used wherever feasible.**
- D. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.**
- E. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond site boundaries, incorporating flood alleviation measures for the public realm, where feasible.**

Conformity reference: London Plan Policies 5.4A, 5.13; Westminster City Plan Policies S39-40

- 9.1 It is considered that 'utilities' include the following and their successors in technology: electricity for public or private use; gas; internet; telecommunications; television; and clean, dirty and storm water networks.
- 9.2 The community raised a number of concerns over the quality of utilities provision in the Area. In particular, issues relating to surface water run-off were raised, with several locations identified as being consistently flooded. This can have a range of impacts, potentially being anything from a serious impact on the integrity of properties to flooded pavements and road edges making movement difficult for pedestrians and cyclists.
- 9.3 The use of renewable energy and, in particular, decentralised power networks, is supported but only if it involves zero local emissions. The use of combined heat and power (CHP) plants is seen as a popular solution. However, CHP plants give rise to significant local emissions, which would be contrary to the requirements of Policy KBR41 (Healthy air). In an area such as Knightsbridge, on-site renewable power sources, such as ground source heat pumps and photovoltaic cells, combined with better electricity network connectivity will ensure that local energy emissions are eliminated.
- 9.4 A Central London location that includes many world leading cultural, education and business institutions, should have internet speeds are some of the highest available. However, many people have reported that broadband speeds are extremely poor and that this can make even personal use by residents difficult.
- 9.5 For Knightsbridge to be the best place to live, work, study and visit, exceptional connectivity is essential. Developers should be expected to include the latest technology internet connections as part of their developments and to 'future proof' upgrades e.g. fibre optic broadband.

KNIGHTSBRIDGE'S ENVIRONMENT AND PEOPLE

Objectives	Sub-objectives	Policies
10.0 Be an exemplar in sustainable city living by complying fully with international laws, standards, guidelines and best practices	10.1 Healthy air which is fit to breathe and use of renewable energy which does not hasten climate change 10.2 Buildings which have a zero carbon footprint 10.3 Enabling the natural environment to flourish 10.4 Maximising the environmental benefits of trees 10.5 Secure sustainable water supplies 10.6 Healthy people who need and thrive in a healthy environment 10.7 Involving people by recognising that environmental protection is achieved when people are fully engaged in policies and decisions affecting the environment	KBR41: Healthy air KBR42: Renewable energy KBR43: Zero carbon development KBR44: Natural environment KBR45: Trees KBR46: Sustainable water KBR47: Healthy people KBR48: Involving people

- 10.i To make Knightsbridge the best place to live, work, study and visit, it needs to take the lead in improving and minimising the impact of human activity on the environment. All future development in the Area will need to improve all elements of the environment for the benefit of current and future generations. It will contribute to an environment which complies with all minimum European Union environmental standards irrespective of the changes resulting from the United Kingdom's withdrawal from the European Union unless the United Kingdom adopts more stringent standards.

10 OBJECTIVE 10.0 BE AN EXEMPLAR IN SUSTAINABLE CITY LIVING BY COMPLYING FULLY WITH INTERNATIONAL LAWS, STANDARDS, GUIDELINES AND BEST PRACTICES

Sub-objective 10.1 Healthy air which is fit to breathe and use of renewable energy which does not hasten climate change

POLICY KBR41: HEALTHY AIR

- A. Development must not damage the health of the air. It must also contribute to the rapid achievement of the most ambitious goals in the Paris Agreement.**
- B. New development or substantial refurbishment of existing buildings (Levels 1 to 4 as shown in Appendix D) must be designed to have zero local emissions to air now and zero total emissions to air by 2020. In particular:**
- a. Such development, including its associated vehicle movements, must demonstrate that it is 'air quality positive' and must contribute to helping Knightsbridge reduce all air pollutants to levels below World Health Organisation (WHO) guidelines everywhere within the Knightsbridge Neighbourhood Area by 2020.**
 - b. Such development will not be granted planning permission where it worsens air quality, even by a negligible degree, at any receptors where levels of pollutants at those receptors already exceed WHO guidelines. In this regard, a predicted or actual increase in the annual mean concentration of pollutants of 0.1 microgram per cubic metre or more is considered significant.**
 - c. Such development will not, under any circumstances, be granted planning permission where it worsens air quality at any receptors so that previously compliant receptors exceed WHO guidelines as a result of the development.**
 - d. Such development which worsens the quality of the air where WHO guidelines are already complied with can only be justified by the principle of sustainable development as understood in International Law. Development which significantly increases the risk to human and ecological health will never constitute sustainable development.**
 - e. All such development has a continuing obligation to improve air quality to achieve the best standard of air quality possible. Occupiers of development should take proactive steps to adopt measures which will reduce their impact on air quality. This requirement applies even where WHO guidelines are complied with.**

- f. Such development must avoid contributing to the deterioration of air quality throughout its lifespan as far as possible.
- g. All such development must ensure that standards of indoor air quality for carbon dioxide (CO₂), fine particles (PM_{2.5}), nitrogen dioxide (NO₂), formaldehyde and volatile organic compounds (VOCs) comply fully with the most ambitious international standards such as ASHRAE's Air Quality Guide: Best Practices for Design, Construction and Commissioning, BREEAM, BS:EN 13779 (2012), ISO 16890, LEED and WELL Building Standard. Air handling equipment must be regularly maintained.

C. All such development should, where necessary, include measures to minimise residual environmental impacts on those using the development and all those who may be affected by the development.

D. Proposals for restaurants and cafés (Class A3), drinking establishments (Class A4) or hot-food take-away (Class A5) to place tables and chairs on the pavement will only be permitted if the World Health Organisation's guideline for hourly mean exposure to nitrogen dioxide is unlikely to be exceeded in that location.

Conformity reference: London Plan Policy 7.14; Westminster City Plan Policies S28, S31; Westminster UDP Saved Policy ENV5

- 10.1 Improving the health of the air in Knightsbridge is an important objective for the Plan. The WCC emerging policy on Air Quality⁷ recognises the strategic importance of a robust position on air quality. However it is the view of the KNF and local residents that planning policy needs to go further in order to address a problem which is particularly acute in Knightsbridge. The health of the air is currently poor and for that reason we need to reduce all emissions locally. Development will need to consider its impacts holistically, so that one element of the air's health is not improved to the detriment of another (as has been seen in London with the encouragement of diesel vehicles⁸ and decentralised power generation seeking to reduce greenhouse gas emissions at the cost of local air quality). Therefore, development should demonstrate that it has considered all emissions holistically and embed win-win solutions that will achieve multiple environmental, social and economic objectives simultaneously by, for example, improving air, climate, energy, health and transport. Where possible, development should demonstrate how its projected emissions compare with those of the existing use of the land in language which can be easily understood by the general public.

⁷ WCC (2014) *Planning and Pollution Control*, Westminster City Plan Revision, Consultation Booklet

⁸ <https://www.london.gov.uk/sites/default/files/Driving%20Away%20from%20Diesel%20final%20report.pdf>

- 10.2 In addition, it is important that air conditioning units are checked every five years as required in law. At same time the efficiency of the entire air handling unit including ventilation, air conditioning and air filtration should be checked.

