

KNIGHTSBRIDGE NEIGHBOURHOOD FORUM



Knightsbridge Neighbourhood Plan 2017 – 2037

Part One:
Knightsbridge Neighbourhood Plan

November 2017

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SUMMARY

The Knightsbridge Neighbourhood Forum (Forum) was established to give people who live, work or study in Knightsbridge the opportunity under the Localism Act 2011 to develop planning policy and influence neighbourhood management locally.

The Forum was designated by the City of Westminster (WCC) on 21 July 2015 with an exclusive mandate for five years to write a neighbourhood plan (the Plan) for the Knightsbridge Neighbourhood Area (the Area) to sit alongside WCC's own development plan. The Area is bounded by Albert Gate, Brompton Road, Exhibition Road, Imperial College Road, Kensington Road, Kensington Gore, Knightsbridge, Queen's Gate and South Carriage Drive.

The Forum developed the Plan in six stages including: consulting the Knightsbridge Association and other long-established stakeholders on local needs and opportunities; holding an initial public exhibition and consultation to identify key issues; holding a second public exhibition several months later to establish priorities; writing its draft plan; holding a Pre-submission (Regulation 14) statutory consultation; and revising its plan before submitting it formally to WCC. The Plan is subject then to: a further public consultation; a planning examination; and a referendum of residents on the electoral roll.

The strongest message from residents, businesses and cultural institutions was a desire to preserve or improve the character and appearance of Knightsbridge and reinforce its sense of community. People want Knightsbridge to remain a special place to live, work, bring up children and enjoy life.

The Plan is focused around its vision, six values, five themes, 10 objectives and 42 policies which, if approved, will become part of the formal development plan for Knightsbridge until 2037. It is organised into three Parts that each address many of the issues faced regularly by the local community:

- Part One – Knightsbridge Neighbourhood Plan consists of the planning policies to support our vision, values and objectives. Examples include: restoring heritage features; protecting and improving local green spaces; defining a 'Neighbourhood Stress Area'; protecting and enhancing the Hyde Park Barracks land; improving utilities; and reducing air pollution.
- Part Two – Knightsbridge Management Plan which proposes 85 specific actions that are not land use matters and so could not be included as planning policies. Examples include: better licensing; 20mph limit in local streets; improved street cleanliness; and no 'tattiness'.
- Part Three – Knightsbridge Evidence Base which includes information and technical evidence. Examples include: air pollution, local green spaces, local character and the Neighbourhood Stress Area.

Several supporting documents and further evidence is available on the Forum's website at knightsbridgeforum.org. These include: a Basic Conditions Statement; a Consultation Report; a Sustainability Report; and Habitats Regulations Assessment and Strategic Environmental Assessment screening reports which are required by legislation or recommended by government guidance.

The Plan's vision is to make Knightsbridge the best residential and cultural place in London in which to live, work, study and visit. This vision is supported by six values:

community; conserving; clean, safe and quiet; iconic; inspirational; and international. Five themes are used to group 10 objectives:

Character

1. 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. Improve the public realm and enhance and restore heritage features
3. Protect and enhance Hyde Park and Kensington Gardens Metropolitan Open Land (MOL) including the Hyde Parks Barracks land

Community

4. Promote the sense of community
5. Protect and enhance existing residential amenity and mix

Culture and education

6. 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. Enable active travel and personal mobility
8. Encourage superb public transport
9. Encourage superb utilities and communications infrastructure

Healthy environment and healthy people

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

These themes and objectives aim to achieve sustainable development while meeting the needs of the community.

Local people and organisations identified principles and general and area-specific projects for the spending of Community Infrastructure Levy (CIL) and other planning obligation monies. Principles include:

1. Support vision, values and objectives in the Plan
2. Strategic and long-term
3. Ensure robust utilities e.g. drainage and lighting
4. Choose a portfolio of projects including transport and highways
5. Give preference close to the development
6. Community not individual benefit
7. Mitigate impacts of high volumes of visitors on local people
8. Improve quality of life of residents

The Plan is likely to be used by local people, the Knightsbridge Association, planning officers at WCC, developers and many others to achieve positive outcomes. All three

Parts are organised around the five themes and 10 objectives to make it easier to use. All policies are important with some linked to the 'Scale of development'. The most-used document is likely to be Part One which is organised as follows:

- Overview sections which: include an Introduction; explain the Local context; describe the Vision, Values and Objectives; and explain how the Plan was developed and where it applies;
- Planning policies grouped under five themes. A table at the start of each section shows how policies align to objectives and the theme;
- Policies maps which show where some location-specific policies apply;
- Developer contributions which sets out how the community would like to see monies from the CIL and other planning obligations spent; and
- Appendices include: Glossary; United Nations' Sustainable Development Goals; Knightsbridge construction standards and procedures; Walking and cycling priorities and projects; Tree Management Plans; Knightsbridge Engagement Protocol; Scales of development; and CIL projects.

The above has been achieved through the support of the Knightsbridge Association and the invaluable efforts of the Forum's Directors and many people and organisations in the local community.

Going forward the Forum expects to: apply to WCC to renew its mandate; update its Plan from time to time; comment selectively on planning applications; undertake the actions in its Knightsbridge Management Plan at least once; and monitor and report annually or biennially on outcomes.

Please support these efforts to develop planning policy and influence neighbourhood management.

INTRODUCTION

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

Figure 1: Knightsbridge Neighbourhood Area

The Knightsbridge Neighbourhood Area comprises the land within the red line

0.2 The Plan has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011, the Neighbourhood Planning Regulations 2015 (as amended) and the Neighbourhood Planning Act 2017. The Forum 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 2037.

0.3 Planning applications must be determined in line with the development plan, unless material considerations indicate otherwise. A neighbourhood plan forms part of the development plan once it has been adopted and sits alongside the Westminster City Plan and the London Plan. 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. Collectively, these documents make up the development plan. The Neighbourhood Plan must be in general conformity with the strategic policies in the development plan. It should also be mindful of the emerging priorities in the Westminster City Plan Full Revision, which was commenced by WCC with an initial direction of travel consultation in Summer 2017. Also relevant is national policy, as provided by the NPPF, which states that there is a presumption in favour of sustainable development. For plans, this means positively seeking opportunities to meet the development needs of the area. Sustainability requires the balancing of economic, social and environmental considerations within legal limits and other boundaries.

How to use this Plan

0.4 The Knightsbridge Neighbourhood Plan is divided into three documents:

- Part One: contains the Knightsbridge Neighbourhood Plan policies under five 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. This is complemented by the Policies Maps, presented immediately before the appendices, which show the extent of the relevant designations referred to in the policies. All policies are required to be read and applied together when determining individual planning applications.
- Part Two: contains the Knightsbridge Management Plan (Management Plan). This is not a formal part of the development plan but reflects wider community aspirations than those relating to development and the use of land. It identifies a set of non-policy actions which would support the improvements that are necessary to deliver the vision, values and objectives in the Plan. It also sets out the Forum's approach to the use of monies from the Community Infrastructure Levy (CIL) and other planning obligations e.g. s106 agreements.
- Part Three: contains the Knightsbridge Evidence Base (Evidence Base) that underpins each policy and provides more detail on how the policy has been developed. Part One and Part Three should be read together to understand fully the rationale and purpose of each policy. Part Three also sets out some useful background information about Knightsbridge and how the Plan has been developed.

Monitoring and review

0.5 The Forum has been designated as the Neighbourhood Forum for the Area for a five-year period from 2015. The Forum expects to reapply to continue for a further five years and review its position thereafter.

0.6 To date, the role of the Forum has been to lead on the development of the Plan. Once the Plan has been 'made', the Forum expects to focus on the following roles:

- a. pursuing at least once all the Knightsbridge Management Plan actions listed in Part Two;
- b. commenting selectively on significant planning applications or consultations relating to the Area e.g. proposals to develop the Hyde Park Barracks land;
- c. commenting on emerging planning policies that could affect the Area;
- d. seeking to ensure that CIL and other planning obligation monies are utilised fully in line with the Neighbourhood Plan;
- e. monitoring the application of the policies to ensure they have been applied consistently and interpreted correctly in response to planning applications; and
- f. reviewing the policies and updating them from time to time.

The Forum expects to liaise with the Knightsbridge Association (KA) or its successors and other recognised local stakeholders and avoid unnecessary duplication of effort when undertaking these roles.

0.7 Whilst the life of the Plan 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 Forum would take a lead again.

THE LOCAL CONTEXT

'Knightsbridge - representing the best of everything'

- 0.8** 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 local people live and enjoy their daily lives. To the students at Imperial College London, 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.
- 0.9** Figure 2 shows the range of ground floor uses across the Area. It is important to note that these are the 'approved' uses as understood by the Forum after an analysis of planning permissions granted by 1 January 2017. Several properties appear to be in breach of their planning permission. The Forum would like to see enforcement where justified.
- 0.10** Knightsbridge is part of the Central Activities Zone (CAZ), as defined in the London Plan. The CAZ is the area where planning policy recognises the principal concentration of London's world city functions, including the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions. London Plan Policy 2.11A(e) reflects the need to "recognise, improve and manage the country's largest concentration of night time economies in Soho/Covent Garden as well as other strategic clusters in and around the CAZ...". Furthermore, the central part of Westminster's CAZ, incorporating the eastern end of the Neighbourhood Area, is characterised by an intense level and range of activities and so has been designated as part of the 'Core CAZ', which has its own strategic planning policy in Westminster's local plan. The intensity of use and range of activities in the Core CAZ is not always appropriate in the other parts of the CAZ, which have their own unique character and role within the city. The remainder of the Neighbourhood Area outside of this portion of the Core CAZ falls within the 'Knightsbridge' area of the wider CAZ area, which again has a distinct strategic policy in Westminster's local plan. This policy recognises the different character and function of the Knightsbridge area away from the Core CAZ, acknowledging the cultural uses in the western part of the area and the residential communities and character present in the remainder of the area. The CAZ and the Core CAZ provide a key part of the policy framework that influences Knightsbridge and has shaped the Neighbourhood Plan. Figure 3 shows the Core CAZ.

Figure 2a: Use classes based on planning permission, ground floor, as at 1 January 2017

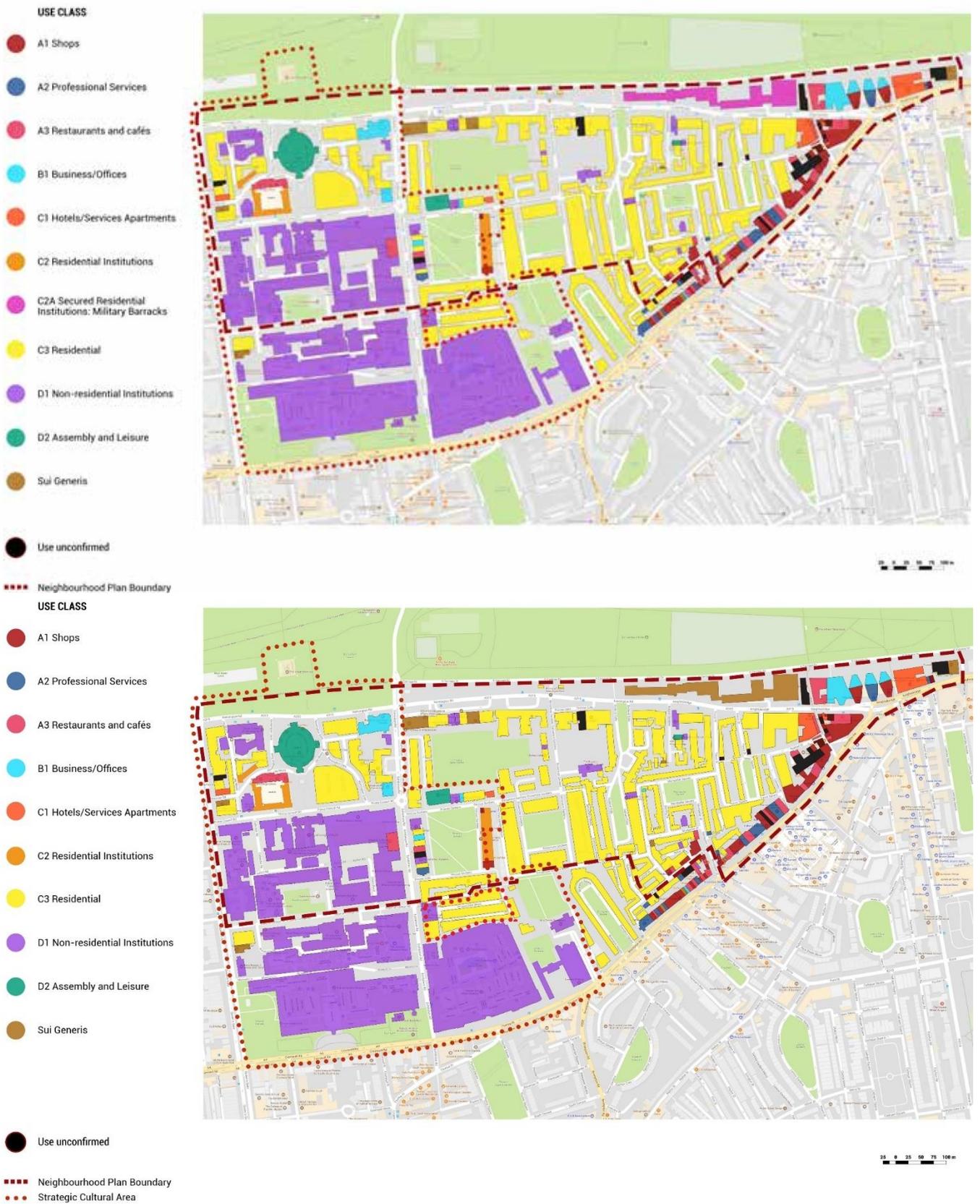


Figure 2b: Use classes based on planning permission, ground floor, Brompton Road and Knightsbridge, as at 1 January 2017

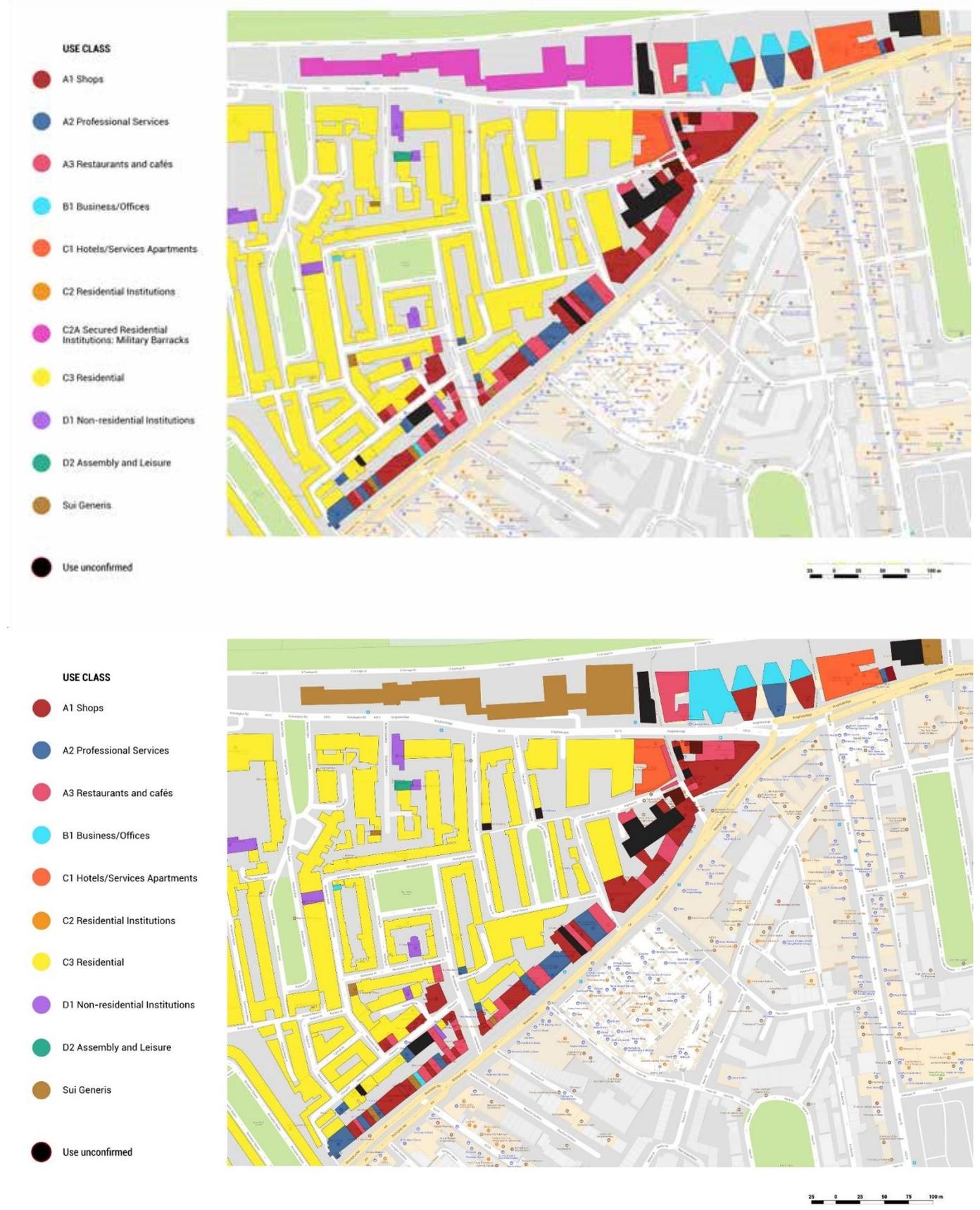
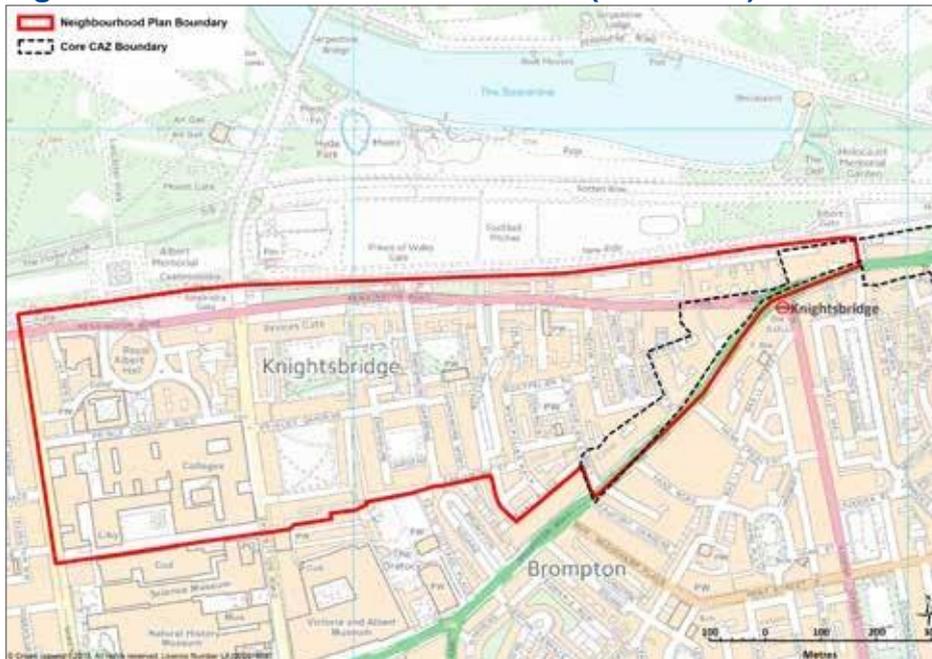


Figure 3: Core Central Activities Zone (Core CAZ)

Living in Knightsbridge

- 0.11** 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 Ennismore Gardens and Montpelier 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.
- 0.12** Knightsbridge's residences are not just confined to the quieter roads in the centre of the Area. Many people live in the large residential blocks along Brompton Road, Knightsbridge, Kensington Gore, Kensington Road and Queen's Gate as well as in the area which is home to the cultural and education institutions and residents in the west of the Area, around Exhibition Road.
- 0.13** In addition to part of the Neighbourhood Area falling within a strategically important retail location in London, the CAZ also identifies the western end of the area as having a strong 'academic' and 'arts, culture and entertainment' character. This recognition is carried forward, under London Plan Policy 4.5Af and Map 4.2, in the identification of the area along Exhibition Road from the Royal Albert Hall in the north and the Natural History Museum and Victoria and Albert Museum in the south to form the 'Strategic Cultural Area' (SCA). As the SCA straddles the borough boundary between the City of Westminster and the Royal Borough of Kensington and Chelsea (RBKC), its detailed boundary is defined in the policies/proposals maps within their respective development plans.

Working in Knightsbridge

- 0.14** The office base of Knightsbridge is relatively small following the loss of Bowater House and other offices along Knightsbridge and Brompton Road. The largest employers are the cultural and educational institutions, including Imperial College London, hotels and businesses in Knightsbridge Green. The retailers along Brompton Road also employ

significant numbers of people, particularly the large retailers such as Burberry. Most of the workers in the Area do not live in the Area so, for them, travel to and from Knightsbridge is particularly important.

Shopping and leisure in Knightsbridge

- 0.15** 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 and other shoppers, creating high volumes of pedestrian movement along the main routes along the boundary of the Area.
- 0.16** 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 'monoculture', litter and tables and chairs restricting pavement space. The presence of buskers is also felt by the community to degrade the area.
- 0.17** 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 hotels, bars, cafés, take-aways and restaurants are popular evening and night-time venues, with a number of them having later licences. While this is consistent with the emergence of London as a '24-hour' city, the proliferation of such uses has also resulted in parts of Knightsbridge becoming a 'neighbourhood stress area'.

