

Schedule of proposed Main Modifications to the Lambeth Site Allocations Development Plan Document Proposed Submission Version (SADPD PSV)

This schedule sets out proposed ‘main modifications’ to the Lambeth SADPD PSV. These are modifications that relate to soundness, have been submitted for consideration as part of the Examination process, and will now be consulted on.

Modifications are ordered by SADPD page number in these schedules for ease of cross-referencing with the SADPD document.

The proposed modifications are expressed in the form of ~~strike through~~ for deletions of text and **bold underlined** for additions of text.

Proposed Main Modifications

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
MM01	5	n/a	Section 1 - introduction	<p>Alter paragraph 1.16: “An evidence base has been prepared to support the SADPD and explain how design-led optimisation of development capacity has been approached on each of the sites. <u>The approach taken to the sites in the design evidence base documents has informed the parameters of the site allocation policies, but the heights, massing and layouts are considered to be indicative and specific design proposals will be tested on each site as development applications come forward.</u>”</p> <p>Alter paragraph 1.19: “Mayoral Supplementary Planning Guidance and Lambeth Supplementary Planning Documents <u>are a material consideration in planning decisions and</u> will also apply in full to all of the sites included in this SADPD Proposed Submission Version. <u>The development of all sites should be guided by the Lambeth Design Guide</u></p>	To clarify the status of the design evidence base documents and provide clarity on the role and use of the Lambeth Design Guide SPD.

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				<u>SPD, which has informed the indicative approach taken to each site in the design evidence base and the design parameters of each site allocation.”</u>	
MM02	16	1	Vision	Within second paragraph, amend as follows: “This will address the currently discordant and incomplete urban realm in this part of the Waterloo Opportunity Area, creating a new place of distinct character, which: preserves elements of the setting that sustain preserves or and enhances the setting and Outstanding Universal Value of the Westminster World Heritage Site and the significance of other designated heritage assets;[...]”	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets.
MM03	17	1	Vision - map	Remove the following designations from the key: “Location appropriate for tall building – general building height 60m” and “31m AOD Max”. Amend heights shown on the map: Northern section – “60m AOD Max” Middle section – “ 27m 31m AOD Max” Southern section – “ 46m 50m AOD Max”	To ensure consistency in the use of AOD heights between sites, and between the policy text and the map. The change does not alter any of the proposed heights but simply provides clarity about measurements.

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MM04	19	1	Heritage Assets	<p>Amend second bullet point: “Preserve or enhance elements of the setting of the Albert Embankment Conservation Area and the South Bank Conservation Area that make a positive contribution by[...]”</p> <p>Amend fourth bullet point: “Preserve or enhance elements of the setting of the Lower Marsh Conservation Area that make a positive contribution by[...]”</p> <p>Amend fifth bullet point: “Sustain and enhance Preserve the significance (setting) of Lambeth Palace garden by preserving elements of its setting that make a positive contribution.“</p> <p>Amend sixth bullet point: “Sustain and enhance Preserve the significance (setting) of Archbishop’s Park by preserving elements of its setting that make a positive contribution.”</p>	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.

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MM05	20	1	Building design, views and townscape	<p>Amend first paragraph:</p> <p>“The site is includes locations that are appropriate for tall buildings, defined as above 45m in this area, as shown on the vision map. The heights on the vision map are dictated by sensitivity in relation to the settings of the Westminster World Heritage Site and County Hall in views from the west. The 60m maximum height ensures development at Beckett House is no higher than its Urbanest neighbour. The 27m 31m maximum height seeks to ensure that the ‘sky gap’ along the edge of the Elizabeth Tower is preserved in Strategic View 27B. Applicants should be mindful of these considerations when developing detailed schemes. Development should integrate the buildings into their context sensitively by:</p> <p>In locations appropriate for a tall building:</p> <ul style="list-style-type: none"> • Achieving a height not exceeding 60m (64m AOD) on the site of Becket House (Local Plan Annex 10 location W7). 	<p>To ensure the plan is clear and understandable by clarifying that only parts of the site are suitable for tall buildings and a canyon effect should be avoided, and by using a consistent presentation of heights across different allocations. The changes do not alter any of the proposed heights but simply provide clarity around measurements.</p>

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				<ul style="list-style-type: none"> • Within strategic view 27B, where abutting the protected silhouette of Elizabeth Tower, not exceeding a height of 16m (20m AOD). • Achieving a height not exceeding 46m (50m AOD) on the sites of Stangate House and Canterbury House (Local Plan Annex 10 location W8).” <p>Add new final bullet point to read: “Avoid a canyon-like effect on Lambeth Palace Road, in line with Local Plan Policy Q7 and Policy Q26.”</p>	
MM06	21	1	Transport, movement and public realm	<p>Add text to end of first paragraph to read: "<u>Development proposals should take account of London Plan Policy SI 15 and Local Plan Policy T5 relating to river transport where applicable.</u>"</p> <p>At the end of third paragraph add: <u>“This must be demonstrated through a suitable off-street servicing strategy.”</u></p>	<p>First change adds clarity in terms of London Plan and Local Plan expectations on water / river transport.</p> <p>Second change made to add clarity around approach to servicing, in line with other allocations.</p>
MM07	23	1	Access to open space	Amend first paragraph to read:	First change adds certainty over expectations on open space.

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			and nature conservation	<p>"Development should protect existing open space and address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan Policy EN1(4). The entrance to Archbishop's Park should be improved."</p> <p>Add new second paragraph to read: "Development proposals should explore opportunities for new, extended, improved and inclusive access to and from nearby waterways in line with the aims of London Plan Policy SI 16 and Local Plan Policy Q24."</p>	Second change adds clarity in terms of London Plan and Local Plan expectations on the Thames and use and enjoyment of waterways.
MM08	23	1	Expected delivery timescale (new)	<p>At end of site allocation, add new row. Left hand column: "Expected delivery timescale"</p> <p>Right hand column: "2030-2035".</p>	To add clarity on when the sites in the SADPD are expected to contribute towards the council's housing trajectory.
MM09	30	2	Vision	<p>Amend final sentence:</p> <p>"Both developments offer the potential to enhance the Albert Embankment Conservation Area and should preserve elements of the setting that sustain preserve</p>	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets.

