BELGRAVIA NEIGHBOURHOOD PLAN 2023 – 2040

Submission Stage (Regulation 16) Consultation Version

May 2023

Summary

The Belgravia Neighbourhood Plan has been prepared to help shape the future development of the Belgravia Neighbourhood Area for the next 17 years, to run alongside the Westminster City Plan, 2019-2040.

It has been carefully prepared following extensive consultation with local residents, workers and key community stakeholders to ensure that Belgravia continues to remain a jewel at the heart of London, a world-renowned example of elegant 19th century urban planning and architectural design. The guiding vision which the Belgravia Neighbourhood Forum has followed in drawing up the Plan and its policies is : **To conserve and enhance Belgravia's unique character for future generations while allowing sustainable growth which promotes its historic architecture and heritage and to ensure it remains an attractive, vibrant and agreeable 'village' in the heart of London for those who live, work or visit there.**

At the heart of the Plan lie key policies concerning the design and style of new buildings. These are informed by Design Codes, a new national initiative in Neighbourhood Planning. The Belgravia Neighbourhood Forum is proud to be an early adopter of such codes, which in the future are likely to become a major element of planning guidance across the UK. Belgravia is first and foremost a residential area: proposals likely to encourage more people to make Belgravia their permanent home will be supported. We wish to see a flourishing and growing resident community, comprising residents across private, affordable and social housing.

Other significant aims within the Plan include the control or minimisation of all those factors which impact negatively on residential amenity and detract from the 'village atmosphere' which our consultations have told us time and again is what our residents and workers most value about Belgravia. These include actions to ensure that there is less disruption from traffic, especially through traffic, as well as to reduce the considerable disruption and nuisance caused by construction work. Linked to this Plan are two recommended Best Practice Guidelines: one focusing on construction standards and procedures, and the other on community engagement.

We are conscious of the challenges presented by the Climate Emergency for an area such as Belgravia. We will therefore work with Westminster City Council and developers to ensure that any building work or major development is carried out in a way that is as sustainable as possible. To this end, we include in this Plan a Sustainability Charter to guide sustainable building practices. The Plan also supports improvements in the local environment including such matters as greening, open spaces, and streetscapes. Finally, with respect to major development which is likely to occur on the fringes of the Neighbourhood Area within the next 17 years, we have set out our preferred benchmarks to ensure that anything that is built is manifestly a **Belgravia** building (rather than an 'anywhere' building – regardless of its general architectural merit), such that the area which is identifiably Belgravia is increased, rather than reduced, cramped or overshadowed, and its character conserved.

Our work does not end with the adoption of the Plan. It will be the role of the Forum to continue to monitor activities within the Area to ensure they conform to the Plan as well as to update and modify the Plan over the next 17 years to ensure it remains relevant. We

welcome community involvement in this ongoing work to keep Belgravia the special place which it is today.

I want to thank the many consultees and contributors who have helped in the preparation of the Plan.

Dennis Wheatland
Chairman
Belgravia Neighbourhood Forum
May 2023

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List of Policies and Non-policy Actions

Policies

Policy BEL1: Design principles

Policy BEL2: Energy efficiency including retrofitting historic buildings

Policy BEL3: Belgravia's character areas

Policy BEL4: Building refurbishments and enlargements

Policy BEL5: Local views of significance

Policy BEL6: Local buildings and structures of merit

Policy BEL7: Shopfronts

Policy BEL8: New monuments and public art

Policy BEL9: Late night uses in the Neighbourhood Area

Policy BEL10: Small scale workspaces

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Policy BEL12: Trees and greening

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Policy BEL14: Major development sites

Non-policy actions

Non-Policy Action 1: Low carbon building

Non-Policy Action 2: Building heights

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Non-Policy Action 4: Local construction activity

Non-Policy Action 5 : Impact of wider development on townscape and views

Non-Policy Action 6: Monument saturation zone

Non-Policy Action 7: Cycle movement around monument zones

Non-Policy Action 8: Belgravia Conservation Area Audit

Non-Policy Action 9: Temporary events in the Garden Squares

Non-Policy Action 10: Historic pubs

Non-Policy Action 11: Traffic

1 Introduction to the Plan

This is the Belgravia Neighbourhood Plan. It applies to the Belgravia Neighbourhood Area.

The Plan sets out the vision, objectives and planning policies for Belgravia for the next 17 years. The Plan is the outcome of the Forum's consultation, research and drafting process. In particular:

- It sets out the long-term vision of Belgravia as a unique residential neighbourhood, with a focus on preserving and enhancing the historic built environment, recognising contemporary lifestyles and encouraging those aspects which are currently seen to lie at the core of residential amenity: village atmosphere, clean and safe streets, and attractive and convenient retail hubs. The blend of commercial activities, including retail, hospitality, luxury hotels, embassies and institutions, are also acknowledged as important contributors to life in Belgravia.

- It establishes policies which, when the Plan is 'made', will be used to determine planning decisions within Belgravia. The policies will stand alongside the London Plan and Westminster's City Plan and carry equal weight.

- It sets out options for the spending of the Neighbourhood Portion of the Community Infrastructure Levy ("CIL") payable to Westminster City Council ("WCC") pursuant to the Community Infrastructure Levy Regulations 2010) which will support and facilitate the objectives of the Plan.

- It identifies factors which are currently detrimental to residential amenity, but which are not subject to planning legislation, and sets out a series of future Forum actions, best practice guidelines and desirable neighbourhood management initiatives to counteract these.

The Plan has been drafted to comply with international and domestic legislation and national policy guidance, and to be in general conformity with regional and local planning policy, as well as Government guidance in the National Planning Policy Framework.

2 Local Context

2.1 The Belgravia Neighbourhood Area

Belgravia Neighbourhood Forum ("the Forum") was designated by Westminster City Council ("WCC") in October 2014. Its re-designation was approved by WCC in January 2020. The Forum was set up to develop a Plan for the Belgravia Neighbourhood Area, (See Figure 2.1). This occupies the south-western corner of the Borough of Westminster and forms a rough lozenge shape, bounded on the north by Knightsbridge[1], on the east by Grosvenor Place/Grosvenor Gardens, on the south-east by Buckingham Palace Road/Ebury Bridge Road, and on the west by the boundary with the Borough of Kensington and Chelsea. Additionally, it includes the whole of the open space known as Hyde Park Corner.

Figure 2.1: Belgravia Neighbourhood Area



1. For practical reasons, i.e. to permit inclusion in the Area of the buildings on the north side of Knightsbridge, the boundary is in fact South Carriage Drive which lies within Hyde Park.

The Belgravia Neighbourhood Area is largely congruent with that of the Belgravia Conservation Area, which was designated as such by Westminster City Council in January 1968 (see Figure 5.1 on Page 20). The Belgravia Conservation Area lies wholly within the Belgravia Neighbourhood Area.

A number of additional areas, which are also included within the Neighbourhood Area, lie around the margins of the Belgravia Conservation Area and include:

- Albert Gate, William Street (within Albert Gate Conservation Area)
- Hyde Park Corner and North Carriage Drive (within Royal Parks Conservation Area)
- Buildings fronting Grosvenor Place, from Grosvenor Crescent to Hobart Place
- Grosvenor Gardens, Lygon Place (within Grosvenor Gardens Conservation Area)
- Area between north-east part of Ebury Street and Buckingham Palace Road
- The area around Ebury Square (Cundy Street, Semley Place and Avery Farm Row) which was developed post-war on the site of extensive bomb damage
- The site of the former Chelsea Barracks (currently under development)

2.2 History

Belgravia has its origins in the Manor of Ebury, a landholding listed in the Domesday Book as the Manor of Eia ('island' in Anglo-Saxon). This was largely marshy land, with the river Westbourne flowing south through it to join the Thames at what is now Grosvenor Waterside. In Medieval times the area was known as 'The Five Fields'.

Very little changed until the 18th century when development started around what are now the margins of the Area. Most notable of these were the building of Lanesborough House in 1718 (which subsequently became St. George's Hospital and is now a luxury hotel) and the development of a cluster of dwellings and taverns around what is now Orange Square, which became a centre for leisure and entertainment in Georgian times. One of these early buildings, 180 Ebury Street, is the Area's sole Grade I listed dwelling house (other than the mansions in Belgrave Square), designated as such because it is where the 8-year-old Mozart composed his first symphony in 1764.

Significant change to Belgravia occurred from the 1820's onwards. The area had come into the ownership of the Grosvenor family more than a century previously when Sir Thomas Grosvenor of Cheshire married Mary Davies, the sole heiress to the Ebury estate (amongst other properties) in 1677. However, it was not until 1821 that their grandson, Sir Robert Grosvenor, appointed Thomas Cundy, Surveyor to the Grosvenor Estate, to work up a definitive plan for the development of the Five Fields. Cundy drew up a masterplan based around formal streets and squares and set out detailed criteria on which speculative builders could then base their bids. The best known of these, Thomas Cubitt, whose name is very

closely linked to the creation of Belgravia, was one of the successful bidders. However, he was not the sole developer. Other significant builders were Thomas Cundy himself, his brother and sons, as well as Seth Smith. Together these men accounted for the design and construction of much of what is now considered Belgravia.

The name Belgravia derives from the village of Belgrave in Cheshire where the Grosvenor family had (and still have) a major country estate. Notable streets in the area also carry the names of other Grosvenor holdings or family connections, such as, Eaton, Wilton, Eccleston and Chester.

Belgravia is different from most other residential areas of London in that it was specifically designed and planned as a *residential neighbourhood*. It quickly established itself as a sought-after address, favoured by the aristocracy and home to many famous residents, including politicians, actors and composers.

By the mid-19th century, the district covered by the Belgravia Neighbourhood Area had largely become developed. In the late Victorian period, the Grosvenor Estate encouraged the development of homes for the working classes of the area in that the Duke of Westminster philanthropically provided land on which the Improved Industrial Dwellings Company (IIDC) constructed new model flats. The IIDC's Coleshill and Lumley Flats remain in place today, whereas a third similar block, Ebury Buildings, suffered bomb damage and was replaced in the 1960s by the modernist-style Semley House. These buildings, together with a number of smaller blocks and individual houses provide welcome social housing for about 10% of local residents.

Major change to the purely residential character of the area began from the early 1860's with the opening of Victoria Station. The site in Victoria Street, with its proximity to Westminster and Buckingham Palace, was the ideal location to take passengers from the southern home counties directly into the heart of the West End.

Over the next decades the station became important as the setting off point for Europe, with excellent connections to such glamorous international onward services as the Golden Arrow, the Orient Express and the Train Bleu for the Cote d'Azur. This set the tone for the area to become a major international transport hub. Victoria Coach Station was completed in 1932. This was built on a large scale with capacity for 76 coaches. With the growth of flights from Gatwick Airport in the 1950s, direct train services to the airport were introduced including the first rail-air terminal, where passengers could check in their luggage at Victoria Station.

Although these transport facilities lie primarily outside the borders of the Belgravia Neighbourhood Area, their immediate proximity inevitably has a significant spill-over effect of both people and pollution which in turn affects residential amenity. Prior to the onset of Covid-19, Victoria Mainline Station catered for over 80 million passenger trips per year. Victoria Coach Station, which does lie within the Area, added a further 14 million passenger trips to this number with over 470,000 coaches entering Belgravia's streets per year and representing a detriment to Belgravia's environment and amenity on its southern border.

2.3 Belgravia Today

2.3.1 Heritage and conservation areas

The Draft Belgravia Conservation Area Audit was published in 2013 (link here). The Forum considers that this is an important and well-researched document which has been of invaluable guidance in the preparation of this Neighbourhood Plan. The views of the community largely accord with the sentiments of the audit in that it well reflects the community's view of Belgravia's heritage. The Audit describes the area as follows:

"Today Belgravia remains of historic significance as a planned aristocratic residential quarter, an example of high-class, early 19th century speculative development on an unprecedented scale, which influenced other similar developments in Victorian London.

The distinctive character of the area derives from the combination of opulent cream stucco terraces, spacious streets and the verdant garden squares on which these are set. Few public buildings or landmarks were included in the original layout and this, coupled with the consistent use of materials and repetition of classical architectural detailing, contributes to a high degree of townscape uniformity and coherence."

The Neighbourhood Area also includes parts of two other small conservation areas, namely Albert Gate and Grosvenor Gardens conservation areas. These are on the north-west and south-eastern fringes of Belgravia and feature mostly grand and ornate late Victorian buildings in stone or red brick.

Contrasting with such prestigious buildings, a key attribute of Belgravia is its more modest spaces. As the Belgravia Conservation Area Audit states: "Set behind the main squares and terraces, the mews are more intimate, hidden spaces, characterised by small scale, modest buildings. The areas around Kinnerton Street, Wilton Row and Old Barrack Yard have a particularly picturesque character. Here small artisans' houses and mews are set around yards and alleys and a number of small shops, restaurants and pubs give this area an intimate 'village' feel." [1]

2.3.2 Consultation responses

This description of Belgravia is wholly endorsed by the community. As part of the Forum's community consultation process a number of open sessions, focus groups and a large-scale quantitative survey were undertaken. The key findings of the survey were that both residents and workers especially valued four key aspects of Belgravia:

- Its fine built environment, distinctive architecture and heritage
- Its sense of being an oasis of calm at the heart of London, peaceful and safe
- Its village atmosphere, with small scale shops, restaurants, cafes, pubs and churches encouraging a community feeling
- Location and convenience – ease of access to other key parts of London

[1] Source: Belgravia Conservation Area Audit, 2013

Of all of these, 'village atmosphere' is the characteristic which is most strongly appreciated by both residents and businesses, and as such desired to be preserved and, where possible, enhanced. In the quantitative survey, it was this aspect which received the greatest level of support, with 9 out of 10 respondents **strongly** agreeing that to "Maintain and enhance the 'village feel' of the area" was a priority. The next most important aspect for respondents was the preservation of the built environment with three-quarters **strongly** agreeing that existing buildings and structures should be preserved. Follow-up survey work to ascertain which particular elements of life in Belgravia contributed the most to 'village feel' identified the following as being the fundamental ingredients:

- Safe to walk around by day or night
- Services such as doctor, dentist, pharmacy, hairdresser, dry cleaner right on the doorstep
- Houses, shops and streets which are clean and well-maintained
- Local shops which are useful and affordable (although these need to be well used in order for them to continue to trade)
- Shops which are mostly small independents rather than national chains
- Quiet and peaceful at night

Disliked aspects of Belgravia are those which currently (or potentially) prejudice the sense of calm, village and community atmosphere, namely:

- dirt, noise and disruption caused by construction works
- through traffic, especially large vehicles
- dominating tall buildings within the Area and on the area boundaries which are clearly visible and overshadow properties
- effects of Victoria Coach Station (1,200 coach movements per day: dirt, noise and air pollution)
- prevalence of beggars and rough sleepers (this was of particular concern to retail businesses)

2.3.3 Belgravia's demographics

The resident population of the Belgravia Neighbourhood Area as at the 2011 Census was 6,976. WCC's regular updates of population estimate that this has since been growing very modestly in recent years, at around +1.5% per annum. The demographic make-up of this population is very similar to that of the rest of Westminster, with 70% of residents being of working age (Westminster 73%) and 15% children (Westminster 16%).

The Area has two state primary schools (St Peter's and St Barnabas) along with a number of privately run nurseries and other primary schools. The Area is also home to Francis Holland School, an independent girls' primary/secondary school.

The area benefits from some social diversity; approximately 10% of the residents in the Knightsbridge and Belgravia ward live in social housing managed by WCC or housing associations. Within the Neighbourhood Area this is to be found in five significant blocks: Coleshill Flats, Lumley Flats, Fountain Court and Walden House and a proportion of Semley House, together with a small number of units in individual houses scattered over the Area.

As at the 2011 Census there were 4,565 household spaces within the Neighbourhood Area of which a little over 400 were social housing, provided by WCC or a housing association. Of the total units, 78% were shown as being usually[2] occupied by residents; 22%, or 1,024, of household spaces were not occupied. The fact that one in five household spaces is usually empty is a reflection of the desirability of Belgravia properties as investment vehicles and that, at any given time, a high proportion of these are undergoing some form of reconstruction – a factor which is generally unpopular with the community because of the disruption caused. Of the household spaces that *are* occupied, 48%, i.e. one out of every two, is occupied by one person only.

The number of those employed in the Belgravia Neighbourhood Area is estimated at approximately 17,000, based on the most recent WCC Ward Profile (2018) and Business Register and Employment Survey (2016). Key areas of employment included Professional, Financial and Information services together with Retail, Food and Accommodation services. Whilst a small amount of overlap between residents and workers is to be expected it is probably fair to assume that the regular daytime population of Belgravia is swelled to around 24,000 by incoming workers (i.e. residents plus workers).

2.3.4 Future developments/issues

The character of the Belgravia Neighbourhood Area is currently influenced by three frameworks:

i. the widespread coverage of the Conservation Areas;
ii. the Grosvenor Belgravia Estate Management Scheme (which applies to those residential properties that Grosvenor have sold subject to the Leasehold Reform Act 1967); and
iii. the extensive listing of many (but by no means all) of the properties within it.

Together these have played a significant part in preserving the historic character which we still see today. Nevertheless, it is recognised that the area faces challenges today and over the next 17 years which derive from the pressure for London to grow and provide more workplaces, accommodation and infrastructure for its people, although it may be that the effects of the Covid-19 pandemic have reduced this pressure going forward. If these challenges are not recognised and managed, then the existing frameworks could easily become ineffective or changes within those frameworks exacerbate the challenges.

Currently there are a number of possible major infrastructure developments within a medium to long-term horizon which, if progressed, are likely to have an impact on Belgravia. These all arise from changes to the transport infrastructure which has been at the heart of the Victoria Area for over a century. It is worth noting however that these projects have already been under discussion for many years and may continue to be so without

[2] ONS defines 'place you usually live' as where people spend most of their time.

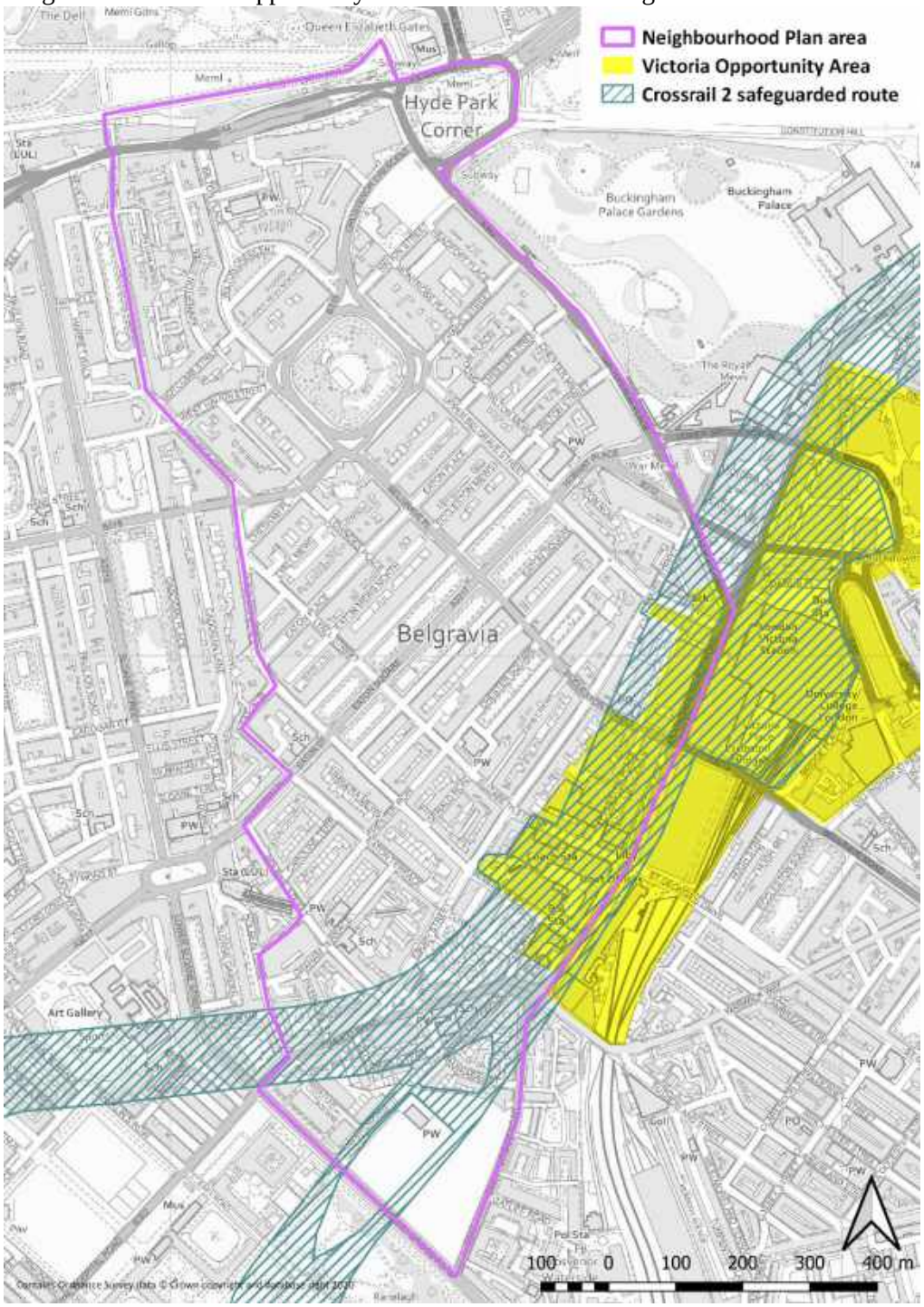
resolution given their major implications at a London-wide level. Potential developments of relevance include:

i. ***Developments in the Victoria Opportunity Area.*** No proposals have been confirmed but the London Plan proposes that the Opportunity Area (as shown in Figure 2.2) delivers at least 1,000 new homes and 4,000 additional jobs. The Westminster City Plan says that it will 'continue to facilitate the further intensification of the Opportunity Area, according to the principles of sustainable development' (paragraph 4.3). Whilst TfL has reported that it has no plans at the present time to relocate Victoria Coach Station, which sits within the Neighbourhood Area, the City Plan recognises that 'coach station operations have grown beyond the capacity of the building and its location' (paragraph 4.9) and supports its potential future relocation. On the positive side, any relocation of the current coach station would remove much of the coach traffic which is so detrimental to Belgravia's environment and residential amenity, not least because of the vehicle pollution from congestion exacerbated by the high number of coaches and the danger to pedestrians. However, development generally in the Victoria Opportunity Area is required to be of substantial scale in order to meet these growth targets, meaning that it is very likely to include a number of very high-rise apartment blocks. The concern for Belgravia is that, although outside the Neighbourhood Area, this could dominate the historic Belgravia skyline thus affecting current views and open vistas which are such a character of the area. Furthermore, any plans to actively encourage improved connectivity from Victoria into the Belgravia Area will need to focus on sustainable movement rather than increased motor traffic into the area, which would have a negative effect on residential amenity.

ii. ***Crossrail 2.*** Planning for the construction of Crossrail 2 (safeguarded route shown in Figure 2.2) shows that this is likely to directly encroach into the Belgravia Neighbourhood Area. All of Lower Belgrave Street between Ebury Street and Buckingham Palace Road, including all the buildings to the west of this street, would be required for the construction of a new station for Crossrail 2. It would be a work site for up to 8 years and on completion could be occupied by a new exit to the Crossrail Station, emerging directly into Belgravia, rather than being directed towards Victoria Station which is where the flow of passenger traffic would more likely wish to go (although final locations of exits have yet to be confirmed). It is also immediately adjacent to St Peter's primary school, giving rise to significant concern about the disruption and negative effect on children's health and education, as well as more generally on the amenity of Belgravia residents. A further and much larger work site is reserved in the Semley Place area. The proximity of this site to two of the retail hubs (Local Centres) of Belgravia and a large number of listed buildings is likely to cause severe disruption and loss of residential amenity for a decade. (It should be noted that, as of March 2021 this project was put on hold by TfL as a result of financial restrictions consequent to the pandemic, and whilst it may be revived at some time during the life of this Plan, the delays experienced in the opening of Crossrail 1 make this seem unlikely.)

Thus whilst, in many respects, Belgravia remains today very much the same as it has been for nearly two hundred years, it is not immune from the pressures of its position at the heart of a major city, particularly from pressures for housing, commercial and infrastructure development. This Plan sets out to ensure that Belgravia's unique heritage assets and special character are conserved and enhanced both for current and future residents, workers and visitors.

Figure 2.2: Victoria Opportunity Area and Crossrail 2 safeguarded routes



N.B. The safeguarded route for Crossrail 2 relates to underground activity and does not mean that buildings within the hatched area will be lost.

3 Vision and Objectives for Belgravia

3.1 The Vision

The vision for Belgravia is based around the importance to the community of two fundamental features: a deep appreciation of the architecture and heritage of Belgravia's buildings coupled with a love of the fact that, despite being in the very centre of London, Belgravia represents an oasis of calm and has a village-like atmosphere. Both of these are hugely significant to local residents and workers.

Drilling down into what elements contribute to Belgravia's village feel, a survey amongst the community on this point has shown that what is meant by this is:

- A neighbourhood which is safe and peaceful, both day and night.
- Availability of everyday local shops and convenience services which are accessible, affordable and useful.
- An area whose streets, pavements and buildings are clean and well-maintained.
- An area which is free of busy through traffic and does not lend itself to begging or rough sleeping.

As a result, the vision can be summarised by the following statement of the Belgravia Neighbourhood Plan's core purpose:

To conserve and enhance Belgravia's unique character for future generations while allowing sustainable growth which promotes its historic architecture and heritage and to ensure it remains an attractive, vibrant and agreeable 'village' in the heart of London for those who live, work or visit there

3.2 Pillars of the Neighbourhood Plan

Following extensive consultation amongst residents and workers, four core **pillars** which underpin the Neighbourhood Plan have been identified. These are:

A. To conserve and enhance the historical, cultural and architectural heritage of Belgravia

***Justification**: The area is recognised worldwide for its unique style of architecture, conformity of building design and decorative details, planned streets and garden squares. It houses important embassies and cultural institutions. Uniquely within the very centre of London it remains a pleasant and desirable residential area, as originally envisaged by the masterplanners.*

B. To maintain and enhance the village feel of Belgravia

***Justification**: The area's village feel depends to a large degree on its three council-recognised Local Centres which form retail nodes in the north, centre and south of the Area: Motcomb Street, Elizabeth Street, and Orange Square/Pimlico*

Road, as well as its secondary centres of Eccleston Street and Eccleston Yards. These are characterised by small, mostly independent, specialty boutiques and convenience retail stores, plus a weekly farmers' market, together with cafes, eat-in bakeries and restaurants. Pimlico Road is a focus for high-end interior design and artwork retailers. This retail provision is supported by community services such as doctors, dentists, a vet, hair and beauty salons and dry cleaners, all of which depend on and encourage local community usage. It is the usage of such local facilities which creates and strengthens the resident and working community, and thus fosters a village spirit.

C. To improve the environment of Belgravia and mitigate the impacts of construction work

***Justification**: Notwithstanding the attractions of the historic built environment and its retail hubs, the area is nevertheless subject to many of the pressures of being located at the heart of a growing major capital city. Principal amongst these is the encroachment of traffic, especially through-traffic, rat-running, and large trucks and coaches, on the streets of Belgravia, prejudicing air quality, causing noise and reducing residential amenity. These are detrimental to the desired safe and peaceful environment both day and night. A second environmental objective, which is a matter of considerable importance to the community, is to ensure the full and proper mitigation of the impacts of building works during their construction phase.*

D. To influence the design and character of any key major[3] development projects within the Belgravia Neighbourhood Area

***Justification**: The core of the Belgravia Neighbourhood Area is largely protected by virtue of its Conservation Area and the large number of listed buildings it contains. However, the fringes of the Area, especially those bordering Grosvenor Place and Buckingham Palace Road are outside the Conservation Area. It is the objective of the Neighbourhood Forum going forward to monitor development proposals and campaign to ensure that the area which is "**recognisably Belgravia**" is extended rather than reduced, and that major development on the fringes of the Area does not encroach adversely, either physically or visually, on to the Belgravia Area nor can be used to justify undesirable precedents in terms of height or density within the Neighbourhood Area.*

Whilst what constitutes being 'recognisably Belgravia' cannot be identified with a simple definition, there are words which give the essence of what it means. In particular such words include 'proportioned', 'graceful', 'restrained', 'harmonious' and 'elegant'. Buildings to which it is difficult to apply these descriptors are unlikely to be suitable for Belgravia.

[3] As defined in the NPPF

4 Current Planning Framework

The Belgravia Plan forms one part of the wider development plan for the Area. The remainder of the development plan consists of the New London Plan and the Westminster City Plan. Both were adopted in 2021 and therefore form an up-to-date suite of policies. Neighbourhood plans must be in general conformity with the strategic policies of the development plan. For avoidance of doubt, all policies in the New London Plan are considered to be strategic as are the majority of Westminster City Plan's. The Westminster City Plan identifies which of its policies are strategic or non-strategic in its Appendix 2.

The Belgravia Plan's timescale has been set to be coterminous with that of the Westminster City Plan, 2019-2040.

5 Conserving and Enhancing the Heritage of Belgravia

5.1 Introduction

Unlike the majority of Neighbourhood Areas, Belgravia is not merely a designated geographical area. It exists as a defined area precisely because of the formally planned streets, squares and buildings at its core which create a complete and unified whole. The buildings, which are recognised the world over for their unique style of architecture, conformity of design and rigour of decoration, **are** Belgravia, and Belgravia **is** its buildings.

The name 'Belgravia' has become a generic shorthand to signify a certain type of architectural look. It is a prototype for classical late Georgian style and, in common parlance, is a byword for elegance and implied gracious living. Whilst buildings and squares of similar design and vintage may be found in other parts of London, such as Kensington or Bloomsbury, nowhere is this on the same scale and carried through with such consistency. This is what has made Belgravia both admired and desired – and has consequently resulted in high property values.

However, Belgravia is more than just 'cream stucco' frontages. Important contributors to the overall appeal of Belgravia are its range of characterful historic buildings, including charming mews houses, typical artisan dwellings, stately late Victorian mansions and innovative early social housing blocks, such as Coleshill and Lumley Flats. Together these blend to create the unique Belgravia 'DNA'.

It is therefore not surprising that the majority of the Area is covered by a conservation area. Figure 5.1 below shows the extent of the Belgravia Conservation Area.

