

Further changes to the UDP suggested by the Council in response to the following objections:

Further Change No.	Plan Section/ Policy/Para	Respondent No. and Name	Inquiry Change text	Lambeth Proof of Evidence Ref.
FC1	Para 2.1.7	1589/6413 – Coin Street Community Builders	“About 55 51% of Lambeth residents have no access to a car...”	LBL/Part 1/Intro/2
FC2	New Para 2.7.4	1858/3970 -South Bank Employers Group	“2.7.4 Lambeth is supportive of the principle of <u>Business Improvement District’s (BID’s) as a local area management tool to enhance and add value to a locality by way of environmental improvements and services. The Council has been working with a number of local partnerships and group in the promotion of potential BID’s within the borough, however any decisions on specific BID’s would be on a case-by-case basis.</u> ”	LBL/Part I/Intro
FC3	Indicators Table following Paragraph 3.5.5 – 2 nd last row	1480/6032 – Mayor of London	“ Lambeth Customer Panel Surveys Residents stating that their nearest park is of good or very good quality. 30% increase 2002-2017 <u>No net loss of open space in the Borough</u> ”	LBL/Part 1/Strategic/2
FC4	Policy 1	1509/5676 – The Brixton Society	“ To promote sustainable development and urban renaissance by making Lambeth a great place to live, visit and work. To make Lambeth a great place to live, work and visit, by promoting high quality, sustainable development...”	LBL/1/2
FC5	Table 3	2185/5737 - Circle Waterloo	“Waterloo (including Lower Marsh <u>and</u> The Cut and York Road)”	LBL/4/1
FC6	Table 3	2185/5737 - Circle Waterloo	“ The transition of Waterloo to become the Major Town centre for the north of the Borough is also supported. ”	LBL/4/1
FC7	Policy 4	1480/6043 – Mayor of London	“(A) Development should sustain and enhance ... appropriate to the scale, role (Table 4) and character of each centre <u>and its catchment.</u> ”	LBL/4/2
FC8	Para 4.6.4	1480/6044 – Mayor of London	“... Lambeth considers that town centre proposals in London South Central need to be complementary. <u>The Council, in partnership with the Mayor and other relevant stakeholders, will review retailing and town centre policy within the context of</u>	LBL/4/2

			<u>Sub Regional Development Frameworks at the earliest opportunity.</u>	
FC9	Policy 5	2187/5776 - The Metropolitan Police Authority 2194/5858 -Royal Mail Group 1577/5725, 6392, 6393 -Tesco Stores Plc	"iv)Developers <u>for grouped retail / leisure / entertainment uses</u> should be tailoring..."	LBL/5/1
FC10	Policy 5	2187/5776 - The Metropolitan Police Authority 2194/5858 -Royal Mail Group 1577/5725, 6392, 6393 -Tesco Stores Plc	"iv) In particular, car-parking standards should be reduced to below the maximum standards to <u>fit assist the accommodation of</u> schemes on more central sites."	LBL/5/1
FC11	Policy 5	1480/6047 - Mayor of London	"(f) ...should be accompanied by a combined retail, <u>leisure</u> , economic and transport assessment ..."	LBL/5/1

FC12	Policy 6	1527/3415 - Chris Cossey 1774/5822 -Kennington, Oval and Vauxhall Town Centre Partnership Board 1788/5470 - Manor of Kennington Residents Association	"... prioritises the use of previously-used urban land (brownfield sites) over development on 'greenfield' sites which, in accordance with national planning policies PPG3 and PPG17, in Lambeth include allotments, parks and playing fields. Greenfield sites in an inner London Borough such as Lambeth are rare and most often limited in size. Previously used ..."	LBL/6/1
FC13	Policy 9	Council's own change	<p>"Planning applications will be assessed for their transport impact, including cumulative impacts--:</p> <ul style="list-style-type: none"> <input type="checkbox"/> on highway safety (having regard to any supplementary planning guidance produced); <input type="checkbox"/> on the environment and the road network (having regard to proposals in the Local Implementation Plan);; and <input type="checkbox"/> on all transport modes, including: public transport (in particular, the impact on the demand for and the operation of public transport), walking and cycling. <p>Applicants will be required to submit an independent Transport Assessment (TA) for all developments which are likely to have a significant transport impact (having regard to indicative thresholds for different types of development as set down in any supplementary planning guidance produced, and guidance in national planning policy). The TA will be required to ensure traffic reduction and restraint/mitigation measures by the developer and other measures (both physical and non-physical) to improve access by other modes of transport such as public transport, walking, and cycling. This will include the requirement to produce a Travel Plan where required by national policy...."</p>	LBL/General/SPG
FC14	Para 4.9.7	Council's own change	It is important that new development does not adversely affect the condition of highway safety. In order that this is maintained, and, where possible, improved applications for development will be assessed with regard to the Council's minimum standards regarding access, internal circulation, servicing, and parking space dimensions. <u>Further details regarding highway safety may be provided in supplementary planning guidance. Proposals in the Council's Local Implementation Plan will also be a relevant consideration regarding the impact of development on the environment and road network.</u>	LBL/General/SPG

FC15	Policy 11	Council's own change	<p>“... <input type="checkbox"/> On the London Distributor Road Network (as shown on the Proposals Map) priority is given to buses and to London distribution traffic. The number and location of access points will be restricted, and where permitted should have regard to highway safety/design SPG and must include provision for vehicles to enter and leave in a forward direction.</p> <p>On the above networks, in the light of the road user hierarchy below, priority will be given to pedestrians in areas of high pedestrian activity, such as in town centres and Central London, particularly removing the severance effect of the A23. In these locations, where possible, road space will be reallocated in favour of pedestrians, footways will be widened, barriers removed and crossing locations and timings adjusted to improve conditions for those on foot. Gyratories and roundabouts will be removed, where possible, where it would benefit the area, creating a cleaner, greener and more connected area.</p> <p>Priority will also be given to bus movement on parts of the London Bus Priority Network outside these networks. Development on bus routes must provide for the efficient operation of bus services through or adjoining the site, and servicing and distribution should not harm the operation of bus services (particularly in town centres). Traffic management measures will be undertaken to give further priority to buses.</p> <p>All other roads are local distributor or local access roads where there is a presumption in favour of safe access (having regard to any SPG produced) and amenity, particularly for residents, buses, pedestrians and cyclists, and where necessary, business access...”</p>	LBL/General/SPG
FC16	Para 4.9.15	Council's own change	<p>“The plan includes a revised road network for the <u>Borough</u> in line with that of the Mayor of London. Roads are classified according to their function and importance. The top tier, the Transport for London Road network is defined by statute, but it also cuts through most of Lambeth's town centres. This does not mean, however, that through traffic need always be the priority on all parts of this network. The Mayor of London is</p>	LBL/General/SPG