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				or and enhance the setting and Outstanding Universal Value of the Westminster World Heritage Site.”	
MM10	31	2	Vision map	Alter heights shown on the map: Location A – “ 36m 40m AOD Max” Location B – “ 40m 44m AOD Max” Unnamed section between Location A and Location B – “ 27m 31m AOD Max”	To ensure consistency in the use of AOD heights between sites, and between the policy text and the map.
MM11	32	2	Heritage Assets	Amend first paragraph: “Development should sustain preserve or and enhance the Outstanding Universal Value, authenticity and integrity of the Westminster World Heritage Site; and preserve elements of preserve or enhance the setting of the Albert Embankment Conservation Area, the Lambeth Palace Conservation Area, the South Bank Conservation Area and County Hall that make a positive contribution to these heritage assets. ”	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.
MM12	33	2	Building design, views and townscape	Alter first bullet point: “The 27m 31m maximum height seeks to ensure that the ‘sky gap’ along the edge of the Elizabeth Tower is preserved in Strategic View 27B.”	To ensure consistency in the use of AOD heights between sites, and between the policy text and the map, and to clarify that a canyon effect should be avoided

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				Add new final bullet point to read: “Development should avoid a canyon-like effect on Lambeth Palace Road, in line with Local Plan Policy Q7 and Policy Q26.”	
MM13	34	2	Transport, movement and public realm	Add text to end of first paragraph to read: “Development proposals should take account of London Plan Policy SI 15 and Local Plan Policy T5 relating to river transport where applicable.”	To add clarity in terms of London Plan and Local Plan expectations on water / river transport.
MM14	35	2	Flood mitigation	Amend paragraph 7 to read: "All developments adjacent to a tidal flood defence must ensure the current and future statutory crest levels are maintained as outlined in the Thames Estuary 2100 plan and the condition of tidal wall defences provide a sufficient level of defence in accordance with the design life of the building (e.g. generally 100 years for residential and 50-60 years for commercial 75 years for non-residential), and that a 16 metres setback is safeguarded for inspections, maintenance, future defence raising and potential replacement without increasing flood risk or	To update and provide further detail on flood risk requirements and tidal breach scenario.

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				encroaching on the river channel. <u>A flood risk activity permit (FRAP) will be required from the Environment Agency for activities within 16 metres of a tidal main river or flood defence structure.</u> "	
MM15	36	2	Access to open space and nature conservation	Add new second paragraph to read: " <u>Development proposals should explore opportunities for new, extended, improved and inclusive access to and from nearby waterways in line with the aims of London Plan Policy SI 16 and Local Plan Policy Q24.</u> "	To add clarity in terms of London Plan and Local Plan expectations on the Thames and use and enjoyment of waterways.
MM16	36	2	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: " <u>Expected delivery timescale</u> " Right hand column: " <u>As required, in line with the operational needs of the hospital</u> ".	To add clarity on when the sites in the SADPD are expected to contribute towards the council's development trajectory.
MM17	44	8	Land uses	Amend first bullet point to read: "• community/office <u>community or office</u> floorspace at ground floor, providing an active frontage to Stamford Street"	To provide clarity that either community or office floorspace may be provided, and that it is not necessary to provide both.
MM18	44	8	Heritage Assets	Amend first paragraph: "Development should sustain and preserve or enhance the significance <u>of heritage assets</u> (including <u>preserving</u>	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting

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				<u>elements of their setting that make a positive contribution to the asset</u>) of heritage assets.”	of heritage assets and the approach taken to their preservation.
MM19	45	8	Transport, movement and public realm	Amend fourth paragraph to read: “Where possible, a suitable off-street servicing strategy for the commercial, community and residential uses should be demonstrated. Servicing must not be undertaken on Cornwall Road, to protect users of Cycleway C10. Potential for freight consolidation and sharing of servicing requirements with nearby sites should be explored.”	To add clarity around approach to servicing, in line with other allocations – the wording here has additional flexibility compared to some other sites, as the constrained nature of the site means it is recognised that off-street servicing may not be possible.
MM20	46	8	Waste management	Remove first paragraph as shown: “Where possible the River Thames should be prioritised for transportation of construction materials and waste during construction of the development, and for site waste once operational.”	The site is not considered to have a strong relationship with the river and therefore this text is not considered relevant.
MM21	47	8	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: “Expected delivery timescale” Right hand column: “After 2035” .	To add clarity on when the sites in the SADPD are expected to contribute towards the council’s housing trajectory.

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MM22	49	9	Heritage assets	Add a sixth bullet point to read: " <u>OXO Tower (LB Southwark)</u> "	The change is factual and provides additional contextual information regarding nearby heritage assets.
MM23	52	9	Vision	Amend second paragraph to read: " By following the building line of Duchy Street there is a specific opportunity to create a new piazza area of activated public realm between the site and the line of trees that marks the boundary with Bernie Spain Gardens. Sensitive redevelopment designed to complement proposals for the neighbouring former ITV site at 72 Upper Ground can also improve the public realm at Queen's Walk, providing better activation to the river frontage; help increase the permeability of the area; and contribute positively to the townscape along this part of the South Bank."	To make the site allocation less prescriptive about the location of open space. This modification follows discussion and agreement with the landowner that such a change would make the plan more deliverable.
MM24	53	9	Vision Map	Remove shading and reference to "New terrace/piazza" and remove the "New pedestrian route" cutting across the eastern part of the site. Move the "Active frontage" designation to the eastern boundary of the site.	To make the site allocation less prescriptive about the location of open space. This modification follows discussion and agreement with the landowner that such a