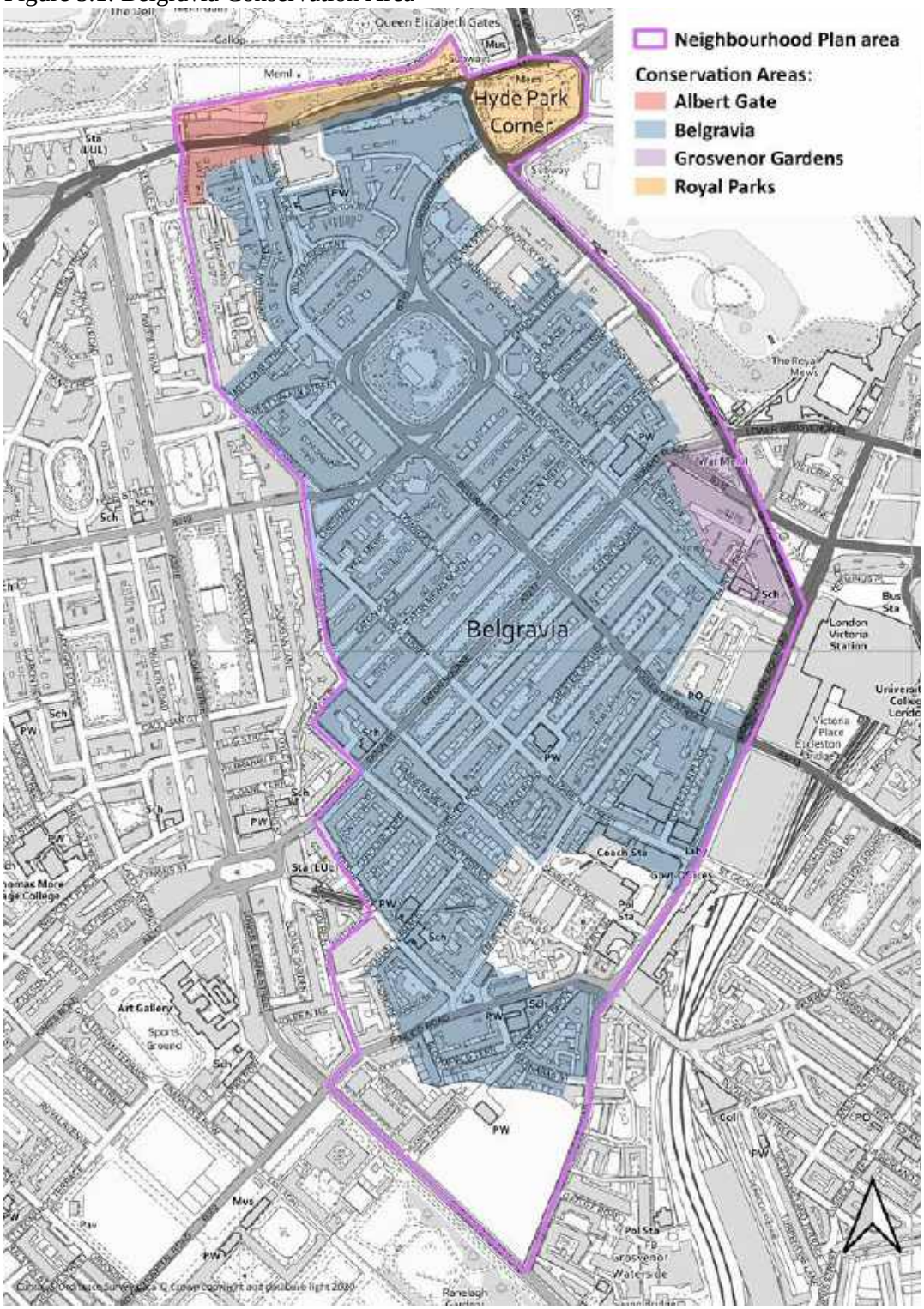
Since Belgravia has, from its origins, been a desirable address, it has over the years attracted a great many noble and notable residents, as evidenced by the many blue and other memorial plaques in the area. These include several prime ministers, Stanley Baldwin, Neville Chamberlain and Henry Campbell-Bannerman, as well as musicians, writers and poets ranging from Mozart to Noel Coward, Mendelssohn to Ian Fleming, Mary Shelley to Alfred, Lord Tennyson. (See Appendix G for full list.) Latterly the grand mansions in Belgrave Square, originally commissioned by or intended for wealthy and aristocratic patrons, have been a draw for prestigious embassies and institutions.

Because the appearance of Belgravia's historic streets and buildings is so critical to its character, it is considered to be of the utmost importance that the look of its 19th century built environment should be preserved and that any new development must respect and enhance this look, and that any development which detracts from this (for example, through unsympathetic design, over-prominence or excessive height) cannot be supported. Furthermore, it is the Plan's objective not only to preserve Belgravia's innate character within the conservation area, but also to extend the unique Belgravia DNA described above to include all its outer margins, i.e. those areas not currently covered by the Conservation Area. In doing so we wish to achieve '<u>more</u> Belgravia' rather than '<u>less</u> Belgravia'.

This does not mean that all new buildings must have cream stucco frontages. Rather, new buildings and developments should be designed and constructed to stand the test of time; to

be timeless in character and not subject to the stylistic fads of the day; this is a fundamental premise of good design. The guiding light for planning policy in Belgravia should be the inscription which is to be found on the statue of Sir Robert Grosvenor in Belgrave Square which reads “When we build, let us think we build for ever”.

Figure 5.1: Belgravia Conservation Area



N.B. This map also shows the adjoining Grosvenor Gardens, Royal Parks and Albert Gate Conservation Areas which overlap with the Belgravia Neighbourhood Area.

5.2 Design Principles

5.2.1 Context: The need for design principles

Belgravia is one of the most iconic residential neighbourhoods in London. The design of its buildings, particularly its residential streets and squares, and their distinctive, deliberately structured arrangement is part of what makes it such a special place, not only to visit but for its residents to live in. Whilst Belgravia is not an area where large scale development is proposed, the fine grain of its architecture and layout means that even minor development, if inappropriate, can have an impact on the overall feel of the neighbourhood. If well designed, then such development can add to its feel and charm, but if poorly designed and out-of-keeping, development can jar with the architectural character of the neighbourhood. Belgravia's community wants to ensure that new development or refurbishment always represents 'the best'.

Grosvenor Estate, with the 'Grosvenor Specification' alongside its Belgravia Estate Management Scheme, has set an excellent precedent which has helped to ensure the consistency of freehold properties within the boundary of its own estate. It recognises that even small changes, such as to doors, windows, steps and pipework, that might seem insignificant individually, "have an incremental effect on the general appearance of the whole area". Belgravia Neighbourhood Forum is in strong accord with this view and wishes to reinforce it more generally with the policies in this Plan. Specifically, it is desired that any new constructions should be recognisably 'Belgravia buildings' rather than (regardless of merit) buildings which could be 'anywhere buildings' in order to preserve and enhance the character of Belgravia's 19th century built environment. To achieve this necessitates a framework of design principles against which to measure the proposed design of new buildings and substantial alterations to existing buildings.

In order to ensure clarity for developers a set of design codes has been commissioned from a leading firm of London architects who have knowledge of and experience within the Belgravia Neighbourhood Area. These are hereafter referred to as the 'Belgravia Design Codes'. A summary of the codes is set out in Appendix A. However, the full Design Codes report is an integral part of this Plan and should be read in full by applicants. Reference to the 'Belgravia Design Codes' in any policy is taken to mean the report as a whole, rather than just the summary of the codes in Appendix A of this plan.

The Belgravia Design Codes sets out principles for new development and alterations to existing buildings under 12 categories. These are:

- Building and street scale interrelationships
- Scale transitions
- Architectural treatment of house fronts and backs
- Elevation design
- Windows and entrances
- Building line and boundary treatments
- Ground floor land use and shop fronts
- Mews and small streets
- Material
- Green spaces
- Small features and local variations

- Uncharacterful and negative features

There is also a section addressing design on peripheral sites.

These principles are to apply to the whole of the Belgravia Neighbourhood Area to reinforce its character, quality and unique sense of place.

POLICY BEL1: DESIGN PRINCIPLES

A. Proposals for new development or the redevelopment of existing buildings should contribute towards the local distinctiveness of Belgravia, as characterised by its blend of 19th century buildings within a planned street network. They should demonstrate high quality, sustainable design and architecture that responds to and enhances the character of the surrounding area, particularly in terms of the height, scale, density and mass of the built form.

B. Proposals for new development and redevelopment of existing buildings in Belgravia must demonstrate how they have responded to the requirements of the Belgravia Design Codes (as summarised in Appendix A).

C. To ensure sustainability is embedded into the design of any development, proposals are encouraged to respond to the principles in the Belgravia Sustainability Charter. (See Section 5.3.2.)

5.2.2 Justification

a) The Belgravia Conservation Area Audit sets out in very clear terms why and how Belgravia's buildings, its style and streetscape are important in heritage terms and must be protected. To quote an extract: "Belgravia has a coherent and formal architectural character, the result of its rapid development in a short period between 1825 and 1850. The grand terraced houses, which are central to its original planned layout, are late Georgian / Regency in style. These follow the Nash tradition of long stucco terraces, as first developed around Regent's Park, but introduce more eclectic detail characteristic of the early Victorian period. Individual terraces are of uniform mass and height, each grouped to form an architectural unit and characterised by classical architectural detailing. There is also a clear hierarchy of building types throughout the conservation area, which is important to its character."

b) The Belgravia community, comprising key stakeholders such as the Grosvenor Estate (which is the landlord / owner of a very substantial portion of the Belgravia Neighbourhood Area, see map in Appendix F) together with residents and businesses, expresses a strong appreciation of the architecture and appearance of the area. This sentiment is what guides the Plan.

c) The objectives and mission of the Plan are to ensure that the area which is recognisably Belgravia (see explanation in section 3.2) is protected and enhanced

and that developments on the fringes contribute to Belgravia's unique character rather than detracting from it or jarring uncomfortably.

d) The design of development also needs to recognise the fundamental importance of minimising carbon emissions and maximising sustainability. The principles that need to inform the design of climate resilient buildings are laid out in the Belgravia Sustainability Charter (see Section 5.3.2). Design and Access Statements that accompany planning applications provide an opportunity for applicants to demonstrate how they have sought to respond to the principles in the Sustainability Charter in their proposals.

5.3 Mitigating the Effects of Climate Change

5.3.1 Net Zero Carbon and Enhancing the Sustainability of Built Heritage

Sustainability is one of the most important matters that planning must address over the lifetime of this plan. Whilst Westminster has some of the highest carbon emissions in the UK, WCC has set a target for the City's carbon emissions to reach net zero by 2040. This is a necessarily ambitious target and will need all aspects of development to play their part. WCC's City Plan 2019-2040 sets out in Policy 36 that "the council will promote zero carbon development and expects all development to reduce on-site energy demand and maximise the use of low carbon energy sources to minimise the effects of climate change".

Whilst supporting WCC's ambition for energy-minimising new building designs, Belgravia Neighbourhood Forum notes that with respect to development it is almost always more sustainable in terms of carbon footprint to restore and upgrade an existing building than to demolish and rebuild, i.e. to consider **retrofit first**. Along with Policy 36, City Plan paragraph 38.11 supporting Policy 38 notes that, "As new developments are large consumers of resources and materials, the possibility of sensitively refurbishing or retrofitting buildings should also be considered prior to demolition and proposals for substantial demolition and reconstruction should be fully justified on the basis of whole-life carbon impact, resource and energy use, when compared to the existing building." A Partial Review of the City Plan, commenced in October 2022, is proposing to introduce a retrofit-first policy which could complement or build on Policy BEL2 below.

Whilst recognising an owner's right to make changes to their property, we would encourage WCC to apply these principles relating to Policies 36 and 38 of the City Plan with applicants who wish to demolish and rebuild, particularly in pre-application discussions. The challenge to applicants should be: "**is this redevelopment really necessary**?" and "**have all possible retrofit solutions been explored?**". The Forum will also work with and encourage local developers, architects and landowners to think in this same way. In this context, the Forum supports the Architects' Journal RetroFirst campaign, which encourages a retrofit-first policy to reduce the level of carbon emissions involved in new build projects.

With respect to reducing carbon usage in existing buildings the City Plan states it will "support proposals to sensitively refurbish or retrospectively improve the performance of current buildings to reduce their energy and improve comfort. Interventions to upgrade

historic buildings will be undertaken sensitively in recognition of their heritage value (para 36.2)."

The Belgravia Neighbourhood Plan supports these actions and will work with WCC to encourage their implementation in the Belgravia Area. The consideration of 'retrofit first' for refurbishment or new build projects as well as optimising the energy saving/carbon reduction improvements which could be made to any proposed design is encouraged.

A large proportion of the buildings in Belgravia were built in the 19th century and are either listed or in one of the Conservation Areas (or both). As such, the issue of the sensitive upgrading of historic buildings is very relevant. However, this does not mean that such buildings cannot be adapted to accommodate features of modern energy efficiency without causing unacceptable harm to their heritage.

Equally, retrofitting to reduce carbon emissions or mitigate climate change, especially of heating / cooling equipment, needs to be undertaken sensitively, i.e. that the necessary installations and equipment do not visually impair the appearance of historic buildings or inconvenience neighbouring properties, specifically through noise, vibration or emissions during operation. Whilst building frontages will generally be protected by virtue of their listing or conservation area status, it is important that the rear views of buildings are equally sensitively treated in this respect, being mindful of the fact that noise, vibrations or emissions can potentially be an even greater nuisance in enclosed garden/patio areas than on the street.

The WCC Environmental SPD, adopted in February 2022, does address these matters and the Forum will seek to work with WCC and applicants to identify the most appropriate types of techniques and materials that can reduce the carbon footprint of historic buildings without impacting their heritage value.

POLICY BEL2: 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. This could include secondary, double or triple glazing in conservation areas and listed buildings with timber or metal framed windows where it is demonstrated that such interventions would not result in harm to the significance of listed buildings or character and appearance of conservation areas; and/or
   b. the replacement of fossil fuel burning energy sources with electric power from renewable sources with zero air emissions locally.

5.3.2 Minimising climate change from built development

Some of the anticipated effects of climate change are already with us. Recent summers have been hotter, rainstorms wetter and winds windier. In addition to the need to reduce carbon usage, it will be necessary going forward for property owners and managers to take action to mitigate the impacts of negative weather effects.

Whilst it is recognised that any actions within the Belgravia Area are negligible in the overall climate change picture, it is hoped that this area, given the relatively large number of building and renovation projects that are undertaken, could set a precedent for other areas with significant heritage aspects.

The Belgravia Plan seeks to ensure that any new building or major building renovation **MINIMISES** future energy consumption and **MAXIMISES** effective land drainage.

These principles lead to a **'Sustainability Charter'** for Belgravia as follows:

BELGRAVIA SUSTAINABILITY CHARTER

1. **do** construct buildings and spaces that **avoid high energy to run** (e.g. basements that require artificial lighting, ventilation etc; swimming pools that need heating, floodlighting, etc)
2. **do** construct spaces that can easily be **naturally ventilated** (e.g. avoiding predominantly glass buildings which require mechanical ventilation; designing windows that can be fully opened, etc)
3. **do** keep glass **window to wall ratios** as low as possible to minimise solar heating and the need to cool artificially
4. **do** design buildings without installing equipment which produces **heat and emissions** (to minimise the requirement for air-conditioning)
5. **do** fit external **sun shading** devices to keep buildings cooler in summer (e.g. blinds and awnings)
6. **do insulate** against both summer heat and winter cold
7. **do** install the **lowest possible energy consumption and emission** heating and cooking appliances (e.g. heat pumps in preference to gas boilers; electric boilers, induction hobs and microwave ovens)
8. **do** design features that maximise **free drainage** to permit rainwater to soak away and avoid features which could impede rainwater absorption (e.g. basement excavations which take up absorbent sub-soil, impermeable walkways, paved-over rear gardens)
9. **do** maximise **planting in natural earth** and provide appropriate drainage systems
10. **do** implement **Sustainable Drainage Systems** (SUDs) where possible (including raingardens, permeable paving and other solutions) to prevent excess water in the main drainage system.

NON-POLICY ACTION 1: CLIMATE CHANGE MITIGATION

Belgravia Neighbourhood Forum will work with Westminster City Council, applicants, architects and landowners to:

a. **identify the most appropriate types of building techniques and materials to reduce the carbon footprint of historic buildings whilst protecting their heritage value. In particular this relates to the important principle of retaining a building where possible, rather than demolition and rebuild.**
b. **Achieve recognition of and adherence to the Belgravia Sustainability Charter or any successor document.**

5.3.3 Justification

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. This is now reinforced by Policy SI2 of the London Plan.

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 CO_2 emissions (beyond Part L of the 2013 Building Regulations) on-site. The remaining regulated carbon dioxide emissions, to 100%, are to be off-set either through off-site provision or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of CO_2 savings elsewhere.

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 the Conservation Area and/or are listed. Therefore the retro-fitting of energy efficiency measures in historic buildings is encouraged provided it is undertaken sensitively.

Attention is drawn to the RetroFirst campaign which is supported by the Forum, whose watchword is “the greenest building is the one which already exists” https://www.architectsjournal.co.uk/news/retrofirst.

5.4 Character Areas – Mews, Kinnerton Street and Barnabas Triangle

5.4.1 Context: the special contribution of the three Character Areas to Belgravia

Belgravia is most renowned for its grand stucco buildings, classic squares and elegant streets. Additionally, the northern and southern fringes contain some distinctive late Victorian architecture featuring stately chateauesque and ornate red brick styles. However, what makes Belgravia truly distinctive is the counterpoint between these larger buildings and the more intimate areas which are not immediately evident to the casual visitor. Whilst the main purpose of Section 5.2 of the Plan is to provide area-wide guidance to ensure that development preserves the historical, cultural and architectural heritage of Belgravia, there are three particular 'character areas' where it is considered that further explanation of their context and expectations would assist. These are described below and comprise:

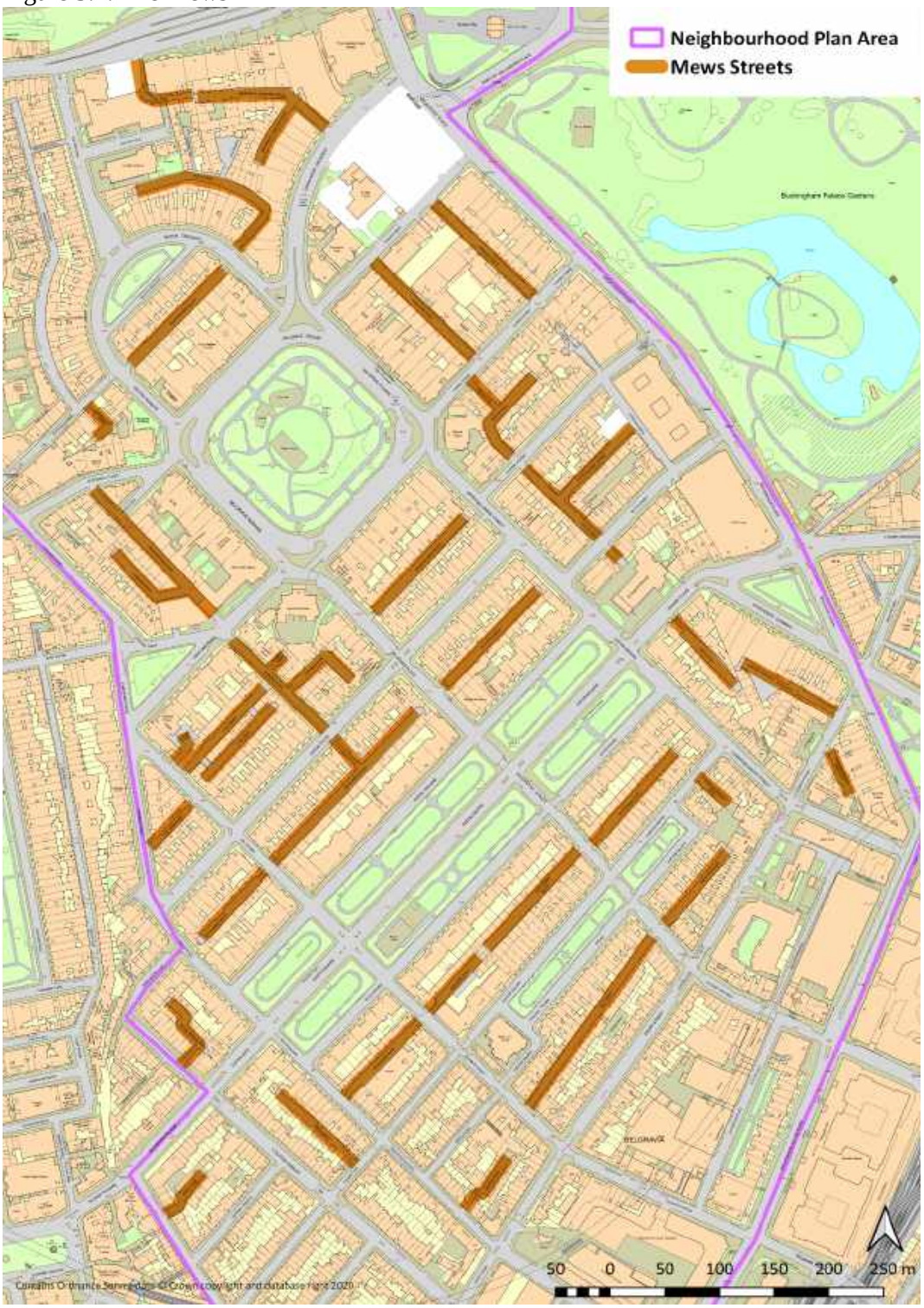
- The Mews
- Kinnerton Street and its yards
- 'Barnabas triangle'

a) **The Mews**

Belgravia is also notable for the numerous well-preserved and maintained mews which are located behind most of the principal squares and streets. These mews form a hidden network of streets behind the grand terraces. They have an intimate character with tightly enclosed spaces and modest proportions. They constitute an essential element of the original planned conception of Belgravia, in that they were designed to stable the horses and house the carriages belonging to the grand houses. They were the original 'back-of-house' providing all the kinds of services required by Belgravia households including storage of hay and feed, quarters for grooms and other staff, together with amenities for staff such as pubs.

Although variable in terms of quality of buildings and the extent to which original features have been retained, they play a highly important role in determining the character of Belgravia, and especially its village feel. However, unlike most of the grander houses behind which they lie, virtually no mews houses are listed. The fact that the majority of mews are in the ownership of the Grosvenor Estate and/or covered by its Management Scheme has ensured their preservation and maintenance. Most retain a cobbled street surface and many, whilst not listed themselves, have entrances distinguished by arches which feature the Grosvenor 'wheatsheaf' emblem. These arch entrances to mews are listed insofar as they form part of listed buildings or terraces fronting on to the principal streets.

Figure 5.2: The Mews



There is relatively limited commercial activity within the mews. Exceptions to this are three historic pubs (The Grenadier in Wilton Row, the Star in Belgrave Mews West and the Horse and Groom in Groom Place) and 'London's oldest garage', Belgravia Garage in Eaton Mews West. These garage premises have been operational as a motor repair workshop since 1930 and prior to that having a long history as a 'Horse Infirmary and Shoeing Forge'. Generally, however, the mews are predominantly residential and derive considerable charm from their private, secluded and 'tucked-away' nature.

The Belgravia Conservation Area Audit highlights the role of mews as contributors to Belgravia's historic built environment. It makes the following points: "The greatest concentration of unlisted buildings of merit, however, can be found within the mews, which generally retain their original scale and are a vital part of the area's character. Many individual mews buildings have undergone significant and unsympathetic alteration, which has altered their character. However, in general terms, it is considered that if a mews building (i) is of the right scale, (ii) has an appropriate parapet height and (iii) retains its vehicular access and vertical articulation, it will be considered of merit, even if it has undergone some subsequent alteration. When assessing the contribution of mews buildings, as individual buildings they may not in themselves be of significant quality, it is important to consider the character of the mews as a whole".

The Belgravia Neighbourhood Plan seeks to ensure that Belgravia's mews should remain predominantly residential and essentially as at present and will resist development which potentially changes their use and character.

b) Kinnerton Street

Kinnerton Street is an almost unique concentration of historic small-scale dwellings in central London, with its unusual feature of intimate, occasionally gated, yards which lead off it. Unlike the somewhat similar Old Barrack Yard, it does not benefit from any listing, other than a single building, the Wilton Arms pub, dating from 1826. There is some modest commercial activity in Kinnerton Street in the form of small-scale shops and offices, and a second pub, The Nag's Head (with a third pub, the Alfred Tennyson, located on the corner of Motcomb Street and Kinnerton Street). This forms part of the Motcomb Street Local Centre.

The policies relating to the Kinnerton Street area are intended to preserve Kinnerton Street's special character.

The Mews and Kinnerton Street and its yards are largely residential areas which represent remarkable oases of peace and calm at the heart of a major city. Loss of residential units through conversion to commercial uses in these areas is seen as undesirable and any significant increase in commercial activity, footfall or traffic is likely to damage their character and residential amenity. Indeed, whilst a certain level of passing trade is important to many of these commercial operators, their out-of-the-way location has demonstrated that a significant increase in footfall is not needed for their businesses to remain viable.

Figure 5.3: Kinnerton Street area

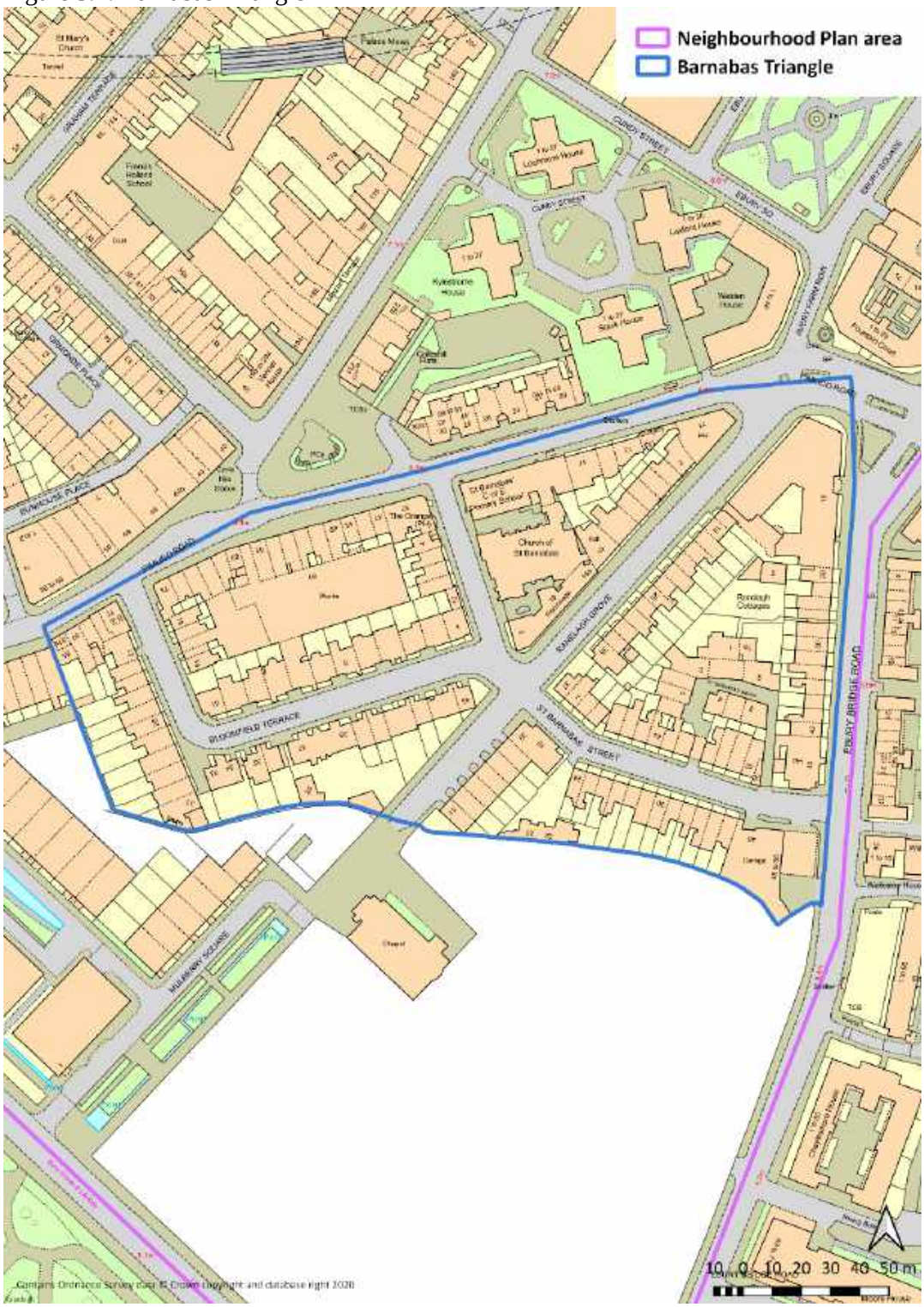


c) Barnabas Triangle

The so-called Barnabas Triangle is a cluster of charming small scale houses in streets surrounding St Barnabas Church and School/Nursery. It is bounded by Pimlico Road (and includes part of the Pimlico Road Local Centre), Ebury Bridge Road (including part of the Ebury Bridge Road Local Centre) and Bloomfield Terrace/St Barnabas Street. It lies within the Belgravia Conservation Area and many of the houses are listed. St

Barnabas Church is the only one in Belgravia to have the highest Grade I listing. Key highlights are the Regency workmen's cottages in St Barnabas Street and fronting onto Ebury Bridge Road as well as the fine, and unique in Belgravia, early Victorian villas in Bloomfield Terrace.

Figure 5.4: Barnabas Triangle



Whilst generally protected by the Conservation Area and listing this quiet enclave of character houses is potentially threatened by development around its margins. To the south it already backs on to the very substantial new Chelsea Barracks development; to the east it faces Westminster Council's Ebury Bridge Estate regeneration, which includes tower blocks up to 60m; and to the north it abuts Grosvenor's Cundy Street Estate (currently undergoing major redevelopment to include three large blocks of over 30m, and one of 42m).

