

SD17b - Schedule of potential changes updated 4 December 2020

This schedule of potential changes to the DRLLP PSV and PCPM January 2020 has been prepared by Lambeth Council in accordance with paragraph 1.5 of the Planning Inspectorate's Procedure Guide for Local Plan Examinations (June 2019). The potential changes shown in the schedule have not been the subject of public consultation or sustainability appraisal. Lambeth Council does not intend the proposed changes to be treated as part of the plan to be examined, which remains the DRLLP PSV and PCPM January 2020.

This updated version dated December 2020 includes potential changes in response to actions arising from the examination hearings (Oct-Nov 2020) and as a result of the implication of the Use Class Order Changes (September 2020). This updated schedule has been provided to inform the Inspector's consideration of potential main modifications required to make the Plan sound.

This schedule is in two parts: part 1 lists potential changes to the DRLLP PSV and part 2 lists potential changes to the PCPM.

Proposed changes to the wording of the DRLLP PSV 2020 are shown in **red**. Deleted text is shown using **strikethrough** and additional text is **underlined**. *Text in italics describes a change to be made, rather than presenting an extract from the Local Plan text itself.*

SD17b - Schedule of potential changes updated 4 December 2020

Part 1 – potential changes to the Draft Revised Lambeth Local Plan Proposed Submission Version January 2020 (DRLLP PSV)

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC136	n/a	Front cover	Add plan period: <u>2020-2035</u> .	In response to Inspector's request 3.1 in INS01
PC001	n/a	Contents page	Places and Neighbourhoods	Typo
PC002	n/a	Contents page	Tall and large buildings	Correction
PC257	n/a	Contents page	Amend policy ED10 title as follows: A2-uses; betting Betting shops and payday loan shops	In response to changes to the Use Class Order from 1 September 2020
PC003	n/a	Contents page	Annex 4 – Key Industrial and Business Areas	Correction
PC004	n/a	Contents page	Site 13: Plot bounded by 7-93 Wandsworth Road, Parry Street, Bondway including the bus station SW8 (Vauxhall Island Site) Plot bounded by Parry Street, Bondway and 7-93 Wandsworth Road SW8 (Vauxhall Island Site)	Correction
PC005	n/a	Contents page	Site 18 – 260 – 367 Norwood Road SE27 286 – 362 Norwood Road SE27	Correction
PC006	10	1.27	Amend 16 th bullet point as follows: <ul style="list-style-type: none"> the potential to extend extension of the <u>Croydon</u> Tramlink to Crystal Palace and Streatham 	In response to comments by Transport for London (R048)
PC007	17	2.27	ONS Claimant Court Count	Typo
PC008	20	2.40	Amend para as follows: <p>However, much of Lambeth's public transport infrastructure During peak periods rail services in Lambeth are is currently at or over capacity, particularly services from Clapham Junction to Waterloo and Herne Hill to Victoria and Blackfriars (Lambeth Transport Strategy Baseline Report 2017). Investment is needed to improve conditions for passengers, to provide full access to all stations and to enable the planned</p>	In response to comments by Transport for London (R048)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			increases in resident and working population. <u>The implementation of Crossrail 2 and metroisation will be required to meet future demand.</u>	
PC009	43	2.124	<i>Amend 1st sentence as follows:</i> Community, play and youth facilities, <u>libraries</u> , and meeting spaces are therefore an essential part of the social infrastructure required by neighbourhoods.	In response to representation by Friends of Libraries (R083)
PC010	47	3.3	<i>Add as last sentence to para 3.3:</i> <u>The indicative target for years 11-15 of the plan period is 5,066 net additional dwellings (or 1,013 dpa), based on the 2017 SHLAA findings and by rolling forward the borough's small housing sites figure in accordance with paragraph 4.1.12 of the London Plan.</u>	In response to comments by the Mayor of London (R054) and updated in response to Inspector questions under Matter 2.1.
PC137	48	3.4	<i>Add third bullet point as follows:</i> <ul style="list-style-type: none"> ○ <u>an indicative estimate of 3,368 net additional serviced visitor accommodation rooms between 2015 and 2041, based on GLA Working Paper 88 (Projections of demand and supply for visitor accommodation in London to 2050, April 2017 – table 20).</u> 	In response to Action 2 arising from the examination hearing.
PC138	51	3.9	<i>Insert new second bullet point as follows:</i> <ul style="list-style-type: none"> ○ <u>promoting and enhancing the international, national and London-wide roles of the Central Activities Zone (CAZ) in South Bank, Waterloo and Vauxhall, to support a rich mix of CAZ strategic functions; and enhancing the role of the South Bank as an international centre for culture and the arts within the South Bank and Bankside Strategic Cultural Area</u> 	In response to Action 2 arising from the examination hearing.
PC139	51	3.9	<i>Amend penultimate bullet point as follows:</i>	In response to Inspector questions under Matter 2.1.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<ul style="list-style-type: none"> ○ maintaining retaining industrial floorspace capacity <u>to support the London Plan Central Services Area and to provide capacity for waste management in the borough</u> by updating the existing policy approach to Key Industrial and Business Areas (KIBAs) <u>to align with the London Plan</u>, but with some revisions to <u>designations and boundaries</u> 	
PC140	53	Spatial Vision	<p><i>Amend first paragraph as follows:</i></p> <p>By 2030 <u>2035</u> Lambeth will be a key part of, and contributor to, central London’s thriving economy and the benefits of this will be shared throughout the borough. <u>This will include a rich mix of strategic functions in the Central Activities Zone locations of South Bank, Waterloo and Vauxhall and an enhanced role for the South Bank as an international centre for business and leisure and a world-class destination for the arts, culture and creativity.</u> # Lambeth will be home to centres of innovation, a skilled workforce and a growing number of businesses and jobs providing opportunities for local people. The achievements of Lambeth’s young people will be widely celebrated and the levels of worklessness in the borough will have significantly declined. Lambeth will be at the forefront of tackling and adapting to climate change <u>to contribute to achieving zero carbon London-wide.</u></p>	In response to Action 2 arising from the examination hearing.
PC141	55	Strategic Objectives	<p><i>Amend Strategic Objective 2 as follows:</i></p> <p>2. Support the growth of key economic sectors and innovation through the development of new <u>offices and commercial premises including new affordable workspace shops, offices and visitor accommodation</u>, by maintaining a varied supply of business premises, <u>by maintaining industrial floor-space capacity to support the Central Services Area</u>, and through plans for town centre</p>	In response to Inspector questions under Matter 2.1.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			regeneration <u>and the development of a new MedTech, healthcare and life sciences cluster at Waterloo.</u>	
PC258	57	Strategic Objectives	<p><i>Amend Strategic Objectives 18 and 19 as follows:</i></p> <p>18. Support <u>and develop the strategic functions of the Central Activities Zone in South Bank, Waterloo and Vauxhall and</u> the regeneration and renewal of the London Plan Opportunity Areas at Waterloo and <u>Nine Elms Vauxhall Vauxhall/Nine Elms/Battersea</u> to reflect their role in central London, working in close partnership with the neighbouring boroughs of Southwark and Wandsworth and all key stakeholders.</p> <p>19. Maintain <u>Support the delivery of Lambeth’s Creative and Digital Industries Strategy, and maintain and develop Lambeth’s strength in arts and culture.</u> <u>Ensure that and</u> the role of the South Bank as one of London’s leading international cultural and tourist destinations reflecting <u>reflects</u> its status as part of the South Bank / and <u>Bankside Strategic Cultural Area.</u></p>	In response to Action 2 arising from the examination hearing.
PC011	64	D3(c)	<p><i>Amend clause as follows:</i></p> <p>Generally, Community Infrastructure Levy will be applied, alongside other investment, to help deliver infrastructure. Site-specific planning obligations may <u>also</u> be used to secure delivery of <u>on-site</u> infrastructure.</p>	Clarification in response to representation by Department of Education (R033)
PC012	67	D4	<p><i>Amend clause (b) and (i) as follows:</i></p> <p>b) ensure that development proposals provide or fund local improvements to mitigate the impact of the development and/or additional facilities and requirements made</p>	Clarification in response to representations by Department of Education (R033) and HUDU on behalf of CCG (R036)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>necessary by the development. <u>Depending on the nature of the development,</u> This <u>this</u> may include:</p> <p>i) on-site provision of infrastructure, <u>such as</u> whether transport, education, health, libraries, sport and leisure, <u>waste, energy,</u> emergency services and cultural and community provision;</p>	
PC013	68	4.17	<p><i>Amend para as follows:</i></p> <p>The adoption of a Lambeth Community Infrastructure Levy (CIL) in 2014 required publication of a CIL Regulation 123 list which defines infrastructure projects or types of infrastructure project to which CIL funding will be applied and in respect of which, by default, section 106 planning obligations would not normally be sought. <u>From December 2020 annual Infrastructure Funding Statements will report on CIL receipts and spend.</u> In addition, the adoption of CIL limits the use of planning obligations as pooled funding to a maximum of five section 106 agreements, even when that infrastructure is not included in Regulation 123 list. However, the <u>Section 106 planning obligations assist in mitigating the impact of development to make it acceptable in planning terms. Planning obligations must meet the statutory tests in the CIL Regulations (necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development).</u> The provision of affordable housing, local improvements and/or additional facilities and requirements (including employment initiatives and on-site provision of specific infrastructure) and securing appropriate scheme implementation and control of phasing where necessary will be delivered through section 106 planning obligations. The obligations sought will depend on the nature of the development</p>	<p>Clarification in response to representations by: Department of Education (R033); HUDU on behalf of CCG (R036); Transport for London (R048); WeAreWaterloo Business Improvement District (R030); and Home Builders Federation (R023).</p>

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>proposed. Further information about the requirements for the obligations listed in Local Plan Policy D4 is provided in relevant policies elsewhere in the plan. The policies in this plan and requirements for developer contributions have been tested for their cumulative impact on development viability and are therefore considered deliverable. In situations where it has been demonstrated that planning obligations cannot viably be supported by a specific development, the priorities set out in London Plan Policy DF1 D will apply.</u>	
PC014	69	4.18	<i>Amend para as follows:</i> <u>For some obligations, Charging charging</u> approaches for monetary contributions in lieu of on-site provision affordable housing provision on small sites, for off-site children's play space and to offset the impact of visitor attractions are set out in Annex 10, <u>with further information in the relevant policies about how and when these charging approaches will be used.</u> The detailed requirements for other planning obligations will be set out as necessary in further planning guidance. <u>Planning obligations secured for improvements to open space and play space can be spent on all types of open space/play space, including those on housing estates. A monetary contribution to the monitoring of planning obligations will be sought and this will be calculated on a case-by-case basis according to the nature of the proposed development and the obligations secured. The overall level of monitoring fees will not exceed 5 per cent of the total value of the obligations secured in any given case. The council will report on developer contribution receipts and spend in an annual Infrastructure Funding Statement.</u>	Clarification in response to representation by Home Builders Federation (R023).
PC015	78	5.20	<i>Amend para 5.20 as follows:</i>	In response to comments by the Mayor of London (R054)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>To be eligible for the Fast Track Route as set out in the London Plan, applications proposing <u>10 or more than 25</u> units (gross) must meet all of the following criteria:</p> <p>i) <u>meet and exceed the relevant threshold level of affordable housing on site without public subsidy (subject to paragraph 5.28 below):</u></p>	
PC016	79	5.21	<p><i>Amend para 5.21 as follows:</i></p> <p><u>Affordable housing is required on site in schemes providing more than 25 10 units (gross) and this is an essential requirement to be eligible for the Fast Track Route.</u></p>	In response to comments by the Mayor of London (R054)
PC017	80	5.26	<p><i>Amend 1st sentence as follows:</i></p> <p><u>If the level of affordable housing provided exceeds the threshold level, there is scope for flexibility in the tenure of the those affordable units provided above the threshold level, provided these homes are genuinely affordable as defined in London Plan policy H6.</u></p>	In response to comments by the Mayor of London (R054)
PC018	81	5.28	<p><i>Amend para as follows:</i></p> <p><u>The council acknowledges that schemes providing between 10 and 25 units (gross) may find it difficult to provide on-site affordable housing given the small numbers of units involved and difficulties in some cases in finding registered providers of affordable housing willing to manage them. In these cases, where a difficulty of this nature has been demonstrated to the satisfaction of the council (through evidence of contact made with registered providers), the council will consider proposals to Where <u>schemes proposing between 10 and 25 units (gross) provide the threshold level of affordable housing as an in lieu payment under the Fast Track route. (and are</u></u></p>	In response to comments by the Mayor of London (R054)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>therefore eligible to follow the Fast Track route)., the . <u>The value of the in lieu payment should be based on the relevant threshold as a percentage of on-site units. The payment in lieu should be calculated through two appraisals – one with the level of affordable housing required by policy and the other with 100 per cent market housing: the payment in lieu will equate to the difference between the two residual values. Applicants should use the methodology set out in Annex 10, making use of the online calculator provided on the council’s website.</u></p>	
PC142	95	H7(a)	<p><i>Amend clause (a) as follows:</i> The council will seek to manage the development of sites for student housing to ensure the availability of land to meet priority housing and employment needs and the achievement of mixed and balanced communities. Proposals for student housing will be <u>supported acceptable-only</u> where it can be demonstrated that the development:</p> <ul style="list-style-type: none"> i. does not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, nor displace other key uses such as employment development. Proposals should not result in the loss of employment land or floorspace, unless relevant policy tests (set out in section 6 of the <u>Local Plan</u>) are met, or the loss of existing self-contained dwellings; ii. forms part of a mixed-use development; iii. is supported by evidence of a linkage with one or more higher education institution provider (HEI HEP) <u>institution provider (HEI HEP)</u> in Lambeth, or within a reasonable travelling distance of Lambeth, <u>as defined in the London Plan funded by the Higher Education Funding Council for England.</u> This evidence must include confirmation that the proposed rental levels for the student accommodation are supported by the linked HEI HEP(s) <u>HEI HEP(s)</u> 	In response to Action 8 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>and that the majority of the bedrooms in the development including all of the affordable student accommodation will be secured through a nominations agreement for occupation by students of one or more HEP, for the lifetime of the scheme, as required by London Plan policy H15;</u></p> <p>iv. would not lead to an over-concentration of similar uses which may be detrimental to residential amenity or the balance and mix of uses in the area or place undue pressure on local infrastructure, <u>and includes a student management plan that, to the satisfaction of the, Council will appropriately mitigate potential harm to residential amenity;</u></p> <p>v. is located in an area with good public transport access, and easy access to local shops, work places, services and community facilities;</p> <p>vi. provides a range of accommodation types, including cluster flats with shared kitchen and bathroom facilities unless justification is provided as to why this would not be appropriate;</p> <p>vii. is well-designed, providing appropriate space standards and facilities and is sustainable by virtue of being adaptable to alternative residential use;</p> <p>viii. provides high-quality cycle parking facilities in accordance with <u>Local Plan</u> policies T3 and Q13. <u>Pool bikes are particularly appropriate for student housing.</u></p>	
PC143	96	5.64	<p><i>Amend para as follows:</i> In accordance with London Plan policy <u>Purpose-built student accommodation makes an important contribution to the diversity of housing in Lambeth.</u> To ensure delivery</p>	In response to Action 8 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			against the London Plan housing target, the council will seek to ensure that addressing the demand for student housing does not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities.	
PC144	98	5.69	<i>Amend para as follows:</i> When considering the concentrations of students in a single area, the council will have regard to the character of the area, the existing mix of uses, and the particular impact on any permanent residential occupiers. <u>An appropriate student management plan will be required to mitigate potential harm to residential amenity and monitoring of this plan will be secured as a planning obligation.</u> Schemes will be considered on a site-by-site basis having regard to their scale and any existing concentrations (including any sites with extant planning permissions). <u>Given the existing concentration, quantum and pipeline of this type of accommodation in the Vauxhall Miles Street character area of Vauxhall, additional purpose-built student accommodation in the Vauxhall part of the NEV Opportunity Area is unlikely to be supported in this location to ensure a mixed and balanced community across the Vauxhall part of the NEV Opportunity Area. The London Plan encourages new student accommodation away from existing concentrations in central London.</u>	In response to Action 8 arising from the examination hearing.
PC145	101	H8(d)	<i>Amend clause (d) as follows:</i> <u>The council will support new specialist older persons' housing as defined in See also London Plan policy H13, where it meets identified need relating to specialist older persons' housing. The requirements of London Plan policy H13B will apply and Applicants for specialist older persons' housing should demonstrate how the design will address the needs of people with dementia and other long-term health conditions.</u>	In response to Action 9 arising from the examination hearing.
PC146	101-102	5.78, 5.79 and 5.85	<i>Insert new para 5.78a, amend para 5.79 and delete para 5.85 as follows:</i>	In response to Action 9 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>5.78. The council is working towards reducing the reliance on residential-care provision. Residents in Lambeth will be supported to live independently in their own homes or in the right supported-housing environment. However, they should also be able to access specialist housing if they need extra support.</p> <p><u>5.78a The need for specialist older persons' housing in Lambeth over the plan period is set out in the Lambeth SHMA 2017 and reflected in the London Plan indicative benchmark of 70 additional units per annum (IND5 in the monitoring framework of this Plan, see Annex 8). Provision will be monitored against this indicative benchmark. This need is for the types of specialist accommodation identified in paragraphs 4.13.3 to 4.13.9 of the London plan and does not include nursing homes. There is sufficient nursing home accommodation in Lambeth to meet need over the plan period: the priority is to continue to support people to remain independent for as long as possible in their own home whilst also maintaining the stock of existing nursing home accommodation.</u></p> <p>5.79. Proposals for the provision (or loss) of housing to meet specific community needs will be assessed having regard to Lambeth's Housing Strategy and associated client group sub-strategies <u>as well as the advice of the Council and NHS integrated commissioning service for adult health and social care.</u> Proposals for the development of specialist housing should demonstrate that there is a local need for such accommodation.</p> <p>5.85. Provision of specialist older persons' accommodation will be monitored against the London Plan annual borough benchmark (2017-2029).</p>	
PC019	108	H11(a)	<i>Amend clause (a) as follows:</i>	Clarification in response to representations by Savills