POLICY KBR42: RENEWABLE ENERGY

- A. Development must contribute to the rapid achievement of the most ambitious goals in the Paris Agreement by minimising energy use and maximising the use of renewable energy for remaining needs.**
- B. New development or substantial refurbishment of existing buildings (Levels 1-4 as described in Appendix D) must minimise energy use and use energy only from renewable sources:**
- a. Such development must obtain at least 75% of its total energy needs from renewable sources now and 100% by 2020**
 - b. Such development must maximise the proportion of renewable energy generated onsite consistent with local amenity, the character of any Conservation Area and Policy KBR11 on roofscapes. However, it must produce at least 25% of its total energy needs on-site by 2020 and at least 50% by 2025.**
 - c. All cooking, heating and water heating onsite must use only electricity from renewable sources and no nuclear or fossil fuels. Residual emissions to air from air conditioning, cooking and/or mechanical ventilation must be filtered using regularly maintained and best available technology before being released to the atmosphere.**
 - d. Renewable energy from air and ground source heat pumps, hydro-electricity, solar photovoltaic panels, solar water heating and wind turbines is supported in principle.**
 - e. Such development must not use directly or indirectly energy from nuclear power or fossil fuels including biomass burning, combined heat and power plants, diesel generators or gas boilers. Diesel generators will only be permitted as part of the development for genuine and exceptional emergency situations.**
 - f. Communal energy projects are supported in principle provided they comply fully with all the other aspects of this policy.**
 - g. For the avoidance of doubt, such development seeking to comply with sustainability standards in the Knightsbridge Neighbourhood Plan will be considered to have achieved the maximum score for energy use if it complies fully with this policy.**
- C. All development should, where necessary, include adaptation measures to minimise residual environmental impacts on those using the development and all those who may be affected by the development.**

Conformity reference: London Plan Policy 5.7; Westminster City Plan Policies, S28, S40

- 10.3 KNF is committed to ‘science-based emissions reductions targets’ for greenhouse gases (e.g. carbon dioxide (CO₂) and tropospheric ozone (O₃)) and energy use in order to reduce total greenhouse gas emissions in Knightsbridge in line with the most ambitious global goals provided by the Paris Agreement (i.e. 1.5°C above base level)⁹. A key element of reducing all emissions is producing energy from renewable sources (at present, there is very little energy of any kind produced locally). In the future KNF expects development to minimise its greenhouse gas emissions by, amongst other things, producing as much renewable energy (which does not give rise to any harm to other states of the air) on site as possible e.g. solar windows, solar water heating, photovoltaic cells and air or ground source heat pumps.
- 10.4 As with Policy KBR41, Policy KBR42 applies not only to all new development but to significant refurbishment of buildings. Whilst it is recognised that this will be more challenging in listed buildings and in conservation areas, it is considered that innovative design should be able to provide an appropriate balance between preserving and respecting heritage and the fundamental importance of addressing climate change.

Sub-objective 10.2 Buildings which have a zero carbon footprint

POLICY KBR43: ZERO CARBON DEVELOPMENT

New residential and commercial (B-class) development will be expected to meet the requirements of the Mayor of London’s Housing Supplementary Planning Guidance 2016 and Energy Planning Guidance 2016 in respect of carbon targets.

Conformity reference: London Plan Policy 5.2; Westminster City Plan Policy S40

- 10.5 Development plays an important role in minimising the environment impact of living, working, studying and visiting Knightsbridge. It is vital that new development creates the smallest carbon footprint possible, ideally zero.
- 10.6 In April 2016, the Mayor of London published London Housing Supplementary Planning Guidance (SPG) and Energy Planning Guidance which sets out carbon targets for new residential and commercial development. This requires zero carbon for residential schemes and at least 35% below the requirements of Part L of the Building Regulations for commercial schemes.
- 10.7 ‘Zero carbon’ homes are homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in

⁹ http://unfccc.int/files/essential_background/convention/application/pdf/english_paris_agreement.pdf

regulated carbon dioxide emissions (beyond Part L of the 2013 Building Regulations) on-site. The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere.

- 10.8 In order to be an exemplar of sustainable development, new development in the Area is required to meet these targets as a matter of policy.

Sub-objective 10.3 Enabling the natural environment to flourish

POLICY KBR44: NATURAL ENVIRONMENT

A. Development should contribute to the maintenance and enhancement of the natural environment. Development will be supported where it:

- a. Identifies the local biodiversity and seeks to protect or enhance it through the creation of new wildlife areas.
- b. Incorporates features such as nesting boxes and beehives alongside soil and planting that is likely to attract such wildlife.
- c. Provides for the planting of additional trees and plants locally. In particular it must meet the requirements of Policy KBR45 (Trees).
- d. Provides new green space locally including unconventional green space such as green walls and green roofs (meeting the requirements of Policy KBR12) and city farms.
- e. Incorporates planting which will be resilient to a range of climate conditions.

B. Metropolitan Open Land comprises mainly open and green spaces. The quality, heritage and ecological value, tranquillity and amenity of these spaces should be protected and enhanced. Development proposals in or adjacent to the Metropolitan Open Lane will be expected to maintain, strengthen, and expand the parkland character and recreational function of the KNA.

C. Development which causes adverse effects to ecological value, tranquillity or amenity should be refused planning permission.

Conformity reference: London Plan Policy 2.18; Westminster City Plan Policies S11, S35, S36, S38; Westminster UDP Saved Policies ENV15, ENV17

- 10.9 The community considers that there is a deficiency of green infrastructure and green open space in Knightsbridge.

- 10.10 However, there is a lack of opportunity to create conventional open space in such a densely populated area. As such, Knightsbridge needs to lead the way in creating 'unconventional' open space and demonstrate how inner city life can provide as great an amenity as elsewhere. Development should aim to create as much new open space on site as possible. New open space should, where possible, provide public access for the benefit and enjoyment of those living and working in or visiting Knightsbridge. Nature conservation sites may provide more limited access, depending on conditions.
- 10.11 The one area where there is a significant area of green space that enhances the Knightsbridge Area as a place is Hyde Park. Whilst only a small part of the Park is within the Area, it is a vital green asset which does enhance the environment of the Area itself. Its parkland contributes towards the local character of the KNA's Metropolitan Open Land (MOL) itself. This should be protected and, where possible, enhanced. In addition, development in or adjacent to the KNA's MOL (such that it would affect the setting of the MOL) is expected to maintain and enhance the parkland in terms of its dual roles as a biodiversity asset and a place for recreation.

Sub-objective 10.4 Maximising the environmental benefits of trees

POLICY KBR45: TREES

- A. Trees provide many benefits to the community and enhance the landscape character of Knightsbridge and should be a material consideration in any planning decision affecting the neighbourhood. To ensure the benefits and landscape character of the Knightsbridge Neighbourhood Area (KNA) are maximised both now and into the future it is important to ensure that the tree population comprises healthy and diverse species with a balanced age structure.**
- B. Trees should be protected and maintained in accordance with best urban forest and arboricultural practice, as outlined in BS5837 2012, BS3998 2010, BS8545 2014, Trees and Design Action Group manuals 'Trees in the Townscape' and 'Trees in the Hard Landscape', whether in private properties, streets or local green spaces. This should be achieved using a suitably qualified and credited arboricultural maintenance company in liaison with an Arboricultural Association Registered Consultant or equivalent.**
- C. Within a Conservation Area, anyone wishing to fell or prune a tree that is 75mm or greater in diameter at 1.3 metres above ground level must give at least six weeks' notice of their intention to Westminster City Council. Such notice should include, for the purposes of this policy, detail of the impact that the proposed tree works would have on the character of the total tree**

cover within KNA and the current landscape function that the tree provides. The proposal should include the following:

- a. The reasons for felling or pruning the tree and a map/plan showing its location.
- b. The characteristics of the tree including its species, size and age.
- c. The landscape function the tree provides such as shelter screening, enclosure, amenity specimen and focal point.
- d. Any implications for wildlife.
- e. The potential impact on public amenity.
- f. Clear reasons as to why pruning or felling is necessary and evidence that alternative solutions have been considered fully.
- g. Proposals for new tree planting.

Proposed works on any tree protected under a Tree Preservation Order will be referred to Westminster City Council.