The Neighbourhood Plan wishes to ensure that this charming area is not further encroached upon, whether spatially or visually, by surrounding development. It is important that development within the setting of the smaller scale, low-rise urban grain of the character areas does not dwarf these areas. In this regard it is particularly important that special attention is paid to ensuring that the requirements of Policy 41 of the Westminster City Plan in respect of building heights (which emphasises the importance of development needing to be proportionate to its immediate surroundings) are very strictly applied.

POLICY BEL3: BELGRAVIA'S CHARACTER AREAS

A. The following are residential character areas in Belgravia:

- **a. The Mews (Figure 5.2 – applies to all buildings fronting on to the identified mews streets)**
- **b. Kinnerton Street (Figure 5.3)**
- **c. Barnabas Triangle (Figure 5.4)**

B. These character areas are predominantly residential and development proposals for non-residential uses must not have a significant detrimental effect on residential amenity, e.g. noise, odours, servicing. In the parts of the Kinnerton Street and Barnabas Triangle Character Areas that are designated as Local Centres, a range of commercial and community uses are considered acceptable, as directed by Westminster City Plan Policy 14 (Town centres, high streets and the CAZ).

C. Proposals must demonstrate that they will retain and, where possible, enhance the character of the area through the retention or reinstatement of historical and/or architectural features.

D. Development must be of a scale and massing that responds to and preserves the setting of the character areas. This also applies to development outside the character areas which could affect their setting.

5.5 Building Heights

5.5.1 Context: Why buildings substantially higher than their surroundings are not suitable in Belgravia

The Westminster City Plan states unequivocally that Westminster is "not generally suitable for tall buildings". Community feedback endorses this view. However, we would go further to say that tall buildings are ***especially*** not suitable for the Belgravia Neighbourhood Area.

The map below (Fig. 5.5) shows building heights today in the Belgravia Neighbourhood Area. From this a number of features may be noted:

- The generality of building heights is low compared with many areas elsewhere in Westminster, not least neighbouring Victoria. There are a number of buildings of between 18m and 24m high, thereby considered by the London Plan to be 'tall' buildings (London Plan Policy D9 defines 'tall' as anything over 18m or 6+ storeys). However, these are clustered together and therefore do not sit incongruously in their surroundings.

- The tallest buildings are to be found on the periphery of the Area, where it fronts onto major thoroughfares, Knightsbridge, Grosvenor Place and Buckingham Palace Road. At over 30m high, these meet the London Plan definition of a tall building. However, the centre of the Neighbourhood Area contains buildings of a more uniform and generally lower height with many below the London Plan definition of 'tall'.

- The Belgravia Area splits into two, with Eaton Square forming the divide:

    - The northern part is characterised by the grander buildings around Belgrave Square and Eaton Place. Average heights here are 20-24m.

    - The southern part comprises much lower buildings, reflecting its more residential usage, with average heights 16-22m (In the south-west corner of the area, the houses within the grid of streets around Bourne Street are modest, with an average height of only 12m).

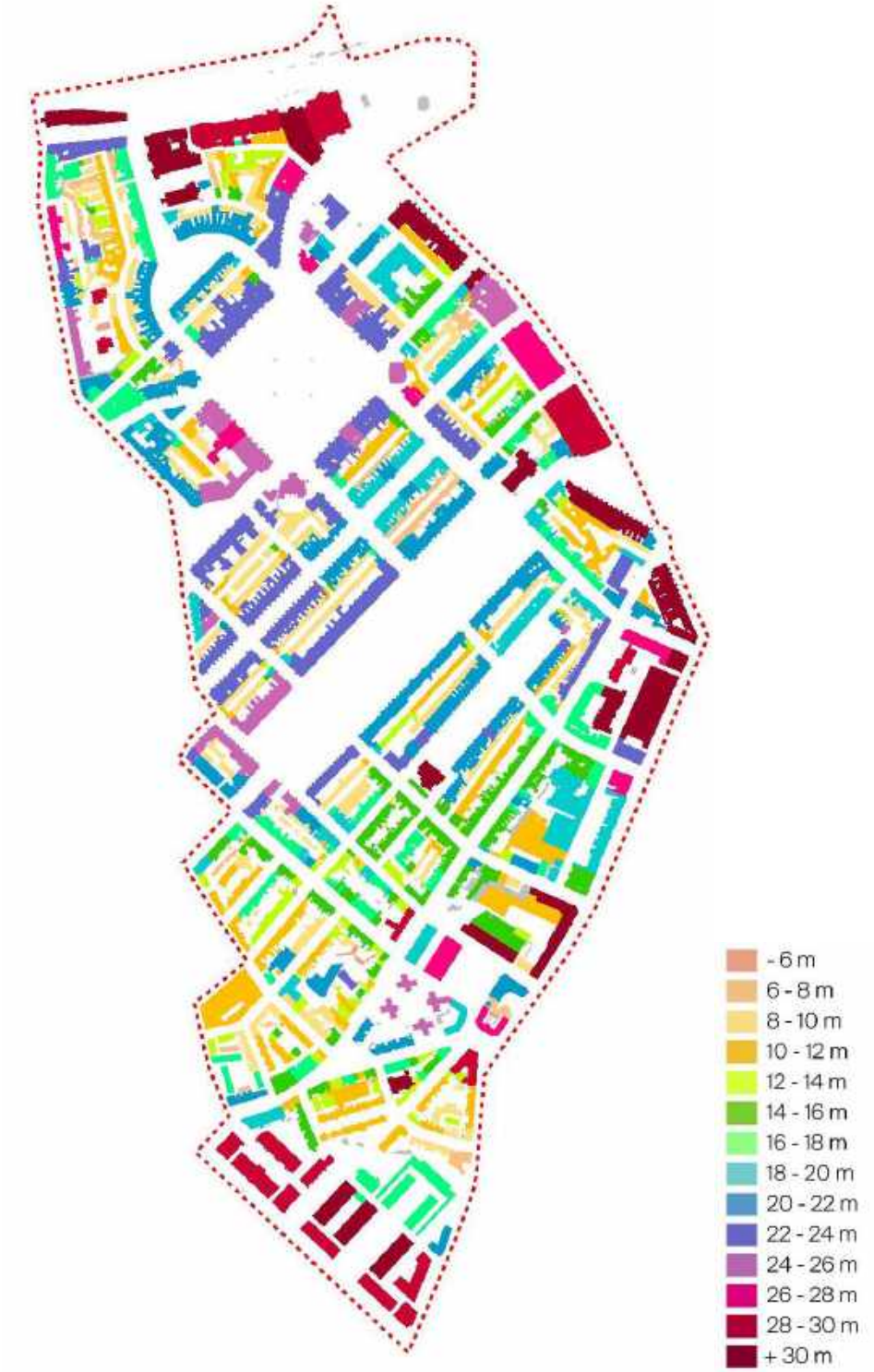
- In all areas the mews are of very limited height, around 10m.

As mentioned, the Westminster City Plan affirms that "Westminster is not generally suitable for tall buildings" but goes on to qualify this stating "However, we also recognise that in some locations – and when well-designed – tall buildings can make a positive contribution to our townscape…The prevailing context height sets a baseline against which the impacts of any proposals for tall buildings will be considered". 'Tall buildings' – so defined in Policy 41 as "buildings of twice the prevailing context height or higher or those which will result in a significant change to the skyline" and being a minimum of 18m as stated in the London Plan Policy D9 – are required to conform to a number of principles and conditions which are set out under that policy.

Given the existing context height of the Belgravia Area shown above – which has typically been established by the early-mid 19th century buildings that predominate – we consider it

highly undesirable to have any new buildings of greater height than those in their immediate vicinity. Whilst there are relatively large late-Victorian buildings on the fringes of the Area, e.g. the chateauesque buildings fronting Grosvenor Place and Grosvenor Gardens or 55-91 Knightsbridge, these represent specific character buildings representative of their period and should not be used to determine context heights.

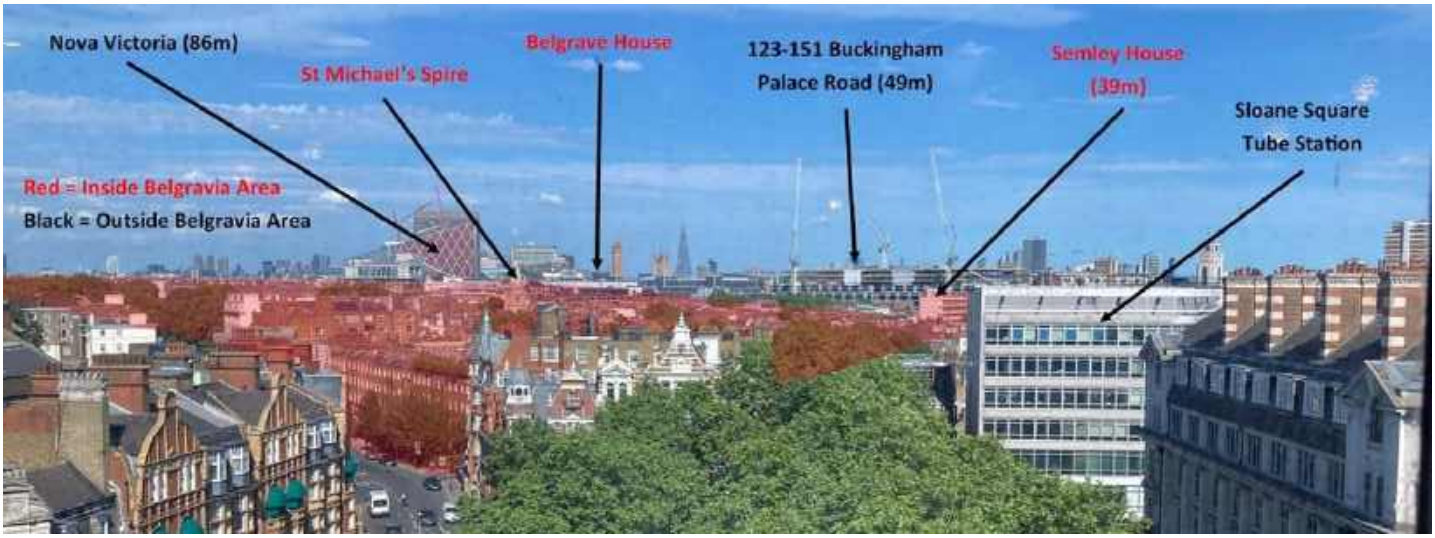
Figure 5.5: Building Heights in the Belgravia Area



Source: Belgravia Design Codes

Figure 5.6 below shows this principle more visually. Shaded in red is a panorama of the southern half of the Neighbourhood Area clearly demonstrating that, with the exception of the spire of St Michael's Church, the great majority of buildings are no greater than treetop height, i.e. around 22-24m. It can be clearly seen that the Area is dominated on its southern border by very tall buildings which lie outside the Area (e.g. the Nova buildings in Victoria at 68 and 86m respectively, the Verde Building at 51m and 123-151 Buckingham Palace Road at 49m) as well as by large buildings of 30m+ around Sloane Square, thus creating a 'bowl' effect with Belgravia's relatively lower buildings in the middle, most of which do not meet the London Plan definition of tall. It is important that this bowl is neither constricted further by new tall buildings on the Area's boundaries nor disrupted by tall buildings within it, thereby reducing the uniform skyline of moderate heights which characterises Belgravia.

Figure 5.6: Heights across the Belgravia Area



Accordingly, a core principle should be that any 20th or 21st century buildings, whether inside or outside the Neighbourhood Area, which are significantly taller than those in the immediate vicinity should not be taken to establish a new, taller context height. This is of particular concern in the south western corner of the Area where the Belgravia context heights are low but are adjacent to buildings outside the Area with significantly higher context heights. This area also has fewer listed buildings and partially lies outside the Conservation Area. We wish to increase the size of the area that is ***recognisably Belgravia*** (see explanation in section 3.2) and not have the characterful part of the area, with its blend of 19th century buildings, reduced and negatively affected by over-height modern buildings on its periphery. In these areas where buildings are typically below the London Plan definition of 'tall', it is particularly important that new building height is appropriate.

In addition. the Forum will seek to preserve the nature of the skyline across the Area. Belgravia is an historic area which has for almost 200 years been characterised by buildings of modest height. To introduce tall buildings which substantially exceed the prevailing average heights of existing buildings would be very intrusive. Such tall buildings would have the potential to disturb current vistas and open sky views which are so characteristic of the area. Additionally, they disrupt the classic Belgravia streetscape, i.e. the harmonious

blend of houses, pavements, trees and street furniture, and fail to harmonise and integrate with existing neighbouring buildings.

The Forum will work determinedly to ensure that the principles set out in Clause B of Policy 41 of the City Plan are met both in practice and in spirit and accord totally with the guidelines set out in the Belgravia Design Codes (summarised in Appendix A). Particular emphasis will be placed on Clause B, Principle 1, namely that buildings "be proportionate to the role, function and importance of the location in terms of height, scale, massing and form". The policies in this Neighbourhood Plan complement the City Plan's on these matters.

NON-POLICY ACTION 2: BUILDING HEIGHTS

Belgravia Neighbourhood Forum will seek to engage professional experts to provide a detailed profile of the prevailing context heights and the nature of the skyline in different parts of the Belgravia Neighbourhood Area and seek to use this to inform early engagement with Westminster City Council/developers in respect of proposals for tall buildings.

5.5.2 Justification

a) Since there are very few 'tall' buildings (as per the WCC definition of at least twice the prevailing context height as generally observed) currently in Belgravia, it is not possible to demonstrate that damage to residential amenity has previously occurred in the Area. The tallest building in the Area is Semley House, which including its rooftop lift-gear housing is approximately 39m. Built in the 1970s in functional, brutalist style, it is not considered to be an asset to Belgravia's built environment and the fact that it exists should in no way be seen as a precedent for similarly sized buildings. Proposals for development of the Cundy Street Quarter include a taller building than this. Therefore there is concern that this will start a material change in what is considered to be the prevailing context height in Belgravia.
b) Residents and non-resident workers in the area, when consulted through a quantitative survey, were overwhelmingly in favour of the preservation of the appearance of Belgravia's built environment: Almost all agreed that existing buildings and structures should be preserved wherever possible and that the height of new buildings should not exceed the height of surrounding existing buildings.

5.6 Refurbishment and Enlargement of Buildings

5.6.1 Context: The impact of building refurbishment and enlargement on the Belgravia built environment and residential amenity

For the avoidance of doubt, this section refers to the enlargement and/or renovation of existing buildings which are classified by WCC as Level 2 or 3, as defined in the Construction Code of Practice, rather than major developments larger than this, which are addressed in Section 8 of this Plan.

The desire for many building owners in Belgravia to make material changes to their properties is very strong. Often this occurs when a property changes ownership. The new owner wishes to reshape the property to their own needs and tastes and in many cases to expand the space they have bought. In the case of properties which are on the rental market, a change in tenancy is frequently the opportunity for major renovations. At a minimum, on owner/tenant changeover it is common for a house to be totally refurbished including a full strip out and replacement of all kitchens and bathrooms, plus interior and exterior redecoration. Consequently, the number of properties undergoing major construction works at any one time is substantial. Even when not requiring planning permission (or listed building consent for listed properties), such seemingly basic refurbishment works can nevertheless cause considerable nuisance to neighbours.

There are two potential negative impacts from refurbishment and/or enlargement of buildings:

a) Loss of proportionality. The sheer scale of some enlargement projects can be so great as to unbalance a period property's historic proportionality

b) Disturbance of residential amenity. The required construction works are disturbing to residential amenity and, on occasion, can cause physical damage to surrounding properties and infrastructure

These are described in more detail below.

5.6.2 The importance of proportionality in the enlargement/alteration of buildings

The majority of houses in the Belgravia Area were built in the early-mid part of the 19th century to a masterplan and a series of house designs by a small number of builder designers. This ensured a high degree of uniformity of size and scale of house.

Moreover, a Building Act had been passed in 1774 to ensure good building practice across the trade and, by the time of Belgravia's construction, had been adopted by all the major building contractors. According to the Act, houses were categorised (or 'rated') according to value and floor area. Each rate had its own code of structural requirements concerning foundations, external and party walls, and more. Hence houses were classified as First Rate, Second Rate, Third Rate etc. according to their size and design, and Belgravia was constructed according to these strict principles. The resultant ordered consistency and architectural character of the locality is now world-renowned and thus worthy of protection, and the Plan's intent is to ensure that modifications to houses do not unbalance the strict order of the original vision.

In recent years there has been a trend to extensively enlarge private properties to increase their floorspace or to make material changes to the configuration of space from that of the original houses. This has been done through a variety of project types including:

- Basement excavation (sometimes even double-depth basement excavation)
- Rear extensions
- Excavations under garden areas

- Excavations of under-pavement vaults
- Addition of upper floors

It is not the policy of the Forum to oppose all changes and enlargements to the properties of Belgravia, but the Forum will seek to oppose any such enlargement applications which are considered not to be proportionate. It is considered important that building enlargements do not adversely affect the historic balance of, say, a run of terraced houses. Whilst listing protections will generally prevent visual distortion on the street-facing side, this is more likely to occur at the rear, where such enlargements may be visible from side streets and by neighbours. Furthermore, they potentially can disrupt the light, amenity or views of neighbours. Basement developments can also be problematic. Whilst these considerations are already part of planning law, recent applications for enlargements have arguably been 'excessive'. Basement projects in mews are considered particularly inappropriate. The great majority of mews buildings were not originally built with either lower ground floors or cellars, being ancillary stabling or service buildings. Their charm lies in the fact that the houses are small and that the mews themselves are quiet and often secluded. The desire to enlarge such premises is likely to unbalance the scale of these buildings.

Thus, applications that seek "building enlargement" must first and foremost demonstrate that they have met the requirements of the Belgravia Design Codes which highlight the need for proportionality, specifically that extensions should be sensitive to the overall scale of the original buildings and neighbouring properties (design code 3.3). Particular attention should be paid to WCC City Plan paragraph 40.7, which emphasises the importance of proportionality and integration into the surrounding built environment, together with Policy 45, regarding the scale and character of basement projects, which specifically states that they should not "unbalance the building's original hierarchy of spaces".

As a general rule, the Forum would always prefer to see enlargements take the form of the addition of upper floors or mansards, where these are appropriate and respond to the Belgravia Design Codes (in particular design codes 4.1-4.4), rather than the excavation of basements. This is considered a more sustainable method of increasing living space (i.e. producing a lower carbon footprint, causing less damage and disruption to neighbours during construction, and requiring less energy-heavy artificial lighting and ventilation once in use).

NON-POLICY ACTION 3: MONITORING THE SCALE OF PROPOSED ENLARGEMENTS

Belgravia Neighbourhood Forum will review planning decisions on building enlargements to establish which schemes were refused because they were considered to be 'excessive' in scale and which were permitted because they were not. The Forum will:

a. share this information with Westminster City Council and seek to establish principles relating to an acceptable scale of building enlargements (proportionality and how enlargements can be subordinate to the original building); and

b. use this evidence to inform responses to subsequent planning applications for building enlargements within the Belgravia Neighbourhood Area.

5.6.3 Minimising potential negative construction impacts of refurbishment and enlargement of buildings

While property owners have a right to invest in their properties, work to enlarge or refurbish buildings (whether requiring planning permission or not) is necessarily an activity of considerable risk and dislocation:

- Having negative effects on neighbouring ***buildings*** resulting from damaging building works, such as demolition, excavating, drilling, piling etc, as well as the effects of large construction vehicles and equipment (e.g. cranes, cement mixers, skips and skip loaders, scaffolding trucks, low loaders, etc) using streets not designed for, and not capable of, accommodating their bulk and weight.

- Creating nuisance and harm to the personal ***health and well-being*** of residents and workers caused by noise, dust, vibrations and air pollution (e.g. increased idling of vehicles, fumes from diesel equipment and generators, asphalt, adhesives).

- Causing damage to ***community infrastructure*** (e.g. pavements, streets, bollards, lamp posts, utility boxes, manhole covers, etc) caused by works and vehicles as above.

- Causing damage to ***residential amenity*** and convenience arising from road closures, prevention of access to homes and business premises, pavement blockage, loss of residents' parking spaces etc.

- Causing ***disruption of the flow of traffic*** by road closures necessitated by building works or road blockages (due to skips and/or construction plant and vehicles), necessitating other traffic to divert, which in turn produces congestion and disruption in other parts of the Area.

For all these reasons, Policy 33 of the Westminster City Plan has stipulated that all development, for which planning permission is required, should comply with WCC's updated Code of Construction Practice (CoCP)[4]. This Code specifies different requirements for various levels of project.

Most building projects in Belgravia fall within the smallest category of development, i.e. Level 3 (defined as less than 10 new dwellings or 1,000m^2 of other floorspace). It is the frequency and volume of these Level 3 projects that causes the most frequent problems for local residents. The dust, noise, vibration and traffic impacts created by such construction activity can be as damaging to residential amenity as larger scale projects; in particular because they are occurring right next to occupied homes. Basement projects, given their particular characteristics, are required to provide and meet a wider level of information and standards.

Under the CoCP WCC reserves the right under certain circumstances to upgrade a Level 3 project planning application to a Level 2 project, to bring it in line with Level 2 criteria. This is due to the sensitivity of the local environment, which can include proximity of noise

[4] Westminster City Council (2022) *Code of Construction Practice*

sensitive receptors or cumulative impacts and the nature of the proposed works, for example developments that involve significant high impact structural work and/or substantial refurbishments over a period of 12 months or more. Given that a judgement needs to be made in such potential cases, Belgravia Neighbourhood Forum will seek to request such action by WCC if considered necessary.

Matters of amenity, particularly relating to dust and other emissions, can be addressed and are already covered by both the Westminster City Plan and the New London Plan for all developments. However, a policy which requires those undertaking refurbishments that require planning permission to *demonstrate* how they intend to apply these principles in their approach to construction in order to mitigate and minimise all impacts is considered appropriate and justified. Policy BEL4 does this and is supported by the Forum's own **Best Practice Guidance on Construction Standards and Procedures for Level 3 Projects** which development proposals are encouraged to follow in order to minimise disruption to local communities. This best practice guidance on construction standards and procedures sets out ways in which appropriate mitigation can be delivered and is available on the Forum's website: **www.thebelgraviaforum.org.**

5.6.4 Neighbourliness: Importance of effective consultation

As emphasised above, the disruption and nuisance caused to neighbours by an enlargement project cannot be overstated. This applies not only to the construction works but also to the lasting impact of the completed project. The Forum has noted that owners sometimes alter their designs (or indeed withdraw their application altogether) in light of neighbour objections or preferences, and that they do this out of a sense of neighbourliness. Often applicants are not aware of such objections until after they put in their applications, and this can cause lasting ill-feeling.

It is therefore considered important that owners and developers proposing a project should consult with residents, businesses and property owners in the vicinity before submitting a planning application to WCC.

Guidance is provided by the WCC note on Early Community Engagement 2022[5] but, for householder development, this only 'encourages' leaflets and online communication. The Forum considers that effective community engagement on householder developments which could have a detrimental impact on the amenity of residents needs further direction. The Forum has developed its own best practice guidance that householder development proposals (Level 3 projects in the CoCP classification) are encouraged to follow in order to ensure positive and constructive engagement with the local community. This is available on the Forum's website: **www.thebelgraviaforum.org.**

[5] WCC (2022) *Early Community Engagement in Westminster: Guidance Note for Applicants and Developers*

POLICY BEL4: BUILDING REFURBISHMENTS AND ENLARGEMENTS

Proposals for building refurbishments and enlargements which require a planning application must actively demonstrate how they will:

a. **minimise and mitigate the impacts of construction on neighbouring properties, particularly relating to noise, dust and vibration;**
b. **properly and fully address amenity issues that may arise during the construction activity on neighbouring properties;**
c. **minimise impacts on the wider community relating to pedestrian and vehicle movement.**

NON-POLICY ACTION 4: LOCAL CONSTRUCTION ACTIVITY

In order to ensure that the requirements of a planning permission are respected during the execution of the project, where a proposed refurbishment only meets the criteria defined by the WCC Code of Construction Practice for a Level 3 project, the Belgravia Neighbourhood Forum shall seek to work with developers and WCC to meet the following objectives:

A. **Belgravia Neighbourhood Forum will encourage applicants to voluntarily demonstrate a commitment to meeting the requirements of a Level 2 project. In particular this should include matters relating to lorry management and routes, noise and vibration monitoring and air quality monitoring.**

B. **Belgravia Neighbourhood Forum will work with the property owner and their Contractor to ensure that the contractor is a "Competent Contractor", which means that the contractor:**
    - **has the experience and expertise to undertake such works;**
    - **is a UK registered entity and will be subject to English Law and the jurisdiction of the English Courts;**
    - **can provide suitable guarantees that are available to compensate parties adversely affected by the construction works.**

C. **Belgravia Neighbourhood Forum will work with the property owner and their Contractor to assist them to meet the Belgravia best practice guidance on construction standards and practices.**

D. **Belgravia Neighbourhood Forum will assemble evidence of contractors operating in breach of planning conditions attached to permissions for development work. It will seek to work with Westminster City Council to ensure that such information enables enforcement action to be taken where necessary. This applies to projects of all levels.**

5.6.5 Justification

There have been several instances of serious damage to properties and neighbours' properties as a result of property enlargements. Significant enlargements are particularly problematic in Belgravia due to several factors

a) Ground conditions

The unstable condition of the ground/substrata makes excavation particularly challenging in parts of Belgravia. Heavy rain in July 2021 caused flooding and damage in the basements of several properties in the Area, especially in Pimlico Road, Bourne Street and Chester Row. It is evident that the water table is very near the surface in these areas and that there is insufficient drainage capacity for the kind of rainfall that we must now come to expect as a result of climate change. Furthermore, these areas lie very close to the submerged River Westbourne which flows through the southern part of the Neighbourhood Area. Any further disturbance of the substrata by digging or drilling is to be avoided.

b) Fragility of historic housing stock

Period houses, especially those in terraces which depend on the integrity and support of the entire terrace for their stability, are not suitable for extensive remodelling. In the roads adjoining the principal squares many of the houses are narrow (just 18ft wide) and tall (5 to 6 storeys). Major works, especially those including excavation, can move the walls horizontally and vertically and can impact up to two neighbouring buildings either side of a development.

The predominantly Georgian-era buildings in Belgravia tend to be more 'fragile' in terms of their construction methods than later Victorian and Edwardian houses which tend to be more robust and can thus better withstand the shocks of substantial remodelling. This emphasises the need for sensitive treatment of Belgravia's buildings.

c) Detriment to residential amenity

It is surely wrong that residents should continually face such disruption by large domestic developments which can take a year or more to complete. The Forum has received a high level of objections in all surveys carried out with respect to the amenity-damaging aspects of construction and considers that this rational and heartfelt demand of residents is a strong justification for providing clear policy direction and guidance to developers of householder projects (Level 3 projects under the CoCP).

Such developments can take a number of forms but, historically, it has been the excavation of new basement levels which has been a particular cause of significant disruption and in some cases of damage to neighbouring properties. As noted earlier, basement developments are addressed by Westminster City Plan Policy 45 and specifically in the CoCP. They are therefore not the subject of Policy BEL4 or Non-Policy Action 4.

More generally, the impact of householder developments is a major concern in Belgravia, which justifies further policy and guidance. Belgravia Neighbourhood Forum considers that this is necessary to preserve the amenity of this heritage-sensitive neighbourhood.

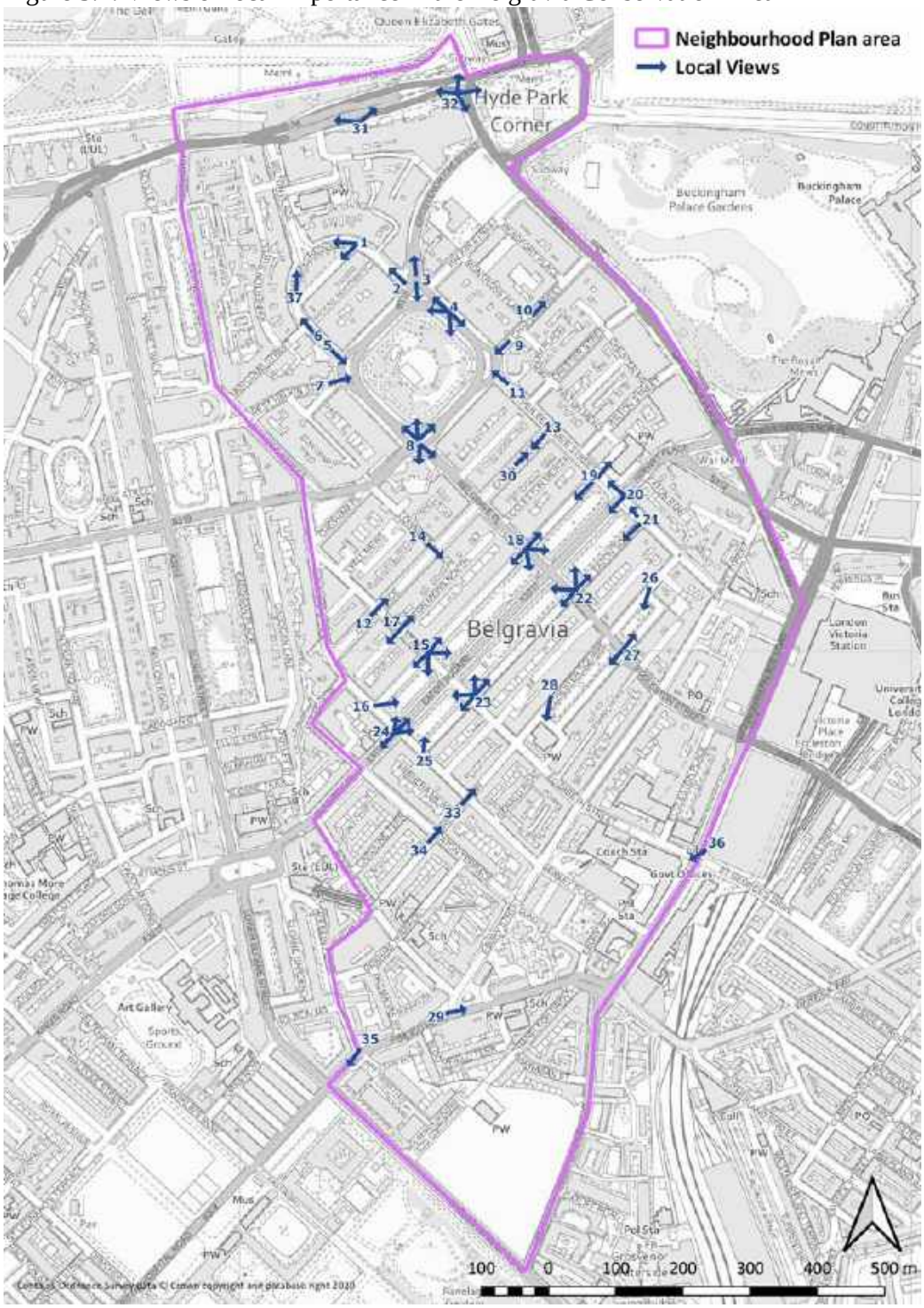
5.7 Views and Vistas

5.7.1 Context: The importance of views and vistas

Views make an important contribution to the appreciation of Belgravia's townscape. The Belgravia Neighbourhood Area has one designated Strategic View running across it: this is the view from Richmond Park to St Paul's Cathedral which runs along the centre of Eaton Square.

