

National

- Building in Context (English Heritage and CABE, 2001):
<https://content.historicengland.org.uk/images-books/publications/building-in-context/buildingincontext.pdf/>
- Building Regulations, Part L (2014):
http://www.planningportal.gov.uk/uploads/br/BR_PDF_AD_L1A_2013.pdf
- Consultation on proposed changes to national planning policy (Department for Communities and Local Government, 2015):
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/488276/151207_Consultation_document.pdf
- Guidelines for Landscape and Visual Impact Assessment, 3rd edition (Landscape Institute, 2013): <http://www.landscapeinstitute.org/knowledge/GLVIA.php>
- Housing and Planning Bill (2015): <http://services.parliament.uk/bills/2015-16/housingandplanning.html>
- National Planning Policy Framework (2012):
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf
- National Planning Practice Guidance (2014):
<http://planningguidance.communities.gov.uk/>
- One Public Estate: Unlocking the Value in Public Sector Assets, (LGA and Cabinet Office 2016): http://www.local.gov.uk/documents/10180/7632544/L16-9+OPE+brochure_2016_v06_WEB/0d759737-0057-4dc5-9dd5-d42d6b66a668
- Seeing the History in the View (Heritage England, 2012):
<https://content.historicengland.org.uk/images-books/publications/seeing-history-view/seeing-history-in-view.pdf/>
- Sport England guidance on planning for sporting facilities:
<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/>
- Tall Buildings (Heritage England, 2015):
<https://content.historicengland.org.uk/images-books/publications/seeing-history-view/seeing-history-in-view.pdf/>
- Technical housing standards – nationally described space standards (2015):
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421515/150324_-_Nationally_Described_Space_Standard_Final_Web_version.pdf
- The Buildings of England. London 6: Westminster. (Bradley and Pevsner, 2003)
- The Setting of Heritage Assets (Heritage England, 2015):
<https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/gpa3.pdf/>

Regional

- Climate Change Mitigation and Energy Annual Report (Mayor of London, 2015):
https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/CCMES%20annual%20report_2013-14_0.pdf
- Cycle Super Highway 5 (Transport for London): <https://tfl.gov.uk/travel-information/improvements-and-projects/cycle-superhighway-5>
- Central Activities Zone SPG (Mayor of London, 2016):
https://www.london.gov.uk/sites/default/files/caz_spg_final.pdf
- Economic development strategy (Mayor of London, 2010):
https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Economic-Development-Strategy.pdf

- Housing SPG (Mayor of London, 2016): https://www.london.gov.uk/sites/default/files/housing_spg_final.pdf
- Housing Strategy (Mayor of London, 2015): <https://www.london.gov.uk/what-we-do/housing-and-land/housing-strategy/mayors-housing-strategy>
- Legible London (Transport for London): <https://tfl.gov.uk/info-for/boroughs/legible-london>
- London Housing Design Guide (Mayor of London, 2010): https://www.london.gov.uk/sites/default/files/interim_london_housing_design_guide.pdf
- London Infrastructure Plan 2050 (Mayor of London, 2014): <https://www.london.gov.uk/file/19038/download?token=1Zj5uQZf>
- London Plan (Mayor of London, 2015): <https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan>
- London View Management Framework (Mayor of London, 2012): <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/london-view-management#Stub-100015>
- Mayoral Community Infrastructure Levy (Mayor of London, 2012): <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy>
- Play and informal recreation SPG (Mayor of London, 2012): <https://www.london.gov.uk/file/5270/download?token=LaKt0Dq>
- Social Infrastructure SPG (Mayor of London, 2015): https://www.london.gov.uk/file/22780/download?token=a-BvX_IN
- Sustainable Design and Construction SPG (Mayor of London, 2014): <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/sustainable-design-and>
- Transport Strategy (Mayor of London, 2010): <https://www.london.gov.uk/what-we-do/transport/transport-publications/mayors-transport-strategy>

Local

- Carbon Policy Feasibility Assessment (ARUP, 2013): [http://transact.westminster.gov.uk/docstores/publications_store/WCC_CarbonPolicyFeasibility_FINAL_2013-07-25%20\(2\).pdf](http://transact.westminster.gov.uk/docstores/publications_store/WCC_CarbonPolicyFeasibility_FINAL_2013-07-25%20(2).pdf)
- City For All corporate priorities document (2016): http://transact.westminster.gov.uk/docstores/publications_store/city_for_all/city_for_all_year2_booklet.pdf
- Conservation Areas – A Guide for Property Owners SPG (Westminster City Council, 1994): <http://transact.westminster.gov.uk/spgs/publications/Conservation%20areas.pdf>
- Design matters in Westminster SPG (Westminster City Council, 2001): <http://transact.westminster.gov.uk/spgs/publications/Design%20matters.pdf>
- Development and Demolition in Conservation Areas (Westminster City Council, 1996): <http://transact.westminster.gov.uk/spgs/publications/Development%20and%20Demolition%20in%20Conservation%20Areas.pdf>
- Draft Code of Construction Practice (un-adopted): http://transact.westminster.gov.uk/docstores/publications_store/planning/new_code_of_construction_practice_jan_2016.pdf
- Employment Programme (Westminster City Council, 2015 – 2019): http://transact.westminster.gov.uk/docstores/publications_store/business/employment_layouts.pdf
- Enterprise Programme (Westminster City Council, 2015 – 2019): http://transact.westminster.gov.uk/docstores/publications_store/business/enterprise_programme.pdf

- Interim Note on the application of the affordable housing policy (Westminster City Council, 2015):
http://transact.westminster.gov.uk/docstores/publications_store/Interim%20note%20revised%20april%202015.pdf
- Lillington and Longmoore Gardens Conservation Area Audit (Westminster City Council, 2012):
http://transact.westminster.gov.uk/docstores/publications_store/adopted%20conservation%20area%20audit.pdf
- Open Space Strategy (Westminster City Council, 2007):
http://www3.westminster.gov.uk/docstores/publications_store/Open_Space_Strategy_March_2007.pdf
- Pimlico Conservation Area Audit (Westminster City Council, 2006):
http://transact.westminster.gov.uk/docstores/publications_store/Pimlico%20CAA%20SPG.pdf
- Pimlico design guide SPG (1992):
<http://transact.westminster.gov.uk/spgs/publications/Pimlico%20design%20guide.pdf>
- Public Art in Westminster SPG (Westminster City Council, 2004):
<http://transact.westminster.gov.uk/spgs/publications/Public%20art.pdf>
<http://www.victoriabid.co.uk/publications/>
- Public Realm Strategy (Victoria Business Improvement District, 2014):
https://issuu.com/victoriabid/docs/public_realm_vision_for_victoria_lr
- Repairs and Alterations to Listed Buildings SPG (Westminster City Council, 1995):
http://transact.westminster.gov.uk/docstores/publications_store/Repairs%20to%20listed%20buildings.pdf
- Shopfronts, Blinds and Signs SPG (1993):
<http://transact.westminster.gov.uk/spgs/publications/Shopfronts,%20blinds%20and%20signs.pdf>
- Shopping Centre Health Check reports (2008/09 and 2014):
<https://www.westminster.gov.uk/shopping-centre-health-checks>
- Statues and Monuments in Westminster SPD (Westminster City Council, 2008):
http://transact.westminster.gov.uk/docstores/publications_store/S-and-M-FINAL-VERSION-1243433604.pdf
- Trees and Public Realm SPD (Westminster City Council, 2011):
http://transact.westminster.gov.uk/docstores/publications_store/Trees_&_the_Public_Realm_Adopted_Strategy_September_2011.pdf
- Unitary Development Plan (Westminster City Council, 2007):
<https://www.westminster.gov.uk/unitary-development-plan-udp>
- Victoria 2020 A Vision for a Vibrant Victoria (Victoria Business Improvement District, 2015)
- Victoria Area Planning Brief (Westminster City Council, 2011):
http://transact.westminster.gov.uk/docstores/publications_store/Victoria_Area_Planning_Brief_Adopted_July_2011.pdf
- Victoria Retail Health Check (Victoria BID, 2014): <http://www.victoriabid.co.uk/wp-content/uploads/2014/10/Victoria-Retail-Health-Check.pdf>
- Victoria Station Upgrade Environmental Statement Non-Technical Summary (Transport for London, 2009): <http://www.eib.org/infocentre/register/all/57159063.pdf>
- Vincent Square Conservation Area Audit (Westminster City Council, 2010):
http://www3.westminster.gov.uk/docstores/publications_store/vincent%20sq%20adopted%20CAA%20SPD.pdf
- VTI (Nova) CPO Background Information:
http://transact.westminster.gov.uk/docstores/publications_store/VTI2_CPO_Background_Information_October_2011.pdf
- Ward Profiles (2015): <https://www.westminster.gov.uk/ward-profiles>

- Warwick Way / Tachbrook Street Shopping Centre Health Check (The Retail Group, 2013): [Warwick Way/Tachbrook Street Shopping Centre Health Check](#)
- Westminster Cathedral Conservation Area Audit (Westminster City Council, 2008): http://transact.westminster.gov.uk/docstores/publications_store/Westminster%20Cathedral%20CAA%20SPD.pdf
- Westminster Housing Market Analysis (Wessex Economics, 2014): http://transact.westminster.gov.uk/docstores/publications_store/WHMA%20Main%20ReportFINAL.pdf
- Westminster Housing Market Study (Ecorys, 2014): http://transact.westminster.gov.uk/docstores/publications_store/FINAL%20Ecorys%20Report%2020140902%20V4.pdf
- Westminster Infrastructure Plan (URS, 2009): http://transact.westminster.gov.uk/docstores/publications_store/WCC_Infrastructure_Plan_2009.pdf
- Westminster Way (Westminster City Council, 2011): http://transact.westminster.gov.uk/docstores/publications_store/Westminster_Way_Public_Realm_Strategy_Adopted_September_2011.pdf
- Westminster's City Plan: Strategic Policies (Westminster City Council, 2013): http://transact.westminster.gov.uk/docstores/publications_store/Westminster's%20City%20Plan%20Adopted%20November%202013%20FINAL%20VERSION.pdf
- Westminster's Community Infrastructure Levy (Westminster City Council, 2016): <https://www.westminster.gov.uk/westminster-cil>
- Westminster's Community Infrastructure Levy Regulation 123 List (Westminster City Council, 2015): <http://committees.westminster.gov.uk/documents/s13487/5.%20Appendix%204%20Draft%20Infrastructure%20List%20Regulation%20123%20List.pdf>
- Westminster's Economy Development Management Policies Consultation Booklet (Westminster City Council, 2014): http://transact.westminster.gov.uk/docstores/publications_store/westminster's%20economy%20CM%20Version1.pdf
- Westminster's Energy Development Management Policies Consultation Booklet (Westminster City Council, 2015): http://transact.westminster.gov.uk/docstores/publications_store/Energy.pdf
- Westminster's Heritage, Views and Tall Buildings Development Management Policies Consultation Booklet (Westminster City Council, 2015): http://transact.westminster.gov.uk/docstores/publications_store/Heritage,%20Views%20and%20Tall%20Buildings.pdf
- Westminster's Local Economic Assessment (Westminster City Council, 2014): http://transact.westminster.gov.uk/docstores/publications_store/LEA_V.II_November_2014_FINAL.pdf
- Westminster's Transport and Movement Development Management Policies Consultation Booklet (Westminster City Council, 2014): http://transact.westminster.gov.uk/docstores/publications_store/Transport%20and%20Movement.pdf

The development opportunity site is made up of the following buildings and occupiers:

- 235 & 237 Vauxhall Bridge Road
- 223 Vauxhall Bridge Road (Queen Mother Sports Centre)
- 215 Vauxhall Bridge Road (The Parkinson's Disease Society)
- 2-22 (evens) Upper Tachbrook Street
- 74-77 (consec.) Wilton Road
- 68-73 (consec.) Wilton Road
- 65 Wilton Road
- 56-62 (consec.) Wilton Road
- 63-64 Wilton Road
- 54-55 Wilton Road (Patisserie Valerie)
- 52-53 Wilton Road (Hardcore Lobster and More)

Urban Form

The existing buildings within the site vary in form, age and quality, from the uniform modern mews dwellings found along Gillingham Row that mirror the listed terrace on Gillingham Street, to the larger modern intervention that is the sports centre and commercial buildings along Wilton Road and Vauxhall Bridge Road. The Queen Mother Sports Centre's 'box' type structure creates significant amounts of dead space to its rear, while presenting several dead frontages, which have a detrimental effect on the streetscape and functionality of the site as a whole.



Figure 2.1 East side of Gillingham Row, QMSC to the right¹

The built form of the street block (bound by Gillingham Row, Vauxhall Bridge Road, Upper Tachbrook Street, Longmoore Street and Wilton Road) varies and reflects in part the mix of uses that are present across the site, which in turn reflects the location of the site as a key neighbourhood centre for the Pimlico area, but also one that borders the Victoria Opportunity Area and Core CAZ. The urban form also reflects the piecemeal development that has occurred across the site to date, with larger scale modern, detracting commercial buildings set against retained more historic buildings. The sports centre is set within the site and is not

¹ Image courtesy of Google

visible from the main frontages of Vauxhall Bridge Road and Wilton Road It creates dead frontage elsewhere, and is a sub optimal use of the site as a whole.



Figure 2.2 Longmoore Street frontage²

The site lacks a coherent sense of place and of urban quality. It suffers from poor permeability and presents predominantly dead, inactive frontages and somewhat intimidating spaces particularly on Gillingham Row which provides a poor pedestrian experience and an environment where anti-social behaviour and security issues present themselves. None of the modern buildings contribute positively in architectural terms to the site and surrounding area, having no lasting architectural quality or interest - this represents a significant opportunity for change.

Interspersed around the site are several buildings of greater merit, including the uniform terrace on Upper Tachbrook Street which forms part of the retail frontage (albeit there are many poor quality shop-fronts and a number of vacant units), and a small number of buildings on the junction of Longmoore Street and Wilton Road within the Pimlico conservation area are also of more architectural merit.

The public realm is of generally poor quality around much of the site, low levels of greening are limited to a few trees across the site and a narrow patch of grass around the sports centre (shown in the photograph above), and there are uneven pavement widths.



Figure 2.3 Sports Centre frontage and offices, Vauxhall Bridge Road³

² ibid

³ ibid

Where the pavement is wider on Vauxhall Bridge Road the space is poorly realised and there is no opportunity to dwell. There are also level changes around the site creating access barriers, and parts of the pedestrian environment are in poor repair along Wilton Road, Longmoore Street and Gillingham Row.