D. Proposals to fell, prune, maintain or plant trees in the Local Green Spaces (as listed in Policy KBR13) will be strongly supported in principle where the trees are included in a specific 'Tree Management Plan' that is no more than five years old. The Tree Management Plan must:

- a. include a vision statement consistent with the requirements of this policy;
- b. be based on an evidence base acquired using a recognised urban forest audit system such as i-Tree Eco 6. Factors such as species, age class, distribution, tree health, asset value and ecosystem service benefits should ideally be included;
- c. outline the strategic plan for achieving the vision and complying with the principles of the policy over the lifetime of the Plan;
- d. outline a delivery plan to achieve the strategic aims outlined in the Tree Management Plan;
- e. be endorsed by an expert such as an Arboricultural Association Registered Consultant with a written statement that the Tree Management Plan complies fully with the requirements of this policy and other applicable planning policies, legislation and regulation for trees in the KNA;
- f. commit to monitor and report progress on delivery of the plan every six months;
- g. commit to update the plan every five years over the lifetime of the Neighbourhood Plan;
- h. include a legally binding agreement that management of any green space will comply fully with the principles of this policy.

E. Proposals for new tree planting along the main public highways will be strongly supported where those proposals comply with the principles of this policy.

- F. Development proposals for Level 4 developments or larger must include a Tree Management Plan as outlined in part D of this policy.**
- G. Proposals to plant or replace trees should demonstrate compliance with best practice for urban trees. The following considerations should be included within the proposal:**
- a. The age profile of the existing tree population and the need to create a population of mixed age class.**
 - b. The species mix within the tree population and the need to create resilience to current urban pressures, future urban pressures such as those likely to occur with predicted climate change and increased risks from imported pests and or disease, through the use of a diverse species range.**
 - c. Be aware of and demonstrate that all planting will follow best practice guidelines as outlined in part B of this policy.**
 - d. Ensure that healthy trees, ideally home grown, are selected from a reputable nursery with published policies relating to biosecurity.**
 - e. Outline a maintenance schedule for newly planted trees for a three-year period to include irrigation, mulching and formative pruning.**

Conformity reference: London Plan Policy 7.21; Westminster UDP Saved Policy ENV16

- 10.12 One of Knightsbridge’s most important assets are its trees, being one of the most important features identified through engagement in preparing the plan. This is a view endorsed by the Mayor of London, who sees them as an essential part of London’s character and identity, breathing life into the capital and cleaning the polluted air¹⁰.
- 10.13 Proposals to plant new trees in Knightsbridge will be supported. However, it is important that these are the right type so that they can help mitigate the impacts of climate change and be resilient to disease.
- 10.14 Management of trees is important and Policy KBR45 provides direction on this.
- 10.15 Trees also have a role to play in mitigating the impacts of climate change.
- 10.16 KNF aims to ensure that all trees within the Area are managed, preserved and planted in accordance with sound arboricultural practices whilst taking account of their contribution to amenity and the urban landscape for both current and future generations. Indeed, whilst the plan covers a 20-year period to 2036, its legacy could be over 100 years. Over this time period, the effects of the changing climate are expected to be considerable, with less water, hotter temperatures and more big storms.
- 10.17 In addition, it will be important to ensure a diverse mix of species to reduce exposure to one disease or risk. Currently in London the plane tree predominates, a species that has been subject to wilt in other cities such as Lyon, France. The threat of tree disease is very

¹⁰ Mayor of London (2005) *Connecting Londoners with Trees and Woodlands: A Tree and Woodland Framework for London*

real¹¹. It is therefore not a case of simply replacing this with other species but making sure that over time a more diverse tree population is developed that is more able to survive in a changing climate whilst maintaining the attractiveness of the tree cover in Knightsbridge. This could include other species such as chestnut, catalpa, quercus and lienco.

Sub-objective 10.5**Secure sustainable water supplies****POLICY KBR46: SUSTAINABLE WATER**

- A. New development or substantial refurbishment of existing buildings (Levels 1-4 as described in Appendix D) should demonstrate how it has sought to reduce water consumption through its design. Development will be supported where its design helps to ensure good water quality and minimum water usage in line with best practice, including through the incorporation of rainwater harvesting systems.**
- B. Development should demonstrate how, through its design, it has sought to minimise the quantity of water discharged directly into the drainage, sewerage and riparian systems and will operate sustainably and with sufficient headroom within the capacity of these water systems in the Neighbourhood Plan Area, taking into account the cumulative impacts of all other permitted local development (including that occurring outside the KNA boundary). All such new development must be supported by a sustainable drainage plan that demonstrates how surface run-off, including storm water, will be minimised and addresses clean and dirty water needs locally.**
- C. Where development involves groundworks, developers will be expected to carry out a detailed site investigation to establish whether the works could affect underground streams or rivers or create a dam effect in the water table or downhill flows underground. Planning permission will be refused if suitable mitigation measures are not possible within the site.**
- D. Development must ensure that water discharged from the development into drainage or sewerage is, as far as possible, free from pollutants. Development will be supported where it includes measures to reduce the impact of 'down the drain' chemicals and manufactured solids.**

Conformity reference: London Plan Policies 5.14, 5.15

¹¹ <http://www.telegraph.co.uk/news/2016/07/30/tree-disease-could-wipe-out-londons-most-historic-vistas/>

- 10.18 Water is taken for granted. A plan which is sustainable for the future must treat it both as a precious resource and as a potential threat. This needs to be factored into all development so that water is conserved when it is scarce and, when it is not, channelled in ways that are safe and free from pollution. Water quality should also be protected and enhanced for current and future generations.

Sub-objective 10.6**Healthy people who need and thrive in a healthy environment****POLICY KBR47: HEALTHY PEOPLE**

- A. In order to retain and provide a sense of tranquillity in the Neighbourhood Plan Area:**
- a. The creation of urban oases is strongly supported provided that they do not detract from the amenity of neighbours.**
 - b. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment complying with the latest British Standard. The layout, orientation design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing and quiet open spaces.**
 - c. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.**
 - d. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.**
- B. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development and arising from associated vehicle movements.**
- C. Internal or external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing and areas of importance for nature conservation.**
- D. Waste from the development and any associated vehicle movements to dispose of waste must be minimised as far as possible throughout the development's lifespan. Development should maximise opportunities for construction, delivery, freight, waste and recycling consolidation.**

- E. All development and major refurbishments must demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and 'end of life' phases of development. In particular:**
 - a. The sustainable refurbishment and reuse of existing dwellings, buildings and resources should be considered before any redevelopment options.
 - b. All Level 4 development or larger should aim to achieve a BREEAM rating of "outstanding" or equivalent with full scoring credit given for air and energy policies that comply fully with the KNP.
- F. Where development involves groundworks or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.**
- G. Development should demonstrate mitigation and adaptation measures in design that address climate change risks including urban heat island effects and vector borne disease (on human and non-human receptors).**
- H. Health must be a material consideration in any planning or licensing decisions as recommended by Parliament's Health Select Committee in a report titled 'Public health post-2013' dated 18 July 2016.**

Conformity reference: London Plan Policy 3.2; Westminster City Plan Policy S29

- 10.19 Like in the Westminster City Plan, ensuring a healthy and safe environment that contributes to people's wellbeing is a priority for Knightsbridge and must be achieved by all development. This means providing inhabitants and others with an environment which meets the best international standards. The Government's vision for noise policy is to, 'Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.'¹²
- 10.20 The Area in particular suffers greatly from the noise impacts of being an inner city neighbourhood popular with visitors and adjacent to key road arteries. As such, it is a priority that new development creates an environment which provides respite from the urban noise and creates a sense of tranquillity so that residents and visitors alike relax.
- 10.21 New development should be constructed to the highest standard possible. This will ensure that new development will be designed to last and will not require 'redevelopment'

¹² DEFRA (2010) *Noise Policy Statement for England (NPSE)*

in the short to medium term with the associated disruption to tranquillity such development causes.