The cultural and educational institutions in Knightsbridge

- 0.18** 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 London, the Royal Albert Hall, the Royal College of Music and the Royal College of Art. Together with the major national museums in South Kensington (which fall outside the boundary of the Neighbourhood Area), this part of London has a unique and very special history as the world's first planned cultural quarter. This is one example which illustrates the importance of the Area to the CAZ and which is recognised in both strategic and UDP policy within WCC's local plan.
- 0.19** These institutions are competing in an international arena and there is much development activity that has happened and will continue to happen in order for them to remain world leaders in their respective fields. It is vital that this development is appropriately facilitated so that the institutions can flourish while recognising that the area is home to a significant residential community whose amenity needs to be respected. The difference in level between the northern footway and eastbound carriageway of Kensington Gore means that wheelchair users and others with prams, buggies or pushchairs cannot use the pedestrian traffic signalled controlled crossing that links the Royal Albert Hall with Hyde Park and Kensington Gardens and the Albert Memorial.
- 0.20** The environment around Exhibition Road offers an opportunity to bring together residents, workers, students and visitors.

The environment in Knightsbridge

- 0.21** The Knightsbridge Neighbourhood Area is bounded by major traffic arteries including Brompton Road, Kensington Gore, Kensington Road, Knightsbridge and Queen's Gate. 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. For example, Brompton Road was recorded as breaching the hourly legal limit for nitrogen dioxide (NO₂) for the whole of 2017 by 18 January. This is a major global and London-wide issue that is a matter of great concern to local residents, businesses and others.
- 0.22** 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 the Green Belt. This reflects their importance as open spaces for leisure activity, the benefit they provide 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 Mounted Regiment (HCMR), is an important one. The community considers the HCMR to be as iconic to the wider Knightsbridge area as the Royal Albert Hall and Harrods.
- 0.23** 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 by example through the use of electric vehicles and restrictions on polluting vehicles and energy sources, including public sector buses, refuse collection vehicles, heavy goods vehicles, taxis and private hire vehicles.

The strategic context

- 0.24** The Plan must be in general conformity with the strategic policies of the Westminster City Plan (i.e. the policies prefixed with an 'S' in the City Plan document) and the London Plan as a whole. This is so that local policies and approaches relating to Knightsbridge support the delivery of strategic policies at the wider level.

The London Plan

- 0.26** 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. It is currently being revised. Whilst all policies in the London Plan are relevant, key aspects that are considered to relate to Westminster, and in turn, Knightsbridge and the issues raised in the preparation of the Neighbourhood Plan include:

- Housing
- Waste
- Strategic views
- Central Activities Zone (CAZ) and Core CAZ
- Retail hierarchy including the International Shopping Centre
- High carbon emissions from Westminster energy consumption
- Metropolitan Open Land including the Royal Parks

- Strategic Cultural Areas
- Vehicle emissions

Westminster City Plan

0.27 Westminster's City Plan (WCP) is the key policy document for determining planning applications in Westminster. It recognises the three very different aspects and roles of Knightsbridge including: international importance to arts, culture and education; an international shopping centre; and a very residential character. The Neighbourhood Plan aims to ensure that the character and function of the long-standing residential communities are not lost by encroachment of other uses. Whilst all policies in the WCP are relevant, key aspects that are considered to relate to Knightsbridge and the issues raised in the preparation of the Neighbourhood Plan include:

- CAZ with part of the Neighbourhood Area being within the Core CAZ
- 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
- Air quality
- Pedestrian movement and sustainable transport
- Buildings and uses of international and national importance

0.28 These policies, and particularly the CAZ, highlight that Knightsbridge plays a strategic economic, educational and cultural role as well as a local one.

0.29 WCC has commenced a review of the City Plan. The Neighbourhood Plan should therefore be mindful of the emerging priorities in the Westminster City Plan Full Revision (WCPFR), which was commenced by WCC with a Regulation 18 consultation in Summer 2017, setting out the intention to revise the City Plan, and the associated key policy areas that will be the focus of the revision, inviting comment on these proposals. The Forum considers that the vision, values, themes and objectives of the Neighbourhood Plan align with the emerging priorities of the WCPFR.

VISION, VALUES AND OBJECTIVES

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

0.30 Knightsbridge is known around the world as representing the 'best of everything'. But this needs to be the view of everyone, not just shoppers and tourist visitors. Specifically, this also means its residents, students and workers.

0.31 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, facilities that serve local residents and workers and on the amenity of residents through anti-social activity;
- increasing traffic pressures 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; and
- multiple pressures on the stock of housing and residential mix.

0.32 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.

0.33 This approach 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’.

0.34 Furthermore, the principles which underpin the Plan reflect the 17 Sustainable Development Goals within the United Nations’ 2030 Agenda for Sustainable Development¹ (see Appendix B) to stimulate action in areas of critical importance for humanity and the planet.

Values

0.35 In order to achieve the Plan’s vision, the Forum has identified a series of values that underpin the policies and actions in the Plan:

- i. **Community.** Being a residential area, there is a strong sense of community amongst those that live in Knightsbridge. Also, the cultural and educational institutions and businesses 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.
- ii. **Conserving.** Knightsbridge’s built heritage that makes it 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 Area’s presence within the CAZ means that 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 around the world 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.

¹ <https://sustainabledevelopment.un.org/content/documents/21252030%20Agenda%20for%20Sustainable%20Development%20web.pdf>

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

0.36 In order to pursue the Forum's vision, the Forum consulted extensively with the community and key stakeholders. As a result, five themes and 10 objectives were identified alongside many sub-objectives. In turn, these led to policies that underpin the realisation of the vision and strategic policies in the WCP, the London Plan and the NPPF.

0.37 The objectives sit under the following themes:

Character
Community
Culture and education
Public spaces and utilities
Healthy environment and healthy people

0.38 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

1

Objectives	Sub-objectives	Policies
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	1.1 Ensure that all development applies the highest quality design and materials 1.2 Ensure business developments respond to local character 1.3 Restore heritage features 1.4 Protect important views and properties 1.5 Resist tall buildings inconsistent with local scale	KBR1: Character, design and materials KBR2: Commercial frontages, signage and lighting KBR3: Boundary railings and walls KBR4: Public realm and heritage features KBR5: View north along Montpelier Street KBR6: Local buildings and structures of merit KBR7: Tall buildings
2.0 Improve the public realm and enhance and restore heritage features	2.1 Promote high quality streets, pavements, paths and publicly accessible open spaces that meet the needs of local people while supporting the high volumes of workers, students and visitors 2.2 Substantially improve the street appearance 2.3 Improve roofscapes 2.4 Facilitate urban greening 2.5 Protect and enhance local green spaces	KBR8: Pedestrian movement along, across and adjacent to main roads KBR9: Advertising KBR10: Roofscapes and balconies KBR11: Urban greening KBR12: Protection and maintenance of Local Green Spaces
3.0 Protect and enhance Hyde Park and Kensington Gardens Metropolitan Open Land (MOL) including the Hyde Park Barracks land		KBR13: Metropolitan Open Land KBR14: The Hyde Park Barracks land

2 This relates to the Albertopolis Character Area as shown on the Policies Map, as opposed to the wider 'Albertopolis' estate

1. OBJECTIVE 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

1.1 The application of the policies under this objective can contribute towards the achievement of Sustainable Development Goal (SDG) 11 in the United Nations' 2030 Agenda for Sustainable Development (Agenda 2030).

Sub-objective 1.1 Ensure that all development applies the highest quality design and materials

POLICY KBR1: CHARACTER, DESIGN AND MATERIALS

Proposals for new development or the redevelopment of existing buildings should contribute towards the local distinctiveness of Knightsbridge. They should demonstrate high quality, sustainable and inclusive design and architecture that respects the relevant Character Area or Conservation Area, as shown on the Policies Map, or the surrounding area if located outside these designated areas. Proposals should address the following criteria:

- a. The importance of responding creatively to, and enhancing, the setting of the surrounding area, having regard to the character of adjacent buildings and spaces, including scale, orientation, height and massing.
- b. For each of the respective Character Areas identified on the Policies Map, proposals should showing respect in the design and use choice of materials which enhances the following: identified in the Character Area. The Character Areas are: Area 1 ('Kensington Squares'); Area 2 ('Albertopolis'²); and Area 3 ('Knightsbridge Green and Albert Gate').
 - ~~i. Area 1 ('Kensington Squares') — terraced buildings in stock brick, stucco, half stucco or stone.~~
 - ~~ii. Area 2 ('Albertopolis'²) — 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.~~
- c. High quality materials should be used that respect the local setting and contribute positively to the particular Character Area or Conservation Area or the general surrounding area if outside of these designations.
- d. External lighting and CCTV cameras for buildings with a public frontage being in keeping with the particular Character Area or Conservation Area or the surrounding area if outside them.

Conformity reference: London Plan Policies 7.4, 7.6; Westminster City Plan S28; Westminster UDP Saved Policy DES1

1.2 Exemplary design and architecture stands at the heart of sustainable development².

³ As directed by the NPPF (para. 17, bullet point 4 and paras. 56-68) and Planning Practice Guidance on design

- 1.3** 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 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. For the purposes of description, the WCC Conservation Area Audit³ subdivides the Conservation Areas into Character Areas which help to describe the rich design and heritage of Knightsbridge. The predominant designs, materials and other features of each Character Area are described in Part Three of the Plan (Knightsbridge Evidence Base). The Royal Parks Conservation Area covers part of the Neighbourhood Area.
- 1.4** The Plan seeks to ensure that all buildings contribute to the Forum's vision and values for the Knightsbridge Neighbourhood 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.
- 1.5** To achieve this, it is important to ensure that all development applies high quality design and materials and that external features are in keeping with the character, context and heritage of the local area.
- 1.6** It is also 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 a Conservation Area. Development pressure could otherwise result in the compromise of 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 building at 100 Knightsbridge called 'One Hyde Park'.

This is not to say that original, innovative design is not encouraged, rather that the finest examples of modern architecture 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 should demonstrate high quality design and retain or enhance the character of the shopping frontage and, where relevant, the Conservation Area within which they are located. Support will be given in particular to the following design features which are considered to demonstrably retain or enhance character:

- a. The use of high quality signage from sustainable materials, with the use of plastic signage being strongly resisted.
- b. The protection of original architectural detail and, where appropriate, its restoration.
- c. The retention of existing or provision of new pilasters and cornicing.

⁴ City of Westminster (2009) Conservation Area Audit & Management Proposals: Knightsbridge, Knightsbridge Green and Albert Gate, Supplementary Planning Document

- d. If external lighting of a shopfront or commercial premises is proposed, this should involve lightamps complying with the highest standards in the latest relevant British Standard for energy efficiency. It should be subtle–white lighting that highlights the character of the property and enhances the local setting.
- e. The clear display of the property address number in keeping with the character of the street to aid the emergency services, delivery drivers and others visiting properties.
- f. Security measures other than external shutters.
- g. Level access to shop entrances.
- h. There should be no signage or other decorative or promotional features placed on the public pavement.

Conformity reference: *London Plan Policy 7.4; Westminster UDP Saved Policies DES5, DES8, Westminster SPG Shopfronts, Blinds and Signs, 2004*

- 1.7** 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 in 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 commercial developments respond better to the local character.
- 1.8** Policy KBR2 is concerned primarily with advertising and signage that relates directly to the premises.

Sub-objective 1.3 Restore heritage features

POLICY KBR3: BOUNDARY RAILINGS AND WALLS

Proposals for development between Level 1 and Level 4 inclusive (as described in Appendix G) in Conservation Areas are encouraged to restore heritage features such as ~~heritage lights,~~ railings, walls or columns in keeping with the area, particularly in terms of style, scale, colour and materials.

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

- 1.9** 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, for example where there is currently a gap in the boundary or the existing boundary feature is out of keeping with the surrounding area, it is important that development provides new, high quality boundaries. Where possible, this should be achieved by restoring existing heritage features which form or formed part of the boundary. Examples are shown in Part Three of the Plan (Knightsbridge Evidence Base).

POLICY KBR4: PUBLIC REALM AND HERITAGE FEATURES

Development proposals should seek to enhance the public realm. In particular, proposals should where possible applicable:

~~restore or replace damaged heritage lights, railings, walls or columns;~~

~~a. restore or replace damaged heritage street lights, railings, walls or columns;~~

~~a.b.~~ remove non-heritage telephone boxes;

~~b.c.~~ remove utility cabinets or place them underground or in adjacent buildings to reduce obstruction to pedestrians;

~~c.d.~~ improve paved open spaces (which may, where planning permission is required, include footways or carriageways) with high quality paving in keeping with that in the surrounding area, particularly where such materials improve durability and permeability and minimise urban heat island effects (noting that guidance is provided in Transport for London's Streetscape Guidance⁴ on these matters).

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

- 1.10** 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. Examples are shown in Part Three of the Plan (Knightsbridge Evidence Base).
- 1.11** Over time, the increasing activity in the Area has created the need for more investment to improve and maintain 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 e.g. signage and electrical and telecommunication cabinets. Action to address these issues is specifically supported in the 'Westminster Way' public realm strategy⁵.
- 1.12** One particular issue is the need to replace or repair paving and roadways that are in a poor state of repair. ~~A common example in Knightsbridge is that, over time, York stone paving appears to have been replaced with cheaper alternatives.~~ In addition, ~~heritage railings and~~ heritage street lights~~lamps~~ in the Conservation Areas should be replaced where they have been removed or restored where they are in a poor state of repair. Without remedial action, these types of issues serve to detract from Knightsbridge as a place and from the quality of the respective Conservation Areas and Character Areas in particular.

Sub-objective 1.4 Protect important views and properties

POLICY KBR5: VIEW NORTH ALONG MONTPELIER STREET

Proposals are expected to protect the view north along Montpelier Street from intrusive or insensitive development.

⁴ <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>

⁵ Westminster City Council (2011) Westminster Way – Public realm strategy, Design principles and practice, Supplementary Planning Document

Conformity reference: *London Plan Policy 7.7; Westminster City Plan Policy S26; Westminster UDP Saved Policy DES15*

1.13 Views across the Neighbourhood 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 which offers an unusually long vista and intact streetscape of elegant late Georgian and early Victorian period residential and commercial properties with an award winning Local Green Space in the distance. In many ways, this view best characterises the residential character of the Neighbourhood Area. Further details are provided in Part Three of the Plan (Knightsbridge Evidence Base).

POLICY KBR6: LOCAL BUILDINGS AND STRUCTURES OF MERIT

In addition to those already identified in the Westminster 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 ~~(G)~~ (Conservation areas):

- a. 4 Montpelier Street, formerly the Montpelier Mineral Water Works;
- b. 122 Brompton Road, formerly the Soldiers and Sailors Help Society;
- c. the 'Hole-in-the-Wall' in Rutland Mews East/Rutland Street;
- d. the statue at 1 Knightsbridge Green; and
- e. all heritage telephone boxes and heritage post boxes.

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

1.14 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.

1.15 There are also some unlisted 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. Further details are provided in Part Three of the Plan (Knightsbridge Evidence Base).

Sub-objective 1.5 Resist tall buildings inconsistent with local scale

POLICY KBR7: TALL BUILDINGS

- A. Knightsbridge is generally not an appropriate location for tall buildings. These are defined as buildings 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 the ~~alteration~~ addition of floors to existing tall buildings, will not be permitted in the Knightsbridge Neighbourhood Area where they would have an adverse impact upon any of the following:
- the Royal Albert Hall or the Hyde Park or Kensington Gardens registered parks and gardens, or their setting;
 - other heritage assets including listed buildings or local buildings or structures of merit, or their setting;
 - the character and appearance of the Albert Gate, Knightsbridge, Knightsbridge Green or Royal Parks Conservation Areas;
 - significant or important views, both strategic and local, including townscape views, ~~and~~ historic skyline features and the view north along Montpelier Street; or
 - ~~the view north along Montpelier Street (identified in Policy KBR5); or~~
 - f.e. the setting or openness of open spaces including Local Green Spaces or Metropolitan Open Land.

Any exceptions to this policy must comply fully with the tests in the NPPF in relation to the conservation and enhancement of the historic environment.

- C. Development proposals for tall buildings are expected to demonstrate how they:
- have analysed possible adverse impacts and benefits of the proposals;
 - will provide a high quality public realm at ground level that increases permeability for pedestrians;
 - will enhance the character and amenity of their surroundings, including the relationship with existing tall buildings, not only at ground floor and lower levels but at the highest points that any tall buildings reach; and
 - have taken full account of the significance of heritage assets and their settings including with respect to their conservation.

Conformity reference: NPPF paras 132-135; London Plan Policies 7.7, 7.8; Westminster City Plan Policies S25, S26; Westminster UDP Saved Policies DES3, DES9

1.16 In Knightsbridge, the general height of buildings is comparatively low. When coupled with the significant number of heritage assets – not just the 175 listed buildings, but the neighbouring registered parks and gardens of Hyde Park and Kensington Gardens and the local buildings and structures of merit - the development of new tall buildings could bring with it the prospect of harm⁶ to or loss of these heritage assets which is not exceptional or, for some of the most valued assets, not wholly exceptional. 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

⁶ 'Substantial harm' to a heritage asset is defined in paragraph 132 of the NPPF and distinguishes between (i) grade II listed buildings, parks or gardens, where such harm should be 'exceptional'; and (ii) heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, where the harm should be 'wholly exceptional'.

by the community is the development at 100 Knightsbridge which is also known as ‘One Hyde Park’.

- 1.17** Whilst Knightsbridge has a number of buildings that are taller than the surrounding area (including the Peninsular Tower which is addressed 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 – physically, with access to adequate sunlight, but also socially, with respect to their role as a community space - because development has not been allowed to become overbearing. This relationship between the relatively low height of buildings and the open spaces that separate them is an intrinsic part the character of the four Conservation Areas which cover most of the Neighbourhood Area.
- 1.18** Development of tall buildings has the potential to have an impact beyond Knightsbridge and Westminster. This is particularly relevant for assets such as the Grade I listed Victoria and Albert Museum and Natural History Museum and the Grade II* listed Brompton Oratory and Harrods.
- 1.19** It is particularly important that the requirements of this policy are read in conjunction with the tests and considerations in paragraphs 132 to 135 of the NPPF.

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

- 2.1** The application of the policies under this objective can contribute towards the achievement of SDGs 9, 11 and 15.

Sub-objective 2.1 Promote high quality streets, pavements, 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 MAIN ROADS

- A. Development proposals should seek to improve pedestrian movement along, across and adjacent to Main Roads in the Knightsbridge Neighbourhood Area, subject to approval by Transport for London. This will particularly be the case if it would reduce pressures at existing pedestrian crossings or specific hotspots of pedestrian congestion at bus stops or the junctions with the following Local Roads:
- a. Knightsbridge Green
 - b. Lancelot Place
 - c. Montpelier Street
- B. Development proposals to create additional public footway space along Brompton Road are encouraged provided they would not increase traffic congestion.

- C. The following are classed as Main Roads for the purposes of the Neighbourhood Plan:
- Brompton Road
 - Exhibition Road
 - Kensington Road
 - Kensington Gore
 - Knightsbridge
 - Prince Consort Road
 - Queen's Gate

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

- 2.2 One of the fundamental parts of the public realm is the streets.
- 2.3 Of particular importance are the main thoroughfares of Brompton Road, Knightsbridge (particularly from Scotch House Corner to the Bulgari Hotel), Kensington Road and Kensington Gore along with the other main routes of Exhibition Road, Prince Consort Road and Queen's Gate. With Brompton Road supporting Knightsbridge's role as an International Shopping Centre, there has been a significant observed increase in pedestrian activity in this area. This increase, exacerbated by pressures to put more tables and chairs on the pavements (serving the increasing number of coffee shops, cafés and restaurants), has served to create pinch points where pedestrian movement is impeded and hazard created.
- 2.4 Main Roads such as Brompton Road and Knightsbridge also have a high incident of deaths and injuries from road traffic collisions and unlawful concentrations of nitrogen dioxide. As Brompton Road, ~~Kensington Road, Kensington Gore~~ and Knightsbridge (east of the London Underground station) form part of the Transport for London Route Network (TLRN), any proposals for pedestrian crossings or other measures on those roads will need to be discussed and agreed with Transport for London; as highway authority for these roads. Knightsbridge (west of the London Underground station), Kensington Gore and Kensington Road form part of the Strategic Road Network (SRN), where WCC is the Highway Authority; however WCC and Transport for London have a joint network management duty for these roads under the 2004 Traffic Management Act and as such, any proposals for pedestrian crossings or other measures that may affect traffic flow on those roads will also need to be discussed and agreed with Transport for London.-
- 2.5 Often the build-up of traffic also makes crossing the road hazardous and, for disabled users, very difficult. The nature of the types of improvements which this policy could facilitate will be very localised, with the intention being that they address particular bottlenecks at specific points along streets that might otherwise have a good flow of pedestrians. The impacts are highly unlikely to be observed beyond the location in question. There are opportunities to increase pavement space without reducing road space. One such example is the raised pavement area along Brompton Road between Montpelier Street and 102 Brompton Road which could be widened without affecting traffic flows.

Sub-objective 2.2 Substantially improve the street appearance

POLICY KBR9: ADVERTISING

Proposals to display advertising which require ~~planning permission~~consent (in particular large or free-standing digital advertisements, including scrolling adverts on telephone boxes) should not have a detrimental impact on the amenity of the area or obstruct pedestrian routes. This applies particularly to Conservation Areas and areas where the advertising would obscure buildings of heritage value or visually detract from them.