However, there are, in addition to this, many views and vistas in Belgravia which are key to its overall character and frame its historic architecture and streetscapes. The Belgravia Conservation Area Audit identified 38 views which it considered to be important to Belgravia, and which should not be damaged by the intrusion of tall or bulky buildings or any other structures which obscure the current views and/or amount of visible sky (see pages 65-66 of the Belgravia Conservation Area Audit). The Belgravia Neighbourhood Plan underlines the importance of these views, especially as they contribute to the open aspect of the area and the visibility of clear skies. These views are shown in Figure 5.7 below.

Figure 5.7: Views of local importance in the Belgravia Conservation Area



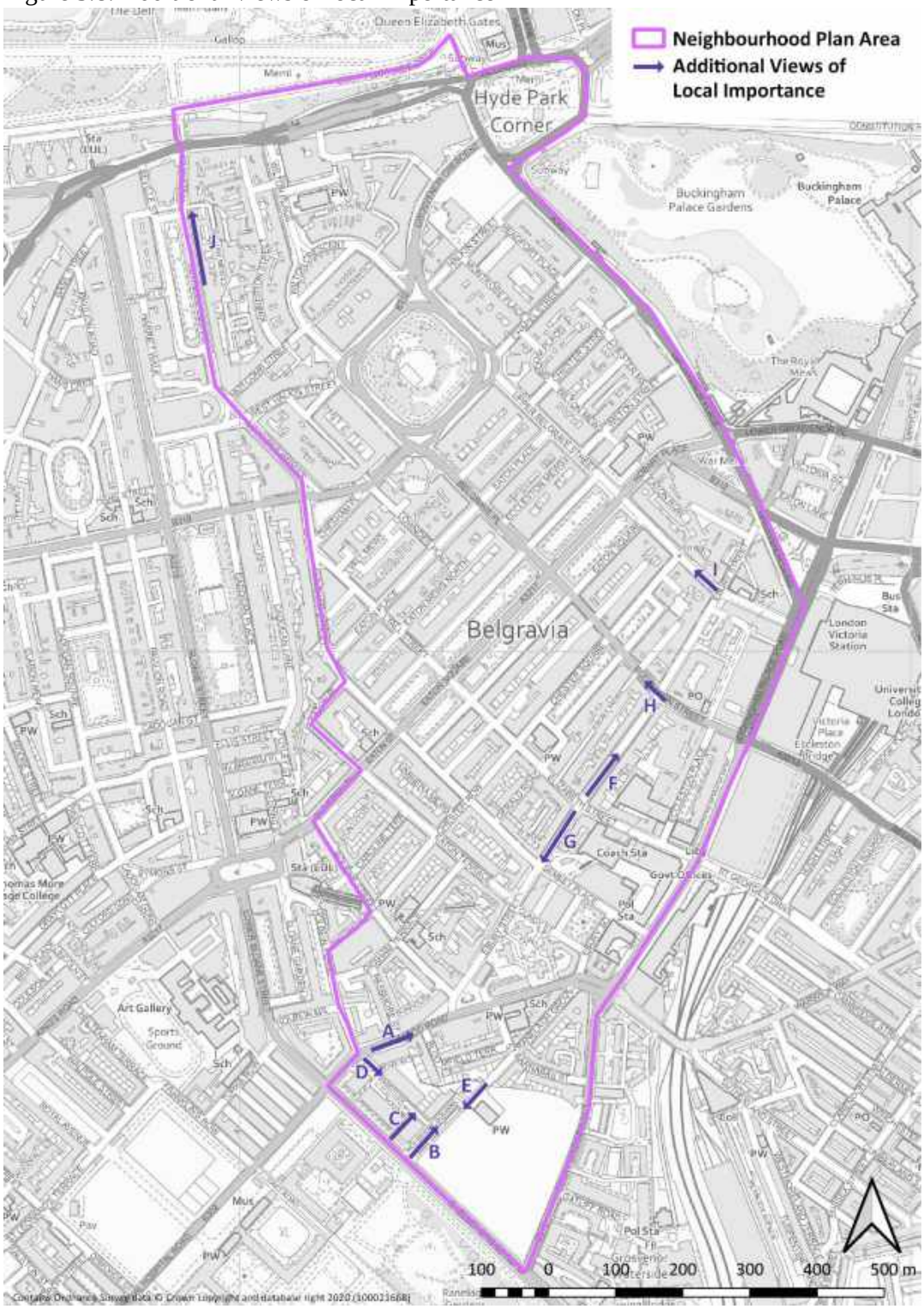
Within the Conservation Area, it is considered **essential** to protect the identified views set out in the Audit. Policy 40 of the Westminster City Plan confirms that such views in Conservation Area Audits are worthy of protection. In order to provide clarity as to which views are protected in Belgravia, they are identified specifically in the Neighbourhood Plan. (See Appendix B)

A number of additional views have been identified as important, some but not all of which lie outside the Conservation Area. These have been identified in line with the principles set

out in the Conservation Area Audit as follows: "Local Views can be of natural features, skylines, landmark buildings and structures, as well as attractive groups of buildings, and views into parks, open spaces, streets and squares". These additional views are described in Appendix C.

A map showing these additional views is presented in Figure 5.8.

Figure 5.8: Additional views of local importance



As well as such views, which are primarily architectural in nature, we wish to stress the importance to Belgravia's views of the visibility of the key Garden Squares (Belgrave Square, Eaton Square, Chester Square and Wilton Crescent). It is considered important to the original concept of Belgravia that such garden squares should be visible where they are a feature of views and vistas along Belgravia's streets. Developments are expected to ensure they do not block currently existing views of the garden squares.

Finally, it is accepted that Belgravia sits within the heart of a growing city and that therefore development outside the Neighbourhood Area will be visible and may impact negatively on the Belgravia townscape and vistas. Although such developments are outside the Area, and may even be beyond the Westminster borough boundary, it is considered important that planners considering such proposals take into account any negative impact on the heritage aspects of Belgravia and act to mitigate such impacts.

POLICY BEL5: LOCAL VIEWS OF SIGNIFICANCE

A. As required by Policy 40 (Townscape and Architecture) of the Westminster City Plan, development proposals affecting local views of significance must demonstrate that they retain and enhance the quality of the views and remedy past damages to these views where possible.

B. In the Belgravia Neighbourhood Area, this policy applies to all views set out in the Belgravia Conservation Area Audit (shown in Fig 5.7).

C. This policy also applies to the additional views shown in Fig. 5.8 and listed below:

- **a. View of Pimlico Road looking east from Holbein Place (view A)**
- **b. Vista through Chelsea Barracks from Chelsea Bridge Road looking east (view B)**
- **c. View of St Barnabas spire from Chelsea Bridge Road through Chelsea Barracks (view C)**
- **d. View into Chelsea Barracks from Holbein Place (view D)**
- **e. View of Royal Hospital and Chelsea Bridge Road from Garrison Square (view E)**
- **f. Ebury Street from Elizabeth Street looking east (view F)**
- **g. Ebury Street from Elizabeth Street looking west (view G)**
- **h. Eccleston Street from Ebury Street looking north (view H)**
- **i. Lower Belgrave Street from Ebury Street looking north (view I)**
- **j. View of Hyde Park and Albert Gate from Lowndes Street (view J).**

D. The visibility of the principal garden squares (Belgrave Square, Eaton Square and Chester Square) from their approach roads is an essential characteristic of the Belgravia built environment and new development should preserve these views.

NON-POLICY ACTION 5: IMPACT OF WIDER DEVELOPMENT ON TOWNSCAPE AND VIEWS

Belgravia Neighbourhood Forum will work with developers, promoters, other Forums and, where relevant, Westminster City Council, the Royal Borough of Kensington & Chelsea, Lambeth Council and Wandsworth Council to ensure that development proposals outside the Belgravia Neighbourhood Area do not have a detrimental impact on the townscape and views in the Area.

5.7.2 Justification

a) As highlighted in Section 2.2, Belgravia is different from almost all other parts of London in that it was constructed according to a single masterplan concept. This concept was based around squares, terraces and streets designed to present a uniform whole. The visibility of this original design, and hence the views and vistas which it affords are thus integral to the original conception. To construct buildings which would change or detract from this conception is thus fundamentally damaging to it.
b) Westminster City Plan Policy 41 (Building height) defines tall buildings as "buildings of twice the prevailing context height or higher or those which will result in a significant change to the skyline." It is considered that the visibility of open skies and roofs is very much part and parcel of the Belgravia concept contributing to its unique and delightful character and tall buildings, even if less than twice the prevailing context height, could still have a significant impact on it.

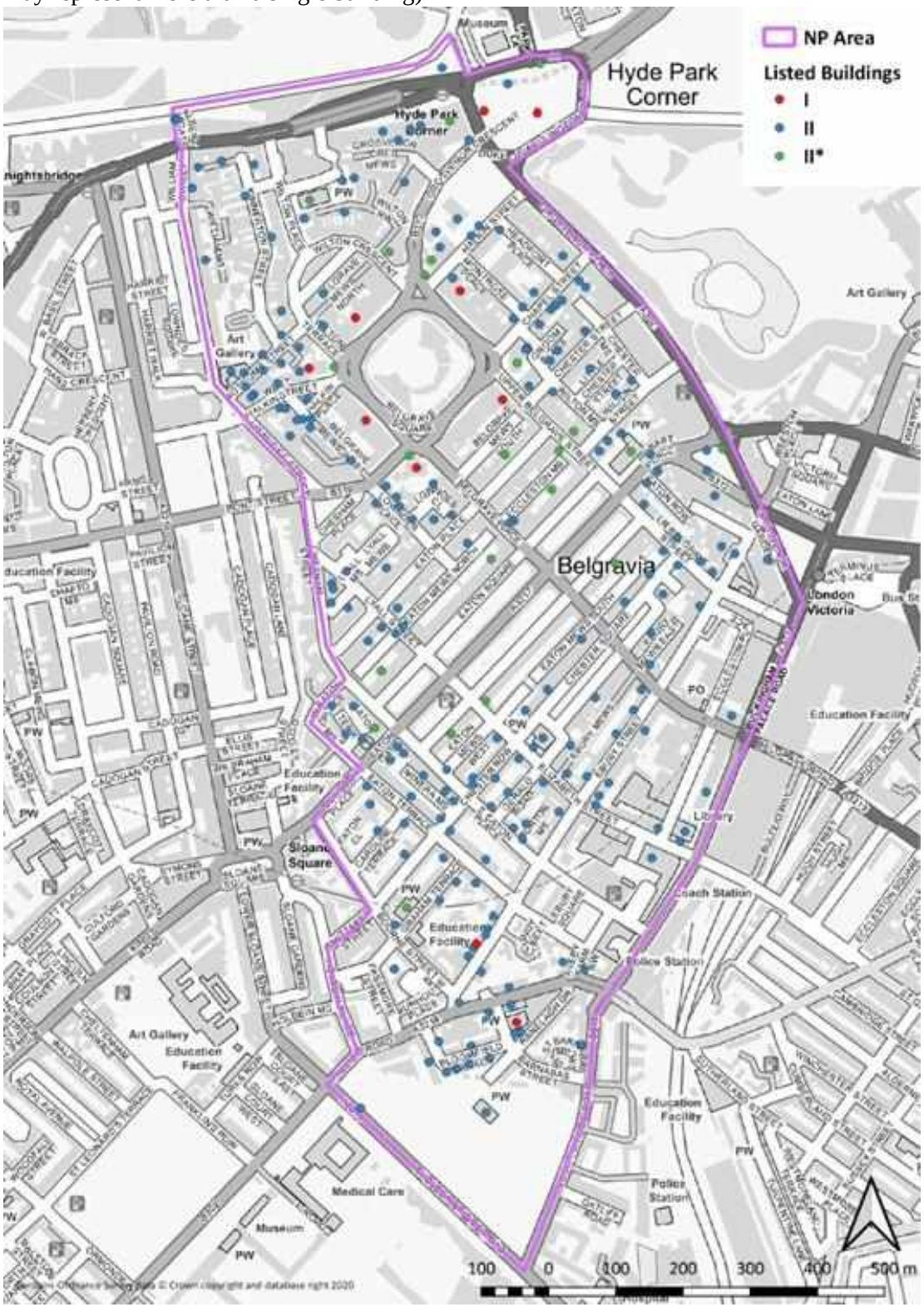
5.8 Local Buildings of Merit

5.8.1 Context: Many of the buildings which contribute to Belgravia's character are unlisted

A great many buildings within the Belgravia Neighbourhood Area are listed. Unusually for a London residential area, a large number of these have the highest level of listing, Grade I, most being mansions and terraces around Belgrave Square. The justification for listing derives from Belgravia's original planned residential concept and from the many fine buildings which characterise the area.

As may be seen in Figure 5.9, listed buildings are principally to be found in the primary squares and streets of Belgravia. (Note that the blue dots on the map mostly represent a full terrace, block or group of houses rather than a single building. They are shown as a single dot because they comprise a single Historic England listing.)

Figure 5.9: Location of Listed buildings in the Belgravia Neighbourhood Area (NB each dot may represent more than a single building)



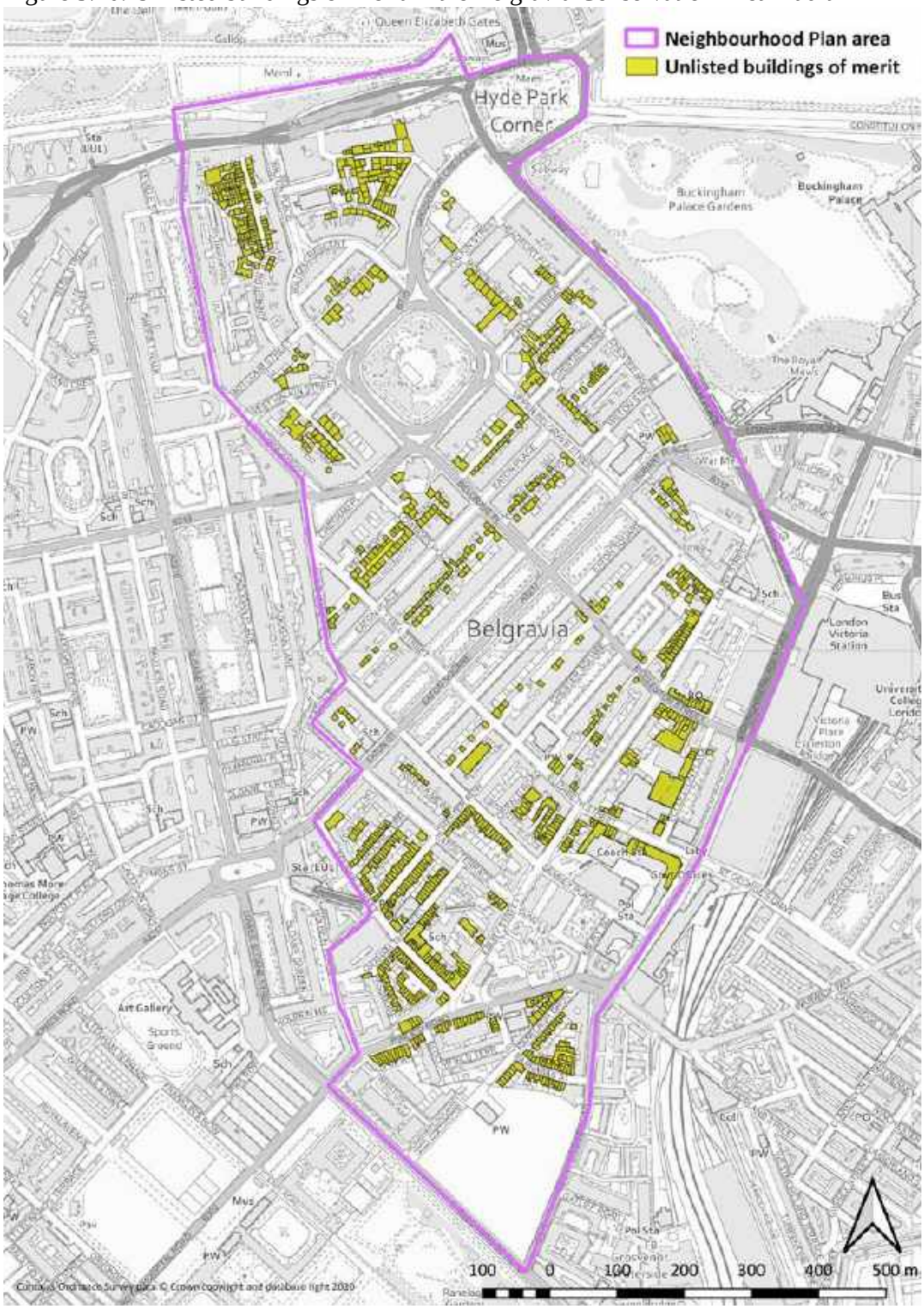
In order to achieve a listing, buildings tend to require characteristics of exceptional architectural design or historical significance. Most of the buildings constructed in the initial phases of Belgravia's development, and especially those built by the Cubitt family,

the Cundy family and Seth Smith, have a listing. Typically, listed buildings will tend to be blocks of uniform houses, all with similar features, such as ironwork balconies, stucco detailing etc, and sometimes designed as a complete terrace with central pediment and symmetrical wings. Unlisted buildings tend to be of a slightly later vintage (Early Victorian rather than late Georgian) or else in less close architectural harmony with their adjacent neighbours, (i.e. more 'one off' buildings).

Furthermore, despite being of the same vintage as the primary buildings, and intended as part of the original plan, almost none of the mews buildings are listed. There are also some key inconsistencies in listing policy, e.g. South Eaton Place, Graham Terrace or Gerald Road, where one side of the road is listed, and the opposite side is not. Moreover, none of the houses in Pimlico Road, with the exception of the Orange Brewery and the Coleshill Flats, are listed – a major omission for a very characterful street.

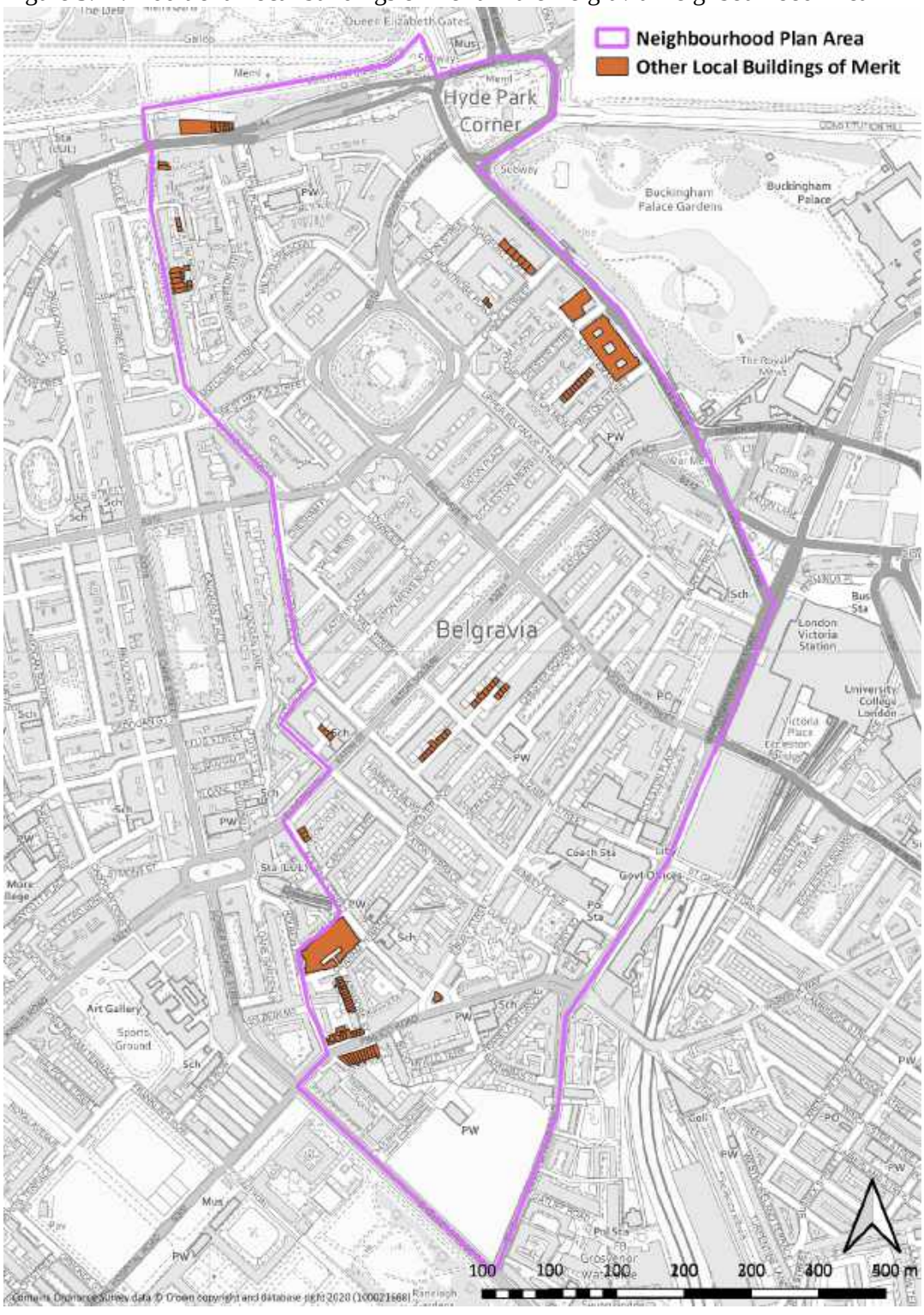
The Belgravia Conservation Audit, 2013, identified a number of buildings as being unlisted buildings of merit. These are shown in Figure 5.10 and listed in Appendix D. This Plan endorses the selection of these buildings as being worthy of additional protection and wishes to strongly reaffirm the value of these buildings. Policy 39 of the Westminster City Plan explicitly requires the conservation of such heritage assets, which are collectively referred to as Non-Designated Heritage Assets. Proposals that affect them will require a judgement regarding the scale of any harm to or loss of the asset and the benefit of the proposed development.

Figure 5.10: Unlisted buildings of merit in the Belgravia Conservation Area Audit



In addition, a number of additional buildings within the Neighbourhood Area, but outside the Conservation Area, have been similarly identified as being local buildings of merit. A map showing the location of these additional local buildings of merit is presented in Figure 5.11 below. A full list with photographs and commentary on the relevant buildings is shown in Appendix E.

Figure 5.11: Additional local buildings of merit in the Belgravia Neighbourhood Area



POLICY BEL6: LOCAL BUILDINGS AND STRUCTURES OF MERIT

In addition to the Local Buildings of Merit identified in the Belgravia Conservation Area Audit, the following (shown on Figure 5.11) are also Local Buildings of Merit and proposals affecting them should meet the requirements of Westminster City Plan Policy 39 (Westminster's heritage) or any successor policy:

- **Boscobel Place 33-47**
- **Boscobel Place Boscobel House**
- **Bourne Street 1, 2, 3**
- **Bourne Street 65-70 (consecutive)**
- **Eaton Mews West 52-60 (consecutive)**
- **Eaton Terrace Mews 69, 70, 71**
- **Graham Terrace 32-38 (evens)**
- **Graham Terrace St Michael's Mews**
- **Grosvenor Place 33 (The Cleveland Clinic)**
- **Grosvenor Place 21-24 (Iron Trades House)**
- **Headfort Place 6-8, 14, 18, 20, 22**
- **Headfort Place 28, 30**
- **Holbein Place Belgravia Mansions**
- **Knightsbridge 26-56 (Parkside Mansions)**
- **Little Chester Street 17-26 (consecutive)**
- **Lowndes Square 13-19**
- **Montrose Place 1, 2, 3**
- **Passmore Street 5-27 (odds)**
- **Pimlico Road 87-107**
- **Pimlico Road Lumley Flats**
- **Orange Square Statue of Mozart**
- **Whittaker Street 1-8 (consecutive)**
- **William Mews 4-5**
- **William Mews 16**
- **William Street 3-4**

5.8.2 Justification

Many of Belgravia's unlisted buildings contribute significantly to the overall character and appearance of the area. The Belgravia Conservation Audit has identified a number of 'Unlisted Buildings of Merit' (See BCA, P60) of which it states: "By definition these properties are considered to be of value to the character and appearance of the conservation area and their demolition or unsympathetic alteration will normally be resisted". The Belgravia Neighbourhood Plan wholly supports this view (whilst recognising that City Plan Policy 39 requires a judgement weighing up the benefits of proposed development against the scale of harm to or loss of a non-designated heritage asset) and endorses the selection of buildings to be so defined as local buildings of merit. Additionally, we consider that there have been some notable omissions to this list of local buildings of merit which are therefore included in Policy BEL6.

Lumley Flats in Pimlico Road is a particular omission in that it lacks both a listing and inclusion in a conservation area (both of which are enjoyed by its identical twin, Coleshill Flats, a purpose built workers housing development of the late 19th century) It is the strong desire of the Forum that Lumley Flats is given the same protection as Coleshill Flats and continues to remain as it is, a home for those of lesser means within the Belgravia community, and conserving its architectural form to reflect the desires and designs of the original benefactors. As with Coleshill Flats, this block should be both listed and included in the Belgravia Conservation Area.

5.9 Shopfronts

5.9.1 Context: The importance of historic shopfronts to the character of Belgravia

Whilst the great majority of Belgravia is residential in nature, there are important clusters of shops in the three Local Centres of Motcomb Street, Elizabeth Street and Pimlico Road. There are also smaller groups or individual shops in such streets as Kinnerton Street, Eccleston Street, Ebury Street and Lower Belgrave Street. All of these, but especially those in the Local Centres, contribute fundamentally to the attractiveness, uniqueness and village atmosphere of Belgravia. A key element of this contribution is not only the small-scale size and individual nature of the shops, but crucially their appearance, i.e. the design of their shopfronts, many of which reflect their original or historic features.

As stated in the Belgravia Conservation Area Audit, Belgravia's shopfronts "have generally been designed and detailed as groups and are unified through consistent architectural treatment, most retaining consistent size of fascia set below projecting first floor balconies. Even where some of the single shop units have been altered, such groups are still of special interest, as many shops have retained their traditional proportions and parts of their original surrounds, including pilasters and decorative console brackets" and recommends that "Original historic shopfronts and elements of shopfronts including surrounds and architectural detail should be retained/refurbished wherever possible as part of refurbishment proposals." The Belgravia Neighbourhood Plan strongly endorses this view. The Belgravia Design Codes (summarised in Appendix A) identify principles for shopfront refurbishment and the design of shopfronts within new developments. Where shopfronts are to be created in new developments these should be designed in sympathy with the overall building design, which in turn, should respect the Design Codes. It should be noted that colour palettes are an important consideration in shopfront design although in many cases this is permitted development (unless relating to a listed building). Suitable colour palettes are included in the Design Codes and developments are expected to use this to inform shopfront proposals and ensure they are sympathetic to existing colour schemes.

Awnings and projecting 'blades' to draw attention to shops can add colour and character to the streetscape and contribute to a village feel. Where these are used they should ideally be integral to the overall design of the shopfront and sympathetic in terms of colour and design.

POLICY BEL7: SHOPFRONTS

Proposals for the refurbishment of shopfronts or the design of new shopfronts, including awnings and projecting signs, which require planning permission must demonstrate how they reflect the relevant Belgravia Design Codes. In particular this relates to:

a. materials;
b. architectural details; and
c. the sensitive incorporation of security measures.

5.9.2 Justification

The Belgravia Conservation Area Audit states that "Shopfronts, including well designed contemporary ones, can be of great importance to the character and appearance of both individual buildings and the conservation area as a whole, and can be of historic and architectural interest in their own right."

5.10 Monuments and Public Art

5.10.1 Monuments in the Area

Belgravia has the benefit of a large number of monuments, many of which are in its squares and open spaces. Only a very few of these are listed, principally those which are war memorials, such as the Royal Artillery Memorial at Hyde Park Corner, the Rifle Brigade Memorial in Grosvenor Gardens and, less conspicuous, the Pimlico War Memorial within the precincts of St Barnabas Church.

The Belgravia Neighbourhood Plan considers that such monuments can play an important role in supporting and maintaining the historic and cultural heritage of Belgravia, especially where such monuments showcase a personage who has made a notable contribution to the area. Examples of such monuments important to the area include those of Sir Robert Grosvenor, first Marquess of Westminster, in Belgrave Square and that of the young Wolfgang Amadeus Mozart in Orange Square. Other monuments have been gifts to the Grosvenor Estate, such as the group of Spanish/South American notables which surround Belgrave Square, or gifts by the Grosvenor family to mark certain occasions, e.g. the Armillary Sphere in Belgrave Square which was donated to mark the Millennium.

Proposals for additional public art will be welcomed insofar as it has a connection with the local area and its history, is appropriate in scale and design for its proposed setting and avoids uncharacterful materials as mentioned in the Design Codes (summarised in Appendix A). Applications for monuments must also adhere to the principles for new statuary as set out in WCC's Supplementary Planning Document, Statues and Monuments, 2008 or any update thereof. This applies only to permanent installations as opposed to artworks that are part of temporary exhibitions.

Whilst Hyde Park Corner is included, it should be noted that it is the intention of the Forum for this area to be considered 'saturated' and therefore unsuitable for further monuments

(see Non-Policy Action 6). Monuments elsewhere in Belgravia should reflect relevant local history.

It will be important that proposals address how statues and permanent art installations will be maintained and cleaned.