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>Estate regeneration schemes must achieve at least 50 per cent affordable housing in the final scheme, based on habitable rooms. Applicants should demonstrate through a viability assessment that they have sought to maximise the proportion of affordable housing in the scheme and should where possible provide more than 50 per cent.</u>	for Bellway Homes (R035) and L&Q (043)
PC020	109	5.100	<i>Amend para as follows:</i> <u>This policy applies to social housing estate regeneration schemes led by the council and/or other registered providers of affordable housing and their development partners. This policy should be read and applied in conjunction with London Plan policy H8.</u>	Clarification in response to representation by JLL for Grainger plc (R068)
PC021	109	5.101	<i>Amend 1st sentence of para as follows:</i> <u>The policy requirement for at least 50 per cent percentage of affordable housing will be assessed on the basis of the overall proportion of affordable housing that will result in the final estate regeneration scheme, once all phases have been completed.</u>	Clarification in response to representations by Savills for Bellway Homes (R035) and L&Q (R043)
PC022	110	5.106	<i>Amend para as follows:</i> <u>Where shared ownership units are provided as part of an estate regeneration scheme and the occupant 'staircases out' to own the unit outright, the proceeds from the sale of the unit will be retained by the registered provider of affordable housing that manages the estate Homes for Lambeth and recycled into provision of other affordable housing elsewhere in Lambeth. This will be secured through a section 106 legal agreement associated with the planning permission for the proposal.</u>	Clarification in response to representation by L&Q (R043)
PC023	113	H12	<i>Correct typo in first sentence as follows:</i>	Correction

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			The council supports Build to Rent developments that meet the definition in London Plan policy H1 13 .	
PC147	117	H13	<p><i>Amend clauses (a) and (b) as follows:</i></p> <p>a) <u>Development proposals for large-scale purpose-built shared living will be supported in Waterloo and Vauxhall only where they meet both the requirements of London Plan policy H16 and the following additional Lambeth-specific requirements:</u></p> <ul style="list-style-type: none"> i. <u>each private unit includes at least 15m2 functional living space separate from the communal facilities;</u> ii. <u>communal space meets the minimum requirements for houses in multiple occupation; and</u> iii. <u>rents per room are set no higher than the mean rental level for a studio in the private rented sector in that postcode area (based on London Rent Map data);</u> iv. <u>the location has good or excellent public transport accessibility and is well-served by local services; and</u> v. <u>includes a management plan that, to the satisfaction of the Council, will appropriately mitigate potential harm to residential amenity.</u> <p>b) <u>A development proposal for large-scale purpose-built shared living will not be permitted on public sector land or where:</u></p> <ul style="list-style-type: none"> i. <u>it would result in the loss of existing self-contained residential accommodation (C3);</u> 	In response to Action 11 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<ul style="list-style-type: none"> ii. <u>it is proposed on a site allocated or protected for other uses;</u> iii. <u>it is proposed on a site with an extant planning permission for C3 housing; and/or</u> iv. <u>it would result in an over-concentration of similar uses, including purpose-built student accommodation, which may be detrimental to residential amenity or the balance and mix of uses in the area or place undue pressure on local infrastructure.</u> 	
PC148	118	5.121	<p><u>Given the very high density nature of this type of accommodation, P</u>roposals of this nature<u> should be located in Waterloo and Vauxhall because these have been identified as locations in which this form of development can viably provide the affordable housing contribution required by policy across all types of site; and because they are also well-connected by in parts of the borough with good or excellent public transport accessibility levels and well-served by local services. An appropriate management plan will be required to mitigate potential harm to neighbouring residents and monitoring of this plan will be secured as a planning obligation. Car and cycle parking standards set out in the London Plan and Local Plan policies T7 and T3 will also apply.</u></p>	In response to Action 11 arising from the examination hearing.
PC149	118	5.123	<p><u>15m² is the minimum personal living space considered acceptable in a large-scale purpose-built shared living development in Lambeth. A smaller area per person would not provide an adequate living environment for the health and well-being of people in the borough. Each personal room should include windows to provide natural daylight. Communal space should meet the minimum standards expected of houses in multiple occupation (including at least one set of cooking facilities for every 2-5 persons and two sets for every 6-10 persons). Storage space should be provided in both private and communal areas.</u></p>	In response to Action 11 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC150	119	5.125	<p><i>Amend the fourth bullet point as follows:</i></p> <ul style="list-style-type: none"> whether a site has an extant or historic planning permission for C3 housing 	In response to Inspector's question under Matter 3.11
PC151	119	5.126	<p><u>Several schemes of this nature in close proximity, and/or in proximity with student housing schemes, could adversely affect the mix and balance of population in a neighbourhood or result in particular local pressures on services and infrastructure given their very high-density characteristics. The policy therefore would not support proposals with potential to result in an overconcentration of such uses in a neighbourhood. Over-concentration, including purpose-built student accommodation, will be assessed on a case by case basis, having regard to the location of the site and local circumstances. Generally two uses of this nature, including purpose-built student accommodation, will not be permitted on adjacent sites; and there should be no more than two such uses within any given 500m radius.</u></p>	To address Action 11 arising from the examination hearing.
PC152	121	ED1	<p><i>Amend policy ED1 title as follows:</i> <u>Offices (B1a)</u></p>	In response to changes to the Use Class Order from 1 September 2020
PC024	121	ED1(b)	<p><i>Amend as follows:</i></p> <p><u><i>b) Proposals for smaller offices (up to 1,000m² gross external area) will be supported in the Central Activities Zone, Opportunity Areas and all town centres all locations, subject to other plan policies relating to the existing use of the land, environment, transport and design. Proposals for smaller offices outside of town centres will be subject to the sequential test in section 7 of the NPPF and other plan policies.</i></u></p>	In response to comments by the Mayor of London (R054)
PC153	121	ED1(c)	<p><i>Amend sub-clauses (iii) and (iv) as follows:</i></p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>iii) it would not be feasible and/or viable to adapt the office floorspace as smaller business (B1a) office units to meet demand from small businesses. This should be demonstrated through marketing evidence and an independently validated viability assessment;</p> <p>iv) the B1a office floorspace to be lost is replaced in the vicinity <u>and within Lambeth</u>.</p>	
PC154	122	ED1(d)	<p><i>Amend clause (d) as follows:</i></p> <p>Redevelopment of large offices for a mix of uses will be supported if the quantity of original B1a office floorspace is replaced or increased as part of the development or elsewhere <u>in the vicinity within Lambeth, within the immediate area, incorporating existing businesses where possible. Outside of the CAZ, partial replacement of existing B1a office floorspace in a mixed use redevelopment may be supported where other significant planning benefits are delivered and it can be demonstrated that the maximum feasible and viable proportion of office floorspace is included in the scheme, and/or that the replacement space will result in an intensification of office use. No marketing evidence would be required. The requirements of policy ED2(c) will apply. In these circumstances, viability evidence must be provided.</u></p>	In response to changes to the Use Class Order from 1 September 2020
PC155	122	ED1(f)	<p><i>Amend clause (f) as follows:</i></p> <p><u>Development proposals for new B1a office floor space greater than 2,000 m² (gross external area) should consider the scope to provide a proportion of flexible workspace suitable for micro, small and medium-sized enterprises, in accordance with London Plan policy E2. This can include a variety of types of space including serviced offices and co-working space. Opportunities for long-term management of the flexible</u></p>	Correction and in response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>workspace by a company specialising in the management of this type of space should be fully explored.</u>	
PC156	122	6.5	<i>Amend para 6.5 as follows:</i> <u>Lambeth needs to protect and increase its stock of office floorspace to support investment and economic growth. The presumption in policy is therefore no loss of existing office floorspace and support for new office floorspace in appropriate locations in accordance with London Plan policy E1. However, office floorspace will not be protected where it is demonstrated that it is ancillary to, or integral to the operation of, a hospital or other strategically important health facility.</u> Where replacement office floorspace is provided within the vicinity of...	In response to Action 12 arising from the examination hearing.
PC157	123	6.6	<i>Amend first sentence of para 6.6 as follows:</i> In some locations in Lambeth, demand for <u>smaller office B1a-business</u> units is <u>stronger than demand for large-scale offices of over-1,000 m² or more is weaker than demand for smaller B1 business units.</u>	In response to changes to the Use Class Order from 1 September 2020
PC158	123	6.7	<i>Amend first sentence of para 6.7 as follows:</i> The appropriate supporting evidence required in section (b) (c) of the policy should include a viability assessment which addresses the feasibility and economic viability of refurbishing, renewing or modernising larger office buildings for use as smaller <u>B1a office</u> units.	In response to changes to the Use Class Order from 1 September 2020
PC159	124	6.10	<i>Amend as follows:</i> <u>Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy.</u> The council has introduced Article 4 directions removing permitted development rights for change of use from <u>B1a office to C3 residential across the whole of the Central Activities Zone in Lambeth, and in Brixton Town Centre, parts of</u>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason						
			Clapham and ten KIBAs. The council will consider the introduction of further Article 4 directions of this nature in other parts of the borough where there is evidence that office to residential permitted development rights are harming the stock of office floorspace in the borough to the detriment of businesses and the borough's potential for economic growth.							
PC160	125	ED2(a)	<p><i>Amend clause (a) as follows:</i></p> <p>a) <u>In accordance with London Plan policy E3, the council will apply the following requirements for affordable workspace in the following locations:</u></p> <p>i) <u>In Waterloo/Southbank and Vauxhall developments proposing at least 1000sqm (GIA) gross B1a office floorspace should provide 10 per cent of the rentable that floorspace (Net Internal Area (NIA)) at 50 per cent of market rents for a period of 15 years;</u></p> <p>ii) <u>In Oval, Kennington and Clapham developments proposing at least 1000sqm (GIA) gross B1a office floorspace should provide 10 per cent of the rentable that floorspace (NIA) at 80 per cent of market rents for a period of 15 years;</u></p> <p>iii) <u>In the Brixton Creative Enterprise Zone (CEZ) developments proposing at least 1000sqm (GIA) gross B1a office floorspace should provide 10 per cent of the rentable that floorspace (NIA) as affordable workspace for a period of 25 years with the following discounts on market rents:</u></p> <table border="1" data-bbox="712 1225 1818 1383"> <thead> <tr> <th></th> <th><u>CEZ within town centre boundary</u></th> <th><u>CEZ outside town centre boundary</u></th> </tr> </thead> <tbody> <tr> <td><u>Between 1000sqm and 5000sqm (GIA)</u></td> <td><u>No discount</u></td> <td><u>50 per cent of market rents</u></td> </tr> </tbody> </table>		<u>CEZ within town centre boundary</u>	<u>CEZ outside town centre boundary</u>	<u>Between 1000sqm and 5000sqm (GIA)</u>	<u>No discount</u>	<u>50 per cent of market rents</u>	In response to Action 14 arising from the examination hearing and to changes to the Use Classes Order 1 September 2020.
	<u>CEZ within town centre boundary</u>	<u>CEZ outside town centre boundary</u>								
<u>Between 1000sqm and 5000sqm (GIA)</u>	<u>No discount</u>	<u>50 per cent of market rents</u>								

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason						
			<table border="1"> <tr> <td><u>Between 5,001sqm and 10,000sqm (GIA)</u></td> <td><u>65 per cent of market rents</u></td> <td><u>65 per cent of market rents</u></td> </tr> <tr> <td><u>Greater than 10,000sqm (GIA)</u></td> <td><u>50 per cent of market rents</u></td> <td><u>80 per cent of market rents</u></td> </tr> </table>	<u>Between 5,001sqm and 10,000sqm (GIA)</u>	<u>65 per cent of market rents</u>	<u>65 per cent of market rents</u>	<u>Greater than 10,000sqm (GIA)</u>	<u>50 per cent of market rents</u>	<u>80 per cent of market rents</u>	
<u>Between 5,001sqm and 10,000sqm (GIA)</u>	<u>65 per cent of market rents</u>	<u>65 per cent of market rents</u>								
<u>Greater than 10,000sqm (GIA)</u>	<u>50 per cent of market rents</u>	<u>80 per cent of market rents</u>								
PC161	125	ED2(b)	<p><i>Amend clause (b) as follows:</i> The affordable workspace secured should be provided on-site and be designed to meet a local need for office, light industrial or research and development workspace within the B1 use class.</p>	In response to changes to the Use Class Order from 1 September 2020						
PC162	126	ED2(d)	<p><i>Amend clause (d) as follows:</i> The affordable workspace should normally be made available for occupation at the same time of as or prior to first occupation as of the rest of the B1a-office floorspace in the development. Where affordable workspace is being provided through a phased mixed-use development, planning obligations will be required to ensure timely delivery.</p>	In response to Action 14 arising from the examination hearing and to changes to the Use Classes Order 1 September 2020.						
PC163	126	ED2(f)	<p><i>Amend clause (f) as follows:</i> Proposals that do not provide the level of affordable workspace required by this policy will be required to submit viability information, which will be independently assessed. <u>Where this assessment determines that a greater level of affordable workspace could viably be supported, a higher level of affordable workspace will be required, capped at the level required by the policy.</u> In addition, early and late viability reviews will be</p>	In response to Action 14 arising from the examination hearing.						

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>applied to all schemes that do not provide the level of affordable workspace required by the policy.</u>	
PC164	126	ED2(g)	<i>Amend clause (g) as follows:</i> <u>Proposals requiring planning permission that involve the loss of existing affordable workspace will not be permitted unless the quantum of affordable workspace is replaced on-site or re-provided elsewhere in Lambeth on equivalent terms to the satisfaction of the council.</u>	In response to changes to the Use Class Order from 1 September 2020
PC165	127	6.14	<i>Amend paragraph 6.14 as follows:</i> <u>The policy will apply to all applications involving 1,000sqm or more gross B1a office floorspace (GIA) in the areas of Lambeth identified in part (a) the policy. This includes applications for the redevelopment and extension of existing offices, but will not include office floor-space that is ancillary to, or integral to the operation of, a hospital or other healthcare facility. The policy will also apply to planning applications that involve refurbishment of existing office space where this would result in an increase in the quality and rental value of the space. Affordable workspace will be secured through s106 planning obligations. Further information on the implementation of the policy and approach to planning obligations is set out in the council's Affordable Workspace SPD. Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy.</u>	In response to Action 14 arising from the examination hearing and to changes to the Use Classes Order from 1 September 2020
PC166	127	6.15	<i>Amend paragraph 6.15 as follows:</i> <u>The affordable workspace secured should be provided on site and be designed to meet a local need within the B1 use class for office, research and development or light industrial floorspace. In the majority of cases affordable workspace will be provided as affordable B1a office space. In the Creative Enterprise Zone, and elsewhere in support of CDIs in particular, it may be appropriate to provide the affordable</u>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>workspace as discounted B1e light industrial and/or B1b research and development space, where this is feasible in design terms. In these circumstances, the proportion of affordable workspace provided could be lower than the policy requirement given the lower values associated with this type of space. The proportion of discounted floorspace in these cases will be determined through consideration of site characteristics and viability.</u>	
PC167	130	6.23	<i>Amend para 6.23 as follows:</i> <u>Applications that propose levels of affordable workspace below the policy requirement will be viability tested. Viability information must be submitted with the planning application in accordance with the requirements set out in the council's Development Viability SPD. Applicants will be expected to pay for the cost of the independent viability assessment. Viability tested schemes will be subject to viability reviews as set out in the Affordable Workspace SPD. Review mechanisms provide a reappraisal mechanism to ensure that maximum public benefit is secured over the period of the development. They allow increases in section 106 contributions up to the level required by the policy, to reflect changes in the value of a development from the date of planning permission to specific stages of the development programme.</u>	In response to Action 14 arising from the examination hearing.
PC168	131	6.26	<i>Amend para 6.26 as follows:</i> <u>Planning obligations used to secure affordable workspace should include mechanisms to ensure its timely delivery, at the same time or in advance of the B1a-office floorspace, and where included as part of mixed use schemes it may be appropriate to require it in advance of some or all of the residential elements.</u>	In response to changes to the Use Class Order from 1 September 2020
PC169	132	ED3(a)	<i>Reinstate the word 'business' as follows into clause (a):</i> Development in KIBAs will be permitted only for <u>business</u> , industrial, storage and waste management uses, including green industries and other compatible industrial	In response to Inspector's question under Matter 4.4.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			and commercial uses (excluding large scale retail) ancillary to, or providing for, the needs of the KIBA, other than where clause (c) below applies.	
PC170	132	ED3(b)	<i>Amend clause (b) as follows:</i> The intensification of industrial uses in Use Classes B1b, B1c, B2 and B8 and industrial sui generis uses is encouraged in KIBAs, in accordance with London Plan policy E7 section A. Development proposals of this type should have regard to operational requirements (including servicing) and mitigate impacts on the transport network where necessary.	In response to changes to the Use Class Order from 1 September 2020
PC025	132	ED3(c)	<i>Correct 1st sentence of clause (c) as follows:</i> <u>Areas of KIBA land with potential for both industrial intensification and co-location with residential and other uses (in accordance with London Plan policy E7 sections B and D E) are shown on the Policies Map.</u>	Clarification and correction
PC026	132	6.28 and 6.29	<i>Delete paragraphs 6.28 and 6.29 and replace with the following text:</i> <u>KIBAs are Lambeth's Locally Significant Industrial Sites (LSIS) and are listed in Annex 4 and shown on the Policies Map. In accordance with London Plan policy E4, Lambeth's KIBAs are a vital part of the local economy representing the borough's strategic supply of land for industry, logistics and services to support London's economic function and the Central Activities Zone in particular. The London Plan places Lambeth within the Central Services Area (CSA). CSA status requires a particular focus on sustainable 'last mile' distribution/logistics, 'just-in-time' servicing (such as food service activities, printing, administrative and support services, office supplies, repair and maintenance), waste management and recycling, and land to support transport functions, to service the functioning of the Central Activities Zone. Waste management and recycling are also particularly important uses in KIBAs given</u>	To address the implications of the Secretary of State's direction to the Mayor, and to address the Mayor's comments.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>the requirement to meet the London Plan waste apportionment (see Local Plan policy EN7).</u></p> <p><u>Lambeth undertook a review of its KIBAs to inform the partial review of the Lambeth Local Plan 2015 in the context of the Mayor’s evidence on industrial land and capacity in the revised London Plan (Lambeth Review of KIBAs 2019, updated 2020). This study included an analysis of occupancy and development activity in the existing KIBAs in Lambeth and assessed whether any changes were needed to current designations, as well as considering potential for intensification. It also assessed potential for designation of additional land as KIBA. The assessment was carried out in parallel with Lambeth’s input to the London Strategic Housing Land Availability Assessment (SHLAA) 2017. It also took account of comments in response to public consultation on the Draft Revised Lambeth Local Plan in 2018, and of the parallel assessment of waste management capacity in the borough (Waste Evidence Base updated 2020). Overall, the study presents a strong picture, finding very high levels of occupancy and industrial/business related development activity in the majority of existing KIBAs in Lambeth. However, changes to the boundaries of nine existing KIBA are proposed in the study as a result of changing circumstances, as is one full de-designation. Four new KIBAs are proposed but the result is an overall net loss of designated industrial land.</u></p> <p><u>The level of industrial floor-space capacity lost in Lambeth in recent years, in combination with these boundary changes, means that any scope for intensification within KIBAs must be prioritised for industrial floor-space capacity, rather than to allow space for non-industrial uses. Lambeth does not need to rely on KIBA land to meet</u></p>	