			introducing his Streets-for-People project of social inclusion through the reduction of vehicle domination and creation of social spaces where people feel comfortable throughout the day, and will want to spend time. It will seek to achieve a new and effective balance between all road users, particularly between pedestrians and vehicles, with a better use of existing road space. Further cycle parking facilities at workplaces, schools, leisure facilities, on high streets and shopping areas, and the introduction of travel plans will all help to contribute to a change in travel behaviour. <u>Further details regarding road access and highway safety may be provided in supplementary planning guidance.</u>	
FC17	Policy 12	Council's own change	<p>The design of the stations/interchanges should have the highest standards of interchange between modes and have a visual impact and setting appropriate for a building, which should be a community focal point and landmark. Each of these strategic hubs should include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Well-designed spaces for stops and shelters; <input type="checkbox"/> Sufficient kerb space for buses; <input type="checkbox"/> Simplified walk routes to access the networks; <input type="checkbox"/> Good pedestrian crossings; and <input type="checkbox"/> Be fully accessible to all; <p>and fully comply with TfL guidance (Intermodal Transport Interchange Best Practice Guidelines for London) and ILT's best practice guidance (Passenger Interchanges: A Practical Way of Achieving Passenger Transport Integration).</p>	LBL/General/SPG
FC18	Policy 13	2186/5756 – P&O Developments	<input type="checkbox"/> "Maintain international terminal at Waterloo station"	LBL/13/1
FC19	Para 4.9.27	1480/6284 – Mayor of London	"... Plans for the East London Line Extension have also progressed, and it has been confirmed that there will be a number of stops within Lambeth, at Clapham High Street and at Wandsworth Road on the branch to Clapham Junction, and also possibly at Brixton, which will be of benefit to the Borough."	LBL/13/2
FC20	Policy 14	Council's own change	"(E) (i) Car-Free Developments are encouraged in areas of good, very good and exceptional public transport accessibility (with reference to PTAL scores). In these	LBL/General/SPG

			areas, especially where there is presently severe parking stress or there would be a significant increase in parking stress following development, development will be secured as car-free (no on-site parking) and/or permit-free (where the eligibility of occupiers for Council parking permits is prohibited), and/or be part of/contribute towards a city car club (see any supplementary planning guidance produced).”	
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FC21	Para 4.9.35	Council's own change	4.9.35. There are a number of potential solutions that developers can take to overcome the problems of on-street parking. Residents of car-free developments (where no on-site parking is provided) and car-reduced developments (where some limited on-site parking is provided) will be excluded from the Council's residents parking permit scheme. Lambeth will require developers to produce travel plans to help reduce the vehicle trips generated, and therefore reduce the demand for parking on site and in surrounding streets. Parking availability can also be used by developers to encourage cleaner fuels, by designating parking spaces for cleaner fuelled vehicles only and by installing electric charging points for electric vehicles. <u>Further details regarding car free development may be provided in supplementary planning guidance.</u>	LBL/General/SPG
FC22	Policy 20 ¹	2186/5757 – P&O Developments	“(B) Residential Requirement – <u>In the areas specified in (A), in addition to active frontage uses (where required) where an increase of commercial floorspace of greater than 200 sq.m. is proposed then an equal amount of floorspace of functionally independent residential accommodation with separate access should be provided equal to at least 50% of the increase in commercial floorspace.</u> The amount of residential floorspace may be adjusted in individual cases taking into account the site location, its physical characteristics, existing mixed uses on site which will be retained, the character and function of the area, the need to promote the regeneration of the area, and the likely impact on sustainability, overall travel patterns and car use.”	Presented at Inquiry Day 16 – 12 th May 2005
FC23	Policy 21	1969/4495 - Shell International Petroleum Company Limited 2186/5758 - P&O Developments	“(ia) regard will be had to public transport capacity. Proposals that would exceed the capacity of existing, <u>or firmly proposed improvements to, public transport infrastructure will be resisted...</u> ”	LBL/21/1
FC24	Policy 21	1969/4495 - Shell International Petroleum Company Limited	“(iid) proposals should include an element of small office suites on site or in the close vicinity, <u>except for sites</u>	LBL/21/1

¹ An amendment to Policy 20 was also suggested by the Council in LBL/20/1 in response to Mayor of London (1480/6086) as follows, however this has now been superseded by the Council's suggested change in response to P&O Developments above.

		2186/5758 - P&O Developments	<u>within the Waterloo Office Regeneration Area...</u>	
FC25	Para 4.12.12	1480/6294 - Mayor of London	"... This recommended that a limited number of the best employment generating sites in the borough be given enhanced protection through designation as Key Industrial and Business Areas (KIBAs). <u>KIBAs are Lambeth's 'Locally Significant Industrial Sites', as identified in the Mayor of London's London Plan.</u> "	LBL/22/1
FC26	Para 4.12.16	1480/6294 - Mayor of London	"Where there is a demand for employment uses, and they are suitable for continued employment use, then it is legitimate to have a policy protecting these sites. <u>These employment sites, which are outside KIBAs, are Lambeth's 'Other Industrial Sites,' as identified in the Mayor of London's London Plan.</u> "	LBL/22/1
FC27	Policy 24	2031/4680 - Rialto Homes plc	"...The number of habitable rooms of affordable housing required will be calculated based on the percentage of residential floorspace in the development. The normal affordable housing requirement as set out in Policy 16 will apply to approved live-work development"	LBL/24/1
FC28	Policy 24	1751/2964 - CDC 2020 (formerly Fairclough Homes Ltd) 1752/2969 - Fairview Homes Ltd 2052/4858 - St George South London	"...Conditions will be applied: preventing walk-in trade; preventing physical subdivision; removing permitted development rights for reversion to one or other use and for residential extension; to ensure that work and residential areas are maintained as such....." (Insert new sentence at the end of Policy 24 as follows:) <u>"It should be noted that there are no permitted development rights for reversion to one or other use, nor for residential extension"</u>	LBL/24/2
FC29	Policy 26	1480/6247 - Mayor of London	(New paragraph between the 2 nd and 3 rd paragraph of (C)) <u>"The Council will support the dual-use of education facilities between schools and the community."</u>	LBL/26/1
FC30	Policy 26	2198/5919 – Church Mission Society	"(C) Protection of Community Facilities – The loss of a community use falling within the D1 use class will be resisted unless a facility of equivalent functionality is replaced locally, or adequate planning obligations (to secure or improve facilities of equivalent functionality in the area and ensure their long term viability). Is made for its loss <u>and unless both the</u>	LBL/26/2

			site and any buildings are unsuitable and/or unviable for redevelopment for community uses for which there is a local shortage or deficiency (following an audit of demand for and supply of facilities in the locality) where realistic proposals are likely to come forward.”	
FC31	Policy 26	1747/6361 - Paul Robson	(I) <u>Proposals for new or improved education facilities will be permitted provided that the site or buildings are appropriate for their intended use, and that the nature and scale of the proposal, including hours of operation, do not unacceptably harm the amenities of the area through noise, disturbance, or traffic generation.</u> (+) (J) Use for functions – Proposals for community facilities....”	LBL/26/3
FC32	Policy 26	Council’s own change	(C) The loss of an existing school will only be acceptable where a comprehensive assessment of the demand for school places has been undertaken and it is demonstrated that the facility is not longer required both currently and in the medium term. Decisions on the potential loss of existing schools will be taken having regard to the objectives of the Action Plan for Education.	LBL/General/SPG
FC33	Para 4.13.7	1747/6361 - Paul Robson	“A service area that is likely to undergo major change is that of schools. Lambeth has a statutory duty to promote high standards of education. Lambeth is firmly committed to the Department for Education and Skills (DfES) ‘Building Schools for the Future’ (BSF) programme which introduces a new approach to capital investment in schools. BSF commits substantial government investment to rebuild and renew secondary schools and provide substantial new investment in primary schools. It is anticipated that all secondary schools in Lambeth will be refurbished or rebuilt. Additional capacity schools places will also be created as part of the BSF initiative. A past surplus of places has been tackled through a schools development programme. In some areas and sectors there is a shortage of places and/or a lack of choice of schools. There is also the additional demand likely to come from the high rate of new housing and Lambeth’s rapid demographic growth and high birth rate. Although currently much of this demand is being met	LBL/26/3