Conformity reference: NPPF, paragraph 67

- 2.6** Some iconic buildings within the Area have been obscured, at least on a temporary basis, by large advertising signs unrelated to building work. Whilst the placement of proportionate advertising within the Conservation Areas and outside heritage buildings is considered acceptable in principle to shield major deconstruction or construction work, the other use of large-scale advertising which obscures those buildings or has a detrimental impact on the Conservation Area, is not appropriate. This policy can only apply where planning permission is required.
- 2.7** The same principle applies to advertising on telephone boxes which, whilst sometimes afforded 'deemed consent' under planning law, can have this consent removed by the local planning authority if considered appropriate. Advertising on telephone boxes has the potential to detract from the amenity of the Neighbourhood Area. If an Article 4 Direction is issued removing deemed consent, proposals for such advertising should be determined in accordance with this policy. Any ~~such~~ action by Westminster City Council to issue such an Article 4 Direction will be supported.
- 2.8** The design and consideration of advertising should follow the guidance in the Westminster Advertising Design Guidelines Supplementary Planning Guidance document as well as the 'Westminster Way' public realm strategy Supplementary Planning Document⁷.

Sub-objective 2.3 Improve roofscapes

⁷ Westminster City Council (2011) Westminster Way – Public realm strategy, Design principles and practice, Supplementary Planning Document

POLICY KBR10: ROOFSCAPES AND BALCONIES

- A. In new developments, plant (including machinery, ducts, tanks, satellite dishes or radio aerials) should be provided within basement levels or concealed within the roof area or roof space of buildings. Should this not be feasible, equipment should be housed within visual and acoustic screening of an appropriate design that takes account of the energy efficiency of such mechanical plant.
- B. If fixed plant, machinery, canopies, fences, loggias, trellises or satellite or radio antennae are situated on a balcony, proposals should ensure that visual intrusion, from ground and upper levels, is minimised.
- C. New development proposals for balconies and multi-functional use of roof areas is encouraged provided they:
- demonstrate consideration of opportunities for urban greening (see KBR11: Urban greening);
 - do not have a detrimental impact on the roofscape of the immediate or surrounding area; ~~and~~
 - do not have a negative impact on the amenity of neighbouring residents by virtue of overlooking or nuisance noise; and-
 - do not cause unacceptable harm to heritage assets or their setting.

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. Many of the buildings, particularly the houses in Knightsbridge, are at comparatively low levels so their roof terraces are often visible from street level or adjacent buildings. During the summer months, a lot of Knightsbridge activity happens on the many small roof terraces. The view from these terraces therefore becomes very important. In addition, some taller buildings look down on the smaller houses all year around and should not have to see a proliferation of aerials and other telecommunications and mechanical plant 'clutter'. This clutter should be avoided, particularly as roof areas provide the opportunity to create green oases that help to reduce the urban heat island effect and encourage biodiversity.

2.10 It is therefore important that development at roof and balcony level both maximises the benefits it can create whilst minimising its impact on neighbours.

Sub-objective 2.4 Facilitate urban greening

POLICY KBR11: URBAN GREENING

- A. In order to enhance the environment and biodiversity, proposals for new development or the replacement of existing development should incorporate sustainable planting where practical and viable and provided that it is in keeping with the character of the local area. This includes landscaping, tree and shrub planting, the creation of multi-functional roof gardens and the use of 'green walls'.

- B. Design of green infrastructure on roofs or walls will be considered to enhance biodiversity where it is shown to create new links to facilitate the movement or dispersal of wildlife, provide additional habitats for rare, protected or otherwise important species or replicate natural habitat conditions.
- C. In order to ensure that these green assets are technically feasible and commercially viable and can thrive over the long term, development proposals are encouraged to:
 - a. provide the maximum practicable coverage;
 - b. include a clear planting plan demonstrating resilience to disease, pests and climate change that is consistent with the principles of Policy KBR39 (Trees);
 - c. include a watering system, particularly where this utilises rainwater harvesting techniques to minimise mains water usage;
 - d. comply with all relevant structural design requirements;
 - e. incorporate a contingency strategy for failure to ensure that the fabric of the building is not damaged if the planting fails or is not properly maintained; and
 - f. be designed to ensure low maintenance effort and cost and, where possible, be visible in whole or part from the public realm to capture associated wellbeing benefits.
- D. Use of synthetic materials to provide a visually equivalent finish will be resisted e.g. plastic greenery.

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

2.11 The green spaces and biodiversity assets in Knightsbridge are very important in making it such a high quality place. This was a view reinforced by the local community in preparing the Plan.

2.12 In order to maximise biodiversity, it is necessary to make the most of every opportunity and to be as creative as possible. Sustainable planting is therefore encouraged, which contributes to the preservation and enhancement of the landscape character of the site and the local area, the ecological value of the site and any wildlife corridors.

2.13 Opportunities for urban greening 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. Such greening should be well-designed and self-sustaining. In particular, multi-functional roof gardens and the green space they create provide many benefits, both environmental and social.

2.14 This policy is consistent with the recommendations on plan-making made by the National Institute for Clinical Excellence (NICE)⁸.

⁸ <https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#planning>

Sub-objective 2.5 Protect and enhance local green spaces

POLICY KBR12: PROTECTION AND MAINTENANCE OF LOCAL GREEN SPACES

- A. The six areas shown as Local Green Spaces on the Policies Map are designated as such.
- B. Proposals for built development on or underneath these Local Green Spaces must be consistent with policy for Green Belts and will not be permitted unless 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

2.15 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.”

2.16 Six private garden squares are designated as Local Green Spaces. The justification for each Local Green Space is provided in Part Three: Knightsbridge Evidence Base and their location is shown on the Policies Map and Figure 4.



Figure 4: 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 application of the policies under this objective can contribute towards the achievement of SDGs 11 and 15.
- 3.2** 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

- 3.3** The Neighbourhood Area's MOL has a significant heritage, with an understanding of its use stretching back as early as the eleventh century.
- 3.4** A significant feature of the Neighbourhood Area's MOL since 1793 has been the Hyde Park Barracks, which was created from parkland, in addition to the Prince of Wales Gate on South Carriage Drive.
- 3.5** The Neighbourhood Area's MOL is subject to a variety of special designations, reflecting its special qualities, and is afforded the same level of protection as Green Belt in the London Plan.

Metropolitan Open Land

POLICY KBR13: METROPOLITAN OPEN LAND

- A. The character and function of the Metropolitan Open Land will be protected and enhanced, including views, tranquillity, its openness, nature conservation value and historic parkland features, which forms a setting to the adjacent Conservation Areas and Royal Parks.
- B. Development proposals will only be acceptable in very special circumstances in line with this and other policies in the development plan.
- C. The re-use of existing buildings that contribute positively to the MOL's character and function will be encouraged where practicable and viable.
- D. Development proposals in the Neighbourhood Area's MOL should:
 - a. maintain and strengthen the historic functions of the Neighbourhood Area's MOL as an integral part of the Royal Parks;
 - b. increase permeability and connectivity for pedestrians and cyclists north-south across the MOL and seek to reduce the vehicular dominance of South Carriage Drive;
 - c. plan for the next generation of trees and maintain the MOL's treeline to the south of South Carriage Drive and its extent of visibility in all protected and other relevant views from and to Hyde Park and Kensington Gardens. Any relevant proposals should be supported by accurate visual representations against views agreed with Westminster the City Council; and
 - d. ~~maintain consistency~~ respect with the character of the surrounding area in terms of height, bulk and massing, materiality and character of the urban edge that forms a setting to the MOL and the Royal Parks. The MOL in the Knightsbridge Neighbourhood Area is not an appropriate location for new tall buildings, defined as buildings that are significantly taller than their surroundings.

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

3.6 Development is subject to this policy if it comprises:

- a) a above-ground works that would materially affect the external appearance building(s) and/or land;
- b) additional subterranean development, as it may affect openness;
- c) infill development; or
- d) a material change of use.

3.7 The MOL is afforded the same protection as Green Belt, with its essential characteristics being its openness and permanence. Openness means the absence of buildings or development, not whether or not such buildings or development can be seen. Visual impact is one consideration within the overall weighing exercise as to whether a development which adversely impacts upon openness can be justified in very special circumstances⁹.

⁹ This is from a High Court judgement – Timmins v Gedling Borough Council [2014] EWHC 654 (Admin)

- 3.8** The LUC report¹⁰ examines and identifies local character and identifies importantkey views within the Neighbourhood Area, for consideration in the determination of relevant planning applications.
- 3.9** In its entirety, the MOL contains features or landscapes (historic, recreational, biodiversity) of metropolitan value. 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, while Policy KBR38 (Natural environment) is also relevant for consideration.
- 3.10** The local built environment within and adjacent to the MOL is characterised by mansion block type development and terraces of townhouses, in addition to the Peninsular Tower and Hyde Park Barracks. The proximity of several conservation areas, listed buildings and the Royal Parks, in addition to the need to protect neighbouring residential amenity limits the opportunity for further tall buildings.

Hyde Park Barracks

- 3.11** 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. Since the introduction of this use in the eighteenth century, the Hyde Park Barracks land has exclusively been used as military barracks.
- 3.12** The Policies Map of the City Plan identifies part but not all of the Hyde Park Barracks as a Proposal Site, not including the Peninsular Tower or associated buildings to the west (Site 34 – 'Strategic Housing Site 'with the capacity for over 100 units'). Appendix 1 of the City Plan sets out preferred uses for strategic sites noting for the Hyde Park Barracks that a 'change of use from barracks to residential, including full on-site provision of affordable housing and the full range of housing sizes' would be appropriate.
- 3.13** An alternative option would be to retain a barracks use on part of the existing barracks site, and provide new housing on another part of the site. A planning brief or development opportunity framework should be prepared to inform any future proposals for the site, including the scenario where only part of the barracks site comes forward for development.
- 3.14** Policy KBR14 covers the entire Hyde Park Barracks site, not limited to that area designated as a proposals site in Westminster's City Plan, and includes the Peninsular Tower and adjacent buildings to the west. This is shown in Figure 5.

¹⁰ Land Use Consultants (2016) Report on the Metropolitan Open Land (MOL) within the Knightsbridge Neighbourhood Area: Local Character and Views



Figure 5: Extent of area covered by Policy KBR14

POLICY KBR14: THE HYDE PARK BARRACKS LAND

- A. Development at the Hyde Park Barracks strategic housing site and relevant adjacent buildings should retain and enhance neighbouring residential amenity and the tranquillity of neighbouring open spaces and MOL.
- B. The retention of the barracks use on the ~~whole or part of the~~ site is supported, ~~as is reversion of all or part of the site to parkland.~~
- C. Residential use (Class C3, and elder person's accommodation under Class C2) is considered to be the only acceptable alternative use to a barracks use. Non-residential uses are not acceptable on the site (including as part of a mixed use development), including town centre uses, commercial, tourism, arts, cultural and educational uses, which should be directed to the Strategic Cultural Area or designated shopping centres in line with development plan policies.
- D. Development proposals on the site (including refurbishment, demolition and either partial or full redevelopment and subterranean development) must be justified against the following criteria:
- The height, bulk and massing of any proposals should ~~reflect~~ respect the scale and character of the local built environment, in consideration of identified views¹¹ (including those from Hyde Park and Kensington Gardens). It should maintain and enhance neighbouring residential amenity and all other relevant material considerations. The site is not an appropriate location for new tall buildings, and any redevelopment of the site should not exceed the existing built footprint and should maintain existing separation distances between buildings.
 - Development must provide permanent public pedestrian routes through the Hyde Park Barracks land, creating permeability within the site in a north-south direction and enhancing views through the MOL to Hyde Park.
 - Development should include the provision of publicly accessible open and green space as part of comprehensive landscaping proposals to enhance the

¹¹ Relevant important views identified in the LUC report are: i. West Carriage Drive; ii. Serpentine Bridge; iii. Kensington Road at junction with Ennismore Garden; iv. Prince of Wales Gate, South Carriage Drive; v. Trevor Square; vi. South Carriage Drive, near Park Close; vii. The Serpentine Lane, east; viii. View across the Serpentine Lake from the northern bank; and ix. View north along Montpelier Street.

local environment, including tree planting and appropriate softening of the edge of the site, to enhance the openness of the wider MOL designation.

- E. Plant equipment should be located at the basement level of any proposed development. Any proposed roof-level provision of 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.
- F. All access for vehicles (construction and operational) to the site must be via Knightsbridge, South Carriage Drive and Main Roads only.
- G. All access and, egress points, drop-off and collection points (including by taxi or minicab), servicing sites (including refuse servicing) and delivery points ~~must only take place within buildings should be~~ located within the site boundary ~~and not on-street~~.
- H. ~~Any residential development on the site is encouraged to be car-free in line with Policy KBR31, with the exception of provision for Blue Badge holders. car parking must be provided on-site and off-street, within buildings within the site. Parking proposed for residential use should aim for significantly less than one space per unit. Any e~~Electric vehicle charging provision is encouraged to exceed above London Plan requirements ~~is encouraged~~.

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

3.15 This policy and the priorities within it apply to scenarios involving both the full or partial redevelopment of the Hyde Park Barracks site, including scenarios where the barracks are retained on part of the site.

Planning brief

3.16 Development proposals for the site are encouraged to explore with Westminster City the Council at an early stage whether should be informed by a planning brief or development opportunity framework should be, drawn up ~~by the City Council~~ in close consultation with local stakeholders and residents, to covering all relevant planning issues and ~~other~~ material considerations.

Tranquillity and amenity

3.17 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 as a contained and unique use. Tranquillity is defined as calmness or being free from disturbance, and relates to existing policy requirements and associated qualitative assessments on amenity and pollution.

3.18 Roughly half of the Barracks 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 and of low intensity in comparison to other potential 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.

- 3.19** Policy KBR13 (Metropolitan Open Land) and its supporting text outline how impacts in terms of tranquillity are to be assessed, in addition to the Council's existing policies on residential amenity and pollution.
- 3.20** Amenity relates to the protection and enhancement of pleasant or advantageous features enjoyed by a property or occupier, which can be affected by development proposals, and includes daylight and sunlight levels received, sense of enclosure, overshadowing, overlooking, microclimate and other considerations.
- 3.21** In addition, the positioning of new windows in existing and proposed buildings, as well as roof terraces and balconies has the potential to impact on amenity and tranquillity. The distance between buildings in addition to their height, bulk and massing is important to respect any feeling of enclosure, in addition to any loss of light and effect on other aspects of amenity.
- 3.22** The proximity of conservation areas, listed buildings and the Royal Parks, in addition to the predominant nature of the built environment and townscape makes the area inappropriate for additional tall buildings.

Land use

- 3.23** 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.
- 3.24** Non-residential uses have the potential to be a more intense use of the site in relation to hours of operation, trip generation, pedestrian and vehicular movement and other factors with the potential to harm its tranquillity and neighbouring residential amenity. As such, non-residential uses as listed in the policy would not be supported, in line with adopted local plan policy for parts of Knightsbridge outside the Strategic Cultural Area and International Shopping Centre, which are acknowledged as being predominantly residential in nature. The supporting text to Policy KBR13 (Metropolitan Open Land) above has outlined how this is to be assessed.
- 3.25** There is need in Knightsbridge and Westminster for housing for the elderly. Housing dedicated for use by older people is encouraged.

Permeability, views and environmental improvement

- 3.26** This site is currently impermeable, providing no form of access for the general public to and from Hyde Park. The objective should be to support permeability in a north-south direction with routes aligned with, at least, Rutland Gardens, Rutland Gate, Trevor Place and Trevor Street. As well as supporting permeability and access for pedestrians and cyclists, this will also enhance views and the relationship to the Royal Parks.
- 3.27** The redevelopment of the site also provides the opportunity to deliver private and publicly accessible open space, providing a further physical connection to the Royal Parks while enhancing the MOL.

3.28 Local views are set out in the LUC report on local character and views and are further referenced in Policy KBR5 (View north along Montpelier Street).

3.29 Development should further meet the policies for healthy environment and healthy people set out from Policy KBR35 to KBR42.

3.30 The site benefits from excellent public transport accessibility, including the neighbouring Knightsbridge London Underground station and a number of bus routes, which lessens the reliance on cars for transportation. In hand with this, the support of electric vehicles over and above existing requirements presents an opportunity to future proof parking provision in recognition of changes in technology and car manufacturing. Car ownership fell in Westminster by 18.2% between 2001 and 2011¹².

3.31 It is important that vehicles servicing the deconstruction, construction or operation of the completed development travel to and from the site along Knightsbridge and the Main Roads that access it rather than through much narrower Local Roads.

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 do not result in high concentrations of such uses and that 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>KBR15: Neighbourhood Stress Area</p> <p>KBR16: Night-time and early morning uses in or adjacent to residential areas</p> <p>KBR17: Security and resilience measures</p> <p>KBR18: Retail uses in the International Shopping Centre</p> <p>KBR19: Protection of public houses</p> <p>KBR20: Community uses</p> <p>KBR21: Office uses</p> <p>KBR22: Household and commercial waste consolidation</p> <p>KBR23: Construction activity</p>
5.0 Protect and enhance existing residential amenity and mix	<p>5.1 Encourage new residential developments to provide a range of housing in value and size</p> <p>5.2 Encourage the restoration of period and other residential buildings to their original size and configuration where this will increase the number of units</p>	<p>KBR24: Residential mix including to support local workers and students</p> <p>KBR25: Reconfiguration of existing residential buildings</p>

¹² Source: ONS, 2011 Census

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 Core Central Activities Zone (CAZ) is within the Knightsbridge Neighbourhood Area (and the whole Area is within Central Activities Zone).
- 4.3** The application of the policies under this objective can contribute towards the achievement of SDGs 6, 11 and 12.

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 KBR15: NEIGHBOURHOOD STRESS AREA

- A. Within the Neighbourhood Stress Area shown on the Policies Map, non-residential development (all use classes excluding Class C) is expected to mitigate and reduce to a minimum its contribution towards the saturation effects being experienced within the area in terms of the impact of activities on the amenity of the existing community and other users.
- B. Development in the Neighbourhood Stress Area must demonstrate that it will not have a significant adverse impact on the following saturation effects, either individually or cumulatively, and will mitigate any associated impacts:
- insufficient pavement space - caused by obstructions associated with uses in the area e.g. tables and chairs; and/or
 - traffic congestion on Main Roads, such as caused by the number of people visiting the premises or loitering in its vicinity or the servicing of commercial premises including convenience retail stores, and its environmental impacts; and/or
 - litter, rubbish, waste and dirty pavements. Uses which serve hot or cold food and drink to take away must ensure the provision of adequate refuse disposal points within or near the premises without creating an obstruction on the pavement.
- C. In addition to meeting the requirements of Westminster UDP Saved Policies TACE8-10, new entertainment uses should demonstrate how they have been designed to will mitigate and reduce to a minimum the potential for anti-social behaviour. Development proposals that are likely to result in the clustering of groups of people outside or near the premises must demonstrate that they

have been designed to will ensure that these groups are managed and dispersed efficiently, effectively and promptly.

- D. Outside the Core Central Activities Zone, the intensification of retail (Class A) or entertainment uses in Local Roads (as shown on the Policies Map) in the Neighbourhood Stress Area is discouraged unless it can be demonstrated that it will not adversely impact residential amenity. Where appropriate, mitigation measures that address the matters in Parts B and C of this policy will be dealt with by way of planning conditions.

Conformity reference: *London Plan Policies 2.10, 2.11, 2.12, 4.6, 4.7; Westminster City Plan Policy S24; Westminster UDP Saved Policies TACE8, TACE9, TACE10*

- 4.4** Several parts of the residential neighbourhood of Knightsbridge are located close to a significant cluster of commercial businesses (particularly in the Core CAZ area) that form a major part of the Area's attraction in the form of bars, cafés, coffee shops, restaurants and clubs. These draw their own visitors who add to the number of people coming to visit the internationally-renowned attractions in the area such as Harrods and the Strategic Cultural Area. However, these locations are also residential areas, particularly at the eastern end of the Area including Raphael Street and Lancelot Place. It also affects residents of the apartments along Knightsbridge and the southern end of roads and spaces forming a junction with Brompton Road such as Knightsbridge Green and Montpelier Street. Cheval Place is a problem area as well.
- 4.5** This part of Knightsbridge has become an area of high activity for approximately 16 hours every day. From 8.00am when the coffee shops start to fill, through to midnight when customers have dispersed from restaurants, cafés and bars, it is a hive of activity. This is not just about traditional entertainment uses; there are no cinemas in the area for example. Nor is it only anti-social behaviour related to alcohol. Rather, it is about the amount of activity in a very small area. In this regard, it is a subtly different issue to that addressed by the City Plan 'Local Stress Areas' and UDP policies solely addressing entertainment uses.
- 4.6** The growth and changing nature of activity throughout this 16-hour day have created a 'saturation effect' in terms of the ability of the area to sustainably accommodate all these activities together. The main issues are:
- The high volume of pedestrians during the daytime means that pavement obstructions created by tables and chairs outside many of the cafés and restaurants make it difficult for people to move along Brompton Road in particular.
 - This is exacerbated by the high volumes of litter and waste and stained pavements that are caused by cafés (many of which serve food and drink to take away) but not adequately addressed by their proprietors through the storage and regular collection of litter, rubbish and commercial waste and the washing down of pavements.
 - Equally, deliveries to commercial premises, such as 'express' supermarkets or restaurants, add to vehicle congestion along Brompton Road, even for the relatively short periods that vehicles are parked. Tourist coaches parked on the eastbound carriageway of Brompton Road opposite Harrods can be a particular problem. These pressures exacerbate the problems of pedestrian safety and air pollution already caused by traffic congestion along the A4 corridor.

- 4.7** It is recognised that, for a ‘destination neighbourhood’ such as Knightsbridge, which attracts so many visitors, these businesses and the activity they foster are part of the attraction of the place. 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.
- 4.8** By designating a ‘Neighbourhood Stress Area’, the Plan seeks to complement the Westminster UDP saved policies relating to entertainment uses whilst enhancing the vitality of local businesses which serve the local community and minimising the impacts of the day-time, evening and night-time economy on the residents, workers and visitors to the area.