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>and exceed its London Plan housing target. KIBA land must be prioritised instead to meet the requirements of Lambeth's CSA location and the London Plan waste apportionment. Industrial intensification appropriate within the KIBAs includes intensification for light and general industry including emerging industrial-related sectors; storage and logistics/distribution including 'last mile' distribution close to central London, wholesale, consolidation centres and collection points business and waste management uses use; utilities infrastructure; some rail and bus infrastructure; flexible hybrid spaces to accommodate services that support the wider London economy and population; low-cost industrial and related space for micro, small and medium-sized enterprises (including many in the creative, cultural and digital industries and other sectors such as food-making and distribution); and research and development of industrial and related products and processes. New B2 and B8 uses are particularly encouraged. The approach to industrial intensification should follow that set out in the London Plan and the guidance in the Mayor's Industrial Intensification Primer.</u></p> <p><u>Given the position explained above, only three KIBAs or parts of KIBAs are identified on the Policies Map as having potential for industrial intensification and co-location with other uses, based on particular circumstances affecting those locations. See the Review of KIBAs for further information. For sites in KIBAs with potential for industrial intensification and co-location, the appropriate amount of industrial floor-space to be re-provided will be assessed as the existing quantum of floor-space and/or actively used yardspace, or 65 per cent plot ratio (defined as total proposed industrial floor-space divided by total proposed site area), whichever is greater for the site in question; unless a site specific policy in the Site Allocations DPD specifies an alternative approach. This is based on the methodology in the Mayor's evidence on London Industrial Land Demand (CAG October 2017).</u></p>	

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC171	133	Para 6.30	<p><i>Amend as follows:</i></p> <p><u>Some KIBAs include existing B1a office space, usually in the form of small business units and/or as part of a permission for flexible B1 space. These business units are important to the Lambeth economy and in some cases are protected by an Article 4 direction removing permitted development rights for change of use from B1a office to C3 residential. However, going forward any potential for intensification within KIBAs should be for industrial uses that meet the definition in London Plan policy E4. This could include flexible workspace within Class E, so long as it is not used for retail, food and drink or leisure uses (which will be controlled as appropriate through conditions or planning obligations). Proposals for intensification in KIBAs that affect existing B1a office floor-space should therefore ensure that the uplift in floor-space is provided in the form of space that falls within that the London Plan definition, which could include flexible workspace within Class E as described above. Proposals for additional B1a office floor-space intended for office use only in KIBAs will not generally be permitted in KIBAs because office space is a main town centre use and none of the KIBAs is located in a town centre. Proposals for flexible B1 floor-space, where the intention is to include the option for B1a office space as part of the mix, would not be acceptable in these locations.</u></p>	In response to Action 17 arising from the examination hearing and to changes to the Use Class Order from 1 September 2020
PC172	133	Para 6.31	<p><i>Amend para 6.31 as follows:</i></p> <p><u>In some cases, uses such as small-scale cafés and gyms intended primarily to serve the needs of those working in and visiting the KIBA, may be considered appropriate. Proposals for café, restaurant or D-class leisure uses that would, by virtue of their use, location or configuration, attract significant numbers of customers with no connection to the KIBA will not be permitted. Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E in order</u></p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>to achieve the objectives of this policy and to avoid the proliferation of main town centre uses in KIBAs.</u>	
PC173	136	ED4(a)	<i>Amend clause (a) as follows:</i> The intensification of business uses in Use Classes B1b, B1c, B2 and B8 or of sui generis industrial uses on non-designated industrial sites is encouraged through introduction of small units, development of multi-storey schemes, addition of basements or more efficient use of land through higher plot ratios. Development proposals of this nature should have regard to operational yard space requirements (including servicing) and mitigate impacts on the transport network where necessary.	In response to changes to the Use Class Order from 1 September 2020
PC027	136	ED4(b)	<i>Amend London Plan reference E7 sections D and E to <u>sections C and D</u></i>	Correction
PC174	136	ED4(b)	<i>Add the following sentence to the end of clause (b):</i> <u>London Plan policy D13 Agent of Change will also apply to mixed-use developments on non-designated industrial land.</u>	In response to Action 18 arising from the examination hearing
PC175	136	ED4(d)	<i>Amend clause (d) as follows:</i> Development proposals for new B-class business commercial, business and service floorspace greater than 2,500 m ² (gross external area) should consider the scope to provide a proportion of flexible workspace or small units suitable for micro, small and medium-sized enterprises.	In response to changes to the Use Class Order from 1 September 2020
PC176	137	Para 6.39	<i>Amend 1st sentence of para 6.39 as follows:</i> 'Industrial uses' <u>are as defined in London Plan policy E4A and include B1b, B1c, B2, B8 and</u> a number of <i>sui generis</i> uses such as builders' yards, telecommunications centres and postal sorting offices, bus depots, freight interchanges, tyre retail and fitting, cash and carry warehouses.	In response to changes to the Use Class Order from 1 September 2020
PC028	138	Para 6.43	<i>Amend para 6.43 as follows:</i> There is a shortage of lower-cost B-class space or workspace for small businesses across Lambeth, particularly for businesses in the creative sectors, as set out in Topic	Correction of reference to London Plan policy; and in response to changes to the

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>Paper 3: Workspace. In addition to the lower cost space within KIBAs, non-designated industrial sites can contribute to providing a range of types of space available to small businesses in these sectors. Development proposals that involve the loss of existing B class or sui generis industrial space outside of KIBAs will be assessed against the tests in London Plan policy E2B E2C. Requirements for affordable workspace in Local Plan policy ED2 do not only apply to development proposals for B class uses other than B1a office floorspace.</u>	Use Class Order from 1 September 2020
PC177	138	Para 6.44	<i>Amend para 6.44 as follows:</i> <u>In town centres the Local Plan policies for town centres and places and neighbourhoods will take precedence over this policy. Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.</u>	In response to changes to the Use Class Order from 1 September 2020
PC178	141	ED6(a)	<i>Amend clause (a) as follows:</i> The use of railway arches within London Plan Opportunity Areas and major, district and local centres for A, D, B1 <u>commercial, business, service, leisure and community uses</u> and appropriate <i>sui generis</i> uses will be supported. <u>B2</u> micro-breweries will also be supported in town centre locations, subject to assessment and mitigation of potential harm to neighbouring uses. Within town centres, the requirements of other relevant <u>Local Plan</u> policies, including places and neighbourhoods policies, will apply.	In response to changes to the Use Class Order from 1 September 2020
PC029	141	ED6(b)	<i>Amend clause (b) and introduce new clause (d) as follows:</i> (b) Elsewhere, industrial (B2), storage and distribution (B8), business (B1) and appropriate sui generis uses <u>industrial uses</u> will be supported. <u>Proposals for nightclubs in railway arches outside of town centres will not be permitted. Proposals for c</u> Change of use of railway arches from commercial B2, B8, B1 and appropriate sui generis <u>industrial</u> uses <u>to other commercial or community uses will not be permitted be</u>	Clarification in response to representations from Arch Company Properties LP (R055) and Network Rail (R065)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>considered against other development plan policies relevant to the proposed use. Proposals for contiguous sets of railway arches are encouraged to enable a comprehensive approach.</u></p> <p><u>(d) Class C and residential sui generis uses will not be permitted in railway arches.</u></p>	
PC030	141	ED6(c)	<p><i>Amend clause as follows:</i> Proposals to use railway arches for <u>car</u> parking will not normally be supported permitted.</p>	Clarification
PC031	141	ED6(d)	<p><i>Amend existing clause (d) (new clause (e)) as follows:</i> <u>Where necessary to make a development proposal acceptable in planning terms,</u> <u>a</u>Applications affecting railway arches will be required to improve the immediate environment around the arches, including the public realm. This will include accessibility, safety, servicing and lighting appropriate to the location and the opening up of routes that contribute to the 'Low Line' project. In some circumstances the loss of useable railway arch floorspace may be supported as part of major development proposals where it is demonstrated this is necessary to increase site permeability and/or achieve public realm improvements.</p>	Clarification in response to representations from Arch Company Properties LP (R055) and Network Rail (R065)
PC032	141	6.50	<p><i>Amend para as follows:</i> In relation to sections (a) and (b) of the policy, 'appropriate sui generis uses' will be assessed on a case-by-case basis depending on the nature of the use proposed in relation to neighbouring and surrounding uses. <u>'Industrial uses' in part (b) are as defined in London Plan policy E4A.</u></p>	Correction and clarification
PC033	141	6.51	<p><i>Add as last sentence to para 6.51:</i> <u>Applicants are strongly encouraged to bring forward proposals for contiguous sets of railway arches, to enable a comprehensive approach and more effective consideration</u></p>	In response to representations from Arch Company Properties LP (R055) and Network Rail (R065)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>against the wider place-shaping objectives set out in the policies for places and neighbourhoods in section 11 of the Local Plan.</u>	
PC179	141	6.52	<i>Add as last sentence to para 6.52:</i> <u>Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.</u>	In response to changes to the Use Class Order from 1 September 2020
PC034	143	ED7(c)	<i>Amend 1st part of clause (c) and (iii) as follows:</i> Development in town centres <u>and Central Activities Zone retail clusters</u> will be supported if: iii) the mix of uses is in line with the places and neighbourhoods policies and policies ED7 ED8 (evening economy and food and drink uses), ED9 ED10 (<u>A2-uses betting shops and payday loan shops</u>) and ED10 ED11 (local centres). Active-frontage uses will be required at ground floor level. Exceptions will be allowed only outside of the primary shopping area where the nature of the development does not allow for this and/or it can be shown that a fully serviced active-frontage use is unlikely to be let, and it can be demonstrated that the proposal would contribute to enhancing the vitality and viability of the centre.	Clarification in response to representation by Tulley Bunting on behalf of BFI (R013); and in response to changes to the Use Class Order from 1 September 2020.
PC180	144	ED7(d)	<i>Add as last sentence to clause (d):</i> <u>Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Classes E, F1 or F2 in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.</u>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC181	144	ED7(f)	<i>Amend clause (f) as follows:</i> In accordance with London Plan policy E9, major development proposals should <u>provide an appropriate mix of unit sizes. Large-scale commercial development proposals (containing over 2,500sqm gross A-Class shop, service and food and drink floorspace) should consider the provision of small shops.</u>	In response to changes to the Use Class Order from 1 September 2020
PC182	144	6.54	<i>Amend first part of paragraph 6.54 as follows:</i> Lambeth's town centres are listed in Annex 3 and town centre boundaries are shown on the Local Plan Policies Map. The primary shopping area of a town centre is an area with a concentration of retail (A1) uses as defined in the NPPF.	In response to changes to the Use Class Order from 1 September 2020
PC183	145	6.55	<i>Insert new para 6.55a after para 6.55 as follows:</i> <u>6.55a When considering whether a development is of an appropriate scale, consideration will be given to factors such as the size and amount of town centre floor-space being provided and where this is appropriate when considering the size, role and function of the centre and its catchment in relation to the town centre network set out in Annex 1 of the London Plan and Annex 3 of the Local Plan.</u>	In response to Inspector's question under Matter 4.6.
PC184	145	6.56	<i>Amend para 6.56 as follows:</i> Active frontage uses in a town centre are those that bring activity to the street frontage through a flow of people entering and leaving the premises at ground floor level and a glazed façade through which activity can be seen from the street. <u>This natural surveillance also has potential to discourage crime and anti-social behaviour. All commercial, business and service uses, learning and non-residential institutions, local community This includes all A and D class uses and appropriate sui generis uses such as beauty salons or nail bars; launderettes; nightclubs; cinemas; bingo halls; concert halls; dance halls; live music venues; public houses, wine bars and drinking establishments; hot food takeaways and theatres <u>at ground floor will be expected to be designed to provide an active frontage.</u> Amusement arcades are not considered to provide an active frontage when the interior cannot be viewed from the street. Mini-</u>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			cab and private hire vehicle offices are considered appropriate <i>sui generis</i> uses within town centres, subject to the requirements of <u>Local Plan</u> policy T9. Residential use of ground floor premises in the middle of a town centre shopping parade can detract from the vitality and viability of the parade or centre and can raise safety concerns.	
PC185	145	6.58	<i>Amend first sentence of paragraph 6.58 as follows:</i> Centre-specific policies which clarify the approach to managing the proportions of retail (A1) shops and food and drink (A3/4/5) uses in major and district centres and the Lower Marsh/The Cut <u>Waterloo</u> CAZ <u>retail clusters</u> frontage are set out in the Places and Neighbourhoods section of the Plan.	In response to changes to the Use Class Order from 1 September 2020; and correction to include all CAZ retail clusters.
PC186	146	6.59	<i>Amend paragraph 6.59 as follows:</i> In applying the centre-specific approaches to managing the proportions of town centre uses set out in the Places and Neighbourhoods policies, the calculation of the proportion of retail units in a particular use A1 use and the percentage of A3/A4/A5 uses should be made on the basis of ground floor units as originally constructed. It should also take account of unimplemented planning permissions for change of use; for example, a unit for which change of use from A1 to A3 has been granted but not implemented, and where the planning permission is still valid, should be counted as A3 for the purpose of the calculation.	In response to changes to the Use Class Order from 1 September 2020
PC187	146	6.61	<i>Amend para 6.61 as follows:</i> The Town and Country Planning (Use Classes) Order 1987 (as amended) <u>and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)</u> establish use classes and permitted development rights for some changes of use between classes the Town and Country Planning (General Permitted Development) Order 1995 (as amended) established use classes and permitted development rights for some changes of use between classes. Planning permission is not needed when both the present and proposed uses fall within the same use class (such as within the A1-retail E use class) or if a change of use is permitted to another specified class. <u>Where necessary and justified, the council will use conditions and/or</u>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>planning obligations to limit uses consented within Class E to achieve the objectives of this policy and to maintain the function of primary shopping areas and ensure an appropriate mix of uses in town centres. The council will monitor the impact of the changes to the Use Class Order on the function of the town centre network. Further guidance may be provided in the form of a Supplementary Planning Document. Some permitted development rights are subject to a prior approval process. For the purposes of the prior approval process, 'key shopping area' is defined as being a designated town centre or CAZ retail cluster. A3 (food and drink), A4 (drinking establishments) and A5 (hot food takeaways) can all change use to A1 (retail) without applying for planning permission. In addition, under new permitted development rights introduced in May 2013, units under 150m2 in A1, A2, A3, A4, A5, B1, D1 or D2 use can change to a flexible use falling within either uses classes A1, A2, A3 or B1 for a single continuous period of up to two years, subject to a prior approval process.</u>	
PC188	148	ED8(d)	<i>Amend first part of clause (d) as follows:</i> The use of outdoor areas including garden areas, <u>rooftops</u> , forecourts and pavements in association with food and drink (A3/A4/A5) uses will be supported only where:...	In response to changes to the Use Class Order from 1 September 2020
PC189	148	ED8(e)	<i>Amend first sentence of clause (e) as follows:</i> Proposals for hot food takeaways (A5-uses) will not be supported <u>permitted</u> if proposed within 400 metres of the boundary of a primary or secondary school.	In response to changes to the Use Class Order from 1 September 2020
PC190	148	ED8(f)	<i>Amend first sentence of clause (f) as follows:</i> <u>Applications for A3/A4/A5 food and drink uses where home delivery of food is proposed should include a Delivery and Servicing Plan providing details of the scale of operation, delivery collection points, locations for parking of delivery vehicles/bikes and hours of operation, to enable assessment of impacts.</u>	In response to changes to the Use Class Order from 1 September 2020
PC191	148	6.62	<i>Amend para 6.62 as follows:</i> Food and drink uses <u>include cafes and restaurants, public houses, wine bars, drinking establishments and hot food takeaways normally fall within the A3 (restaurants and</u>	In response to Changes to the Use Class Order from 01 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			cafes), A4 (drinking establishments) and A5 (hot food takeaways) use classes. Evening economy uses include food and drink uses (A3/A4/A5) , night clubs, live music and/or dance venues and other entertainment activities (primarily D2) . <u>Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy, to manage the impact of food and drink uses on amenity and to avoid the proliferation of main town centre uses outside of town centres.</u>	
PC035	148	6.64	<i>Amend this extract from paragraph 6.64 and add new last sentence as follows:</i> 'many of Lambeth's town centres' <u>The council will monitor the impact of the changes to the Use Class Order on evening and food and drink uses, including any emerging harmful concentrations of these uses. Further guidance may be provided in the form of a Supplementary Planning Document.</u>	Correction of typo and in response to changes to the Use Class Order from 1 September 2020
PC192	148	6.66	<i>Amend fourth sentence of para 6.66 as follows:</i> In accordance with London Plan policy E9, proposals for <u>A5 hot food takeaway</u> uses may be conditioned to require the operator to achieve and operate in compliance with the Healthier Catering Commitment standard.	In response to changes to the Use Class Order from 1 September 2020
PC193	150	ED9(b)	<i>Amend clause (b) as follows:</i> Changes of use to non-A or D class uses will only be acceptable where the criteria set out in part (a) of the policy above are met and there is no reasonable prospect in the medium term of re-use or refurbishment for an alternative A or D class use <u>commercial, business and service, community or appropriate sui generis use</u> in town centres; <u>and or for an alternative D class use social infrastructure use</u> outside of town centres;. <u>This should be</u> demonstrated through marketing evidence. <u>Where necessary</u>	In response to Changes to the Use Class Order from 01 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>and justified, the council will use conditions and/or planning obligations to limit uses consented within Classes E, F1 and F2 in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.</u>	
PC194	151	6.67	<p><i>Amend paragraph 6.67 as follows:</i></p> <p>Over recent years many pubs in Lambeth have been lost to alternative uses, or have closed and are currently vacant. <u>Changes to the Town and Country Planning (Use Classes) Order 1987 (as amended) mean pubs are now a sui generis use. Changes to the Town and Country Planning (General Permitted Development) (England) Order 2015 have removed permitted rights that previously allowed pubs and bars to change to shops, financial and professional services, restaurants and cafes without planning permission. This offers greater protection for public houses and also introduces permitted development rights for a new mixed use (A3/A4) which provides flexibility to enhance the food offer in public houses.</u></p>	In response to changes to the Use Class Order from 1 September 2020
PC195	152	6.73	<p><i>Amend paragraph 6.73 as follows:</i></p> <p>Where public houses are located in town centres, relevant town centre and places and neighbourhoods policies will also apply. Where the evidence demonstrates that the public house is not economically viable and is no longer required to meet the needs of the local community, the council will seek alternative <u>uses that can provide an active frontage uses (A class, D class and appropriate sui generis uses) (commercial, business and service, learning and non-residential institutions, local community or appropriate sui generis uses)</u> in line with policy. Outside of town centres, appropriate A or D <u>social infrastructure</u> uses will be preferred and evidence of marketing for alternative A or D <u>class social infrastructure</u> uses will be required before a change of use outside of these use classes will be accepted.</p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC196	154	ED10	<i>Amend policy ED10 title as follows: A2-uses, betting Betting shops and payday loan shops</i>	In response to changes to the Use Class Order from 1 September 2020
PC197	154	ED10	<i>Delete clause (a) and renumber clauses accordingly</i>	In response to changes to the Use Class Order from 1 September 2020
PC198	154	ED10(c)	<i>Amend part of existing clause (c) (new clause (b)) as follows:</i> <u>The approach to A2-uses, betting shops and payday loan shops in Waterloo, Brixton, Streatham and West Norwood/Tulse Hill is set out in their respective Places and Neighbourhoods policies.</u>	In response to changes to the Use Class Order from 1 September 2020
PC199	155	6.76	<i>Amend paragraph 6.76 as follows:</i> Whilst A2-uses are an appropriate use in town centres, significant numbers of betting shops, pawn brokers and money shops within the A2 use class can dominate some centres. Too many <u>betting shops, and payday loan shops, pawnbrokers or money shops</u> in one area can lead to a negative impact on the vitality and viability of a town centre, discourage other investors and affect the quality of life of those living nearby. This can result in the perception that a centre's retail offer is weak and that the centre is in decline. <u>Betting shops and payday loan shops are sui generis uses. Pawnbrokers and money shops are A2-uses.</u>	In response to changes to the Use Class Order from 1 September 2020
PC200	155	6.79	<i>Amend paragraph 6.79 as follows:</i> The calculation of the proportion of units in <u>A2, payday loan shop or betting shop</u> use should be made on the basis of original ground floor units within the whole of the town centre. This calculation should also take account of unimplemented planning permissions for change of use.	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC036	161	6.91 – 6.92	<p><i>Amend and split para 6.91 into two paragraphs as follows:</i></p> <p>6.91 <u>Lambeth has many cultural venues and facilities which are identified in the London Cultural Infrastructure Map and the Lambeth Cultural Infrastructure list.</u> The council wishes to safeguard and improve leisure, recreation, arts and cultural facilities, <u>such as art centres, art galleries, museums, cinemas, dance and music performance venues and theatres, (including theatres)</u> where they meet local and wider needs, especially in town centres, unless adequate replacement provision is made. <u>These uses will be primarily assessed against Local Plan policy ED13. Some more local community facilities, such as community halls and meeting spaces, libraries, indoor play, indoor recreation and sports facilities, as well as pubs and open spaces, also make an important contribution to the cultural life of the borough because they provide space for cultural activities and events. These uses will be primarily considered against Local Plan policies S1, S2, ED9 or EN1 as appropriate, but, in some cases Local Plan policy ED13 may also apply depending on the nature of their usage and having regard to the London Cultural Infrastructure Map and Lambeth Cultural Infrastructure list.</u></p> <p>6.91a Major development proposals for leisure, recreation, arts and cultural facilities should be accompanied by a visitor management plan, which addresses how the impacts of high volumes of visitors will <u>would</u> be managed, including any implications for council <u>public</u> services, including local transport services. An indicative charging benchmark as regards any monetary contributions is set out in Annex 10. <u>Planning obligations will be sought to mitigate any negative</u></p>	Clarification in response to representation by TfL Commercial Development (R041)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>impacts identified. Financial contributions towards management and maintenance arrangements will be calculated in accordance with the charging approach set out in Annex 10. Proposals for arts and cultural programming will be considered against Local Plan policy Q4. All proposals should address the requirements of public safety set out in policy Q3.</u></p> <p><i>Remove last sentence of para 6.92 as follows:</i></p> <p>6.92 The London Plan designates the whole of the South Bank/Bankside as a Strategic Cultural Area in recognition of its role as a strategically important area for arts, culture and entertainment and one of London’s leading international cultural and tourist destinations. In Lambeth, the South Bank Strategic Cultural Area extends from Westminster Bridge to the borough boundary with Southwark, bounded by Belvedere Road and Upper Ground. This includes County Hall, the Southbank Centre (a national arts complex comprising the Festival Hall, Hayward Gallery, Saison Poetry Library National Poetry Library, Queen Elizabeth Hall and Purcell Rooms), the National Theatre and the British Film Institute (BFI). The regeneration of the South Bank is a priority for the council as well as all major stakeholders in the area. This is recognised in the vision and strategic objectives of the Local Plan and in policy PN1 – Waterloo.</p> <p>Lambeth has many other cultural venues and facilities which are identified in the London Cultural Infrastructure Map and the Lambeth Cultural Infrastructure list.</p>	
PC037	161	6.93	<i>should refer to section d) of the policy rather than c)</i>	Typo