Figure 2.4 Wilton Road Frontage⁴

The building mass of the surrounding area is dictated by the movement network with taller, larger foot-print buildings located near the transport nodes of Victoria Station and along Vauxhall Bridge Road. The buildings surrounding the minor access routes are typically lower (less than five storeys in height) and have a smaller foot print, creating a fine urban grain.

Movement

The Victoria Area Planning Brief (VAPB) recognises the wider Victoria area as a location where movement is a defining feature and where there is a need to generate 'place' and associated spaces of interest and quality. The scale of this development site offers the opportunity to contribute to this need for the Victoria area.

At present there is generally good movement opportunities for pedestrians around the site – Wilton Road, Longmoore Street, Upper Tachbrook Street, Gillingham Street and Vauxhall Bridge Road have pavement wide enough to accommodate conflict-free pedestrian movement despite outside seating associated with existing café uses on some streets. Some of the café uses along Wilton Road also have advertisement boards on the footway, and/or outside seating. The building currently occupied by the Parkinson's Society fronting Vauxhall Bridge Road, and at the northern part of Upper Tachbrook Street is set back from the road leaving unused space serving little purpose except for a few bicycle racks (including Santander Cycle Hire ports).

However, Gillingham Row is a constricted street where there is potential conflict between pedestrians and vehicles owing to a narrow pavement, which is missing for part of the street.

There are walking routes between Victoria and many attractions to the south e.g. Tate Britain, Tachbrook Street market and Millbank Pier – all of which are accessible via Vauxhall Bridge Road and would take pedestrians coming from the Victoria Transport Interchange past the site. The site has the opportunity to become a landmark along the route.

⁴ ibid

Pimlico

The Pimlico area to the south of the site is predominantly residential, with 68% of all floorspace in this area estimated to fall under this use. The residential accommodation throughout Pimlico varies by type and tenure, including a number of long standing housing estates, particularly the Lillington Gardens and Churchill Estates, while the formal squares and highly planned layout of much of the area provides Regency style townhouses and terraces housing single family dwellings and many sub-divided properties providing a number of residential apartments.

Beyond the significant residential provision, the Pimlico area includes a number of local shopping centres around the Pimlico London Underground Station and along Lupus Street, but also some set more within neighbourhoods. These centres provide valuable convenience shopping and local services for residents.

Alongside the commercial centres the area includes the newly built Pimlico Academy, along with other schools and buildings of worship. A number of larger office buildings are located around Pimlico London Underground station, historically housing government departments and other functions.

A number of hotels are also located throughout Pimlico, with a focus along Belgrave Road.



Figure 3.1 Belgrave Road, with Regency architecture typical of Pimlico

A range of materials and architectural styles are present within the area, with white rendered and London stock brick being the predominate material to the south and contemporary glass, metal and colourful render to the north. Roofing material to the south is either slate or concrete tiles, whilst there is no consistent roof form or material to the north.

Trees

Ten trees exist within the development site boundary: on Wilton Road, Longmoore Street, Vauxhall Bridge Road and at the corner of Upper Tachbrook Street and Vauxhall Bridge Road. However only those on Longmoore Street and the corner of Upper Tachbrook Street fall within a conservation area (which affords them protection from removal). The trees on these streets do not warrant a special mention in the Pimlico Conservation Area Audit, but almost all trees within the Conservation Area are protected and formal consent is required before any work can be carried out on trees. The site is also designated as an area for tree planting opportunity in the council's Tree Strategy⁵ so it is expected that existing trees will be retained.

Townscape Character Areas

In order to define townscape character areas which share common features and characteristics, an understanding of the existing townscape elements such as built form (mass and height), movement and materiality, along with historic development was established as part of an initial desk-based review. This has identified, along with consideration of aesthetic and perceptual factors, four townscape character areas (TCA), summarised below:

TCA 1 – Tothill Fields

This TCA is recognised within the Vincent Square Conservation Area as being relatively late in being developed compared to the area that surrounds the Palace of Westminster. This is likely to be due to its location close to the River Thames and the poorly drained nature of the land. Today, the TCA is relatively quiet compared to the adjacent commercial streets of Vauxhall Bridge Road and Victoria Street that abut it. Along with residential buildings there are a number of institutional buildings associated with education, health and charity uses within the TCA. These buildings are typically four to six storeys in height and have either London stock or red brick facades. Vincent Square provides a large area of (private) open space that contrasts with the dense, narrow streets located to the north of the TCA.

TCA 2 – Pimlico

Pimlico has a diagonal grid pattern and associated clear hierarchy of streets and mews, which is reflected within the design of the associated buildings. The TCA contains three to six storey residential buildings with associated shops and offices. This use creates a fine urban grain. The buildings are predominately cream stucco terraced housing with some upper floor facades constructed with London stock brick. The roofs are typically mansard in style. There are also a number of private squares within the TCA. The site is located to the north of this TCA, adjacent to its boundary with TCA3.

TCA 3 - Victoria Station and its Environs

This TCA has a number of major busy vehicular routes and the transport node of Victoria Station. The buildings are typically five storeys or more in height and have large foot prints, creating a dense urban grain that is irregular in layout. The study areas' taller buildings are associated with this TCA and the building and roofscape vernacular varies in style, material and form.

TCA 4 - Lillington and Longmore Gardens

Developed over three phases between 1964 and 1971 the Lillington Estate located to the south of TCA4 set a new standard for the planning and style of high density housing. The Longmoore Gardens Estate was completed in 1980 and although not designed by the same architect it reflects the same characteristics as the Lillington Estate. These characteristics included using a concrete frame and red-brown brick; staggered the facades; and varying

⁵ Trees and the Public Realm – a tree strategy for Westminster (2011)

the roofline. Overall the height of the two estate's buildings address the surrounding built form and rise up from the south east to the north west.

Townscape Character Summary

In summary, the site is located on the edge of 'TCA 2 – Pimlico' with a number of buildings within it responding to the TCA's characteristics. Going forward the emerging scheme needs to consider how it responds to these characteristics and relate to the surrounding mass of the TCA.

Architecture

The Queen Mother Sports Centre is located between a varied group of mid-19th century terraces and late 20th century commercial buildings to the east and a fragmented context of mid-late 19th century and later 20th century buildings the west. It is bound to the north by a much altered early 19th century grade II listed terrace and south by a tall, open metal fence on Longmoore Street. Within the site is the large single storey sports centre building containing a range of swimming pools and recreational facilities. The southeastern and southwestern parts of the site are located within the Pimlico Conservation Area.

Neighbouring blocks include more modern development to the west and the north of the site, again on the fringe and within the Victoria Opportunity Area. The Sainsbury's development to the west is late 20th Century architecture, while Land Securities development to the north of this on Gillingham Street is a recently completed 21st Century modern building.

This Appendix provides a summary of the key planning policy issues that apply to this development site – it is not an exhaustive list and should be read in conjunction with adopted policy.

National policy

The National Planning Policy Framework (NPPF) is the government's guidance for local planning authorities and decision-takers in drawing up plans and making decisions about planning applications. Running throughout the NPPF is the presumption in favour of sustainable development which has three dimensions:

- **Economic** - supporting growth, innovation, infrastructure, building a strong economy;
- **Social** - strong, vibrant, healthy communities, providing housing and local services, supporting health, social and cultural well-being;
- **Environmental** - protecting and enhancing our natural, built and historic environment, improve biodiversity, mitigate and adapt to climate change.

The redevelopment at this site has the potential to contribute to each of these. All policies in the NPPF should be read; however there are some sections which are of particular relevance to this site:

1. Building a strong, competitive economy (i.e. creating jobs and prosperity).
4. Promoting sustainable transport (i.e. facilitating sustainable modes of transport).
6. Delivering a wide choice of high quality homes (i.e. meeting full objectively assessed market and affordable housing needs).
7. Requiring good design (i.e. high quality and inclusive design for all development including public and private spaces, improving the character and quality of an area).
8. Promoting healthy communities (i.e. mixed-use developments, strong neighbourhood centres, delivery of social, recreational and cultural facilities etc., replacement of existing sports and recreational facilities).
12. Conserving and enhancing the historic environment (conserve heritage assets in a manner appropriate to their significance, putting heritage assets into viable use, sustaining and enhancing significance of heritage assets).

The National Planning Practice Guidance offers useful advice to supplement the NPPF. The sections which are of particular relevance to development opportunities at this site are:

- [Design;](#)
- [Health and Wellbeing;](#)
- [Housing – Optional Technical Standards;](#)
- [Travel plans, transport assessments and statements in decision-taking;](#)
- [Planning obligations;](#)
- [Open space, sports and recreation facilities, public rights of way and local green space;](#)
- [Community Infrastructure Levy.](#)

Sport England's guidance on planning for sporting facilities may also be worth exploring, as well as Historic England guidance on heritage assets and tall buildings (see Appendix 1 for references).

Emerging national policy

It has been proposed by Government to change the definition of affordable housing in the NPPF to include a wider range of products that can support people into home ownership -

such as starter homes⁶. This is a fundamental shift in national policy and will affect the types of affordable housing which are required on development sites, and what can be viably delivered.

The Housing and Planning Bill 2015 introduces a clause into the Regulations for the Town and Country Planning Act 1990 which provides that planning permission may only be granted for residential development if a requirement for starter homes is met, and regulations are expected to require 20% of new residential developments to be starter homes unless it can be demonstrated that the development will become unviable.

Regional policy

The London Plan is a Spatial Development Strategy and the overarching strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The London Plan 2016 (consolidated with alterations since 2011) forms part of the Development Plan for Westminster, and should be used in conjunction with the council's policies to determine planning applications. The council's local planning policies are in general conformity with the London Plan and as it is a Development Plan Document (DPD) which forms part of the statutory development plan for Westminster, some of its policies can be used directly for determining planning applications.

It is anticipated that following the election of a new Mayor in May 2016, the London Plan will be re-written in full – with publication of a new London Plan timetabled for 2019.

Mayoral Strategies

The Mayor has adopted a number of supplementary planning guidance documents⁷ and other plans and guidance which provide additional detail supplementary to the London Plan policies, or guide how they will be implemented. The Mayoral documents which are of particular relevance to the development opportunities at this development site are:

- **Social infrastructure SPG** (2015) – provides guidance on the provision of sport facilities, developing lifetime neighbourhoods, funding and delivery mechanisms, and stakeholder engagement.
- **Housing SPG** (2016) – provides guidance on increasing housing supply, housing quality (including minimum space standards), density, choice, affordability, and social infrastructure. The **London Housing Design Guide** should also be consulted.
- **Play and informal recreation SPG** (2012) – provides standards for play space provision, advice on creating neighbourhoods and accessibility of facilities.
- **London Infrastructure Plan 2050** (2014) – reinforces an importance on the provision of infrastructure in London including green spaces and roofs, energy and water.
- **Transport Strategy** (2010) – sets out a vision for a world-class transport system, to be achieved through outcome such as enhanced streetscapes and public realm, improving access and connectivity and, wider regeneration through integrating transport and land use planning.

Local policy

Westminster's local planning policies are currently comprised of the City Plan: Strategic Policies (adopted 2013) and the Unitary Development Plan (UDP, adopted 2007). The council is in the process of updating its local plan to insert detailed development management policies in to the City Plan. The UDP contains 'saved policies' which are the

⁶ A home sold to first time buyers under 40 at a 20% discount on market value up to a maximum of £450,000 in London.

⁷ [Mayor's Supplementary Planning Guidance](#)

source for detailed policy until the City Plan is updated with detailed development management policies. Although still relevant, the UDP policies are dated now and where there is a policy conflict the most recently adopted policy takes precedence.

Emerging local planning policy

Some consideration should be had to emerging planning policy, alongside adopted policy. Westminster City Council is currently in the process of updating the City Plan on a topic by topic basis to include detailed development management policies, which will supplement the adopted strategic policies and replace the saved policies in the UDP. Emerging policies can have material weight when determining planning applications, especially once they have been submitted to the Secretary of State for examination.

The first two of these updates are a revision to the mixed use policy (S1) and a new basements policy (CM28.1). The changes to the mixed use policy focusses the requirements for mixed use to the Core CAZ, Named Streets and Opportunity Areas and will mean that residential floorspace may not be required alongside increases in commercial floorspace depending on the scale of the development relative to the existing building being redeveloped. The development site does not sit within the Core CAZ or Named Streets and although currently outside the Victoria Opportunity Area, if this boundary is extended to include this site then the revised mixed use policy would apply here.

The basements revision is mainly concerned with basement extensions to residential properties and is unlikely to impact upon any development taking place at this site. The mixed use and basements revisions have undergone an examination in public and the Planning Inspector's report is awaited. If the policies are found sound the revised City Plan is expected to be adopted in mid 2016.

The next topic area to be revised is the Special Policy Area (SPA) policies which are currently going through the formal consultation process– this site will not be affected by these policies as the site falls outside of the SPA designations.

Following that a revision containing policies on building heights, design and heritage will be undertaken and is expected to go through examination in public in 2017. The resistance to tall buildings across the whole of Westminster is likely to be relaxed in this plan revision to allow for higher buildings in some locations providing it meets certain criteria such as not obstructing strategic or local views. This plan revision is likely to have an impact on how development proposals evolve for this site.

Drafts of the other detailed development management policies are in the process of being written following informal consultation throughout 2014 and 2015 and these policies are expected to go through the examination and adoption process over the next 12-18 months. Significant emerging policy areas include:

- **Housing** – review of residential densities and space standards, policy guiding residential quality and an encouragement of a proportion of smaller units within developments which are more affordable, introduction of affordable housing credits system and starter homes as a form of affordable housing (dependant on the Housing and Planning Bill 2015 receiving Royal Assent and proposed changes to the NPPF taking effect).
- **Decentralised energy networks** – major developments are expected to link up to existing decentralised energy networks where possible, or provision made to enable a link up in future. The development site is approximately 70 metres from the buildings on the Lillington Gardens Estate which benefits from a link the Pimlico District Heating Undertaking (PDHU) and any development proposals will be expected to explore options to connect into the PDHU.

- **Conservation Areas** – development within or affecting Conservation Areas will contribute positively to the character and distinctiveness of the area, and take opportunities to enhance the character, appearance and setting wherever possible.
- **Local shopping centres** – loss of A1 retail outside of core frontages will not be allowed if there will be a detrimental impact on local shopping facilities.
- **Inclusive local economy** – appropriate employment, apprenticeship and training opportunities should be sought on all major developments.
- **Offices and retail** - a range of business workspaces and retail units will be expected to meet the needs of Westminster's enterprise.
- **Parking** – car free development may be suitable under certain conditions, however the parking standard for residential developments is generally 1 or 1.5 spaces per unit depending on the unit size; development proposals with off street parking will provide electric vehicle recharging points.
- **Cycling** – cycle parking will be required with associated facilities for showering and 1 space per 125sqm is likely to be the required standard for parking.