POLICY KBR16: 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 significant adverse effects on:
- the amenity of residents and other uses that are sensitive to noise; ~~and 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; and/or cumulative impacts (including from properties those located outside adjoining the Knightsbridge Neighbourhood Area boundary).~~
- B. Proposals for new (including a change of use to) cafés and restaurants (Class A3), public houses, bars and other drinking establishments (Class A4) and hot-food takeaways (Class A5) in Local Roads (as shown on the Policies Map) must demonstrate that they will have no adverse impact on residential amenity.
- C. On Local Roads renewal or change of use proposals for retail and commercial activity (Classes A1, A2, B1c, B2 and B8) or the intensification of existing such uses will only be supported if: they will have no adverse impact on residential amenity; and 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.
- D. This policy is not applicable to changes of use permissible under the General Permitted Development Order.

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

- 4.9** The impacts of entertainment uses across the Neighbourhood 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, particularly in Local Roads, 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.

- 4.10** It is also important to recognise that early morning activity – with a number of cafés opening by 6.30am on weekdays or weekends in nearby Royal Borough of Kensington and Chelsea - can have an equally detrimental impact on residential amenity as evening or night-time activity.

POLICY KBR17: SECURITY AND RESILIENCE MEASURES

- A. Development proposals for commercial activities and Level 3 or larger developments (as described in Appendix G) should demonstrate how appropriate and adequate security measures have been considered and incorporated into the design of buildings. The use of state-of-the-art CCTV surveillance on all external walls, alarm systems and entry point locking are strongly encouraged.
- B. Proposals for Level 3 or larger developments (as described in Appendix G) should demonstrate that they have sought and, where appropriate, implemented recommendations from the Metropolitan Police at the design stage and, where possible, adopted Secured by Design principles.
- C. Development proposals implementing security or resilience measures including hostile vehicle mitigation should not have a detrimental impact on the public realm.

Conformity reference: London Plan Policies 7.3, 7.13; Westminster City Plan Policy S29

- 4.11** Knightsbridge has experienced several terrorist attacks and is exposed inevitably, as a busy and internationally recognised place, to many types of criminal activity. Therefore, new development should always be designed in ways that help to minimise these risks. However, much commercial development in the Area also uses or refurbishes existing buildings. Opportunity should be sought therefore in both cases to improve the design of a building or area in a way that helps to make it a safer place. In particular, new development should 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 E nsure new food, drink and entertainment uses do not result in high concentrations of such uses and that residential amenity can be demonstrably protected

POLICY KBR18: RETAIL USES IN THE INTERNATIONAL SHOPPING CENTRE

- A. The International Shopping Centre (ISC) is a fundamental part of the character that defines Knightsbridge. Development proposals within the ISC in the Neighbourhood Area (as shown on the Policies Map) that will enhance the

ISC's international reputation and standing are strongly encouraged. This might be demonstrated by the design or provision of facilities to meet the needs of internationally recognised retailers selling fashion or luxury brands. Developments which secure the use of existing Class A3 or -A5 premises for A1 use in this area are also strongly encouraged.

- B. This policy is not applicable to changes of use permissible under the General Permitted Development Order.

Conformity reference: *London Plan Policies 2.10, 4.7, 4.8; Westminster City Plan Policy S21; Westminster UDP Saved Policy SS3*

- 4.12** 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 creates a less than pleasant environment where there are smokers sitting outside, including shisha, but it was felt by the community that this is serving to detract from Knightsbridge's retail offer. In addition, many of these new cafés 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 and others.
- 4.13** A review by the Forum of the units along the wider Primary Shopping Frontage in January 2017 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. Several apparent breaches of planning permissions were identified during a walk around. Stricter planning conditions and more enforcement are needed within the Primary Shopping Frontage.
- 4.14** Policy KBR18 supports proposals that will enhance Knightsbridge's reputation as an International Shopping Centre (ISC). Proposals for new Class A1 retail use which make an active contribution to this reputation will be welcomed, particularly where these replace existing cafés and sandwich bars. High quality shopfront design and use of materials will further enhance the distinctiveness and quality of the ISC.

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

POLICY KBR19: PROTECTION OF PUBLIC HOUSES

- A. Development proposals to change the use of drinking establishments (Class A4) in the Knightsbridge Neighbourhood Area will be resisted.
- B. Development proposals to change the use of drinking establishments (Class A4) will be permitted if such a use is demonstrably unviable. In order to demonstrate this, both the following criteria must be satisfactorily addressed:
- a. the existing drinking establishment 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 drinking establishment floorspace that are comparable to the market values for drinking establishment floorspace in that general locality.

C. Where a change of use of an existing or former drinking establishment is permissible, proposals to bring forward uses with a clear social benefit to the existing community are encouraged.

Conformity reference: *London Plan Policies 3.16, 4.8*

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 Neighbourhood Area: the Tattersalls Tavern on Raphael Street; and the Paxton Head on Knightsbridge. It is important that the 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.

4.16 Section 15 of the Neighbourhood Planning Act 2017 directs the removal of permitted development rights for the change of use of public houses to other types of use. This means that a planning application will be required in all cases where an owner wishes to change an existing public house to another use.

POLICY KBR20: COMMUNITY USES

Proposals to provide community and leisure (Class D) uses, particularly those addressing the needs of older local residents, are encouraged. Such proposals should ensure that they do 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*

4.17 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 the lack of venues to socialise as a problem.

4.18 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 facilities in the Area will be welcomed.

4.19 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 facility supporting multiple community uses. This could be of particular benefit in Knightsbridge due to the large range of differing groups that could benefit from sharing spaces. A prime example is Imperial College London's successful gym in Prince's Gardens, called Ethos, which is used by students, staff and the residential community.

POLICY KBR21: OFFICE USES

- A. In order to conserve the diversity of the business base in the Knightsbridge Neighbourhood Area, development proposals to retain or create Class B1 office space outside the Local Roads are strongly encouraged.
- B. The loss of Class B1 office space in the Knightsbridge Neighbourhood 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.
- C. Proposals for the redevelopment or change of use of 1 Knightsbridge Green from offices should demonstrate genuine need for the alternate use.
- D. In order to assist the retention ~~If required to restrict the change of use~~ of B1 office space ~~to residential use~~ in the Knightsbridge Neighbourhood Area, the use of Article 4 directions by Westminster City Council are supported strongly encouraged.

Conformity reference: Westminster City Plan Policy S20

4.20 The economy of Knightsbridge still has a small but important office base after losing several large office buildings to residential development. For example, J Walter Thompson, based at 1 Knightsbridge Green, 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. In addition, both the City Plan and the London Plan emphasise the importance of office provision as a strategic priority in the CAZ. If 1 Knightsbridge Green were to be lost as an office use, Knightsbridge would have no large office buildings available to attract new office users. Not only would this impact on the attractiveness and vibrancy of the area, but it would reduce the investment, both direct and indirect, into the area as well. Office workers can contribute to the wider community by spending money in the local economy, particularly in restaurants, cafés and bars, and through other involvement.

4.21 Permitted development rights allow the conversion of offices to residential uses without the need for planning permission. However Westminster has an exemption from this particular right until May 2019 within the CAZ. After this period, WCC is proposing to use Article 4 directions to restrict such permitted development rights within the CAZ, which includes the Neighbourhood Area. In the Core CAZ, Policy S20 of the City Plan requires certain criteria to be met in order for such changes of use from office to residential to be permissible.

4.214.22 Any development that would result in the loss of an existing office use must demonstrate that it is no longer viable for office use. This could be demonstrated by evidence of an active marketing campaign over a reasonable time period, typically 12 months, at a reasonable market value for similar properties nearby.

4.224.23 The evidence supporting the Neighbourhood Plan in respect of the importance of the office buildings in Knightsbridge supports the case for WCC to use an Article 4 direction once their exemption expires. In addition, 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 – unless it can be justified strongly. In particular this relates to development proposals at 1 Knightsbridge Green.

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

POLICY KBR22: HOUSEHOLD AND COMMERCIAL WASTE CONSOLIDATION

- A. Development proposals to provide dedicated non-recyclable and recyclable waste collection solutions to serve multiple commercial premises and residential households are strongly encouraged. Such provision should ensure that it does not reduce pedestrian amenity or space on pavements and should be of a design, colour, material and scale which is in keeping with the character of the local area.
- B. Waste facilities that are integrated into the design of buildings and allow for the separate storage and collection of recyclable materials, including compostable material, are encouraged. In order to protect visual amenity, such facilities should be suitably screened. Odour should also be mitigated.
- C. Development proposals for cafés, eateries and restaurants should demonstrate that they have been designed to ensure they will have sufficient facilities on-site to prevent initial food waste, optimise stock management and storage and minimise residual food waste.
- D. Development proposals to minimise the need for waste transfer and its consequent emissions to air, land or water are strongly encouraged.

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

4.23 With the growing phenomenon of short term lets through the ‘buy-to-leave’ phenomenon and 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 permanent residents is rubbish, which is often poorly managed and left on the street.

4.24 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, unsightly 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.

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

Sub-objective 4.5 Ensure construction impacts are managed and reduced

POLICY KBR23: CONSTRUCTION ACTIVITY

- A. Development proposals should be designed in a way that minimises their impacts on amenity, public health and the environment through dust and emissions, light pollution, noise and vibration during deconstruction and construction.
- B. Proposals for developments of Level 4 or larger must address the following matters through planning conditions, a Construction Management Plan (CMP) or similar document approved by WCC or a separate planning obligation e.g. s106 agreement:
- a. routes used by construction vehicles and Non-Road Mobile Machinery (NRMM);
 - b. construction vehicle size and weight;
 - c. control of dust and emissions from construction vehicles and NRMM;
 - d. minimising on-site emissions, light pollution, noise and vibration; and
 - e. minimising other impacts on streets and pavements and utilities near the site and along access and egress routes.
- C. Appendix C contains examples of standards and procedures to address the above matters on a case by case basis and Appendix F describes the Knightsbridge Community Engagement Protocol which is relevant particularly to construction activity.

Conformity reference: London Plan Policy 5.18

- 4.26** Construction activity is a major issue for the residents of Knightsbridge. The nature of the area is such that there is a lot of construction activity. In recent years this has included the development of basements, a matter that is now being controlled through Westminster's City Plan, and major residential and commercial developments. However, there is also regular activity in residential and commercial properties with extensions, renovations and sometimes the enlargement or amalgamation of units.
- 4.27** The London Atmospheric Emissions Inventory 2013 estimated that total emissions from Non-Road Mobile Machinery, comprising emissions from construction and industrial off road machines combined, was responsible for 10.0% of PM_{2.5} emissions generated within the City of Westminster in 2013 and will be 5.7% in 2020. This makes it the third and fourth largest source of such pollution in 2013 and 2020 respectively.
- 4.28** 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 the need to mitigate disturbance on an ongoing basis.

4.29 Support for sustainable development is given through Policy KBR23. This facilitates construction that minimises community disruption through the provision of a framework for appropriate standards and procedures to be applied to any planning permission for Level 4 or larger development. More detail on suitable Knightsbridge construction standards and procedures is contained in Appendix C. This policy complements WCC's Code of Construction Practice with a number of measures that have minimised the impacts of construction activity in the Area, align with good construction practice in London or are otherwise necessary or desirable to implement this policy. This approach also reduces the need for the local community to repeat them individually when responding to different planning applications, assists decision makers in WCC and provides greater certainty of local requirements for developers, contractors and others.

5 OBJECTIVE 5.0 — PROTECT AND ENHANCE EXISTING RESIDENTIAL AMENITY AND MIX

5.1 The application of the policies under this objective can contribute towards the achievement of SDG 11.

Sub-objective 5.1 Encourage new residential developments to provide a range of housing in value and size

POLICY KBR24: RESIDENTIAL MIX INCLUDING TO SUPPORT LOCAL WORKERS AND STUDENTS

- A. Major residential development (Level 1 or Level 2 as described in Appendix G) which provides a mix of unit sizes that addresses identified housing needs and also contributes to the maintenance and enhancement of a vibrant local community is encouraged.
- B. Proposals to deliver housing which addresses the accommodation needs of students that study or employees that work within the Neighbourhood Area are encouraged. This is particularly the case for students and workers in the Strategic Cultural Area.

Conformity reference: *London Plan Policy 3.8; Westminster City Plan Policies S15, S16; Westminster UDP Saved Policy H4*

5.2 Feedback from the community has identified a need for mid-sized properties in the Area. These two- and three-bedroom properties would address a wide range of needs in Knightsbridge. For example, they would suit families, people downsizing and others.

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 housing at an affordable price (as distinct from 'affordable housing') for those people who work there is 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** 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, are encouraged. Special requirements for the Hyde Park Barracks land are set out in KBR14.

Sub-objective 5.2 Encourage the restoration of period and other residential buildings to their original size and configuration where this will increase the number of units

POLICY KBR25: RECONFIGURATION OF EXISTING RESIDENTIAL BUILDINGS

Development proposals that restore existing residential properties to their original built form are encouraged in principle where they increase the number of residential units.

Conformity reference: London Plan Policies 3.8, 3.14; Westminster City Plan Policy S14; Westminster UDP Saved Policy H5

- 5.5** UDP Saved Policy H5 restricts the conversion of single dwelling houses into more than one unit in certain parts of Knightsbridge. The basis for the policy is that the continued use of the stock of family properties in the area gives it ‘a unique charm and character’¹³. It considers that the character of the area is lost when conversion of these properties occurs. This policy is therefore still supported by the Forum.

- 5.6** There are certain situations that arise in Knightsbridge where the opportunity could be taken to restore buildings back to their original size and configuration and to increase the number of residential units. In particular in Knightsbridge this opportunity would include lateral conversions and the reversion of double-fronted properties into two adjacent houses. Such conversions would meet housing need while retaining the character of the area whereas the conversion of multiple flats in a traditional house back into a single property would not.

- 5.7** Thames Water has advised that the reconfiguration of existing residential buildings can result in an increase in the foul flows to the sewerage network. Thames Water advises that such proposals should be accompanied by the retrofitting of sustainable drainage measures to the property in order to ensure that there is a net reduction in peak flows to the sewerage network. Developers are advised to contact Thames Water at an early stage to discuss water and sewerage infrastructure requirements.

¹³ WCC UDP, para 3.79

KNIGHTSBRIDGE’S CULTURE AND EDUCATION

6.01 The application of the policies under this objective can contribute towards the achievement of SDG 11.

Objectives	Sub-objectives	Policies
<p>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>	<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 Work with relevant partners to deliver an enhanced public realm within the SCA which is of a quality befitting the area’s world famous institutions and meets the needs of residents, workers, students and visitors</p>	<p>KBR26: Existing and new development within the Strategic Cultural Area</p> <p>KBR27: Public realm in the Strategic Cultural Area</p>

6.02 In designating a total of nine Strategic Cultural Areas (SCAs) across London, the London Plan acknowledges the important and strategic role these areas all play in establishing London’s visitor infrastructure. The area centred on Exhibition Road is one such Strategic Cultural Area as identified under Policy 4.5Af and in Map 4.2 of the London Plan and is referred to as South Kensington Museum Complex/Royal Albert Hall. As this SCA straddles the borough boundary, its detailed boundary is defined in the proposals/policies maps of the Westminster City Council and Royal Borough of Kensington and Chelsea development plans and stretches beyond the boundary of the Neighbourhood Area, as is shown in Figure 6 (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 Area.

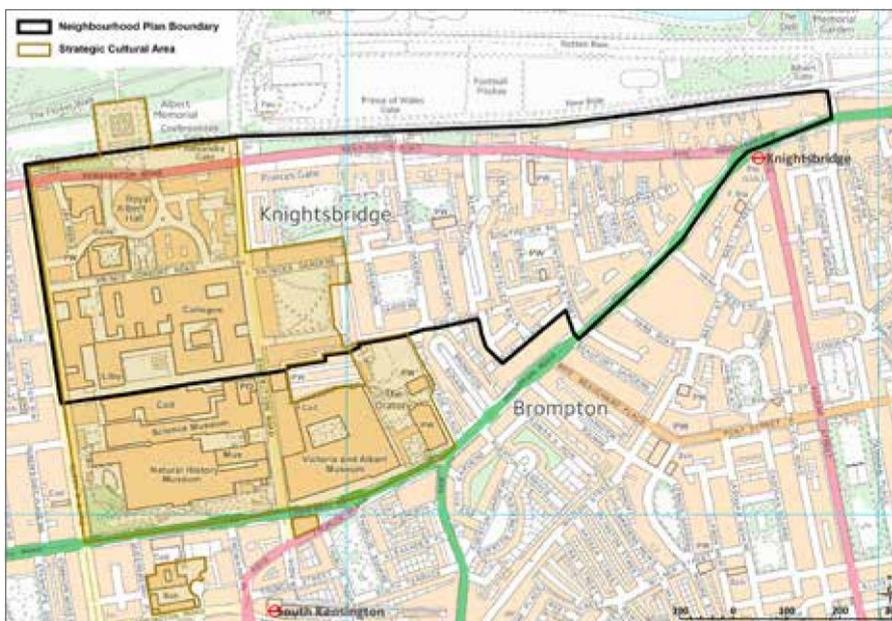


Figure 6: Strategic Cultural Area

6 OBJECTIVE 6.0 — FOSTER AN ENVIRONMENT THAT ENABLES OUR WORLDCLASS 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 KBR26: EXISTING AND NEW DEVELOPMENT WITHIN THE STRATEGIC CULTURAL AREA

- 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 conserved.
- B. New development for cultural, education, research or other uses which strengthens the role, reputation or experience of visiting the Strategic Cultural Area and retains or enhances the area's special character will be supported, subject to accordance with other development plan policies.
- C. Ancillary developments within the Strategic Cultural Area which help to broaden the appeal and promote the remits of cultural, education and research organisations to a wider audience will be supported.
- D. 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.

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

Existing uses

6.1 The existing cultural, education and research uses within the Strategic Cultural Area (SCA) 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.

Continuing to promote the vision of 1851

6.2 Created from the legacy of the Great Exhibition of 1851 as a centre of knowledge and inspiration in the arts, science and design, the Strategic Cultural Area which straddles the

boundary of the Knightsbridge and Kensington area is home to three of the world's most popular museums and three colleges dedicated to arts, science and design - all world

leaders in their own right - and the Royal Albert Hall which is the most famous concert venue in the world, created as the Central Hall of Arts and Sciences.

6.3 The Royal Commission for the Exhibition of 1851, appointed to organise this undertaking, was subsequently made permanent and oversaw the establishment of the cultural quarter on 87 acres of land that it purchased with the Exhibition's profits. The Commission's work continues to this day and, whilst acting as landlord for much of the original estate, its central aim is to promote the Commission's founding president Prince Albert's original aim of "increasing the means of industrial education and extending the influence of science and art upon productive industry". Development within the Strategic Cultural Area should be guided by Prince Albert's ambitions for the Area. This should not limit evolution or innovation but the primary consideration should be the extent to which new development is in keeping with this original vision.

6.4 London's cultural, creative and education sectors are central to the city's economic and social success. Whilst the Mayor has no single delivery agency for culture or the arts, in 2014 the Mayor approved the second iteration of his Cultural Strategy Cultural Metropolis. This strategy promotes the importance of partnership working across relevant agencies.

Importance of the SCA institutions and the need for ongoing investment

6.5 The national and international profile of the cultural and educational institutions has grown and strengthened over time. Imperial College London has a student population of over 14,700 and employs around 8,000 staff¹⁴. Whilst outside the Plan area, the three major museums south of the area attract around 11 million visitors a year¹⁵, many of whom will walk up Exhibition Road toward the Royal Albert Hall, Albert Memorial and Hyde Park. The Royal Albert Hall is one of the top 20 most visited visitor attractions in the UK with over 1,660,000 visitors in 2016¹⁶. The Hall's Education and Outreach programme engages 100,000 people a year.

6.6 The area's cultural, educational and economic contribution to London and the UK as a whole is important. The institutions in the area also contribute significantly to the country's international reputation in terms of science and the arts. With numerous satellite facilities elsewhere in London or further afield already delivered or soon to be established, the SCA relies on ongoing investment to maintain its pre-eminent position.

Ancillary development

6.7 The Strategic Cultural Area does not sit within a designated retail centre. Any ancillary commercial development will need to ensure it does not draw trade away from established commercial centres in the vicinity. Therefore any ancillary development should not serve as an attraction in its own right and should be sited, serviced and managed within the associated host institution. Such ancillary A1 or A3 uses might include cafés, canteens and small retail outlets which meet the needs of workers, students, visitors and/or residents of the area. The need for and value of such facilities

¹⁴ Imperial College London website (<https://www.imperial.ac.uk/about/introducing-imperial/facts-and-figures/>)

¹⁵ Association of Leading Visitor Attractions, 2016 (<http://www.alva.org.uk/details.cfm?p=607>)

¹⁶ Association of Leading Visitor Attractions, 2016 (<http://www.alva.org.uk/details.cfm?p=607>)

was identified by both students and residents in the Knightsbridge community. Such development should properly address the amenity of residents within the Neighbourhood Area and adjoining it.

Sub-objective 6.2 Work with relevant partners to deliver an enhanced public realm within the SCA which is of a quality befitting the area's world famous institutions and meets the needs of residents, workers, students and visitors

POLICY KBR27: PUBLIC REALM IN THE STRATEGIC CULTURAL AREA

- A. Key cultural, education and research partners are encouraged ~~will continue to work together alongside local residents~~ to progress ~~associated development and~~ public realm improvements to the Royal Albert Hall area and, in particular, its physical connection with the Albert Memorial – referred to as the Re-Imagining Albertopolis initiative.
- B. Temporary and pop-up events requiring planning permission should be appropriate to the Strategic Cultural Area and the mission and activities of the cultural and educational institutions. Proposals will be expected to show how any potentially adverse impacts on the amenity~~ies~~ of ~~established~~ residents and other occupiers ~~within~~ the Knightsbridge Neighbourhood Area and adjoining it have been minimised.