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					change would make the plan more deliverable.
MM25	54	9	Land uses	<p>Amend last sentence of paragraph 1 to read: “This may include an element of extra care housing where need is demonstrated The residential element of development must include C3 housing and may include an element of extra care housing or a nursing home where need is demonstrated.”</p> <p>Add new paragraph to read: “Meanwhile uses will be encouraged in advance of comprehensive redevelopment. Investment to enable this will be supported.”</p>	<p>First change responds to comments from the site owner in relation to delivery timescales. It improves the soundness of the SADPD by providing further information on deliverability. It also provides clarity that development of this site must include C3 housing, and may also include a nursing home where need is demonstrated.</p> <p>Second change reflects council support for meanwhile uses to ensure that sites remain in beneficial use prior to redevelopment.</p>
MM26	54	9	Heritage Assets	<p>Amend first paragraph: “Development should sustain and preserve or enhance the significance of heritage assets (including preserving elements of their setting that make a positive</p>	<p>For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.</p>

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				contribution to the asset) of heritage assets, in particular:[...]"	
MM27	55	9	Building design, views and townscape	Remove sixth bullet point as shown: “Continue the building line set by Duchy Street frontages to the eastern boundary with Bernie Spain Gardens.”	To make the site allocation less prescriptive about the location of open space. This modification follows discussion and agreement with the landowner that such a change would make the plan more deliverable.
MM28	56	9	Transport, movement and public realm	Add text to end of first paragraph to read: " <u>Development proposals should take account of London Plan Policy SI 15 and Local Plan Policy T5 relating to river transport where applicable.</u> " Amend third paragraph to read: <u>“A suitable off-street servicing strategy for the commercial, cultural, and residential uses must be demonstrated.</u> Potential should be explored for freight consolidation and shared servicing with adjoining and	First change adds clarity in terms of London Plan and Local Plan expectations on water / river transport. Second change adds clarity around approach to servicing, in line with other allocations. Third change is to make the site allocation less prescriptive about the location of open space. This modification follows discussion

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				<p>nearby sites. Servicing must be off-street and accessed from Upper Ground.”</p> <p>Amend fifth paragraph as shown: “On the eastern side, development should improve the relationship with Bernie Spain Gardens by straightening the path along its western edge and creating good natural surveillance through active ground floor frontages and upper floor fenestration.”</p>	and agreement with the landowner that such a change would make the plan more deliverable.
MM29	57	9	Neighbour relationships	<p>Add new second paragraph to read: "<u>Development should be integrated with and complement neighbouring development at 72 Upper Ground; especially in relation to the site interfaces.</u>"</p> <p>Amend final paragraph: "Development should ensure that the amenity value of Bernie Spain Gardens is and Queen's Walk are not diminished by undue overshadowing or enclosure."</p>	<p>First change provides further clarity about established design policy expectations.</p> <p>Second change adds clarity in terms of expectations on the relationship between development and its surroundings.</p>
MM30	57	9	Flood risk mitigation	Amend paragraph 9 to read:	To update and provide further detail on flood risk requirements and tidal breach scenario.

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				<p>"Protect riverside buffer zones and flood defences from further encroachment / development. All developments adjacent to a tidal flood defence must ensure the current and future statutory crest levels are maintained as outlined in the Thames Estuary 2100 plan and the condition of tidal wall defences provide a sufficient level of defence in accordance with the design life of the building (e.g. generally 100 years for residential and 50-60 years for commercial 75 years for non-residential), and that a 16 metres setback is safeguarded for inspections, maintenance, future defence raising and potential replacement without increasing flood risk or encroaching on the river channel. London Plan Policy SI 12(f) applies. A flood risk activity permit (FRAP) will be required from the Environment Agency for activities within 16 metres of a tidal main river or flood defence structure."</p>	<p>The change also removes redundant text at the start and end of the paragraph. This text was included in error in the published submission SADPD and the matters are covered in the remaining text.</p>
MM31	58	9	Access to open space and nature conservation	<p>Add new second paragraph to read: "<u>Development proposals should explore opportunities for new, extended, improved and inclusive access to and from nearby waterways in line with the aims of London Plan</u>"</p>	<p>To add clarity in terms of London Plan and Local Plan expectations on the Thames and use and enjoyment of waterways.</p>

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				<u>Policy SI 16 and Local Plan Policy Q24. Riparian life-saving equipment should also be provided where necessary and appropriate, in line with Local Plan Policy Q24</u>	
MM32	58	9	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: " <u>Expected delivery timescale</u> " Right hand column: " <u>After 2035</u> ".	To add clarity on when the sites in the SADPD are expected to contribute towards the council's housing trajectory.
MM33	69	17	Heritage Assets	Amend first paragraph: "Development should sustain and preserve or enhance the significance <u>of heritage assets</u> (including <u>preserving elements of their</u> setting <u>that make a positive contribution to the asset</u>) of heritage assets including:[...]"	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.
MM34	69	17	Building design, views and townscape	Amend first paragraph: "Heights should step down from no. 336 (23m <u>31m AOD</u>) south to north on the Brixton Road frontage."	To ensure the plan is clear and understandable by using a consistent presentation of heights across different allocations.

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MM35	70	17	Transport, movement and public realm	Amend third paragraph to read: “Servicing should be accommodated off-street <u>A suitable off-street servicing strategy for the light industrial, office, community and residential uses must be demonstrated, including</u> potentially using Winans Walk as per the existing arrangement. This must allow servicing vehicles to enter and exit in forward gear. <u>Where land use is linked to last mile distribution/logistics or ‘just-in-time’, servicing which utilises cargo bikes and minimise the need for vehicle access will be supported.</u> ”	To add clarity in terms of expectations on sustainable transport use and servicing, in line with other allocations.
MM36	72	17	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: <u>“Expected delivery timescale”</u> Right hand column: <u>“2030-2035”</u> .	To add clarity on when the sites in the SADPD are expected to contribute towards the council’s housing trajectory.
MM37	78	20	Heritage Assets	Amend first paragraph: “Development should sustain and preserve or enhance the significance <u>of heritage assets</u> (including <u>preserving elements of their setting that make a positive contribution to the asset</u>) of heritage assets, in particular	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.