Local Supplementary Planning Guidance and Documents

The council has produced a number of supplementary planning guidance and documents (SPGs and SPDs) which help to interpret adopted policy and guide development. The documents which are relevant to the development opportunities at this development site are briefly summarised below.

Design Matters - This document defines the City Council's expectations for new buildings as positive enduring additions to this unique urban landscape. New additions to the townscape should make a significantly greater contribution to the visual quality of the locality than the building they replace. The document gives examples of what would be considered poor design (building is too dominant, ill proportioned, poorly detailed or ugly) and encourages buildings to be designed so that they are in context with their local surroundings.

It is recognised that some locations will present an opportunity to create new architecture of greater presence than the existing structure, in order to enhance the overall appearance of the group and surrounding area.

The document also provides guidance on siting development within a dense urban environment such as Westminster, creating an acceptable ground level façade/base, elevations, accessibility, plant and roof profiles.

Westminster Way Public Realm Strategy - This is a manual for the design and development of the public realm, explaining the standards and quality that are expected in Westminster. The strategy should be consulted to guide the design of the development –for example it provides guidance on acceptable paving types, lighting, planting and public art.

Conservation Areas – a guide for property owners -This guide explains the purpose of Conservation Areas and outlines what needs to be taken into account when considering development in a Conservation Area e.g. high standard of design, materials, and detailing in order to preserve or enhance the character of the area.

The guide is also a reminder that development proposals close to Conservation Areas will also be assessed in terms of their impact upon the adjacent Conservation Area. As the development site is directly adjacent to the Westminster Cathedral Conservation Area, and a small part of the site falls into the Pimlico Conservation Area, the principles for those Conservation Areas should be considered when development plans are drawn up.

Demolition of a building within a Conservation Area requires planning permission – this includes the demolition of the whole building except the façade. Demolition behind retained façades will be considered in terms of the building’s structural stability, the measures proposed to protect the retained elements during building works and the architectural integrity of the retained elements.

All new development within Conservation Areas should be closely integrated into its surroundings. In some areas modern design is often acceptable if disciplined by its townscape context.

Pimlico Conservation Area Audit

The Pimlico Conservation Area occupies a large area of land north of the River Thames, southwest of Vauxhall Bridge Road and east of the railway line out of Victoria. It is bordered to the south by the Churchill Gardens Estate and to the east by the Lillington and Longmoore Gardens Conservation Area.

Character - The Audit explains that the Pimlico Conservation Area is characterised by its historic street pattern, cream stucco terracing and small parades of shops. It has a distinctive and coherent architecture. None of these distinctive features are to be found in the section of the Pimlico Conservation Area which falls within the development site boundary. Tachbrook Street, just outside the development site boundary, is especially mentioned as a street which causes a distinctive triangular plot owing to the diagonal layout of the street.

Roof profiles are considered to be fundamental to the architectural character of the Conservation Area and roof extensions are noted as unacceptable for parts of the development site.

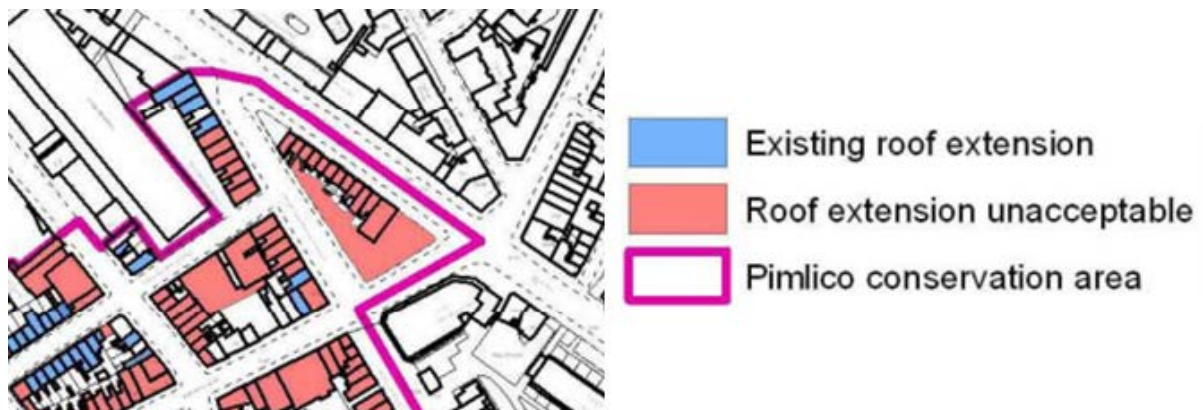


Figure 4.1 Acceptability of roof extensions in the Pimlico Conservation Area

Listed buildings - The Audit also identifies the unlisted buildings of merit which make a valuable contribution to the townscape and/or are of architectural interest. Upper Tachbrook Street and part of Wilton Road have unlisted buildings of merit, as shown in figure 4.3, below. The building at the corner of Longmoore Street and Wilton Road is not identified as having any merit.

The presumption in UDP policy DES 9 (part 2) is that permission will not normally be given for proposals which involve the demolition or partial demolition of buildings which contribute positively to the character and appearance of a Conservation Area.



Figure 4.2 Listed buildings, unlisted buildings of merit and negative features in the Pimlico Conservation Area

Views - No metropolitan views cross the site area. A ‘Local View’ has been identified in the Conservation Area Audit looking south east along Upper Tachbrook Street towards St Saviour’s Church spire and impacts on the view should be assessed as part of a development proposal.

Shop-fronts - Shop-fronts are identified in the Audit as potentially being of great importance to the Conservation Area. The areas of the site which are covered by the Conservation Area designation all have shop-fronts, although the quality of those on Wilton Road is fairly poor and do not add a great deal to the character and appearance of the area. The shop-fronts on Upper Tachbrook Street are notable for their projecting lamps, repeated detail and consistent framework. Original shop-fronts and shop-front detail should be retained wherever possible.

Pimlico Design Guide SPG - This document provides advice for alterations to buildings within the Pimlico Conservation Area and advises that original features or front elevations should be restored or reinstated, and original shop-fronts should be retained.

Westminster Cathedral Conservation Area Audit – The development site is close to the Westminster Cathedral Conservation Area – separated by a single block on Vauxhall Bridge Road. The Conservation Area is dominated by the cathedral itself – a prominent landmark. This, along with the related buildings to the south and the piazza, provides a break in the busy commercial character of this part of Victoria Street. The colourful architecture of the cathedral is in vivid contrast to the post-war buildings which line Victoria Street and creates a transition to the late Victorian architecture in the streets which surround it. The area around the cathedral retains a peaceful and predominantly residential character. This area is characterised by a range of large scale, high-quality mansion blocks, most in red brick.

Lillington and Longmoore Gardens Conservation Area Audit – This Conservation Area is just south east of the development site and directly adjacent to the Pimlico Conservation Area. The character of both Lillington and Longmoore Estates derives from a combination of complex architectural forms and the generous communal gardens and planting around them. Architecturally, the estates are striking in their difference to the Victorian terraces of Pimlico, but they have nonetheless been designed to sit well within their context. The staggered façades and interlinked gardens give the whole a sense of informality, creating an attractive residential environment despite its high density.

Development and Demolition in Conservation Areas - This document explains in detail the application of policies concerning development and demolition in Conservation Areas – which seek to achieve their preservation and enhancement. When considering proposals for demolition within a Conservation Area it is important to establish what contribution the existing building makes to its character or appearance. Some questions which can help identify the contribution individual or blocks of buildings make are:

- Has the building qualities of age, style, materials, or other characteristics which reflect those of at least a substantial number of the buildings in the Conservation Area?
- Does it relate by age, materials, or in any other historically significant way to adjacent listed buildings and contribute positively to their setting?
- Does it, individually or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?
- Does it have a significant historic association with established features such as the road layout, plots, a town park, or landscape feature?
- Does the building have landmark qualities?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it historic associations with local people or past events?
- If a public building, does its use and internal public spaces contribute to the character or appearance of the Conservation Area?

The general presumption is in favour of retaining buildings which make a positive contribution to the character or appearance of a Conservation Area. The guidance also states:

- A building's failure to meet high modern standards is not a sufficient reason to justify its demolition.
- Design of new buildings will be of a high architectural quality, respecting and interpreting the existing character and appearance of a Conservation Area – new buildings must be seen as part of the wider whole.
- Proposals to demolish and redevelop buildings which lie outside but adjacent to the boundary of a Conservation Area should maintain and, wherever possible, enhance the setting of the Conservation Area.

Historic Development

The Pimlico area remained undeveloped until the first half of the 19th century. Prior to this, the area was considered inappropriate for development as it was located along the bank of the Thames, in an area that was prone to flooding. Horwood's Map of London, Westminster and Southwark of 1792-99 (figure 5.1) shows that the area was predominantly open fields and gardens, with small clusters of buildings punctuating the landscape.



Figure 5.1 Horwood's Map of London dated 1792-99

In the mid-1830's, Thomas Cubitt, a speculative developer, took on a number of leases in the area and from 1835, began a comprehensive development scheme. Cubitt's map of Pimlico, circa 1830 (figure 5.2), sets out his plan for the area, characterised by a grid pattern of streets lined by regular terraces of narrow frontage set in blocks, with Warwick Square, Eccleston Square and St George's Square forming focal points. The map shows the development site with development concentrated to its north western end, where the listed properties on Gillingham Street exist today.



Figure 5.2: Cubitt's Map of Pimlico c.1830s

By the 1860s, the majority of development in the area had been completed. The Ordnance Survey (OS) map dating from 1869 (figure 5.3) illustrates that the development site had been fully developed by this date, with narrow terraced properties and mews properties set within a dense and fine urban grain.



Figure 5.3 1869 Ordnance Survey Map

The 1895 OS map (figure 5.4) shows that there was little change to the area surrounding the site, and the configuration of the buildings on the site remained the same. Gillingham Row, situated to the north west boundary of the site, is shown as New Street at this time, Wilton Road is marked as Hindon Street and Longmoore Street is named St Leonard's Street.



Figure 5.4 1895 Ordnance Survey Map

Similarly, by 1913-14, the layout of the buildings within the site had not altered, as illustrated in the 1913-14 OS map (figure 5.5). The most notable change within the immediate surrounding area was the construction of the Peabody Estate to the north east of the Site, built in 1912-14 and designed by Victor Wilkins. The map also shows that Hindon Street had been renamed Wilton Road by this date.



Figure 5.5 1913-14 Ordnance Survey Map

During the Second World War, bomb damage to individual houses and whole streets led to widespread redevelopment, including Lillington Gardens Estate to the south east of the site. The London County Council bomb damage maps show damage along Wilton Road, and highlights that the dense area of housing in the middle of the Site was identified as a 'clearance area'. The 1949 OS map (figure 5.6) illustrates that this area had been cleared, leaving an open space to the centre of the site. The map also shows that the mews properties on Gillingham Mews had been demolished.



Figure 5.6 1949 Ordnance Survey Map

Gillingham Row

Historic maps have been studied to understand the provenance of Gillingham Row (to the rear of the listed terrace on Gillingham Street). The map below shows that Gillingham Row (then called New Street) is historic but also that the current form of development, with mews style properties adjoining the rear elevations of the terrace, is entirely a late 20th century creation.



Figure 5.7 Extract from OS map (circa 1893-95)

The map also demonstrates just how densely developed the site was during the 19th century and, interestingly, confirms that the existing terraced housing on Tachbrook Street would have had a relatively open prospect from Longmoore Street (then St Leonard's Street) due to the presence of Tachbrook Mews, a memory of which is seemingly retained in the existing access route.

As expected, there was some Second World War bomb damage on the Wilton Street frontage (reflected in the 1950/60s buildings currently existing) and the dense area of housing in the middle of the site was identified as a 'clearance area'.

Non designated Heritage Assets: Local Listed Buildings

The City of Westminster does not maintain a register of unlisted buildings of local architectural or historic interest or "local list" (non-designated heritage assets for the purposes of the Framework).

Heritage value of existing non-listed buildings

Vauxhall Bridge Road

Nos.235 & 237 Vauxhall Bridge Road are a much altered pair of mid-19th century stuccoed buildings, situated at the junction of Vauxhall Bridge Road and Gillingham Row. They are arranged over three storeys with basement, and fourth storey accommodated within the mansard roof. A modern glass and steel balustrade is a later addition that encloses a roof terrace. The buildings are not statutorily listed but are within the setting of the Pimlico Conservation Area.



Figure 5.8 Nos. 235 & 237 Vauxhall Bridge Road

The Queen Mother Sports Centre is a light industrial / shed-like structure dating from 1978-81.⁸ The street frontage to Vauxhall Bridge Road is composed of dark glass with black panelling and the rear is a windowless brick faced range of a substantial scale. This element occupies a plot which runs from Gillingham Row to Longmoore Street. It was hastily planned and built leading to its current compromised arrangement, which creates a series of issues around and within the site, in conjunction with the modern piecemeal development that has taken place around it.



Figure 5.9 Queen Mother Sports Centre

⁸ Bradley, S. and Pevsner, N. *The Buildings of England. London 6: Westminster*, 2003

The building is located within the setting of the Pimlico Conservation Area and the setting of the adjacent grade II listed buildings located on Gillingham Street. The QMSC itself is not located within a conservation area, and is not a listed building; in fact it is one of poor architectural quality that detracts from the character and appearance of the neighbouring conservation area.

No.215 Vauxhall Bridge Road is a late 20th century building, located at the junction with Upper Tachbrook Street. It is constructed of red brick, with a frontage of dark mirrored glazing and blue framing. The upper storey is a brick-clad recessed element, punctuated by a line of windows. It is located within the setting of the Pimlico Conservation Area, but is not considered to contribute positively to the significance of Conservation Area.



Figure 5.10 No.215 Vauxhall Bridge Road

Upper Tachbrook Street

The terraced buildings at Nos.2-22 Upper Tachbrook Street (figure 5.11), situated on the south west side of the road, are typical examples of the early-mid 19th century development of Pimlico and the defining character of the Pimlico Conservation Area in which they are located. The yellow stock brick and stucco properties are three storeys in height, with a range of commercial uses at ground floor (some with good quality examples of traditional shopfronts), and retain original butterfly roof forms, visible from Longmoore Street. The adopted Conservation Area Audit for Pimlico Conservation Area identifies these buildings as making a positive contribution to the Conservation Area.