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

- 6.8** 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.
- 6.9** 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 create the opportunity to improve the physical links between institutions such as through an improved public realm to help enhance their operations, foster more collaborative forms of working and improve access to the area's venues for visitors, employees and residents alike.
- 6.10** Temporary use of buildings and spaces for events and other pop-up activities which may require planning permission, can contribute significantly to the character of the area, subject to appropriate management arrangements. This would only be appropriate however if arranged as part of a managed programme of activities and events which raise the cultural profile of the Strategic Cultural Area and contribute to its mission. Temporary and pop-up events have the potential to create disruption to residents, local businesses and the existing cultural bodies in the area. It is therefore very important that such events are designed and managed in a way which minimises any adverse impacts on the amenity of local residents, businesses or institutions.

KNIGHTSBRIDGE'S PUBLIC SPACES AND UTILITIES

Objectives	Sub-objectives	Policies
7.0 Enable 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 Maximising potential for walking and cycling 7.4 Fewer and cleaner vehicles that reduce congestion and total emissions 7.5 Electric charging infrastructure that is future proofed	KBR28: Enabling active travel KBR29: Pedestrians within the movement hierarchy KBR30: Assessing significant transport impacts of development proposals KBR31: Motor vehicle use KBR32: Electric vehicle infrastructure
8.0 Encourage superb public transport	8.1 Efficient mass transit	KBR33: Public Transport
9.0 Encourage superb utilities and communications infrastructure	9.1 Exemplary utilities and connectivity	KBR34: Utilities and communications infrastructure

7 OBJECTIVE 7.0 — ENABLE 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 buses or the London Underground in particular. In addition, they have benefits from improving health through exercise and reducing harmful vehicle emissions. Enabling ‘active travel’ is therefore an important objective for Knightsbridge. The intention is that all significant development in the Area will improve conditions for active travel and sustainable personal mobility.

7.2 In Knightsbridge there is a clear distinction between the main arterial routes that carry the majority of traffic (i.e. Brompton Road, Exhibition Road, Knightsbridge, Kensington Gore, Kensington Road, Prince Consort Road and Queen’s Gate), and the smaller network of roads that are internal to the area (Local Roads). Both types of road offer an important opportunity to increase active travel. These are shown on the Policies Map.

7.3 The application of the policies under this objective can contribute towards the achievement of SDGs 3, 7 and 11.

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

POLICY KBR28: ENABLING ACTIVE TRAVEL

A. All Level 1 to 3 development (as described in Appendix G) should demonstrate how it has sought to maximise opportunities for its occupiers, users and

members of the public to engage in safe active travel by assessing the current active travel infrastructure and facilities and identifying improvements that are likely to encourage the uptake of active travel.

- B. New development should provide new or improve existing infrastructure and facilities which support and encourage safe active travel to assist cyclists and pedestrians and thereby encourage more cycling and walking. Priorities and examples of suitable projects are shown in Appendix D.
- C. Any new or improved infrastructure or facilities should reflect the needs of all pedestrian and cycle users including but not limited to folding bikes, push chairs, wheelchairs, push scooters, tricycles and recumbent cycles.
- D. Development will be resisted where it would:
 - a. result in a net reduction ~~reduces the capacity~~ of existing active travel infrastructure;
 - b. make existing active travel infrastructure less safe without the provision of adequate mitigation measures; or
 - c. ~~reduces~~ the capacity, quality or accessibility of local facilities which support active travel without the provision of adequate mitigation measures.

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

- 7.4** Active travel, for all ages and abilities, is important in modern society. A lack of physical activity is harmful, contributing to an increased risk of type 2 diabetes¹⁷, cardiovascular disease¹⁸ and cancer. An increase in active travel can help reduce these health risks, the emission of air pollutants and congestion in the Area. An increase in active travel in the Area will also complement other policies in the Plan.
- 7.5** 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, Knightsbridge 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 or cycling activity.
- 7.6** 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 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 secure bicycle parking facilities.

¹⁷ 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'

¹⁸ Hamer and Chida, Prev Med. 2008 Jan;46(1):9-13. Epub 2007 Mar 20, 'Active commuting and cardiovascular risk: a meta-analytic review'

7.7 Proposals to improve accessible walking and cycle movement will be supported and the WCC Walking and Cycling Strategies are also supported in this regard, as is the draft Mayor's Transport Strategy¹⁹. 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 and larger developments should provide shower and locker facilities and secure bicycle parking for cyclists. Good practice guidance includes the London Cycling Design Standards 2014²⁰ and TfL guidance on street-scape and cycle parking.

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

POLICY KBR29: PEDESTRIANS WITHIN THE MOVEMENT HIERARCHY

- A. Development which provides new transport infrastructure or improves existing transport infrastructure should be designed to maximise use by:
- a. pedestrians and mobility impaired;
 - b. cyclists; and
 - c. public transport.

This is particularly the case for Local Roads, as shown on the Policies Map.

- B. On Red Routes and the Strategic Roads Network (Knightsbridge west of its junction with Brompton Road, Kensington Road and Kensington Gore), new development must not compromise Westminster City Council and/or Transport for London's ability to carry out their statutory network management duties under the Traffic Management Act 2004.
- C. Development should 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.

Continued on next page...

- D. Development proposals that result in the net loss of all or part of any existing pedestrian route will be resisted in principle. Where development provides new pedestrian routes to compensate for any loss, it must be of an equivalent standard and have regard to:
- a. the extent to which the footpath/pavement space provides for current and reasonably foreseeable future demand, especially during peak periods; and
 - b. the need to provide the shortest practicable routes between relevant points.
- E. Development proposals which replace a route over which pedestrians have rights of access with one to which the public have access only with permission will only be acceptable if pedestrian rights are protected through the making of

¹⁹ Mayor of London (2017) Mayor's Transport Strategy, Draft for consultation, June-October 2017

²⁰ Transport for London (2014) London Cycling Design Standards (<https://tfl.gov.uk/corporate/publications-and-reports/streettoolkit#on-this-page-2>)

a Walkways Agreement under section 35 of the Highways Act 1980 if the public highway is stopped up through the development.

- F. Development that provides public access across previously inaccessible private land will be encouraged where it enhances the connectivity and capacity of the Knightsbridge Neighbourhood Area's pedestrian network. New routes should be designed so that they are adequately lit, signage is not necessary and it is clear to the public that access is permitted.
- G. Development which provides appropriate additional pedestrian infrastructure, ~~such as pedestrian countdown traffic signals~~ or enhances existing pedestrian infrastructure in a way that complies with national guidance on inclusive mobility or exceeds it, is encouraged.
- ~~H. Any development proposal which enhances the safety or provision of Advanced Stop Lines²⁴ for cyclists on Brompton Road or other Main Roads is encouraged.~~

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

7.8 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 e.g. mobility impaired people and children. Development which, through innovative design, slows the traffic or improves safety for pedestrians and cyclists, is encouraged so long as it meets the other requirements of the Plan. Whilst not a planning matter, this could include new provision or safety enhancements to existing Advanced Stop Lines for cyclists²².

7.9 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 best in tandem with a 20mph speed limit on all Local Roads. The principle of the movement hierarchy is supported by Transport for London as are 20mph roads which are being trialled on selective TLRN corridors.

²⁴ ~~Some signal-controlled junctions have Advanced Stop Lines (ASLs). ASLs help motorists and cyclists by providing an area for cyclists to wait in front of traffic when the lights are red. Cyclists in this area are more easily visible to motorists, and have space to move off when the lights turn green. Motorists, including motorcyclists, must stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times e.g. if the junction ahead is blocked. See <http://content.met.police.uk/Article/Advanced-Stop-Lines/1400018009433/1400018009433>~~

²² Some signal-controlled junctions have Advanced Stop Lines (ASLs). ASLs help motorists and cyclists by providing an area for cyclists to wait in front of traffic when the lights are red. Cyclists in this area are more easily visible to motorists and have space to move off when the lights turn green.

Sub-objective 7.3 Maximising potential for walking and cycling

POLICY KBR30: ASSESSING SIGNIFICANT TRANSPORT IMPACTS OF DEVELOPMENT PROPOSALS

Development proposals that are likely to have significant transport impacts must be accompanied by a detailed Transport Assessment. The Assessment should demonstrate the development's impacts on traffic during both the construction and operational phases and the expected effect of mitigation measures. To comply with this policy the Transport Assessment must address how the development will impact upon:

- a. air quality;
- b. road safety;
- c. the pedestrian environment and movement;
- d. cycling infrastructure;
- e. disabled access; and
- f. the street network.

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 the Forum are recognised. Action at the most local level that delivers practical support for improved transport infrastructure and activity 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.
- 7.11** Transport Assessments (TAs) should identify what measures should be taken to deal with the anticipated transport impacts of the scheme and improve accessibility and safety for all modes of transport, particularly for alternatives to the car such as walking, cycling and public transport. In the Knightsbridge context, it is important that TAs address these issues and improve local conditions for walking and cycling while also encouraging the use of public transport as a means of mitigating and reducing to a minimum the impact of development.
- 7.12** Appendix D lists a number of priorities and suitable projects which would enable more cycling and walking in the Area.

Sub-objective 7.4 Fewer and cleaner vehicles that reduce congestion and total emissions

POLICY KBR31: MOTOR VEHICLE USE

- A. In line with the London Plan Policy 6.13, all new development, and particularly that of Level 3 or larger (as described in Appendix G), is encouraged to be

motor vehicle-free with the exception of designated parking for Blue Badge holders.

- B. All development is encouraged to be designed to maximise its potential for construction, delivery, freight, waste and recycling consolidation plans including zero emission 'last mile' services.
- C. Where vehicle spaces are needed to support development, they should be dedicated to providing on-street and off-street charging points for electric vehicles that can be used by the occupiers of residences and business premises in the Knightsbridge Neighbourhood Area and comply with KBR32 (Electric vehicle infrastructure).

Conformity reference: London Plan Policies 5.1, 5.2, 6.13; Westminster City Plan Policies S40, S41; Westminster UDP Saved Policies TRANS1, TRANS14, TRANS21-26.

7.13 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 much less reliant on fossil fuel vehicles. Reduction in the number 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. on and off-site solar and off-site wind.

7.14 As such, it is important that new development does not encourage motor vehicle use. However, in order to achieve the Vision of Knightsbridge being the best, development should go further and strive to be motor vehicle-free. In working towards this goal, vehicle use could be reduced through the increased use of car clubs or car sharing, particularly in residential areas, rather than increasing personal reliance on public hire vehicles (i.e. taxis) or private hire vehicles (i.e. minicabs).

Sub-objective 7.5 Electric charging infrastructure that is future proofed

POLICY KBR32: ELECTRIC VEHICLE INFRASTRUCTURE

- A. In order to reduce the environmental impact of vehicular pollution, Level 1 to 3 development (as described in Appendix G) should facilitate improvements to existing motor vehicle infrastructure so that it can be used by vehicles that do not emit harmful exhaust emissions such as electric vehicles. Any new charging facilities should provide parking spaces with future-proofed fourtwo-hour or faster electric vehicle charging points (or wireless charging facilities) that are affordable, reliable and open access.
- B. Level 1 to 3 development (as described in Appendix G) should contribute, where possible, towards the installation of future-proofed 30-minute or faster rapid electric vehicle charging points (or wireless charging facilities) that are affordable and reliable in locations suitable for use as taxi ranks, stands or

rests. This might be achieved through planning obligations. Priority locations include:

- a. near the Royal Albert Hall;
 - b. Prince Consort Road;
 - c. Montpelier Street between Cheval Place and Brompton Road; or
 - d. Knightsbridge Green.
- C. All development of Level 3 or greater is encouraged to contribute to the provision of electric or non-electric bicycle hire that integrates into urban and/or intercity transport.
- D. Where underground infrastructure is not already in place to enable electric vehicle charging points, strong support will be given to proposals that provide 'passive provision' in spaces where charging points are not initially required so that new points can easily be opened up, if the need is identified, at a later date.
- E. All Level 1 to 3 development (as described in Appendix G) is encouraged to contribute to the provision of additional electricity sub-stations within the Knightsbridge Neighbourhood Area so that the additional electricity requirements to enable new and future-proofed electric vehicle charging points (or wireless charging facilities) and other electricity demand can be met.

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

- 7.15** Where development does provide additional space for motor vehicles, the focus should be on provision for electric and plug-in hybrid vehicles. Such vehicles have zero tailpipe emissions unlike traditional vehicles and therefore have a far lower impact on the local environment and pollution levels. Benefits can be increased if the electricity to power vehicles comes from renewable sources.
- 7.16** Development should therefore provide the facilities to enable residents, workers and visitors to the area to use electric motor vehicles by installing charging points. The Forum understands that one or more electric bicycle hire operators will also be seeking sites in London from 2018.
- 7.17** A separate issue relating to ~~parking spaces that should be addressed immediately is~~ the use of resident parking spaces on Local Roads by waiting private hire vehicles i.e. minicabs. Measures that encourage drivers of these vehicles to use charging points in publicly accessible parking bays could mitigate such pressures. These quiet residential areas of Knightsbridge should not be used as a 'staging area' for private hire vehicles waiting for their next job. ~~Often these vehicles wait~~ with their engines idling which creates additional pollution.
- 7.18** The same concerns apply to driverless cars which are likely to become a mainstream reality over the lifetime of the Plan. It is important that Knightsbridge does not become a 'staging area' for these vehicles either.

- 7.19** These measures seek to address the recommendations on plan-making made by the National Institute for Clinical Excellence (NICE)²³ and respond to other guidance e.g. by UK Power Networks and 'The impact of environment and climate change on future infrastructure supply and demand' published by the National Infrastructure Commission in 2017.

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 reduce vehicle use. It also encourages walking and cycling as part of multi-modal urban and inter-city 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 KBR33: PUBLIC TRANSPORT

Proposals which contribute to improving the capacity and efficiency of **mass transit public transport** systems serving the Knightsbridge Neighbourhood Area, as well as access to them, are encouraged. In particular this includes development that improves:

- a. access on routes to Knightsbridge and South Kensington stations on the London Underground; and
- b. bus movement and accessibility.

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 and provide safe, quick and reliable movement.
- 8.3** The application of this policy can contribute towards the achievement of SDG 11.

9 OBJECTIVE 9.0 — ENCOURAGE SUPERB UTILITIES AND COMMUNICATIONS INFRASTRUCTURE

- 9.1** The application of this policy can contribute towards the achievement of SDG 9.

Sub-objective 9.1 Exemplary utilities and connectivity

POLICY KBR34: UTILITIES AND COMMUNICATIONS INFRASTRUCTURE

- A. Development should not adversely impact the capacity or reliability of existing utilities in the Knightsbridge Neighbourhood Area and surrounding areas.

²³ <https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#planning>

- B. Where Level 3 development or larger (as described in Appendix G) is likely to impact on the capacity or reliability of existing utilities in the Knightsbridge Neighbourhood Area it should be demonstrated before the development can be occupied that there will be adequate utility infrastructure capacity both on and off site to serve the development during its operation. Any capacity projections should take account of any impacts that climate change may have on future infrastructure demand.
- C. Utility infrastructure and connections that are designed into and integrated with development from the outset are encouraged so that the infrastructure can accommodate additional utilities without the need to excavate in the highway adjacent to the development. Innovative and effective design could include planning for:
- a. the incorporation of demand management measures and physical space for future on-site energy storage needs;
 - b. the additional electricity load for new or upgraded electricity charging points for vehicles;
 - c. reasonable water supply considering the need to conserve natural resources;
 - d. heating and cooling demand that anticipates urban heat island effects;
 - e. telecommunications network demand, including wired and wireless infrastructure, with flexibility to address future technological improvements including speeds, reliability and capacity; and
 - f. separate surface water and foul drainage requirements within the proposed building or site including the provision of new drainage solutions which are more effective than Sustainable Drainage Systems (SuDS).

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- D. In planning for the utility and infrastructure requirements of development, developers and utility providers should ensure that any utilities infrastructure is designed and sited to minimise adverse impact on the visual amenity, character and appearance of the Knightsbridge Neighbourhood Area and its heritage assets. Pipe subway routes should be used wherever feasible.
- E. Development should conserve the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
- F. Wherever practicable, development should contribute to an overall reduction in flood risk, 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*

- 9.2** 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.

- 9.3** The community raised a number of concerns over the quality of utility provision in the Area. In particular, issues relating to surface water run-off were raised, with several locations identified as being regularly flooded. This can have a range of impacts from property damage to flooded pavements and road edges making movement difficult for pedestrians and cyclists.
- 9.4** 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 have been seen as a popular solution. However, CHP plants can give rise to significant local emissions, which would be contrary to the requirements of Policy KBR35 (Healthy air). In an area such as Knightsbridge, on-site renewable power sources such as ground or air source heat pumps and photovoltaic cells, combined with better electricity network connectivity, can ensure that local energy emissions are eliminated.
- 9.5** A Central London location that includes many world leading cultural, education and business institutions, should have broadband speeds that are some of the highest available. However, many people have reported that broadband speeds are poor and that this can make even personal use by residents difficult.
- 9.6** For Knightsbridge to be the best place to live, work, study and visit, exceptional connectivity is essential. Developers should be encouraged to include the latest technology internet connections as part of their developments and to ‘future proof’ it e.g. ultra-fast fibre 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 Increasing the energy efficiency of historic buildings 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	KBR35: Healthy air KBR36: Renewable energy KBR37: Retrofitting historic buildings for energy efficiency KBR38: Natural environment KBR39: Trees KBR40: Sustainable water KBR41: Healthy people KBR42: Sustainable development and involving people

10.01 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 at least with all minimum European Union (EU) environmental standards irrespective of the changes resulting from the United Kingdom's withdrawal from the European Union unless the United Kingdom (UK) adopts more stringent standards.

10.02 The application of the policies under this objective can contribute towards the achievement of SDGs 3, 6, 7, 9, 11, 12, 13, 15 and 16.

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 KBR35: HEALTHY AIR

- A. Development should not damage the health of the air by increasing emissions of harmful pollutants to it. Such pollutants include: greenhouse gases; those considered by the United Nations to cause adverse impacts to the natural environment; and particles and gases considered by the World Health Organisation (WHO) to be harmful to human health.
- B. Development should comply at least with all minimum EU or UK environmental standards~~requirements~~ in relation to air pollutants whichever is the more stringent.
- C. All development should be less polluting than existing development that it will replace. All development and substantial refurbishment of Level 3 or larger (as described in Appendix G) must carry out an air emissions screening to determine whether a detailed air quality assessment will be required. Until air quality in the Knightsbridge Neighbourhood Area complies with the legal limit values for pollutants to the air, as defined in Directive 2008/50/ EC on ambient air quality and cleaner air for Europe, a detailed air quality assessment should be carried out ~~for~~ any development which is likely to increase concentrations of regulated pollutants in the air to determine appropriate mitigation measures to ensure air pollution is not increased.
- D. Given the severity of local air quality conditions, until legal limits for air pollution are met, sustainable development can be achieved only by support for development that will operate without adding to current levels of emissions and be constructed or demolished according to a plan which minimises air pollution.
- E. Development and substantial refurbishment of Level 3 and larger must be designed to minimise harmful emissions to air. In particular:

- a. Such development ~~must demonstrate that it is~~ should be 'air quality positive' (i.e. better than existing or the existing benchmark) and must demonstrate how it has been designed to contribute to the reduction of concentrations of regulated air pollutants, ~~below WHO guidelines in the Knightsbridge Neighbourhood Area by 2020 and thereafter. All development should be less polluting than existing development that it will replace.~~
- b. Development ~~in the locality~~ which would worsen an existing breach of a limit value or cause a new breach of limit values is inconsistent with the law and ~~with~~ cannot be sustainable development.
- c. Where limit values are not exceeded in the locality, developments must try to maintain lawful levels and not cause or contribute to worsening air quality. In such cases, a significant increase in air pollution will only be justified in exceptional circumstances.

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- F. New development and substantial refurbishment of existing buildings (Level 3 and larger) must demonstrate that it is designed to ensure that indoor air quality complies with the latest WHO guidelines for short and long term air quality including particulate matter (PM_{2.5} and PM₁₀), nitrogen dioxide (NO₂), carbon monoxide (CO), formaldehyde and volatile organic compounds (VOCs). Carbon dioxide (CO₂) concentrations in indoor air should also be considered.
- G. Air intake points servicing internal air handling systems (including air filtration systems and heating and cooling systems) should be located away from existing and potential pollution sources e.g. busy roads and combustion flues. All flues should terminate above the roof height of the tallest part of the development in order to ensure the maximum dispersal of pollutants.
- H. Proposals for restaurants and cafés (Class A3), drinking establishments (Class A4) or hot food takeaways (Class A5) to place tables and chairs on the pavement should only be permitted if the WHO's guideline for hourly mean exposure to NO₂ is unlikely to be exceeded in ambient air at that location.

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

- 10.1** The Knightsbridge Neighbourhood Plan includes an objective to be an exemplar in sustainable city living by complying fully with relevant international laws, standards and best practice.
- 10.2** Air pollution comprises greenhouse gases (such as carbon dioxide (CO₂) and ozone (O₃) and local air pollution. The latter contains particles (such as PM₁, PM_{2.5} and PM₁₀) and gases. The most important regulated gas for legal purposes in ambient air is nitrogen dioxide (NO₂).
- 10.3** Air pollution in parts of the Knightsbridge Neighbourhood Area is among the worst in the UK. For example, NO₂ concentrations in Brompton Road in 2016 of 80 micrograms per cubic metre were twice the WHO guideline and legal limit and worse than levels in 2015. The Department of Environment Food and Rural Affairs has estimated that NO₂

concentrations at the Knightsbridge road link by Scotch House Corner will still exceed the legal limit in 2025.