Sub-objective 10.7 **Involving people by recognising that environmental protection is achieved when people are fully engaged in policies and decisions affecting the environment**

POLICY KBR48: INVOLVING PEOPLE

New development and major refurbishment (Level 1 to Level 4) that complies fully with the requirements of the Knightsbridge Community Engagement Protocol will be strongly supported in principle.

Conformity reference: NPPF paras 69, 188

- 10.22 The local community should be involved in shaping the area throughout the plan period. The benefits of genuinely two-way public participation are widely recognised.
- 10.23 It is recognised that development which impacts on the Knightsbridge Area is not only that proposed within the Area or within the wider area of interest. Major infrastructure road, rail and air proposals, in particular Crossrail and airport expansion, are likely to have an effect on the community of Knightsbridge. That community has a right to be properly engaged in the decision-making process. Any major infrastructure development that is likely to adversely affect the quality of the air, water, soil or the noise environment within the Knightsbridge Area has a right to be challenged. The KNF reserves the right to be consulted on such proposals and, where appropriate, to object accordingly.

DEVELOPER CONTRIBUTIONS

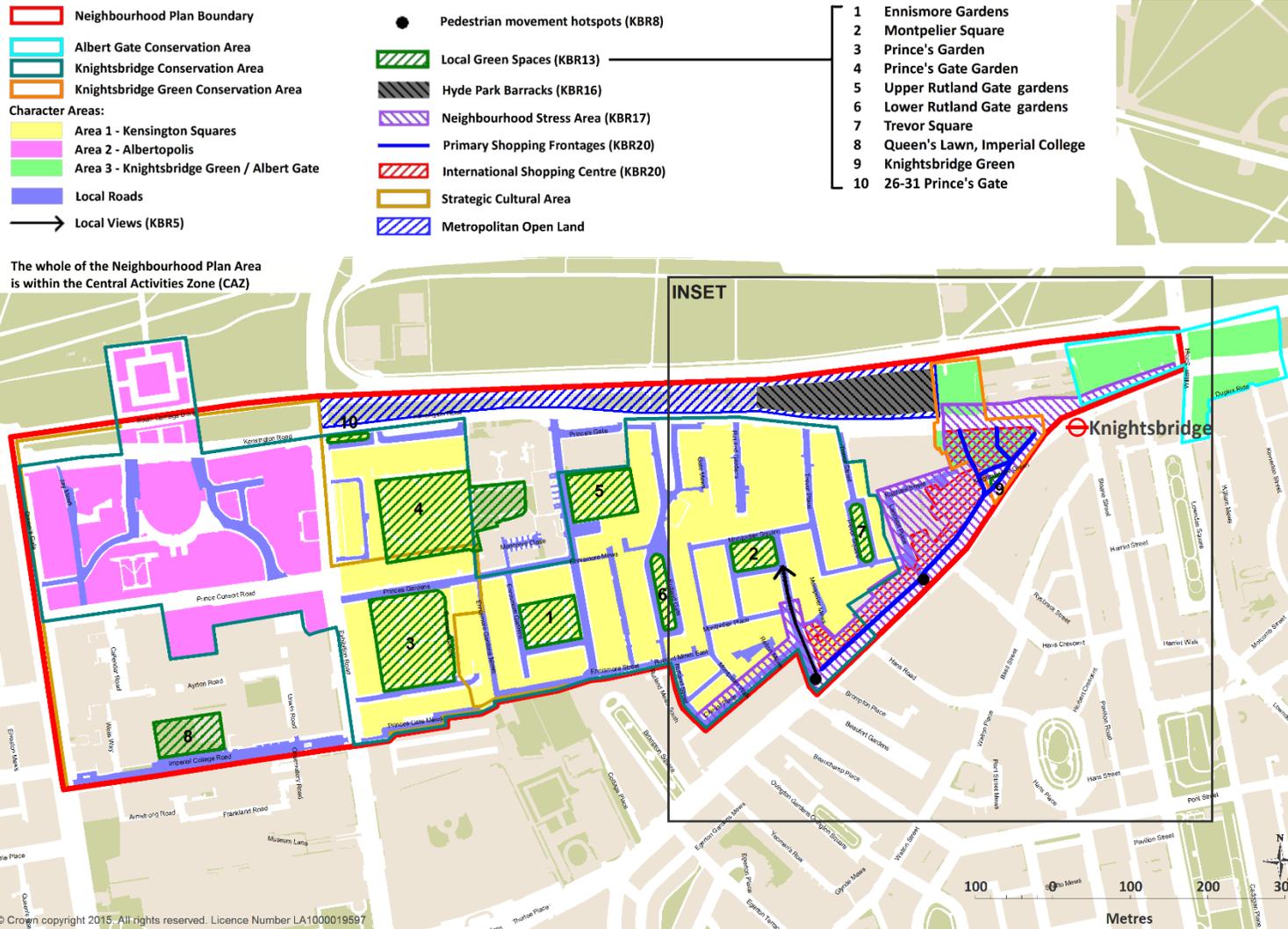
POLICY KBR49: DEVELOPER CONTRIBUTIONS

- A. All proposed developments should make financial contributions, either through s.106 agreements or through Community Infrastructure Levy payments to fund the delivery of improved streets and spaces in the vicinity within Knightsbridge as specifically identified in this Plan.**
- B. Financial contributions should help address the following projects:**
- a. Improving and maintain heritage railings, including:
 - i. 1-7 Rutland Gate
 - ii. Upper Rutland Gate gardens (railings and wall)
 - iii. Local green space at 26-31 Princes Gate
 - b. Replacing missing/poor quality street lamps in conservation areas, including the local green space 26-31 Princes Gate.
 - c. Replacing existing areas of paving with York stone around the squares and natural quality finishes elsewhere (including granite kerbs).
 - d. Replacing existing road surfaces with cobbles in the residential 'mews' roads and tarmacadam in the other roads.
 - e. Replacing or removing poorly located or poor quality signage.
 - f. Removing non-heritage phone boxes.
 - g. Relocating electrical cabinets either within buildings or underground.
 - h. Planting new trees.
 - i. Deep cleaning of pavements, particularly in the Neighbourhood Stress Area.
 - j. Periodic upgrading of official CCTV infrastructure.
 - k. Improved signage.
 - l. Installing rapid electric vehicle charging points.
 - m. Audit existing utilities and report annually.
 - n. Installing secure bicycle parking facilities.
 - o. Installing bicycle hire docking stations.
 - p. Installing rapid electric vehicle charging points.
 - q. Implementing Copenhagen crossings at all junctions in the KNA.
 - r. Provision of Legible London signage.
 - s. Bus priority measures.
 - t. Bus stop improvements.
 - u. Planting new trees.
 - v. Commissioning a 'Tree management plan' template by an Arboricultural Association registered consultation or similar.
- C. In particular, financial contributions should be used to support the development of the Albertopolis scheme.**

Conformity reference: Westminster City Plan Policy S33

- 11.1 It is important that the impacts of development are appropriately addressed through the use of developer contributions and Community Infrastructure Levy (CIL). Matters relating to priorities for spending the 'local' element of CIL are addressed in the Knightsbridge Neighbourhood Plan Management Plan.