			<p>through the private sector and out of Borough, the dramatic improvements in Lambeth's schools mean that it is prudent and necessary to plan for a higher proportion of children using Lambeth state sector schools in the future. Therefore the plan includes a policy to, where necessary, expand school provision, and Lambeth is preparing a revised schools organisation plan as a result. Lambeth supports a parents' campaign for a new community school serving Clapham and Brixton and the plan includes a proposal for this to be accommodated on the former Henry Thornton School site. The plan now also contains proposals for a new secondary school serving Norwood and Streatham, and the Council is fully committed to the DfES commitment to establish a number of City Academies throughout the Borough.</p> <p><u>Lambeth Council has set an objective of significantly increasing the proportion of Lambeth secondary-age children who are educated in the Borough to at least 80% by 2016/17 as one of the outcomes to be achieved by the Transforming Secondary Schooling Programme. In the shorter term this will be delivered through incorporating some expansion of existing schools into Building Schools for the Future (BSF), combined with increasing the number of schools through two further Academies and a new school on the existing Elmcourt site in West Norwood. During the UDP Plan period, it is expected pupil numbers will be continuously reviewed to ensure that Secondary School provision meets the needs and aspirations of Lambeth pupils."</u></p>	
FC34	Policy 26	1589/6346 – Coin Street Community Builders	“(D) Deficiencies in Community Facilities – In developments capable of 10 or more residential units, or on sites of 0.1 Ha or more irrespective of the number of units, <u>or for major developments</u> , where the development creates or exacerbates an existing shortage of community facilities (such as by increasing the residential population) then new facilities, or contributions towards improving existing facilities...”	LBL/26/4

FC35	Policy 29	Council's own change	(ii) the closing hours, concentration and scale of premise, and use of outdoor areas, should not create or add to unacceptable noise or harm to amenity or risk of public disorder (including the cumulative impact of proposals), having regard to any area-based supplementary planning and licensing guidance.	LBL/General/SPG
FC36	Para 4.14.7a	Council's own change	Lambeth, like a number of other Central London Boroughs, is moving towards area based planning and licensing, a more tailored approach to hours of use etc. based on the characteristics of individual areas. The UDP <u>and any area based supplementary planning and licensing guidance</u> will be used to determine the land-use and amenity aspects of licensing applications....	LBL/General/SPG
FC37	Policy 31	Council's own change	“(vii) Promote community safety, having regard to the objectives of ‘Secured by Design’; (ix) Be designed around movement by foot, cycle and public transport, and minimise traffic conflicts between vehicles and pedestrians. Road and junction dimensions should be restricted in size and a flexible approach will be taken by the Council where this helps achieve good layouts. New residential layouts should be as far as possible to ‘Home Zone’ standards;”	LBL/General/SPG
FC38	Para 4.15.5	Council's own change	“The UDPs urban design policies seek to implement the principles from the Government’s ‘By Design’ and ‘Better Places to Live’ documents, together with the government endorsed publication – the Urban Design Compendium. <u>Regard should also be had to the objectives of the ‘Secured by Design’ programme and new residential layouts should meet ‘Home Zone’ standards, as far as possible.</u> ”	LBL/General/SPG

FC39	Policy 31a	Council's own change	Development, including alterations, extensions and changes of use, should enhance community safety. Development will not be permitted where opportunities for crime are created or where it results in an increased risk of public disorder. In particular, developers should show how they have taken 'Secured by Design' into account. Any public spaces and access ways through or adjoining a site should be overlooked, have appropriate lighting, be set away from cover and provide clear sight lines.	LBL/General/SPG
FC40	Para 4.15.10a	Council's own change	Successful crime prevention often depends on a wide range of measures in which the planning process can assist in 'designing-out' crime at the outset. A large proportion of crime is opportunistic. A combination of good design, encouraging pedestrian activity, 'eyes on the street' and community involvement, is a much more effective way of making the borough safer, rather than the negativity of shutters, barbed wire, gated developments and other physical crime prevention measures. These may provide well-fortified private spaces, but result in very hostile public spaces. Lambeth supports, with the police, initiatives aimed at preventing crime, such as the objectives of the national 'Secured by Design' programme. <u>Developers should show how they have taken the 'Secured by design' into account.</u> Lambeth is working closely with the police and other partners in a Crime and Disorder Partnership and the recommendations arising from this are already beginning to have significant impacts on planning and regeneration decisions in Lambeth.	LBL/General/SPG
FC41	Policy 32	1969/5592 - Shell Petroleum Company Limited and Lend Lease Europe Ltd 1672/1605 - Laing Homes	(A) Infill development — the Design of infill development should respond to the context and sensitivity of the site and area, as follows: <u>"All development should be of high quality and contribute positively to its surrounding area."</u> <u>(A) Infill development should be compatible with:</u> <u>1. the site, context and historic development of the area</u> <u>2. existing topography, landscaping and boundary treatments</u> <u>3. prevailing building lines and plot sizes</u> <u>4. the height, massing and scale of neighbouring buildings</u> <u>5. roof profiles and silhouettes of adjoining buildings</u>	LBL/32/1

			<p><u>6. colour, type, source and texture of local materials</u></p> <p><u>7. architectural compositions including patterns and rhythms and set pieces of townscape.</u></p> <p><u>8. established gaps and open spaces, views and skylines”</u></p>	
FC42	Policy 32	1969/5592 - Shell Petroleum Company Limited and Lend Lease Europe Ltd 1672/1605 - Laing Homes	<p>Insert at the end of Section (A) of the policy:</p> <p><u>“Infill development is the insertion of one or more new buildings on a site set within an existing townscape”</u></p>	LBL/32/1
FC43	Policy 32	1969/5592 - Shell Petroleum Company Limited and Lend Lease Europe Ltd 1672/1605 - Laing Homes	<u>“(A1) Larger scale or extensive Major development should...”</u>	LBL/32/1
FC44	Policy 32	1969/5592 - Shell Petroleum Company Limited and Lend Lease Europe Ltd 1672/1605 - Laing Homes	<p>(B) Design of Facades — new buildings should have a structure composed of:</p> <p>(iv) a base, which addresses the street with entrances at ground floor level, of human scale which closely addresses the vertical and horizontal elements on the street. Developments raised above ground floor/sub-ground floor parking decks are not acceptable;</p> <p>(v) a middle, of definite rhythm, proportions and pattern, with particular emphasis on reveals and fenestration;</p> <p>(vi) a clear upper termination of the building such as a roof, cornice, pediment or entablature, with interest and variety in the roofscape (where appropriate).”</p>	LBL/32/1
FC45	Policy 32a	1969/5993 - Shell International Petroleum Company Ltd	<u>“All major developments (above a threshold of 1000 sqm or 10 dwellings) are required expected to incorporate equipment for renewable power generation so as to provide at least 10% of their predicted energy requirements.”</u>	LBL/32a/1
FC46	Para 4.15.18b	1969/5993 - Shell International Petroleum Company Ltd	<u>“Under RPG9, local authorities are charged with using their own development control and building regulation process to seek the incorporation of appropriate renewable energy heating or power systems into the design of new development.”</u>	LBL/32a/1
FC47	Para 4.15.18c	1969/5993 - Shell International Petroleum Company Ltd	<u>“Lambeth is committed to this environmental aspiration to reduce dependency on fossil fuels and reduce greenhouse emissions. The Plan’s requirement for expectation that all</u>	LBL/32a/1