POLICY BEL8: NEW MONUMENTS AND PUBLIC ART

A. Proposals for new permanent monuments or public art in Belgravia are expected to demonstrate that:
- **a. they are appropriate for their setting;**
- **b. they are of an appropriate scale;**
- **c. with the exception of Hyde Park Corner[6], they have a connection to the local area of Belgravia and its history;**
- **d. they have a maintenance and cleaning plan in place.**

B. Such proposals must also demonstrate how they reflect the Belgravia Design Codes in respect of materials.

5.10.2 Justification

A key objective which guides this Plan is the conservation of Belgravia in a form which respects its historic origins and heritage background. Whilst this principally concerns the built environment, the design and impact of any monuments – which by their nature are intended to be conspicuous – is also relevant. It is intended that any new monuments will enhance the understanding of Belgravia's history and increase the aesthetic of its streetscape in a sympathetic manner.

The key reason why Belgravia is noteworthy is because it still conforms very largely to the historic motifs, colour palette and overall style of the early 19th century. Installations which are not in harmony with the predominant character of the area can damage this. Grosvenor Estate strongly supports this view, stating in its Management Scheme that even small departures from this pattern can be detrimental to the overall effect. New monuments should thus not prejudice the prevailing character of the area.

5.11 Hyde Park Corner (Constitution Hill)

5.11.1 Context: The commemorative role of the Hyde Park Corner open space

Hyde Park Corner, despite being at the centre of one of London's busiest traffic gyratory systems is a public open space, accessible to pedestrians from Knightsbridge, Piccadilly and Constitution Hill, via street level pedestrian crossings or underground tunnels. These tunnels have been decorated with murals depicting important local historical connections,

[6] Being the area enclosed by Piccadilly, Grosvenor Place and Duke of Wellington Place

specifically those featuring the Duke of Wellington (whose house, Apsley House, overlooks Hyde Park Corner but is not within the Belgravia Neighbourhood Area) as well as featuring Tattersall's Horse Market which was started near this site.

More significantly, however, the open space is home to a number of important memorials which are dedicated to military campaigns, commanders or fighting units. These include:

- Wellington Arch (Grade I listed)
- Royal Artillery Monument (Grade I listed)
- Machine Gun Corps Memorial (Grade II* listed)
- Equestrian Statue of Duke of Wellington (Grade II listed)
- Australian War Memorial
- New Zealand War Memorial

Consequently, the area is visited by many tourists and other visitors as they pass between Knightsbridge/Hyde Park and Constitution Hill/Buckingham Palace, and thus represents an important opportunity for leisure walking and reflection on the implications and consequences of war. Given the importance of this space (and despite numerous landscaping studies over the years, including by Historic England, TfL and WCC), it is disappointing that it does not have more attractive landscaping – currently comprising mostly hard paving and plain turf. Whilst the complicated ownership structure is acknowledged, just some planting of decorative shrubs would greatly enhance the area. The Forum will seek to engage with WCC to improve the appearance of the area.

Three further areas of potential action or concern have been identified.

i. Despite containing six substantial monuments within a relatively small space, Constitution Hill has not been designated as a 'Saturation Zone' for monuments as set out in Westminster's Supplementary Planning Document, Statues and Monuments, 2008. However, it abuts directly onto two such zones, namely Hyde Park and Green Park. It is considered that Constitution Hill should certainly have been included in the areas defined as Saturation Zones both by virtue of its proximity to these two areas and the number of monuments it already contains. Figure 5.12 shows that the Hyde Park Corner area in the north of the Neighbourhood Area has equivalent high levels of saturation as other areas within Westminster that are within the Saturation Zone. The Forum will work with WCC to seek extension of the Saturation Zones to cover Constitution Hill in the future.

NON-POLICY ACTION 6: MONUMENT SATURATION ZONE

Belgravia Neighbourhood Forum will seek to work with Westminster City Council and, where necessary provide appropriate evidence, to justify the extension of the Monument Saturation Zone to incorporate the Constitution Hill area.

ii. There is currently a designated 'Unprotected Radial Cycle Route' which runs right across this open space, between the pedestrian crossing at the north-west corner

(Albert Gate / Hyde Park) to the one at the south-east corner (Constitution Hill). This is shown as a 'Cycle Superhighway' in Westminster's City Plan. It is foreseeable that cycle traffic will increase in future years, given pressure to reduce carbon and use more sustainable modes of transport. However, large numbers of cycles passing at speed across this space, and through the Grade I Wellington Arch, on a continuous basis, detract from the attractiveness of the space for pedestrians and those wishing to view and/or pay their respects at the memorials. The need to encourage traffic and include a safe cycle environment away from areas of heavy vehicular traffic is accepted, but it is important that the safety of pedestrians visiting and moving through Hyde Park Corner's open space is properly protected.

NON-POLICY ACTION 7: CYCLE MOVEMENT AROUND MONUMENT ZONES

Belgravia Neighbourhood Forum will seek to work with Transport for London and Westminster City Council to identify and develop the safest cycle routes through and around monuments in Belgravia. This will include the identification of danger hotspots where the confluence of cyclists and pedestrians could cause accidents, along with appropriate solutions which preserve the appreciation and heritage setting of the monuments.

iii. Currently there are no buildings or structures serving a purely commercial purpose (e.g. kiosks, shops, tourist facilities, etc) on Constitution Hill, and it is considered that this is appropriate and must continue to be the case. Policy 43 of the Westminster City Plan resists additional kiosks and has particular requirements for the replacement of other such existing structures.

In summary, the Constitution Hill area must remain as it currently is and be reserved for formal dedication to those serving or fallen in military action and no development or infrastructure changes should be permitted which could detract from solemn contemplation by the public.

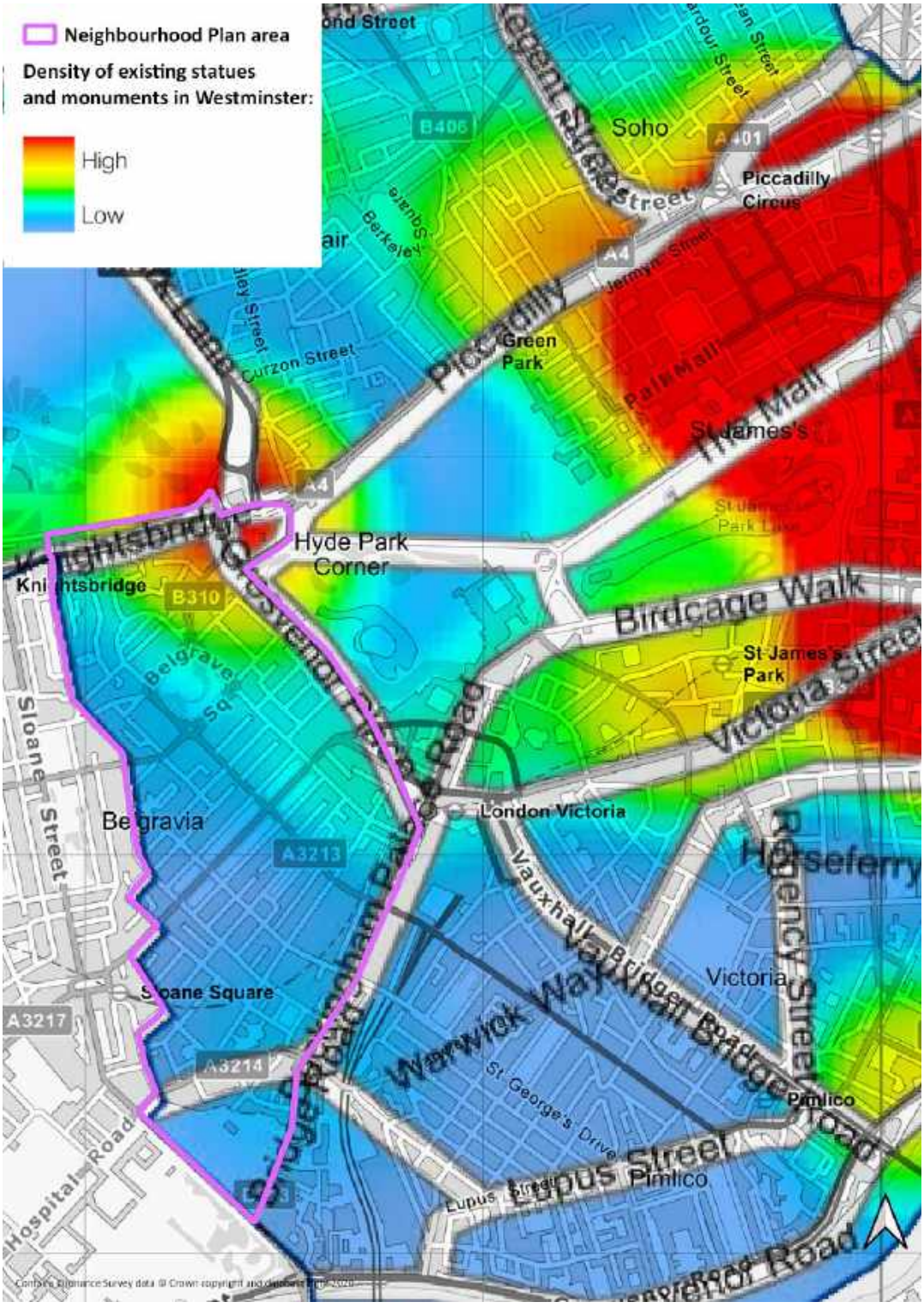
5.11.2 Justification

a) UK War Memorials, the body funded by the Government to be responsible for recording and preserving war memorials, states on its website "Memorials are significant as a focus for community and family grief, for community commemoration, as part of a public art movement, and as a valuable source of historical information."

b) In order to fulfil their purpose as war memorials the six memorials situated at Hyde Park Corner require sufficient space to be appreciated and to be free from distraction, such as might arise from increased traffic or footfall, building of constructions (whether permanent or temporary) or any other activity unrelated to war memorials.

c) Addition of further monuments would detract from those currently in situ and reduce the existing green landscaping.

Figure 5.12: High levels of Monument Saturation around Hyde Park Corner



5.12 Belgravia Conservation Area Audit

The Belgravia Conservation Area Audit was prepared in 2013 and consulted on in 2014. However, for a variety of reasons, it was not then formally adopted as supplementary planning guidance by WCC. As such, the document remains in draft.

The Forum endorses the draft Belgravia Conservation Area Audit in its entirety and deems the information and recommendations contained within it to form an integral part of the Belgravia Neighbourhood Plan.

At the same time as publication of the Audit, an extension of the Belgravia Conservation Area was proposed. The extension proposals identified four areas around the fringes of the Conservation Area, all within the Belgravia Neighbourhood Area. The justification for inclusion of these areas was on the basis that they contained some significant unlisted buildings of merit and included buildings which are comparable to buildings already within the Conservation Area or adjacent conservation areas. The proposal stated "this designation would recognise the importance of these areas in the local townscape and ensure their protection and encourage future enhancements". This is shown in Figure 5.13 below.

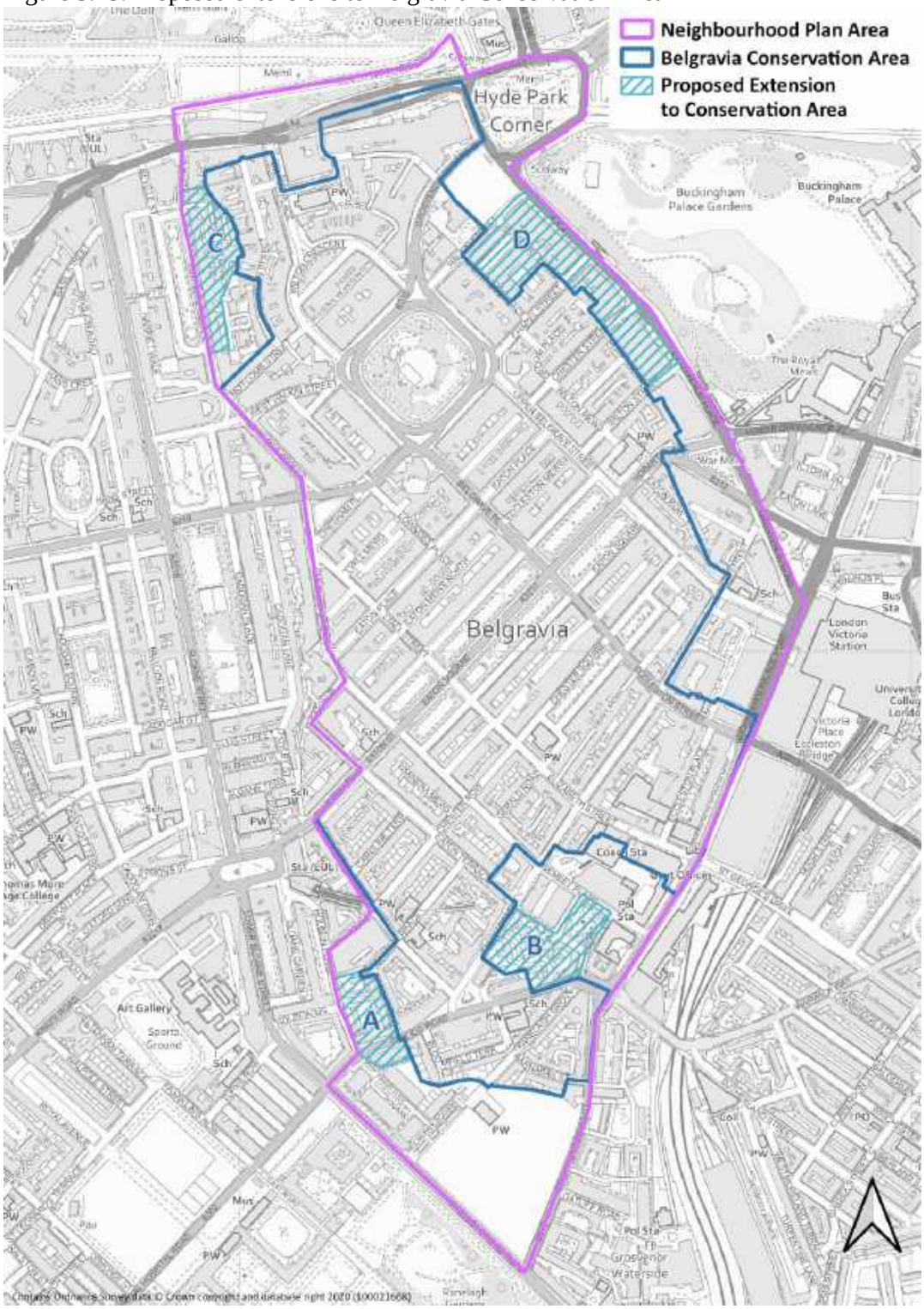
Area B of the proposed extension areas is no longer available for inclusion in the conservation area, given that it now forms part of the proposed Cundy Estate redevelopment. However, the Forum strongly supports the inclusion of the remaining three areas, A, C and D, within the Belgravia Conservation Area as and when it is adopted.

The Belgravia Neighbourhood Forum considers it vital that the Belgravia Conservation Area Audit is adopted by WCC together with the proposed extensions. It will therefore work with WCC to see that this is resolved as quickly as possible.

NON-POLICY ACTION 8: BELGRAVIA CONSERVATION AREA AUDIT

Belgravia Neighbourhood Forum will seek to work with Westminster City Council to ensure that the Belgravia Conservation Area Audit is adopted as soon as reasonably possible and that proposed extension areas A, C and D are incorporated within it.

Figure 5.13: Proposed extensions to Belgravia Conservation Area



6 Maintaining and Enhancing the 'Village Feel' of Belgravia

6.1 Introduction

6.1.1 What is meant by 'village feel' in the context of Belgravia

Despite the grandeur of the stately mansions and magnificent terraces which define the look of Belgravia, public consultation has shown consistently that what both residents and key businesses, such as retailers and restaurants, value above all else is Belgravia's 'village feel'. In the quantitative Consultation Survey, when asked about their views on possible changes to Belgravia, an overwhelming 96% of participants agreed with the statement that future development should "maintain and enhance the village feel of Belgravia", with 88% agreeing strongly. This was the aspect that respondents felt most passionately about.

Business owners who contributed to the survey were also full of praise for Belgravia's village feel. There is a great sense of camaraderie between such businesses, encouraged by the traders' associations for each of Motcomb Street, Elizabeth Street and Pimlico Road. The Grosvenor Estate, which is the principal landlord for most of the traders, is also active in promoting them and bringing them together with such events as the annual Belgravia Awards and showcasing them in its publications.

But what exactly is meant by village feel? As was summarised in Section 2, a specific survey on this topic demonstrated that the community considers that the elements of life in Belgravia which contribute most to village feel are:

- Safe to walk around day or night (65%)
- Services such as doctor, dentist, pharmacy, hairdresser and dry cleaner right on your doorstep (55%)
- Local shops which are useful and affordable (50%)
- Shops which are mostly small independents rather than national chains (49%)
- Houses, shops and streets are clean and well-maintained (49%)
- Quiet and peaceful at night (48%)

Residents used phrases such as 'beautiful architecture', 'peace and quiet', 'excellent amenities, quality shops' and 'oasis of calm' to describe aspects of this village feel. It is important to be clear that Belgravia is an urban village which sits within a major metropolitan area that provides many other amenities around it, such as parks, leisure facilities, hospitals, etc. The concept of the 'urban village' is therefore subtly different to that of a rural village. But it is no less important to the community.

This section of the Plan therefore focuses on those aspects which are critical to fostering and maintaining the current perception of village feel. Community feedback has shown this depends on enhancing village feel ***enablers*** and minimising village feel ***detractors***. These are:

6.1.2 Enablers

The following characteristics help to enable 'village feel'

i. ***Resident population:*** to create a community it is necessary to have a reasonably stable resident population. Such a population is able to support, through regular and repeated usage, a varied mix of local businesses (shops, cafes and restaurants, as well as service providers such as hairdressers and dry cleaners, medical practices such as doctors, dentists and vets) which in turn help to sustain a village atmosphere. Naturally, it is also essential for village feel that the resident population actually makes regular use of the local retail and other services. It is therefore very important that the retail offer is appropriate for their needs, tastes and pockets. A frequent complaint by resident consultees was that many "useful" shops have gone from the area in recent years. (In the last 20 years Elizabeth Street has lost two greengrocers, two delicatessen stores, a butcher/farm shop, a chocolate specialist, an olive oil specialist and a much-loved bookshop cum stationers.) Whilst this is, of course, characteristic of many high streets throughout the country and reflects changing retail habits, it is nevertheless a loss that longer term residents feel keenly. However, despite the pandemic it is notable that Grosvenor has striven to keep shops occupied and to replace non-viable shops with a greater variety, including cafes, beauty therapists, and convenience stores/delicatessen.

ii. ***Local workforce:*** workers in local businesses (including retail and service providers) are also a vital part of the community. As with residents, it is important that the local businesses which employ them are long term and not merely temporary or transient. This means the businesses must be sustainable and able to operate profitably, and that high occupancy costs do not drive out businesses which are useful to the local community. The local community, i.e. the customers for local shops and services, is also beneficially swelled by workers who come into the area every day to work in offices, studios and shared workspaces.

iii. ***Character of retail and catering:*** As implied above, the kind of retail and catering which is influential in creating a village atmosphere has certain characteristics:

- it is long term rather than transient (permitting usage to be established and relationships with customers to be formed)
- operators tend to be individuals / entrepreneurs rather than national chains
- encourage frequent / repeated visits, such as bakeries, cafes, pharmacy etc
- units are relatively small
- offering is appropriate for and tailored to the local community
- can survive on footfall lower than in major retail centres
- does not require the attraction of substantial footfall from outside the Belgravia Area to sustain its economic viability

iv. ***Essential services:*** These are service providers with small catchment areas, i.e. those whose customers tend not to travel long distances to visit, including post offices, banks, hair and beauty salons, cleaning and repair services etc. These

services encourage repeated local footfall to retail areas, thus helping to create the critical mass which benefits all retailers. (NB In addition to the loss of "useful" shops mentioned in i. above, the Area has also recently lost its last two banks, Barclays in West Halkin Street and NatWest in Ebury Street. Loss of these regular footfall-driving facilities has detrimental knock-on effects on the retail centres which they used to anchor.)

v. ***Open public spaces***. These include spaces where it is conducive for people to congregate, meet, sit or spend time in the open air. Whilst Belgravia has many private square gardens, which are the 'green lungs' of Belgravia and mostly impeccably maintained, these are not included in the definition here of 'open public spaces' as they are not spaces open to the general public. However, other areas do provide such open public spaces which can form community focal points. Most notable amongst these are Orange Square (which hosts a weekly Farmers' Market), Eccleston Yards and Motcomb Street. It also includes the many cafes and restaurants which have started to spill out onto pavements with outdoor seating – bringing the inside out – a feature which is likely to be a lasting legacy of the Covid pandemic.

vi. ***Community facilities***. Belgravia's community facilities centre around its five churches, with their associated religious and secular activities, rooms and facilities for hire. Two of these also maintain local primary schools (St Peter's and St Barnabas). In addition to providing library services, Victoria Library in Buckingham Palace Road also provides several community facilities, ranging from flexible workspace to hosting book clubs.

6.1.3 Detractors

The following characteristics damage 'village feel'

i. ***Unsustainably large influx of visitors***. Belgravia's village feel and charm depends on its intimate atmosphere and the relatively small scale of its streets and retail areas as well as the attractiveness of its buildings and green spaces. This, together with its many historical and cultural associations, attracts visitors (especially overseas visitors) who wish to view and experience it. However, the number of visitors needs to be manageable and sustainable or else it risks destroying the very aspects which make the area so attractive. By their nature, the types and size of retailer that contribute towards Belgravia's village atmosphere do not expect to serve a mass market. One-time visitors are important but more important are local 'regulars'.

ii. ***Increase in night-time economy***. One of the most frequently expressed 'likes' of Belgravia is its quiet, calm and peaceful atmosphere. This air of tranquillity is particularly notable at night, which makes Belgravia an oasis of peace in the midst of a bustling city. Whilst there are some pubs which create noise from patrons in the evening and at night, this is at least limited by standard licensing hours. Any growth in the night-time economy beyond these hours, especially with premises increasingly having outdoor space, causing increased noise and traffic, would be seriously detrimental to the peacefulness of the area.

iii. ***Through traffic.*** Through traffic, with its associated noise, disturbance and air pollution is wholly detrimental to the positive enablers of village feel as described above, and thus considered inappropriate for Belgravia. This is of particular

relevance given that Belgravia is bounded by designated primary, non-residential, trunk routes such as A4 (Knightsbridge), A3214 (Grosvenor Place) and A3215 (Buckingham Palace Road) which could and should take all traffic that does not have a destination in Belgravia.

A number of these enablers and detractors are not matters that a neighbourhood plan can address or are already the subject of national or Westminster City Council planning policy which limits or directs what can be achieved. Specifically:

- **Retail**: Changes to use classes has meant that units occupied by shops and many types of 'local services' can change to a wide range of other uses, including residential, without the need for a planning application.

- **Residential**: The Westminster City Plan encourages residential development, including developments that can achieve higher densities.

- **Traffic**: This is not a planning matter, with traffic and highways issues dealt with by the highway authorities, which are Transport for London (the Transport for London Road Network, or TLRN) and Westminster City Council (including the Westminster Strategic Road Network, or WSRN).

Insofar as policies and actions *are* possible to help maintain and enhance the village feel of Belgravia, the Neighbourhood Plan addresses these in the remainder of this section.

6.2 Housing

6.2.1 Context: the importance of a resident community in Belgravia

A permanent residential population is the life and soul of any neighbourhood, and Belgravia is no exception. A critical mass of those living locally is essential to the encouragement of village feel and to form the backbone of ongoing customer support to local retailers, services and hospitality (topped up by trade from visitors to the area), as well as to attend local schools and places of worship.

The population of the area has been growing modestly in recent years, estimated at around +1.5% per annum. (According to WCC Area Profiles the population of the Knightsbridge and Belgravia ward increased by 6% between 2014 and 2018. Source: Area Profiles). This is a trend which the Plan seeks to encourage, with the following provisos:

- From the perspective of Belgravia residents, actions relating to residential development should endeavour to encourage a *permanent residential community* and safeguard the residential amenity of that community. (It is accepted, however, that in practice it is difficult for planning policies to determine the type of occupation that is sought, i.e. long term rather than short term and transient.) Nevertheless, this would be a desirable objective for residential development.

- It is acknowledged that Westminster City Plan housing policies are partly focused on meeting the borough's housing requirements by increasing

densities on sites where possible. For Belgravia, this needs to be considered with great care as the *predominant existing density* is an integral aspect of the area's architectural heritage, both in the northern 'grander' parts and in the southern more 'artisan' areas.

The Belgravia Design Codes (summarised in Appendix A) can help to ensure that new residential development reflects the above provisos and respects local building styles, character and scale.

6.2.2 Social Housing

Whilst much of the housing stock of Belgravia is in private ownership, most significantly that of the Grosvenor Estate, the Area does include some valuable social housing provision. This is in five key blocks:

- Coleshill Flats: approx. 110 units. Listed Grade II and within the Belgravia Conservation area
- Lumley Flats: 144 units, of similar design and vintage to Coleshill Flats, but not in a conservation area or listed
- Fountain Court: 89 units (although some have been sold off), not in a conservation area or listed
- Walden House: 40 units, soon to be demolished and rebuilt as part of Cundy Estate redevelopment.
- Semley House: est. 44 units
- Together with a further 25 individual homes in houses scattered through the area

Coleshill Flats and Lumley Flats have important local significance, being amongst the earliest development of housing for working class people in the area, built in the early 1870s by the Improved Industrial Dwellings Company, and as such, are part of the heritage of Belgravia. It is important that they are preserved for posterity and retained for social housing as at present.

Whilst Fountain Court is of a later vintage, it is also representative of its era and has attractive architectural features which blend with the Belgravia townscape, such as brickwork, railings, iron balconies, and a lower ground floor 'area'.

Given their contribution to the Belgravia built environment, these blocks – insofar as they no longer meet contemporary housing standards - should be upgraded, refurbished and retrofitted, rather than demolished and re-developed. This is important not only to safeguard their heritage status but for reasons of sustainability.

The continued provision of social housing in the area is to be welcomed for several reasons including that many social housing tenants often become lifelong Belgravia residents and thus will support, use and work in the local shops, services and amenities such as post office, library, places of worship, charities, businesses and locals schools, thus contributing positively to Belgravia's community and 'village feel'.

6.3 Mitigating the Impact of Late-night Activity

6.3.1 Context: the impact of hospitality on community life

There are approximately 75 restaurants and cafes in the Area. These are important contributors to local ambience and the colour of street life and a valuable asset to Belgravia. They also provide a convenience to local residents and workers.

Most of these are concentrated in three of the Local Centres[7] in Belgravia – Motcomb Street, Pimlico Road and Elizabeth Street (see Figure 6.1), with a fourth Local Centre – Ebury Bridge Road – only having a single pub and a dementia centre within the Neighbourhood Area. All of these Local Centres, designated by the Westminster City Plan, are adjacent to residential areas. There are also minor concentrations of retail and hospitality in two 'secondary centres', Eccleston Yards and the section of Eccleston Street between Ebury Street and Buckingham Palace Road. These secondary centres are designated by this Neighbourhood Plan.

Whilst all hospitality has recently been affected by Covid restrictions and lack of foreign and domestic tourists, it is anticipated that over the life of this Plan demand for out-of-home consumption of food and drink will return to pre-pandemic levels. Given Belgravia's convenient central location within London together with falling demand for retail shop premises, there may be future pressure for the number of restaurants and cafes to increase. However, the fact is that Belgravia is primarily a residential area and that restaurants in the area need to ensure that their operations do not adversely affect residential amenity.

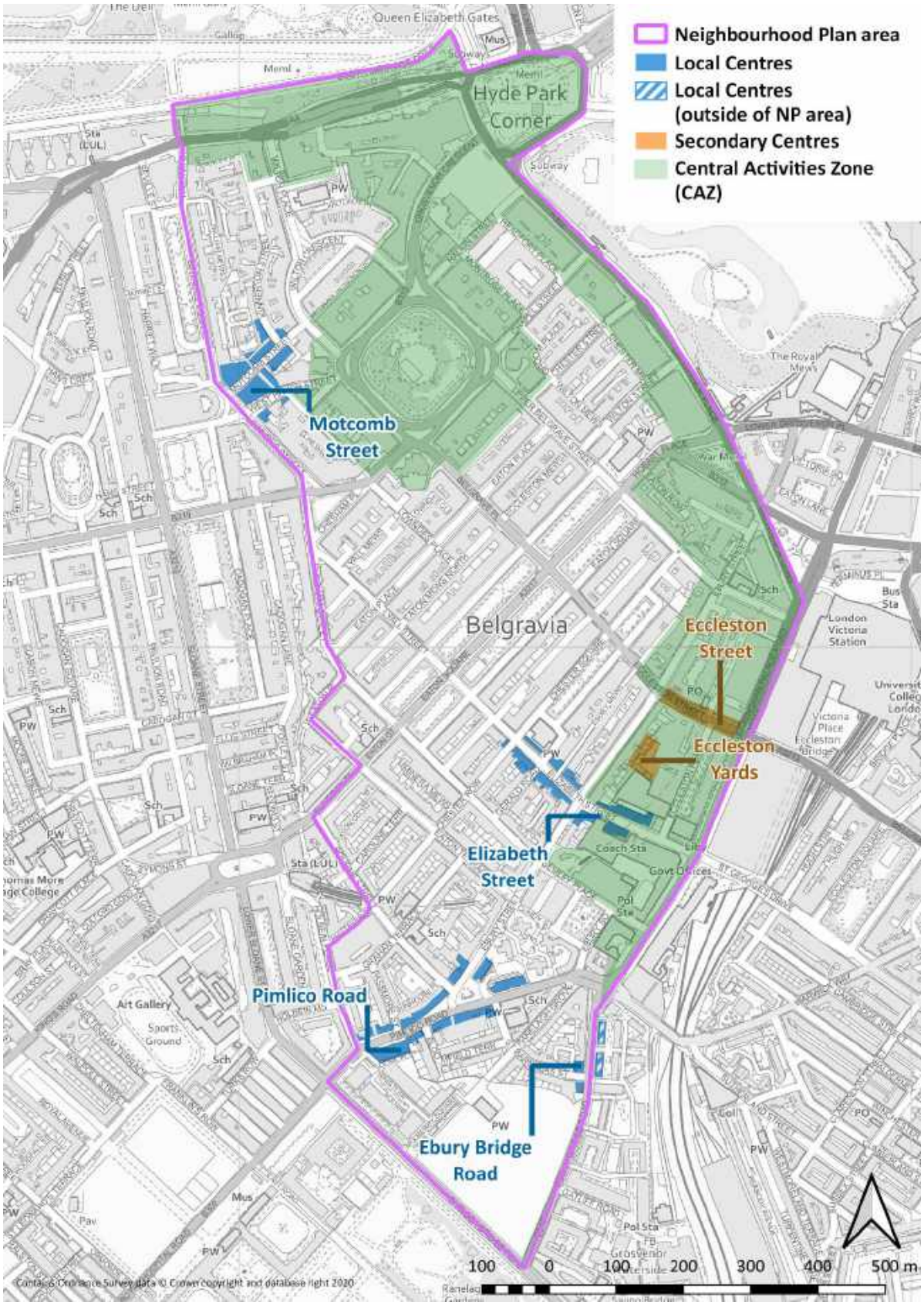
Most importantly, there are concerns that any substantial increase in the night-time economy could be severely detrimental to residential amenity. This was an issue specifically commented on by residents in our Consultation Surveys (48% consider it important for Village Feel that the area is quiet at night).