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC201	156	ED11	<p><i>Amend policy ED11 as follows:</i></p> <p>a) The council will support and protect the role of local centres and local shops in meeting the day to day needs of communities. Active-frontage uses, and particularly retail (A1) uses, will be encouraged and protected. <u>Where new ground floor units are created, generally 50 per cent of this ground floor floorspace should be in commercial, business and service use. Where necessary and justified, the council will use conditions/and or planning obligations to limit uses consented within Class E to achieve the objectives of this policy.</u></p> <p>b) To ensure the vitality, viability and function of local centres, the change of use of ground floor shops <u>units</u> will be supported only where the use proposed is an active frontage use and an appropriate mix and balance of uses is retained, as follows.</p> <p>i) The proportion of retail (A1) units should not fall below 40 per cent. Exceptions may be allowed where it is demonstrated through marketing evidence that the unit is unlikely to be let for A1 use, and the proposal would contribute to enhancing the vitality and viability of the centre.</p> <p>ii) The requirements of <u>Local Plan</u> policies ED7 <u>ED8</u>, and ED9 <u>ED10</u> also apply.</p> <p>Exceptionally, the loss of active-frontage uses within local centres will be allowed where it is demonstrated that:</p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>i) the premises have been actively marketed over a continuous period of at least one year for an active-frontage use compatible with the function of the centre, and it has not been possible to secure an occupier; and</p> <p>ii) the proposal would not detrimentally affect the character of the centre.</p> <p>The loss of dispersed local shops (A-class uses) outside of local centres will only be supported where:</p> <p>i) the premises have been actively marketed over a continuous period of at least one year for an alternative A-or-D shop or social infrastructure class use compatible with the location, and it has not been possible to secure an occupier; and</p> <p>ii) there is a town centre or accessible provision of essential daily goods within reasonable walking distance (within 400m).</p>	
PC202	157	6.81 to 6.83	<p><i>Amend paragraphs 6.81 to 6.83 as follows:</i></p> <p>6.81 The council wishes to ensure that the retail and service function of local centres is maintained and enhanced. The planning powers available to local authorities to ensure that local centres fulfil this function are restricted; the council is unable to specify what types of retail (A1) shop uses locate in local centres and cannot control changes of occupier within the A1 E use class as planning permission is not required. However, the council can prevent the loss</p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>of retail (A1) shops to non-retail uses and will seek to ensure that local centres provide a good mix of appropriate A and D class <u>commercial, business, service, community, learning and non-residential institution</u> uses.</p> <p>6.82 Changes of use be managed to promote a good quality retail offer within local centres and a variety of local shops and services that meet local needs. The loss of ground floor <u>active frontages</u> shops, particularly where this results in a break in the continuity of frontages, can undermine the vitality and viability of a centre or parade and will not be supported <u>permitted</u> unless it is demonstrated through marketing evidence that the unit is unlikely to be let for an active-frontage use (see paragraph- 6.26). The provision of community uses may be appropriate to support the viability and vitality of the local centre in preference to a change of use to residential.</p> <p>6.83 The aim of retaining shop <u>active frontage</u> units should not result in long-term vacancies, particularly where there is no prospect of achieving an occupier. The council recognises that, although the population of the borough is increasing, the proportion of people shopping locally has declined, so some shops outside larger centres may not continue to find an occupier. Nevertheless, the council would need to be satisfied that every effort has been made to let premises for an active-frontage use (<u>as defined under Local Plan policy ED7, excluding hot food takeaways in close proximity to schools A class, excluding A5 uses in close proximity to schools, or D D1 class or appropriate sui generis uses, as defined under Local Plan policy ED6 ED7</u>) before accepting the loss of units to other uses such as residential. Evidence of active</p>	

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			and appropriate marketing over a continuous period of at least one year will be required to support any claim that there is no demand for retail space or other appropriate A or D <u>active frontage use</u> . This should include evidence that premises have been marketed at an independently assessed market value price by an agent that specialises in commercial land sales. Applications must also demonstrate that proposals will, through careful design, provide a high standard of amenity for residential occupants.	
PC203	163	ED14 (a)	<u>Outside of the Waterloo CAZ boundary and Vauxhall Opportunity Area and CAZ boundaries visitor accommodation (C1) will be supported in major and district town centres. Outside of town centres, proposals for new visitor accommodation will be assessed against the sequential test for main town centre uses in accordance with national planning policy. In these all locations visitor accommodation should be of an appropriate scale for the proposed location and should not unacceptably harm the balance and mix of uses in the area, including services for the local residential community. Additional visitor accommodation outside town centres will not be permitted.</u>	In response to Action 1 arising from examination hearing.
PC038	164	ED14 (d) and (e)	<i>Amend clauses (d) and (e) as follows:</i> d) <u>Proposals to extend existing visitor accommodation will only be supported in the locations set out in clauses a) and b) above, subject to the other requirements of this policy being met.</u> e) <u>In all locations set out in clauses a) and b) above, proposals for visitor accommodation (C1) will be acceptable only where it can be demonstrated that the</u>	Clarification in response to representations by ROK Planning for Waterloo Hub Hotel Limited (R049) ROK Planning for Southbank Hotel Management Company Limited (R050)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>development does not compromise a site's capacity to meet the need for conventional dwellings, especially affordable family homes.</u>	
PC204	166	6.101	In major and district town centres, when <u>When considering whether a proposal is of and appropriate scale, regard will be had to the location of the site and local circumstances. 'Balance and mix of uses' will be assessed on a site by site basis having regard to the characteristics of an individual locality, including existing concentrations of visitor accommodation, and the nature and scale of the proposed development. Generally, two uses of this nature will not be permitted on adjacent sites. This assessment will take account of the visitor management plan provided and the potential to effectively mitigate negative impacts on the local area through planning obligations.</u>	Clarification to align with insertion of reference to sequential test at clause (a) of the policy.
PC039	167	6.104	<i>Amend last bullet point as follows:</i> <ul style="list-style-type: none"> <u>whether a site has an extant or historic planning permission for C3 housing.</u> 	In response to representations by WSP Indigo for Espalier Ventures and MELT Property (R044) ROK Planning for Waterloo Hub Hotel Limited (R049) ROK Planning for Southbank Hotel Management Company Limited (R050) Barton Wilmore for London Hotel Group (R077)
PC040	167	6.108	<i>Amend 1st sentence of para as follows:</i> <u>To ensure that hotels provide facilities for business visitors, new hotels will be expected to provide ancillary business facilities spaces such as meeting rooms and</u>	In response to representation by TfL

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>flexible working areas, unless it is demonstrated not to be feasible because the hotel is too small to accommodate them.</u>	Commercial Development (R041)
PC205	169	ED15(b)	<i>Amend as follows:</i> <u>Applications for major development must include a site-specific Employment and Skills Plan (ESP) and the developer will be expected to agree to deliver the commitments secured in the ESP. The ESP should as a minimum address, in detail, how the developer intends to deliver the following requirements:</u>	In response to Action 21 arising from the examination hearing
PC206	169	ED15(b)(i)	<i>Amend as follows:</i> <u>A minimum target of 25 per cent of all jobs created by the development (in both the construction phase and for the first two years of end-use occupation of the development) to be secured by the council for local residents.</u>	In response to Action 21 arising from the examination hearing
PC041	169	ED15(b)(i)	<i>Amend as follows:</i> <u>A minimum of 25 per cent of all jobs created by the development (in both the construction phase and net additional jobs for the first two years of end-use occupation of the development) to be secured by the council for local residents.</u>	Clarification In response to representations by: TfL Commercial Development (R041) Savills for GSTT (R053) DP9 for HB Reavis (R060) DP9 for Hondo Enterprises (R076) DP9 for MEC London Properties (R080)
PC207	170-1	6.113	<i>Add new sentence to end of para 6.113 as follows:</i> <u>Skills levels are a key determinant of a sustainable local economy, but they also have an impact on employment opportunities and thus an individual's economic prosperity. Improving the skills of the local labour force will be key to maintaining its economic competitiveness. Securing obligations for employment training of local people will help to ensure that local residents are given access to the right skills training so they can take advantage of opportunities created by new development. The Council works with</u>	In response to Action 21 arising from the examination hearing