			major developments to incorporate equipment capable of providing at least 10% of their energy requirements through renewable power generation responds to the Government's Climate Change Programme 10% target for the UK, to be met by 2010. Further best practice guidance on the incorporation of renewable energy systems into new development may be introduced by the Council in the form of Supplementary Planning Guidance during the lifetime of the Plan."	
FC48	Policy 32b	1617/6076 - Lambeth Housing Association Liaison Group (LAMHAG) 2025/5818 - BT Group plc 2152/5521 - Scottish Widows Unit Funds Ltd 2196/5901 - Fairview New Homes Ltd	" <u>The Council expects all development to incorporate sustainable design and construction principles. All major development proposals (above a threshold of 1000 sqm or 10 dwellings) should show, by means of a Sustainability Assessment, how they incorporate sustainable design and construction principles, including: ...</u> "	LBL/32b/1
FC49	Para 4.15.18e	1617/6076 - Lambeth Housing Association Liaison Group (LAMHAG) 2025/5818 - BT Group plc 2152/5521 - Scottish Widows Unit Funds Ltd 2196/5901 - Fairview New Homes Ltd	" <u>Planning applications for major development proposals should be accompanied by a Sustainability Assessment, which shows that sustainable design and construction considerations have been adequately addressed.</u> "	LBL/32b/1
FC50	Policy 33	Council's own change	Proposals for the alteration and/or extension of existing buildings will be assessed against the criteria set out below. Regard should be had to the additional guidance contained in the Council's adopted Supplementary Planning Guidance "Guidelines for Extension and Alterations". (D) Amenity – development should not: <ul style="list-style-type: none"> • unacceptably harm the amenities (privacy, outlook, sunlight and daylight) of adjoining residents (in respect of daylight having regard to Building Research Establishment standards) • result in undue loss of residential amenity space <i>create an unacceptable sense of enclosure.</i> 	LBL/General/SPG
FC51	Para 4.15.19	Council's own change	"A significant proportion of planning applications in the borough concern extensions and alterations to existing buildings. This	LBL/General/SPG

			<p>policy applies to alterations and extensions to all buildings, whether residential or not. Some of these alterations and extensions, particularly to single family dwellings which are not listed buildings or in conservation areas, may not need planning permission. Policies are required to protect residential amenity and local character and distinctiveness. <u>In respect of daylight regard should be had to the Building Research Establishment standards.</u> Lambeth has a number of distinct residential neighbourhoods, each with a strong and individual character. Its houses range from Georgian cottages and town houses, to Regency and Victorian villas, 19th Century speculative housing, Edwardian terraces, inter-war semis, apartment buildings and LCC estates of flats. Thoughtless and insensitive alterations to individual houses or flats can have an impact not only upon that property, but its neighbours and the entire streetscene. Whilst Policy 33 acknowledges that well-executed contemporary designs may be appropriate, the Council considers that this will require considerable skill and quality materials, and will not always be possible. Lambeth has recently adopted residential design guidance on residential alterations and extensions, <u>as supplementary planning guidance to which regard should be had</u>, which elaborates on the policies contained in this section.”</p>	
FC52	Policy 36	Council's own change	<p>(A) Streetscape and Areas between Buildings - As much attention should be paid to the design of the areas between buildings as to buildings themselves. Development should provide or enhance an uncluttered, consistent, simple, accessible and co-ordinated public realm, with robust and appropriate materials and landscape design, enhancing the setting, connections and spaces between buildings. The design of public spaces and the style and siting of street furniture should relate well to the surrounding urban context and character (having regard to best practice guidance such as "Streets for All").</p>	LBL/General/SPG
FC53	Para 4.15.27	Council's own change	<p>Even the most attractive streets and places can be spoilt by inappropriate street furniture and lack of maintenance and co-ordination. Lambeth was one of the pioneers, through the Brixton Streetscape Design Guide, of the approach now adopted throughout London, by the boroughs and English Heritage, in the 'Streets for All' design guide for works to the</p>	LBL/General/SPG

			public realm, <u>to which regard should be had</u> . The Council will seek to develop comprehensive Supplementary Planning Guidance in respect of the detailed townscape treatment of areas of particular importance, and especially areas in which such guidance can contribute to both the success of commercial activities and the enhancement of residential amenities. Among the areas where such guidance is most appropriate is the Waterloo and South Bank area. The public realm is made up of those parts of Lambeth that are available without special charge, for use by everyone, whether publicly or privately owned.	
FC54	Policy 37	1480/6251 - Mayor of London	<p>“...Urban Design</p> <ul style="list-style-type: none"> ❑ High buildings should create pedestrian friendly spaces, a suitable high quality public realm, improving the sense of place and identity, and address streets (and potentially the river) with active ground floor uses. The Council will also have regard to the following considerations: ❑ the site should be sufficiently large and the approach comprehensive to secure a complete and well-designed setting of lower buildings and the public realm at street level. ❑ the development should interact with, and contribute to its surroundings at street level and not be overly dominant or overwhelming when viewed in the foreground (particularly in or affecting the setting of conservation areas). ❑ development should provide a proper setting and treatment, including the provision of mixed uses, <u>and active frontage uses where appropriate, and,</u> considerable improvements to the public realm, and landscaped open space....” 	LBL/37/7
FC55	Para 4.15.33	1480/6251 - Mayor of London	<p>“... However, the relationship and height to historic buildings and skylines will be a very important factor. <u>The Council intends to carry out further work, in accordance with the English Heritage and CABE ‘Guidance on Tall Buildings’, to identify if there are areas in the borough that can be specifically identified as appropriate for high buildings.</u>”</p>	LBL/37/7
FC56	Policy 37a	1480/3446 – Mayor of London	<p>“(ii) Background Consultation Areas – Permission will only be granted for developments within the Wider setting and Background Consultation Areas, where the background of the</p>	LBL/37a/2