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				considering to the setting of Lambeth Town Hall in views from Coldharbour Lane, which is identified as significant in the Brixton Conservation Area Statement.”	
MM38	78	20	Building design, views and townscape	Amend first bullet point: “reinstate a building line to Acre Lane, and provide a widened footway on Acre Lane ”	To provide consistency between the vision map and the text
MM39	79	20	Transport, movement and public realm	At the end of the third paragraph add: <u>For residential uses, only disabled persons parking in line with London Plan Policy T6 will be supported.</u> Amend fifth paragraph to read: <u>“A suitable off-street servicing strategy for the supermarket and residential uses must be demonstrated.</u> Servicing of the replacement supermarket should follow the existing retail servicing route i.e. be accessed from Acre Lane (exact location to be determined at application stage) with exit via Baytree Road.”	To clarify expectations around car parking and to add clarity around approach to servicing, in line with other allocations.

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MM40	80	20	Neighbour relationships	Amend final paragraph: “There may be benefits to future occupiers in reducing the height of the boundary wall shared with Arlington Lodge <u>As part of any future redevelopment proposals, consideration shall be given to reducing those parts of the boundary wall shared with Arlington Lodge that could improve the residential amenity of existing and future occupiers.”</u>	To ensure the plan is effective and suitably flexible and takes account of the different situations of neighbouring buildings.
MM41	81	20	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: <u>“Expected delivery timescale”</u> Right hand column: <u>“2030-2035”</u> .	To add clarity on when the sites in the SADPD are expected to contribute towards the council’s housing trajectory.
MM42	86	21	Vision	Within first paragraph, amend as follows: “New buildings will reinstate the historic building line along Effra Road, respect local views and <u>preserve elements of</u> preserve or enhance the setting of the Brixton Conservation Area and other nearby heritage assets <u>that make a positive contribution to these assets.</u> ”	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets.

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MM43	88	21	Land uses	After third paragraph (including bullet points), insert: <u>“Other uses that are appropriate to the Brixton Creative Enterprise Zone, as set out in Local Plan Policy PN3, may be acceptable where they support the functioning of the Creative Enterprise Zone and do not undermine the town centre hierarchy. In particular, under Local Plan Policy ED1, large offices will be subject to a sequential test and must be of an appropriate scale, and smaller offices will be subject to a sequential test.”</u>	To ensure conformity with the Local Plan by clarifying the approach to alternative employment uses.
MM44	88	21	Heritage Assets	Amend second paragraph: “Development should sustain and preserve or enhance the significance <u>of nearby heritage assets</u> (including <u>preserving elements of their setting that make a positive contribution to the asset</u>) of nearby heritage assets.”	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.
MM45	89	21	Building design, views and townscape	Remove penultimate bullet point: “ The community use and place of worship provides an opportunity for architectural interest and delight. ”	For consistency and effectiveness – this place of worship is no longer within the site boundary.

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MM46	90	21	Transport, movement and public realm	<p>Amend first paragraph to read: "Local Plan and London Plan transport policies will apply, <u>therefore the development is expected to be car free with vehicle access restricted to disabled persons' parking and servicing.</u>"</p> <p>Amend sixth paragraph to read: "A suitable off-street servicing strategy for both the light industrial and residential uses mustshould be demonstrated. <u>Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimise the need for vehicle access will be supported.</u>"</p>	To add clarity in terms of expectations on sustainable transport use and the expected outcomes of London Plan Policy T6 parking requirement.
MM47	93	21	Expected delivery timescale (new)	<p>At end of site allocation, add new row. Left hand column: "Expected delivery timescale" Right hand column: "<u>2030-2035</u>".</p>	To add clarity on when the sites in the SADPD are expected to contribute towards the council's housing trajectory.
MM48	102	3	Heritage Assets	<p>Amend first paragraph: "Development should sustain and preserve or enhance the significance <u>of all heritage assets</u> (including</p>	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting

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				<p>preserving elements of their setting that make a positive contribution to the asset) of all heritage assets.”</p> <p>Amend fourth paragraph: “Care is required to preserve elements of preserve or enhance the setting of the Leigham Court Road (N) Conservation Area that make a positive contribution to the heritage asset[...]”</p>	of heritage assets and the approach taken to their preservation.
MM49	103	3	Building design, views and townscape	Amend first paragraph to read: “The site is not appropriate for a tall building, defined as above 25m in this location. Redevelopment should appropriately respond to the height of existing buildings across the road to reinforce the character of the town centre.”	To add clarity on building design principles, and to bring the wording in line with a similar change on site 18.
MM50	103	3	Transport, movement and public realm	Amend first paragraph to read: "Local Plan and London Plan transport policies will apply, therefore the development is expected to be car free with vehicle access restricted to disabled persons' parking and servicing. "	To provide clarification over the expected outcomes of London Plan Policy T6 parking requirement.