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>other London boroughs on programmes which can involve the sharing of job vacancies across boroughs. Opportunities secured from developments in Lambeth may be made available through these programmes.</u>	
PC042	171	6.117	<i>Amend 1st sentence of para as follows:</i> <u>The ESP will need to contain realistic estimates of the number and types of jobs the developer envisages being created by the construction phase, and the number and types of net additional jobs created by the and-end-use phases, and actual figures will need to be supplied through 6-monthly monitoring reports.</u>	Clarification in response to representations by: TfL Commercial Development (R041) Savills for GSTT (R053) DP9 for HB Reavis (R060) DP9 for Hondo Enterprises (R076) DP9 for MEC London Properties (R080)
PC043	174	7.4	<i>Amend para as follows:</i> <u>Local Plan policies Policies S1 and S2 apply to facilities in the D1 and D2 use classes such as healthcare, childcare, higher, and further and adult education, training, community halls and meeting spaces, libraries, indoor play, indoor recreation and sports facilities and places of worship. They also apply to other public service uses (such as fire, ambulance, policing, criminal justice and community safety facilities) which are not in a given use class and are categorised sui generis. Local shops, cafes, pubs, post offices and markets are covered by the policies in section 6 of this plan, as they fall within the 'A' use classes. Outdoor sport facilities and playing fields will be considered under Local Plan policy EN1.</u>	Clarification in response to representation by Sport England (R007); and in response to changes to the Use Class Order from 1 September 2020
PC208	175	S1(d)	<i>Delete clause (d)</i>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC209	176	7.7	<p>Add as last sentence to paragraph 7.7 as follows:</p> <p><u>Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Classes E, F1 or F2 in order to achieve the objectives of this policy.</u></p>	In response to changes to the Use Class Order from 1 September 2020
PC210	176	7.9	<p>Amend part of paragraph 7.9 as follows:</p> <p>In order to demonstrate that there is no further need or demand for a building in D1, D2 or relevant sui generis use for social infrastructure, applicants should undertake the following measures as a minimum:</p>	In response to changes to the Use Class Order from 1 September 2020
PC211	179	7.15	<p>Add as last sentence to paragraph 7.15 as follows:</p> <p><u>Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E, F1 or F2 in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.</u></p>	In response to changes to the Use Class Order from 1 September 2020
PC212	179	7.16	<p>Amend part of paragraph 7.16 as follows:</p> <p>Proposals for change of use to a place of worship (D1 use) will be supported, subject to the tests set out in policy S2 (a) above and other relevant policies relating to the existing use of the land.</p>	In response to changes to the Use Class Order from 1 September 2020
PC213	180	7.20	<p>Amend first sentence of paragraph 7.20 as follows:</p> <p>Community facilities (D1/D2 uses and relevant sui generis uses) will not be permitted in Key Industrial and Business Areas (see <u>Local Plan</u> policy ED1 <u>ED3</u>).</p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC214	183	S3(b)	<p><i>Amend clause (b) as follows:</i></p> <p>Under permitted development rights, new state-funded schools can locate on land in existing community use (D1/D2), hotel use (C1), business use (B1) and residential institution use (C2). Where planning permission is required, Pproposals for new schools on sites in other uses will be considered against the relevant policies for those uses. The loss of existing residential accommodation (C3) in order to provide additional school places will only be supported if it is clearly demonstrated that the places are required to meet unmet demand for state-funded places in the borough and no alternative, suitable site is available.</p>	In response to changes to the Use Class Order from 1 September 2020
PC044	185	7.25	<p><i>Add as new para:</i></p> <p><u>Proposals involving the loss of school playing fields will be considered under Local Plan policy EN1.</u></p>	Clarification in response to representation by Sport England (R007)
PC215	191	T1(a)	<p><i>Amend clause (a) as follows:</i></p> <p><u>In accordance with London Plan Policy T1, the</u> The council will promote a sustainable pattern of development in the borough,</p>	To clarify the relationship with the London Plan's strategic approach, in response to Inspector's question under Matter 6.2.
PC045	191	T1(c)	<p><i>Amend clause (c) as follows:</i></p> <p>In managing the road network, Lambeth will give priority to traffic<u>the movement of people in</u> according to the following declining order <u>hierarchy</u> and this should be reflected in development proposals:</p> <ul style="list-style-type: none"> i) walking; ii) cycling; iii) buses; iv) <u>Licenced Taxis</u> and <u>Private Hire Vehicles (PHVs)</u> minicabs; v) motorcycles/scooters; 	Clarification in response to representation by United Cabbies Group (073)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>vi) freight transport; vii) private cars.</p> <p>The council will also promote and prioritise sustainable freight (see Local Plan policy T8).</p>	
PC046	197	T2(c)	<p><i>Add additional sentence to para as follows:</i></p> <p>In considering development proposals that are likely to generate an increase in the number of walking trips, Lambeth will seek to secure <u>Development proposals should deliver an improved environment for pedestrians, appropriate to the scale and nature of the proposal each development, with particular regard to their accessibility, safety, convenience and directness of movements, including footway widening, provision of new routes and desire lines, and enhancement of existing routes with reference to the Lambeth Healthy Routes Plan. All development should reduce road danger, to help deliver 'Vision Zero' in the borough.</u> Major development proposals should identify key routes and destinations and assess existing and predicted pedestrian flows to, <u>through</u> and from the site. They should provide safe, direct, and attractive routes that accommodate these flows and will be expected to provide improvements that will encourage additional walking trips, including, where appropriate, Legible London signage instead of trips by car. <u>Development proposals should facilitate the improvement of footways to minimum standards where these are not currently met, including through the provision of land for adoption as highway, and enable footway widening where increased footfall is expected. Reductions in footway space should normally be maintained and where possible increased will not be permitted.</u></p>	In response to comments by Transport for London (R048)
PC047	200	T3(e)	<p><i>Amend last sentence as follows:</i></p> <p>Where appropriate, pool bikes should also be provided. In purpose-built student accommodation schemes, part of the required cycle parking provision could be provided as pool bikes. For other types of development, pool bike provision is encouraged in addition to the cycle parking requirement.</p>	In response to Action 35 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC048	200	T3(f)	<i>Amend para as follows:</i> In all developments at least 25 per cent of the total cycle parking provision should be of the most accessible type, such as 'Sheffield' stands, <u>of which five per cent of the total cycle parking provision</u> should be designed and clearly designated for larger and adapted cycles. These stands should be spaced further apart and close to access points, to cater for users with disabilities and cargo bikes. For a development requiring 100 cycle parking spaces, this would equate to 20 spaces with standard Sheffield type stands and a further 5 in stands spaced further apart and close to access points. In all cases at least one Sheffield stand should be provided, close to the access point. <u>The provision of folding bikes with storage will be considered where a high level of cycle-rail trips is expected.</u>	In response to representations by HB Reavis (R060) and Hondo (R076)
PC049	201	T3(h)	<i>Add additional sentences to para as follows:</i> Development proposals will be expected to <u>enable and</u> contribute towards improvements to <u>cycle access, including the delivery and improvement of local and strategic routes and links, as identified in the Lambeth Healthy Routes Plan. All development should reduce road danger, to help deliver 'Vision Zero' in the borough. cycle routes, where appropriate, to ensure that new development has exceptional links to cycle routes and key destinations within the borough and beyond. In appropriate locations, developers will be required to contribute land and/or finance towards the delivery of new cycle hire docking locations and other public facilities ancillary to cycling, such as cycle pumps/servicing facilities. A minimum of three years free membership of the Cycle Hire scheme for each dwelling regardless of tenure, should be provided in new residential developments. Uptake of cycle hire business accounts should be encouraged for occupiers of commercial developments through the travel plan process.</u>	In response to comments by Transport for London (R048)
PC050	201	T3(h)	A minimum of three years free membership of the Cycle Hire scheme for each dwelling <u>all residents</u> , regardless of tenure, should be <u>made available provided</u> in new residential developments.	Correction, for consistency in approach to policy T7(d)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC051	201	T3(g)	<i>Add new last sentence:</i> In all developments at least one charge point should be provided to allow for re-charging of electric cycles and a charge point should be provided for a minimum of 1 in 10 cycle parking spaces. <u>Charge points should be accessible to all cycle stand types, particularly those intended to accommodate larger/cargo cycles which may be more likely to require electric assistance.</u>	In response to comments by Transport for London (R048)
PC216	201	8.17	<i>Add to para as follows:</i> Lambeth has one of the highest existing and potential rates of cycling in London and so will require enhanced levels of cycle parking as set out in the London Plan. The council considers that the quality of provision is paramount and will not support development that fails to deliver cycle parking to the highest standard 201 Draft Revised Lambeth Local Plan – Proposed Submission Version January 2020 Section 8: Transport and Communications accessible to all. Appropriate and adequate space within developments to allow this must be identified at the outset. <u>Depending on the land use, the provision of pool bikes within the proposed cycle parking provision may be appropriate to encourage the take up of cycling. Pool bikes can be particularly beneficial where occupiers may be unlikely to have access to their own cycle. For example, many students come to study for a short time, often from overseas, and do not have access to their own bike in London. Pool bikes may also be beneficial in workplaces for business-related trips but should not form part of the required cycle parking provision.</u>	In response to Action 35 arising from the examination hearing.
PC052	202	8.18	<i>Amend para as follows:</i> Lambeth will seek the provision of convenient and secure bicycle cycle parking facilities particularly at key locations such as shopping areas, employment areas and transport interchanges, but also throughout residential areas. Staff and residents' cycle parking spaces should be off-street, covered, well-lit and secure. Visitors are	In response to comments by Transport for London (R048)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			usually better provided for by providing parking near entrances <u>and active frontages</u> in prominent, convenient locations. The requirements for cycle storage are set out in design Local Plan policy Q13, <u>and developers should also refer to the London Cycling Design Standards (LCDS)</u> . Residents' cycle parking should normally be within the curtilage of the dwelling or, where this is not possible, in a secure, covered area where only a few (usually a maximum of 10) have access. In appropriate locations, developers will be required to contribute land and/or finance towards the delivery of new cycle hire docking stations, where a specific need has been identified by the council in discussion with Transport for London (TfL).	
PC053	202	8.19	<i>Add new last sentence.:</i> <u>Contributions of land and/or finance towards delivery of new cycle hire stations will be sought both within and adjacent to the London Cycle Hire Scheme operating area and in areas where the council is promoting complementary cycle hire schemes. <u>Cycle hire caters for a different market/model of cycle usage to personal cycle ownership, so cycle hire access should be provided in addition to and not in lieu of the minimum cycle parking requirements.</u></u>	Clarification in response to comments by Transport for London (R048)
PC054	202	8.20	<i>Add new para as follows:</i> <u>Pools bikes are a bank of shared cycles available for use free of charge for a defined period.</u>	Clarification In response to comments by Transport for London (R048)
PC055	203	T4(a)(xii)	<i>Amend as follows:</i> <u>potential</u> extension of the Croydon Tramlink to Crystal Palace and Streatham ;	In response to comments by Transport for London (R048)
PC056	205	8.25	<i>Amend para as follows:</i> <u>Although there are no planned stations in the borough, Crossrail 2 will have a <u>significant</u> beneficial impact on public transport capacity in Lambeth, by relieving rail services between Clapham Junction, Vauxhall and Waterloo, interchange with underground services at Vauxhall, the Jubilee line at Waterloo and the Victoria and Northern lines through the borough.</u>	In response to comments by Transport for London (R048)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC217	208	8.29	<i>Amend para as follows:</i> Developments in proximity proposals close to the Thames should <u>maximise use of water transport by considering</u> using the river for the transportation of construction material and waste <u>as part of the construction management plan. The potential for water transport will be assessed on a case by case basis based on the local characteristics of the site and potential for road access to , including through the use of</u> nearby safeguarded wharves in the neighbouring borough of Wandsworth.	In response to Action 36 arising from the examination hearing.
PC057	211	T7(d)(ii)	<i>Amend clause as follows:</i> be permit free where the development <u>has a PTAL of 4-6 and/or where the development</u> falls within an existing or planned controlled parking zone.	In response to comments by Transport for London (R048)
PC058	211	T7(d)(iii)	<i>Amend sub-clause as follows:</i> avoid reliance on the public highway for parking needs, to meet the parking requirements of development, <u>including in relation to</u> parking for people with disabilities, motorcycle and coach parking. <u>Where evidence is presented that it is not possible to accommodate parking requirements within the site the council will seek planning obligations in the form of a commuted sum, considering both the cost of implementation and maintenance of any parking bay and infrastructure for electric or other Ultra-Low Emission vehicles, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues. The approach to calculating commuted sums is set out in Annex 10.</u>	Clarification in response to comments by Transport for London (R048)
PC059	211	T7(d)(iv)	<i>Amend sub-clause as follows:</i> provide make car club membership <u>available to for-all</u> residents in new residential development and in mixed development that includes housing, and provision of car club spaces where appropriate: all development schemes should promote and provide for car club membership or car pool schemes in place of private parking;	Clarification in response to representation by Homes Builders Federation (R023)
PC060	213	8.35	<i>Amend para as follows:</i> Lambeth will expect car-free development in <u>most</u> areas, with <u>no general parking at all</u> in areas with excellent, very good or good public transport <u>accessibility (PTAL 4,5 and</u>	Clarification in response to comments by Transport for London (R048)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>6) and limited aim to maximise parking elsewhere. Lambeth's standards in areas with lower access to public transport reflect already low levels of car ownership in such areas, as well as projected modal shift to sustainable modes and the need to accommodate growth while decreasing car usage. Refer to 'Lambeth Car Parking Standards Supplementary Information' paper for more details. Public transport accessibility is assessed using Transport for London's Public Transport Accessibility Levels (PTAL), which measures access to public transport.</u>	
PC061	213	8.36	<i>Add two new sentences to end of para as follows:</i> <u>Non-residential parking for people with disabilities should be provided in line with London Plan standards, which require at least one bay, and state that 'adequate provision' should be made for people with disabilities. The appropriate level of parking for people with disabilities will depend on local factors including the nature of the development, site constraints, and existing provision. The availability of step-free access to public transport is also a relevant consideration, and where appropriate the developer will be expected to facilitate improvements to this. Wherever possible, the minimum initial requirement for parking for people with disabilities should be provided on-site in order to ensure convenient access and effective allocation of spaces to users of the development. A more flexible approach may be considered in meeting future demand over and above the initial requirement, subject to highway constraints.</u>	Clarification in response to comments by Transport for London (R048)
PC062	213	8.37	<i>Amend para as follows:</i> <u>'Car-free developments' are developments where no on-site parking is provided and residents will be excluded from the council's residents' parking permit scheme. Where development involves the redevelopment of existing dwellings, all of the dwellings within the new development should be permit free. Car-free schemes enable more efficient use to be made of the development site and should be complemented by a travel plan. Section 106 agreements will be used to secure car-free developments. Car-free developments do not necessarily restrict provision for visitor permits and provision for disabled Blue Badge parking will be made as appropriate, in accordance</u>	Clarification in response to representation by HB Reavis (R060)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>with London Plan policy T6.1. Site-specific solutions for Blue Badge parking will be considered on a case by case basis.</u> The council will ensure that disabled parking spaces <u>for people with disabilities</u> are not sold with individual residential units but will be made available for lease, in accordance with an approved car parking management plan.	
PC063	214	8.39	<i>Amend para as follows:</i> 'Car clubs' and 'pool car schemes' are shared pools of cars available locally for short term hire and are a <u>convenient cheap</u> alternative to car ownership. They allow for occasional car use but discourage unnecessary car journeys. There is now good coverage across Lambeth of car club bays and the council is aiming for a car club bay within 400m of each other to ensure convenient provision for all Lambeth residents. Car club spaces will be required where appropriate, preferably <u>with public access on street</u> to allow <u>general public</u> use. <u>The provision of car clubs is particularly relevant in areas less well served by public transport.</u> All car club spaces, including on-street bays, should be supplied with an electric vehicle charging point to allow zero emissions vehicles to operate from the bay. Provision of car club membership will be required for all residents from first occupation of a development scheme. Car clubs and pool car schemes will also be promoted as an alternative to car parking and individual car ownership in employment areas for use by businesses and workers. Planning obligations will be used to secure such contributions.	In response to comments by Transport for London (R048)
PC064	216	T8(b)	<i>Amend clause as follows:</i> New development, and in particular non-residential and mixed-use development, will <u>only</u> be permitted where adequate provision is made for servicing appropriate to the scale, form and location of the proposed development, including provision for commercial vehicles, ensuring that it is appropriate and acceptable in terms of impact on amenity of adjacent properties and road and traffic conditions of the location. <u>Off-site consolidation to reduce the number of deliveries should be considered for larger developments or where access to the site is constrained, while smaller developments</u>	Clarification in response to representation from HB Reavis (R060)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>should also include consolidation strategies such as common and local procurement.</u> Innovative local delivery and last mile logistics schemes will be encouraged approaches should also be considered to further reduce traffic impacts and reduce emissions, and minimise potential conflict with vulnerable road users.	
PC065	216	T8(f)	<i>Amend clause as follows:</i> Developers and their contractors will be expected to adhere to the Construction Logistics and Community Safety (CLOCS) standard <u>and be registered through the Fleet Operator Recognition Scheme (FORS) or equivalent.</u> They will be and required to demonstrate in a construction logistics plan that they have considered the impacts of other construction activities in the vicinity of the site and where appropriate have co-ordinated construction activities with the developers and/or contractors of adjoining sites.	In response to comments by Transport for London (R048)
PC066	217	T8(i)	<i>Amend clause as follows:</i> Zero emissions vehicles should be used for servicing wherever possible and consolidated deliveries are expected to be of this type. <u>Servicing by cycle and other non-motor vehicular modes should be used wherever possible.</u> Any on-street loading bay required for a development should be supplied with an electric vehicle rapid charge point to allow zero emissions vehicles to operate from the bay.	In response to comments by Transport for London (R048)
PC067	218	8.46	<i>Amend para as follows:</i> Cycle safety measures should be included in construction logistics plans for new developments, particularly to provide safe routes for cyclists during the construction period. <u>Construction vehicles should meet or exceed minimum Direct Vision Standards,</u> and <u>construction vehicles</u> should be being fitted with cycle safety equipment, including side bars, blind spot mirrors and detection equipment to reduce the risk of collisions on the borough's roads. See also policy Q12 in relation to refuse/recycling storage.	In response to comments by Transport for London (R048)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC068	219	T9(a)	<i>Amend clause as follows:</i> Proposals for minicab and p Private h Hire v Vehicle (PHV) offices and <u>Licenced Taxi taxi</u> ranks will be supported in town centres and other areas where they <u>will meet a demonstrable</u> are likely to meet-transport need needs and where they demonstrate through a transport assessment that their operation would not adversely impact on traffic congestion, local parking supply, capacity or need, pedestrian movement or road safety.	Clarification in response to representation by United Cabbies Group (R073)
PC069	219	8.47	<i>Amend 2nd sentence of para as follows:</i> Minicabs, taxis and private hire vehicles are part of the transport system and aid the overall aim of seeking a lesser dependence on car ownership. <u>While not considered to be sustainable travel modes,</u> t They provide an important service for people with mobility difficulties and should be part of ensuring safe transport options are available late at night.	In response to comments by Transport for London (R048)
PC070	219	8.47, 8.48 and 8.49	<i>Amend paras as follows:</i> 8.47 <u>Minicabs, Licenced Taxis</u> and <u>Private Hire Vehicles (PHV)</u> are part of the transport system and aid the overall aim of seeking a lesser dependence on car ownership. <u>It is recognised that Licenced Taxis have unique characteristics which differentiate them from other PHVs, such as greener vehicles, better wheelchair accessibility, and higher standards of driver training.</u> They <u>Licenced Taxis and PHVs</u> provide an important service for people with mobility difficulties and should be part of ensuring safe transport options are available late at night. Interchange between public transport and <u>Licenced Taxis</u> and <u>PHVs</u> is important; however, proposals for such facilities must not compromise safety, traffic congestion and residential amenity. Designated <u>Licenced Taxi</u> ranks should be part of the transport network in town centres and other locations where there is a busy late night economy. Provision should be made in major schemes and within <u>Licenced Taxi</u> ranks to set down passengers and for pre-booked pickups by <u>PHVs</u> .	Clarification in response to representation by United Cabbies Group (R073)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>8.48 Proposals for minicab and <u>PHV</u> offices and <u>Licenced Taxi</u> ranks can often have significant transport impacts including highway safety concerns from passengers alighting, vehicles turning in unsafe locations and reducing the amount of parking available to residents, visitors and other commercial uses. Proposals should be accompanied by a transport assessment and management plan that demonstrate there will not be an unacceptable impact. This should include assessments showing how adverse transport impacts will not be diverted onto surrounding streets, particularly residential areas. In particular it must be demonstrated that sufficient parking would be maintained for other commercial users in the area. <u>Proposals for Licenced Taxi</u> ranks should include provision of electric vehicle charging infrastructure.</p> <p>8.49 <u>Where a high demand for minicabs, Licenced Taxis, PHVs and 'ride hail' services is identified and where pick up and drop off is expected to take place on street, impacts should be mitigated through agreement of preferred pick up and drop off locations on the adjacent highway.</u></p>	
PC071	228	9.5	<p><i>Amend 1st sentence of para as follows:</i> Existing <u>public and private</u> open space includes Metropolitan Open Land, common land, historic parks and gardens, district and local parks, nature conservation areas, play areas and adventure playgrounds, outdoor sports facilities <u>and playing fields</u>, allotments, cemeteries and burial space, amenity land <u>areas</u> within housing estates, communal squares and gardens, <u>roofs that are fully accessible to the public as open space (not private amenity space)</u>, <u>areas of water</u>, and the River Thames Foreshore and Thames Path in accordance with London Plan policy.</p>	Clarification in response to representation by Sport England (R007)
PC218	229	9.8	<p><i>Amend and add to the end of paragraph 9.8 as follows:</i> <u>...Arrangements for the maintenance and management of new, improved or replacement open space will also need to be demonstrated and would will be secured through a s106 legal agreement. <u>These arrangements will be considered on a case</u></u></p>	In response to Action 39 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>by case basis having regard to factors such as the anticipated maintenance and management costs for the space in question, the anticipated level of usage and the nature of any existing maintenance and management regimes.</u>	
PC219	230	9.13	<i>Add the following to the end of para 9.13:</i> <u>In accordance with London Plan policy G5, industrial and warehouse developments are not required to meet the target score of 0.3 but they will be expected to set out what measures they have taken to achieve urban greening on site and to quantify their UGF score.</u>	To align with the London Plan and in response to Inspector's question under Matter 7.1
PC072	239	9.37	<i>Add as new last sentence to para the following:</i> <u>Historic England produce best practice guidance notes on the historic environment and sustainable design and construction.</u>	In response to representation by Historic England (R022)
PC073	250	EN7(a)	<i>Insert new additional sub-clause (ii):</i> <u>Contributing to the Mayor's target for London's waste capacity and net self-sufficiency by identifying sufficient capacity and land to meet Lambeth's identified waste needs, including the borough's apportionment target.</u>	In response to comments by the Mayor of London (R054)
PC074	250	EN7(a)	<i>Amend sub-clause (iii) as follows:</i> safeguarding existing waste transfer and management sites for waste management use unless <u>and encouraging the intensification of capacity on existing sites where appropriate.</u> The loss of a waste site for other uses will only be supported where appropriate compensatory provision is made <u>capacity is provided</u> in appropriate locations elsewhere in the borough. Compensatory provision should be at or above <u>the same level of the waste hierarchy of that which is lost and normally meet or exceed the maximum achievable throughput of that the site over the last five years could have achieved;</u>	In response to comments by the Mayor of London (R054)
PC075	252	9.66	<i>Amend first sentence as follows:</i> Lambeth is one of four London boroughs (along with Wandsworth, Hammersmith & Fulham and Kensington & Chelsea) for which the Western Riverside Waste Authority	Clarification in response to representation by WRWA (R004)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			(WRWA) is the statutory waste disposal authority for the municipal household waste <u>collected by its constituent councils.</u>	
PC076	252	9.67	<i>Amend 5th and 6th sentences of para as follows:</i> The shortfall in capacity equates to around 136,600 tonnes by 2036 2.8 hectares by 2034. <u>Lambeth already has a number of waste facilities which can help towards managing its waste and, where appropriate, the intensification of these sites is encouraged.</u>	In response to comments by the Mayor of London (R054)
PC077	253	9.68	<i>Amend title of table in para as follows:</i> <u>Capacity gap (tonnes) and indicative equivalent</u> land take (hectares) <i>And amend last row 1st column of table as follows:</i> <u>Equivalent</u> Indicative land take	In response to comments by the Mayor of London (R054)
PC078	253	9.69	<i>Amend para as follows:</i> The council has undertaken an assessment of locations and sites <u>suitable</u> for additional waste management facilities in the borough. This is set out in the Waste Evidence Base 2013 2019 . This identifies the borough's designated Key Industrial and Business Areas (KIBAs) as particularly appropriate for new waste management uses. <u>Waste management and recycling facilities are one of the priority uses for Lambeth's industrial land (see Policy ED3).</u> KIBAs represent Lambeth's main stock of <u>safeguarded industrial land.</u> The benefits of directing new waste facilities towards <u>KIBAs includes co-location with other industrial uses.</u> This helps to reduce the risk of <u>waste facilities being located next to more sensitive development, such as residential.</u> <u>KIBAs have already been assessed for their suitability for industrial uses and are safeguarded for these uses.</u> KIBAs also tend to have access which is wide enough for <u>larger vehicles and are well-connected to main road networks.</u>	In response to comments by the Mayor of London (R054)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC220	255	9.77	<i>Amend para 9.77 as follows:</i> All proposals for new or improved waste management facilities will be assessed against the criteria London Plan policy SI8 5.17 (or its successor in any alterations to the London Plan) and in national waste planning policy. These criteria include: protection of water resources, land instability, visual intrusion, nature conservation, historic environment and built heritage, traffic and access, air emissions including dust, odours, vermin and birds, noise and vibration, litter and potential land use conflict. <u>Proposals will also be assessed against all other relevant Local Plan policies, including in relation to transport, amenity and quality of the built environment.</u>	In response to Action 40 arising from the examination hearing.
PC079	256	9.81	<i>Add as new para 9.81 the following:</i> <u>Monitoring indicators IND24, IND25 and IND26 will report on new waste capacity, loss of waste sites and compensatory capacity, and waste exports. Where monitoring demonstrates that waste management capacity to meet the apportionment target is unlikely to be achieved by 2026, in line with the London Plan net self-sufficiency target, the council will work with the GLA to proactively engage with operators to encourage delivery of additional waste management capacity in the borough.</u>	In response to comments by the Mayor of London (R054)
PC221	268	10.26	<i>Amend as follows:</i> Streetscape/urban design guidance has been prepared for some parts of the borough. This includes guidance for Waterloo (by the South Bank Employers' Group) and the Nine Elms on the South Bank Public Realm Design Guide, <u>the South Bank and Waterloo Partnership Covid-19 Recovery Plan</u> and the Waterloo and South Bank Public Realm Framework Vauxhall streetscape guidance for Vauxhall . Any such area-specific guidance, where it has been agreed by the council, should inform design development in these areas. <u>See also Local Plan policies EN1, T1, T2, T3, policies for Places and Neighbourhoods, and London Plan policies T2 (Healthy Streets) and D8.</u>	In response to Action 26 arising from the examination hearing.
PC080	270	Q7(x)	<i>Amend point (x) as follows:</i>	Clarification in response to representation by Bywater Homes (R063)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			(x) it does not prejudice the optimum future development of, or access to, adjoining sites <u>by omitting openings on party walls and avoiding direct overlooking, unacceptable overshadowing or undue sense of enclosure.</u>	
PC081	276	Q11(b)	<i>Amend clause as follows:</i> b) Subordination will generally be a key consideration when considering <u>assessing</u> proposals for extensions. Development which unacceptably dominates or overwhelms the host building will not be supported <u>permitted</u> . Subordination, in all its forms, is particularly important in relation to heritage assets. <u>To protect outdoor amenity space, as a general rule, no extension should reduce private rear amenity space to less than 30m² for for dwelling houses of 10m² for houses or 10m² for flats the minimum required for that dwelling type by Policy H5.</u>	Clarification in response to representation by James Burton (R026)
PC082	284	Q13(a)(vii)	<i>Add new sub-clause (vii)</i> <u>vii) Be fully compliant with the London Cycling Design Standards.</u>	In response to comments by Transport for London (R048)
PC083	284	Q13(b)(v)	<i>Amend clause as follows:</i> consider the <u>removal less</u> of an on-street parking bay in favour of an on-road cycle store to be shared between residents where it can be show <u>shown</u> that there is no other <u>practical</u> viable alternative <u>due to site constraints</u> . The cost, including the opportunity cost of kerbside space, is to be borne by the development.	Clarification in response to comments by Transport for London (R048)
PC084	285	Q13(c)	<i>Amend as follows:</i> <u>All cycle storage should be</u> Be fully compliant with the minimum standards set out in the London Plan and exceed these where a high demand for cycling is expected. When considering proposals for commercial development, appropriate levels of visitor cycle parking will be expected.	Clarification in response to comments by Transport for London (R048)
PC085	285	10.58	<i>Amend para as follows:</i> In order to encourage the increased use of cycling for sustainable transport, <u>health</u> and wellbeing (see <u>Local Plan</u> policy T3), the council will require all development to	In response to representations by HB Reavis (R060) and Hondo (R076)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>provide safe, covered and secure cycle storage <u>of the highest quality that is accessible to all users preferably in the form of individual bike lockers. Vertical wall mounted storage is discouraged as it requires the bike to be lifted up which is not easy for all cyclists. It will only be allowed where it can be demonstrated that there is no other alternative. Within the cycle storage a minimum of 25 per cent of provision in the form of single-height horizontal stands ('Sheffield' type stands) is required in all developments. A minimum of 40 per cent of these stands (10 per cent of overall provision) <u>5 per cent of the total cycle parking provision</u> should be spaced sufficiently far apart to accommodate adapted or cargo cycles. For the remaining provision, less accessible solutions, such as two tiered racks and 'walk in' vertical wall mounted storage should only be considered where it can be demonstrated that available space requires this. Vertical storage where the cycle must be lifted off the floor will not be accepted. Only options where it is possible to lock the frame and wheel of the cycle to the stand are acceptable. Communal bike stores should provide charging facilities for e-bikes. The council sets a premium on the quality of parking provided and, where space is limited, will consider a flexible approach allowing for the introduction of more space efficient options after first occupation. All cycle parking should be provided in accordance with contemporary cycle parking standards as contained within the London Plan, with reference to the London Cycle Design Standards.</u></p>	
PC086	302	10.97(ii)	<p><i>Amend point (ii) in para as follows:</i> <u>support the principle of climate change mitigation alterations and adaption responses and sustainable design and construction within the historic built environment in accordance with established conservation best practice;</u></p>	Clarification in response to representation by Historic England (R022)
PC087	307	10.112	<p><i>Amend para as follows:</i> New work should preserve significance, reinforce appropriate local characteristics and, where possible, secure enhancement of the listed building. High-quality craftsmanship</p>	Clarification in response to representation by Crispin Royle-Davies (R014)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			will be required to ensure that authentic detailing is achieved using original materials. Authenticity is essential in this respect. Inferior modern materials and inferior modern detailing are not considered acceptable for the replacement or reinstatement of historic fabric of or features. With window replacements all glazing should be single glazed with a putty finish in the traditional manner. The acceptability of double glazing will be judged on a case by case basis using best-practice guidance from Historic England. See also Policy EN4.	
PC222	313	Q23(c)	<i>Move supporting text para 10.128 into the policy as (c) new sub-section (iv) as follows:</i> <u>iv) In accordance with London Plan Policy HC1, the council will require applicants for proposals which involve excavation or ground works on sites of archaeological potential to:</u> <ul style="list-style-type: none"> o <u>submit an archaeological assessment and evaluation of the site, including the impact of the proposed development</u> o <u>preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and seek a public display and interpretation where appropriate</u> o <u>undertake proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.</u> 	In response to Action 31 arising from the examination hearing.
PC223	313	10.128	<i>Delete all text in paragraph 10.128 and replace with the following:</i> <u>'Archaeological Priority Areas are identified on the Policies Map.'</u>	In response to Action 31 arising from the examination hearing.
PC088	315	Q24(a)(x)	<i>Delete clause (a)(x)</i> (x) Development fronting the river should provide riparian life-saving equipment where necessary and appropriate.	Removal of repetition in response to representation by Port of London (R020)
PC224	322	Q26	<i>Move supporting text para 10.147 (including table) into body of Q26 policy before clause (a) as follows:</i>	In response to Action 28 arising from the examination hearing.