			view is not interrupted by obtrusive development. This will not be the case where clear sky remains on either side of the object of the strategic view to retain the sense of an uncluttered backdrop.	
FC57	Policy 41a	1696/5447 - South Bank Centre 1672/6110 - Laing Homes	<p>“... The Council will use its <u>planning powers</u> <u>development control procedures</u> to resist <u>proposals</u> for the demolition or <u>inappropriate alteration</u> of buildings or structures on the local list. <u>This may, in appropriate cases, result in the urgent inclusion of a building in a Conservation Area, or imposing reasonable restrictions on the redevelopment of the site.</u></p> <p>Proposals for the alteration or extension of buildings on the local list will be expected to relate sensitively to the building or structure, and respect its architectural and historic integrity. The Council will seek to retain <u>building features which contribute fabric contributing</u> to the character of such buildings.”</p>	LBL/41a/1
FC58	Para 4.17.9a	1696/5447 - South Bank Centre 1672/6110 - Laing Homes	<p>“4.17.9a Lambeth has a wealth of attractive and historic buildings that make an important contribution to the character of the Borough, although they are not eligible for inclusion on the Statutory List. The local list will identify such buildings as being worthy of retention in accordance with the advice in PPG15 – Planning and the Historic Environment. In assessing buildings the age, architectural or historic interest and the townscape will be important <u>as well as criteria and guidance to be produced by English Heritage.</u>”</p>	LBL/41a/1
FC59	Para 4.17.9c	1696/5447 - South Bank Centre 1672/6110 - Laing Homes	<p>“4.17.9c Alterations to buildings on the local list should have regard to the guidance on alterations to listed buildings contained in Annexe C of PPG15 which should be interpreted flexibly according to the special character of the building.”</p>	LBL/41a/1
FC60	Policy 42	Council’s own change	<p>B) Design Guides - Lambeth will designate new conservation areas where the character of the area justifies this. The Council will permit, prepare and adopt character appraisals for its conservation areas. New development and enhancement proposals in conservation areas should have particular regard to these guidelines.</p> <p>(D) Alterations and Extensions – Alterations to elevations of buildings in conservation areas, including window designs and</p>	LBL/General/SPG

			shop fronts should preserve or enhance features of the original building, having regard to policy 33 and to relevant supplementary design guidance	
FC61	Policy 42	1696/5449 - South Bank Centre 1777/3242 - Level Properties Ltd	“(C) Demolition – The Council will resist granting consent for the demolition of a building, or alteration involving demolition of <u>a substantial</u> part of a building, in a conservation area where the building, or part of the building, that makes a positive contribution to the character or appearance of the conservation area.”	LBL/42/3
FC62	Para 4.17.12	Council's own change	Lambeth is committed to conservation area management (see below): Conservation Area Management Designation is just the beginning of the conservation process. Conservation will only have a firm basis where the features that define the character of conservation areas are identified by a survey and analysis of the architecture and history and enhancement opportunities of an area. On this basis the intention is to carry out character appraisals for each conservation area. Designation enables Lambeth to exercise control over the demolition of buildings and the loss of trees. In addition there are other controls restricting 'permitted development' rights. Following on from the character appraisals, Lambeth is undertaking a process of conservation area management. This examines how these controls are being, and should be, implemented. Depending on the qualities and merits of each conservation area, the safeguards provided by the General Permitted Development Order may not be adequate to retain the overall prevailing character of buildings and frontages and a degree of 'fine tuning' through an Article 4 direction (which confers additional powers of control) may be issued where justified. The public has a right to expect clear guidance on how planning controls will be exercised in conservation areas, especially when such special controls are introduced. Successful conservation depends on a positive approach by the Council and the interest and cooperation of the public. For this reason Lambeth is issuing conservation area design guides. These comprise special policies for	LBL/General/SPG

			individual conservation areas, issued as supplementary planning guidance, giving clear guidance on what applications will and will not be approved. <u>New development and enhancement proposals in conservation areas should have particular regard to these guidelines.</u> Design guides and directions are the subject of consultation with local residents, with designations we will normally pre-consult, in ways appropriate to that area, but may not do so, for example, if there is a perceived consequential risk to the buildings in the proposed area.	
FC63	Para 4.17.13	1696/5449 - South Bank Centre	“Conservation Areas have special protection in that most works of demolition require a particular form of consent (Conservation Area Consent). The Council will use this power to control unnecessary demolition of buildings. <u>Applicants will be required to justify the demolition of a building which the Council considers makes a positive contribution to a conservation area, and have regard to paragraph 3.16-3.19 of Planning Policy Guidance 15: Planning and the Historic Environment.</u> ”	LBL/42/1
FC64	Para 4.17.14	Council's own change	“The main threat to most of Lambeth's conservation areas is not the threatened loss of buildings but the gradual erosion and alteration of individual elevational features, that together, give the conservation areas their special character. This is particularly the case with rendering/painting, roofing replacements, and replacement of original windows. Where necessary Lambeth will apply or seek, following consultation, for restrictions on ‘permitted development rights’ through article 4(1) and 4(2) directions to bring these matters under greater control. In all cases the presumption will be in favour of retention of original materials. For example carefully maintained box sash windows can last for generations and can be supplemented by internal secondary glazing. Materials such as PVCu windows are strongly discouraged. <u>In relation to alterations and extensions regard should be had to residential design guidance for alterations and extensions.</u> ”	LBL/General/SPG
FC65	Para 4.18.2	1480/6256 - Mayor of London	“...3. It contains features or landscape of historic, recreational, nature conservation or habitat interest of value at a metropolitan or national level;	LBL/44/2

			<u>4. Land that forms part of a Green Link and meets one of the above criteria."</u>	
FC66	Policy 45	1605/5453 - House Builders Federation	"(I) Children's Play Facilities – the provision of suitable play areas for pre-school and junior children to National Playing Field Association standards will be sought, <u>where appropriate</u> , in residential developments."	LBL/45/1
FC67	Policy 45	1703/5463 - Diocese of Southwark	"(J) Cemeteries and Burial Space – proper provision of burial space and related facilities will be made whilst taking account of nature conservation. <u>West Norwood cemetery will be managed in accordance with conservation and ecclesiastical law."</u>	LBL/45/1
FC68	Table 13	1480/6258 - Mayor of London	"Source RPG3 <u>The London Plan - Table 3D.1</u> ".	LBL/45/2
FC69	Policy 45a	1753/5897 - Surrey County Cricket Club	"iv) That the operation can be accommodated wholly within the ground without the need to use <u>additional</u> land and buildings outside the site."	LBL/45a/1
FC70	Policy 48	Council's own change	"(H) Light Pollution – Should be minimised, particularly late at night and close to residential properties (having regard to Institute of Public Lighting Engineers standards). Floodlighting should not lead to unacceptable intensification of use, harming residential amenity."	LBL/General/SPG
FC71	New Para 4.21.11	1613/2266 and 1613/5443 – Robert Holden	" <u>4.21.11 The Council recognises that there is a need for additional public toilet facilities within the borough. Although the Council does not have a statutory duty to provide public toilets, it is deemed to be a necessary service for the public. During the plan period, the Council will continue to address the needs of its residents and visitors by seeking to retain the existing, and increase the provision of, public toilets in the borough."</u>	LBL/48/2
FC72	New Para 4.21.12	Council's own change	" <u>4.21.12 Proposals for lighting should have regard to the Institute of Public Lighting Engineers standards."</u>	LBL/General/SPG
FC73	Policy 49	2181/5582 - Mobile Operators Association	"All applications should be accompanied by the following in order to be acceptable:- (v) A signed ICNIRP certificate from the Code System Operator Electronic Communications Code Operators stipulating that the facility when operational will not exceed ICNIRP guidelines for public exposure;... "	LBL/49/1
FC74	Para 4.22.2	2181/5582 - Mobile Operators	"...It has granted the <u>CSOs ECCO's</u> a general planning	LBL/49/1