The pandemic has also encouraged an increase in 'alfresco dining' opportunities for all types of hospitality. This has both positive and negative aspects: it enlivens and adds character to the streetscape but has the potential to disturb residents at night with noise and commotion. In this regard it needs careful management to avoid having detrimental impacts, in particular on residents of neighbouring properties.

It is also anticipated that there will be increased demand for takeaway food (either from dedicated takeaways or restaurants offering this service). This has the potential to disturb residential amenity through increased traffic (e.g. arriving and waiting delivery services), noise and littering, which will also require careful monitoring and management. Based on national planning practice guidance, it is a specific requirement for applications for new hot food takeaways to provide a litter management plan.

[7] The WCC City Plan defines these Local Centres.

Figure 6.1: Belgravia's Local Centres (as defined in the Westminster City Plan), Secondary Centres and CAZ



N.B. Local Centres are as designated in the Westminster City Plan and Secondary Centres are designated in this Neighbourhood Plan

Belgravia is home to a number of significant hotels in the 'prestige' and 'boutique' categories. It is not the intention to limit the standard commercial activities of such hotels. Hotels operate to strict security regulations and are usually highly sound proofed in areas like ballrooms and bars due to the proximity of bedrooms. CCTV tends to be state of the art and security departments monitor the premises 24 hours a day.

Policies with respect to restaurants and takeaways are intended to ensure that disruptive and noisy night-time activity is restricted.

POLICY BEL9: LATE NIGHT USES IN THE NEIGHBOURHOOD AREA

A. Outside of the Local Centres, the two Secondary Centres and the Central Activities Zone (CAZ) (shown on Figure 6.1), the Belgravia Neighbourhood Area is predominantly residential. Late night uses, including restaurants, cafes, public houses, bars, hot food takeaways and entertainment uses[8], outside these locations will generally be resisted.

B. Outside the CAZ, new development or change of use proposals for food and drink or entertainment activities needing planning permission will be directed to the Local Centres and Secondary Centres and will only be supported if applicants can demonstrate that impacts on residential amenity can be satisfactorily mitigated. Such impacts include, but are not limited to noise, litter, odours and tables and chairs and equipment on the street to support alfresco service.

6.3.2 Justification

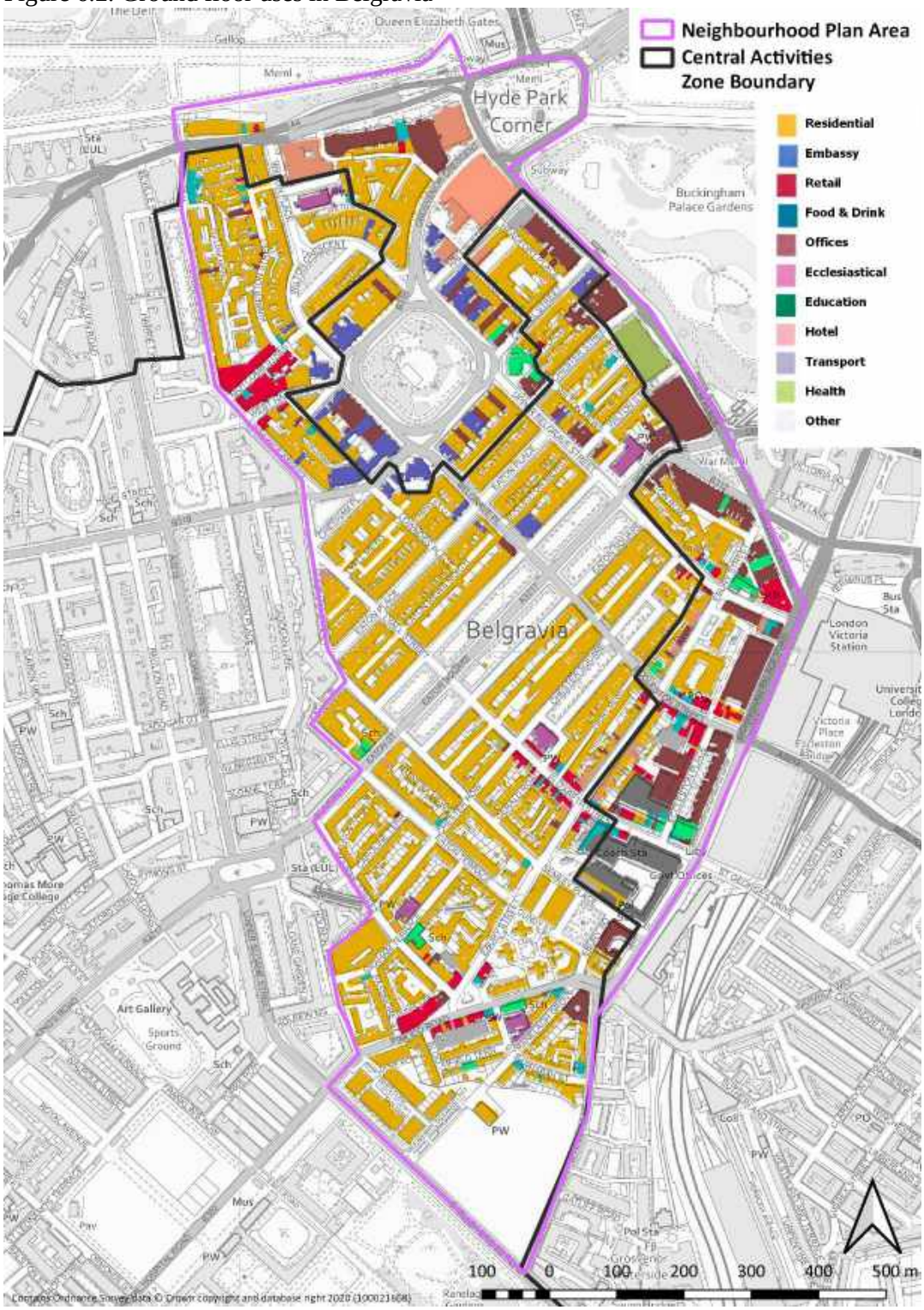
a) Belgravia is predominantly a residential area. Only the Local Centres and the areas within the Central Activities Zone (which mainly front on to Grosvenor Place and Buckingham Palace Road on the fringe of the Neighbourhood Area, thereby looking away from Belgravia) have a commercial or mixed-use character (see Figure 6.2). Increases in the night-time economy or substantial hospitality developments which depend on attracting large numbers of diners are not commensurate with residential amenity. Policy 16 of the Westminster City Plan seeks to avoid the over-concentration of food, drink and entertainment uses and that the impacts of these uses are managed. This is to be done by applying the 'Agent of Change' principle which is reflected in Policy D13 of the New London Plan. The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Whilst this is supported, it is in practice very difficult for such policy approaches to prevent loss of amenity from late night activity when venues close and people congregate on the street in residential areas. The easiest way to limit this is by placing conditions on when such venues must close. Conditions can also be used to ensure impacts on residential amenity such as from noise, litter (e.g. requiring a litter management plan), odours (e.g. from extraction vents) and tables, chairs, heaters, planters etc. on the street (to support al fresco service) can be

[8] Entertainment uses are as defined in the Westminster City Plan and the glossary to this Plan

satisfactorily mitigated. Such conditions are at the discretion of Westminster City Council as local planning authority.

b) In 2020, the Use Classes Order was significantly amended to bring a wide range of uses including shops, restaurants, cafes, offices and gyms under a single use class E (commercial, business and service). Changes of use between any of these uses does not require planning permission. However, where a planning application is required, it is important that residential amenity can be appropriately protected.

Figure 6.2: Ground floor uses in Belgravia

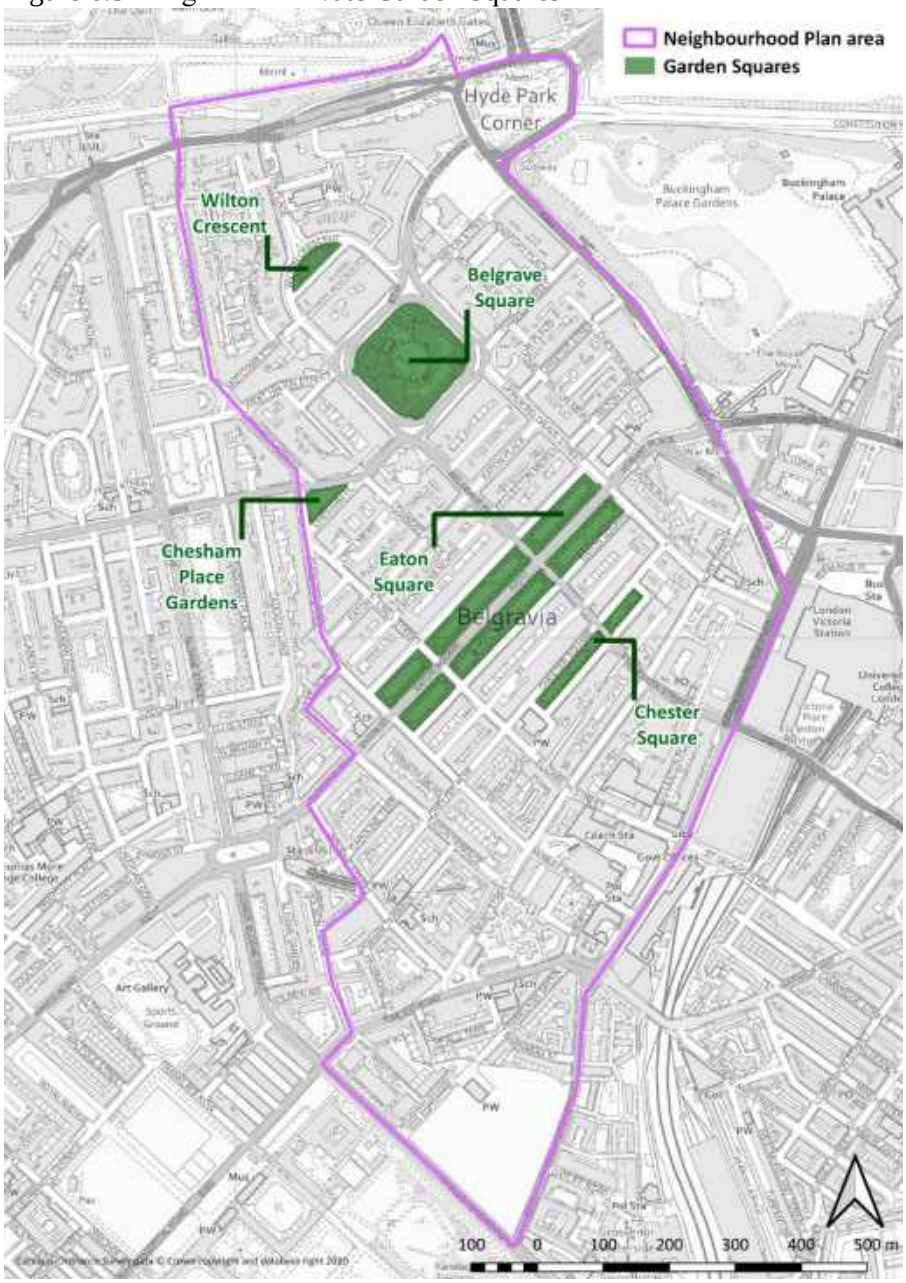


6.4 Commercial Use of Garden Squares

6.4.1 Context: the special role of garden squares in Belgravia

As indicated in Section 3, the key privately held garden squares (shown in Figure 6.3) are valued for their contribution to the character of Belgravia. All of these, even including the small Wilton Crescent and Chesham Place Gardens, are included in the London Squares Preservation Act, 1931. It is considered important for both the historic charm of the area as well as residential amenity that these squares be preserved for their original purpose, i.e. to provide attractive 'green lungs' for the area and for the enjoyment and use of residents and the local community (such as children in the Area's primary schools). It should be noted that these garden squares were provided for residents because the houses themselves did not have front gardens (or significant back gardens which often back on to mews).

Figure 6.3: Belgravia's Private Garden Squares



From time to time these squares have been used to stage events such as parties, dog shows or exhibitions which have been of a commercial nature. Whilst events are sometimes intended for the benefit of residents or the local community, the Plan does not support the increased use of these squares for such events and wishes to reinforce the primacy of the amenity of the local residents. This view was strongly endorsed by residents and workers responding to the 2018 Consultation Survey. 83% agreed with the statement "Private squares should continue to be principally for the use of Belgravia residents". Whilst 65% agreed that "Private squares should from time to time be available for non-commercial community events", a much greater proportion opted for keeping such events to a *moderate* scale with 82% agreeing that "Events in private squares should be limited to reasonable attendee numbers and not extend beyond midnight". In practice, this requires events to finish by 11pm to allow for clearing up time and dispersal of guests before midnight.

6.4.2 Justification

a) There is little local support for departing from the original concept of the garden square as the private gardens of houses surrounding them.
b) A large-scale event in a garden square typically involves, for a two-day event:
   - clearing of the space for up to a week before and a few days after the event, which means no admission to the square for residents during this time
   - destruction of the grass of the square
   - substantial increase in lorries before and after the event and very significant increase in traffic and parking during the event
   - late night departures with noise

   It will be noted that if just three of these events occur over the summer families will lose free access to the squares for much of that time which is when they would most wish to enjoy them during the better weather.

   Many of these events, because of their temporary nature, do not require planning permission. However, by working with landowners and event organisers, it should be possible to minimise the potentially adverse impacts on the amenity of residents of the Squares. As City Plan paragraph 34.5 states, "In the case of temporary events on open space, the land should be fully remediated to restore the function and different values of the open space following the event."

NON-POLICY ACTION 9: TEMPORARY EVENTS IN THE GARDEN SQUARES

Belgravia Neighbourhood Forum will seek to work with landowners, event organisers and Westminster City Council's Licensing Team to develop and agree a set of principles as to how temporary events in Garden Squares are managed. In particular this will relate to:

a. minimising the periods of time that residents are unable to use the square for non-event purposes;
b. agreeing a stopping time for events which is appropriate for residential amenity and night time quiet;
c. noise, air pollution and restriction of access to public and residents' parking spaces;
d. structures not being conspicuous with respect to size, height, colour or construction material such that they obtrude onto the overall street view.

6.5 Workspaces

6.5.1 Context: the role of a permanent local worker community

In terms of the majority of its buildings Belgravia is primarily a residential area (see Figure 6.2 above), including parts of the Neighbourhood Area that is within Westminster's CAZ (Central Activity Zone). The areas outside of the CAZ are almost wholly residential – with the exception of the Local Centres (where there is often residential use above ground floor level). Only on the edges of the Neighbourhood Area closest to Victoria are there more commercial uses.

Pre-pandemic, an estimated 17,000 people came to work in the area every day, ranging from those working at the embassies and consulates in Belgrave Square, through to the many retail and catering staff in the Local Centres, as well as a number of domestic staff and maintenance workers. There are also a series of small-scale offices, mostly providing professional services. These data are based on the WCC Ward Profile (2018) and Business Register and Employment Survey (2016).

All such workers contribute to the Belgravia economy, supporting its retail and services. It is important therefore that these worker members of the community are supported and sustained whilst ensuring that the amenity of local residents is safeguarded.

There has been a sustained growth of workspaces in London in recent years, which has particularly impacted on the Victoria area which adjoins the Belgravia Area. Whilst large floorplate workspace (office) provision in the immediate vicinity has already been well provided for, it is recognised that in some parts of the Neighbourhood Area, where smaller scale workspaces are commonplace, further provision may be suitable. Elsewhere in the Belgravia Area, where the overriding character is predominantly residential, it is not considered appropriate for workspaces to grow substantially over the period of the Plan. However, a local workforce is very much part of a community and adds contrast and variety. The development of small-scale offices and workspaces is thus very much to be encouraged. Such workspaces could attract start-ups or businesses that are moving on from the start-up stage, particularly those operating in the professional or personal service sectors.

POLICY BEL10: SMALL-SCALE WORKSPACES

A. Proposals to provide commercial space suitable for incubator/start-up businesses in the CAZ, Local Centres or Secondary Centres (shown on Figure 6.1), particularly on flexible terms, will be supported.

B. Proposals for new such workspaces should demonstrate the way in which they can be incorporated within their immediate locality without generating any unacceptable impact on the amenity of residential properties and on the capacity and safety of the local highway network.

6.5.2 Justification

a) It is expected that in a post-Covid world there will be an increase in demand for small scale offices (e.g. satellite offices, hot-desking centres, facilities for team meetings etc.). An increased proportion of home working and a reduced level of commuting is anticipated. WCC City Plan Policy 14 G recognises that not all parts of the CAZ are wholly commercial in character and should have regard to the "existing mix of land uses and neighbourhood plan policies".
b) The Belgravia Neighbourhood Plan supports the growth in local enterprises which choose Belgravia as their base and employ a regular/permanent workforce who will take up workspaces in the area and become part of the local community.
c) The justification for this is to maintain the current village feel, the calm and peaceful atmosphere, and the predominant sense of a residential neighbourhood.

6.6 Preservation of Belgravia's Churches

The Belgravia Area is home to six magnificent listed church buildings, five of which host active congregations and the sixth, the Garrison Chapel in Chelsea Barracks, is now an attractive restored arts centre and performance space. The five active churches are:

- St Paul's, Wilton Place
- St Peter's, Eaton Square (which has an associated school in Lower Belgrave Street and hosts a nursery on its premises)
- St Michael's, Chester Square
- St Mary's, Bourne Street
- St Barnabas, St Barnabas Street (also with an associated school and the only one to be Grade I listed.)

All of these churches, together with the Garrison Chapel, are important centres for community focus. In fact, they are (with the exception of Victoria Library) the only public community and cultural institutions in the area. WCC's City Plan highlights, in Policy 17, the value of such facilities to the community, and sets out the necessity for the reprovision of such uses where redevelopment seeks to remove them. The Forum endorses and supports these policies.

6.7 Historic Pubs

6.7.1 Context: the contribution of historic pubs to Belgravia's unique character

Belgravia's historic pubs represent an important link to the history of the area. Some of the oldest pubs, such as The Wilton Arms in Kinnerton Street and the Duke of Wellington in Eaton Terrace, even predate the Cundy-planned development of Belgravia; the Orange Brewery is a remnant of what was once an 18th century leisure hub, near the famous Ranelagh Gardens. Mostly, however, the area's historic pubs are to be found in mews, where they were originally located to serve the armies of 'back-of-house' servants, grooms, and tradesmen who supported the wealthy residents of the principal squares and streets in their lifestyles. It is considered important for the character and village life of the area that

key historic pubs remain as such, and the Plan has identified the following as Belgravia Historic Pubs:

- The Grenadier, Wilton Row
- Nag's Head, Kinnerton Street
- Wilton Arms, Kinnerton Street
- Alfred Tennyson, Motcomb Street
- Horse & Groom, Groom Place
- The Star, Belgrave Mews West
- The Plumbers Arms, Lower Belgrave Street
- The Duke of Wellington, Eaton Terrace
- The Fox & Hounds, Passmore Street
- The Thomas Cubitt, Elizabeth Street
- Orange Brewery, Pimlico Road

Westminster City Plan Policy 16 protects all public houses in the borough from redevelopment. However, the exception to this protection is where there appears to be no reasonable prospect of its continued use, as evidenced by appropriate marketing for a period of at least 18 months. Often such pubs would be bought and run by the community but either the use is changed (often to residential) or they do not have the time to assemble a group and raise the necessary funds if it comes up for sale. Under the Localism Act, 2011, voluntary and community organisations such as the Belgravia Neighbourhood Forum can apply to their Borough Council for an asset to be included on a list of 'Assets of Community Value' ("ACV"s). This is intended to preserve assets which are important for the benefit or character of a community and to 'save' them from change of use or redevelopment. In addition, if the ACV asset comes up for sale, community groups that wish to buy the asset will be given 6 months to make a bid. Within this period efforts would be made to secure alternative ownership or management to permit the pubs to continue with their traditional business. It is therefore intended that the Forum will seek to obtain ACV status for Belgravia's historic pubs.

NON-POLICY ACTION 10: HISTORIC PUBS

Belgravia Neighbourhood Forum will seek to secure Asset of Community Value (ACV) status for the historic pubs in the Neighbourhood Area.

6.7.2 Justification

Belgravia's pubs are in the hands of a variety of owners and managers, several of whom are large multi-pub enterprises. However, the relatively small size of many of Belgravia's pubs, together with their historic fabric (several, such as the Orange Brewery and The Star, are listed Grade II) may make them less attractive to hold within a portfolio for operators of multiple pubs, particularly if in future years the 'wet' side of the pub trade generally declines in importance over the restaurant side, and post pandemic conditions make smaller units less viable. Larger operators could consider such outlets to be marginal, thus

occasioning the closure of several of Belgravia's historic pubs and the consequent loss of local character. It is this which the Belgravia Neighbourhood Plan seeks to avoid through the policy of nomination as Assets of Community Value.

6.8 Designing out Unsocial Behaviour

Belgravia's safe and peaceful environment is of major value to the community and an important contributor to village feel. Businesses and traders in the area are especially concerned about the negative impacts of antisocial behaviour, including but not limited to, rough sleeping, begging, littering and fly-tipping, drug dealing, soliciting, urinating, and loitering. Developments must be designed to minimise the opportunities for and indeed to deter such behaviours.

Policy 38C of the City Plan already requires development to design out opportunities for anti-social behaviour. 'Secured by Design' (the official police security initiative that works to improve the security of buildings and their immediate surroundings) is referenced and supported in the context of providing security. The Neighbourhood Plan supports this policy and is willing to work actively with developers to identify threats and opportunities from development.

A very specific intervention for dealing with the most extreme type of unwanted behaviour is Hostile Vehicle Mitigation[9]. In the Belgravia context this needs to be sensitively designed, particularly where alfresco dining is present.

[9] https://www.cpni.gov.uk/hostile-vehicle-mitigation-hvm

7 Improving the Environment of Belgravia

7.1 Introduction

Following public consultation, four principal factors which substantially influence the pleasantness (or unpleasantness in the case of traffic flows) of living and working in Belgravia have been identified.

These are:

- Open spaces
- Green environment
- Streetscape
- Traffic flows

7.2 Open Spaces

7.2.1 Context: Belgravia has relatively few public open spaces

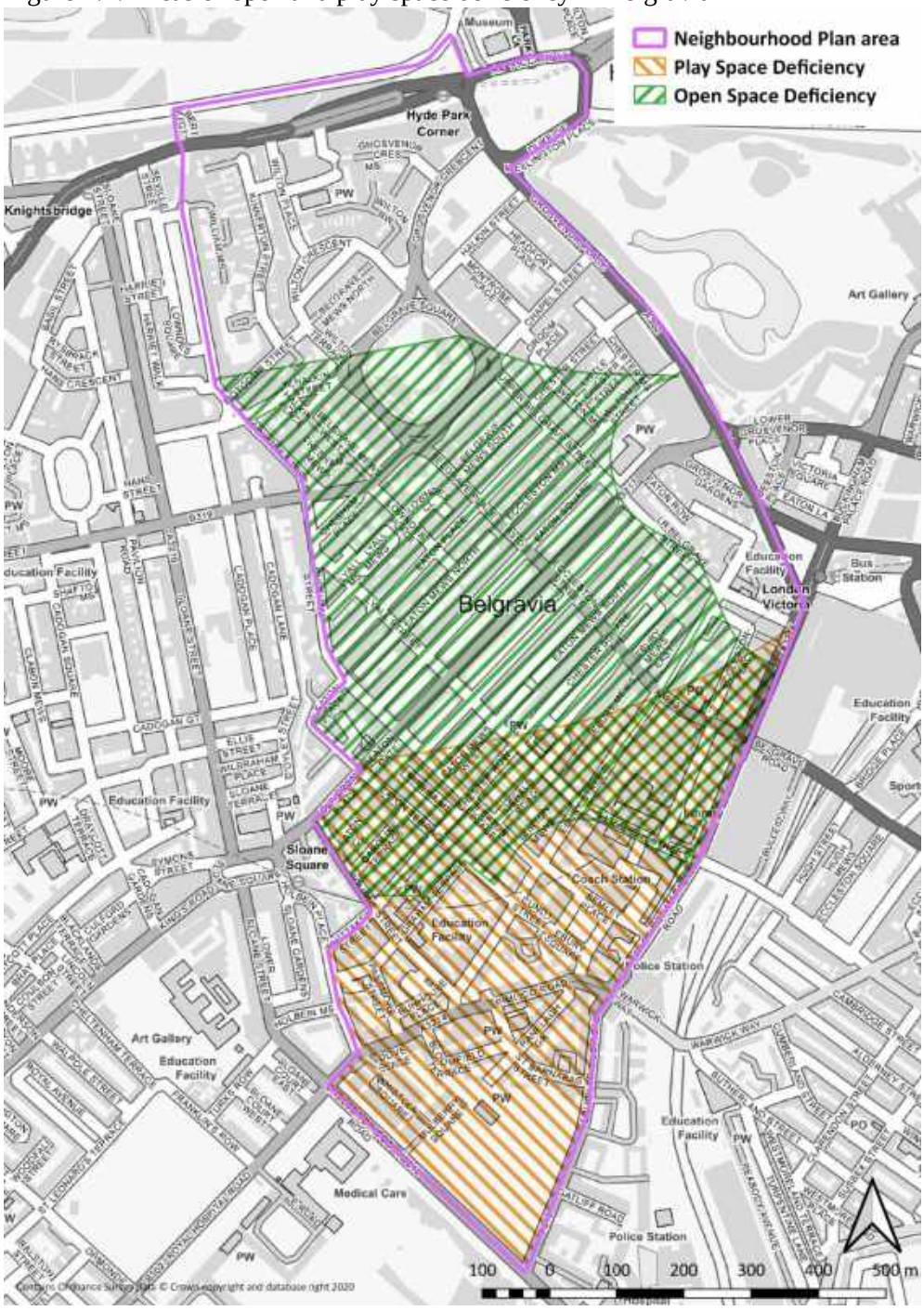
Belgravia currently has relatively few public access and open-air community spaces. Figure 27 of Westminster's City Plan shows that the Belgravia Neighbourhood Area has significant areas of open space and play space deficiency. This is shown in Figure 7.1.

The key areas which could be considered as existing public open space include the following which are described in more detail below:

- Ebury Square garden (open to the public, currently maintained by WCC)
- Grosvenor Gardens North (open to the public, currently maintained by WCC) NB the adjacent Grosvenor Gardens South is not within the Belgravia Neighbourhood Area
- Orange Square (open space maintained by WCC)
- Eccleston Yards (privately owned by Grosvenor Estate but open to the public)

Ebury Square garden is not particularly welcoming. A large number of overlarge trees have rendered this square very dark and has made the cultivation of attractive plants and lawns below them impractical. Its proximity to Victoria Station and Coach Station has tended to encourage its use by rough sleepers during the daytime, which in turn can deter its use by residents. (Grosvenor's Cundy Street Quarter redevelopment proposes a major facelift to Ebury Square as part of its masterplan, which would include new landscaping and the construction of a children's play area.)

Figure 7.1: Areas of open and play space deficiency in Belgravia



Grosvenor Gardens North boasts a fine sculpture of a lioness hunting a kudu, but it is surrounded on all sides by heavy traffic whose noise and air pollution effects make this not a space in which it is pleasant (or even healthy) to dwell.

Orange Square is a pleasant space (albeit with considerable improvement potential) comprising trees, planters, seating and a statue of the young Mozart. It is the focal point of the Orange Square/Pimlico Road retail hub and hosts a popular farmers' market on Saturdays.

Eccleston Yards is the most recent addition and is a modern example of a public open space within a new commercial development. It has proved popular with the local resident and worker community for a number of reasons, specifically:

- Freely accessible to all
- Open and airy, with some planted areas
- Removed from noise and pollution of traffic
- Although accessible from several points, gives the impression of a central meeting space (e.g. a piazza) rather than a walk-through or thoroughfare
- Plentiful public seating, not restricted to café/restaurant users

These desirable characteristics, which have made Eccleston Yards popular could be taken as a model for future open space design in new developments.

Belgravia would ideally benefit from a greater number of more pleasant open access spaces in which to spend time, away from traffic, and the Belgravia Neighbourhood Plan encourages the provision of such space in any new developments.

There is a complete absence in the entire Neighbourhood Area of two types of space: a) publicly-accessible play space for children, and b) public open space for informal groups to congregate and enjoy informal activities outdoors (referred to in Policy BEL11 as 'group social' activities). The Belgravia Neighbourhood Forum will support new developments which incorporate such facilities and spaces which are accessible to the public. Whilst this is supported across the Neighbourhood Area, it is particularly welcomed in the areas of deficiency shown in Fig.7.1.

For the avoidance of doubt, nothing in this section is intended to imply any change of approach as regards Belgravia's existing private garden squares but instead applies to all new developments or creation of new public spaces.

POLICY BEL11: SPACE FOR PLAY AND GROUP SOCIAL ACTIVITIES

A. In recognition of the areas of play space deficiency in the southern half of the Belgravia Neighbourhood Area, the provision of new play space for children in these areas will be strongly supported. Major residential development in the area of play space deficiency identified in Figure 7.1 will be expected to:
   a. plan for the provision of new play space/equipment – where it is clear that such provision is not possible on the site, alternative provision should be made nearby within the Area or funding provided to make appropriate enhancements to existing spaces;
   b. demonstrably meet the needs of the local community.