- 10.4** This means that support for sustainable development must include a stringent approach to development which might increase the already unlawful levels of air pollution. In formulating its policy on air pollution, the plan has had regard to all relevant national policies and expert opinion. Where it has departed from IAQM/EPUK guidance this is on the basis of expert legal advice.
- 10.5** NO₂ is an easily measured indicator of combustion emissions from road traffic and gas heating and cooking. The London Atmospheric Emissions Inventory estimated that the major sources of emissions of oxides of nitrogen (NO_x) in the City of Westminster in 2013 were road transport at 57.9% and domestic and commercial gas at 32.2%. For fine particles (PM_{2.5}), the figures were 65.0% from road transport, 11.5% from domestic and commercial gas and 10.0% from non-road mobile machinery.
- 10.6** NO₂ contributes to morbidity and mortality along with fine particles (PM_{2.5}). Public Health England estimates that 6.7% of deaths in the City of Westminster in 2015 were attributable to human made PM_{2.5}. It is also important to recognise that the health and societal impacts associated with poor air quality represent a significant economic cost. For instance, in London only, PM_{2.5} and NO₂ in 2010 have an associated mortality burden of £1.4 billion and £2.3 billion in 2014 prices, respectively²⁴. These costs are often ignored in assessing the economic benefit of development. There are therefore potentially significant economic benefits to reducing air pollution.
- 10.7** Public health can be improved by requiring compliance with the best international standards for indoor air quality since people typically spend about 90% of their time indoors. In doing so it is important to understand the difference between mechanical ventilation, air conditioning and air filtration. Appropriate standards for the selection of energy efficient air filters to demonstrate compliance with design standards in Policy KBR35(F) include BS EN 16798-3:2017 (for minimum air filtration efficiency), BS CEN ISO 16890-1:2016 (for particulate matter) including PM₁ and BS CEN ISO 10121-2:2013 (for gases). These standards can be applied to reduce energy use and CO₂ emissions. If air filtration is utilised in the development to comply with indoor air quality standards, information must be provided to the tenant on the type of air filtration used, its location and how to maintain it.
- 10.8** Health, legal and climate imperatives and ambitions mean that development in the Knightsbridge Neighbourhood Area must contribute to reductions in emissions to air. No significant worsening of air quality must be allowed in areas where limit values are exceeded. Where limit values in the locality are not exceeded, a significant worsening of air quality may only be allowed ~~except~~ in exceptional circumstances ~~where limited values are not exceeded in the locality~~ and such increases can be justified by the principle of sustainable development. A legal opinion by Robert McCracken QC supports this interpretation. For the purposes of this policy, a predicted increase at a receptor of 0.1

²⁴ Source: 'Chapter 5 (page 7) - Economics of pollution interventions' in the 'Annual Report of the Chief Medical Officer 2017, Health Impacts of All Pollution - what do we know?', p151

microgram per cubic metre in any calendar year during construction or operation is considered 'significant'.

- 10.9** The Plan identifies many proposals that could reduce emissions to air locally and off-site. Buildings with zero local emissions to the air are unlikely to jeopardise the deliverability of development provided that sustainability scoring is impacted positively as proposed by this plan. These measures seek to address the recommendations on plan-making made by the National Institute for Clinical Excellence (NICE)²⁵ and other guidance.

POLICY KBR36: RENEWABLE ENERGY

- A. To mitigate emissions that worsen climate change it is essential that buildings in the Knightsbridge Neighbourhood Area minimise energy use and maximise energy efficiency and the production and use of renewable energy to meet their needs.
- B. New development or the substantial refurbishment of existing buildings (Levels 1 to 4 described in Appendix G) must minimise energy use and maximise the proportion of energy used from renewable sources. Such development should consume significantly less non-renewable energy than the development it replaces. Such development should:
 - a. demonstrate that it has taken all reasonable steps to minimise energy use and maximise energy efficiency;
 - b. demonstrate that systems have been designed to operate at optimum efficiency e.g. low return water temperatures;
 - c. facilitate the reduced use of unregulated energy on-site where technically feasible and commercially viable;
 - d. maximise the proportion of renewable energy generated on-site consistent with local amenity, the character of any Conservation Area and Policy KBR10 (Roofscapes and balconies);
 - e. facilitate the maximum use of renewable energy from off-site sources for example by the provision of space for battery storage that takes fire risk into account; and f. be future-proofed where practical.
- C. Development should be designed to encourage future occupants to avoid installing cooking, heating and/or water heating appliances which consume or combust fossil fuel. ~~Any residual emissions to air from air conditioning, cooking or mechanical ventilation should be filtered using regularly maintained and best available technology, before being released to the atmosphere.~~
- D. If renewable energy cannot reasonably be used, then gas boilers achieving the lowest dry NO_x emissions (measured at 0% excess O₂) should be selected.
- E. Back-up Ggenerators should only be installed in buildings for the purpose of maintaining power supply during an on-site should only be used in emergency situations and ~~alternatives to diesel generators should be considered.~~

²⁵ <https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#planning>

F. Development seeking to comply with sustainability standards will be considered to have achieved the maximum score for efficient energy use if it complies fully with this policy.

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

- 10.10** The UK is obliged to reduce sharply and quickly carbon dioxide emissions under the Climate Change Act and the Paris Agreement to mitigate climate change.
- 10.11** It will be more cost effective in principle to meet these obligations by requiring new development and substantial refurbishment, when they occur, to make incremental investments than to require changes to entire buildings in a short period for the majority of the building stock in the Neighbourhood Area in the medium or longer-term. Ideally, three to five per cent of the building stock would be upgraded in this manner each year during the life of the Knightsbridge Neighbourhood Plan.
- 10.12** Energy will be considered renewable if it is generated from ground or air source heat pumps, hydro-electricity, fuel cells, solar photovoltaic cells or solar water heating. Energy sourced onsite from sources that consume or combust fossil fuels, including but not limited to biofuel, biomass burning, combined heat and power plants (other than those using fuel cells), diesel generators and gas boilers, will not be considered to be renewable energy because of their contribution to air pollution. Back-up On-site diesel generators may be installed will only be permitted for use in genuine and exceptional emergency situations. Development could demonstrate that it is designed to avoid the need to install cooking, heating and/or water heating appliances which consume or combust fossil fuel by showing it is designed to have zero local emissions e.g. as an all-electric building.
- 10.13** Support will be given to renewable energy generation developments that are led by or meet the needs of local communities. When considering such proposals, regard will be given to the wider benefits of providing energy from renewable energy sources as well as the potential benefits for the environment or public health.
- 10.14** Where calculations of CO₂ emissions are provided they should be based on methodology in CIBSE's 'TM 54: Evaluating Operational Energy Performance of Buildings at the Design Stage' rather than the 'National Calculation Methodology modelling guide (for buildings other than dwellings in England)' that supports the '2013 Edition of the Approved Document L2A: Conservation of fuel and power in new building other than dwellings'.

Sub-objective 10.2 Increasing the energy efficiency of historic buildings

POLICY KBR37: RETROFITTING HISTORIC BUILDINGS FOR ENERGY EFFICIENCY

- A. The sensitive retrofitting of energy efficiency measures in historic buildings will be encouraged, including the retrofitting of listed buildings and buildings in conservation areas, provided that it safeguards the historic characteristics of these heritage assets.
- B. The requirements of Part A of the policy could be achieved through:
- a. measures to reduce heat loss, such as double or secondary glazing with wooden windows that meet the latest relevant British standard; and/or

- b. the replacement of fossil fuel burning energy sources with electric power from renewable sources with zero air emissions locally.

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

- 10.15** 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.
- 10.16** 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.
- 10.17** 'Zero carbon' homes are homes forming part of major development applications where the residential element of the application achieves at least a 35% reduction in regulated CO₂ emissions (beyond Part L of the 2013 Building Regulations) on-site. The remaining regulated carbon dioxide emissions, to 100%, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of CO₂ savings elsewhere.
- 10.18** In order to be an exemplar of sustainable development, new development in the Area should meet or exceed these targets. However, this does not address the energy efficiency of existing buildings. Most development in the Neighbourhood Area will be in the form of refurbishment and many of the buildings are in one of the conservation areas and/or are listed. Therefore the retro-fitting of energy efficiency measures in historic buildings is encouraged provided it is undertaken sensitively.

Sub-objective 10.3 Enabling the natural environment to flourish

POLICY KBR38: NATURAL ENVIRONMENT

Development should maintain and enhance the natural environment and its intrinsic ecological value. In particular, development is encouraged where it:

- a. identifies the local biodiversity and seeks to protect or enhance it through the creation of new wildlife areas or corridors;
- b. incorporates features such as nesting boxes and beehives alongside soil and planting that is likely to attract wildlife;
- c. plants additional trees and flora locally subject to compliance with Policy KBR39 (Trees);
- d. provides new, multi-functional green space locally including appropriately managed, unconventional green space such as green walls and green roofs (meeting the requirements of Policy KBR11 – Urban greening), city farms and greening of incidental existing spaces within the public realm; and/or
- e. incorporates planting which will be resilient to a range of climate conditions.

~~This policy applies particularly to major development (Levels 1 and 2 as described in Appendix G).~~

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

- 10.19** The community considers that there is an opportunity to increase the amount of green infrastructure and green open space in Knightsbridge.
- 10.20** There is clear policy support at City Plan and London Plan level for green infrastructure. Furthermore, the contribution that such urban greening can make is widely acknowledged. However, protection of existing biodiversity is currently limited only to those areas within Westminster which are designated as Areas of Wildlife Deficiency – this excludes Knightsbridge. This Neighbourhood Plan encourages therefore such provision within the Neighbourhood Area. Specifically, development will need to take into consideration that a pair of breeding peregrines may be present in the Neighbourhood Area.²⁶
- 10.21** Equally, 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 much amenity as elsewhere. Development should aim to create as much new open space on site as possible and should demonstrate innovation in how this is provided on sites where traditional forms of provision are not 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.

Sub-objective 10.4 Maximising the environmental benefits of trees

²⁶ In accordance with schedule 1 of the Wildlife and Countryside Act 1981

POLICY KBR39: TREES

- A. The tree population should be maintained in accordance with good arboricultural practice for urban forests and regenerated with healthy and diverse species with a balanced age structure to maximise its benefits and the landscape character and amenity value of the Knightsbridge Neighbourhood Area over the long term.
- B. Any notice pursuant to The Town and Country Planning (Tree Preservation) (England) Regulations 2012 or its successor(s) requesting permission to fell or prune a tree in a Conservation Area should include:
- the reasons for felling or pruning the tree and a map or plan showing its location;
 - the characteristics of the tree including its species, size, approximate age and environmental benefits;
 - the landscape function that the tree provides such as shelter screening, enclosure, amenity specimen and focal point;
 - any implications for wildlife;
 - the potential impact on public amenity;
 - clear reasons as to why pruning or felling is necessary and evidence that alternative solutions have been considered fully; and
 - any proposals for new tree planting.
- C. Proposals for planning permission which include the replacement or planting of trees should demonstrate compliance with good practice for urban trees and enhance the landscape character and amenity value of the Knightsbridge Neighbourhood Area.

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- D. Proposals to fell, prune, maintain, replace or plant trees in Local Green Spaces (as listed in Policy KBR12 – Protection and maintenance of Local Green Spaces) or elsewhere, in all areas otherwise in accordance with an adopted Tree Management Plan (as described in Appendix E) that is no more than five years old, will be strongly supported.
- E. To ensure that the benefits associated with trees are secured for the longer term, development proposals for Level 3 developments or larger with open ground should be accompanied by a Tree Management Plan which includes the maintenance, replacement or planting of trees, as part of a Tree Management Plan. Compliance with the Tree Management Plan may be secured through the imposition of a planning condition or legal agreement.
- ~~F. Proposals to plant new trees along Local Roads or Main Roads are strongly encouraged where they are consistent with the principles of Tree Management Plans.~~

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

- 10.22** Trees provide many benefits to the community and enhance the landscape character and amenity value of the Neighbourhood Area.

- 10.23** The canopy of the urban tree forest covers about 20% of the Neighbourhood Area while open lawn covers about 5%. The London Plane is the dominant species but it is significantly at risk if London Plane wilt reaches the UK since the control measure would be to fell the infected tree and neighbours of the same species within a 20 metre radius. It is important therefore to temper their planting with other species and recognise that regeneration needs to be planned for the long term since it rarely occurs naturally in the urban forest.
- 10.24** Good arboricultural practice ~~could~~an be demonstrated, in respect of this policy, ~~by~~ written approval from a Competent Person, ~~recognised expert experienced dealing~~ in urban trees, or ~~by~~ complying fully with the most recent British standards or nationally recognised guidance. It should be consistent with the principles for Tree Management Plans described in Appendix E. For the avoidance of doubt, an Officer employed by The Royal Parks is considered to be a suitable Competent Person for this policy.

Sub-objective 10.5 Secure sustainable water supplies

POLICY KBR40: SUSTAINABLE WATER

- A. All Level 1 to 3 development (as described in Appendix G) should ~~minimise~~reduce water consumption ~~to a minimum~~ through good design. Such development is encouraged where its design helps to ensure good water quality and minimum water usage in line with good practice, including through the incorporation of rainwater harvesting systems, greywater recycling and other measures of water demand management.

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- B. All Level 1 to 3 development is encouraged to be accompanied by a Sustainable Drainage Plan which demonstrates how the proposal has been designed to:
- a. address how clean and dirty water needs ~~will be addressed~~ locally;
 - b. minimise how surface run-off, including storm water, ~~will be minimised~~. In particular, development should demonstrate how it has sought to minimise the quantity and rate at which water is discharged directly into the drainage, sewerage and riparian systems, preferably applying principles that go beyond minimum compliance; and
 - c. ensure that the drainage system will operate sustainably and with sufficient headroom within the capacity of water systems in the Knightsbridge Neighbourhood Area, taking into account the cumulative impacts of all other permitted local development (including that occurring outside the Knightsbridge Neighbourhood Area boundary).
- C. Development which complies with an existing Sustainable Drainage Plan will be encouraged in principle. Control techniques such as green roofs and walls, rain harvesting systems, permeable paving, infiltration trenches and other forms of storm water management will also be encouraged.
- D. Where development involves groundworks, developers should demonstrate that the works will not adversely affect groundwater flow in an aquifer or create a damming effect in the water table that could affect adjacent property. Any development proposed within a Source Protection Zone will need to ensure that there is no unacceptable risk to groundwater. Where appropriate, a detailed site investigation should be carried out. Planning permission will be resisted if suitable mitigation measures are not possible within the site.
- E. Solutions which prevent the uncontrolled rise of groundwater level will be encouraged especially if the pumped groundwater is used for non-potable uses. Sustainable use of groundwater for heating and cooling will also be encouraged.

Conformity reference: London Plan Policies 5.14, 5.15

10.25 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.

10.26 A portion of the Neighbourhood Area falls with groundwater Source Protection Zones (SPZ) 1 and 2. An SPZ is an area of groundwater where there is a particular sensitivity to pollution risks due to the closeness of a drinking water source and is used to protect abstractions for public water supply.

Sub-objective 10.6 Healthy people who need and thrive in a healthy environment

POLICY KBR41: HEALTHY PEOPLE

- A. Public health can be improved by good urban development which minimises or provides respite from noise; minimises and deals efficiently with waste including

the effects of contaminated land; and minimises increased heat in urban areas as a result of climate change. The design of development should ensure that public health is maintained and improved. Development which is likely to have a significant adverse effect on human health will be refused planning permission.

- B. Noise oases are important to public health in a busy inner city area. In order to provide and retain a sense of relative tranquillity in the Knightsbridge Neighbourhood Area development should minimise its impact on the local noise environment. Where it is likely that Level 4 or larger development could cause adverse noise impacts, the application should follow the principles of good acoustic design and be accompanied by a noise assessment which:
- a. demonstrates how it has considered the acoustic environment not only in but also around dwellings and sought to protect and enhance the acoustic environment in the immediate vicinity, making the soundscape appropriate for the local context;
 - b. demonstrates that there will be no audible increase in background noise levels as a result of new plant and equipment which is to be installed as part of the development;
 - c. demonstrates where relevant that the site layout and use of buildings does not adversely affect neighbours, particularly noise-sensitive land uses such as housing and quiet open spaces;
 - d. conserves relative tranquillity and quietness in residential areas along Local Roads which may include the protection of sensitive times and periods of respite from noise; and
 - e. ensures that any potential noise conflict between existing activities and new development is minimised. Where it is not possible to avoid noise, mitigation measures to limit the noise impacts should ensure that the new development does not adversely impact on the operation of the existing users, especially where such uses are residential or have an important social or cultural function in the local or wider community.

Where necessary and appropriate, these matters should be dealt with by the use of planning conditions or planning obligations.

- C. ~~Proposals should be designed to ensure that~~ Communal internal or external lighting, ~~where externally visible, should be designed to~~ reduce energy consumption, minimise light spillage and protect the amenity of light-sensitive uses such as housing and areas of importance for nature conservation.

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- D. All development and major refurbishments requiring planning permission ~~is encouraged to~~ 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 ~~is encouraged~~.

- b. All commercial Level 1 to 3 development (as described in Appendix G) should aim to achieve a BREEAM or equivalent rating of 'excellent' or better with full scoring credit given for air and energy related policies that comply fully with the Knightsbridge Neighbourhood Plan.

- E. Where development involves groundworks or the creation of open spaces, developers should carry out screening for contaminated land. Where there is a significant risk that the land is contaminated, development must 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.

- F. Level 1 to 3 development should demonstrate how it has been designed to mitigate and adapt to climate change and natural hazards. In particular, such development should demonstrate how it would minimise urban heat island effects and reliance on air conditioning systems.

Conformity reference: *London Plan Policy 3.2; Westminster City Plan Policies S29, S32; Westminster UDP Saved Policies ENV5-7*

- 10.27** Health is a material consideration in any planning decision as recommended by Parliament's Health Select Committee in a report titled 'Public health post-2013' dated 18 July 2016.
- 10.28** 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 should include providing inhabitants and others with an environment which meets the best international standards such as the WELL Building Standard. 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.'²⁷
- 10.29** 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. As is noted in paragraph 2.2 of the Westminster City Plan, the high levels of movement and activity "...means that Westminster's more tranquil places; its parks, squares and residential enclaves are particularly valued." This is the case in Knightsbridge. Development should be advised by good practice such as that provided in the Professional Practice Guidance on Planning and Noise (ProPG) for New Residential Development (May 2017) and BS4142:2014 where commercial noise is present on the site and considered 'dominant'.²⁸

²⁷ DEFRA (2010) Noise Policy Statement for England (NPSE)

²⁸ Association of Noise Consultants, Institute of Acoustics and Chartered Institute of Environmental Health (2017) ProPG: Planning & Noise, Professional Practice Guidance on Planning & Noise, New Residential Development

- 10.30** It is particularly important that matters such as noise are addressed by development or refurbishment in the Neighbourhood Stress Area (Policy KBR15). This should reflect the requirements of the Mayor's draft supplementary planning guidance on 'Culture and the night time economy'. This recognises the 'agent of change' principle which makes it the responsibility of developers of housing near existing leisure venues to be responsible for noise management. It states that development proposals '...should seek to manage noise without placing unreasonable restrictions on development or add unduly to the costs and administrative burdens of existing businesses'.
- 10.31** New development should be constructed to a high standard and in a way that actively minimises its impact on its residents, users and people passing in the street. This will ensure that new development will be designed to last and will not require 'redevelopment' in the short to medium term with the associated disruption to tranquillity that 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 KBR42: SUSTAINABLE DEVELOPMENT AND INVOLVING PEOPLE

- A. Development which conforms to national planning policy, with the policies in the Knightsbridge Neighbourhood Plan and with other documents making up the development plan will constitute sustainable development and should be granted planning permission unless material considerations indicate otherwise.
- B. As recognised by the National Planning Policy Framework, sustainable development entails a creative and collective exercise which includes people and communities. New development and major refurbishment (Level 1 to Level 4 as described in Appendix G) which actively and meaningfully consults with the local affected community at the design phase of development to ensure that a solution is found which improves the economic, social and environmental conditions of the Knightsbridge Neighbourhood Area will be encouraged. Developers are encouraged to continue to consult with the local affected community throughout the planning process. Developers should have regard to the Knightsbridge Community Engagement Protocol for guidance on how to carry out such consultation.

Conformity reference: *NPPF paras 69, 188, Westminster City Plan Policy S47*

- 10.32** 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. When assembling proposals, developers are encouraged to engage meaningfully with the local community in order to collectively deliver sustainable development. This should not only be at the design stage but throughout the planning process. The Knightsbridge Community Engagement Protocol in Appendix E provides guidance on how this can be achieved.

10.33 It is recognised that development ~~outside which impacts on~~ the Neighbourhood Area ~~can impact on it. is not only that proposed within the Area or within the wider area of interest. For example, m~~Major infrastructure road, rail and air proposals, in particular Crossrail and airport expansion, are likely to have an effect on the community of Knightsbridge. The ~~local~~ community has a right to be properly engaged in ~~relevant~~ ~~the consultation~~ ~~decision-making~~ processes. ~~Indeed, a~~Any major infrastructure development that is likely to adversely affect the quality of the air, water, soil or noise environment within the Neighbourhood Area ~~could has a right to~~ be challenged. The Neighbourhood Forum ~~expects reserves the right~~ to be consulted on such proposals and ~~may~~, where appropriate, ~~to submit comments or lodge an~~ objection ~~accordingly~~.