		Association	permission to install much of their apparatus.....Government advice requires local authorities to take into account CSOs ECCO's license obligations when dealing with an application or determination...."	
FC75	Para 4.22.3	2181/5582 - Mobile Operators Association	".... When applying for permission or a determination CSOs ECCO's supply as statement that the proposal would comply with ICNIRP. Additionally CSOs ECCO's should include a signed certificate confirming that when operational the installation would comply with the International Guidelines...."	LBL/49/1
FC76	Policy 50	Council's own change	(A1) Waste Strategy Applications for developments to collect, store, process, transfer, transport waste and/or recyclable/compostable materials <u>must provide for the sustainable management of waste. will be assessed against the extent to which they meet the aims of:</u> <input type="checkbox"/> National policy (The National Waste Strategy) and international legislation (EU directives and strategies). <input type="checkbox"/> Regional and sub-regional policy (The Mayor of London's Municipal Waste Management Strategy and the Western Riverside Municipal Waste Management Strategy); and Lambeth's Waste Recycling and Management Plan.	LBL/General/SPG
FC77	New Para 4.23.1a	Council's own change	<u>4.23.1a Development must provide for the sustainable management of waste, with regard to relevant waste management strategies. Relevant waste strategies include: national and international policy (National Waste Strategy, European Union directives and strategies); regional and sub regional policy (The Mayor of London's Municipal Waste Management Strategy and Western Riverside Joint Municipal Waste Strategy); and, the Lambeth Waste Recycling and Management Plan).</u>	LBL/General/SPG
FC78	Policy 50a	Council's own change	The Council will, where appropriate, enter into legal agreements with developers, and seek the attainment of planning obligations, having regard to any Government guidance and supplementary planning guidance.	LBL/General/SPG
FC79	Para 4.24.2	Council's own change	4.24.2 Government Guidance sets out the framework for	LBL/General/SPG

			applying panning obligation policies to development plans. The policy is written in such a way that it can accommodate any review of Government Guidance relating to planning obligations and to the issuing of supplementary planning guidance on particular topics or on planning obligations generally. <u>Further details regarding planning obligations may also be provided in supplementary planning guidance.</u>	
FC80	MDO 5	2159/5437 - 9 Albert Embankment Residents' Association	"...Retention of <u>Grade II listed</u> original frontage building and hose-drying tower in Albert Embankment Conservation Area.... Redevelopment of 1970s control room to rear is encouraged with potential for significant new-build/extensions to side and rear of original frontage building... "	LBL/MDO5/1
FC81	Para 5.3.18	2197/5915 – Paul Bakalite	"....The core of the centre has a higher capacity <u>than the edge of centre</u> to absorb late-night uses due to its market and office-dominated urban form and relative low levels of residential accommodation..."	LBL/53/1
FC82	Para 5.3.18	1480/6275 - Mayor of London	"...Places of public entertainment need to be appropriately regulated <u>and managed</u> to ensure the safety of those using the facilities and the avoidance of unreasonable nuisance to local residents."	LBL/53/2
FC83	Para 5.3.26	1741/2820 - Sheila Freeman 2064/4971 - Brixton Area Forum Board c/o Brixton Town Centre Management	"Brixton offers the potential for a series of high quality public spaces, which would be enlivened by the complexity, style and multi-cultural diversity of Brixton streets and people. Brixton could become a significant tourist destination and development sites have the potential to provide hotels as part of the mix of uses. The Brixton Oval/The <u>Brixton Tate Library/Windrush Square</u> public space is part of Rush Common and the area in front of Oval Library has become an area for vagrancy and street drinking. The landscaping and raised planted beds here do not work as a public space. The adjoining Windrush Square was recently created through the clearance of industrial uses and celebrates the first ship of West Indian settlers into the UK."	LBL/56/1
FC84	Para 5.3.31	2197/5918 - Paul Bakalite	" There is also the potential, on Coldharbour Lane to the east of the Orpington Line, to to recreate it as a boulevard street lined with trees, <u>active frontage in existing buildings where feasible and improvements to</u> the existing open space to the front of Southwyck House..."	LBL/MDO6/1

FC85	MDO 21	1480/6285 - Mayor of London	"Retention and re-use of tramshed in such a way as not to prejudice its possible use as a transport depot or any future extensions of the Cross River Transit <u>Tram</u> route to Streatham..."	LBL/MDO21/1
FC86	Policy 58	2188/5787 - Clapham Common Management Advisory Committee 1555/6008 - Michael English 2071/4999 - Friends of Clapham Common 1457/5484 - The Clapham Society	"(B)...Alternative bus standing facilities should be provided in <u>the Clapham Common area</u> , if the current ones are to be removed..."	LBL/58/1
FC87	Policy 58	1555/6008 - Michael English 1457/5484 - The Clapham Society	"Local roads crossing the Common will be closed where feasible – following consultation <u>including</u> with the London Borough of Wandsworth – and, where necessary...."	LBL/58/2
FC88	Para 5.4.3	1555/6008 - Michael English 1457/5484 - The Clapham Society	"...A Masterplan is being prepared for the improvement and restoration of the <u>park common</u> ."	LBL/58/1
FC89	MDO 39	Council's own change	Regeneration of the area is promoted and supported. Priorities will be renewal of the housing stock, the improvement of neighbourhood centres, community facilities, the creation of a new local park and making better connections within the area and with its surroundings. The Council will work in partnership with Clapham Park New Deal for Communities and will adopt (following public consultation) a detailed masterplan as Supplementary Planning Guidance.	LBL/General/SPG

FC90	Para 5.5.3	Council's own change	5.5.3 Consultants have been appointed to work with the community to correct the planning and design mistakes of the past which left parts of the area artificially fragmented, divided by major roads and rat runs. Safe, warm and comfortable homes are a key priority for local people. Better housing will make a huge contribution to improving quality of life and tackling the causes of exclusion - particularly crime, health and involvement in community life. There is much open space and many buildings and spaces, which could be valuable local resources, but most are run down, vandalised and empty. Many people simply have nothing to do - there are no local leisure facilities, nowhere for children to play, nowhere for people to meet. Initial thinking on transport is to ensure that Clapham Park has good physical links to the rest of Lambeth and further afield. Lambeth is working in partnership with this community-led initiative which the plan fully supports. Although this regeneration project covers only part of Clapham Park, its effects will benefit a much wider community, particularly on nearby estates. The Council will work to ensure that its programmes are integrated with a wider programme of renewal for the area's deprived parts and the conservation of its unique character. <u>Any agreed masterplan will be adopted as supplementary planning guidance.</u>	LBL/General/SPG
FC91	Para 5.8.2	2151/5499 – Coldharbour Angell Working Group	"...If carried out according to a clear masterplan, such development would support local shops <u>and an enhanced shopping provision</u> and provide linked improvements to the station..."	LBL/MDO43/2
FC92	MDO 53	2139/5416 - Graham Pycock	"Development of a mix of employment or mixed employment/community use having regard to heavily sloping nature of the site. Development should have proper street frontages onto Knight Hill and Chapel Road. Wider pavement on Knights Hill. Retention and restoration of cattle trough and fountain."	LBL/MDO53&54/2
FC93	MDO 59	Council's own change	"MDO 59 <u>Former Norwood Park Primary School, Gypsy Road</u> "	LBL/MDO59/1
FC94	MDO 61	1892/3645 & 5706 - Workspace Group Plc	"Mixed-Use Employment Area. Retention of original factory building. <u>Minimum of 70% GFA as employment, non-employment uses located on peripheral part of site.</u> "	LBL/MDO61/1