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MM51	105	3	Access to open space and nature conservation	Amend paragraph to read: “Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan Policy EN1(d).”	To ensure consistency with other site allocations.
MM52	105	3	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: "Expected delivery timescale" Right hand column: "2025-2030" .	To add clarity on when the sites in the SADPD are expected to contribute towards the council's housing trajectory.
MM53	113	18	Vision map	Increase the size of the dark blue shading indicating the location appropriate for tall buildings and move it towards the centre of the site.	To align with the description included in the policy text, which refers to the central part of the site generally.
MM54	114	18	Land uses	Amend third paragraph onwards as shown: “The site as a whole has potential to accommodate approximately: <ul style="list-style-type: none"> • 150–170 self-contained residential units (gross) • 3,000–4,000 sqm GIA of commercial/community non-residential floorspace, including Use Classes E, F1 and F2 as indicated below Non-residential floorspace is; to include at least 1,123 sqm GIA light industrial workspace (Use Class E(g)(iii)) to	To add clarity on the land uses that could potentially be accommodated within the site, in response to discussions during the hearing session.

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				<p>achieve no net loss of existing industrial floorspace capacity). <u>This would provide a particular opportunity to provide flexible workspace for creative businesses, to enhance the growing cluster in West Norwood and Tulse Hill.</u></p> <p><u>In line with Local Plan Policy PN7B, non-residential uses within the primary shopping area along the Norwood Road frontage will be restricted through the use of planning conditions to ensure at least 50 per cent of ground floor units are in shop use (Use Class E(a)), alongside other town centre (Use Class E, generally) and community uses (Use Classes F1 and F2 appropriate to the town centre) that diversify and activate the high street, and promote its long-term vitality and viability.</u> A mix of town-centre appropriate unit sizes and types should be provided along the Norwood Road frontage at street level. Uses will be restricted through conditions to ensure at least 50 per cent of units are in shop use within the primary shopping</p>	

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				<p>area, alongside other town centre and community uses that diversify and activate the high street.</p> <p>With the exception of the primary shopping area along the Norwood Road frontage, ground floor non-residential uses can be fully flexible within Class E and could include some space within Classes F1 or F2 if the uses are appropriate to the town centre location. There is a particular opportunity to provide flexible workspace for creative businesses, to enhance the growing cluster in West Norwood and Tulse Hill.</p> <p>These Indicative quantum relate to the entire site allocation area. If only some parcels of land within the allocated site come forward within the Plan period, only a proportion of these indicative quantum will be delivered.</p> <p>A mix of town-centre appropriate unit sizes and types should be provided along the Norwood Road frontage at street level. Uses will be restricted through conditions to ensure at least 50 per cent of units are in shop use within the primary shopping area, alongside other town centre</p>	