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason												
			<p><u>Tall buildings are those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor. In accordance with London Plan policy D9A and to inform the application of this policy the following definitions of building heights are defined for Lambeth:</u></p> <table border="1" data-bbox="618 628 1756 906"> <thead> <tr> <th data-bbox="618 628 1055 667"></th> <th data-bbox="1055 628 1240 667"><u>Low rise</u></th> <th data-bbox="1240 628 1599 667"><u>Mid rise</u></th> <th data-bbox="1599 628 1756 667"><u>Tall</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="618 667 1055 786"><u>South Lambeth (south of the South Circular Road)</u></td> <td data-bbox="1055 667 1240 786"><u>Up to 9m</u></td> <td data-bbox="1240 667 1599 786"><u>Between 9m and 25m</u></td> <td data-bbox="1599 667 1756 786"><u>Above 25m</u></td> </tr> <tr> <td data-bbox="618 786 1055 906"><u>Middle and north Lambeth (north of the South Circular Road)</u></td> <td data-bbox="1055 786 1240 906"><u>Up to 15m</u></td> <td data-bbox="1240 786 1599 906"><u>Between 15m and 45m</u></td> <td data-bbox="1599 786 1756 906"><u>Above 45m</u></td> </tr> </tbody> </table> <p>a) <u>Having particular regard to the international obligation to preserve the OUV of the Westminster World Heritage Site and taking into account the desirability of preserving the settings of heritage assets, proposals for tall buildings will be supported where they are in locations identified as appropriate for tall buildings in Annex 11 and where:</u></p>		<u>Low rise</u>	<u>Mid rise</u>	<u>Tall</u>	<u>South Lambeth (south of the South Circular Road)</u>	<u>Up to 9m</u>	<u>Between 9m and 25m</u>	<u>Above 25m</u>	<u>Middle and north Lambeth (north of the South Circular Road)</u>	<u>Up to 15m</u>	<u>Between 15m and 45m</u>	<u>Above 45m</u>	
	<u>Low rise</u>	<u>Mid rise</u>	<u>Tall</u>													
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<u>Middle and north Lambeth (north of the South Circular Road)</u>	<u>Up to 15m</u>	<u>Between 15m and 45m</u>	<u>Above 45m</u>													
PC225	323	Q26(a)(iv)	<p><u>Amend sub-clause (a)(iv) as follows:</u> <u>it can be shown that the site can accommodate the uses and quantum of development proposed in terms of meeting acceptable standards of amenity, access, transport accessibility and servicing.</u></p>	In response to Inspector's question under Matter 8.3												

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC226	323	Q26(b)	<p><i>Amend clause (b) as follows:</i> <u>Outside the locations identified in Annex 11 or as identified in site allocations, locations there is no presumption in favour of tall building development. Should tall buildings be proposed outside the locations identified in Annex 11 or as identified in site allocations, the applicant will be required to provide a clear and convincing justification and demonstrate the appropriateness of the site for a tall building having regard to the impact on heritage assets, the form, proportion, composition, scale and character of the immediate buildings and the character of the local area (including urban grain and public realm/landscape features etc.) and ensure points (a) (i)-(vi) are met. In addition:</u></p> <p>i) <u>proposals for tall buildings will only be considered acceptable in established low rise residential neighbourhoods where they are part of a comprehensive scheme which integrates will with the locality.</u></p>	In response to Action 29 arising from the examination hearing.
PC227	324	10.147	<i>Delete paragraph 10.147</i>	In response to Action 28 arising from the examination hearing.
PC228	327	Q27(a)	<p><i>Amend clause (a) as follows:</i> c) <u>The council will support basement and associated development (light wells, basement area excavation, access ramps etc.) where applicants can demonstrate that no unacceptable impacts will result to:</u></p> <p>i) <u>subterranean ground water flow (ground water);</u> ii) <u>slope stability (land stability);</u> iii) <u>surface flow and flooding (see also Local Plan policy EN5 and Annex 5);</u></p>	Correction/clarification

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<ul style="list-style-type: none"> iv) <u>the ability of trees and soft landscaping (existing and proposed) to thrive without irrigation;</u> v) <u>cumulative effects of basement development in the locality;</u> vi) <u>waste to land fill and carbon emissions; and</u> vii) <u>designated and non-designated heritage assets (including archaeology).</u> 	
PC229	328	Q27(d) to (g)	<p><i>Amend clauses (d) to (g) as follows:</i></p> <p><u>(d) Full (as opposed to semi) basement extensions beyond the ground floor footprint of a residential building, and any associated basement level outdoor space and steps, will be supported where the proposal:</u></p> <ul style="list-style-type: none"> i) <u>is limited to the rear;</u> ii) <u>has a roof treatment level with ground level which allows it to continue to provide amenity space for the host building;</u> iii) <u>the basement footprint does not exceed the existing footprint of the house to the side or at the front; has a basement floor area footprint that does not exceed that of the ground floor footprint of the host building (as originally built); and</u> iv) <u>generally retains no less than 70 per cent of the rear garden area free of basement subterranean development and at its original ground level.</u> <p><u>(e) In front and side gardens, basement lightwells /basement area excavations (on existing buildings or with new build) should:</u></p>	In response to Action 30 arising from the examination hearing

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>i) <u>only be provided where required to for outlook and daylight for the accommodation they serve;</u></p> <p>ii) <u>not entail the inappropriate alteration of existing basement areas and enclosures;</u></p> <p>iii) <u>not result in the excavation or loss of front or side garden space which would harm the integrity of the host building or the character of the locality (especially on heritage assets);</u></p> <p>iv) <u>minimise the visual impact through good design (in many cases, especially conservation areas, this is likely to mean lightwells with pavement grilles rather than open basement areas enclosed with balustrades); and</u></p> <p>v) <u>ensure existing parking bays are not shortened to below the minimum standard (where this occurs the council will seek the removal of the parking bay);</u></p> <p>(f) <u>For major new-build schemes In the case of wholly non-residential buildings, it may be possible to have a non-residential basement greater than one storey in height depth if it can be robustly demonstrated that no unacceptable impacts will result in accordance with part (a) of this policy. In addition, the proposed scale and quantum of development must be appropriate to the site and its context and all other planning policy requirements should be addressed to the satisfaction of the Council.</u></p>	

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>(g) Applicants for basement proposals will generally be required to should submit a <u>Stage 1 (Screening) Basement Impact Assessment, undertaken by a qualified professional, which captures all issues relevant to the proposal including:</u></p> <ul style="list-style-type: none"> i) <u>subterranean ground water flow (ground water);</u> ii) <u>slope stability (land stability);</u> iii) <u>surface flow and flooding (see also Local Plan policy EN5 and Annex 5);</u> iv) <u>cumulative effects of basement development in area;</u> v) <u>waste to land fill and carbon emissions; and</u> vi) <u>designated and non-designated heritage assets.</u> 	
PC230	329	10.155	<p><i>Amend para as follows:</i> <u>Basement excavation can affect ground conditions, sustainable urban drainage, biodiversity, heritage assets, local character and garden settings. Excavation in a dense urban environment is more complex than standard residential extensions and if it is poorly constructed, or has not properly considered geology and hydrology, has the potential to cause structural damage to existing and neighbouring properties and infrastructure and irreversibly alter ground conditions.</u></p>	Clarification
PC231	329	10.157	<p><i>Amend first sentence of para as follows:</i> <u>Given the complexities it is essential that screening assessments and full basement impact assessments should be, where required, is carried out by appropriately qualified professionals.</u></p>	Clarification
PC232	330	10.162	<p><i>Amend para as follows:</i> <u>See also Local Plan policies H5, H6, Q2, Q14, Q20, Q21, Q23 (which covers Archaeological Priority Areas), EN5 and Annex 5; and the Design Code SPD.</u></p>	Clarification