Figure 5.11 Nos.2-22 Upper Tachbrook Street

Wilton Road

The street block as a whole includes a number of properties of varying age and merit on Wilton Road, some of which are attractive or of some age and could be considered to be of heritage interest and identified by the Council as non-designated heritage assets for the purposes of the NPPF, while others present an opportunity for significant intervention.

Nos.74-77 Wilton Road is a short terrace of two and three storey buildings, located on the north east side of the street. The buildings at Nos.74-76 are a remnant of the of the early-mid 19th century development of Pimlico and are also illustrative of the townscape character of Pimlico Conservation Area in which they are located. The properties are of brick and stucco and composed of two bays. Nos.74-76 Wilton Road are identified within the Pimlico Conservation Area Audit as making a positive contribution to the Conservation Area, albeit their contribution has been adversely affected by later alterations and additions.

No.77 Wilton Road is seemingly a later rebuilding of the end of the terrace and is of a contrasting character utilising red brick with a single large window at first floor. Whilst the scale and massing of the no. 77 Wilton Road is consistent with this part of the Pimlico Conservation Area its contrasting character and materiality mean that the Council have identified the building as making a neutral contribution to the Conservation Area. Accordingly, there is no policy presumption in favour of its retention as a matter of principle.



Figure 5.12 Nos.74-77 Wilton Road

The buildings to the north east side of Wilton Road include mid to late 20th century blocks erected following Second World War bomb damage and associated clearance programmes. Numbers 56-62 and 68-73 (consecutively) Wilton Road are designed in a typical commercial style reminiscent of 'Mid-Century Modernism'. The buildings have glazed frontages with black spandrel panels set in metal frames, and a range of food and beverage uses at ground floor. No.65 has a contrasting appearance, with red cladding and projecting ground floor. The buildings are located within the setting of the Pimlico Conservation Area but are not considered to contribute positively to its significance due to their strongly contrasting character, set back from the traditional building line and materiality. These buildings therefore represent an opportunity for improvement and intervention.



Figure 5.13 Nos. 56 – 62 and 68 – 73 Wilton Road

Nos.63-64 Wilton Road is a much altered and isolated early to mid-19th century stucco property, situated on the north east side of Wilton Road, and flanked by later 20th century development. It consists of two storeys with altered ground floor in commercial usage. The property is located within the setting of the Pimlico Conservation Area and is consistent with its prevailing character. Any contribution to the setting of the Conservation Area is, however, much reduced by the degree of fragmentation of its context, with the associated physical and visual separation, and cumulative impact of successive alterations.

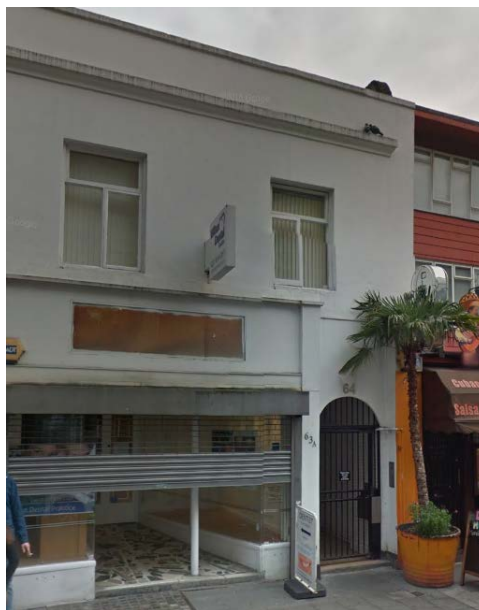


Figure 5.14 Nos. 63-64 Wilton Road

Nos.54-55 Wilton Road is an attractive late 19th/early 20th century detached building, constructed of red brick. The property is composed of three bays, of three storeys with attic storey (largely obscured by a parapet), with commercial use to the ground floor. A decorative cornice separates the first and second floors of the building. The building is sufficiently separated from the Pimlico Conservation Area that it is not considered to form part of its setting.



Figure 5.15 Nos. 54-55 Wilton Road

Nos.52-53 Wilton Road is a two storey building of painted brick, sited on the junction of Wilton Road with Gillingham Row. The property has been converted at ground floor level to accommodate commercial use. Whilst the property is probably of mid-19th century origins it does not form part of the setting of the Pimlico Conservation Area, having been separated by extensive and variable townscape.



Figure 5.16 Nos. 52-53 Wilton Road

Buildings within the vicinity of the building site which could be considered to have potential heritage interest:

- No.172 Vauxhall Bridge Road (The Jugged Hare);
- Nos.34-36 Greencoat Place (Pimlico Telephone Exchange);
- Nos.244-250 Vauxhall Bridge Road;
- Nos.252-256 Vauxhall Bridge Road;
- Nos.258-266 Vauxhall Bridge Road.

Registered Parks and Gardens

Eccleston Square and Warwick Square are grade II Registered Park and Garden located within the vicinity to the south west of the site. Both squares date from the 1830s and 1840s and were designed as part of Pimlico's planning initiative by Thomas Cubitt. Both are situated on land formerly known as the Neat House Gardens and survive little altered.

The wider Victoria area is experiencing character changing economic growth with a substantial amount of new office and retail floorspace being introduced – particularly around Victoria Station, and along Victoria Street. New developments currently under construction at Victoria are by virtue of their scale transforming the built environment, raising the profile of the area and turning Victoria into a vibrant area in which to live, work and shop.

Offices

Victoria has a long established office market, yet the nature of the floor space and occupiers has changed significantly in recent years. The overall trends in Victoria's commercial market show a steady and stable growth in office floorspace in Victoria when compared with the wider West End and Central London. Changing trends by business sector have also been identified with the Media and Tech occupiers continuing to dominate the demand for floorspace in the West End and increasingly in Victoria, which has historically had an association with Government offices. Increasingly, larger international tenants have taken up residence in the Victoria area which is now well established as a location for energy and financial services companies.

The Victoria area offers tenants the opportunity to remain in close proximity of the West End, and provides new buildings and larger more flexible floor plates, with a lower rent than in the West End itself. The regeneration currently taking place has increased the supply of Grade A office floorspace and is contributing towards the improvement of the retail offer currently in place at ground floor levels as part of mixed use development, particularly around Victoria Street. It is nonetheless also contributing towards the anticipated rent uplift. The 56,000 square foot letting at Land Securities' Zig Zag building to Jupiter Asset Management for example is at a rent reported to be circa £80 per square foot - a new record for the Victoria office market (against a £75 per sqft recorded up until now in 2015).

In April 2015 a vacancy rate below 3% for Grade A office floorspace in Victoria had been registered, reaching a historic low. Furthermore, it appeared that non-core locations were becoming increasingly attractive to occupiers and investors. The floorspace availability in Victoria recorded in the first quarter of 2014 (469,000sqft) considerably decreased to 107,000 sqft. Against this Mayfair had recorded an availability of 473,000sqft in the third quarter of 2015.

The area has seen an improvement in its prime yield since 2014 (from 4.50 to 4%⁹) which has remained at 4% since the second quarter of 2015. Furthermore, the above has been contributing towards the displacement of rent sensitive tenants typically occupying less than 5,000sq. ft to areas such as the South Bank and north and east of the City fringes.

Overall, the Victoria office market has seen a decrease in availability and an increase in Grade A office floorspace in comparison to other more expensive and popular locations for office space in the West End such as Mayfair, Knightsbridge and Fitzrovia which recorded a prime rent above £100 per sq ft in 2015 but which have often lacked Grade A floorspace. Rent uplift is nonetheless anticipated in Victoria as a result of various approved schemes.

Retail

Although the wider Victoria area offers a range of retailing that is expected of CAZ areas, up until recently, the retail offer in Victoria largely existed to provide for the day-to-day demands of local workers and transitory population. The main retail offer has been located along Victoria Street which is perceived to have a healthy retail economy which offers a wide range

⁹ A lower yield represents better performance/ a better investment.

of retail offers from small newsagents to high street fashion chains, as well as wide choices of cafes, sandwich shops and restaurants. The proportion of comparison shopping compared to convenience shopping is however below average for Westminster's Shopping Centres in the CAZ, creating an imbalance within the area in terms of offer. The development of Cardinal Place has however managed to broaden this offer.

The wider Victoria area has seen an increase in nearly 10,000sqm in retail floorspace recently (either completed, under construction or in the pipeline), which equates to over 500 jobs. New developments in Victoria are introducing more shopping and eatery options, such as the NOVA scheme which is seeking to provide 'exclusive and eclectic' restaurant and retail brands. This is contributing to Victoria's emerging status as a 'destination' rather than somewhere to just pass through.

Retail rents within the Victoria area are high on average but they vary greatly with some units being let for as little as £160, and others for over £1,000 per square metre per year. Smaller units tend to attract the highest rents per square metre¹⁰.

Warwick Way/Tachbrook Street CAZ Shopping Centre

The development site sits within the secondary frontages of the designated CAZ shopping centre Warwick Way/Tachbrook Street¹¹, and in fitting with this designation much of the ground floor frontage around the site comprises a range of retail units. This is particularly the case on Wilton Road, which houses a number of A3 use class restaurants and cafes of varying quality. The shopping centre as a whole acts as the key neighbourhood wide shopping centre serving residents in Pimlico, but also serving visitors and workers in the Victoria area. The centre includes a range of commercial and leisure functions, with the sports centre acting as a key facility for the local population and community.

The total retail floorspace in Warwick/Tachbrook Street is 17,972sqm across 164 units of varying sizes, with a focus on convenience retail. This has fallen by 16% since 2007 due to the loss of retail units near Vauxhall Bridge Road, where a large new medical centre is now located. Currently the floorspace availability for shops appears limited within the centre, restricting opportunities for diversification and additional shops.

The 2013 Warwick Way/Tachbrook Street Health Check shows that while the area's health was previously classified as neutral the area is now performing well and can now be classified as healthy and thriving. The vacancy rate for the centre is low at just over 3% of units (some of which are located on Upper Tachbrook Street). The report further states that vacancies are down and the mix is improving in line with consumer demand.

The Upper Tachbrook Street frontage also comprises retail units, but includes a number of long term vacant premises, some of which may have changed use to residential. Residential uses are also located at upper floors along this frontage. Continuing up onto Vauxhall Bridge Road, offices are located on either side of the leisure centre entrance.

As the main centre of convenience shopping for the Pimlico area, the shopping centre includes a number of supermarkets including a large modern Sainsbury's market on Wilton Road; a new Waitrose on Warwick Way, in addition to the Tesco located opposite. The shopping centre also accommodates the popular and recently enhanced Tachbrook Street market, which sells a range of produce and incorporates hot food stalls.

The supermarkets are complimented by a range of other convenience shops, with comparison shopping generally not featuring within the centre. A number of national chain

¹⁰ Victoria Retail Health Check 2014

¹¹ See UDP policy SS 6 and City Plan policy S10

coffee shops and restaurants are located in the centre in addition to a number of independent restaurants and café's located throughout the centre, several public houses and a number of A2 class uses including a number of estate agents.

The Warwick/Tachbrook Street area is mostly frequented by residents or workers in the area. The centre therefore mostly caters for its neighbourhood and its current activity addresses primary day to day food related needs to top-up retail requirements. There is a considerable demand for fresh food as well as household requirements. Consumers are also looking for occasional minor comparison goods such as gifts, fashion accessories, smaller fashion items and accessories, as well as household items such as prints and posters and basic kitchen equipment.

Despite an overall consensus between consumers and traders identified in the Warwick/Tachbrook Street health check, the centre could benefit from further investment to increase footfall, physical improvements and diversification of the retail offer. While the economic growth of the wider Victoria Area is encouraging, the benefits are unlikely to be realised within the area unless the site is regenerated and clear linkages between the site and the VOA established. It is recommended that more active ground floor level uses are encouraged as part of any regeneration of the site to improve upon the 'dead' frontages that currently exist around the site and to improve the retail offer. Increased permeability of the site and improvements to the public realm will also improve access to and attractiveness of the CAZ Shopping Centre.

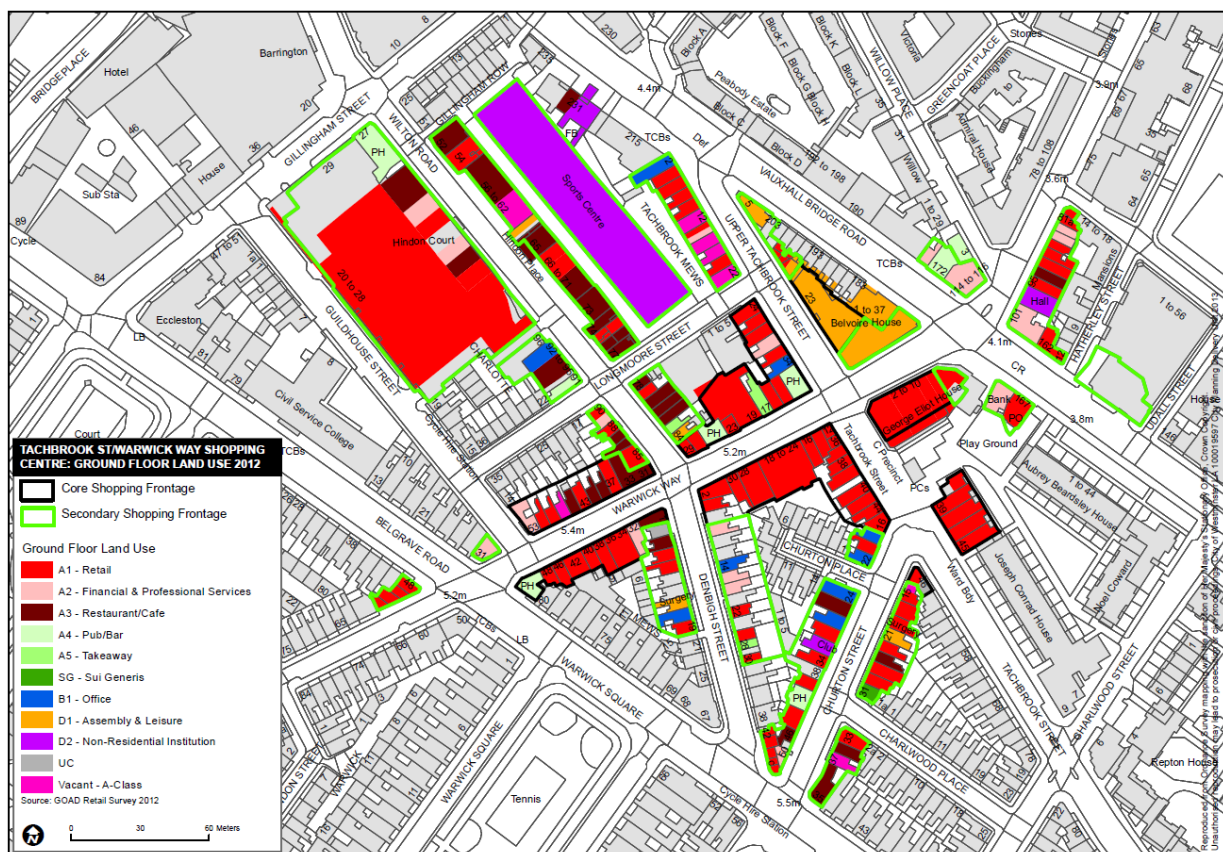


Figure 6.1 Warwick Way/Tachbrook Street CAZ Shopping Centre: Ground Floor Land Use 2012

Given the proximity to Core CAZ and the VOA and the existing commercial function of the site, redevelopment here will no doubt optimise the commercial potential.