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p>and community uses that diversify and activate the high street.</p> <p>With the exception of the Norwood Road frontage, ground floor non-residential uses can be fully flexible within Class E and could include some space within Classes F1 or F2 if the uses are appropriate to the town centre location. There is a particular opportunity to provide flexible workspace for creative businesses, to enhance the growing cluster in West Norwood and Tulse Hill.”</p>	
MM55	115	18	Employment and skills	<p>Add second paragraph:</p> <p><u>"London Plan Policy E3 and Local Plan Policy ED2 on affordable workspace and Local Plan Policy ED7 relating to town centres will apply. In line with London Plan Policy E3(A), where there is affordable workspace on-site, planning obligations will be used to secure new affordable workspace at rents maintained below the market rate for that space. As stated in Local Plan Policy ED7(E), any major redevelopment proposals will be required through conditions or, where appropriate, planning obligations, to re-provide on affordable</u></p>	<p>To address concerns raised at examination hearings regarding the impact the redevelopment of the site may have on existing businesses.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<u>terms, subject to viability, any small shops that would be lost as a result of redevelopment. The council will work in partnership with applicants to ensure a commercial strategy is developed to minimise impacts on existing businesses on site.</u>	
MM56	115	18	Heritage Assets	Amend first paragraph: “Development should sustain and preserve or enhance the significance <u>of all heritage assets</u> (including <u>preserving elements of their</u> setting <u>that make a positive contribution to the asset</u>) of all heritage assets.”	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.
MM57	116	18	Building design, views and townscape	Amend the third paragraph to read: “If the conditions above are met: <ul style="list-style-type: none"> • <u>Development on the site should create a coherent roofscape rising in height inwards from the perimeter, where it should appropriately respond to the height of the existing neighbouring buildings and be arranged to avoid unacceptable impact on neighbour amenity</u> 	To add clarity on building design principles.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<ul style="list-style-type: none"> • The remaining central part of the site is appropriate for a grouping of tall buildings (i.e. exceeding the threshold definition of a tall building in this part of the borough – 25 m) of a maximum general building height of 31m (75m AOD, which in this location would translate into a maximum height of c. 31m above ground level • This grouping of tall buildings should be set within new public space • Other buildings slightly exceeding the threshold definition of tall buildings in this part of the borough (25m) may be acceptable in the central part of the site • The rest of the site should create a coherent roofscape rising from the perimeter street frontages to a single highest point within the site” 	
MM58	117	18	Transport, movement and public realm	Amend fourth paragraph to read: “In order to provide enhanced public realm, where sites are redeveloped along Norwood Road, the building line should be set back to align with those of the current	First change adds clarity on the scale of setback expected from any redevelopment along Norwood Road in line with the vision map for the site allocation.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p><u>buildings at 294-296 and 304-322 Norwood Road, resulting in a minimum pavement width of 6m.</u> provide enhance public realm with <u>The enhancement of the public realm should also include</u> highway improvements to walking and cycling as part of the Healthy Route Network.</p> <p>Add new sixth paragraph to read: <u>“A suitable off-street servicing strategy for the light industrial, commercial, community and residential uses must be demonstrated. Where land use is linked to last mile distribution/logistics or ‘just-in-time’, servicing which utilises cargo bikes and minimise the need for vehicle access will be supported.”</u></p>	<p>Second change adds clarity in terms of expectations on sustainable transport use and approach to servicing, in line with other allocations.</p>
MM59	119	18	Access to open space and nature conservation	<p>Amend paragraph to read: “Development should address existing open space deficiency <u>and access to nature deficiency</u> by meeting the requirements of Local Plan Policy EN1(d).”</p>	<p>To ensure consistency with other site allocations.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
MM60	119	18	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: " Expected delivery timescale " Right hand column: " After 2035 ".	To add clarity on when the sites in the SADPD are expected to contribute towards the council's housing trajectory.
MM61	123	7	Heritage assets	After the first sentence add: <u>"To the north of the site are the West Square Conservation Area and Elliot's Row Conservation Area."</u> Amend the final paragraph to read: 'The Cottingham Close Council Estate to the South has been identified by the Council as being worthy of consideration as a potential post-war conservation area. <u>The Cottingham Close Estate to the South has been identified in the Twentieth Century Society's 2017 Conservation Area Project as a potential candidate as a post-war conservation area. This is considered to be a non-designated heritage asset."</u>	First change is factual and provides additional contextual information regarding nearby heritage assets. Second change addresses the incorrect estate name and provides a more accurate description of its heritage status.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
MM62	128	7	Land uses	<p>Amend first paragraph:</p> <p>The site provides a significant opportunity for comprehensive mixed-use redevelopment which is likely to achieve optimum development capacity and the best place-shaping outcome. It, however, given the two separate land ownerships, the site may also come forward in two phases, in which case each phase should contribute to and help deliver the overall vision for the site as a whole. Proposals for any part of the site should not compromise or restrict delivery of the overall vision or the ability of the other site to optimise its development capacity. Comprehensive mixed-use redevelopment is likely to achieve optimum development capacity and the best place-shaping outcome.</p>	To clarify that development on different parts of the site may come forward separately in some circumstances.
MM63	129	7	Heritage assets	<p>Amend first paragraph:</p> <p>“Development should sustain and preserve or enhance the significance of heritage assets (including preserving elements of their setting that make a positive contribution to the asset) of heritage assets, in particular the former-listed former fire station on Renfrew Road.”</p>	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
MM64	130	7	Transport, movement and public realm	<p>Amend first paragraph to read: "Local Plan and London Plan transport policies will apply, <u>therefore the development is expected to be car free with vehicle access restricted to disabled persons' parking and servicing.</u>"</p> <p>Amend fourth paragraph to read: <u>"A suitable off-street servicing strategy for the light industrial, community and residential uses must be demonstrated.</u> No vehicular access or servicing should be provided from Dugard Way, although pedestrian access is required. Any partial redevelopment of the site should ensure that later phases can also be serviced from Kennington Lane rather than Dugard Way. On street servicing on Kennington Lane is unacceptable. Servicing is to be accommodated on site, with all vehicles able to enter and exit in forward gear. <u>Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimise the need for vehicle access will be supported."</u></p>	<p>The first change provides clarification over the expected outcomes of London Plan Policy T6 parking requirement. The second adds clarity around approach to servicing, in line with other allocations. The third adds clarity in terms of expectations about planning obligations relating to sustainable transport use.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				Amend final paragraph to read: “Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the local Healthy Route Network, active travel connections, cycle hire provision and buses. ”	
MM65	131	7	Flood risk mitigation	After the fourth paragraph add: “ <u>The NHS facilities are considered a ‘More Vulnerable Use’. Any reprovion of this use on site would need to satisfy the exceptions test as part of a Flood Risk Assessment.</u> ”	The additional text makes clear the NPPF flood risk category of the NHS facilities and the exceptions test requirement.
MM66	132	7	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: <u>“Expected delivery timescale”</u> Right hand column: <u>“2025-2030 for southern part of the site”.</u>	To add clarity on when the sites in the SADPD are expected to contribute towards the council’s housing trajectory.
MM67	145	22	Heritage Assets	Amend first paragraph to read: “Development should sustain and preserve or enhance the significance <u>of all heritage assets</u> (including <u>preserving elements of their</u> setting <u>that make a</u>	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				positive contribution to the asset) of all heritage assets with particular regard to the settings of the Loughborough Park Conservation Area and Ruskin Park, including views from Ferndene Road.	to their preservation. Also to clarify the importance of the setting of Ruskin Park and identify the views from Ferndene Road as requiring regard.
MM68	145	22	Building design, views and townscape	Add new first paragraph: <u>“The site is not appropriate for a tall building, defined as above 45m in this location.”</u>	To bring the wording in line with other site allocations and clarify that a tall building is not appropriate on this site.
MM69	145	22	Transport, movement and public realm	Amend third paragraph to read: <u>“Where possible, a suitable off-street servicing strategy for the light-industrial and residential uses should be demonstrated.</u> A pedestrian and vehicular service route through the site should be provided linking Hinton Road to Herne Hill Road. This must be safe, legible and overlooked. Shared surface environments are strongly discouraged given the mix of residential and light industrial uses required.” Amend fifth paragraph to read:	First change adds clarity around approach to servicing, in line with other allocations – the wording here has additional flexibility compared to some other sites, as the constrained nature of the site means it is recognised that off-street servicing may not be possible. Second change corrects the road name and adds clarity in terms of expectations on sustainable transport use.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p>“Existing business activity on Hardess Street generates significant vehicular activity and informal parking on the road. Consideration should be given to how the road will accommodate these vehicle movements, as well as the increased pedestrian/cycle and other servicing vehicle activity that would be generated by the development of this site. Where land use is linked to last mile distribution/logistics or ‘just-in-time’, servicing which utilises cargo bikes and minimise the need for vehicle access will be supported.”</p> <p>Amend existing last paragraph to read: “Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure. Such obligations should contribute as towards the delivery of i) local public realm and cycling infrastructure improvements in line with council’s strategies, including the Healthy Routes Network on Goldharbour Lane, the Healthy Neighbourhoods and the Kerbside strategies,</p>	<p>Third change adds clarity in terms of expectations about planning obligations relating to sustainable transport use and the types of transport-related projects or initiatives that could be funded through planning obligations.</p> <p>Fourth change clarifies expectations about the assessment of impacts on transport infrastructure.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p>improvements to local cycling infrastructure ii) expansion of the cycle hire infrastructure (including cycle hire docking stations) in the area and iii) improvements to Loughborough Junction station, with works to make the station step-free via an Access for All scheme being the highest priority.”</p> <p>Add a new last paragraph to read:</p> <p>“Given the proximity of the site to railway infrastructure, engagement with the Asset Protection and Optimisation team at Network Rail (ASPRO) will be required in order to avoid any impact on the safe and efficient running of the railway and ensure access for repairs and maintenance is not compromised.”</p>	
MM70	146	22	Groundwater and contaminated land (new)	<p>Add a Groundwater and contaminated land section after Flood risk mitigation. The new section should read as follows:</p> <p>“Development must comply with Local Plan Policy EN4(f).</p>	<p>This adds information of relevance to future development proposals for the site, and brings the text in line with the Local Plan and other allocations.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p><u>Development should protect groundwater from contamination sources. The adjacent railway is identified as a source of contamination.</u></p>	
MM71	147	22	Access to open space and nature conservation	<p>Add the following second paragraph: <u>“Planning obligations may be sought to mitigate any impacts of development on open space and enhance access to nature. Such obligations should contribute to improvement works to Wyck Gardens, Elam Street Open Space, Milkwood Community Park and Loughborough Park, which are, in that order, the four existing open spaces in closest proximity to the site. Improvement works could comprise replacement of existing street furniture, accessibility enhancements, particularly in relation to new signage, improvements to gardens and habitats, landscape improvements and, where required, upgrades to or replacement of existing infrastructure such as children’s playgrounds.”</u></p>	To add detail regarding the types of projects that could be funded through planning obligations.