FC95	Para 5.13.1	1446/5950 - Lambeth College	"... The Masterplan contains three key focus areas which are incorporated into the UDP:... and improving the area around the former South Bank University and Larkhall Park..."	LBL/64/1
FC96	MDO 80	2193/5835 - Bandvalley Limited	"b) the development includes a significant element of affordable housing."	LBL/MDO80/1
FC97	Policy 66	1873/5937 - Streatham Society	"Urban design should re-enforce the character of the area as a linear centre framed by varied apartment blocks with active frontage uses. Priority is given to improved signage and advertising, and the reduction of clutter..."	LBL/66/1
FC98	Policy 66	1873/5937 – Streatham Society	"(a1) Northern Edge – This area has the a highest proportion number of buildings in poor condition. Improvements to the buildings will be encouraged."	LBL/66/1
FC99	Policy 66	1873/4197&5938 – Streatham Society	5.14.3 Lambeth perceives the key challenge facing Streatham Town Centre is its future form and function, and its competitive position in relation to competing centres in south London and beyond. <u>To assist with this the Streatham Street Design Guide looks at how Streatham High Road (A23) can be improved between Christ Church and the borough boundary. The focus of the Design Guide is on improving the public realm of Streatham High Road. This includes the widening of the footway and narrowing of the carriageway, and reducing street clutter by focusing on paving, street furniture and trees, lighting, and signage.</u>	LBL/66/3
FC100	MDO 92a	1873/5935 - Streatham Society	"Redevelopment of Caesars (former Locarno Ballroom) and adjoining properties to the south <u>and north</u> to increase retail provision as part of a mixed-use scheme and re-provide retail frontage along Streatham Hill. Any development must, as part of the mix of uses, complement the current surrounding type and form of retail units of the town centre, enhancing and increasing the retail offer in this area with potential for residential above. Any development should also sensitively complement and enhance the setting of the Streatham High Road and Streatham Hill Conservation Area and be designed considerably in respect of the lower level residential area on Blairderry Road. <u>The frontage building consisting of numbers 146 to 178 Streatham Hill should be retained.</u> Comprehensive	LBL/MDO92a/1

			development of the site is not essential, but any piecemeal approach or redevelopment in stages should acknowledge the potential of the unified wider site.”	
FC101	Policy 69	1662/5530 - Walford Maritime Limited, Pension and Life Assurance Plan	“...In future phases, the capacity of Vauxhall underground station will be increased through new or rebuilt entrances around Vauxhall Cross, a new lobby and new escalator to platforms. The capacity and accessibility of the over-ground station will be increased with escalator and lift access and safety improvements to viaduct roads, with the ability to enter the station from the landward side. Major development is contingent upon an agreed platform strategy for platform capacity and public safety at the over-ground station that is technically and commercially acceptable and viable <u>sufficient public transport accessibility and capacity</u> . These should be coordinated in design with other transport improvements....”	LBL/69/1
FC102	Policy 70	1662/5531 - Walford Maritime Ltd, Pension and Life Assurance Plan	“...Development should <u>will be required</u> to help create better links to, over and along the river, to and between open spaces, and through and beyond the railway viaduct...”	LBL/70/1
FC103	Para 5.15.1a	1480/6281 – Mayor of London	“Lambeth has been working with the Cross-Rover Partnership, Transport for London, the Greater London Authority and adjoining boroughs to realise the development potential of the area in a manner which will benefit the local community. To this end a detailed Vauxhall Cross/Battersea Development Framework will be produced as supplementary planning guidance <u>an Area Action Plan for the Opportunity Area</u> . The overall regeneration aim is to improve the Vauxhall/Battersea area as an attractive and economically viable quarter of central London, and to maximise its contribution to the local and central London economies.”	LBL/70/3
FC104	MDO 98	1662/4264 - Walford Maritime Limited, Pension and Life Assurance Plan	“Improved tube entrance (with escalator). Part of site should be included within proposed public <u>developed as open space</u> as setting of new transport interchange. Reserve- <u>Reservation of bus-priority lane on southern part of site would be encouraged.</u> ”	LBL/MDO98/1
FC105	MDO 101	2052/5712 - St George South London	“New Vauxhall Station tube entrance and river pier. New open space with visual and physical links through to river. Extension of River Walk and link under Bridgefoot. The development of the site as a whole should have a complementary mix of land uses and designs, which add	LBL/MDO101/1

			variety and interest to the river frontage, provide better connections between the river and its hinterland, and not result in an overly intensive use of the site.	
FC106	Policy 72	2111/6233 - Vision for Vauxhall	"The improvement and extension of Spring Gardens (through road removal) will be pursued in partnership with local groups, including better links through the railway arches...."	LBL/72/1
FC107	MDO 110	1774/5820 - Kennington, Oval & Vauxhall Town Centre Partnership Board 1788/5466 - Manor of Kennington Residents Association	"(b) Former Kerrin Point/Gala Bingo Club, Kennington Road. Redevelopment of Kerrin Point for social housing and Gala Bingo Club for housing isare supported. Retention of Gala Bingo Club, which makes a contribution to the conservation area.. Reconfiguration of street pattern to provide improved links from Ethelred Estate to Kennington Road/Cross including possible closure of Hotspur Street. Children's play and sporting facilities at Kerrin Point should be replaced."	LBL/MDO110/1
FC108	MDO 110	Council's own change	"(c) improving/extending/redesigning Lambeth Walk Public Open Space (in line with the Lambeth Walk Doorstep Green Masterplan). Extension of open space up to Kennington Road frontage, ensuring that a contiguous local park is maintained."	LBL/General/SPG
FC109	Para 5.15.11	Council's own change	"In 2000 local residents voted against proposals for the redevelopment of the Ethelred Estate and parts of Lambeth Walk area. Following on from this in the 'Focus on Vauxhall' event Lambeth and its partners are considering a more pragmatic and deliverable approach to regeneration in the area rather than a 'big bang' approach. Regeneration proposals in the area will now need to be seen in the context of housing and other regeneration issues for Vauxhall as a whole, and of a community-led and community-focused strategy of neighbourhood renewal in this specific area. One proposals that emerged from this event was to recreate the asset of 'Lambeth Walk' as the historical north-south connection linking a series of smaller scale projects in the area – 'A new heart for Lambeth Walk'. All options need to be tested for local support through a community mater planning exercise whilst also having regard to the policies and aspirations of the Mayor of London. <u>The improvement/extension/ redesign of Lambeth Walk Public Open Space it to be in with the Lambeth Walk Doorstep Green Masterplan.</u> "	LBL/General/SPG
FC110	Policy 73	1969/6487 - Shell International	"(C) compatible with and sensitive to adjoining sites and the	LBL/73/1