Wider office market trends

Since 2014, the office market in London and in particularly in the West End has overall remained healthy and stable. From 2014 until January 2016, the office floorspace take-up of business sector in the West End has fluctuated between 17%-21%. In April 2015, there was a healthy diversity in occupier market with strong cross business sector demand.

Changing trends by business sector that had been evident during the first half of 2014 were further emphasised in 2014's third quarter: in 2014 across the West End, banking and financial services had become the largest source of take-up for office space, accounting for 23%.

However, the average unit size taken by financial occupiers was 5,239 sq ft which is less compared to 6,909 sq ft for Media and Tech and 6,232 sq ft for business services. Figure 6.2 below illustrates the increase and dominance of Media & Tech take-ups. In 2015, the West End was showing a demand from a broad range of business sectors.

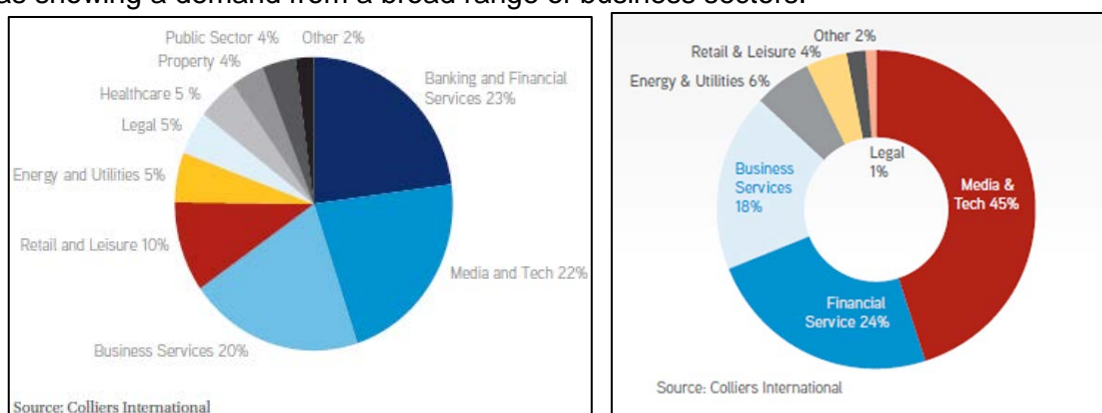


Figure 6.2 West End Take-up by business group Q1-Q3 2014 (left) and 2015 (right)

In the third quarter of 2014 it appeared that emerging locations would continue to look attractive to investors with the prospect of improved returns and by the end of 2015 and the West End had a considerably lower vacancy rate than in the City with 3.4% against 5%. Nonetheless, the West End market saw overall absorption levels turn negative in Q1 2015, but this was due to the number of conversions from office to residential floorspace (225,000 sq ft) for which construction began in the first three months of 2015.

In addition to this, further rental uplift was anticipated in the West End as occupiers were looking at securing space in prospective 'keynote' schemes such as Land Securities' Nova scheme in Victoria, due for completion in mid-2016 where pre-letting has already begun.

Office rents

Figure 6.3 shows how Victoria's office rents compare to the rest of London.

Central London Summary Table								
	TAKE-UP (000S) SQ FT		AVAILABILITY (000S) SQ FT		ALL GRADES **NSA (000S) SQ FT	GRADE A **NSA (000S) SQ FT	PRIME RENTS £PSF	PRIME YIELDS %
	2014	2015	2014	2015	2015	2015	Q4 2015	Q4 2015
WEST END								
New / Refurb	1,942	1,991	884	697	-	-		
Secondhand	3,441	2,747	1,658	1,492	-	-		
*TOTAL	5,383	4,738	2,542	2,189	685	1,563		
Bloomsbury	284	170	35	43	209	217	£69.00	4.00
Covent Garden / Strand	775	746	590	327	102	471	£85.00	3.75
Euston / King's Cross	851	607	117	73	44	-24	£75.00	4.25
Fitzrovia	352	906	220	222	180	258	£85.00	4.00
Knightsbridge	121	134	74	58	16	28	£100.00	3.50
Marylebone	351	274	207	218	-35	32	£105.00	3.50
Mayfair	868	476	548	505	37	99	£125.00	3.25
Paddington	158	277	156	32	119	100	£65.00	4.25
Soho	427	316	76	125	-176	73	£90.00	3.75
St James's	236	329	253	298	37	123	£125.00	3.25
Victoria	659	473	182	166	196	204	£80.00	4.00

Figure 6.3 Central London office market, January 2016 (Colliers International)

Retail

From 2007 until 2014, the number of vacant units in the West End has fluctuated, recently increasing slightly between 2011 and 2014. The average occupied unit size for the West End had reached new peaks in 2014 with 4,342 sq ft. Strong trading performance and consumer pressure for an enhanced store experience have led to an increasing number of larger flagship stores, which is driving this uplift in unit size.

Furthermore, the West End remains an international shopping destination with key department stores which have been the subject of significant investment. Overall, the retail demand is expected to continue to grow creating upward pressure on rents.

In Victoria the vacancy rate per units was lower than in the West End overall in January 2014 and had also more rapidly decreased.

Transport Improvements

The Victoria transport interchange is currently undergoing significant improvement works to provide an improved ticket hall and London Underground station access, and a re-provided bus station at Terminus Place. This is being undertaken in tandem with the NOVA development currently taking place to the north of the station.

The station, while being one of London's most important transport hubs, is operating in excess of its capacity and is therefore under significant stress. This is manifested in terms of pedestrian movement and conflict with road traffic, overcrowding and associated station closures and the impact of coach and bus traffic.

A series of objectives of the Council and TfL relating to the provision of transport in the Victoria area are set out in the Victoria Area Planning Brief.

Parking

The levels of car parking coming forward in recent development proposals in Victoria can guide what may be acceptable at this site, notwithstanding the specific site constraints associated with the site.

Site	Residential Units	Residential Parking	Parking Ratio
Kingsgate House	102	141	1.38:1
55 Victoria Street	54	10	0.19:1
New Scotland Yard	246	189	0.77:1
NOVA Phase 1	170	92	0.54:1
55 Broadway	112	43	0.38:1

Figure 7.1 Recent Residential Car Parking Provision in the Victoria Area

Victoria Opportunity Area

The Victoria Opportunity Area abuts the development site boundary, focusing on the Victoria Transport Interchange, extending east along Victoria Street and south down towards Chelsea Barracks, comprising a number of strategic sites with a combined policy target of providing 4,000 new jobs and 1,000 new homes between 2011 and 2031. This goes in hand with improvements to the transport interchange mentioned above, public realm, open space provision, community facilities and other priorities.

The neighbouring Victoria area is a long established office location and one that is growing in prominence through the various new developments coming forward in the area. As a historic location for government offices, the area is becoming increasingly populated by multinational companies including the John Lewis Partnership, Rolls Royce, Burberry and The Telegraph Media Group.

A number of sites have recently been developed along Victoria Street as illustrated below, including the Zig Zag buildings, comprising offices, residential and retail uses, 62 Buckingham Gate which includes retail and a cinema below high specification offices. The NOVA development around Bressenden Place is a mixed use development under construction, incorporating residential buildings, offices, retail and restaurant uses.

These more recent and emerging developments sit alongside Cardinal Place, completed some ten years ago, which provides open space and significant environmental improvements for the area, a range of retail and restaurant uses, with offices above, adjacent to residential uses.

The Opportunity Area also takes in a range of other sites further east including New Scotland Yard, 55 Victoria Street and Howick Place.

These significant mixed use developments are renewing the Opportunity Area, bringing additional jobs and homes to the area in new landmark buildings. The current and forthcoming mixed use developments demonstrate the emergence of Victoria as a successful commercial office destination in its own right and its desirability as a place to live, work and visit is growing.

With these developments taking place and developer interest high in the area, it is timely to consider the contribution that this development site can make to enhancing Victoria's growth and future sustainability.

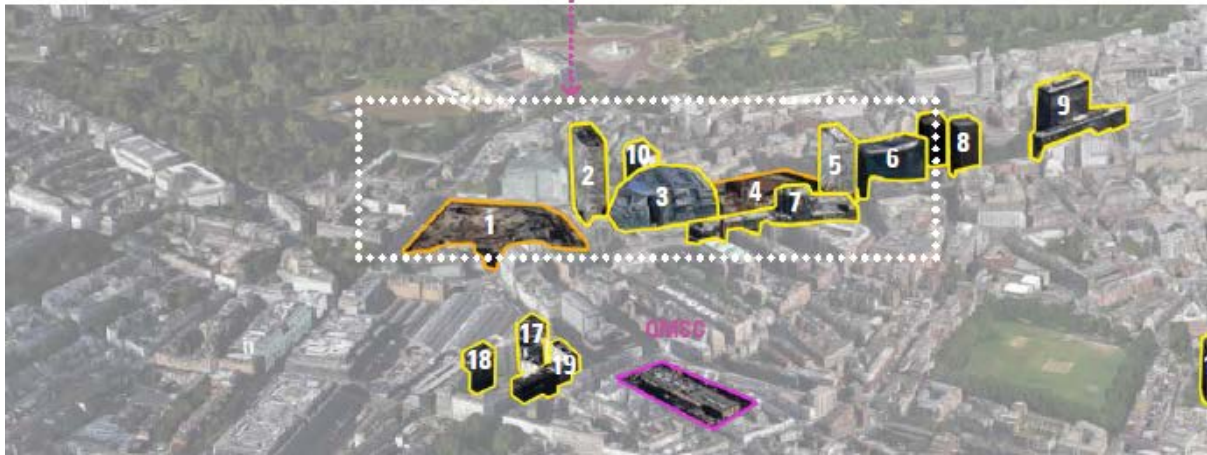


Figure 7.2 Victoria Opportunity Area Developments



1
Nova Victoria
 Building Height - 16 Storeys (est. +90.7m)
 Phase 1
 Retail Area - 80,000 sq.ft
 Office Area - 480,000 sq.ft
 Other Area - 167,000 sq.ft
 Residential - 170 units



2
Portland House
 Building Height - 29 Storeys (est. +101m)
 Retail Area - 11,000 sq.ft
 Office Area - 282,000 sq.ft
 Other Area - 14,000 sq.ft



3
Cardinal Place
 Building Height - 10 Storeys (est.+51.4m)
 Retail Area - 99,000 sq.ft
 Office Area - 554,000 sq.ft
 Other Area - 8,000 sq.ft



4
Kingsgate House
 Building Height - 16 Storeys (est. +53.7m)
 Retail Area - 45,000 sq.ft
 Office Area - 190,000 sq.ft
 Residential - 100 units



5
Westminster City Hall
 Building Height - 21 Storeys (est. +81.2m)
 Retail Area - 7,000 sq.ft
 Office Area - 179,000 sq.ft



6
62 Buckingham Gate
 (Formerly Selborne House)
 Building Height - (est. +64.0m)
 Retail Area - 15,000 sq.ft
 Office Area - 260,000 sq.ft



7
123 Victoria Street
 Building Height - 14 Storeys
 Retail Area - 28,000 sq.ft
 Office Area - 200,000 sq.ft



8
Windsor House - Victoria Street
 Building Height - 18 Storeys
 Office Building



9
New Scotland Yard - Broadway
 Building Height - 21 Storeys
 Office Building



10
20 Palace Street
 Building Height - 18 Storeys
 Residential

Figure 7.3 Victoria Opportunity Area Developments

Demography of Warwick ward

The development site falls within the Warwick ward¹², which has:

- Almost 5% of Westminster's housing stock, although this ward has a lower proportion of residents than other wards.
- The largest tenure in this ward is private rent (35%), followed by private ownership (34%); social rent (28%), and shared ownership (1%).
- The most common household size by a wide margin is one person households (38%), although there are a number of families living in the ward.
- Almost 40% of households under occupy their property and 9% are overcrowded.
- Approximately 80% of adults in this ward took part in one or more sessions of sport or active recreation per week.
- Poor use of swimming and sports facilities with 12% of people using them in the past three months leading up to the City Survey.
- Around 1,000 enterprises and the eighth largest number of employees of all the wards in Westminster with over 20,000 employees.
- The greatest amount of employee growth in 2008-9 of all of Westminster's wards.¹³

Westminster has a growing population and a very high proportion of the population fall into the 25-44 age group¹⁴. Westminster experiences a high level of international and domestic migration into and out of the borough (7% of Westminster residents were living outside the UK a year before the Census day in 2011)¹⁵ With such large annual migration flows, even small changes in the age, sex, and income profile of migrants can generate significant change in the resident profile of the City.

Housing

Within the immediate vicinity of the site¹⁶ the majority of housing is made up of flats, with only 14% of properties being houses, and the tenure trend is similar to those seen across the rest of Westminster: owner occupation is at 39% and privately rented accommodation at 40%.

The most recent Greater London Authority (GLA) household projections for Westminster anticipate household growth of between 15,400 to 21,500 households between 2011 and 2036, and Westminster's housing delivery target is for 1,068 new units per year.

It is expected that by 2031 there will be a three fold increase in the number of people living in Westminster aged over 90. More older people will be living in their own home for longer and this will have been enabled by the market providing new housing products aimed specifically at older people, sometimes linked with elements of care. However, poorer older people will experience difficulties in finding suitable, affordable accommodation in the borough.