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MM72	147	22	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: " Expected delivery timescale " Right hand column: " 2025-2030 ".	To add clarity on when the sites in the SADPD are expected to contribute towards the council's housing trajectory.
MM73	154	23	Social infrastructure	Add new first paragraph: " <u>The requirements of Local Plan Policy S1 in relation to the reprovision of the community use should be addressed</u> ".	To add clarity and to provide consistency with wording used for other site allocations where there is a requirement for an existing community facility to be reprovided.
MM74	155	23	Heritage assets	Add new first paragraph: " <u>Development should sustain and enhance the significance of all heritage assets (including preserving elements of their setting that make a positive contribution to the asset) with particular regard to the settings of the Loughborough Park Conservation Area and Ruskin Park, including views from Ferndene Road.</u> "	To bring the policy into conformity with the NPPF and Lambeth Local Plan, and to ensure consistency between site allocations. Also to clarify the importance of the setting of Ruskin Park and identify the views from Ferndene Road as requiring regard.
MM75	155	23	Transport, movement and public realm	Amend first paragraph to read: "Local Plan and London Plan transport policies will apply, <u>therefore the development is expected to be car free</u>	First change provides clarification over the expected outcomes of London Plan Policy T6 parking requirement.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p><u>with vehicle access restricted to disabled persons’ parking and servicing. (...)</u></p> <p>Amend third paragraph to read: <u>“Where possible, a suitable off-street servicing strategy for the light-industrial, town centre, community, and residential uses should be demonstrated.</u> Vehicular servicing should be from the existing rear access. There is potential for freight consolidation with other surrounding sites, including Higgs Yard. <u>Where land use is linked to last mile distribution/logistics or ‘just-in-time’, servicing which utilises cargo bikes and minimise the need for vehicle access will be supported.</u>”</p> <p>Amend existing last paragraph to read: “Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, Such <u>obligations should contribute towards</u> as the delivery of <u>i) local public</u></p>	<p>Second change adds clarity around approach to servicing, in line with other allocations – the wording here has additional flexibility compared to some other sites, as the constrained nature of the site means it is recognised that off-street servicing may not be possible.</p> <p>Third change adds clarity in terms of expectations about planning obligations relating to sustainable transport use and the types of transport-related projects or initiatives that could be funded through planning obligations.</p> <p>Fourth change clarifies expectations about the assessment of impacts on transport infrastructure.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p><u>realm and cycling infrastructure improvements in line with council’s strategies, including the Healthy Routes Network on Goldharbour Lane, the Healthy Neighbourhoods and the Kerbside strategies,</u> improvements to local cycling infrastructure <u>ii) expansion of the cycle hire infrastructure (including cycle hire docking stations) in the area</u> and <u>iii) improvements to Loughborough Junction station, with works to make the station step-free via an Access for All scheme being the highest priority.</u></p> <p>Add a new last paragraph to read: <u>“Given the proximity of the site to railway infrastructure, engagement with the Asset Protection and Optimisation team at Network Rail (ASPRO) will be required in order to avoid any impact on the safe and efficient running of the railway and ensure access for repairs and maintenance is not compromised.”</u></p>	