11 DEVELOPER CONTRIBUTIONS

11.1 It is important that the impacts of development are addressed appropriately through the use of developer contributions (Section 106) and the Community Infrastructure Levy (CIL) or any successor levy on development. The use of CIL funds in accordance with national guidance by Westminster City Council (the charging authority) and, if applicable, Section 106 funding, to address infrastructure issues that impact on the community of Knightsbridge will therefore be supported.

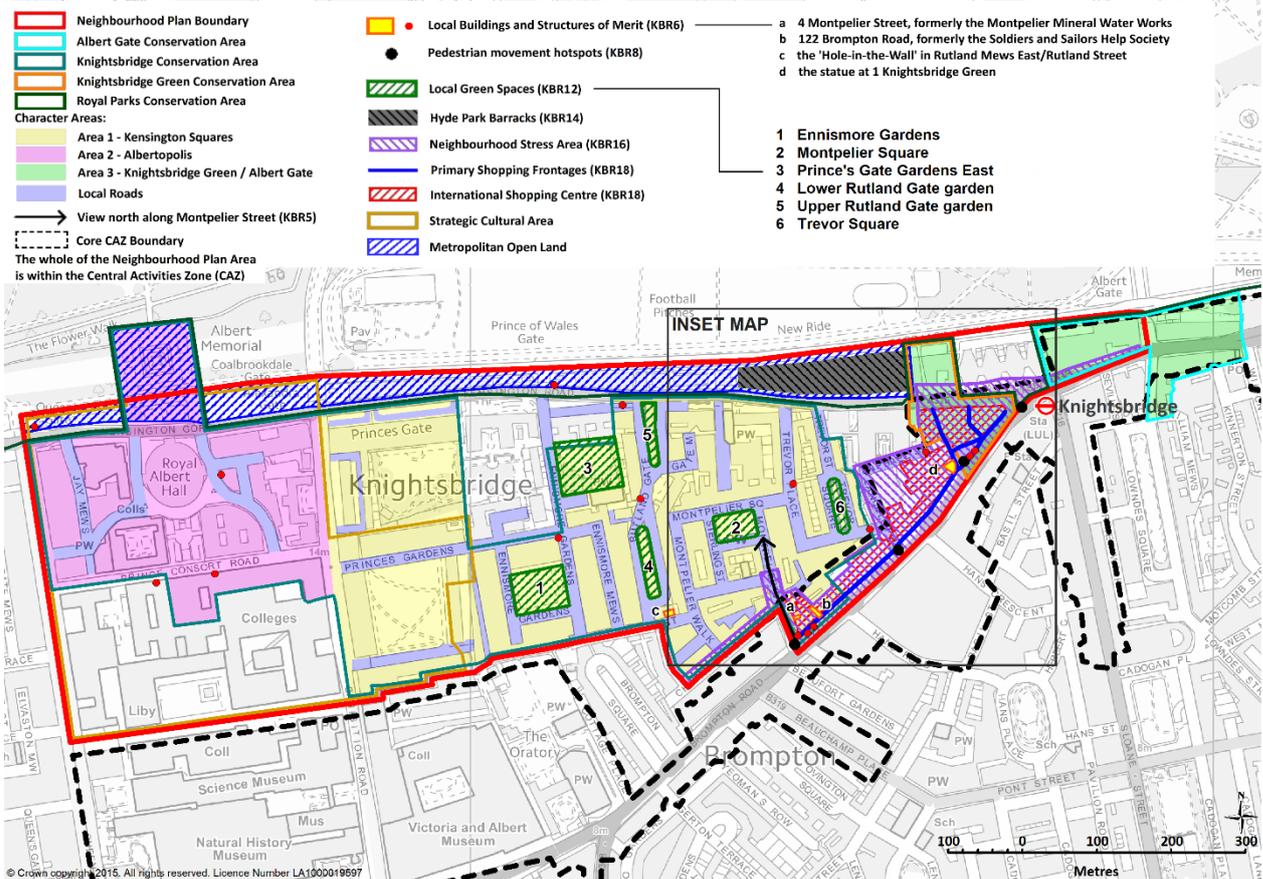
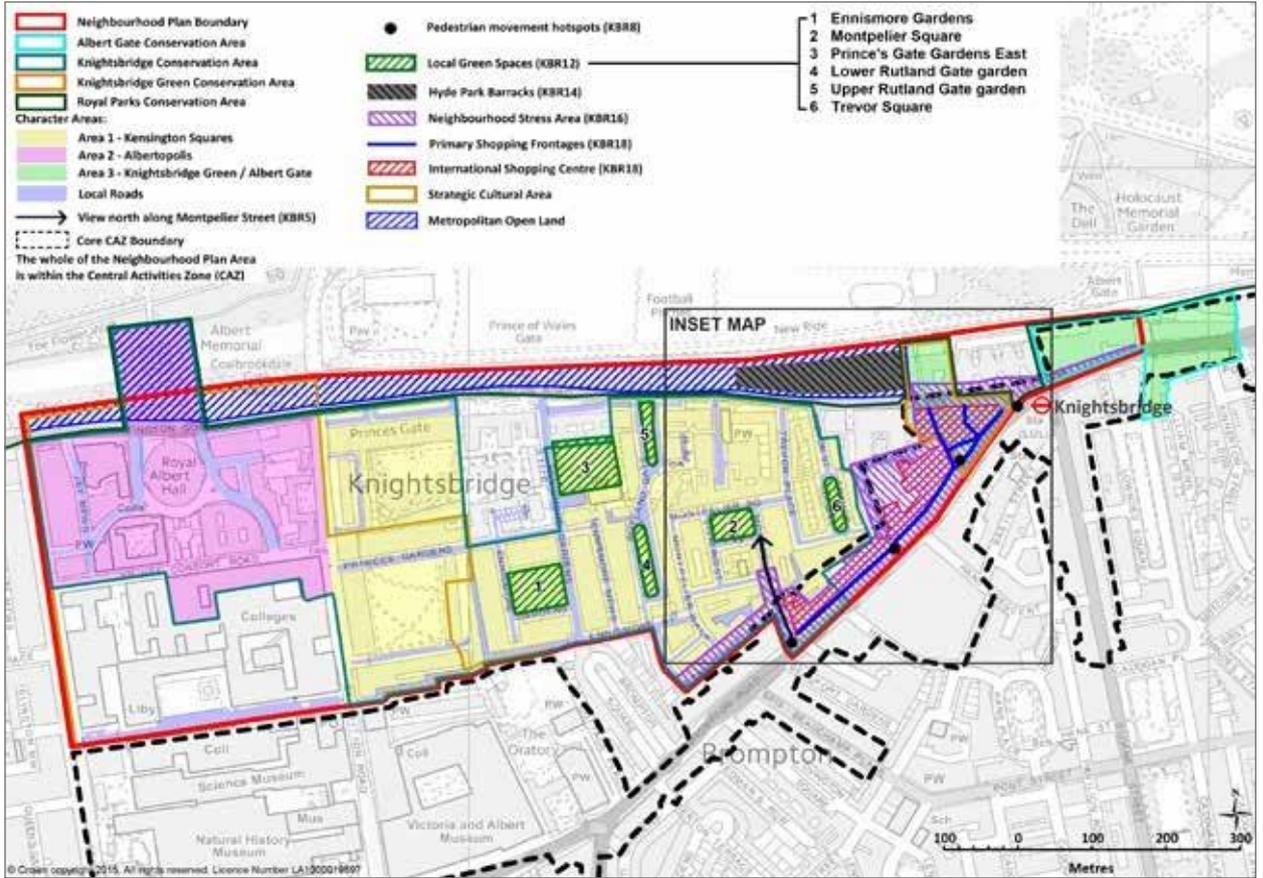
11.2 Principles, priorities and matters for spending the neighbourhood portion of CIL are addressed further in the Knightsbridge Management Plan.

11.3 If planning or other decisions are taken on the spending of CIL or Section 106 monies within the Neighbourhood Area, then the following general principles should be applied on a case by case basis in the decision-making process:

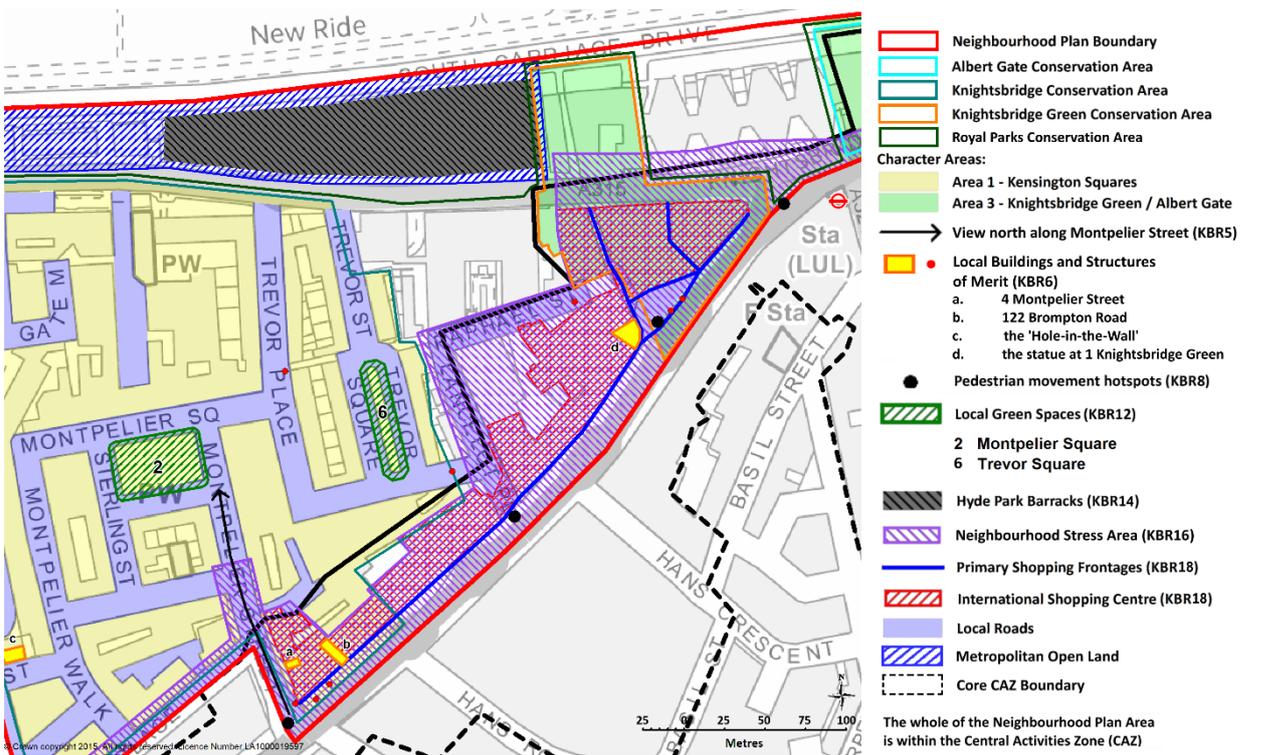
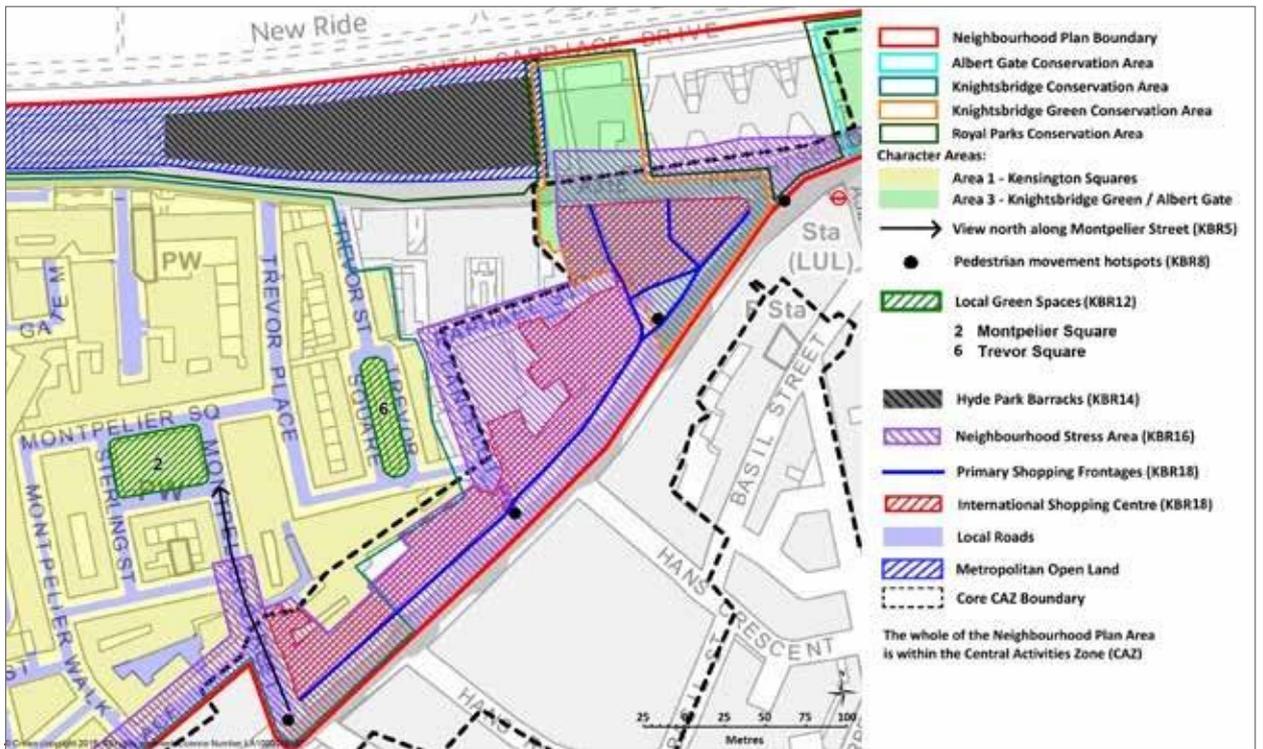
- i. Support vision, values and objectives in the Plan
- ii. Strategic and long-term
- iii. Ensure robust utilities e.g. drainage and lighting
- iv. Choose a portfolio of projects including transport and highways
 - v. Give preference close to the development
 - vi. Community not individual benefit
 - vii. Mitigate impacts of high volumes of visitors on local people
 - viii. Improve the quality of life of residents.

11.4 In order to assist the charging authority, a series of possible projects to address these eight principles is shown in Appendix H.

POLICIES MAPS



INSET MAP



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 – is a defined Character Area, part of the Strategic Cultural Area, lying to the western part of the Knightsbridge Conservation Area that is home to institutions such as Imperial College London, the Royal Albert Hall, the Royal College of Music and others which help to define the activity there. The ‘Albertopolis’ estate is a broader area of 87 acres of land, named after Prince Albert, that was purchased with profits from the Great Exhibition of 1851.

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 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.

Best practice – a working method that is generally accepted as being the best to use in a particular field or circumstance.

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.

Car clubs and car sharing - flexible alternative to car ownership that excludes driverless cars, licenced taxis and private hire vehicles.

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 four local 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 stakeholders. It sets out how applicants or stakeholders 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 that is not undertaken on a regular basis.

Competent Person – a person with a recognised relevant qualification, sufficient experience in dealing with the matter, such as urban forests or urban trees, and membership of a relevant professional organisation.

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 four Conservation Areas: Albert Gate, Knightsbridge, Knightsbridge Green and the Royal Parks.

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 are painted or raised areas on the road surface that encourage drivers to slow down and give way to pedestrians and cyclists when entering or exiting side roads. Priority is still governed and reinforced by highway law in the same way as any other side road.

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.

Electric car charging – dedicated charging points for electric vehicles. At present, these are classified by the Knightsbridge Neighbourhood Forum as slow, fast or rapid charging to provide a substantial charging of a vehicle within ~~six~~four hours, ~~four~~two hours or 30 minutes respectively.

Entertainment use - A3 restaurants and cafés, A4 public houses and bars, A5 takeaways and other entertainment uses including D2 live music and sui generis nightclubs and private members' clubs. It also includes outdoor activities related to these uses.

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 traditional post box with a style dating back to King Edward VIII's reign.

Heritage railings/walls – refers to the original or period railings and walls bounding properties in the Conservation Areas.

Heritage street lights – refers to distinctive street lights, round or square-shaped, typically found in the Conservation Areas. [Some of these street lights have been listed by Historic England.](#)

Heritage telephone box – a traditional red telephone box with a style dating back 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 (the Area, KNA or Neighbourhood Area) – the area of land covered by the Neighbourhood Plan that was designated formally by the Local Planning Authority.

Knightsbridge Neighbourhood Forum (the Forum, KNF or Neighbourhood Forum) – the body that leads on the production of the Neighbourhood Plan for the Neighbourhood Area. The Area cannot be 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 (the KNP, Neighbourhood Plan or Plan) – the document that sets out planning and land-use policies the in 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, the Neighbourhood Planning Regulations 2015 (as amended) and the Neighbourhood Planning Act 2017.

Knightsbridge construction standards and procedures – a set of exemplary standards of construction practice for Knightsbridge that might be used in: planning conditions; a Construction Management Plan or similar document approved by WCC; or a separate planning obligation e.g. s106 agreement.

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 nonretail unit providing a service to 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. Six are defined in the Knightsbridge Neighbourhood Plan.

Local Roads – refers to network of local residential roads within Knightsbridge as opposed to the main arterial routes that carry the majority of traffic i.e. excluding Brompton Road, Exhibition Road, Knightsbridge, Kensington Road, Kensington Gore, Prince Consort Road and Queen's Gate.

Motor vehicle-free – development that does not provide any off-street car parking or increase on-street parking stress, other than to address the needs of Blue Badge holders.

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.

Neighbourhood Stress Area – where residential areas are located very close to a significant cluster of commercial businesses (bars, restaurants, clubs, cafés, hot food takeaways and shops) that impact on residents’ amenity or 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.

New development – the construction of new dwellings or other buildings or the refurbishment of existing buildings requiring planning permission.

Night-time (within the context of ‘night-time entertainment’) – the period between 11pm and 7am when certain activities could occur e.g. nightclubs, late-night bars.

Non-Road Mobile Machinery (NRMM) – mobile machines, transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads.

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 found on London streets that is an alternative to licensed taxis or private hire vehicles in some circumstances. It is typically unregulated and less safe than the alternatives.

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 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 or hydroelectric power, which is not derived from fossil or nuclear fuel. It excludes biomass burning, combined heat and power plants, diesel generators and gas boilers.

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

Science-based targets – targets adopted to reduce greenhouse 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 pre-industrial temperatures, as

described in the Fifth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC).

Section 106 agreement (s106 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.

State of the art - relating to something that is at the most recent stage in development and uses the latest techniques.

Strategic Cultural Area – the western end of the Knightsbridge Neighbourhood Area, home to the world's first planned cultural quarter and hosting a series of cultural, education and research bodies of national and international importance. A total of nine SCAs are identified in the London Plan under Policy 4.5Af and identified in London Plan Map 4.2. Detailed boundaries of the South Kensington Museum Complex/Royal Albert Hall SCA are defined by Westminster City Council and the Royal Borough of Kensington and Chelsea in their respective Development Plan Policies/Proposals Maps. Sometimes referred to as the Cultural Quarter in the Plan.

Transport for London (TfL) Road Network (TLRN) – key routes at the heart of London's road network – including Brompton Road – that 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 and other areas in the Knightsbridge Neighbourhood Area.

Urban forest – urban forests comprise all the trees and other vegetation within an urban area. It incorporates vegetation in streets, parks, gardens, plazas, campuses, river embankments, wetlands, railway corridors, community gardens, green walls, balconies and roofs. Every part of the city contributes in some way to the urban forest as a whole. It is distinct from wild or naturally occurring forests and is often deliberately planted.

Urban heat island effect – is an impact of human activity that results in an urban or metropolitan area being significantly warmer than its surrounding rural areas.

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 Knightsbridge Neighbourhood Area other than filtered air after ventilation or cooking. Where possible and in any event by the end of the Plan period it should use 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 and that uses only 100% renewable energy.

Appendix B — Transforming our world: the 2030 Agenda for Sustainable Development

The United Nation's 2030 Agenda for Sustainable Development (2030 Agenda) includes 17 Sustainable Development Goals (SDGs) to stimulate action in areas of critical importance for humanity and the planet. The SDGs are:

- Goal 1:** End poverty in all its forms everywhere.
- Goal 2:** End hunger, achieve food security and improved nutrition and promote sustainable agriculture.
- Goal 3:** Ensure healthy lives and promote well-being for all at all ages.
- Goal 4:** Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.
- Goal 5:** Achieve gender equality and empower all women and girls.
- Goal 6:** Ensure availability and sustainable management of water and sanitation for all.
- Goal 7:** Ensure access to affordable, reliable, sustainable and modern energy for all.
- Goal 8:** Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.
- Goal 9:** Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation.
- Goal 10:** Reduce inequality within and among countries.
- Goal 11:** Make cities and human settlements inclusive, safe, resilient and sustainable.
- Goal 12:** Ensure sustainable consumption and production patterns.
- Goal 13:** Take urgent action to combat climate change and its impacts.
- Goal 14:** Conserve and sustainably use the oceans, seas and marine resources for sustainable development.
- Goal 15:** Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, halt and reverse land degradation and halt biodiversity loss.
- Goal 16:** Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.
- Goal 17:** Strengthen the means of implementation and revitalise the global partnership for sustainable development.

(Source: Transforming our world: the 2030 Agenda for Sustainable Development)

Appendix C — Knightsbridge construction standards and procedures

The following construction standards or procedures are intended to complement WCC's Code of Construction Practice and assist in the implementation of Policy KBR23: Construction activity.