The majority of property sales in the last ten years in this location fall into the £600,000 - £1,000,000 price bracket with an unsurprising growing trend over time towards higher prices. Between 2005 and 2013 over 170 properties were sold for less than £500,000 whereas in the last two years there have only been two properties sold under this price¹⁷.

¹² Ward data from Warwick Ward Profile (2015)

¹³ Westminster's Local Economic Assessment (2011)

¹⁴ Westminster Housing Market Study

¹⁵ Westminster Housing Market Analysis

¹⁶ The Lower Super Output Area O22B

¹⁷ Hometrack (2016)

In future across Westminster there are likely to be increasing difficulties for low income people in finding affordable homes, which may put pressure on family-based support networks and exacerbate care costs. There will be a changing model of housing tenure in London with over half of the housing stock in Westminster likely to be private sector rent in the 2030s. If nothing else changes, wages will not keep up with the cost of living (including housing and childcare costs) in central London and fewer low income families will live in the city. Those young people and families who do live in Westminster are likely to be wealthier and there will be fewer lower income families who will be increasingly confined to a small number of neighbourhoods on the edges of the city.

Sports and Leisure. Westminster has over 60 health and fitness centre sites, although only eight are publically owned by Westminster City Council¹⁸, the remainder being private. The city has an under provision of sports halls and synthetic turf pitches but it is well served by health and fitness centres, although there is an identified need for increased provision in line with projected resident and worker population growth.

Parks and Open Space. There are a total of 172 open spaces in Westminster (excluding ten civic spaces) covering an area of 527 hectares, of which 454 hectares have public access (i.e. metropolitan, district and local parks and civic spaces). This equates to 1.86 hectares of publically accessibly open space per 1,000 population. If the city's estimated daytime population numbers of approximately one million workers and visitors is taken into account the provision drops to 0.45 hectares of open space per 1,000 population. The demand for open space is likely to increase as the residential population does, and the need for more city spaces is particularly important at this site which is identified as an area of open space deficiency and as a place which attracts significant numbers of workers and visitors but does not provide external spaces to dwell. This will become a more pressing issue should employment floorspace in the area increase.



Figure 8.1 Existing social infrastructure in the vicinity of the site

Legibility. Provision of Legible London maps and pedestrian environment improvements are identified in the Westminster's Infrastructure Plan as short-term city-wide infrastructure priorities to promote walking and to ensure the needs of vulnerable people, or those with disabilities are catered for. Any redevelopment of the site should contribute to these priorities by creating safe, accessible and attractive public realm (see Appendix 10).

¹⁸ Westminster Infrastructure Plan 2009

Education. There is a shortage of early years childcare facilities across Westminster when compared to the number of under five year olds living in the city, although capacity issues are strongest in wards other than Warwick where this site is located. Westminster's primary schools have excess capacity, whereas the secondary school places available within the city are almost all full.¹⁹ Development of a large number of new family sized units may increase pressure on local secondary schools.

Healthcare. There are 53 registered GP practices in Westminster with a patient GP ratio of around 1,700 patients per GP. Westminster Primary Care Trust serves more than 247,000 registered patients and pressure is increased on primary healthcare services by an increase in residential population. There are currently no health care uses within the site boundary, although not a requirement of development at this site, proposals for new healthcare facilities as part of the redevelopment would be welcome.

It is estimated that the daytime population of Westminster increases to over one million people owing to the influx of workers and visitors to the city. This adds enormous pressure to existing services, such as sports and leisure facilities. Westminster's resident population is growing, and with increases in all commercial floorspace increasing the working population also, the pressures on existing services will continue to grow. This is likely to be felt particularly in the Opportunity Areas where homes and jobs growth is directed.

Redevelopment of the site will be expected to anticipate increased pressures on existing social infrastructure.

¹⁹ Westminster Infrastructure Plan, 2009

Viewpoints

The effect of the redevelopment of the site is likely to be limited to impact on views out of each conservation area, albeit that these are already of a general London panorama, of which the proposed development would be seen as a part of.

This initial viewpoint assessment was based on a preliminary desktop review of local views-associated planning policy of the London Plan and Westminster City Council, including a number of Conservation Area appraisals. It has also been informed by initial field-work, which has established the nature and extent of likely visibility. The whole area was visited and representative viewpoints selected based upon the localised screening effect of built form, land form and vegetation.

The methodology in identifying viewpoint locations follows good practice guidance set out in the Landscape Institute's Guidelines for Landscape and Visual Impact Assessment²⁰. In line with the guidance this review has been undertaken in the winter when tree cover is more limited and the site more visible. The final assessment should also consider the visual effects in summer, where appropriate.

The representative viewpoints are set out in figure 9.1 and the baseline situation summarised in figure 9.2 below.

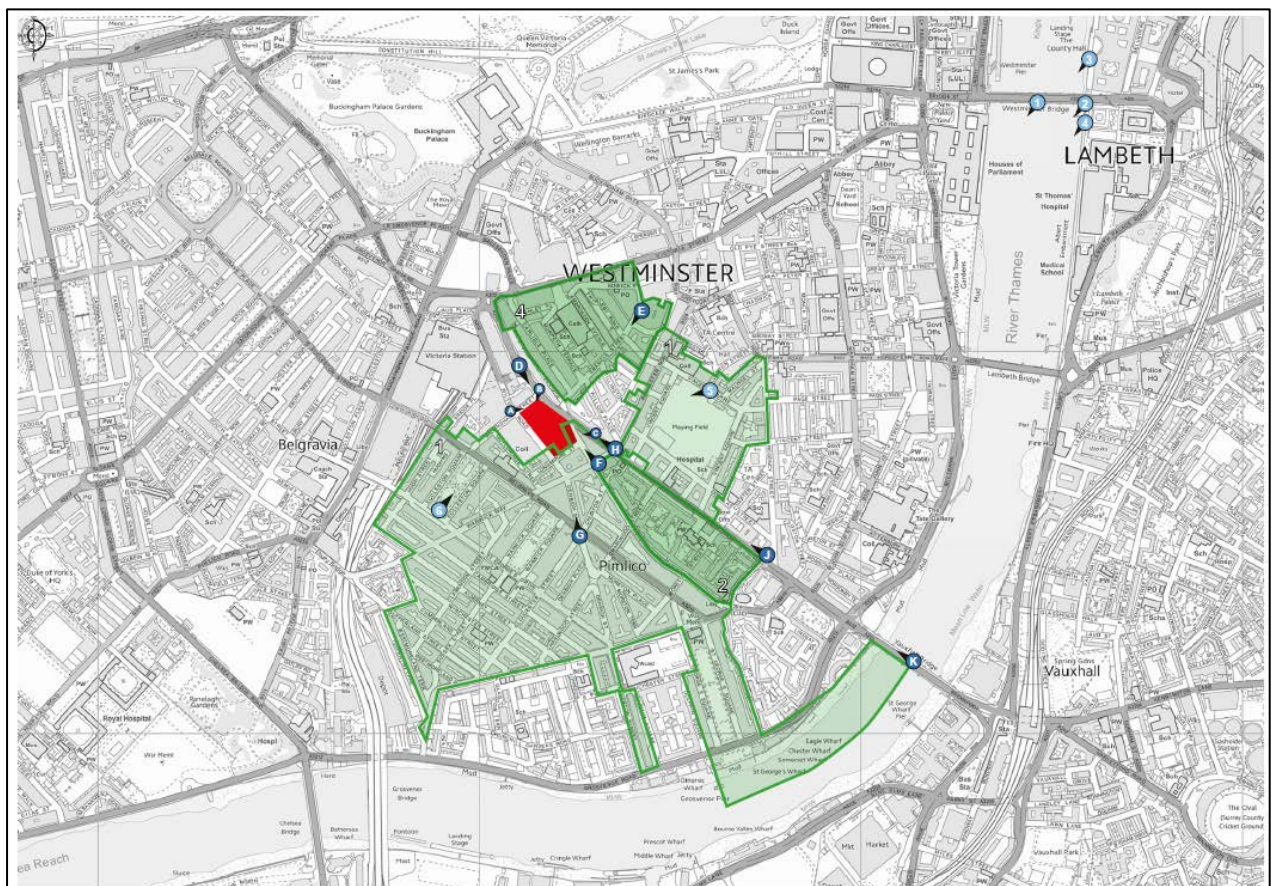


Figure 9.1 Representative Viewpoints

²⁰ Third Edition, 2013

QMSC and the visibility of the associated buildings along with the LVMF and conservation area local views have been established (viewpoints 1-6) with further townscape views being checked as part of a field study (A-K). The former has determined that the existing zone of theoretical visibility (ZTV) is reasonably contained and limited to linear views along streets due to the nature of existing built form.

RP No.	Location
LVMF and Conservation Area views	
1.	Westminster Bridge (centre) – LVMF 18.A.2
2.	Westminster Bridge (east) – LVMF 18.A.1
3.	In front of County Hall – LVMF 21A.1
4.	Albert Embankment – LVMF 22A
5.	North east side of Vincent Square - in line with 'local view 10' of the Vincent Square Conservation Area Audit SPD
6.	Eccleston Square - local view from Pimlico Conservation Area Conservation Area Audit SPD
General townscape views	
A.	West footpath on the junction of Wilton Road and Gillingham Street
B.	East footpath on the junction of Vauxhall Bridge Road
C.	Vauxhall Bridge Road
D.	Vauxhall Bridge Road (north)
E.	East footpath on the junction of Francis Street and Greencoat Row
F.	South footpath on the junction of Warwick Way and Upper Tachbrook Street
G.	South footpath on the junction of Denbigh Street and Belgrave Road
H.	Vauxhall Bridge Road (central – junction with Warwick Way)
J.	Vauxhall Bridge Road (south – junction with Rampayne St)
K.	Vauxhall Bridge Road (centre of the bridge)

Figure 9.2 – Representative viewpoints

Open and Play Space Deficiency

The area acts as a busy and frequently used destination for workers and visitors during the day time while also acting as the key neighbourhood shopping centre. The shopping centre contains a number of restaurants, cafés and supermarkets frequented by these visitors, in addition to the popular street market which incorporates a number of hot food stalls focussed on lunchtime sales. However there is a distinct lack of space for people to dwell and eat lunch for example.

The site is located in an area of open space deficiency and is an identified area of play space deficiency as set out on Westminster's proposals map accompanying the City Plan, and in the maps and plans accompanying Westminster's Open Space Strategy (2007).



Figure 10.1 Open space deficiency

The lack of open space does not facilitate dwelling time in the area beyond the time spent visiting these shops and services, and as such the area would benefit significantly from the provision of open space.

The addition of further housing to the area will increase demand on existing play space, and demand for the provision of new play space. The area, including much of Pimlico is also designated as a priority area for informal play areas.

Therefore, development proposals should seek to address play space requirements in line with Westminster policy.

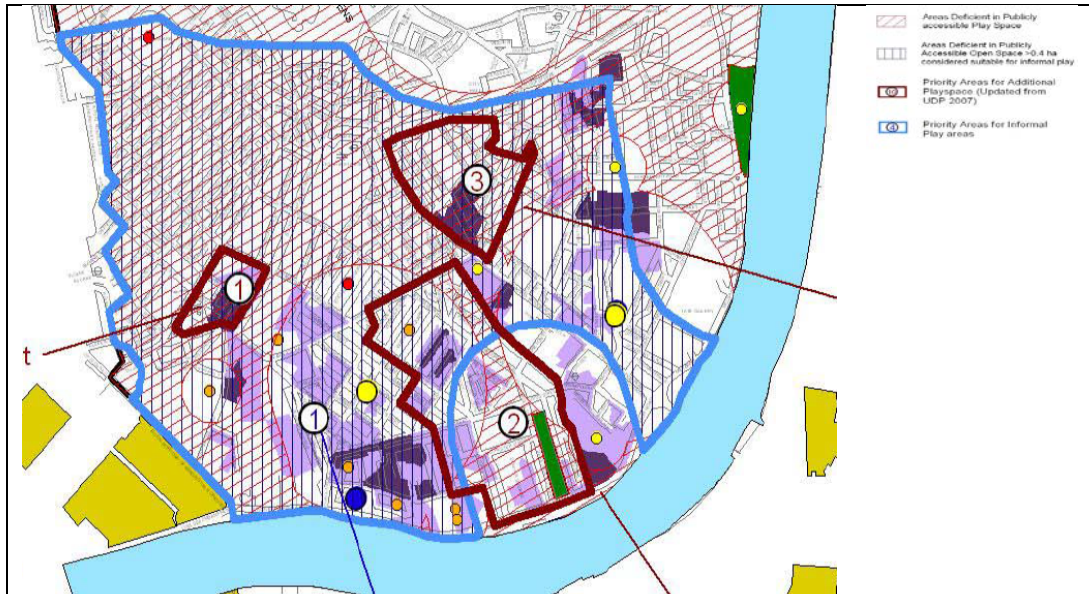


Figure 10.2 Play space deficiency

Public Realm Vision for Victoria

The Victoria BID Public Realm Vision for Victoria was undertaken by Publica on behalf of the Victoria Business Improvement District. The vision includes an assessment of the Victoria area, resulting in a series of recommendations on how the roads, streets, gardens and other public spaces can be improved for all users. It identified 12 guiding principles for developing Victoria's public realm:

- Create a network of related spaces to build a new public character.
- Improve air quality.
- Improve walking routes and pedestrian environment.
- Minimise the impact of traffic and vehicles.
- Improve cycling conditions.
- Enhance trees, greenery and planting.
- Build character, programme events in public spaces and provide play opportunities.
- Ensure public identity through signage and wayfinding.
- Encourage unified, light touch management and oversight.
- Enhance lighting.
- Commission art in public places.
- Adopt a coherent material palette for Victoria.

The aspirations of the Victoria Public Realm Vision should be considered in the context of Westminster policy, and the Westminster Way SPG, which is Westminster's overarching Public Realm strategy.

Westminster Way

The Westminster Way (adopted September 2011) is Westminster's public realm strategy and in hand with Council policies aim to safeguard the architectural and historic character of the city and provide an inclusive environment, in hand with simplicity and in appropriate places, good, modern design. Development proposals should follow the Westminster Way in drawing up public realm and environmental improvements associated with the development site.