PROPOSALS MAPS

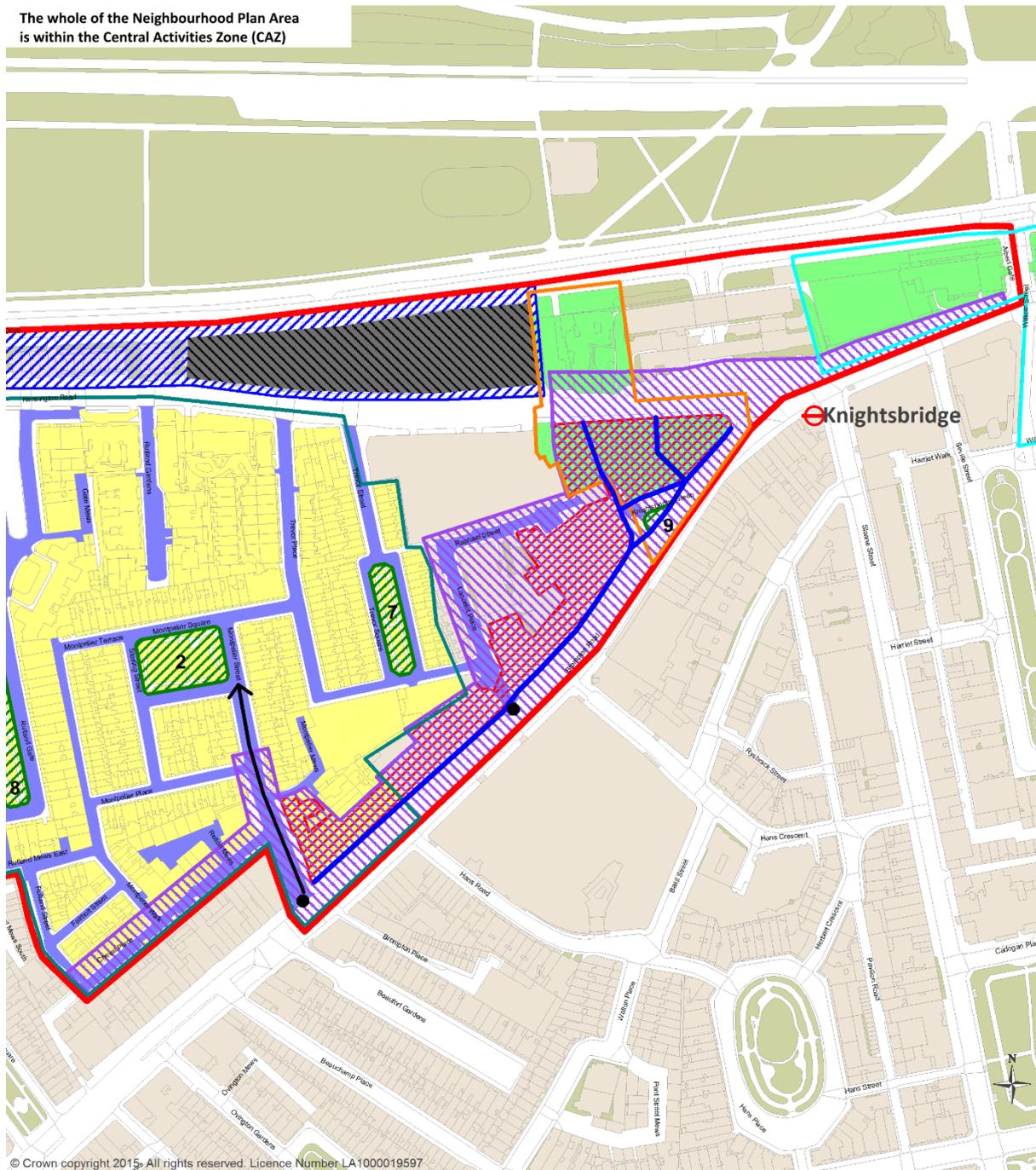


INSET MAP

- | | | | | | |
|---|--|---|------------------------------------|--|---------------------------------------|
|  | Neighbourhood Plan Boundary |  | Local Green Spaces (KBR13) | 


 | 2 Montpelier Square |
|  | Albert Gate Conservation Area |  | Hyde Park Barracks (KBR16) | | 6 Lower Rutland Gate gardens |
|  | Knightsbridge Conservation Area |  | Neighbourhood Stress Area (KBR17) | | 7 Trevor Square |
|  | Knightsbridge Green Conservation Area |  | Primary Shopping Frontages (KBR20) | | 9 Knightsbridge Green |
| Character Areas: | |  | Area 1 - Kensington Squares |  | International Shopping Centre (KBR20) |
|  | Area 3 - Knightsbridge Green / Albert Gate |  | Local Roads |  | Metropolitan Open Land |
|  | Local Views (KBR5) | | | | |
|  | Pedestrian movement hotspots (KBR8) | | | | |

The whole of the Neighbourhood Plan Area is within the Central Activities Zone (CAZ)



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Appendix A

Glossary

Active travel – refers to travel that is not by vehicle, rather by foot or bicycle for example, which affords benefits of improving health through exercise and reducing harmful vehicle emissions

Affordable housing - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

Albertopolis – a defined Character Area, part of the Strategic Cultural Area, lying to the western part of the Knightsbridge Conservation Area and home to institutions such as Imperial College, the Royal Albert Hall, the Royal College of Music and others which help to define the activity there.

Area of interest – the area just beyond the boundary of the Plan, extending down to the junction with Cromwell Road and Exhibition Road and including the entire 1851 Royal Commission Estate (including the Albert Memorial). It also extends right up to South Kensington Underground Station, to the other side of Queen’s Gate and includes part of Hyde Park

Asset of Community Value - land or buildings of local importance, nominated by local community groups or parish councils. When listed assets come up for sale or change of ownership, the Localism Act then gives local community groups the time to develop a bid and raise the money to bid to buy the asset when it comes on the open market.

Buy-to-leave – the concept of homes being in private ownership, but where the owner neither lives in, nor rents out the property, effectively leaving it empty.

Character area – refers to any of three areas – Kensington Squares, Albertopolis, Knightsbridge Green/Albert Gate – each displaying their own unique set of built characteristics, and each located in one of the three Conservation Areas.

Class – the Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Knightsbridge Community Engagement Protocol (KCEP) – This sets out guidance on good practice for community engagement amongst partner agencies. It sets out how agencies might wish to coordinate engagement activities. The protocol includes clear steps for developing an agreement for community engagement initiatives.

Comparison retailing - this is shopping for higher value goods, such as white goods, clothes, electrical items, etc., that is not undertaken on a regular basis.

Conservation Area - an area of notable environmental or historical interest or importance which is more protected by law against undesirable changes. In the Plan area there are three Conservation Areas: Albert Gate, Knightsbridge and Knightsbridge Green.

Convenience retailing - this is primarily food shopping and shopping for everyday grocery items.

Community Infrastructure Levy (CIL) – A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. It is chargeable on each net additional square metre of development built and is set by Westminster City Council.

Copenhagen crossings – these alter the priority for cyclists at junctions, allowing them to continue on without stopping at certain junctions. This is achieved through the use of painted areas on the road surface and also possibly the raising of the road surface to help vehicle drivers to identify that such a priority is approaching.

Convenience goods – basic goods or services that people may need on a weekly, if not daily basis. Convenience goods retail uses include grocers and newsagents, and fall within A1 Retail in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

Design cues – the specific features of built form that are characteristic to individual Character Areas in Knightsbridge.

Destination neighbourhood – an area that is popular with visitors.

Entertainment use - A3 restaurants and cafes, A4 public houses and bars, A5 takeaways and other entertainment uses including D2 live music and sui generis nightclubs and private members' clubs

Green infrastructure – (*as defined in the London Plan*) - The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

Heritage post box – A post box dating back to the King Edward VIII reign.

Heritage railings/walls – refers to the distinctive railings and walls bounding properties in the Conservation Areas.