These measures should be applied on a case-by-case basis and in a way that meets the tests set out in paragraph 206 of the NPPF to developments of Level 4 or larger. In certain circumstances it may be appropriate or necessary to apply some of them to Level 5 or 6 development.

They can be addressed in: planning conditions; a Construction Management Plan (CMP) or similar document approved by WCC; or a separate planning obligation e.g. s106 agreement.

C1.0 PROCESS

C1.1 A draft Construction Management Plan (CMP) or other draft proposed commitments must be submitted with the planning application. Developers should use reasonable endeavours to consult the Knightsbridge Association (KA) early on in planning their deconstruction and construction activity and agree it with the KA. Relevant legal agreements must be in place before any works commence on site.

C1.2 One or more Traffic Marshalls are required to manage safely all vehicle movements to and from the site and ensure that vehicles comply with local access and egress requirements including in relation to timing.

C1.3 Proposals must demonstrate and confirm after appropriate investigations that they will not adversely affect neighbouring properties, underground streams, water courses, water tables and/or the Piccadilly Line of the London Underground or disturb any contaminated land. They must also confirm that there is adequate clean and dirty water drainage capacity onsite and locally up to and including the nearest node or branch to the site to meet fully the expected needs of the development during deconstruction and construction. The engineering aspects of an extension or development must be considered separately from the main development plan.

C1.4 The developer is expected to write to the 25 nearest properties and provide a 24-hour telephone number to report dusty, noisy or inconsiderate works.

C1.5 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 reducing noise; and advice for staff on how they can reduce their personal exposure to emissions and noise and protect the local community from them.

C1.6 Developers and their agents, contractors and suppliers must comply fully with the most up-to-date best practice in the Considerate Constructors Scheme particularly in relation to measuring, managing and minimising the impact of vibration and air, light and noise pollution. Scores of 35 or above out of a maximum possible score of 50 should be required.

C1.7 Deconstruction and construction activity must minimise both the health and safety impacts of the development for employees, contractors and other staff and the local community. Focussing only or primarily on the safety aspects will be insufficient to comply with this requirement.

C2.0 ROUTES

C2.1 All vehicle access to the site must take place along arterial roads and Main Roads listed in Policy KBR8 (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 Montpelier Street) and/or turn and reverse at the next closest junction to allow forward movement back down the shortest route.

C2.2 If the primary address of the development is on an arterial road or Main Road (e.g. Brompton Road, Exhibition Road or Knightsbridge) then all construction work should take place on that road, not on or through Local Roads shown on the Policies Map.

C3.0 VEHICLES

C3.1 All vehicles using Local Roads must have a maximum gross weight of five tonnes and two axles unless no alternative exists. Alternative vehicles may only be used if the developer demonstrates and confirms in writing that no practical alternative exists and that no significant damage would be caused if the alternative is used e.g. to weak under-pavement vaults or old buildings along the access and egress routes.

C3.2 Proposals for construction activity 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.

C3.3 All vehicles should meet or exceed the Euro 6/VI engine emission standard when operating in the Knightsbridge Neighbourhood Area (Area) from 8 April 2019. Applications for construction activity are also expected to use vehicles that comply with the following standards:

- a. ultra low or zero emission HGVs must be used with the Area once technically feasible and commercially viable e.g. hybrid-engined diesel/electric in electric mode or electric only trucks.
- b. from 1 January 2018 - all construction vehicles including delivery, skip and scaffolding vehicles should be accredited at least for:
 - i. 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
 - ii. the latest applicable Direct Vision Standard as updated from time to time by TfL for Heavy Goods Vehicles entering the Central London Congestion Charging Zone.

C3.4 No engine idling of vehicles is permitted near the site or on Local Roads.

C3.5 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.

C3.6 'Just in time' arrival of construction-related vehicles on Local Roads must take place no more than 10 minutes before the hours permitted for noisy works by Westminster City Council. 'Just in time' departure and egress of vehicles must take place no more than 10 minutes after the hours permitted for noisy works.

C3.7 Skip, scaffolding and other vehicles must only access Local Roads and operate within the hours permitted for noisy works and arrive no more than 10 minutes before the hours permitted for noisy works. 'Just in time' departure and egress of such vehicles must take place no more than 10 minutes after the hours permitted for noisy works.

C3.8 Construction, freight and delivery consolidation centres or similar shared storage facilities for materials must be used during deconstruction and construction for all Level 1 and Level 2 projects to minimise the number of vehicle movements in the Knightsbridge Neighbourhood Area and Greater London.

C4.0 NON-ROAD MOBILE MACHINERY (NRMM)

C4.1 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 Core Central Activities Zone throughout the Knightsbridge Neighbourhood Area. All plant must be registered and conform fully to GLA standards or better or not be used. These include for the use of NRMM with net power between 37kW and 560kW for both variable and constant speed engines a requirement to meet or exceed for both oxides of nitrogen (NOx) and particulate matter (PM):

- i. Stage IIIB of EU Directive 97/68/EC and its amendments with immediate effect; ii. Stage IV of EU Directive 97/68/EC and its amendments for activities undertaken from 1 September 2020; and iii. the registration requirements on the website nrmm.london to help monitor, manage and report the use of such equipment across London or obtain block, viability or short-term exemptions where applicable.

C4.2 Developers should 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 the method of design to avoid the need for plant in the first place. Where plant operates it should be of hybrid type which uses the latest available technology for maximum on-site emission abatement. It should also use ultra low sulphur diesel or cleaner fuels (to minimise both PM and NOx emissions). From 1 January 2020, no diesel or hybrid plant should 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.

C4.3 Controls should be in place for generator running times to ensure they are shut down when not in use. There should be no engine idling of all plant and equipment as standard.

C4.4 A conveyor belt system or hand dig shall be used for soil removal from residential properties to a skip sitting in the street to minimise vehicle or machine operations unless it is impractical.

C5.0 MINIMISING ONSITE EMISSIONS, NOISE AND VIBRATION

C5.1 Noisy work that can be heard at the boundary of the site should 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.

C5.2 Prefabricated and other off-site processes should be used to make the construction process quicker, safer and cleaner e.g. offsite drilling and cutting.

C5.3 The lowest emission and vibration technique should always be used on-site unless it is impractical e.g. diamond-blade cutting, fibreglass not asphaltting of flat surfaces and stationary jaw crushing not jack hammering of concrete.

C5.4 The use of electric power from the grid for all works on-site, including demolition, must be considered with the electricity provider during the design stage of the development and addressed in the Construction Management Plan in order to minimise local emissions and noise and vibration. The developer must demonstrate that contact has been made and reasonable notice given to the electricity provider to support this requirement.

C5.5 Regular monitoring of hourly mean PM_{2.5} and PM₁₀ concentrations and noise on site boundaries may be required for Level 3 and larger developments if sensitive receptors could be affected. In such cases, the contractor should either undertake this activity themselves or link it in with wider monitoring being undertaken by Westminster City Council. Noise monitoring should be included in any Section 61 Noise Application for Level 3 or larger developments. Developers should make this information available on their website for the development.

C6.0 STREET MANAGEMENT

C6.1 'Best efforts' should be used to minimise the effects of the following: congestion; damage to clean and dirty water drains, pavements, streets, street furniture, under-pavement vaults and old buildings along access and egress routes; 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); light pollution; noise; residents' parking; vehicle movements; and vibrations.

C6.2 Investigations and a photographic audit around site and along access and egress routes in Local Roads should be undertaken before any works commence i.e. street lights, gullies and connections from them to Thames Water's sewer, footpaths, footways and carriageways. All efforts should be made to minimise impact. Impacts should be properly and fully monitored throughout the lifetime of the construction activity and, where necessary, timely ongoing repairs should be made. An audit of activity should be completed after construction activity has ceased after which all outstanding repairs are to be completed promptly.

C6.3 Specialist vehicle(s) should be used to vacuum and water wash the entirety of any access and egress 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) should be undertaken near the site as needed but at least on each working day and, if needed, along the whole length of Local Roads used. Particular care should be taken to remove on each working day any nails, screws or other sharp materials on pavements or streets.

C6.4 Contractors should consult the Knightsbridge Association if streets are to be blocked or closed. In such circumstances, a circular should 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 minimised for local residents and businesses.

D1.0 Appendix D — Walking and cycling priorities and projects

The Forum has identified the following priorities and projects to improve walking and cycling in and around the Knightsbridge Neighbourhood Area:

WALKING

- a. The need for pedestrian priority and enhanced permeability and measures to minimise the conflict between pedestrians and cyclists.
- b. Way-finding for pedestrians through the introduction and updating of the Legible London Way-finding System and signage to the important local facilities such as the post office.
- c. Providing seating at appropriate locations, which is designed to deter rough sleeping and assist those pedestrians with mobility problems who want to rest before completing their trip.
- d. Avoiding the provision of tables and chairs managed by hotels, restaurants, cafés or bars where there is insufficient space for pedestrians to use pavements safely or a hazard would be created.
- e. Providing zebra crossings at locations where there is high demand for pedestrians crossing a road or they find it difficult to do so.
- f. Providing pedestrian traffic signal controlled crossings with pedestrian countdown traffic signals where zebra crossings are deemed inappropriate.
- g. Providing diagonal pedestrian crossings at traffic signal controlled junctions at locations where pedestrians regularly cross two arms of the junction.
- h. Providing wider footway space at locations by setting back building lines at street level.
- i. Providing pedestrian countdown traffic signals at existing traffic signal controlled junctions.
- j. Providing dropped kerbs for pedestrians at junctions designed to help those with ambulant disabilities including those using wheelchairs, prams, double buggies and push chairs.
- k. The official marking of walking routes.

D2.0 CYCLING

- a. The implementation and improvement of the Central London Cycle Grid, [East-West Superhighway CS340](#) and the provision of further cycling routes that would improve access to the Knightsbridge Neighbourhood Area.
- b. The installation of other new cycling routes.
- c. Safer cycling along Brompton Road, particularly where it would not slow down bus movement, exacerbate congestion or reduce the amount of pavement space.
- d. Implementing contra-flow cycling along Local Roads i.e. cyclists able to cycle in both directions along one-way streets.
- e. The safe addition of electric and non-electric cycle hire provision including increased capacity (particularly docking stations) and better operations at the following locations:
 - i. the Imperial College London 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; and
 - iv. in new locations in association with new residential development.
- f. The provision of secure cycle parking along Raphael Street where it meets Knightsbridge Green including replacing the existing motorcycle parking.

- g. Secure on-site cycle parking - such cycle parking must comply with the 'Cycle Parking minimum standards' set out in Table 6.3 of the London Plan. Development is strongly encouraged to exceed these standards as well as consider providing electric bike charging and folding bike parking within the building infrastructure.
- h. On-street cycle parking - such cycle parking should comply with the guidance in the London Cycling Design Standards 2014 or any equivalent successor standard.
- i. Showering facilities and lockers.
- j. Way-finding for cyclists through the introduction and updating of the Legible London Way-finding System.
- k. The official marking of cycling routes.

D3.0 OTHER GENERAL PROJECTS TO IMPROVE CONDITIONS FOR PEDESTRIANS AND CYCLISTS

- a. Traffic calming measures.
- b. Clearer signage and road markings indicating the movement hierarchy along Local Roads, including the use of 'Copenhagen crossings'.
- c. The provision of pollution avoidance advice and alerts.

Appendix E — Tree Management Plans

E1.1 Policy KBR39 (Trees) encourages but does not require the preparation of Tree Management Plans (TMPs) for Local Green Spaces. They may be required for larger developments. A TMP must:

- a. include a vision statement consistent with the requirements of Policy KBR39 (Trees);
- b. identify and address the risks and opportunities of the unique urban forest in the Knightsbridge Neighbourhood Area including the need to avoid the catastrophic loss of some or all of this valuable asset through disease, pests or climate change;
- c. 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 be included;
- d. outline the strategic plan for achieving the vision and complying with the principles of Policy KBR39 over the lifetime of the Knightsbridge Neighbourhood Plan and in accordance with the governance arrangements for the Local Green Space including financing;
- e. outline a delivery plan to achieve the strategic aims outlined in the Tree Management Plan that includes specific recommendations for the maintenance, removal and replacement of larger trees within the Local Green Space;
- f. support the use of electric lawn mowers, leaf blowers and other tools when technically feasible and commercially viable and commit not to use bonfires or other burning onsite;
- g. be endorsed by a Competent Person experiencedn-expert in urban forests, 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 Knightsbridge Neighbourhood Area;
- h. commit to monitor and report progress on the delivery of the plan each year on a website or in a publicly available document;
- i. acknowledge that if the Tree Management Plan is not updated within five years of adoption it will expire on the fifth anniversary of its adoption; and
- j. include a commitment that the management of the Local Green Space will comply fully with the principles of Policy 39 (Trees) and the TMP.

E1.2 A Tree Management Plan may be produced on behalf of the residents or organisation responsible for managing a Local Green Space in the Neighbourhood Area. The TMP should be owned by them and will be considered adopted when it is approvedconfirmed in writing by Westminster City Council (WCC) or a suitable Competent PersonWestminster City Council. WCC should be invited to comment on or approve a TMP within a reasonable period e.g. two months. WCC should be requested to confirm or respond to the TMP within two months of its submission.

Appendix F — Knightsbridge Community Engagement Protocol

F1.0 INTRODUCTION

F1.1 The local community should be involved in shaping the Knightsbridge Neighbourhood Area (the Area, KNA or Neighbourhood 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.

F1.2 In particular, the Knightsbridge Neighbourhood Forum (the Forum, KNF or Neighbourhood Forum) 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 (the KNP, Neighbourhood Plan or Plan) therefore provides for a new and effective model of public participation grounded in the principles of the Aarhus Convention²⁷ which has been ratified by the UK and which provides for:

- a. Access to information.
- b. Public participation.
- c. Access to justice.

F1.3 All development which requires approval by Westminster City Council (WCC) or planning permission other than Level 5 or Level 6 is encouraged to comply with the Knightsbridge Community Engagement Protocol (KCEP) when bringing forward projects, plans, or policies which may affect the environment in Knightsbridge.

F2.0 INFORMATION

F2.1 Proper consultation requires information. Members of the public should 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 should be given early access to a wide range of information to enable them to understand plans, programmes, projects and policies that are brought forward in the neighbourhood that relate to and impact on the environment. This means:

Developers

F2.2 Developers should provide the community with information about proposed projects during any pre-submission consultation period. This should include the Knightsbridge Association (KA) and the owners and occupiers of at least the nearest 25 properties.

F2.3 Any information provided by developers as part of any development should be in a format which is easily understandable and any technical information must be explained in plain English. It should be provided in paper and/or electronic form as requested by the community.

F2.4 Developers should seek to be as transparent as possible about material information concerning their development. In particular, developers are encouraged to disclose documents such as viability or affordable housing assessments.

F2.5 Developers should, on an ongoing basis, monitor the impacts (adverse or positive) that the development has on the environment and human health and disclose the results of such monitoring. In particular, all new development or major refurbishment is encouraged to undertake an independent post-completion assessment to determine the 'real world' impacts on air, land, water, biota and human health.

Westminster City Council

F2.6 WCC is encouraged to 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.

F2.7 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.

F2.8 WCC is encouraged to 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.

F2.9 Information which WCC provides to the community should ideally include, but not be limited to:

- a. information and advice about bringing forward community-led development proposals which meet the objectives of the Plan.
- b. 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.
- c. 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.

²⁷ <http://www.unece.org/fileadmin/DAM/env/pp/documents/cep43e.pdf>

- d. 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.

F2.10 WCC is encouraged, where there is evidential uncertainty as to the impacts of any proposed project, plan or policy on the environment or human health, to adopt the precautionary principle in its decision-making process.

F2.11 WCC is encouraged to 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. Any such report should include separate details of the amount and use of the 'neighbourhood' portion of any Community Infrastructure Levy contributions.

Community

F2.12 The Forum is the designated neighbourhood forum for the Knightsbridge Neighbourhood

Area. It focuses on fulfilling its duties under the Localism Act 2011, the Neighbourhood Planning Act 2017 and its constitution. It 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 Neighbourhood Area.

F2.13 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 or similar organisation recognised formally by Westminster City Council as an amenity society in the Neighbourhood Area.

F2.14 The roles of the Forum and the KA are complementary and they should seek to avoid duplication of effort.

F2.15 The KA may wish to assist Westminster City Council in facilitating the dissemination of information amongst the community.

F2.16 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.

F2.17 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 Forum.

F3.0 PARTICIPATION

F3.1 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.

F3.2 Public consultation is not just a box to be ticked. Meaningful and lawful consultation entails conscientiously taking into account the fruits of the consultation in the decision making process.

Developers

F3.3 Developers should commit to true consultation so that comments received from members of the public are properly considered. This should include considering abandoning a plan or proposal which is strongly opposed with clear justification.

F3.4 Developers should invite the local community and relevant organisations, including but not limited to the KA, to engage in early consultation. This should be done at least once before the submission of any application for planning permission and at least once during any public consultation period.

F3.5 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.

F3.6 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.

F3.7 Developers should submit a Statement of Community Engagement (Statement) to confirm in a legally binding document that they have and will continue to comply fully with the KCEP. This Statement should 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:

- a. An explanation of how members of the public in the immediate locality and in the wider Neighbourhood Area have been consulted in a timely and meaningful fashion.
- b. A description of the means used to involve and engage with the KA and local people. 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.
- c. A record of the views expressed by local people and the KA.
- d. 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.
- e. A description of how members of the public will continue to be consulted during the implementation and after completion of the development.

Westminster City Council

F3.8 WCC is encouraged to facilitate active public participation in the decision-making process by ensuring that the process is fully transparent and accessible to all. In particular, WCC is encouraged to invite the KA and other relevant groups to participate in any meetings held with the developer and be copied in to all significant correspondence.

F3.9 WCC is encouraged to hold regular meetings to canvas the opinions of the local affected community on development proposals affecting the Neighbourhood Area.

F3.10 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 Neighbourhood Area.

Community

F3.11 The Forum wishes to work with WCC, the KA and other relevant stakeholders in order to create new governance coalitions. In particular, the Forum 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.

F4.0 ACCESS TO JUSTICE

F4.1 WCC is encouraged to recognise the right of the members of the public to 'access to justice', which is not prohibitively expensive, where there has been a breach of their right to participate in decision making.

Appendix G — Scales of development

Level 1 – Major development (large scale)

- a. 200+ dwellings or a site over four 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.

Level 3 - Medium development

- a. Between five and nine dwellings (inclusive) or floorspace of between 500m² and 999m².
- b. Level 3 projects may be 'upgraded' to Level 2 projects due to the sensitivity of the local environment, which can include proximity of air or noise sensitive receptors or cumulative impacts.

Level 4 - Minor development

- a. Between one and four dwellings (inclusive) or floorspace of up to 499m².
- b. Any basement development.
- c. Refurbishment works that require planning permission and would involve significant works affecting 50% or more of the existing floorspace 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 air or noise sensitive receptors or cumulative impacts.

Level 5 – All other development including change of use

Level 6 – Other

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

Appendix H — Community Infrastructure Levy projects

As a clear expression of the community's wishes, the Knightsbridge Neighbourhood Forum would like the 25% of Community Infrastructure Levy contributions raised within the Knightsbridge Neighbourhood Area (the 'meaningful proportion') and, where relevant, monies from other planning obligations, to be used to contribute towards delivering any of the projects listed below.

The Forum would like these monies to be shared between general and area-specific projects from the list below to develop a portfolio of projects in the Neighbourhood Area. This spending should also be consistent with the general principles identified in paragraph 11.3 of the Neighbourhood Plan to be applied on a case by case basis. While the lists below reflect a general prioritisation of projects, the Forum would like to see some progress on all of these projects simultaneously or urgently.

H1.0 GENERAL PROJECTS

- a. Restore heritage assets e.g. street lightamps, paving, pillars, post boxes, railings, telephone boxes and walls.
- b. Audit and improve utilities and report progress annually.
- c. Measures to reduce traffic congestion, emissions and speeds on Local Roads.
- d. Measures to promote walking and cycling such as 'Copenhagen Crossings'.
- e. Implement 20 mph speed limit on Local Roads in the short-term and along Main Roads in the medium and longer term and reduce deaths and injuries from road traffic collisions.
- f. Improve quality and maintenance of the Public Realm including lighting and street furniture.
- g. Support the provision of open access, future-proofed and robust electric charging infrastructure for different types of vehicles and ultra-fast fibre broadband in pipe subways.
- h. Support the periodic upgrade of public CCTV infrastructure and other high security measures.
- i. Enforce 'clean, safe and quiet' to the full extent of the law.
- j. Commission one or more studies to identify further systemic improvements to the Knightsbridge Neighbourhood Area.
- k. Support the provision of communal recycling and waste facilities.
- l. Measures to increase biota and biodiversity.

H2.0 AREA-SPECIFIC PROJECTS

- a. Support the Re-Imagining Albertopolis scheme to improve public access to the Albert Memorial.
- b. Support tree planting and green infrastructure in public spaces.
- c. Support the preparation of 'Tree Mmanagement Plans' by custodians of Local Green Spaces or publish a standard or area-wide 'Tree Management Plan' after appropriate consultation.
- d. Provide ample secure cycle parking.
- e. Tighten size and weight restrictions on large vehicles using Local Roads including by improving the effectiveness of the traffic islands in Montpelier Square and Trevor Square.
- f. Reduce emissions from Grade I listed buildings.
- g. Provide public lavatories or support a scheme to allow public access to facilities e.g. public houses.
- h. Undertake measures to improve the public realm such as the removal and not replacement of non-heritage telephone boxes and the relocation of utility cabinets either within buildings or underground.