The guidance includes a 'Westminster Code' setting out what the Council wants to achieve in streets and open spaces. As such it should inform the selection, design and placement of furniture and surfacing materials with the public realm. The code includes the following rules:

- **Quality:** Of materials, scheme design, implementation, detailing, maintenance.
- **Durability/Sustainability:** Of materials, supporting structure.
- **Character:** In fitting with the City's distinctive street furniture.
- **Clutter Free:** Minimise furniture obstruction, co-location, and only installing new items where absolutely necessary.
- **Continuity:** Replication of historic furniture where appropriate.
- **Containment:** Respect and continue established pattern of geographically distinct furniture items.
- **Context:** Furniture, planting, materials should be informed by character and traditions of context.
- **Co-ordination:** Furniture should be part of the city's coordinated suite.
- **Consistency:** Replacing like for like, removing inconsistency.
- **Cherish:** Protect, preserve and maintain listed and other noteworthy items of furniture.

The guide goes on to set out the evolution of a new project, and distinct sub areas in terms of street furniture character, while then providing detailed practical guidance on a series of public realm topics including paving, lighting and public art.

The Westminster Way is accompanied by a Westminster catalogue of public realm materials and street furniture, as referenced throughout the strategy.

Trees and Planting

In addition to the Westminster Way, the Westminster Trees and the Public Realm SPG – a tree strategy for Westminster should be borne in mind in any proposals.

The Tree Strategy seeks to ensure that, for the benefit of both current and future generations, Westminster's tree stock is planted, and when appropriate replaced, in accordance with contemporary arboricultural best practice, and with careful consideration of its relationship with townscape, amenity, biodiversity and historic character.

In the Tree Strategy, the site area is identified as an area of no unified architectural character, and as such as an area for opportunity in townscape terms, further identified as an area for planting moderation. The guidance goes on to set out practical considerations for planting.

Currently, mature trees are located along Vauxhall Bridge Road and Wilton Road, with the presumption that they should be retained in any development proposals for the site. Proposals should take the opportunity to include further appropriate planting and greening, including the provision of green walls and green roofs where appropriate.

Legible London

To sit alongside any public realm improvements, or improvements to the pedestrian environment, a legibility and signage strategy will be needed. This will encourage walking, and allow pedestrians to move through the site and wider area effectively. It will be an important factor in connecting the site to the Victoria Transport Interchange, other modes of transport, and surrounding areas.

The expectation would be for any public realm strategy to be designed to proactively accommodate the Legible London signage system that has been successfully implemented throughout a large proportion of Westminster. The use of Legible London signage ensures continuity with the rest of Westminster based on the familiarity and success of this approach. All signage should be sensitively and effectively incorporated into the public realm, in line with Westminster's public realm guidance. Figure 10.3 shows the range of Legible London products which are available.

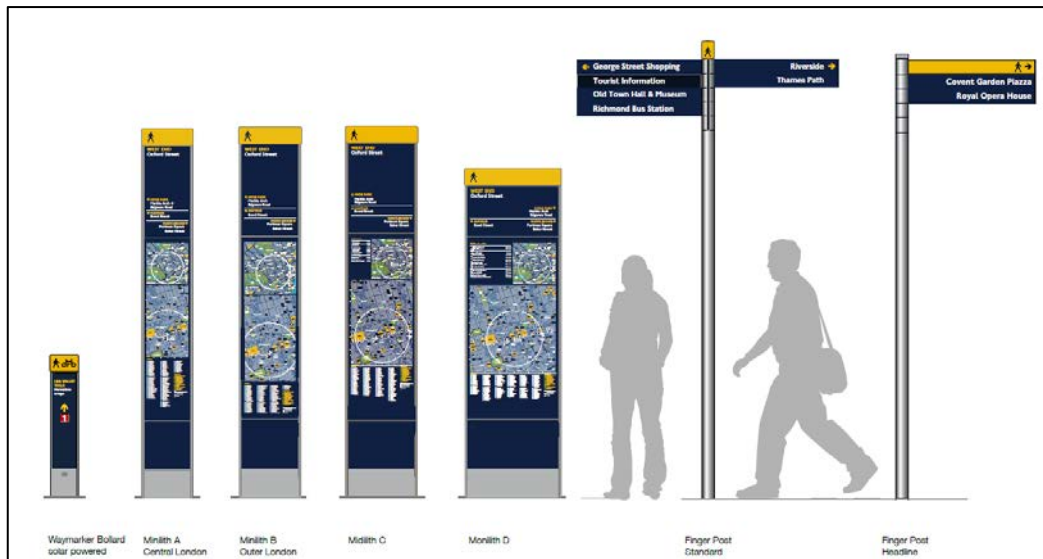


Figure 10.3 Legible London Products

Public Art

Public Art can help to create dynamic and stimulating environments when successfully integrated into a place or proposed development. Proposals should therefore be accompanied by an appropriate, well considered public art strategy, which will make a positive contribution to the streetscape, built environment and public spaces, while not adding visual clutter or confusion to the public realm. The surrounding area towards Victoria station includes a number of sculptures, monuments and other forms of public art, however there is little in the direct vicinity of the site.

Local planning policy²¹ encourages public art to be integrated into the design of new development, and not generally be free standing pieces. Particular importance will be given to gateway locations around the site, while not affecting access and circulation. All public art must be appropriate and define high standards of design in order to ensure that it enhances the appearance and experience of the public realm.

Security and Management of spaces

Any public realm strategy or the creation of any public open space or play space should include active and passive security and management features as appropriate. For example, design should provide passive surveillance and overlooking through the provision of active frontages. Designing out crime principles should be taken forward in all proposals for the site, and in line with Westminster policy.

The provision of any new public spaces should include design measures to minimise the opportunity for anti-social behaviour such as street drinking, street crime and unauthorised street trading. These issues occur at certain points around the site presently, due to the presence of inactive frontages and informal spaces that facilitate such behaviour, such as Gillingham Row.

Management arrangements for public spaces should be set out in a management plan which should also provide details of how management arrangements are to be funded, to be secured through Section 106 agreements as appropriate.

²¹ See City Plan Policy S28 and SPG/Ds on Design Matters, Public Art, Statues and Monuments

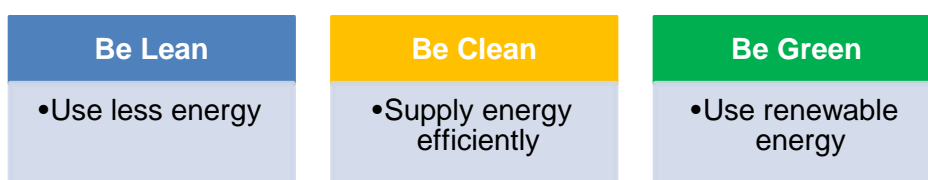
Sustainability and Energy Requirements

In line with sustainable development priorities, any proposals should incorporate exemplary standards of sustainable and inclusive urban design and architecture, in line with Westminster’s strategic design policy S28. As part of this, development will reduce energy use and emissions that contribute to climate change during the life cycle of the development, therefore including both construction and operational phases.

This approach applies to both new build developments which may include demolition, and to the retrofitting of retained, existing buildings where practical and necessary.

Building Regulations

Proposals will be required to conform with Building Regulations in terms of carbon reduction targets and other design standards, and with the Mayor of London’s ‘Be Lean, Be Clean, Be Green’ energy hierarchy as set out in London Plan policy 5.2 for Minimising Carbon Dioxide Emissions.



The following building regulations concerning sustainability should be consulted:

- Part G (water efficiency)
- Part H (adequate surface water drainage)
- Part L (reducing CO₂ emissions, reducing solar gain and efficient operation of buildings as a whole)

BREEAM

The adoption of the BREEAM ‘excellent’ standard should be applied to all newly built commercial properties where possible. Residential development should achieve the highest possible sustainability design standard based on site location and orientation, technological feasibility, financial viability and other site specific considerations.

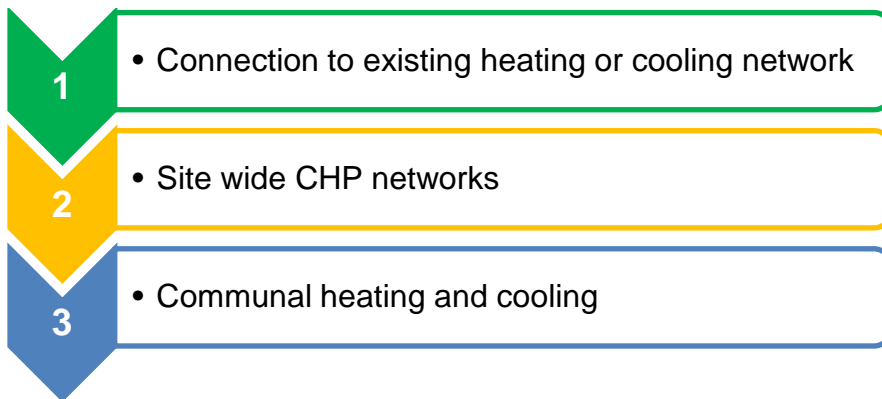
District Heating

It is expected that any redevelopment here would link up to a local district heating network such as that at the ‘NOVA’ development in Victoria, or at the Pimlico District Heating Undertaking (PDHU). PDHU is the largest of four major community heating schemes in the UK and supplies constant central heating and hot water to more than 3,200 flats and private dwellings, schools and offices in the area, including 46 commercial properties.

Consideration needs to be given to what easements/wayleaves would be required in order to make the connections to these systems and an agreement will need to be made with any affected property owners regarding the creation and taking of such rights as are needed to make these connections. Where that is not possible, the Council has powers to acquire such ‘new rights’ compulsorily²². There are also potential procurement issues if the developers are required to carry out works which will need to be addressed.

²² Section 13 of the Local Government (Miscellaneous) Provisions Act 1976

The London Plan encourages the extension of existing decentralised energy networks and sets out the following energy system selection hierarchy²³:



Where it is not possible to connect to an existing network, proposals will be required to provide site-wide decentralised energy generation that has the potential to be extended to serve other development sites in the vicinity. Extending the existing systems could usefully improve the efficiency of the existing systems by using spare capacity and by providing complementary heat demand load patterns, with commercial uses utilising the energy during the day and residential uses utilising the energy in the evening.

Noise

The design of residential and commercial uses will be expected to both protect residents and users from excessive noise and vibration and to keep noise emissions low in line with local policy, and to combat Westminster's exceptionally high noise levels, particularly from traffic and plant on buildings.

Construction

Policy 5.3 of the London Plan seeks the highest standards of design and construction to improve the environmental performance of new development and to adapt to the effects of climate change over their lifetime. This policy is accompanied by the Sustainable Design and Construction SPG, both of which should be consulted as proposals are drawn up.

²³ London Plan policy 5.6 and City Plan policy S39

<p style="text-align: center;">STRENGTHS</p> <ul style="list-style-type: none"> • Accessibility and strategic location • CAZ Shopping Frontage • Opportunity Area and Core CAZ adjacency • Daytime and Evening Activity (residents and workers/visitors) • Mix of uses • Upper Tachbrook Street and Gillingham Row 	<p style="text-align: center;">WEAKNESSES</p> <ul style="list-style-type: none"> • Poor public realm • Quality of built environment • Permeability and legibility • Dead frontages and anti-social behaviour • Poor quality leisure, retail and office floor space • Air quality and noise • Open space deficiency • Piecemeal development
<p style="text-align: center;">OPPORTUNITIES</p> <ul style="list-style-type: none"> • Densification and intensification • Place making • Open space creation • Renewal of built environment • Crossrail Line 2 and VTI improvements • Mixed use , sustainable development • Pimlico District Heating Undertaking • Strengthening office and retail market • Innovative approaches to car and cycle parking 	<p style="text-align: center;">THREATS / CONSTRAINTS</p> <ul style="list-style-type: none"> • Air quality and noise pollution • Piecemeal development • Local views • Heritage and conservation

Figure 24 SWOT Analysis of redevelopment at the site

Compulsory Purchase

Appendix 14

The City Council has powers (subject to confirmation by the Secretary of State) under section 226 of the 1990 Act to acquire land compulsorily for “development and other planning purposes”.

Section 226(1) (a) allows the use of these powers if the acquisition will facilitate the carrying out of development, redevelopment or improvement on or in relation to that land.

Section 226(1)(a) is subject to subsection (1A) which provides that the City Council as an acquiring authority, must not exercise the power unless it thinks that the proposed development, redevelopment or improvement is likely to contribute to achievement of the promotion or improvement of one or more of the economic, social or environmental well-being of its area.

The council normally uses these powers in support of its duties either under the housing legislation, in order to remedy poor housing conditions, or in order to overcome problems of use.

A compelling case was put together for the public interests of a compulsory purchase for the NOVA development in 2009 to ensure that the few remaining properties could be acquired and to bring in issues of wayleaves, leases, craneage rights and other issues necessary for the construction of the scheme.

The council will endeavour to involve the local community in discussions concerning the redevelopment of this site and keep stakeholders (residents, businesses and visitors) informed about the progress of development proposals. This appendix briefly explains the stakeholders who are likely to be interested in the development proposals for this site and those who may be worthwhile partners as a scheme develops.

Victoria Business Improvement District (BID)

The aim of the Victoria BID is to bring together the business community to help shape and influence Victoria's future development and infrastructure, positioning Victoria as a vibrant and thriving destination. The BID are actively involved in the promotion of green infrastructure, safe places and economic growth in the Victoria area. Although the site falls just outside the BID area, the BID members are likely to have an interest in any development happening on the boundary, especially given the scale of opportunity at the site and the future extension of the Victoria Opportunity Area boundary.

Victoria Station Review Group (VSRG)

VSRG is an officer-level group comprised of representatives from Transport for London, the Greater London Authority, London Underground Limited, the Victoria Coach Station (VCS), Network Rail and specific developers and chaired by Westminster City Council. Although this site falls beyond the remit of the Victoria Station development works, the VSRG are likely to have an interest in involvement with the redevelopment of this site given its size, proximity and route to the station.

Cross River Partnership (CRP)

CRP is a public, private and voluntary sector run regeneration agency working to spread physical, economic and social wealth across the boroughs of Westminster, the City, Lambeth and Southwark. CRP is represented on the South Westminster Steering Group which oversees the delivery of the renewal plan for the area. As well as its physical environmental and transport regeneration programmes, CRP runs a number of highly successful economic and social programmes. These are targeted at increasing employability, improving skills, strengthening business and education links, supporting businesses, and fostering start up enterprise.

The council would like developers to require their contractors to participate in the Cross River Partnership ['Building London Creating Futures'](#) scheme, to directly employ local people during the construction of developments through the use of Workplace Co-ordinators.

SW1st

SW1st is an employment agency funded through a mix of developer and public contributions which seek to place local people into jobs with both existing employers and those created by the construction and subsequent occupation of the new developments. The council established SW1st to enable the local community to benefit from the employment and training opportunities presented by major developments at Victoria.