Heritage street lights – refers to distinctive street architecture, often square-shaped, typically found in the Conservation Areas.

Heritage telephone box – a traditional red telephone box dating to the early part of the 20th century.

i-Trees - is a state-of-the-art, peer-reviewed software suite from the United States Department of Agriculture's Forest Service that provides urban and rural forestry analysis and benefits assessment.

Knightsbridge Neighbourhood Area (KNA or the Area) – the area of land covered by the Neighbourhood Plan formally designated by the Local Planning Authority.

Knightsbridge Neighbourhood Forum (KNF or the Forum) – the body that leads on the production of a neighbourhood plan in neighbourhood areas that are not covered (either in part or in whole) by a town or parish council. A neighbourhood forum must meet certain legal requirements and can only be designated by the local planning authority.

Knightsbridge Neighbourhood Plan (KNP or the Plan) – the document that sets out planning and land-use policies the area at a very local scale, prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2015 (as amended).

Knightsbridge Code of Construction Practice (KCoCP) – a set of exemplary standards of construction practice for Knightsbridge, overriding any less stringent provisions in the Westminster Code of Construction Practice and the Considerate Contractors Scheme.

Landscape Character Assessment (LCA) - a method used for understanding what the landscape is like, how it formed, and how it may change in the future. It helps to define what makes an area unique as well as what should be done to protect and improve its character.

Last mile service - the last leg of a product's trip before it arrives at its destination address.

Local convenience retail – small-scale retail unit selling convenience goods or a non-retail unit providing a service to visiting members of the public.

Local Green Space – a green area of particular importance to a community that, if meeting criteria set out in the NPPF, can be afforded special protection through local and neighbourhood plans.

Local roads – refers to network of local residential roads within Knightsbridge as opposed to the main arterial routes that carry the majority of traffic e.g. Brompton Road, Exhibition Road, Knightsbridge, Kensington Road and Prince Consort Road.

Neighbourhood Stress Area – where residential areas are located very close to a significant cluster of commercial businesses (bars, restaurants and clubs) and that impact on resident's enjoyment and perception of safety. For the Plan this incorporates Brompton Road between Scotch House Corner and Montpelier Street, Knightsbridge between Scotch House Corner and the Bulgari Hotel and Park Close, Knightsbridge Green, Cheval Place, Montpelier Street south of Montpelier Place, Lancelot Place and Raphael Street.

National Planning Policy Framework (NPPF) – the national planning policy document which sets out the Government's planning policies for England and how these are expected to be applied.

Paris Agreement - an agreement within the United Nations Framework Convention on Climate Change (UNFCCC) dealing with greenhouse gases emissions mitigation, adaptation and finance starting in the year 2020.

Pedicab – a cycle-rickshaw commonly found on London streets; an alternative to the taxi cab.

Primary Shopping Frontage - The main shopping frontages along the stretch of Brompton Road that is in the Area and which are designated by WCC as an International Shopping Centre and Primary Shopping Frontage

Quarters – the four broad areas - residential, cultural, Hyde Park and business – used to describe different areas of the Neighbourhood Plan area. Only the Strategic Cultural Area is precisely defined in terms of area.

Renewable energy – any naturally occurring, theoretically inexhaustible source of energy, such as solar, wind, tidal, wave, and hydroelectric power, which is not derived from fossil or nuclear fuel. It excludes biomass burning, combined heat and power plants, diesel generators or gas boilers.

Respark – refers to parking spaces reserved for residents with parking permits.

Science-based targets – Targets adopted by companies to reduce Green House Gas emissions are considered "science-based" if they are in line with the level of decarbonisation required to keep global temperature increase below 2°C compared to preindustrial temperatures, as described in the Fifth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC).

Section 106 agreement - A mechanism under Section 106 of the Town and Country Planning Act 1990 which makes a development proposal acceptable in planning terms that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' along with highway contributions and the Community Infrastructure Levy.

Social rented housing - Housing owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime.

Strategic Cultural Area – The western end of the Knightsbridge Area, home to the world's first planned cultural quarter and hosting a series of cultural, education and research bodies. Sometimes referred to as the Cultural Quarter.

Transport for London (TfL) Road Network (TLRN) - Key routes at the heart of London's road network – including Brompton Road - and are known as 'red routes'. They are marked with either single or double red lines and are maintained by TfL.

Tree management plan (TMP) - a plan in accordance with this plan for the short, medium and long-term management of trees in Local Green Spaces in the KNA.

Utilities – within the context of the Plan this includes the following and their successors in technology: electricity for public or private use; gas; internet; telecommunications; television; and clean, dirty and storm water networks.

Zero local emissions – development that emits no emissions to air within the KNA other than filtered air after ventilation or cooking that uses only 100% renewable energy.

Zero total emissions - development that emits no emissions to air directly or indirectly other than filtered air after ventilation or cooking that uses only 100% renewable energy.

Appendix B Knightsbridge Code of Construction Practice

B1.0 PROCESS

- A1.1 All developers of Level 1 to Level 4 projects inclusive must sign up to (i.e. 'adopt') and adhere to the following:
- City of Westminster's (WCC) Code of Construction Practice
 - WCC's Considerate Contractor Scheme
 - The Greater London Authority (GLA) Supplementary Planning Guidance (SPG) '*Control of dust and emissions during construction and demolition*'
 - This Knightsbridge Code of Construction Practice (KCoCP)
- B1.2 Planning applications for development from Level 1 to 4 must demonstrate at the application stage that the developers: involved contractors at the design stage; considered the constructability of the development; and will use the best practical means for construction. A draft or final Construction Management Plan (CMP) must be submitted with the planning application. Where it has more stringent requirements on a similar matter, the KCoCP takes precedence over other construction codes.
- B1.3 The developer must accept ultimate liability for failings by others it appoints including any designated person. This must include holding WCC harmless for the actions of the developer and/or its contractors or agents.
- B1.4 One or more Traffic Marshalls are required to manage safely all vehicle movements to and from the site and confirm that vehicles comply with agreed standards.
- B1.5 Developers must consult the Knightsbridge Association (KA) early on in their CMP and agree it with the KA. The CMP must be in place at least six weeks before any works commence on site.
- B1.6 The structural engineer's report for developers about works (e.g. basements) must include an express duty to WCC and adjoining owners as well as the developer. Proposals must demonstrate and confirm after thorough site investigation that they will not adversely affect neighbouring properties, underground streams, water courses, water tables and/or the Piccadilly Line Underground or disturb any contaminated land. They must also confirm that there is adequate clean and dirty water drainage capacity onsite and locally to meet fully the expected lifetime needs

of the development. The engineering aspects of an extension or development must be considered separately from the main development plan.

- B1.7 The developer is expected to write to the 25 nearest properties and provide a 24-hour telephone number to report noisy or inconsiderate works.
- B1.8 Developers, WCC officers and WCC planning committees must take into consideration any other consented schemes in the Knightsbridge Neighbourhood Area (KNA) and immediately adjacent to it (including in the Royal Borough of Kensington and Chelsea (RBKC)) and the potential cumulative impact on the local area and its residents of some or all of those schemes being carried out simultaneously with the proposed scheme.
- B1.9 Air quality 'tool box talks' are required with the following content as a minimum: 'eco driver' training; travel plan for all staff focused on air quality and noise reduction; advice for staff on how they can reduce their personal exposure to emissions and noise.

B2.0 ROUTES

- B2.1 All vehicle access to the site must take place along arterial roads (e.g. Brompton Road and Knightsbridge) with the minimum distance along Local Roads. This includes the need to reverse down two-way streets (e.g. Cheval Place) and/or turn at the closest junction to allow forward movement back down the shortest route. Road signs must be complied with e.g. one way signs.
- B2.2 If the primary address of the development is on an arterial road (i.e. Brompton Road, Exhibition Road or Knightsbridge) then all construction work must take place on that road, not on or through Local Roads.