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC089	332	11.3	<i>Amend para as follows:</i> <u>The South Bank and Waterloo neighbourhood plan has been prepared by the South Bank and Waterloo Neighbours neighbourhood forum for the cross-border neighbourhood area. It was made by Lambeth in December 2019.</u>	Clarification in response to representation by London Borough of Southwark (R034)
PC090	332	11.4	<i>Amend para as follows:</i> <u>There are a number of key stakeholders and a large number of active local business and community groups in the area, including South Bank and Waterloo Neighbours, South Bank Employers' Group (SBEG), South Bank Business Improvement District and 'We are Waterloo' WeAreWaterloo Business Improvement District, the Waterloo Community Development Group, the Jubilee Gardens Trust, Oasis and Coin Street Community Builders. The South Bank Manifesto 2018, produced by the South Bank Partnership, reflects the shared ambitions and key priorities of major landowners and a range of other organisations in the area.</u>	Corrections in response to representations by WeAreWaterloo Business Improvement District (R030) and Waterloo Community Development Group (R040)
PC091	334	11.10	<i>Amend last sentence as follows:</i> <u>The council will seek to work with partners to manage and, where relevant, apply appropriate planning obligations and to mitigate the impact of an increasing number of visitor numbers whilst also enhancing the visitor experience.</u>	Clarification in response to representation by the Jubilee Gardens Trust (R074)
PC092	334	11.11	<i>Amend para as follows:</i> <u>The area has important road, cycling and walking connections across the river into Westminster, along the river westwards towards Vauxhall and Nine Elms and eastwards to Bankside and London Bridge. Although car ownership is relatively low, Waterloo is forecast to see an overall increase in car trips motor vehicle trips due to projected growth in the area. Measures are therefore required to address this, including traffic management measures to reduce traffic and increase walking and cycling, working towards the objective of 'car free Waterloo'.</u>	In response to comments by Transport for London (R048)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC233	339	PN1(c)	<p><i>Amend clause (c) as follows:</i></p> <p><u>c) optimising the area's potential for the full range of central London and town centre activities consistent with its Central Activities Zone retail cluster status to enable it to compete effectively, securing significant inward investment for the benefit of the local community and more widely for the borough, including safeguarding and promoting the role of Lower Marsh/The Cut/Leake Street Special Policy Area as a centre for local needs and specialist independent retailing. This will be done by:</u></p> <p>i) <u>requiring at least 50 per cent of original ground floor units in the Lower Marsh/The Cut/Leake Street Special Policy Area to be in A1 retail use, and ;</u></p> <p>ii) requiring at least 30 per cent of original ground floor units in Lower Marsh to be in A3 food and drink use. ; Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses within Class E;</p> <p>iii) <u>not permitting in the Lower Marsh/The Cut/Leake Street Special Policy Area the conversion of two or more retail units into larger retail units;</u></p> <p>iv) <u>supporting improvements to Lower Marsh street market; and</u></p> <p>v) <u>not permitting proposals for additional betting shops in the Central Activities Zone retail cluster.</u></p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC093	340	PN1(g)	<i>Amend clause as follows:</i> <u>promoting a high quality, permeable, safe and accessible public realm that is durable, well designed and maintained to reinforce Waterloo's status as a world class place. The combination of the riverfront, streetscapes, piazzas, squares and green spaces contribute to the broader public realm and are places for people and residents to meet, socialise, activate and dwell as well as move through. Development and uses should recognise and add value to this important asset through the inclusion of flexible places for people, residents and events, and actively contribute to the enhancement of the collective public realm and increase the amount of green infrastructure in the area. See guidance in the Waterloo and South Bank Public Realm Framework.</u>	Clarification in response to representation by Waterloo Community Development Group (R040)
PC094	341	PN1(h)(vi)	<i>Amend subclause (vi) as follows:</i> Respects views from the Royal Festival Hall towards Jubilee Gardens, the London Eye and the Westminster World Heritage Site and from <u>through</u> the Belvedere Road viaduct arch <u>railway bridge</u> towards Jubilee Gardens.	Clarification in response to representations by Waterloo Community Development Group (R040), Friends of Jubilee Gardens (R045) and M Evers (R065)
PC095	342	PN1(h)	<i>Amend last sentence as follows:</i> <u>Management, Maintenance and servicing requirements (including for sustainable watering) should be planned and designed from the outset. Supporting infrastructure and Servicing arrangements should not harm the openness of the MOL and should address Local Plan policy EN1(a)(iii).</u> There should continue to be provision of public toilets in Jubilee Gardens.	Clarification in response to representation by the Jubilee Gardens Trust (R074)
PC096	342	PN1(i)	<i>Amend 2nd to last sentence of clause (i) as follows:</i> Traffic management measures to deter unnecessary car <u>motor vehicle</u> trips and innovative measures to reduce the impact of freight and construction traffic will be promoted, including increased use of the River Thames and existing piers for transporting people and freight.	In response to representations by Waterloo Community Development Group (R040) and M Evers (R065)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC097	342	PN1(m)	<i>Amend clause (m) as follows:</i> <u>supporting the development of a MedTech health cluster by supporting the strategies of St Thomas' Hospital, Guy's and St Thomas' Charity and King's College London at Royal Street in accordance with an agreed high-level masterplan-design principles for the estates to achieve new health facilities; replacement housing, open space and community facilities; capacity for Combined Heat and Power; new commercial development including workspace for small and medium enterprises; and related and supporting facilities such as accommodation for staff. Creation of a new primary care centre in the wider Waterloo area will be supported.</u>	Clarification in response to Guy's and St Thomas' Charity (R053) Stanhope PLC (R067) Guy's and St Thomas' NHS Foundation Trust (R069)
PC234	348	Site 6	<i>Delete reference to B1 under preferred uses:</i> Mixed-use employment-led development: B1 office, residential	In response to changes to the Use Class Order from 1 September 2020
PC235	356	Site 9	<i>Delete reference to B1 under preferred uses:</i> Mixed-use including B1 offices, residential	In response to changes to the Use Class Order from 1 September 2020
PC098	357	11.18	<ul style="list-style-type: none"> <u>growth poles in the form of new Central Activity Activities Zone (CAZ) retail clusters at Battersea Power Station and Vauxhall;</u> 	Correction
PC99	357 360 437	11.18 and 11.31 and 11.119	<p><i>Amend 3rd bullet point of para 11.18 as follows:</i> <u>a transformational step-change in public transport provision including the Northern Line Extension from Kennington to Battersea Power Station with a Lambeth station at Nine Elms to be open in Autumn 2021by 2020, supported by a comprehensive package of rail, bus, cycling, pedestrian and highway improvements around the Vauxhall transport interchange expected to be delivered by 2022;</u></p> <p><i>Amend last sentence of para 11.31 as follows:</i></p>	Correction in response to comments by Transport for London (R048)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>.... <u>These initiatives, along with the opening of the Northern Line extension in Autumn 2021 2020, will help unlock a range of opportunities for the borough's residents and businesses that would not otherwise come forward.</u></p> <p><i>Amend 2nd sentence of para 11.119 as follows:</i> <u>In Autumn 2021 2020 the Northern Line extension spur from Kennington will open and will give direct access to the emerging CAZ retail cluster at Battersea....</u></p>	
PC100	358	11.24	<p><i>Amend 2nd to last sentence of para as follows:</i> <u>Public realm improvements will be delivered through the completion of the 'Missing Link Phase 3' and Vauxhall Park will be improved in 2020 during 2019.</u></p>	Correction in response to representation by Brixton Society (R066)
PC101	362	PN2 Map	<p><i>Correct the location of the northern line extension/station at Battersea Power Station.</i></p>	Correction
PC102	364	PN2	<p><i>Amend first paragraph as follows:</i> <u>A retail cluster will be created at Vauxhall, known as Vauxhall Cross. Mixed-use development will be supported that contributes to the creation of this centre including town-centre uses such as retail, employment, housing, leisure, entertainment and other creative, cultural and community uses in line with its Central Activity Activities Zone (CAZ) designation and as part of the wider London Plan Vauxhall/Nine Elms/Battersea Opportunity Area (now known as Nine Elms Vauxhall).</u></p>	Correction
PC236	364	PN2(b)	<p><i>Amend clause (b) as follows:</i> <u>Promoting the new retail cluster, Vauxhall Cross, which will increase the vitality of the area and form a growth pole in keeping with the CAZ designation; creating opportunities for affordable retail; and focusing active-frontage uses to support the retail cluster and underpin its viability, ensuring that the diverse evening economy offer is appropriately managed. At least 25 per cent of ground floor units within the retail cluster should be in A1 retail use to meet the needs of local residents and workers. Where necessary and justified to achieve the objectives of this policy, the council will</u></p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u>	
PC103	371	Site 11	Amend postcode as follows: SW8 1RG	Correction
PC104	377	Site 13	Plot bounded by Parry Street, Bondway and 7-93 Wandsworth Road SW8 (Vauxhall Island Site) <u>Plot bounded by 7-93 Wandsworth Road, Parry Street, Bondway including the bus station SW8 (Vauxhall Island Site)</u>	Correction
PC105	385 and 386	PN3 Maps	Correct town centre boundary	Correction
PC106	386	PN3 Map	Remove conservation areas from the map	Correction
PC237		PN3	Amend policy PN3 as follows: <u>Brixton's role as a distinctive, multicultural and diverse major town centre will be safeguarded and promoted through careful and sensitive regeneration, recognising its local distinctiveness and historic built environment, and supporting economic, social and environmental sustainable development. A key objective of the Brixton Economic Action Plan is to develop a broader and more resilient local economy. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u> <u>This will be achieved by:</u> a) requiring, in the primary shopping area, that the proportion of retail (A1) units does not fall below 60 per cent and that the proportion of food and drink uses (A3/4/5) does not exceed 25 per cent, taking account of	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>unimplemented planning permissions for change of use. In addition, no more than 2 in 5 consecutive ground floor units in the primary shopping area should be in food and drink use (A3/4/5) at one time. No more betting shops or payday loan shops will be supported within the centre as a whole.</p> <p>b) <u>requiring, in the indoor markets (as shown on the Policies Map), that no less than 50 per cent of floorspace should be in A1 shop use and no more than 50 per cent floorspace should be in A3 cafe and restaurant use within each indoor market (Brixton Village, Market Row, Reliance Arcade), subject to a management plan being in place that is agreed between the council and the managers of the indoor markets. The thresholds for A1 and A3 shop and café/restaurant floorspace for each indoor market relate to ground floor units and connected upper floors that share the same access for each indoor market. A4 uses Public houses, wine bars and drinking establishments (including with expanded food provision) in the indoor markets will not be permitted on both the ground floor and upper floors. All independently accessed upper floorspace in each indoor market currently in D1 or B1 use community, office, research and development use or light industrial use will be protected.</u></p> <p>c) <u>implementing an evening economy management zone which will seek to support the growth and diversification of the evening and night-time economy whilst managing its impact on local residents and the local environment. In the evening economy management zone, the proportion of units in food and drink, evening and night-time economy uses (A3/A4/A5 and nightclubs) should not exceed 40 per cent, taking account of unimplemented planning permissions for change of use. No</u></p>	

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>more than 10 per cent of ground floor units in the evening economy management zone should be in A4 public house, wine bar, or drinking establishment (including with expanded food provision) use. In addition, no more than 3 in 5 consecutive ground floor units should be in food and drink, evening and night-time economy uses (A3/A4/A5 and nightclubs), taking account of unimplemented planning permissions for change of use. There will be a presumption against the use of rooftops and terraces for food and drink, evening and night-time economy uses (A3/A4/A5 and nightclubs) in the evening economy management zone unless it can be robustly demonstrated there will be no harmful impact as a result of these uses.</u></p> <p>d) <u>outside of the primary shopping area, indoor markets (as shown on the Policies Map) and evening economy management zone, ground floor uses should be in A, D or B commercial, business, service, learning, non-residential institution, local community or appropriate sui generis use. The proportion of units in A4 public house, wine bar, drinking establishment (including with expanded food provision) and nightclub use should not exceed 5 per cent and no more than 2 in 5 consecutive ground floor units should be in A4 public house, wine bar, drinking establishment (including with expanded food provision) or nightclub use. This should take account of unimplemented planning permissions for change of use.</u></p> <p>e) <u>supporting the Creative Enterprise Zone (CEZ) through the promotion and growth of the existing cluster of creative and digital industries active in Brixton and complementing the wider aspirations for Brixton's economy. Applications within the</u></p>	

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>CEZ for development including B4 office, research and development and light industrial floorspace will be supported where they:</u>	
PC107	388	PN3(d)	<u>Amend clause (d) as follows: outside of the primary shopping area, indoor markets (as shown on the Policies Map) and evening economy management zone, ground floor uses in the town centre should be in A, D or B use. The proportion of units in A4 and nightclub use should not exceed 5 per cent and no more than 2 in 5 consecutive ground floor units should be in A4 or nightclub use. This should take account of unimplemented planning permissions for change of use.</u>	Clarification in response to representation by Brixton Society (R066)
PC108	390	PN3(p)	<u>Amend last part of clause as follows: ...opportunity for relocating the town centre waste compactors <u>market infrastructure</u> on land off Electric Lane.</u>	Correction
PC109	390	PN3(r)	<u>Amend clause as follows: Brixton Road – Brixton’s ‘high street’ has seen significant highway improvements: further expected improvements include the delivery of the Streatham to Oval cycle way through the town centre including safety improvements to key junctions, traffic management and air quality improvement measures, improved connections to surrounding areas;...</u>	In response to comments by Transport for London (R048)
PC110	412	11.76	<u>...Key Industrial and Business Areas,</u>	Correction
PC111	424	11.97	<u>Amend as follows: The Station to Station Business Improvement District covers the town centre, the Park Hall Road Trading Estate and the West Norwood Commercial Area, focussing on growing existing business and supporting public realm improvements. The Norwood Action Group and Norwood Forum are is-an active community group groups.</u>	Correction in response to representation by Norwood Action Group et al (R027)
PC238	409	PN4	<u>Amend policy PN4 as follows: Streatham’s role as a major town centre in South London will be supported and</u>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>enhanced to create a vibrant and viable town centre with a diverse economy including retail, leisure, offices, hotels and housing. Investment in public realm, green infrastructure and public transport will ensure it is an attractive place to live, work and visit and is well connected to neighbouring centres and to Central London. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u></p> <p><u>The vision for Streatham will be delivered by:</u></p> <ul style="list-style-type: none"> a) <u>supporting development which enhances the vitality and viability of the town centre by bringing forward new housing, retail, leisure, offices and workspace for creative and digital industries, whilst being sensitive to the centre's conservation area status and valued heritage assets.</u> b) <u>safeguarding retail uses the two primary shopping areas (Streatham Hill and Streatham Central) and supporting appropriate new retail uses. Within the major centre as a whole, no fewer than 60 per cent of ground floor units in each of the two primary shopping areas (Streatham Hill and Streatham Central) are to be in A4 retail use and within each area no more than 25 per cent food and drink use and no more than 2 in 5 consecutive food and drink uses. Outside of the two primary shopping areas ground floor uses units should be in commercial, business, service, learning, non-residential institution, local community or appropriate sui generis use A, D or B1 use class. No more</u> 	

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>betting shops or payday loan shops will be supported across the centre as a whole.</u>	
PC239	409	PN4(c)	<i>Amend clause (c) as follows:</i> <u>safeguarding Gleneldon Mews as an important source location for light industrial uses and small businesses.</u>	Correction
PC240	417	PN5	<p><i>Amend policy PN5 as follows:</i></p> <p>The council will support the role of Clapham High Street as a district centre by safeguarding and encouraging retail, other town-centre uses, housing and workspace. It will seek to enhance its distinctive character associated with the Old Town, its historic environment, Clapham Common and its popularity for leisure and entertainment, and will encourage provision in particular for cultural, creative, visual and performing arts, street markets and other forms of community innovation, while managing the level of food and drink uses and the impact on amenity of the evening economy. <u>Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u></p> <p><u>The council will seek to address this by:</u></p> <ul style="list-style-type: none"> a) <u>supporting appropriate opportunities to deliver additional housing within the district centre and nearby neighbourhoods;</u> b) <u>requiring no less than 50 per cent of original ground-floor units in the primary shopping area to be in A1 retail use;</u> 	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>c) <u>requiring no more than 25 per cent of ground floor units should be in food and drink use (A3/A4/A5) across the centre as a whole and with no more than 2 in 5 consecutive units in food and drink use.</u></p> <p>d) <u>permitting no additional A4 (pubs and bars) public house, wine bar or drinking establishment (including with expanded food provision) and A5 (or hot food takeaway) uses;</u></p>	
PC241	423	PN6(a)	<p><i>Amend clause (a) as follows:</i> Safeguarding and encouraging retail uses: within the primary shopping area, no fewer than 50 per cent of original ground-floor units should be in A1 retail use. <u>Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E;</u></p>	In response to changes to the Use Class Order from 1 September 2020
PC242	430	PN7	<p><i>Amend clause (b) as follows:</i> The council will promote the district centre as a hub of community life and retail, commercial and cultural activity and will ensure that development enhances the viability and vitality of the centre. Shopping uses will be safeguarded and encouraged; <u>within the primary shopping area, all ground floor units should be in active-frontage uses and no fewer than 50 per cent of ground floor units are to be in A4 shop use</u> Throughout the centre as a whole, there should be no more than 15 per cent and no more than 2 in 5 consecutive hot food takeaway A5 uses. No more betting shops will be permitted in the town centre.</p> <p><i>Add the following sentence to the end of policy PN7 as it applies to several clauses:</i> <u>Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u></p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC112	430	PN7(c)	<i>Amend clause as follows:</i> <u>The council will work with stakeholders to promote improvements to public transport services to the area, including accessibility improvements to the rail stations and the wider objective to improve the reliability and frequency of rail services across the area. The council will work with TfL to reduce traffic dominance caused by Tulse Hill gyratory, including through the potential re-introduction of seeking to introduce two-way working, creating better, safer connections for walking and cycling and an improved environment.</u>	In response to comments by Transport for London (R048)
PC113	437	11.117	...Key Industrial and Business Areas,	Correction
PC243	440	PN8(f)	<i>Amend clause (f) as follows:</i> <u>supporting and enhancing the heritage quality and attributes of the conservation area, Kennington Park, St Mark's Church and the use of its churchyard for market use community and town centre uses.</u>	Correction
PC114	441	PN8(i)	<i>Amend clause (i) as follows</i> <u>implementing the council's Healthy Route Network in the area, including improvements to Cycleway 7 on the A3 corridor, Cycleway 5 on quieter streets and the direct link to Waterloo via Kennington Lane. The council will support TfL in the delivery of expected planned routes on the A23 linking to Brixton and the A202 linking to Camberwell.</u>	In response to comments by Transport for London (R048)
PC244	445	PN9(a)	<i>Amend clause (a) as follows:</i> <u>safeguarding and encouraging retail uses and other appropriate town-centre activities, including housing within the primary shopping area, all ground-floor units should be in active-frontage use with no less than 50 per cent of original ground-floor units in A1 retail use and no more than 25 per cent in A3/4/5 food and drink use; and outside of the primary shopping area, no more than 2 in 5 consecutive original ground-floor units should be in A3/4/5 food and drink use. Where necessary and justified to achieve the</u>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u>	
PC115	446	11.133 and 11.134	<p><i>Amend paragraphs as follows:</i></p> <p><u>11.133 In recent years local community groups have formed and come together with the purpose of regenerating their area and to consider how the area can respond to change. The Loughborough Junction Action Group (LJAG) is one of a number of a local resident-led groups of volunteers whose stated purpose is to improve the environment and lives of people living and working in Loughborough Junction. Other local groups include the Loughborough Junction Neighbourhood Forum and the LJ Works Steering Group. In 2013, LJAG worked with the council to produce the Loughborough Junction Plan.</u></p> <p><u>11.134 Projects designed to enhance the resilience of the neighbourhood have brought Bringing the community together via art which is important in Loughborough Junction as the area as a high proportion of artists working in artists' studios and railway arches. LJAG has already initiated the 7 Bridges Project, with improvements to the bridges at Cambria Road and Loughborough Road already delivered. The project aims to improve the railway bridges which define the area with colour, light and art in order to engender a sense of identity for Loughborough Junction as a separate and distinct neighbourhood and to showcase local artists. Projects such as urban farming at Loughborough Farm and Community Cafe and activities at the Marcus Lipton Youth Centre and Grove Adventure Playground and the area's places of worship have also proven successful.</u></p>	Corrections and clarification in response to representation by Loughborough Junction Action Group and Loughborough Junction Neighbourhood Forum (R028)
PC116	447	11.135a	<p><i>Add as new para after 11.135:</i></p> <p><u>The Denmark Hill campus of King's College Hospital is primarily located in Lambeth. The Hospital Foundation Trust wishes to reconfigure its estate on the Denmark Hill</u></p>	In response to representation by ID Planning for King's College