Neighbourhood Areas represent the interests of local residents and businesses: the following are in the vicinity of the development site: Pimlico, Victoria (Business Area), Belgravia, Churchill Gardens Estate, Ebury Bridge and Vincent Square (not yet formally designated).

Victoria Interchange Group (VIG)

Formed by residents, the VIG is an unpaid umbrella group open to membership from residents' and tenants' associations in South Westminster and to affiliates who share the

same aims. Over thirty groups, including the Cathedral Area Residents' Group (CARG), the Belgravia Residents' Association, FREDA (Pimlico residents) and Westminster Cathedral are involved in, or working with, VIG.

The Westminster Society

The Westminster Society is a registered charity and amenity society for a substantial part of the southern half of Westminster. Its principal objective is the enhancement and conservation of the amenities of the City of Westminster, this being achieved by stimulating interest in its beauty and historical features, considering new architecture and encouraging the preservation of the river frontage, representing the interests of the residents of Westminster and similar activities.

South Westminster Action Network (SWAN)

SWAN comprises a number of networks embedded in the heart of SW1 including the follow:

- South Westminster Neighbourhood Network
- South Westminster Learning and Employability Network
- South Westminster Housing Network
- South Westminster Youth Providers Forum
- South Westminster Health Network

SWAN has various mechanisms for engaging the community such as the SW1 Neighbourhood Champion Scheme, Community Forum lunches, SW1 Community Newsletter (delivered to over 17,000 households) and the Community website (www.southwestminster.org.uk).

A1 Use Class (A1 retail use)

Shops, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, domestic hire shops, dry cleaners, funeral directors and internet cafés in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

A2 Use Class Financial and professional services

Banks, building societies, estate and employment agencies, professional and financial services and betting offices in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

A3 Use Class Restaurants and cafés

For the sale of food and drink for consumption on the premises –restaurants, snack bars and cafés in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

A4 Use Class Drinking establishments

Public houses, wine bars or other drinking establishments (but not nightclubs) in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

A5 Use Class Hot food takeaways

For the sale of hot food for consumption off the premises in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

Accessibility

The ability of all people, including elderly and disabled people, those with young children and those carrying luggage and shopping, to reach places and facilities, and to move around and use those places and facilities.

Active frontages

A ground floor frontage which generates passing trade and provides a ‘shop-type’ window display with interest at street level.

Affordable housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. *N.B. This definition may include low cost homeownership products such as starter homes in future. See Appendix 4.*

Amenity spaces

Private or public spaces that provide opportunities for informal activities close to home or work and which contribute to the appearance of localities or developments. They are normally small spaces where workers or visitors can relax, areas used for dog walking, play, rest or quiet enjoyment, or merely to provide visual amenity in densely built-up developments.

Biodiversity

The diversity, or variety, of plants, animals and other living things in a particular locality. It encompasses habitat diversity and genetic diversity.

Business Improvement District (BID)

A business led partnership created through a ballot process to deliver additional services to local businesses. Businesses within the partnership contribute by means of an annual levy to develop projects which will benefit businesses in the local area e.g. enhanced local street cleaning, economic development activities within that area.

Central Activities Zone (CAZ)

A diverse area covering Central London and extending across 10 London boroughs, as designated by an indicative boundary in the London Plan. In Westminster, the CAZ comprises eight locally distinct designations as follows: Paddington Opportunity Area; Victoria Opportunity Area; Tottenham Court Road Opportunity Area; Core Central Activities Zone; Marylebone and Fitzrovia; Knightsbridge; Pimlico; and the Royal Parks.

CAZ Frontages

Designated shopping streets within the Central Activities Zone.

Character

The distinctive or typical quality of an area as described by its historic fabric; appearance; townscape; and other land uses.

Code of Construction Practice

A code of practice setting out minimum standards and procedures for managing and minimising the environmental impacts of constructions projects.

Commercial floor space

Comprises A1 Shops, A2 Financial and professional services, A3 Restaurants and cafés, A4 Drinking establishments, A5 Hot food takeaways, B1 Business and all other B uses, C1 Hotels, private C3 hospitals, private D1 Non-residential institutions such as medical care and schools, private D2 Assembly and leisure such as private gyms and clubs, and commercial sui generis uses in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

Compulsory Purchase Order (CPO)

Compulsory purchase powers are provided to enable acquiring authorities to compulsorily purchase land to carry out a function which Parliament has decided is in the public interest.

Conservation Area

An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve and/or enhance, designated by the local planning authority under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Conservation Area Audit

The council's appraisal programme for conservation areas, and adopted as Supplementary Planning Documents. Each audit provides the detailed assessment of the character and appearance of an area, the analysis and appraisal of key features and guidance to support the implementation of policies designed to preserve and/or enhance these features. Such features include unlisted buildings of interest, spaces and townscape; materials; uses; and important views. Negative features and management proposals are also identified.

Decentralised energy generation

The generation of electricity near to where it is used, thereby avoiding the wastage of traditional, centralised power stations.

Development

The carrying out of building, engineering, mining or other operations in, on, over or under the land; or the making of any material change in the use of any buildings or other land, as defined in the Town and County Planning Act 1990 (as amended). Unless it is defined under the Act as “permitted development”, planning permission is required for the carrying out of any development of land.

Development Plan

Under the Planning and Compulsory Purchase Act 2004, in Greater London the development plan comprises the spatial development strategy prepared by the Mayor of London (known as the London Plan) and development plan documents prepared under that Act (for Westminster these will comprise the City Plan: Strategic Policies and when they are completed the Development Management Policies also), the unitary development plans prepared by the London Boroughs. If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan, unless material considerations indicate otherwise.

Greater London Authority (GLA)

The GLA is part of the strategic government of London established in 2000. It is made up of a directly elected Mayor of London and a separately elected Assembly. In addition to the Mayor, the Assembly is also able to investigate other issues of importance to Londoners, publish its findings and make recommendations.

Listed building

A building of special architectural or historic interest, as listed under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Buildings are classified into three grades, with Grade I buildings being of exceptional interest, Grade II* being particularly important buildings of more than special interest. Most Listed Buildings are Grade II.

The London Plan

The spatial development strategy for Greater London. This was prepared by the Mayor of London under Part VIII of the Greater London Authority Act 1999 and was originally published by the Greater London Authority in 2004. The London Plan has been through a number of subsequent amendments and revisions, the latest published version is the Minor Alterations to the London Plan 2016. A full review of the London Plan is expected to begin in late 2016 following the election of a new Mayor.

London Underground Limited (LUL)

LUL are a subsidiary company of TfL responsible for operating the London Underground train network. LUL owns in whole or in part more than 250 Underground stations.

Material considerations

A factor which a local planning authority may take into account in making a decision on a planning application. In certain circumstances, such a factor, or a combination of them, may be sufficient to lead the authority to determine the application other than in accordance with the provisions of the development plan. Where that occurs, the factor or factors involved must, by law, be genuine planning matters relating to the development and use of land and must fairly and reasonably relate to the application concerned.

Mayor of London

The Mayor directs the GLA and sets budgets for the GLA, Transport for London, the London Development Agency, the Metropolitan Police and London's fire services. In addition to producing the London Plan, the Mayor prepares plans on issues including transport, environment, culture and land use.

Mayors Transport Strategy

This document was first published in 2001 and details the Mayors proposals for improving transport in London. This was subsequently updated in 2004 and 2006 and most recently in May 2010.

Named Streets

Specific streets in Marylebone and Fitzrovia which are treated as part of the Core Central Activities Zone. These are Edgware Road, Baker Street, Marylebone Road, Portland Place, Park Crescent and Great Portland Street.

National Planning Policy Framework

A document setting out the Government's planning policies for England and how these are expected to be applied, providing a framework within which local and neighbourhood plans can be produced. This document must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

Non-A1 retail uses

Comprises A2 Financial or professional services, A3 Restaurants and cafés, A4 Drinking establishments (not nightclubs), A5 Hot food takeaways in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

Open Space

Includes all parks and gardens, regardless of size (whether public or private); the River Thames and the canals and their towpaths; civic spaces; children's playgrounds, including school playgrounds; ball courts and other outdoor sports facilities; amenity green spaces, such as open spaces on housing estates; churchyards; and community gardens.

Opportunity Areas

Areas defined in the London Plan that provide London's principle opportunities for accommodating large-scale development to provide substantial numbers of new employment and housing opportunities with good public transport accessibility.

Pimlico District Heating Undertaking (PDHU)

PDHU is a community heating scheme where heat is generated at a central boiler house and distributed through a neighbourhood using a network of highly insulated underground pipes. PDHU was established in 1950 using waste energy from Battersea Power Station and became the first combined heat and power system in the United Kingdom.

Planning Brief

A form of supplementary guidance that sets out the council's preferred development options for a site.

Planning obligation

An enforceable contract associated with the use and development of land. This may be either an agreement between a local planning authority and an organisation or individual having an interest in land; or a unilateral undertaking given by an applicant for planning permission. An obligation usually involves a restriction on the use or development of land; or a specific requirement about an operation or activity to be carried out on land; or a requirement that land should only be used in a specified way; or the payment of a sum or sums of money.

Planning permission

A written consent to the carrying out of "development" issued by a local planning authority or, on appeal, by a Planning Inspector or the Secretary of State. The permission is normally subject to conditions and will lapse if the development is not started within a stated period of

time. Planning permission for buildings may be in outline where the principle is approved, subject to the later submission of further applications for the approval of reserved matters.

Planning Practice Guidance

Government guidance and advice for the application and implementation of the National Planning Policy Framework.

Public Art

Permanent or temporary works of art visible to the general public, whether as part of a building or freestanding: can include glazing, freestanding or relief sculpture, facade interventions, water features, lighting, performance, or any other artist intervention in the built environment.

Public Open Space

Land used by the public for recreation or as gardens which enjoys special protection. The loss of public open space is generally not permitted.

Public Realm/Public Space

Public realm (in its broadest definition) relates to all those parts of the built and natural environment - public and private, internal and external, urban and rural - where the public have free, although not necessarily unrestricted, access, including streets, squares and parks.

Registered Providers

Organisation registered with the Homes and Communities Agency. The organisations concerned may be housing associations which are registered charities, or non-profit-making provident societies or companies.

Section 106 agreement

An agreement or undertaking made under s106 of the Town and Country Planning Act 1990 to secure planning obligations.

Secondary Shopping Frontage

Shopping frontage in a Major, District or Local Shopping Centre where there is a mix of A1 and non-A1 retail uses

Social, Community and Cultural Facilities

Most social, community and cultural facilities are in classes C2, D1 and D2 of the Use Classes Order. Such facilities can include social service uses, health facilities, some leisure and recreation facilities such as libraries, theatres and general social uses such as community meeting facilities and community halls etc.

Supplementary Planning Documents (SPD)

Formally adopted policy statements that either elaborate key policies set out in the local plan or set out how policies apply to a particular site. They are prepared to cover particular development topics, or area-based issues, such as planning briefs. SPDs, are a material consideration in the determination of planning applications. These documents were formally known as Supplementary Planning Guidance (SPG).

Transport for London (TfL)

TfL is a statutory corporation which was created in 2000. It is a functional body of the GLA, accountable to the Mayor, and is the integrated body responsible for the capital's transport system.

UDP (Unitary Development Plan)

Plan prepared under Part II, Chapter 1 of the Town and Country Planning Act 1990 by a local planning authority for its area. Westminster's Unitary Development Plan (UDP) was adopted by Full council on the 24 January 2007 and some policies were deleted upon the adopted of the Core Strategy in 2010 (the former name for Westminster's City Plan: Strategic Policies). The majority of Part 2 UDP policies (those that have not been replaced by the City Plan: Strategic Policies) remain current until they are formally deleted and/or replaced by other policies and should therefore be used alongside the City Plan and London Plan policies to determine planning applications.

Victoria Interchange Group (VIG)

Formed by residents, the Victoria Interchange Group Ltd is an unpaid umbrella group open to membership from residents and tenants associations in South Westminster.

Victoria Opportunity Area (VOA)

The Victoria Opportunity Area broadly aligns with and covers a significant proportion of the Victoria Area Planning Brief area including Victoria Station and the Victoria Transport Interchange site. Opportunity Areas provide London's principle opportunities for accommodating large-scale development with substantial numbers of new employment and housing opportunities in areas of good public transport accessibility.

Westminster's City Plan: Strategic Policies

The City Plan is the principal development plan document for determining planning applications in Westminster. Adopted in 2013, it sets out a spatial vision and objectives for development in the city.

Translation Information

Appendix 17

If you would like this document translated into another language or if you would like this information in another format (including Braille or large print) please contact the council giving your name, address, first language and the name of the document you are interested in.

Albanian

Nese e doni kete dokument te perkthyer ne gjuhe tjeter apo e doni kete informacion ne nje tjeter format, ju lutemi te shkruani tek adresa e meposhtme duke dhene emrin, adresen, gjuhen amtare dhe titullin e dokumentit per te cilin jeni te interesuar.

Arabic

إذا رغبت بترجمة هذه الوثيقة الى لغة اخرى او اذا رغبت في الحصول على هذه المعلومات بشكل اخر الرجاء الكتابة لنا على العنوان المدرج ادناه ذكرا اسمك وعنوانك ولغتك الام واسم الوثيقة التي ترغب ترجمتها.

Bengali

এই ডকুমেন্ট বা দলিলটি যদি অন্য কোন ভাষায় পেতে চান অথবা এই তথ্যাদি যদি অন্য কোন ফরম্যাট বা আকারে পেতে চান তবে অনুগ্রহ করে আপনার নাম, ঠিকানা, প্রথম ভাষা এবং যে ডকুমেন্ট বা দলিলটি পেতে আগ্রহী তার নাম উল্লেখ করে নিচের ঠিকানায় লিখুন।

Chinese

如果你想要某一文件翻译成另一种语言，或者你想要某一信息的另一种表达形式，请写信给以下地址，提供你的姓名、住址、母语以及你所感兴趣的文件的名称。

Polish

W razie potrzeby uzyskania tłumaczenia tego dokumentu na inny język lub uzyskania niniejszych informacji w innym formacie proszę napisać pod poniższy adres podając: imię i nazwisko, adres, język ojczysty oraz nazwę dokumentu, którym jest się zainteresowanym.

Portuguese

Caso gostaria que este documento fosse traduzido em outra lingua ou caso gostaria de receber informacao em formato diferente, por favor, escreva para o endereco abaixo dando o seu nome e endereco, sua primeira lingua e o nome do documento no qual voce esta interessado.