B3.0 VEHICLES

- B3.1 All vehicles using Local Roads must have a maximum gross weight of five tonnes and have two axles unless no alternative exists. Alternative vehicles may only be used if the developer demonstrates and confirms that no alternative exists and that no damage will be caused if it is used.
- B3.2 CMPs must include a wheel track plan to demonstrate and confirm, for all vehicles to be used, that they can access the route without crossing or touching pavements, parked vehicles or street furniture.
- B3.3 All vehicles must be the latest Euro 6 emission standard with immediate effect unless no alternative exists. In future, vehicles must use the latest emission standard within 12 months of 'type approval'. Hybrid-engined diesel/electric or electric only trucks

must be used from 1 January 2020 and operate in electric mode with the KNA. From 1 January 2018, all construction vehicles including delivery, skip and scaffolding vehicles must be accredited for: the latest Silver or Gold level as updated from time to time of Transport for London's (TfL's) Fleet Operator Recognition Scheme (FORS); and at least Three Stars for TfL's Direct Vision Standard (Four Stars from 1 January 2020 and Five Stars from 1 January 2022). No idling of vehicles shall be permitted. The Traffic Marshall must ensure that all vehicles carrying waste from the site cover the truck tray or platform before it leaves the site to minimise dust.

- B3.4 'Just in time' arrival of vehicles on Local Roads shall arrive no more than 10 minutes before the hours permitted for noisy works.
- B3.5 Skip, scaffolding and other construction related vehicles must access Local Roads and operate only within the hours permitted for noisy works and arrive no more than 10 minutes before the hours permitted for noisy works.
- B3.6 Construction consolidation centres or similar shared storage facilities for materials must be used for all projects to minimise the number of vehicle movements in the KNA and inner London.

B4.0 NON-ROAD MOBILE MACHINERY (NRMM)

- B4.1 Contractors must comply fully with the requirements of the Greater London Authority (GLA) SPG or better for the 'Control of dust and emissions during demolition and construction' including non-road mobile machinery (NRMM) for the Central Activities Zone throughout the KNA. All plant must be registered and conform fully to GLA standards or better, or not be used.
- B4.2 Developers must demonstrate an audited hierarchy of selection for NRMM used in construction. First criteria should be to avoid the use of plant that generates on-site emissions by changing method of design to avoid the need for plant in the first place. Where plant operates it must be of hybrid type which uses the latest available technology for maximum on-site emission abatement. It must use ultra low sulphur diesel or cleaner fuels (for both PM and NOx). From 1 January 2020, no diesel or hybrid plant may be used onsite unless there is no practical alternative and it is major plant fitted with a diesel particulate filter using the latest available technology for maximum on-site emission abatement.
- B4.3 Controls must be in place for generator running times to ensure they are shut down when not in use. There shall be no idling of all plant and equipment as standard.
- B4.4 A conveyor belt system shall be used for waste removal unless it is impractical.

B5.0 MINIMISING ONSITE EMISSIONS, NOISE AND VIBRATION

- B5.1 'Best efforts' must be used to reduce on-site emissions, noise and vibration of all sorts, including for adjoining owners.
- B5.2 Work which can be heard at the boundary of the site shall only be carried out between 08:00 and 18:00 Monday to Friday (excluding bank and public holidays). Noisy work must not take place outside these hours.
- B5.3 Prefabricated and other off-site processes are to be used to make the construction process quicker, safer and cleaner e.g. offsite drilling and cutting. Existing foundations should be reused in refurbishments where practical and safe to do so.
- B5.4 It shall be ensured that the lowest emission technique is always used on-site e.g. diamond-blade cutting, fibreglass not asphalting and stationary jaw crushing not jack hammering of concrete.
- B5.5 'Best efforts' must be used to ensure that electric power from the grid is available and used from the start for all works on-site including demolition in order to minimise local emissions and noise and vibration.
- B5.6 Regular and random monitoring of hourly mean PM_{2.5} and PM₁₀ concentrations, noise and vibration on site boundaries may be required. In such cases, the contractor shall be expected to undertake this activity and publish it online frequently and at least monthly.

B6.0 STREET MANAGEMENT

- B6.1 'Best efforts' shall be taken to minimise the effects of the following: congestion; damage to clean and dirty water drains, pavements, streets, street furniture and under-pavement vaults; dust, dirt and grit on pavements and streets; emissions to air, land and water (including 'down the drain' waste); impacts on local residents' quality of life; inconvenience to pedestrians (e.g. due to hoardings); noise; residents parking; vehicle movements; and vibrations.
- B6.2 Investigations and a photographic audit around site and along access routes in Local Roads shall be undertaken before any works commence, i.e. street lights, drains, pavements and roads. It shall be expected that all efforts are made to minimise impact. It shall be expected that impacts are properly and fully monitored throughout the lifetime of the construction activity and, where necessary, timely ongoing repairs are made. An audit of activity shall be completed after construction activity has ceased after which all outstanding repairs are to be completed promptly.

- B6.3 Specialist vehicle(s) shall be used to vacuum and water wash the entirety of any access routes in Local Roads at least weekly to eliminate dirt, dust, grit and sharps from the road surface. A hand sweep and wash (or use of an appropriate machine) shall be required on each working day around the site and, if needed, along the whole length of Local Roads. Particular care shall be taken to remove on each working day any nails, screws or other sharp materials on pavements or roads.
- B6.4 Contractors are expected to consult the Knightsbridge Association if roads are to be blocked or closed. In such circumstances, a circular is to be delivered to all properties along the routes in question at least seven days beforehand to explain what works are intended and how impacts will be mitigated for local residents and businesses.

B7.0 ENFORCEMENT

- B7.1 Regular enforcement of these protocols shall be carried out by the WCC Enforcement Department. Where necessary, contributions from development collected through the Community Infrastructure Levy mechanism or equivalent can be used to address the costs of enforcement.

Appendix C Knightsbridge Community Engagement Protocol

C1.0 Introduction

- C1.1 The local community should be involved in shaping the area throughout the plan period and beyond. The benefits of genuine public participation are widely recognised. Effective community engagement in the planning process produces significant benefits. Local knowledge can be harnessed to improve the design and functionality of development and reduce the adverse impacts of the development. Involving all interested parties in meaningful consultation at an early stage in the decision-making process can also prevent or mitigate conflicts with the local affected community. In essence, it leads to better decisions and a better environment.
- C1.2 In particular, the Knightsbridge Neighbourhood Forum (KNF) wants to ensure that there is active discussion and effective engagement with the public in relation to the development or use of land so that the best solutions are found to the challenges that face and will face the Area. This approach is consistent with the Ministerial Foreword to the NPPF which explicitly has the aspiration of “allowing people and communities back into planning”. The Knightsbridge Neighbourhood Plan (KNP) therefore provides for a new and effective model of public participation grounded in the principles of the Aarhus Convention¹³ which has been ratified by the UK and which provides for:
1. Access to information.
 2. Public participation.
 3. Access to justice.
- C1.3 All development which requires approval by Westminster City Council (WCC) or planning permission other than Level 5 or Level 6 must comply with the Knightsbridge Community Engagement Protocol (KCEP) when bringing forward projects, plans, or policies which may affect the environment in Knightsbridge. For the avoidance of doubt, development that would increase the habitable floor area of an individual house or flat by more than 50% or substantially refurbish a similar proportion is required to comply with the KCEP i.e. Level 4 or above.