B. In the areas of open space deficiency identified in Figure 7.1, the provision of public open space for group social activities will be supported, particularly if provided alongside new play space provision.

7.2.2 Justification

a) Policy 34 of the Westminster City Plan requires major development (10+ dwellings) to provide new or improved public open space or space for children's play. The southern half of the Neighbourhood Area is deficient in play space and therefore this should ideally be the focus for new play space provision. Upcoming major developments in the Area can contribute towards this provision through the Community Infrastructure Levy or through Section 106.

7.3 Trees and Greening

7.3.1 Context: the role of trees in Belgravia

Trees are an important aspect of the attractiveness of Belgravia, though it should always be recognised that Belgravia is notable as a district primarily because of its historic buildings rather than on account of its planted environment. Nevertheless, trees help to contribute to the biodiversity and air pollution control of the area as well as reducing carbon emissions. The Belgravia Conservation Area Audit recognises the positive contribution by trees to the character of the area.

However, not <u>all</u> trees within the Area should be considered in the same context. Four different settings for trees have been identified and it is suggested that each be considered separately within its own circumstances. The categories of tree are

a) Garden square trees
b) Private garden trees
c) Pavement and street trees
d) Trees within new developments and other settings

a) Garden square trees

Many of the trees in Belgravia's garden squares are London Plane trees which are considered by many to be quintessentially typical of London squares and scenery. In this regard they play an important role in defining the heritage and townscape of the squares. However, several of these have now grown to very substantial heights – potentially much larger than envisaged by the original designers of the garden squares. These large trees can have some unwelcome impacts, specifically:

- They can grow to such a size that they obscure key architectural features and vistas of Belgravia – many overtop the average roofline.

- Each year there is a heavy leaf fall which blocks drains and can cause slippery pavements.

- Plane tree leaves are especially tough and, if not assiduously cleared, can take up to 5 years to decompose

- In the spring/summer their seeds can cause allergies and breathing difficulties in those susceptible.

Most of these trees are in the ownership of Grosvenor (NB excluding the small triangular garden at Chesham Place, which is in private ownership). First and foremost, tree management is necessary where safety is at risk, often due to the instability caused by a diseased tree. Beyond this. our recommendations are that owners of garden squares in Belgravia be permitted to manage London Plane trees where such trees have become a nuisance or are damaging to residential amenity. In such circumstances, appropriate pruning should be the first option. In the event of tree removal where pruning has not been able to reduce the nuisance factor, trees other than plane trees, which can demonstrate a biodiversity benefit, should be planted in replacement. Permission must be sought from WCC and it is important that these matters are considered within the context of the wider issues with mature trees explained above.

b) Private garden trees

Trees in private gardens are mostly protected by virtue of being in a Conservation Area or having a Tree Preservation Order. However, if a development proposal involves the removal of a mature tree (being a significant biodiversity asset), such loss of biodiversity should be a fundamental consideration when determining the planning application (although it should also be recognised that trees can contribute towards townscape, amenity, character and appearance of a conservation area). The Environment Act 2021 requires development to provide at least a 10% net gain in biodiversity from development proposals. Policy 34G of the City Plan requires this "wherever feasible and appropriate". Thus proposals which involve the removal of valuable trees (i.e. trees that provide clear environmental and biodiversity benefits) but are unable to meet the 10% biodiversity net gain on site should only be permitted to remove these trees where the proposals directly address other key objectives in Westminster.

c) Pavement and street trees

Pavement and street trees were not part of the original conception for Belgravia. Cundy's master planning sought to produce a scheme which consisted of well-ordered formal terraces and houses fronting onto paved areas suitable for promenading or alighting onto from carriages. Planted garden areas were rationalised into the garden squares.

In recent years trees have been planted in pavements in several areas of Belgravia. More recent developments, e.g. No. 1 Ebury Square, have planted trees along Ebury Street to compensate for the removal of mature trees which fell victim to the developer's space needs. Given the imperative for net biodiversity gain to be achieved from development, a similar approach is expected from Grosvenor's redevelopment of the Cundy Street site.

Opinions differ as to whether Belgravia should be enhanced by increased numbers of street trees. Proponents cite the decorative and well-being effects of trees as well as the positive impacts that trees have on mitigating climate change and enhancing biodiversity. Opponents feel that there are sufficient trees already, that they did not form part of the original vision, and that street trees would detract from the formal traditional beauty of Belgravia and render it more 'suburban' in character (i.e. not very Belgravia).

In order to reflect an approach that respects the wide range of views on the matter, proposals are expected to follow the WCC guidance contained in the 2011 supplementary planning document, 'Trees and the Public Realm.' At the heart of this is the principle of 'the right

trees in the right places', an approach which is considered to be particularly appropriate in Belgravia. In addition there is relevant guidance on trees in the WCC Environmental Supplementary Planning Document 2022.

d) Trees on development sites

As a general principle the Plan resists the removal of mature trees for the purpose of enabling development. Such trees have taken many years to reach their maturity and any new planting that replaces it is unlikely to reach the same levels of benefit in terms of biodiversity and carbon capture for decades at least. As is noted in the WCC Environmental SPD 2022 (p.51), 'It is important that as a first option trees should be retained. The retention of existing trees is more beneficial than tree removal and mitigating the loss with the planting of new trees.'

Developers will be required to demonstrate why the development necessitates the removal of such trees and how this is of benefit to local residential amenity, the character and architectural design of Belgravia and the environment generally. A Tree Management Plan should be developed that seeks to preserve and incorporate mature trees rather than remove them.

Where major new developments are being planned, the Forum would like to see open spaces accessible to the public included in the scheme. These should also include appropriate trees and other green spaces. The consideration of flowering / fruiting shrubs is also strongly recommended. Wherever possible the planting should take place in earth in the ground (i.e. large beds) rather than being restricted to container plants and 'parklets'. As page 51 of the WCC Environmental SPD notes, 'Providing trees and green infrastructure in confined planters or soil volumes is the least preferred option as this can result in short life expectancies and the need for frequent replacement of trees and other plants.'

As with street trees, the approach should follow the 'right trees in the right places' approach in the WCC 'Trees and the Public Realm' guidance.

7.3.2 Other forms of greening

There has recently been a trend for the introduction of green walls, roofs, lamp-posts and suchlike to increase the amount of greening in areas with little space for more traditional plant cultivation. Sometimes such schemes, together with other provision such as pocket parks, are suggested by developers who wish to remove mature trees and shrubs to facilitate development.

Whilst it is appreciated that such supplementary greening can make a contribution to local biodiversity, this should in no way be considered to be an adequate substitute for the removal of mature trees and their foliage canopies. Where mature trees are demonstrably necessary to be removed, their replacement by trees planted in the actual ground is to be preferred to roof and wall greening.

It must also be pointed out that there have been several examples of such planting (i.e. green walls etc) being neglected, overgrown and 'gone to seed' and thus looking 'scruffy'. Such schemes are not viable without diligent maintenance. Such projects should only be supported where it can be demonstrated that no more 'standard' planting is possible and that

they are able to be, and in fact will be, properly maintained and the ongoing responsibility defined. In the case of green walls and green roofs, this should include appropriate access facilities together with the installation of a watering system which would greatly increase the likelihood of such provision surviving and thriving.

Along with this, biodiversity will thrive if green areas and features are linked up. If the design and location of provision of green infrastructure can be informed by existing provision such that it can better form 'green routes' then wildlife will have a much larger network of spaces and green features that it can access.

7.3.3 Preservation of private gardens

Individual private gardens are also an important contributor to Belgravia's character and biodiversity and should be preserved as gardens. In this context, 'garden' is defined as containing some open earth in which trees, shrubs and other plants may grow rather than entirely paved-over patio / courtyard areas.

The reduction of garden areas to permit development is greatly regretted. Often this has been as a result of basement development which has reduced the ability of 'green' gardens to thrive, so they have been paved over. Where planning permission is sought for basement development which would involve the reduction of existing gardens attention is drawn to Clause 45.B of the City Plan which limits the size of such developments in small gardens and requires minimum amounts of plantable soil to be retained. This clause should be rigorously applied in the case of Belgravia.

POLICY BEL12: TREES AND GREENING

A. The tree population should be maintained in accordance with good arboricultural practice. It should be regenerated with healthy and diverse species with the aim of creating a balanced age structure that respects character and heritage to maximise its landscape and amenity benefits to the Belgravia Neighbourhood Area over the long term.

B. In demonstrating a minimum 10% net biodiversity gain, proposals for built development must take full account of the loss of biodiversity caused by the removal of any trees. In addressing the requirements of City Plan Policy 34G (Green infrastructure), it is considered that failing to meet the requirement for net biodiversity gain on sites where valuable trees are removed shall not be deemed 'appropriate' unless the proposals clearly meet other strategic objectives.

C. In the event of tree removal and replacement, species that are most conducive to increasing biodiversity and most resistant to the impacts of the changing climate, e.g. drought, should be chosen provided these do not have a detrimental impact on the heritage or townscape of the area. The planting of replacement trees is preferred to the provision of other types of green infrastructure (see clause F) where feasible. The planting of street trees is encouraged to follow the guidance provided by the 'Trees in

the Public Realm' supplementary planning document (or any successor guidance) and the 'right tree in the right place' principles.

D. Where permission is required, proposals to fell, prune, maintain, replace or plant trees are encouraged to do so in accordance with a submitted Tree Management Plan.

E. Landscaping proposals for major development should seek to provide trees on-site and make suitable provision for their long-term maintenance. Demonstration of such provision through compliance with a submitted Tree Management Plan is encouraged.

F. Opportunities to provide other types of high-quality green infrastructure (e.g. living walls, green roofs) within new developments and buildings will be encouraged so long as they:

a. can demonstrate how the provision of green infrastructure has maximised the opportunities for biodiversity and its ability to adapt to climate change;
b. are easily accessible for maintenance and replanting;
c. include management plans demonstrating the sustainability (in terms of maintenance, resilience and long-term value) of any such green infrastructure and responsibilities for its upkeep;
d. have appropriate access and watering systems included in the design;
e. maximise opportunities to link up with existing green infrastructure nearby to contribute towards the formation of green routes;
f. do not use synthetic materials e.g. plastic greenery, to provide a visually equivalent finish.

7.3.4 Justification

Policy 34 of the Westminster City Plan protects trees of amenity, ecological and historic value as well as those that contribute to the character and appearance of the townscape. It also encourages the planting of trees specifically to optimise the city's canopy cover. Whilst this provides a positive strategic context, it is important that developers are provided with stronger guidance to ensure that opportunities to maximise the biodiversity of Belgravia are taken. This will help developments to achieve biodiversity net gain on site, as required by Policy 34.

7.4 Streetscapes

The appearance of Belgravia's streets and pavements is an important contributor to the overall look and character of the area. Much effort on the part of Grosvenor and property owners goes into ensuring that buildings are well maintained and decorated to the Grosvenor Management Scheme approved standards and colour templates – it is this that makes

Belgravia so special. If pavements and street furniture are not kept to the same standard, then the overall appeal and character of the area is prejudiced. Street clutter is currently at a moderate level in Belgravia and would certainly benefit from some rationalisation, 'tidying up' and refurbishment of the existing installations. Of potentially greater concern is the risk of creeping proliferation of street clutter in future – given that this clutter is produced by a number of differing agencies who do not always co-ordinate their actions and for whom each item of clutter is deemed 'necessary' (e.g. WCC, TfL, BT, power and water utilities, etc). It will be important to ensure that excessive clutter does not negatively impact the character of the area. The Forum will seek to be properly consulted on any proposed future installations.

Pavements in Belgravia are inconsistent: some are of high-quality paving stones whereas many are plain tarmac, which is visually unattractive and not an appropriate fit with the quality and heritage of the built environment. A similar situation pertains to street furniture. There are some fine lamp posts, traditional post boxes and telephone boxes, but there are also many unsightly utility boxes, street signs and recycling bins which contribute to visual clutter. A further potential detractor from Belgravia's attractive historic streetscape is an increase in the number of traffic and other information signs.

Key examples of clutter and streetscape issues include:

- 'Visual noise' caused by street guard railings, utility boxes, street signs, litter bins, recycling bins etc (especially when these are in a poor state of repair)
- Proliferation of information signs, e.g. 20 mph zone, low emission zone, HGV restriction, etc
- Potential future proliferation of electric charging installations
- Cycle racks and hangars of unsympathetic design or inappropriately located
- Broken and cracked pavement slabs (often these have been damaged by construction traffic but not repaired or repaired poorly)
- Unsightly repairs by utilities to street surfaces following trench digging

Any such development should be informed by Transport for London's Streetscape Guidance 2022 and the London Cycling Design Standards or any successor documents.

POLICY BEL13: STREETSCAPES

A. Proposals to improve paved spaces (which may, where planning permission is required, include footways or carriageways) through the use of high-quality paving and coal hole covers that are in keeping with that in the surrounding area and through reducing street clutter will be encouraged.

B. Cycle storage hangars / cycle racks will be encouraged where their location and design are sympathetic to the Belgravia streetscape and do not impact identified views.

C. New installations of cycle and scooter hire points, electric charge points and other utility installations (which require planning permission) that are specifically designed to harmonise with the Belgravia streetscape will be encouraged.

7.4.1 Justification

a) The Westminster City Plan defines street clutter as unnecessary structures such as signs, railings, street lighting, road markings and advertising hoardings. Policy 25 of the Westminster City Plan seeks to reduce such clutter 'where increased footfall is expected'. In practice this may only be relevant to very large commercial developments which are not likely in much of Belgravia. The policy therefore encourages decluttering more generally, along with improvements to the quality of paving in the area.
b) See separate Evidence Paper : Survey of Street clutter, link here.

7.5 Traffic Flows

7.5.1 Context: Traffic issues in the Belgravia Neighbourhood Area

One of the reasons why Belgravia is valued as a residential area is on account of its safe, calm and peaceful atmosphere. Traffic and its associated nuisances of noise and pollution were cited as the most strongly expressed dislikes of living or working in the area: over three-quarters (78%) of unprompted dislikes in the 2018 Consultation Survey mentioned a negative aspect of traffic. Key complaints centred around traffic noise, pollution, large trucks and delivery vans, speeding, and continually increasing amounts of traffic passing through Belgravia. In the south of the Area, Pimlico Road, which is a relatively narrow carriageway with key pinch-points, is particularly negatively affected by the numbers of coaches serving Victoria Coach Station. The Neighbourhood Area contains or is adjacent to three Air Quality Focus Areas (AQFAs) which traverse major road arteries (Brompton Road, Hyde Park Corner and the Lower Grosvenor Place/Victoria Street/Bressenden Place area of Victoria).

It is considered that through traffic, which has no origin or destination in the area, is severely detrimental to residential amenity and the maintenance of village atmosphere and is thus considered inappropriate for Belgravia. Moreover, it restricts active travel, namely cycling and walking. The Belgravia Neighbourhood Plan seeks to see this reduced in the near term with a view to total elimination over the longer term. This is of particular relevance given that Belgravia is bounded by four designated primary through routes, the first three of which are predominantly not residential: A4 (Knightsbridge), A3214 (Grosvenor Place), A3215 (Buckingham Palace Road) and B313 (Ebury Bridge Road). These are the roads that through traffic should be encouraged to use rather than passing through Belgravia.

Key objectives and actions for reducing traffic flows in Belgravia are:

- Improvement of air quality
- Discouragement of through traffic, especially commercial through traffic

- Elimination of rat-running

- Ensuring that any through traffic discouragement schemes take a **holistic** view of traffic flows in the area, and do not divert traffic to neighbouring residential streets within the area or transfer traffic problems to neighbouring areas.

The Forum will therefore work with relevant stakeholders (the community, WCC, Grosvenor, TfL etc) to monitor traffic levels and develop workable solutions for the minimisation of traffic. A key consideration for any such traffic solution is that any plan must take account of traffic impacts across the entire Belgravia Area, together with that on residential streets in immediately adjoining areas. Solutions which benefit one part of the area but create problems in another part will be discounted.

Additional aspirations include:

- Elimination of all large trucks (7.5t and over) from entering the Area unless for access

- Minimisation of multiple delivery visits (Amazon, UPS, DHL etc) through encouragement of groupage services (e.g. collection of parcels outside the area, and delivery made by a single van)

- Minimisation of the number of separate waste collections and number of companies providing these services to commercial companies

- Discouragement of delivery vans at unsocial hours (11.00 pm to 8.00 am)

- Encouragement of deliveries by electric vans or bicycle

NON-POLICY ACTION 11: TRAFFIC

1. **Belgravia Neighbourhood Forum will work with the community, WCC, Grosvenor and Transport for London to monitor traffic levels in the Area and develop workable solutions for the minimisation of traffic.**

2. **Belgravia Neighbourhood Forum will explore the potential for the implementation of a traffic reduction scheme for the entire Neighbourhood Area. Any work and proposals will be fully consulted on with the local community. If considered appropriate, the Forum will work with WCC and TfL to implement the most suitable scheme.**

3. **Belgravia Neighbourhood Forum will explore the potential for a consolidated approach to deliveries, including grouping of deliveries and greater use of electric vans or bicycles.**

8 Major Development Sites

8.1 Introduction

8.1.1 Context: the effect on Belgravia of future potential redevelopment of major sites

It is a key objective of the Plan to ensure that any development within the Neighbourhood Area contributes to 'more Belgravia rather than less Belgravia'. In other words, the area which is ***recognisably Belgravia*** (see explanation in section 3.2) should include the land on the fringes – but still within – the Neighbourhood Area.

Whilst the majority of the Area is covered by a conservation area, there are significant sites, especially on the fringes – not currently covered by a conservation area – which could potentially be brought forward for redevelopment. Based on the current uses, activity, location and age and state of repair of a good number of the buildings in these parts of Belgravia, there is a reasonable prospect that redevelopment could be proposed in some form during the life of the Plan. Two key development sites identified by WCC during the preparation of its City Plan include:

- Victoria Coach Station (Departures and Arrivals).
- Ebury Gate/Belgrave House.

The above is not exhaustive. The Forum considers that there are a number of additional blocks and sites in the area where major development could be proposed and come forward during the Plan period.

It is acknowledged that some of the buildings which could potentially be redeveloped are not of the highest architectural merit and do not currently contribute positively to the Belgravia townscape (e.g. Semley House). Redevelopment of these, if carried out sensitively and in accordance with the Belgravia Design Codes could make a positive contribution to the neighbourhood, especially if they incorporate amenity benefits for the local community. However, it must be recognised that any demolition and rebuilding of major edifices is contrary to the best principles of sustainability which indicate that refurbishment is preferable from an environmental viewpoint to demolition and reconstruction.

Moreover, if not sympathetically designed to blend with the local heritage context, it is possible that major development on these sites could encroach upon, overshadow or otherwise negatively impact upon those parts of Belgravia which are in the Conservation Area. It will be vital that the local community, and in particular the Belgravia Neighbourhood Forum, are engaged with at the earliest possible opportunity by developers of major sites. Ideally this should be at the design stage but certainly well before a planning application is being assembled. The pivotal role of the Forum as a consultee in WCC's Early Community Engagement SPD is emphasised.

Finally it is important that any new major development in the Belgravia Area ***does not harm*** the residential amenity of existing residents. Ideally such development would improve rather than merely have a neutral effect on the lives of existing residents. This implies that any facilities provided in such new developments, including retail, hospitality and public spaces,

would be of benefit to and appropriately designed for the requirements and wishes of the Belgravia community.

Policy D3 of the London Plan requires a 'design-led' approach for sites where one of the objectives is to optimise capacity (such as in the Opportunity Areas). It states in paragraph 3.3.2 that such an approach '…should be based on an evaluation of the site's attributes, its surrounding context and its capacity for growth to determine the appropriate form of development for that site.' In this regard, the surrounding context in Belgravia is considered to be a very important consideration in such a design-led approach to major development.

8.1.2 Examples of Heritage Sensitive Development

Several examples of recent major developments which have taken care to be sympathetic to their local heritage environment have been identified. (See separate Evidence Paper on Examples of Heritage Sensitive Development, link here).

These comprise the following:

- Chelsea Barracks
- Richmond Riverside
- Marshall's Yard, Stamford
- Peabody Avenue extension, Pimlico
- Donnybrook Quarter, East London
- Myatt's Fields, Lambeth, London

Whilst it is certainly not suggested that new development in Belgravia should copy such developments, they do however embody several characteristics and principles which are also considered appropriate for Belgravia. Such characteristics can be distilled into a number of desirable features which we commend to developers and architects planning major developments in the area:

- Variety of housing types and shapes to blend with local urban setting
- Detailing and ornamentation to reflect surrounding buildings
- Open vistas, with visibility through and permeability across the site
- Well-spaced, low-rise buildings
- Use of traditional or local vernacular building materials and colour palettes
- Open public spaces, with attractive planting

8.1.3 Minimising the impacts of climate change through design

It is vital that major developments do everything possible to minimise their impact on the climate and maximise sustainability. These developments represent the greatest potential for the built environment to contribute meaningfully towards the requirement to achieve net zero by 2040. Section 5.3.1 presented the Belgravia Sustainability Charter, a set of principles that development should be guided by in order to minimise its carbon footprint and make buildings as resilient as possible to the changing climate. Major development sites are encouraged to be guided by these principles in the same way that all other developments are.

8.2 Requirements for Major Development Sites

POLICY BEL14: MAJOR DEVELOPMENT SITES

A. Proposals for major[10] development must be justified against the following criteria:

a. They must demonstrably and positively respond to both the principles of the Belgravia Design Codes and the character of the area in which it is located or which it is adjacent to.

b. Development should apply a design-led approach to optimise the use of land and meet identified needs for new housing and workspaces. The scale and character of the local built environment (including the prevailing context height and skyline) should be taken into account when considering the height, bulk and massing of any proposals. Development proposals should not harm Strategic Views or other views identified in this Neighbourhood Plan (Policy BEL5) and where possible should enhance them.

c. Outside the Opportunity Area and within the conservation areas, development should respond to the prevailing density in the surrounding area in order to respect the historic context of the location. Where proposed densities are clearly different from the prevailing density, applications must clearly demonstrate how the proposals will respond appropriately to local character and context including the prevailing townscape.

d. Where possible, the site should take all opportunities to provide permeability through the site, particularly in the form of permanent public pedestrian routes.

e. Development should include the provision of publicly accessible open and green space as part of comprehensive landscaping proposals to enhance the local environment, including tree planting and appropriate softening of the edges of the site.

[10] As defined in the NPPF glossary

B. Proposals are expected to maximise the benefits for the local community in terms of facilities and access to public spaces by demonstrably reflecting the community's needs based on meaningful local consultation.

C. Proposals are encouraged to meet the highest environmental standards, including zero air emissions, as soon as possible and to respond to the principles in the Belgravia Sustainability Charter.

9 Neighbourhood Infrastructure: Priorities for Neighbourhood CIL Funds

The Belgravia Area is fortunate in that major developments have made and will in future make contributions to the Community Infrastructure Levy (CIL) which can be used to mitigate the effects of development in the area.

It is considered desirable that such CIL funds be specifically used to further the aims and objectives of this Plan, namely:

a) To protect the historical, cultural and architectural heritage of Belgravia

b) To maintain and enhance the village feel of Belgravia

c) To improve the environment of Belgravia and mitigate the impacts of construction work

d) To influence the design and nature of key major development sites within the Belgravia Neighbourhood Area

Therefore, the Forum will propose and/or support such applications for Neighbourhood CIL funds as support projects which will further the above aims. Such applications may be to fund both physical infrastructure projects and consultancy fees, insofar as they lead to achievement of the aims.

Given that the Plan is to be in place for 17 years it is not currently possible to foresee all the potential uses of CIL funds. However, projects for which funds might be potentially sought include:

1. Funding consultancy which could lead to the improvement of residential amenity or wellbeing of residents and workers, including but not limited to studies with respect to:

    a. Traffic reduction options, focusing on weight of traffic and use of Belgravia as a through route

    b. Cycle traffic

    c. Pollution levels

    d. Reduction of traffic impacts of courier deliveries through, for example, groupage schemes

    e. Decluttering the streetscape, removal of superfluous signage and street furniture

2. Funding local community institutions in the improvement of their premises, infrastructure or services to the community. Specifically, these include all the five churches, the two church-associated schools currently in the area and Victoria Library.

3. Funding local improvements to hard infrastructure to improve security and personal safety, such as CCTV equipment, speed reminders, etc.

4. Repair and refurbishment of structures and features which are not the responsibility of either Grosvenor Estate or WCC. Examples include the listed Victorian drinking fountain in Grosvenor Crescent, or the remaining red telephone boxes at various points in the Area.

5. Improvements to public open spaces, for example, improvements to planting, and maintenance of, the green space at Hyde Park Corner / Constitution Hill, or improvements to amenities in Orange Square.

6. Funding increased numbers of appropriately designed litter bins, especially those capable of accepting dog waste.

7. Replacing concrete and other temporary paving with high quality paving stones (NB this does not include repairs to pavements that have been damaged by construction, which should be the responsibility of developers/contractors/owners.)

10 Neighbourhood Management

10.1 Neighbourhood Representation Panel

The preparation of this Plan is only the start of the Belgravia community's involvement in local area planning matters and actions to improve the environment. Once the Plan has been approved by a majority in a referendum of residents and been formally 'made' by WCC it will be necessary for the Forum to carry out the implementation of the elements of the Plan. In addition, the Forum will seek to work with WCC on the planning and implementation of measures to achieve net zero targets to ensure that the actions to achieve this are both effective and sensitive to the requirements of the conservation areas.

In order to undertake these activities we propose an extension of the current Steering Group structure with the creation of a Neighbourhood Representation Panel (NRP). This will take the following format:

The Belgravia Neighbourhood Area will be divided into a number of Street Clusters ("Zones") which will be based on logical street geography. These will be small enough to ensure that residents within them are likely to have a good knowledge of what is happening 'on their patch'. The intention is that each Zone will be small enough to cross in a 5-minute walk. Initial review of the area map would indicate there could be some 15 such Zones in the Belgravia Neighbourhood Area.

A representative for each Zone will be appointed, whose key roles will be to:

a) Monitor any planning applications in their Zone against the Plan and enable the Forum to raise objections where there is any breach

b) Monitor adherence of construction against the agreed method statements and traffic management plans. Report any breaches to WCC and work with WCC enforcement staff

c) Encourage local residents to join the community liaison committee on each construction project in their Zone

d) Feed back any local issues which pertain to the execution of the Plan in their Zone. Over time these may need to lead to revisions of the Plan to fit local needs

e) Meet on a regular basis to review and discuss local issues and report back to the Steering Group

As a group together these Zone Representatives will constitute the Neighbourhood Representation Panel, reporting to and chaired by an officer of the Steering Group.

Some of these Zone Representatives may also be Steering Group members. However, it is envisaged that the majority will not be Steering Group members as it is considered necessary that Zone Representatives are **residents** within the Zone they are covering. This is to ensure they have the necessary local knowledge of what is happening on a day-to-day basis in their area.

Applications for the role of Zone Representative will be sought in a number of ways including advertising through local media and newsletters, canvassing the Forum

membership and through direct invitation from the Steering Group. The role is to be held for a period of three years and may be renewed for further similar terms by mutual agreement with the Steering Group.

11 Monitoring and Review

The Belgravia Neighbourhood Forum will monitor the Neighbourhood Plan and the effectiveness of its policies on a regular and ongoing basis.

In light of the up-to-date nature of the other documents in the development plan (the New London Plan and the Westminster City Plan), it is not considered necessary to commit to an early review of the Neighbourhood Plan. The Forum will continue to monitor the other parts of the development plan that will emerge, including the Westminster Site Allocations Development Plan Document, Community Infrastructure Levy charging schedule and supplementary planning documents. At the appropriate time it will decide whether to review the Neighbourhood Plan.

Glossary

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

Belgravia Design Codes – A report providing detailed guidance to support policy in the Belgravia Neighbourhood Plan on matters related to design. The full report should be used to inform applicants as to the expectations of the design of development in the Belgravia Neighbourhood Area.

Belgravia Neighbourhood Area – The area of land covered by the Neighbourhood Plan that was designated formally by the Local Planning Authority.

Belgravia 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.

Belgravia Neighbourhood Plan – The document that sets out planning and land-use policies in the Area at a very local scale, prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011, the Neighbourhood Planning Regulations 2015 (as amended) and the Neighbourhood Planning Act 2017.

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'.

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.

Context height - (as defined in the City Plan) - the typical or prevailing height within an area, with high and tall buildings considered as an exception to the context rather than defining the context itself.

Design code – A set of simple, concise, illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.

Entertainment uses - Uses predominantly or partly for entertainment purposes: it includes *sui generis* uses including live music venues, nightclubs, casinos, amusement arcades, concert halls, cinemas, theatres and shisha premises. The entertainment uses that are not considered within this definition are sports halls, swimming baths, gymnasiums, skating rinks and other indoor or outdoor sports or recreation areas.

Green infrastructure – (as defined in the London Plan) - Comprises the network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment, such as street trees, green roofs and sustainable drainage systems, all of which provide a wide range of benefits and services.

Grosvenor Management Scheme - The Scheme provides a framework of management for the continued conservation of the 200 acre Belgravia Estate in the context of the Leasehold Reform Acts. Its purpose is to maintain adequate standards of appearance and amenity and regulate redevelopment in the area of the Estate. It is the intention of the Estate that the implementation of the Scheme should

benefit freehold owners and leaseholders alike. Acquisition by leaseholders of their freehold is conditional on joining the Scheme.

Local Centre – (as defined in the Westminster City Plan) - Small town centre, usually containing convenience goods shops, local service uses, restaurants, cafés and pubs, mainly providing facilities for people living or working nearby.

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.

Secondary Centre – very small centre containing a concentrated cluster of shops, local service uses, restaurants, cafés and pubs that serve people living and working nearby, as well as visitors.

Zero local (air) emissions – development that emits no emissions to air within the Belgravia Neighbourhood Area other than filtered air after ventilation or cooking. Where possible and in any event by the end of the Plan period development should use only 100% renewable energy.

Appendix A Design Codes

See also the full Belgravia Design Codes document which is available here.

Building and Street Scale Interrelationships – Design principles

1.1. Building heights for terrace buildings are to be determined by the heights of existing historic buildings in the same terrace.

1.2. If a building exists independent of a terrace, then its height should respond sensitively to the heights of surrounding historic buildings and the scale of the street or streets that it faces.