		Petroleum Company Limited and Lend Lease Europe Limited 2182/6486 - Coal Pension Properties	immediate area, and respect preserve or enhance the character, appearance and setting of the conservation areas in and adjoining the area;”	
FC111	Para 5.16.5	1858/6488 - South Bank Employers Group 2186/6489 - P & O Developments 1969/6487 - Shell International Petroleum Company Limited and Lend Lease Europe Limited 2165/6485 - York and Beckett GP Ltd	“The policy for Central London Activities (Policy 3) will also apply with other borough-wide policies that may be relevant to the development being proposed, such as for affordable housing (16), <u>for office development (21)</u> , for conservation areas (42) and Planning Obligations (policy 50a)...”	LBL/73/1
FC112	Policy 79	2111/6239 - Vision for Vauxhall	“There will be a presumption in favour of the retention of the London Eye. <u>Any future proposals affecting or relating to the operation of the London Eye and its associated structures and activities must continue to ensure that:</u> <u>(a) improved and acceptable measures for managing and distributing visitors and coaches are secured;</u> <u>(b) the impact of associated servicing, ticketing and queuing facilities on Metropolitan Open Land is minimised; and</u> <u>(c) measures are secured to control unauthorised stalls, commercial trading and hot dog stands (including dedication of Queens Walk as public highway.)”</u>	LBL/79/1
FC113	Para 5.16.37	1743/5892 - The London Eye Company	“At 135m metres high it is one of London's highest buildings. It was granted temporary planning permission for five years in 1998, and has now received another temporary planning permission for a further planning permission <u>which will enable the London Eye to be retained permanently subject to a satisfactory report on the continued acceptability of its impacts which will be undertaken after 20 years. If the review is unsatisfactory, the consent will expire in 25 years....”</u>	LBL/79/1

FC114	MDO 113	Council's own change	Remodelling of Waterloo station to increase platform, concourse, and tube capacity with potential for air-rights development above and utilisation of arches space below. This should be consistent with the objectives of the Waterloo Development Framework and:	LBL/General/SPG
FC115	MDO 113	1969/6003 - Shell International Petroleum Company Limited and Lend Lease Europe Ltd	“(e) enable both a ground level pedestrian entrance to York Road linking to Hungerford Bridge, together with the retention or reinstatement of <u>option to retain or reinstate</u> the high level accessible walkway from the station through the Shell site to the South Bank.”	LBL/MDO113/1
FC116	Para 5.16.43	Council's own change	“Waterloo Station is the strategic hub around which much of the regeneration potential for Waterloo revolves. There is concern that Waterloo rail and underground Stations are reaching capacity. Waterloo is London's busiest passenger terminal handling over 90 million commuters a year. Proposals in the area could add significantly to passenger demand at the station. This would create unacceptable passenger comfort levels through train and concourse overcrowding, as well as overcrowding tube platforms, over and above projected growth in passenger demand. The only solution, if the regeneration potential of the area is to be realised, is to expand transport capacity. <u>Development should be consistent with the objectives of the Waterloo Development Framework.</u> ”	LBL/General/SPG
FC117	MDO115	1969/4486 - Shell International Petroleum Company Limited and Lend Lease	“Retention of original tower and lower buildings (in South Bank conservation area) with re-use of basements, but no development on or enclosure of the podium, other than very minor works associated with the improvement of the public open space. Remodelling of pedestrian courtyard areas with active frontage uses, including facing onto York Road. Retail development should meet demonstrable need in accordance with relevant government guidance <u>Option of either Rretention or reinstatement of the high level walkway through the site in order to achieve a high level pedestrian link from Waterloo Station concourse to the South Bank.</u> Retention of through visual and pedestrian links across the podium	LBL/MDO115/1

			<p>Development should preserve or enhance the South Bank Conservation Area and the setting of nearby listed buildings and protect the amenities of County Hall residents.</p> <p>Compensation for loss of swimming pool and sports facilities.</p> <p>Relocation of listed statue to north east corner of site would be acceptable.</p> <p>Improvements to the podium deck and surrounding public realm Jubilee Gardens, highways and public transport;</p> <p>The utilisation of basement car parking/servicing to house operational parking for South Bank Centre, being displaced from Jubilee Gardens, as well as some parking, provision for people with disabilities and some parking for tourist coaches would be encouraged.”</p>	
FC118	MDO 116	Council's own change	<p>“a) developments affecting the complex confirming with the Waterloo Development Framework, and/or any possible future supplementary planning guidance, and being compatible with the Council's policies and proposals for Jubilee Gardens and the Hungerford Car Park site;...”</p>	LBL/General/SPG
FC119	MDO 116	2207/6101 - South Bank Centre	<p>“(C) ...Retaining the unity of overall form of the complex is essential to its function and aesthetic success. Any replacement buildings, listed or unlisted, <u>should</u> be of outstanding architectural quality...”</p>	LBL/MDO116/1
FC120	Para 5.16.49	Council's own change	<p>“The area has been subject to a number of master-planning proposals over the years and there is now concern that matters need to come to a resolution – with an acceptable and deliverable plan <u>that conforms with the Waterloo Development Framework.</u>”</p>	LBL/General/SPG
FC121	MDO 121	1536/3397 - Friends of Archbishops Park	<p>“... Development should front and create a clear pattern of streets with a roof-scape that enhances setting of Park and Archbishops Palace and roofline of St Thomas's Hospital when seen from north bank of Thames, and setting of Houses of Parliament/Westminster Abbey World Heritage Site, if visible from it. Building height is likely to should be restricted in the southern part of the site due to its location within the conservation area, with building heights progressively</p>	LBL/MDO121/1

			increasing on the northern boundary, where high rise development is likely to be considered more appropriate.”	
FC122	MDO 127 and MDP 128	1589/6449 – Coin Street Community Builders 2182/5643 – Coal Pension Properties 1589/6450 – Coin Street Community Builders 2182/5645 – Coal Pension Properties	(MDO’s 127 and 128 to be amalgamated into one MDO 127) as follows: “When redeveloped with mixed use but mainly affordable housing, should include a large public piazza with a rich mix of small active frontage uses with linkages to Princes Wharf site. <u>It can include offices for South Bank cultural/TV uses.</u> <u>Retention of through pedestrian link from Upper Ground to Riverside Walk. Retention of historic frontage building at 58 Upper Ground.</u> Development should, together with Oxo Tower Wharf, provide consistent enclosure to Bernie Spain Gardens.”	LBL/MDO127/1 and LBL/MDO128/1
FC123	Proposals Map	1559/2913 - John Peer 1564/2923 - Lambeth and Wandsworth Group- Council for the Protection of Rural England 1676/2513 - Mr M Forwood 1713/2668 - Peter Harris and 1729/2755 - Doris Newnham	Extension of Jubilee Gardens to include Hungerford Car Park as “New Public Open Space”. See Map A attached.	LBL/PM/1
FC124	Proposals Map	1536/3403 - Friends of Archbishops Park and 1545/3922 - Marilyn Evers	Extension of Lambeth Walk Open Space as “Park”. See Map B attached.	LBL/PM/1
FC125	Proposals Map	1696/2583 - South Bank Centre	Amendment of the Proposals Map to include the open space to the north east of the Festival Hall to include the Riverlink Square area in “Other Public Open Space”. See Map B1 attached.	LBL/45/1
FC126	Proposals Map	2052/5713 – St George South London	Amendment to boundary of Green Corridor, to exclude land adjoining the Thames at Vauxhall. See Map C attached.	LBL/45/2
FC127	Proposals Map	1589/6313 - Coin Street Community Builders	Correction of boundary of new MDO 127 Gabriel’s Wharf and Princes Wharf in relation to land ownership of the London Television Centre. See Map D attached.	LBL/MDO127/2
FC128	Proposals Map	1536/3398 & 3399 - Friends of Archbishops Park	Extension to Archbishops Park as “Park and Protected London Square”. See Map Y attached.	LBL/PM/1