¹³ <http://www.unece.org/fileadmin/DAM/env/pp/documents/cep43e.pdf>

C2.0 Information

C2.1 Proper consultation requires information. Members of the public must be given sufficient information in plain English to enable them to understand the proposals and engage properly and meaningfully in the decision making processes at all stages. Therefore, for all decisions affecting the environment, members of the public require early access to a wide range of information to enable them understand plans, programmes, projects and policies that are brought forward in the neighbourhood that relate to and impact on the environment. This means:

Developers

- Developers must provide the community with information about proposed projects during any pre-submission consultation period. This must include the Knightsbridge Association (KA) and the owners and occupiers of at least the nearest 10 properties.
- Any information provided by developers as part of any development must be in a format which is easily understandable and any technical information must be explained in plain English. It must be provided in paper and/or electronic form as requested by the community.
- Developers must not withhold any material information concerning their development. In particular, developers will not be permitted to prevent disclosure of documents such as viability or affordable housing assessments on the basis of commercial confidentiality.
- Developers will have an ongoing duty to monitor the impacts (adverse or positive) that the development has on the environment or human health and disclose the results of such monitoring. This requirement will be secured through a planning condition. In particular, all new development or major refurbishment must undertake an independent post-completion assessment to determine the 'real world' impacts on air, land, water, biota and human health.

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- WCC should make as much information about the neighbourhood's environment freely accessible to the community as necessary to build an understanding of the Knightsbridge environment amongst its community.
- Any information concerning the environment provided by WCC to the community should be in a format which is easily understandable and with any technical information explained in plain English.
- WCC should disseminate on a regular basis as much information about the neighbourhood and its environment as practicable to the Knightsbridge

community either directly in writing or through events which are publicly advertised.

- Information which WCC provides to the community should include, but not be limited to:
 - information and advice about bringing forward community-led development proposals which meet the objectives of the KNP.
 - information and advice about ways in which members of the community can change their lifestyle through behaviour, best practice, opportunities or technology in order to reduce their impact on the environment within and outside the neighbourhood.
 - information and advice about ways in which they can help the neighbourhood to best adapt and mitigate against environmental and other challenges for the benefit of future generations and without displacing significant negative environmental effects to another locality.
 - information concerning the real world impacts of development to enable the community to monitor and assess whether neighbourhood plan policies are achieving their intended aims to improve the environment of Knightsbridge.
- WCC should, where there is evidential uncertainty as to the impacts of any proposed project, plan or policy on the environment or human health, adopt the precautionary principle in its decision-making process.
- WCC should report annually to the community on the amount, form and use of planning obligations or Community Infrastructure Levy contributions from development within the neighbourhood area. This report should include separate details of the amount and use of the 'neighbourhood' portion of any Community Infrastructure Levy contributions.

Community

- KNF is the designated neighbourhood forum for the KNA. It focuses on fulfilling its duties under the Localism Act 2011 (as amended) and its constitution. It is the entity that should be consulted by WCC to agree the use of the 'neighbourhood' portion of any contributions from the Community Infrastructure Levy or similar development monies within the Knightsbridge Neighbourhood Area (KNA).
- The Knightsbridge Association (KA) is the general representative organisation of the community having been established in 1961. References to the KA in this document include any successor organisations.
- The roles of KNF and the KA are complementary and they should seek to avoid duplication of effort.
- The KA may wish to assist the Council in facilitating the dissemination of information amongst the community.

- The KA is encouraged to keep the local community updated at least annually on the work that it undertakes on behalf of the local community in relation to the Neighbourhood Plan or otherwise.
- For the avoidance for doubt, the rights to information, public participation and access to justice set out in this protocol are to be enjoyed by the whole community and not limited to the KA or KNF.

C3.0 Participation

- C3.1 Members of the public should be able to participate in all stages of the decision making processes which affect their environment. Members of the public should therefore be consulted on plans, projects and policies at the earliest possible stage. Early consultation is key to ensuring that any plans, projects or policies which may affect the community are beneficial.
- C3.2 Public consultation is not just a box which is to be ticked. Meaningful and lawful consultation entails conscientiously taking into account the fruits of the consultation in the decision making process.

Developers

- Developers must commit to true consultation so that comments received from members of the public are properly considered. This must include considering abandoning a plan or proposal which is opposed.
- Developers should invite the local community and relevant organisations, including but not limited to the KA and its successors, to engage in early consultation. This must be done at least once before the submission of any application for planning permission and at least once during any pre-application consultation.
- Developers should consider whether to invite the local community or relevant organisations, including but not limited to the KA, to bring the development forward as a community led partnership.
- Developers should continue to engage in consultation with the local community throughout the decision-making process, during the implementation of any development consent and after the development has been completed.
- Developers must submit a Statement of Community Engagement (Statement) to confirm in legally binding document that they have and will continue to comply fully with the KCEP. This Statement must include all relevant information concerning how they have engaged with the community and how they will continue to facilitate informed and effective community engagement. The Statement should also include, but not be limited to:
 - An explanation of how members of the public in the immediate locality and in the wider KNA have been consulted in a timely and meaningful fashion.

- A description of the means used to involve and engage with members of the public local people in consultation. Specifically, this should explain how provision was made for comments to be put forward in different ways; for example, a variety of publicity platforms and the opportunity to provide web-based comments as well as attending events in person.
- A record of the views expressed by local people and the KA.
- An explanation of how the proposals being submitted following this consultation have addressed the views of and any issues or concerns raised by local people and the KA.
- A description of how members of the public will continue to be consulted during the implementation and after completion of the development.

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- WCC should facilitate active public participation in the decision making process by ensuring that the process is fully transparent and accessible to all. In particular, WCC should invite the KA and other relevant groups to participate in any meetings held with the developer and be copied in to all significant correspondence.
- WCC should hold regular meetings to canvas the opinions of the local affected community on development proposals affecting the neighbourhood area.
- Any directly interested person should be given the opportunity to make representations at any hearing to determine the outcome of a planning application affecting the KNA.

Community

- KNF wishes to work with WCC, the KA and other relevant stakeholders in order to create new governance coalitions. In particular, KNF will seek to develop new approaches to community engagement that ensure all levels of government engage with businesses, cultural and educational institutions and citizens on matters that impact on the neighbourhood area.

C4.0 Access to justice

- C4.1 WCC must recognise the right of the members of the public concerned to access to justice, which is not prohibitively expensive, where there has been a breach of their right to participate in decision making. Remedies should be effective, proportionate and dissuasive.

Appendix D Scales of development

- **Level 1 – Major development (large scale)**
 - a. 200+ dwellings or a site over 4 hectares
 - b. Commercial floorspace of 10,000m² or more or a site over two hectares

- **Level 2 - Major development (small scale)**
 - a. 10-199 dwellings or a site of between 0.5 hectares and 4.0 hectares
 - b. Commercial floorspace of between 1,000m² and 9,999m² or a site of between one hectare and 1.99 hectares
 - c. Any basement development

- **Level 3 - Medium development**
 - a. Between five and nine dwellings or floorspace of between 500m² and 999m²
 - b. change of use of at least 500m²
 - c. Level 3 projects may be 'upgraded' to Level 2 projects due to the sensitivity of the local environment, which can include proximity of noise sensitive receptors or cumulative impacts.

- **Level 4 - Minor development or major refurbishment**
 - a. Between one and four dwellings (inclusive) or floorspace of up to 500m²
 - b. Change of use of up to 500m²
 - c. Refurbishment works that would involve dismantling, eliminating or rebuilding 50% or more of the internal fabric of a building within its external walls.
 - d. Level 4 projects may be 'upgraded' to Level 2 or Level 3 projects due to the sensitivity of the local environment, which can include proximity of noise sensitive receptors or cumulative impacts.

- **Level 5 – All other refurbishment**

- **Level 6 – Other**

For example, development involving trees or matters that require Conservation Area consent but not planning permission.