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
MM76	156	23	Groundwater and contaminated land (new)	<p>Add a Groundwater and contaminated land section after Flood risk mitigation. The new section should read as follows:</p> <p><u>“Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The adjacent railway is identified as a source of contamination.”</u></p>	<p>This adds information of relevance to future development proposals for the site, and brings the text in line with the Local Plan and other allocations.</p>
MM77	157	23	Access to open space and nature conservation	<p>Add the following second paragraph:</p> <p><u>“Planning obligations may be sought to mitigate any impacts of development on open space and enhance access to nature. Such obligations should contribute to improvement works to Wyck Gardens, Elam Street Open Space, Milkwood Community Park and Loughborough Park, which are, in that order, the four existing open spaces in closest proximity to the site. Improvement works could comprise replacement of existing street furniture, accessibility enhancements, particularly in relation to new signage, improvements to gardens and habitats, landscape improvements</u></p>	<p>To add detail regarding the types of projects that could be funded through planning obligations.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<u>and, where required, upgrades to or replacement of existing infrastructure such as children’s playgrounds.”</u>	
MM78	157	23	Expected delivery timescale (new)	At end of site allocation, add new row. Left hand column: "Expected delivery timescale" Right hand column: "After 2035" .	To add clarity on when the sites in the SADPD are expected to contribute towards the council’s housing trajectory.
MM79	166	24	Heritage Assets	Amend first paragraph: “Development should sustain and preserve or enhance the significance of all heritage assets (including <u>preserving elements of their setting that make a positive contribution to the asset</u>) of heritage assets <u>with particular regard to the settings of the Camberwell Green Conservation Area (Southwark) and Ruskin Park, including views from Ferndene Road.</u> In particular: <ul style="list-style-type: none"> • Ruskin Park (Grade II registered landscape) • Camberwell Grove Conservation Area (Southwark) • Camberwell Green Conservation Area (Southwark) 	For conformity reasons – bringing the wording of the SADPD in line with the wording in the NPPF in terms of the setting of heritage assets and the approach taken to their preservation. Also to clarify the importance of the setting of Ruskin Park and identify the views from Ferndene Road as requiring regard, and to avoid repetition as these heritage assets are already identified in the ‘Context’ table, page 159, section ‘Heritage assets’.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<ul style="list-style-type: none"> •—93 Denmark Hill (Grade II) (Southwark) •—95 Denmark Hill (Grade II) (Southwark) •—97 Denmark Hill (Grade II) (Southwark) •—99 Denmark Hill (Grade II) (Southwark) •—103 Denmark Hill (Grade II) (Southwark) •—Maudsley Hospital admin block (Grade II) (Southwark) •—Railings to Maudsley Hospital (Grade II) (Southwark) •—111 Denmark Hill (Grade II) (Southwark) •—Hambleton Block, Bessemer Road (local list) •—Statute of Robert Bentley Todd, Bessemer Road (local list) •—Railings and gate piers to Denmark Hill (local list) •—Guthrie Block, Denmark Hill (local list) •—Gate piers and railings to Venetian Road (non-designated heritage asset)” 	
MM80	167	24	Building design, views	Amend second paragraph: “Given the view constraints and proximity to heritage assets and neighbouring residential properties,	To ensure the plan is clear and understandable by using a consistent presentation of heights across different

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
			and townscape	<p>development heights should range from approximately 13m (24m AOD) in the west adjacent to Northlands Street, approximately 9m (22m AOD) in the north fronting Venetian Road and rising to approximately 40m (56m AOD) along its eastern and southern boundaries.</p> <p>I. Development along Denmark Hill should present a unified height of approximately 40m (56m AOD) – presenting a lower shoulder height of approximately 9m (25m AOD) to Denmark Hill to step down towards the historic development across the road it in LB Southwark.”</p>	<p>allocations. The addition of AOD heights to this site (and the retention of AOD heights in Site 18) is justified by the sloping terrain, which makes AOD a useful measure for understanding what is acceptable. The changes do not alter any of the proposed heights but simply provide clarity about measurement.</p>
MM81	168	24	Transport, movement and public realm	<p>Amend first paragraph to read: “Local Plan and London Plan transport policies will apply, therefore a material reduction in on-site car parking is expected. (...)”</p> <p>Amend existing last paragraph to read: “Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, Such obligations should contribute towards as the delivery of i) local public</p>	<p>First change provides clarification over the expected outcomes of London Plan Policy T6 parking requirement.</p> <p>Second change adds clarity in terms of expectations about planning obligations relating to sustainable transport use and the types of transport related projects or initiatives that could be funded through planning obligations.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p><u>realm and cycling infrastructure improvements in line with council’s strategies, including the Healthy Routes Network on Goldharbour Lane, the Healthy Neighbourhoods and the Kerbside strategies, ii) expansion of the cycle hire infrastructure (including cycle hire docking stations) in the area, iii) public realm improvements ensuring clear, legible and safe walking routes to Denmark Hill railway station, iv) improvements to Denmark Hill station, should capacity issues be identified arising from development (working in partnership with LB Southwark).”</u></p> <p>Add additional paragraph to read: <u>“Given the proximity of the site to railway infrastructure, engagement with the Asset Protection and Optimisation team at Network Rail (ASPRO) will be required in order to avoid any impact on the safe and efficient running of the railway and ensure access for repairs and maintenance is not compromised.”</u></p>	<p>Third change clarifies expectations about the assessment of impacts on transport infrastructure.</p>

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
MM82	169	24	Neighbour relationships	<p>Amend text as follows:</p> <p>“Where possible, the scheme should improve the relationship with existing neighbours. In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of existing and future neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with sensitive residential neighbours on in particular Northlands Street and Venetian Road; including overlooking, loss of daylight, overshadowing and noise pollution.”</p>	For consistency with the wording of other site allocations and to ensure residential amenity is protected in line with the Local Plan.
MM83	169	24	Access to open space and nature conservation	<p>Add the following second paragraph:</p> <p><u>“Although opportunities to provide enhanced open space and access to nature within the site should be explored, planning obligations may be sought to mitigate any impacts of development on open space and access to nature. Such obligations should contribute to improvement works to Ruskin Park, which is the most likely open space to be used by</u></p>	To add detail regarding the types of projects that could be funded through planning obligations.

Mod no.	Page no.	Site	Sub-section	Proposed modification	Reason for modification
				<p><u>hospital staff and visitors to the site. Amongst other improvements, these works should include accessibility enhancements, particularly in relation to new signage directing hospital users towards Ruskin Park.</u></p>	
MM84	170	24	Expected delivery timescale (new)	<p>At end of site allocation, add new row. Left hand column: "<u>Expected delivery timescale</u>"</p> <p>Right hand column: "<u>2025-2035</u>".</p>	<p>To add clarity on when the sites in the SADPD are expected to contribute towards the council's development trajectory.</p>