1.3. Façades on new buildings, on primary streets, may be enriched through more prominent articulation and elaboration. Façades along smaller and secondary streets should avoid over-elaboration and be plainer in façade design.

1.4. Consistent rooflines are to be preserved with no visible structures or projections above the average roof or parapet height, Westminster City Plan Clause 40.11 should be noted in this regard.

1.5. The design of the roof should conceive it as an integral part of the building below. Roofs should be visually subservient to the main body of the building.

Scale Transitions – Design principles

2.1. When determining building heights and massing for a building on a corner, the height of the terrace on the more significant street is to take precedence in such a way that a consistent building height is maintained along the primary terrace.

2.2. The scale transition to smaller terraces is to take place off the primary street and on the secondary street with the building stepping down to the lower terrace height of the secondary street.

2.3. Where a scale transition involves an existing gap between the rear of the buildings on the primary street and the next neighbouring building on the secondary street, such should be maintained where it is part of the historic street layout and contributes positively to the townscape character by permitting views of rear garden areas.

Fronts and Backs – Design principles

3.1. The street-facing frontages of buildings should adhere to the prevailing building line and elevations should respond to the order of the context. Buildings should neither project nor be set back unduly.

3.2. Extensions to the backs of properties, whilst freer to use more expressive modelling, should still be of appropriate scale to the backs of other buildings in the same terrace.

3.3. All extensions should be sensitive to the overall scale of the original building and neighbouring properties.

3.4. The detail and materiality of extensions should similarly be informed by, and sensitive to, the qualities of their context.

Elevation Design – Design principles

4.1. New buildings should be sensitive to the classical underpinnings of Belgravia's architecture in terms of 'order', 'proportion' and 'material', with 'base', 'body', and 'attic' zones articulated. Modern interpretations are acceptable if they are sympathetic to their context.

4.2. Consideration should be given to continuity of horizontal features to be carried through into new developments from adjacent buildings.

4.3. A greater degree of elaboration may be judged appropriate for grander structures; buildings of smaller scale should be restrained in their detail.

4.4. Buildings should have an elevational design approach that is consistent with the design principles of adjacent terrace buildings. Context matters – where a site within a terrace is to be infilled, the neighbouring historic buildings should be followed more closely.

Windows and Entrances – Design principles

5.1 The dimensions and scale of windows on new developments are to reflect and, as far as possible, align with those on adjacent historic buildings.

5.2. Strongly tinted and reflective glass is to be avoided and low iron glazing specified on new buildings.

5.3. Window frames are to be made from wood or high quality metals with slender mullion profiles. Plastics and broad profile aluminium profiles should be avoided.

5.4. Glazing patterns on historic buildings are to be preserved.

5.5. New designs are to be sensitive to the historic proportions of solid building material area to glazing areas, and glazing bars are to be considered to break up large areas of glass.

5.6. Open porticos are to be carefully preserved and not infilled. On new buildings porticos may make a positive contribution where appropriate where the immediate local context suggests their inclusion.

5.7. Door sizes and materials are to be in keeping with the scale, importance and context of the building.

5.8. First floor balconies can be permitted if they are in keeping with the materials, heights and patterns of adjacent buildings.

5.9. Steps are preferably of natural stone. Where marble or tiling is used this should be of discreet colour and design.

5.10. Considerations of accessibility and sustainability should inform the design and it is recognised that the above principles should also be shaped by these factors.

Building Line and Boundary Treatments – Design principles

6.1. Existing railings should be retained and new developments should incorporate appropriate railings around residential buildings as possible.

6.2. Upper and lower ground floors set behind a railed area may deliver high-quality residential accommodation in appropriate locations. Considerations of disabled access should be integrated into design proposals.

6.3. New proposals within Belgravia should be sensitive to the characteristic established land uses. Ground floor residential is likely to be appropriate where neighbouring residential buildings are also residential at this level; equally, active ground floors should be encouraged where a site contributes to an existing retail cluster.

Ground Floor Land Use and Shopfronts – Design principles

7.1. Historic shopfronts should be retained and all detail and material should be preserved or, where appropriate, restored.

7.2. New shopfronts (whether in existing or new buildings) are to use materials and design which is sympathetic to the immediate area.

7.3. Architectural details, such as fenestration, pilasters and consoles, are to be in keeping with the architectural style of the building within which the shop is situated.

7.4. Paint colours used on shopfronts are to be sympathetic to existing colour schemes.

7.5. If the frontage exists as part of a row of shops, horizontal emphasis is to be preserved through the use of fascia, transoms, glazing heights and stallriser heights consistent with the existing shopfronts.

7.6. Any security measures should be incorporated sensitively and every effort should be made to ensure that they are as discreet as possible. Externally fitted shutters are to be avoided.

7.7 Projecting or hanging signs or vertical ‘blades’ are to be discreet and appropriate to the context within which the shop is situated.

Mews and Small Streets – Design principles

8.1. Consistency of scale should be recognised as an important, positive, characteristic of mews and proposals should be sensitive to this.

8.2. New developments should be sensitive to prevailing heights and façade features, such as door and window placement of neighbouring buildings.

8.3. Historical features, such as carriage doors and sett paving, should be preserved and, where necessary, restored. Opportunities to replace modern garage doors with traditional alternatives will be welcomed. Where conversion of ground floor uses require it, the character of the historic carriage doors should be reflected in the design, even though it may not be an operational carriage door.

8.4 It should be recognised that basements in mews are not historically typical. Basement construction is noted to be both carbon intensive and disruptive.

Material – Design principles

9.1. High quality natural materials should be used to ensure that local character is reinforced; the material palette should complement those of adjoining buildings.

9.2. The materials used should also respond to local variations in material usage across the area, such as in brick type, and new buildings should draw from existing nearby historic buildings.

9.3. Developments should contribute to the quality of the public realm including the restoration of York Stone paving and granite setts.

9.4. The quality of detail is as important as quality of material: brick bond, pointing and detailing should be considered with care.

9.5. In general, bright or garish colours are to be discouraged. Pale pastel colours may be acceptable in mews.

9.6. Material selection should be informed by embodied energy as well as operational carbon impacts. Materials should be of high-quality and durable to give long design life. Careful consideration should be given to reusing existing materials wherever possible.

Green Spaces – Design principles

10.1. The importance of Belgravia's garden squares to both its visual quality and biodiversity should be recognised and views to these spaces preserved.

10.2. New public space and new landscape and biodiversity should be incorporated into developments.

10.3. Where appropriate in terms of space and context, trees which are suitable for the proposed location with other greening are to be planted to increase biodiversity.

10.4. Larger scale developments should consider, and positively contribute to, the quality of the public realm. Good public realm design should be informed by the quality of public space, the potential for new permeability, the selection of appropriate ground floor uses and the importance of good microclimate conditions. The contribution to biodiversity and sustainable urban drainage provided by landscaping should be recognised.

Small Features and Local Variations – Design principles

11.1. Localised architectural features, including but not limited to shallow window reveals, round arch window reveals or brick colours other than yellow London stock brick, may inform the design of a new building if they can be shown to add to the character of the particular area.

11.2. These features may only be used in locations where the features already exist and these features should not be used as precedents for their use across the wider Belgravia Neighbourhood Area.

Uncharacterful and Negative Features – Design principles

12.1. The investment in retrofitting or refurbishing existing buildings which currently make a negative contribution to Belgravia is encouraged.

12.2. The negative examples cited in this section of the Design Codes seek to guide new development in a manner sensitive to the best qualities of Belgravia.

Appendix B List of Important Local Views (Belgravia Conservation Area Audit, 2013)

Shown on Fig. 5.7 of Neighbourhood Plan

- Local View 1: View across Wilton Crescent
- Local View 2: Wilton Crescent from Belgrave Square
- Local View 3: Belgrave Square from Grosvenor Crescent
- Local View 4: Northern range of Belgrave Square properties and Wilton Crescent with St Paul's spire in the distance
- Local View 5: Belgrave Square from Wilton Terrace. Long views down EcclestonStreet and, unusually for central London, reveal the topography of the area with the land shelving towards the river and Grosvenor Road. Vulnerable to development at both Victoria and Nine Elms.
- Local View 6: Wilton Crescent from Belgrave Square
- Local View 7: 360o panorama from the junction of Wilton Place and Wilton Crescent taking in the two sweeps of crescent and the terrace of Wilton Place
- Local View 8: Belgrave Square from West Halkin Place
- Local View 9: Panoramic view from south west corner of Belgrave Square
- Local View 10: Belgrave Square from Chapel Street.
- Local View 11: Chapel Street looking toward Buckingham Palace Gardens
- Local View 12: Belgrave Square from Upper Belgrave Street
- Local View 13: Eaton Place from junction with Lyall Street
- Local View 14: Eaton Place from junction with Upper Belgrave Street
- Local View 15: Eaton Mews North from Eaton Place
- Local View 16: Eaton Mews North from Lyall Street
- Local View 17: Eaton Square from Eaton Place South
- Local View 18: Views across Eaton Square from south end of Lyall Street
- Local View 19: Views across Eaton Square from south end of Belgrave Place
- Local View 20: Eaton Square and St Peter's Church from Upper Belgrave Street
- Local View 21: Eaton Square and the King's Road from Hobart Place
- Local View 22: Eaton Square, south side, from Lower Belgrave Street

- Local View 23: Views across Eaton Square from north end of Eccleston Street
- Local View 24: Views across Eaton Square from north end of Elizabeth Street
- Local View 25: Views up Kings Road and across Eaton Square from South Eaton Place
- Local View 26: Eaton Square from South Eaton Place
- Local View 27: View south across Chester Square
- Local View 28: Views north east and south west across Chester Square from Eccleston Street
- Local View 29: View of St Michael's across Chester Square
- Local View 30: St Barnabas Church from Pimlico Road and Ebury Street junction
- Local View 31: 3-11 Upper Belgrave Street from Eaton Place
- Local View 32: Views into Hyde Park from Knightsbridge
- Local View 33: Panorama from the corner of Knightsbridge and Grosvenor Place taking in Hyde Park, the monuments of Hyde Park Corner and the grand terrace of Grosvenor Place
- Local views 34 & 35: Views north east along Chester Row to Chester Square and the spire of St Michael's Church
- Local view 36: View towards Chelsea Hospital from Pimlico Road.
- Local View 37: View to the corner tower of Victoria Coach Station
- Local View 38: View from the west side of Wilton Crescent with the curved elevations of Wilton Crescent the top of the Spire of St Paul's Wilton Place visible in the background.

Appendix C Additional Local Views

Shown on Fig. 5.8 of Neighbourhood Plan

A. View of Pimlico Road looking east from Holbein Place	Characteristic view along Pimlico Road, framed on one side by the distinctive 1879 building (nos. 87-107), culminating in the landmark view of the spire of St Barnabas	
B. Vista through Chelsea Barracks looking east	A new classic vista created by the Chelsea Barracks central avenue framing the view on the skyline of the listed Art-Deco BOAC/NAO clock tower	
C. View of St Barnabas spire from Chelsea Bridge Road through Chelsea Barracks	A striking view of the landmark St Barnabas spire through two Chelsea Barracks blocks. This view highlights the permeability of the Chelsea Barracks development	

D. View into Chelsea Barracks from Holbein Place	A new classic vista created by the Chelsea Barracks development featuring the striking sculpture 'Bicameral' by Conrad Shawcross RA in the middle distance.	
E. View of Royal Hospital and Chelsea Bridge Road from Garrison Square	Clear vista into the grounds of the Royal Hospital with view of its buildings and trees, providing a soft green vista framed by the striking built form	
F. Ebury Street from Elizabeth Street looking east	Ebury Street is the longest continuous street of, mostly listed, Georgian houses in Belgravia. It provides a vista that is 'quintessentially Belgravia'.	
G. Ebury Street from Elizabeth Street looking west	As View F above. A 'quintessentially Belgravia view' of mostly listed Georgian houses.	

H. Eccleston Street from Ebury Street looking north	A view which showcases the grander white stucco facades of central Belgravia with views of Chester Square, Eaton Square and, in the distance, Belgrave Square. This view provides a particularly impressive open skyline.	
I. Lower Belgrave Street from Ebury Street looking north	A similar view to J, from the parallel street of Lower Belgrave Street. Views of Eaton Square and Belgrave Square in the distance	
J. View of Hyde Park and Albert Gate from Lowndes Street	Despite the presence of negative 20th century buildings in Lowndes Square, this view is important because of the vista of Hyde Park and Albert Gate in the distance.	

Appendix D Unlisted Buildings of Merit (Belgravia Conservation Area Audit, 2013)

Shown on Fig. 5.10 of Neighbourhood Plan

Street	Numbers
Belgrave Mews North	1-5 (consecutive) 8-10 (consecutive) 39-44 (consecutive)
Belgrave Mews South	4-12 (even numbers) 16, 17, 20, 22, 28, 32, 34, 36, 44, 46
Belgrave Mews West	1-5 (consecutive) 14-17 (consecutive)
Boscobel Place	32, 48
Bourne Street	15-22, 26-27, 31-25, 36-45, 49-63 (consecutive)
Bowland Yard	all
Burton Mews	1-9 (consecutive)
Capener's Close	all
Caroline Terrace	1-14 (south side) 2a-15a (north side)
Chapel Street	9, 10
Chesham Place	39
Chesham Street	14
Chester Row	29-35, 37-41, 43-87 (odd numbers) 34-66 (even numbers)
Cliveden Place	4, 5, 6
Eaton Close	1-7 (consecutive)
Eaton Row	5, 7, 10, 12, 14, 28
Eaton Mews South	43, 49, 22-55 (consecutive)
Eaton Mews North	2-19, 21-23, 25-27, 34, 38-40, 41-44 (consecutive) 46, 55, 57, 60
Eaton Mews West	Belgravia Garage premises
Eaton Square	23a, 24a
Eaton Terrace	17
Eaton Terrace	52
Eaton Terrace	96, 98
Eaton Terrace Mews	2, 3, 4, 10 72 105, 107
Ebury Street	81, 111, 113, 115 18-20, 24-54b, ,124-140 (even numbers) 176, 178
Ebury Mews	47-52 (consecutive), 60, 104
Eccleston Place	Eccleston Yards 11-27 (consecutive)
Eccleston Mews	2-18 (even numbers) 24-32 (even numbers) 103, 104, 106, 113, 115

Street	Numbers
Eccleston Street	7-21 (odd numbers) 6-22 (even numbers)
Elizabeth Street	23-31 (odd numbers) 44-48 (even numbers)
Frederic Mews	all
Gerald Road	1-5 (single house) 7-15 (odd numbers)
Graham Terrace	19-33 (odd numbers) 2-26 (even numbers)
Groom Place	5, 9, 11 4-38 (even numbers)
Grosvenor Crescent Mews	7-12, 16-31 (consecutive) 33
Halkin Street	9a
Halkin Mews	2, 3, 13, 14, 15, 16
Headfort Place	1-9 (odd numbers)
Hobart Place	11-13 (odd numbers)
Kinnerton Place North	all
Kinnerton Place South	all
Kinnerton Street	33, 35-93 (odd numbers) 24-28 (even numbers) 34-48 (even numbers) 54-68 (even numbers)
Kinnerton Yard	all
Knightsbridge	11 (Wellesley Hotel)
Lower Belgrave Street	25-45 (odd numbers)
Lowndes Close	11-17 (odd numbers) 4-16 (even numbers)
Little Chester Street	4-13 (consecutive)
Lyall Mews	1-9 (consecutive) 47-67 (consecutive)
Lyall Mews West	73, 77, 79
Minera Mews	2, 3, 4, 21, 22
Montrose Place	46 39-47 (odd numbers)
Ormonde Place	1-12 (consecutive)
Passmore Street	4-20 (even numbers)
Pimlico Road	11-17 (odd numbers) 65-73, 77-85 (odd numbers) 40-42 (even numbers)
Ranelagh Grove	2-12 (even numbers) 13-35, 39-51 (odd numbers)
Roberts Mews	1-4 (consecutive)
St Ann's Close	all
St Barnabas Street	7-33 (odd numbers) 16, 20-46 (even numbers) St Barnabas Mews
South Eaton Place	1a

Street	Numbers
	26-58 (even numbers)
Studio Place	all
Upper Belgrave Street	Chester House Belgrave Cottage
West Halkin Street	11b (Mossiman's)
Wilton Crescent	32, 33
Wilton Place	32, 33
Wilton Mews	4-10 (even numbers)
Wilton Row	1-9 (consecutive) 11, 13, 14, 19 20-35 (consecutive)
Wilton Street	15a

Key

Odd numbers = all the odd numbers between the two limits
Even numbers = all the even numbers between the two limits
Consecutive = all the numbers, odd and even, between the two limits

Appendix E Additional Local Buildings of Merit

Shown on Fig. 5.11 of Neighbourhood Plan

Street	Number	Comment	
Boscobel Place	33-47	A consistent row of classic mews buildings retaining original proportions and featuring carriage doors. These are very comparable in design to buildings in other mews which have been identified by the Belgravia Conservation Area Audit as being buildings of merit, e.g. Eaton Mews South, Eaton Mews North, which justifies the similar treatment here. NB Boscobel Place was originally the western end of Eaton Mews South and thus should be regarded as part of that mews, although now divided from it by a set of garages. (It was formerly known as Royal Oak Place after a pub of that name which was on the corner with Elizabeth Street. The name was later changed to Boscobel Place to reflect the Royal Oak/Charles II connection)	
Boscobel Place	Boscobel House	Distinctive house with detailed decorative features, window pediments to the first floor and external window shutters	
Bourne Street	1, 2, 3	Although largely rebuilt in the 20th Century these three houses are designed to match other houses existing in Bourne Street, which have been recognised as being of merit by the Belgravia Conservation Area Audit. Nos. 1-3 complete the streetscape of this characteristic street of smaller Fourth and Fifth Order houses whose modest scale defines the south-western part of the Neighbourhood Area. They feature classic Georgian features such as railed areas, stucco rusticated ground floor, ironwork balconies and classically proportioned windows with six-over-six glazing.	

Street	Number	Comment	
Bourne Street	65-70 (consecutive)	As with Nos. 1-3 above, this relatively new block (which also includes No. 1-8 Whittaker Street, Belgravia Mansions Holbein Place, St. Michael's Mews and 32-38 Graham Terrace – pictured below) has been a sensitive addition to Bourne Street, having a unifying effect on the streetscape. NB If this were to be built now, according to the Belgravia Design Codes, multi-paned windows with glazing bars would be preferable.	
Eaton Mews West	52-60 (consecutive)	A classic run of mews houses in this cobbled mews, from the same period and of similar design to such mews as Eaton Mews South and Eaton Mews North which are identified by the Conservation Audit as being of merit	
Eaton Terrace Mews	69, 70, 71	Although of varying designs and having been altered over the years, this run of three houses retains much of the character of their original uses	
Graham Terrace	32-38 (evens)	See comment on 65-70 Bourne Street above	

Street	Number	Comment	
Graham Terrace	St Michaels Mews	See comment on 65-70 Bourne Street above	
Grosvenor Place	33 Cleveland Clinic	A stone-faced building dating from the 1950s. It has interesting detail including sculpture to the eaves by Maurice Lambert, as well as distinctive spires which are made up of stylised dragons coiled around armillary spheres. Adherence to the principle of 'base, body, attic' with pilasters, graduated windows, ground floor railings and rustication to the ground floor façade make this – despite its imposing size – very much a 'Belgravia building'	
Grosvenor Place	21-24 Iron Trades House	A 1930s office building very characteristic of the period whilst reflecting many Belgravia design features such as rustication at ground floor level, and a string course and cornice which is in harmony with neighbouring buildings. It complements the adjoining no. 33 Grosvenor Place. NB greater graduation of window sizes and window glazing bars would have enhanced the fit with neighbouring buildings.	
Headfort Place	6-8, 14, 18, 20, 22	A run of c. 1860 mews houses of consistent design. Many houses retain their original features and proportions including window lintels with keystone headers, brick string band between storeys and continuous cornice at the second storey creating a unified row	

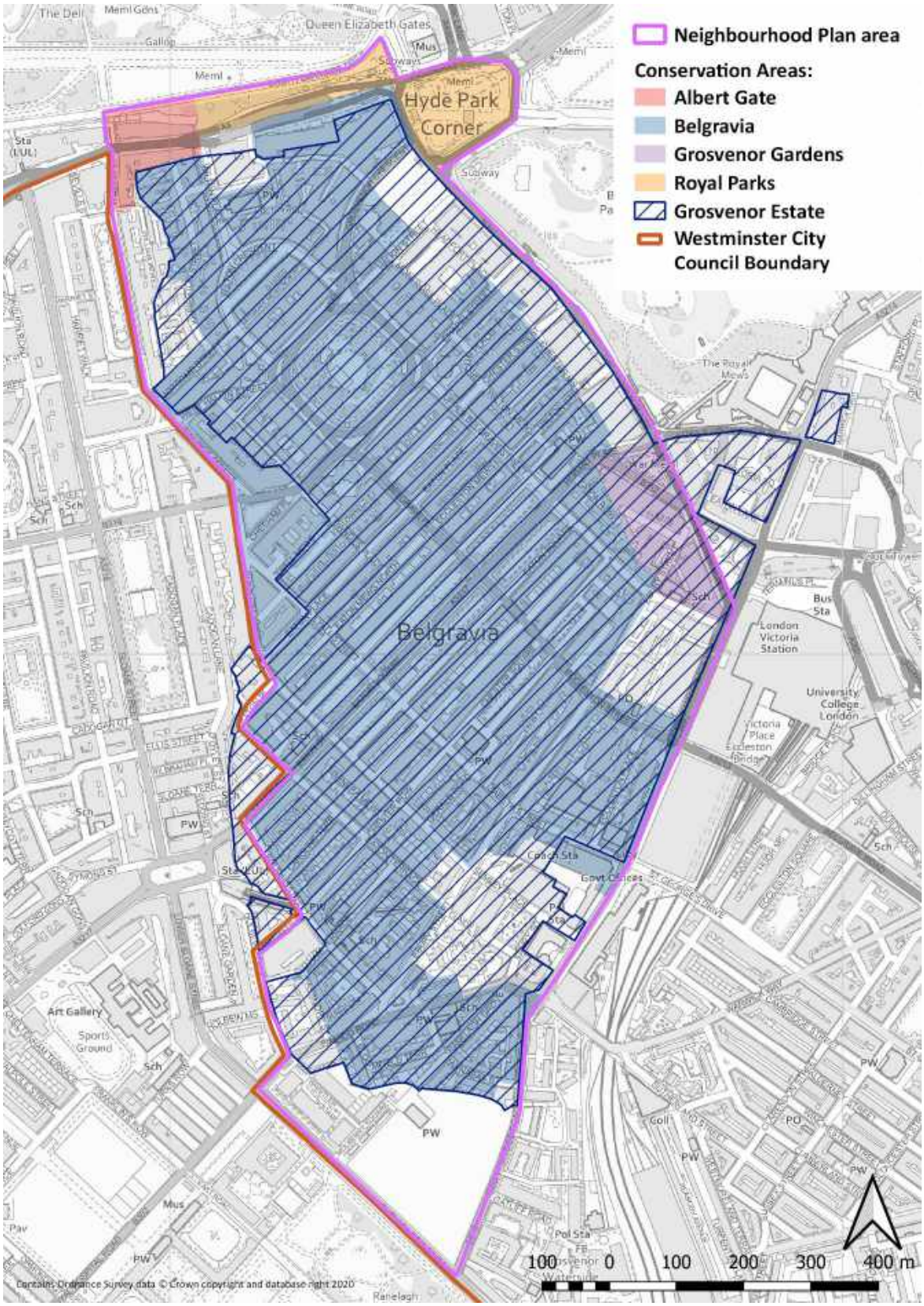
Street	Number	Comment	
Headfort Place	28, 30	Adjoining the houses described above and of similar design. No. 28 is of particular note. The yellow stock brick with red brick decorative highlighting is very comparable to that of the buildings in Grosvenor Crescent Mews which are identified in the Belgravia Conservation Area Audit as being of merit. (NB No 32 Grosvenor Crescent Mews is Grade II listed as an example of a rare survival of a complete urban mews). The buildings in Headfort Place also reference the historical role and importance of mews as Victorian workspaces.	
Holbein Place	Belgravia Mansions	See comment on 65-70 Bourne Street above	
Knights-bridge	26-56 (Parkside Mansions)	On the northern side of Knightsbridge, designed by A.H. Hart and Leslie Waterhouse and erected in 1906–7 by the Waring White Building Company Ltd. The block is six storeys and in red brick, with horizontal banding and dressings of Hartham Park stone. Windows are multi-pane casements. It is of similar vintage as the 1902 building opposite, the Grade II listed No. 55-91 Knightsbridge. Together with 55-91 it forms an impressive entrance to the world-renowned Knightsbridge shopping area when approaching from Hyde Park Corner.	
Little Chester Street	17-26 (consecutive)	Although of recent construction, this row of houses reflects the appropriate scale and design for a small ‘Fifth Order’ Belgravia street (e.g. such as Bourne Street, Graham Terrace) with step-up doors, railed areas, articulation to doors and multi-paned sash windows. As such it makes a positive contribution to the Belgravia townscape.	

Street	Number	Comment	
Lowndes Square	13-19	Lowndes Square was originally developed by Thomas Cubitt between 1836-1849 and all the houses were in white stucco of similar design to nos. 13-19. With the exception of two older buildings, nos. 11-12, which are Grade II listed, no other buildings of the original square remain. This terrace, nos. 13-19, which forms the majority of the east side of the square is an important reminder of the square's original concept.	
Montrose Place	1, 2, 3	Three late Victorian houses which retain elements of their former commercial use as shops with large ground floor windows. Although not especially distinguished they are the last remaining houses of this type on the east side of Montrose Place, whose character has been radically altered by a modernist development.	
Passmore Street	5-27 (odds)	Cited in the Belgravia Conservation Area Extension Consultation as follows: "Small scale terraced houses in yellow stock brick with rusticated stucco to ground floor. Although largely rebuilt in the 1960s, historic photos and maps show the scale and form of the original terraced houses along this stretch…….(these houses) are very much in keeping with the character of the small-scale terraced housing found on the western edge of Belgravia. ….due to the unbroken roofline, none of these buildings are likely to be suitable for roof extension."	
Pimlico Road	87-107	Cited in the Belgravia Conservation Area Extension Consultation as follows: "a simply detailed and attractive Victorian terrace dating from 1897. Typical of its period, it is in bright red brick, with a distinctive roofscape of gabled dormers and tall chimneys. It retains well-proportioned timber shopfronts to the ground floor, sub-divided by brick pilasters…..it relates well to the townscape in this part of Belgravia. The shopfronts at ground floor level also contribute to the character and vibrancy of this part of the area."	

Street	Number	Comment	
Pimlico Road	26 Lumley Flats	Cited in the Belgravia Conservation Area Extension Consultation as follows: "The Lumley Buildings are flats which date from 1875 which were built by the Improved Industrial Dwellings Company as model dwellings. The blocks are yellow stock brick and stucco detailing and slate mansards with dormers. Intervening bays are recessed with access balconies to the Pimlico Road elevation. They are a good example of late Victorian model workers' housing, very similar in design to the Coleshill Flats which are listed and already part of the Belgravia Conservation Area. These are an important part of the social history of the area."	
Orange Square	Statue of Mozart	Bronze statue of the young Mozart by Philip Jackson, paid for by public subscription, unveiled by HRH Princess Margaret in 1994. To commemorate Mozart's First Symphony, written at 180 Ebury Street in 1764. This statue relates particularly well to the history of the area and is an attractive focal point in Orange Square.	
Whittaker Street	1-8 (consecutive)	See comment on 65-70 Bourne Street above	
William Mews	4-5	Cited in the Belgravia Conservation Audit Extension Consultation as "retaining their original mews character" this pair of mews houses are very similar in period and styling to many other mews houses in Belgravia which have been identified as buildings of merit. They have retained their basic form and structure, with narrow doorways and relatively narrow window reveals typical of the early Georgian period	

Street	Number	Comment	
William Mews	16	A grander mews house which contains many characteristics of Georgian design including an arched doorframe, rustication to the ground floor façade and well-proportioned windows.	
William Street	3-4	The full run of houses, 1-12, is identified within the Albert Gate Conservation Area Audit as "a modest early Victorian Terrace, simply detailed in yellow stock brick, canted along the line of the street. The roof is set behind a straight parapet and there are shopfronts at ground-floor level. Above the shopfronts there is an attractive continuous projecting cast-iron balcony set on cast-iron brackets." Nos. 5-12 are Grade II listed. 3-4 are sensitively restored buildings forming part of the redevelopment of 55-91 Knightsbridge. They are fully aligned with the design of Nos. 5-12. The newly created shopfronts are worthy of particular commendation. Consequently these two buildings should be considered of merit. (NB Nos. 1-2 have been demolished since the Albert Gate Conservation Audit was prepared in 2009)	

Appendix F Map showing extent of Grosvenor Estate in Belgravia Area



Appendix G List of Blue and Other Memorial Plaques in Belgravia Neighbourhood Area

Matthew Arnold	2 Chester Square
Walter Bagehot	12 Upper Belgrave Street
Stanley Baldwin	93 Eaton Square
George Bentham	25 Wilton Place
Henry Campbell-Bannerman	6 Grosvenor Place
Viscount Cecil	16 South Eaton Place
Neville Chamberlain	37 Eaton Square
Noel Coward	17 Gerald Road
Thomas Cubitt	3 Lyall Street
Dame Edith Evans	109 Ebury Street
William Ewart	16 Eaton Place
Ian Fleming	22 Ebury Street
Henry Gray	8 Wilton Street
Vivien Leigh	54 Eaton Square
John Lubbock (Lord Avebury)	29 Eaton Place
Felix Mendelssohn	4 Hobart Place
Prince Metternich	44 Eaton Square
George Moore	121 Ebury Street
Lord & Lady Mountbatten of Burma	2 Wilton Crescent
W A Mozart	180 Ebury Street
Philip Noel Baker	16 South Eaton Place
George Peabody	80 Eaton Square
Augustus Pitt-Rivers	4 Grosvenor Gardens
Lord John Russell	37 Chesham Place
Vita Sackville West and Harold Nicholson	182 Ebury Street
Mary Shelley	24 Chester Square
Alfred, Lord Tennyson	9 Upper Belgrave Street
William Thompson, Lord Kelvin	15 Eaton Place
John Vereker, Viscount Gort	34 Belgrave Square
William Walton	8 Lowndes Place
Edward Wood, Earl Halifax	86 Eaton Square

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