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<u>campus. The Council will work with King's College Hospital Foundation Trust to consider this through the preparation of The Trusts masterplan and a site allocation policy in the Site Allocations DPD. The emerging masterplan will be a material consideration in the determination of planning applications within King's College Hospital's Denmark Hill estate.</u>	Hospital Foundation Trust (R024) and Action 12 arising from the examination hearing.
PC117	447	11.139	<i>Amend para as follows:</i> <u>Loughborough Junction remains an industrial area and within the wider Loughborough Junction area there are six seven Key Industrial and Business Areas, providing an important source of the borough's light industrial and creative employment space. Industrial and employment uses in the area include waste management uses, a number of motor repair workshops, artists' studios, recycling centres and an electricity sub-station. Light industrial units are particularly prominent and are located within a number of yards with distinct characteristics. The creation of additional employment and training opportunities, both in existing and new businesses, particularly for young people, is key to the regeneration of the area. This requires space for local businesses to start up and grow, good transport connections and programmes to support people to find work.</u>	Correction and clarification in response to Loughborough Junction Action Group and Loughborough Junction Neighbourhood Forum (R028)
PC118	448	11.142	<i>Amend para as follows:</i> <u>The area is served by a number of bus routes and Loughborough Junction station. The station does not provide step-free access and generally requires refurbishment. Rail services are overcrowded at peak times and passenger numbers at the station are increasing have declined. The council will promote access and environmental improvements at the station and longer term options to improve rail services as part of TfL's 'metroisation' proposals.</u>	Correction in response to Loughborough Junction Action Group and Loughborough Junction Neighbourhood Forum (R028)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC119	448	11.143	<i>Add new last sentence to para as follows:</i> <u>Loughborough Junction has one of the lowest levels of car ownership in the country. Many residents walk and cycle to get around the area and use public transport to access other areas. The council's Healthy Route Network responds to this and identifies the need for improved walking and cycling links to adjacent areas. There is also an aspiration to open up additional routes through and around the railway viaducts to improve the permeability and accessibility of the area as part of an extension to the Low Line project. Expansion of London Cycle Hire will be explored with TfL, to be funded through developer contributions.</u>	In response to comments by Transport for London (R048)
PC120	448	11.144	<i>Amend para as follows:</i> <u>As an area with a high concentration of flats and few private gardens, high quality public open space and parks with well-connected and safe access routes with more trees planted along main roads are particularly important for health and wellbeing and to improve air quality in the area.</u>	In response to Loughborough Junction Action Group and Loughborough Junction Neighbourhood Forum (R028)
PC121	449	11.145	<i>Amend last sentence of para as follows:</i> <u>Despite these assets, much of Loughborough Junction is categorised as being deficient in access to multiple types of open space and opportunities to increase improve access to open green space will be sought.</u>	Clarification in response to Loughborough Junction Action Group and Loughborough Junction Neighbourhood Forum (R028)
PC245	451	Map	<i>Amend map to show the locations of the Grove Adventure Playground and Marcus Lipton Youth Centre. (The local significance of these facilities is already referenced in the text in paragraphs 11.134 and 11.135.)</i>	In response to Action 44 arising from the examination hearing.
PC122	452	PN10 (a) (i), (ii), (vi)	<i>Amend clause (a) and its sub-clauses (i) (ii) (vi) as follows:</i> a) <u>The council will work with local stakeholders to support the role of Loughborough Junction as a local centre with a clear identity and sense of place. This will be done by using the railway bridges, viaducts and railway arches as a catalyst for</u>	Clarifications in response to Loughborough Junction Action Group and Loughborough Junction

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>change, making greater use of under-used spaces and places and bringing forward new housing where appropriate. The council will:</u></p> <ul style="list-style-type: none"> i) <u>support sensitive new development which makes better use of under-used spaces and places to improve amenity, increase public safety and the appearance of the area;</u> ii) <u>support improvements to the local centre’s retail and leisure offer and community facilities so residents can access essential services within walking or cycling distance of their homes;</u> ... vi) <u>support proposals that increase the permeability, accessibility, navigability and safety of the area through improvements to existing walking and cycling routes and the creation of new, healthy, safe and accessible routes and opening up of key routes to previously inaccessible sites. Proposals to open up routes alongside railway arches and to contribute to the Low Line project will be supported. Proposals that harm accessibility in the town centre will be resisted;</u> 	Neighbourhood Forum (R028)
PC123	453	PN10(b)	<p><i>Amend clause (b) as follows:</i> <u>When considering proposals affecting existing community facilities, in addition to the requirements of Local Plan policies S1 and/or EN1, The the council will ensure the maintenance of an adequate supply of community facilities in the area to meet the need of local users, including supervised facilities for children and young people, as well as other community facilities to meet local needs.</u></p>	Clarification in response to representation by Loughborough Junction Neighbourhood Forum (R032)

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC124	453	PN10(d)	<u>Amend clause (d) as follows:</u> <u>New and existing walking and cycling routes should be enhanced to reduce crime and of the fear of crime through improved lighting, particularly under bridges, through arches, and alongside viaducts, and frontages should be activated to create surveillance. Bike-hire stations, and car club/hire facilities, and electric vehicle charging points should be provided throughout the area.</u>	Clarification in response to Loughborough Junction Action Group and Loughborough Junction Neighbourhood Forum (R028)
PC246	453	PN10(f)	<u>Amend clause (f) as follows:</u> <u>An opportunity exists to comprehensively refurbish and convert the Rathgar Road railway arches and associated public realm to achieve a mix of space for small businesses, that include B1 workspace and maker space; community facilities; and cafes and restaurants that complement the nearby local town centre and are supported by environmental and accessibility improvements. The council will support proposals that achieve these objectives as part of a comprehensive approach, subject to the following requirements:</u> <ul style="list-style-type: none"> i) <u>no fewer than six railway arches are for office, research and development and light industrial/social infrastructure uses B/D-class-use and no more than six railway arches are for café and restaurant A-class uses;</u> ii) <u>it is demonstrated to the satisfaction of the council that proposed café and restaurant A-class uses in the arches would complement the existing local centre and they could not be provided within existing vacant premises in the local centre;</u> 	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p>iii) <u>it is demonstrated to the satisfaction of the council that appropriate engagement with and support for existing tenants would be provided, including consideration of alternative locations;</u></p> <p>iv) <u>potential harm to neighbouring residential uses is assessed and appropriately mitigated; including through controls on opening hours;</u></p> <p>v) <u>the proposal would deliver appropriate public realm improvements along Rathgar Road;</u></p> <p>vi) <u>improve connectivity to the local centre and through railway arches where possible and support integration with and connectivity to the local centre; and</u></p> <p>vii) <u>the proposal would include improvements to the back of the arches facing the LJ works site, including façade and lighting improvements.</u></p> <p><u>Proposals for the Rathgar Road arches that do not achieve these objectives in a comprehensive way will be assessed against all other relevant Local Plan policies, including ED6 Railway arches. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u></p>	
PC125	454	PN10(g)	<p>...Loughborough Road Key Industrial and Business Areas,</p> <p><i>Amend sub-clauses (ii) and (iii) as follows:</i></p> <p>ii) Higgs Yard – pedestrian crossings to the station and traffic calming measures that improve improvements to the pedestrian and cycling environment at the junction of</p>	Correction and clarifications in response to Loughborough Junction Action Group and Loughborough Junction

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
			<p><u>Coldharbour Lane/Herne Hill Road and improved improve the relationship of the Higgs development with the adjacent railway arches.</u></p> <p>iii) <u>Hardess Yard – improvements to workspace and reinstatement of the route from Hinton Road to Hardess Street. Working with the freeholder of the arches and leaseholders, the council will explore the potential to create dual aspect units in the railway arches, including those facing the Higgs development, where possible.</u></p>	Neighbourhood Forum (R028)
PC126	457	11.152	<p><i>Amend 2nd sentence as follows:</i> <u>The London Plan Bromley Local Plan 2019 identifies Crystal Palace Park and Crystal Palace train and Overground station in the London Borough of Bromley as a Strategic Outer London Development Centre due to the area's existing and potential leisure, tourism, arts, cultural and sports functions.</u></p>	Correction in response to representation by London Borough of Bromley (R015)
PC127	457	11.153	<p><i>Amend last sentence of para as follows:</i> <u>There are 17 four bus routes, including four night buses serving the area, one night bus and one express bus service.</u></p>	Correction
PC247	460	PN11	<p><i>Add the following sentence to the end of the introductory paragraph:</i> <u>Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.</u></p> <p><i>Amend clause (a) as follows:</i> <u>safeguarding and encouraging retail uses: within the primary shopping area, no less than 50 per cent of original ground-floor units should be in A1 retail use; all ground-floor units should be in active-frontage use and no more than 25 per cent in A3/A4/A5 food and drink use;</u></p>	In response to changes to the Use Class Order from 1 September 2020

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC128	460	PN11(b)	<i>Amend clause as follows:</i> supporting the potential extension of the Tramlink to Crystal Palace and/or improvements to rail frequencies on the Beckenham Junction corridor to provide improved access for the area; Gipsy Hill station is only fully accessible to one platform and development should seek to enable step-free access to both platforms; <i>And subsequently amend Key of Map on page 459 as follows:</i> Potential Tramlink extension	In response to comments by Transport for London (R048)
PC129	476	Annex 4	Annex 4: Key Industrial and Business Areas	Correction
PC248	489	Annex 8	<i>Replace references to old use class with names of uses to be monitored (e.g. office)</i>	In response to changes to the Use Class Order from 1 September 2020
PC249	491	Annex 8	<i>Amend to target for IND16 from 85% to 90%.</i>	To align with London Plan and in response to Inspector's question under Matter 6.2.
PC250	492	Annex 9	<i>Amend penultimate sentence as follows:</i> The council produces a separate annual report on s106 planning obligations secured Infrastructure Funding Statement on collection and spend of developer contributions.	Update to use correct terminology.
PC251	492	Annex 9	<i>Insert new indicator IND29 to cover the up-to-date London Plan homes and jobs targets for the Waterloo and Vauxhall Nine Elms Battersea Opportunity Areas.</i>	In response to Inspector's question under Matter 2.1.
PC252	494	Annex 9	<i>Amend policy ED10 title as follows: A2-uses, betting Betting shops and payday loan shops</i>	In response to changes to the Use Class Order from 1 September 2020
PC130	499	Annex 10	<i>Amend sub-title as follows:</i> Monetary Contributions in lieu of Affordable Housing Provision on Small Sites (between 10 and 25 dwellings) under the Fast Track approach:	Correction

SD17b - Schedule of potential changes updated 4 December 2020

Ref no.	Page no. in DRLLP PSV	Policy/ paragraph number	Potential change	Reason
PC253	511	Annex 12	<i>Amend policy ED10 title as follows: A2-uses, betting Betting shops and payday loan shops</i>	In response to changes to the Use Class Order from 1 September 2020
PC131	515	Annex 12	<i>Remove policy reference as follows: PN4(h)</i>	Correction
PC254	419-529	Annex 13	<i>Replace the tables and charts showing the housing trajectory over ten years with those set out in Topic Paper 10a.</i>	In response to Inspector's questions under Matters 3.3 and 3.5.
PC132	536	Glossary	Public Transport <u>Accessibility Level</u> (PTAL)	Correction in response to comments by Transport for London (048)
PC133		Evidence Base	<i>Add to Evidence Base the following:</i> <u>Open Spaces Strategy 2013</u> <u>Open Spaces Strategy 2007</u> <u>Open Spaces Strategy 2004</u>	Correction of accidental omission
PC134		Evidence Base	<i>Add to Evidence Base the following:</i> <u>Topic Paper 9: Particular types of housing</u>	Addition

SD17b - Schedule of potential changes updated 4 December 2020

Part 2 – potential changes to the Proposed Changes to the Policies Map January 2020 (PCPM)

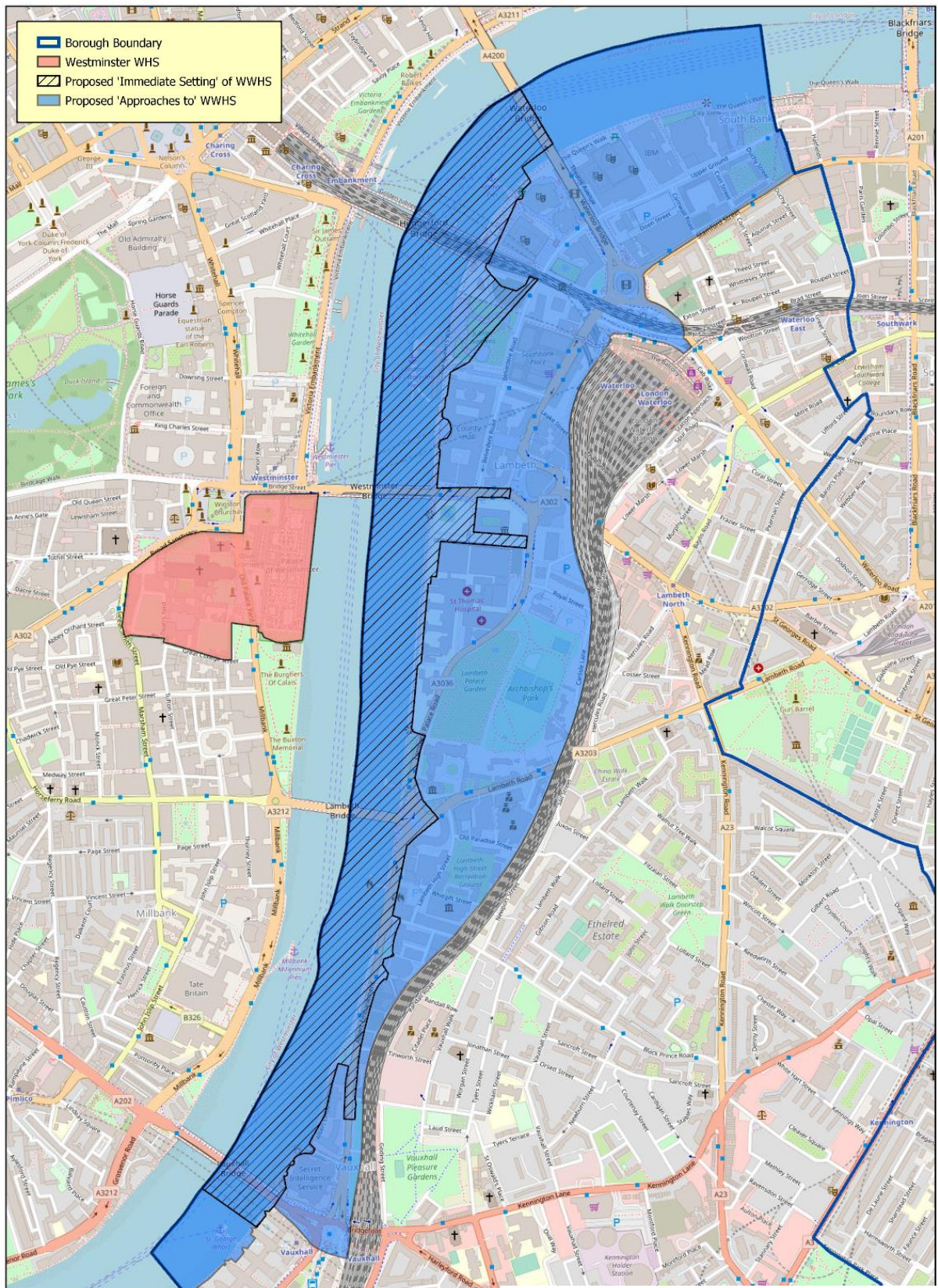
Reference number	Page no. in PCPM	Table or Map no.	Potential change	Reason					
PC255	27	Table 5	<i>First row of the table - add 1A and 1B Gresham Road to those listed.</i>	Correction to align the list of addresses with the areas already identified on Map 3.1.					
PC256	27	Table 5	<p><i>Amend 3rd row for Brixton Major Centre as follows:</i></p> <table border="1"> <tr> <td>Brixton Major Centre</td> <td>Deletion of area of major Centre</td> <td>3.1</td> <td>Arches 1-3, 173 Ferndale Road, 175 Ferndale Road, Arches 593-599, 177 Ferndale Road Arches 39-45 Nursery Road, Arches 544-554 Nursery Road and 8 Nursery Road. <u>Ferndale Community Sports Centre.</u></td> <td>These arches and premises currently accommodate a range of industrial and storage uses. Such uses are not main town centre uses. These addresses are less appropriate for active frontage uses. <u>The existing sports centre is not a main town centre use.</u> De-designation would mean that town centre uses are not required to come forward.</td> </tr> </table> <p><i>Third row – amend as follows:</i></p>	Brixton Major Centre	Deletion of area of major Centre	3.1	Arches 1-3, 173 Ferndale Road, 175 Ferndale Road, Arches 593-599, 177 Ferndale Road Arches 39-45 Nursery Road, Arches 544-554 Nursery Road and 8 Nursery Road. <u>Ferndale Community Sports Centre.</u>	These arches and premises currently accommodate a range of industrial and storage uses. Such uses are not main town centre uses. These addresses are less appropriate for active frontage uses. <u>The existing sports centre is not a main town centre use.</u> De-designation would mean that town centre uses are not required to come forward.	Correction to align the list of addresses with the areas already identified on Map 3.1.
Brixton Major Centre	Deletion of area of major Centre	3.1	Arches 1-3, 173 Ferndale Road, 175 Ferndale Road, Arches 593-599, 177 Ferndale Road Arches 39-45 Nursery Road, Arches 544-554 Nursery Road and 8 Nursery Road. <u>Ferndale Community Sports Centre.</u>	These arches and premises currently accommodate a range of industrial and storage uses. Such uses are not main town centre uses. These addresses are less appropriate for active frontage uses. <u>The existing sports centre is not a main town centre use.</u> De-designation would mean that town centre uses are not required to come forward.					

SD17b - Schedule of potential changes updated 4 December 2020

Reference number	Page no. in PCPM	Table or Map no.	Potential change	Reason
PC135	77	Map 12	<i>Amend boundary of the Immediate Setting of the World Heritage Site to align with the proposed change to the boundary of the MOL at Hungerford car park, so that the area not designated as MOL is not included within the Immediate Setting, as shown in the map on next page.</i>	Correction in response to a representation by Southbank Centre (R010) – this amendment should have been included in the PCPM in January 2020 but was accidentally omitted.

SD17b - Schedule of potential changes updated 4 December 2020

Map 12 – Proposed new Westminster World Heritage Site zones



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