Chapter 3: Urban Design

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3a) Introduction

3.1 The Vision and policy context set out in Chapters 1 and 2 establish the potential for higher density development in Waterloo and for the area to benefit to a greater extent from the central London economy. Lambeth is concerned to ensure that accommodating this new development is used as a positive opportunity to improve the quality of Waterloo’s environment so that it lives up to its potential as a key part of central London. New development should build on the many strengths of Waterloo’s existing character and redevelop poor quality sites and spaces so that they become assets to the area.

3.2 This chapter sets out an urban design analysis and design guidance for Waterloo, elaborating on policy 79 of the UDP. It identifies key features of Waterloo’s existing character that should be retained and respected, and identifies opportunities for new development and how this could enhance the area’s attractiveness. The approach is based on guidance published by English Heritage and CABE (2007). Proposals to improve the public realm are set out in Chapter 7.

3.3 This chapter includes the following sections:
- Historic development
- Conservation and heritage
- Character areas
- Building heights and scale
- Views
- Areas appropriate for tall buildings
- Design policy for tall buildings
- Design guidance for the area

3b) Historic Development

3.4 The area that is now Waterloo was once part of Lambeth Marsh, an area of marsh and sandbanks stretching from Blackfriars Road in the East and following the river round to Lambeth Bridge in the South. It contained a small village called Lambeth Marsh – later ‘upper’ and ‘lower’ Marsh.

3.5 To reclaim the riverfront areas, an embankment, Narrow Wall (now Upper Ground), was built parallel to the river to contain floods and provide a causeway along the edge of the marsh. The land along the riverfront was in use by the 17th century for timber yards and wharves as well as osier beds, and in the 18th Century, industrial buildings began to appear.

3.6 The 19th Century introduction of massive pieces of infrastructure radically altered the character of Waterloo. In 1817, Waterloo Bridge was opened - on the second anniversary of the Battle of Waterloo. Waterloo Road was then built to connect the new bridge with St George’s Circus. The bridge and its approach roads acted as a catalyst for development such as Roupell Street and St John’s Church. By the 1840s much of the wider area of Lambeth Marsh was almost completely built upon with workers’ housing and industrial buildings.

3.7 In 1848 the first Waterloo Railway Station was built on Waterloo Road, followed by extension of the railway from London Bridge to Charing Cross, with the completion...
in 1864 of Hungerford Bridge and the Charing Cross viaduct. In 1869 Waterloo Junction Station was built - now Waterloo East Station.

3.8 Industries including printing works became established in the area. In 1914 W.H. Smith & Son established a printing works at 127 Stamford Street replacing some terraces and in 1921 London County Council set up a printing school within the Nautical School buildings on Stamford Street.

3.9 Much of Waterloo suffered significant bomb damage during World War II but those parts that escaped intact are today protected in the conservation areas below. In 1951, the land between Waterloo Bridge and County Hall hosted the Festival of Britain. The centrepiece of the Festival, and its only permanent building, was the Royal Festival Hall (RFH) erected 1949-51. The Festival acted as a stimulus for the redevelopment of the area as the ‘South Bank’.

3.10 The end of the GLC in 1986 resulted in a major loss of employment, but since then buildings have been reused and redeveloped as hotels, visitor attractions and flats. The erection of the London Eye, the new Hungerford footbridges and other attractions along the South Bank have now established the area firmly as part of central London’s visitor offer.

3c) Conservation and Heritage

3.11 There are five conservation areas in Waterloo: Roupell Street, Lower Marsh, Waterloo, Lambeth Palace and South Bank (see Figure 3A). Each is covered by a Conservation Area Statement that details the area’s character, significance and a management plan (except Lambeth Palace for which a Statement is in preparation).

3.12 Roupell Street Conservation Area
This area consists of early 19th century, tight, formal residential streets, lined with robust 19th century terraced houses with strong coordination between the well executed features, including windows, chimneys and doors. The houses are rare survivors from the period and very well preserved. Views within and out of the conservation area contribute to its character.

3.13 Lower Marsh Conservation Area
Lower Marsh Conservation Area has at its heart one of the most historic routes within Lambeth. Today it is lined with mostly 19th Century commercial development and some re-fronted 18th Century buildings. The commercial character continues along part of Westminster Bridge Road. The Conservation Area also includes Baylis Road, where it merges with Lower Marsh and the former Fire Station fronting Waterloo Road. Waterloo Station is visible from various parts of the Conservation Area and the Conservation Area Statement recommends that any development on the station step down in height towards Lower Marsh to avoid overwhelming the area.

3.14 Waterloo Conservation Area
The Waterloo Conservation Area represents more than a century of development, located close to the river. It reflects the changing fortunes of the area through the
late 18th, 19th and early 20th centuries. The Conservation Area includes parts of Cornwall Road, Stamford Street and Waterloo Road. The mix of building types and uses range from terraces to large commercial buildings. The Conservation Area Statement recommends that new buildings on Doon Street have active frontages and have regard to listed buildings nearby and views from St James’s Park and Parliament Square.

3.15 South Bank Conservation Area
The South Bank Conservation Area encompasses Lambeth’s Thamesbank from Bernie Spain Gardens in the north east to the post-war parts of St Thomas’ Hospital in the south where it adjoins the Lambeth Palace Conservation Area. It includes a nationally important collection of 20th Century buildings fronting the south bank of the Thames. The earliest significant building is County Hall, dating from the 1920’s. The majority of buildings date from post-war reconstruction. The Royal Festival Hall (Grade I), the centrepiece of the Festival of Britain site, acted as a catalyst for the development of the whole area. These culturally important and well-designed 20th Century buildings give a unity to the area.

3.16 Lambeth Palace Conservation Area
The Lambeth Palace Conservation Area has at its heart the exceptionally important Lambeth Palace, a complex of buildings originating in the medieval period. The conservation area also includes the former St Mary’s Church, the Victorian buildings of St Thomas Hospital and historic development along Lambeth Road. Lambeth Palace Gardens are a Grade II registered park and garden.

3.17 Westminster World Heritage Site
The Westminster World Heritage Site is immediately across the river from St.Thomas’ Hospital. Development in Waterloo should not adversely affect the outstanding universal value of the World Heritage Site.
Figure 3A – Conservation Areas
3.18 **Listed Buildings and their settings**

There are many buildings in Waterloo of historic and architectural importance. Figure 3B illustrates the grade I, II* and II listed buildings within Waterloo. Listed buildings within the SPD area are listed below:

**Grade I**
- Royal Festival Hall, Belvedere Road

**Grade II***
- Royal National Theatre, Upper Ground
- Waterloo Bridge, Waterloo Road
- Church of St. John with All Saints, including various Grade II listed walls and tombs, Waterloo Road
- Old Vic Theatre, Waterloo Road
- Main block of County Hall, Belvedere Road
- Westminster Bridge, Westminster Bridge Road
- South Bank Lion, east end of Westminster Bridge Road

**Grade II**
- Block 5 and Governor’s Hall of St. Thomas’ Hospital
- Chapel, St. Thomas’ Hospital
- South Wing, St. Thomas’ Hospital
- Fountain in the courtyard of Shell Centre
- 250m of river wall with 19 lamp standards
- Balustrade with five lamp standards immediately north of County Hall, Belvedere Road
- Façade of 133-155 Waterloo Road
- Royal Waterloo Hospital, Waterloo Road
- 150 Waterloo Road (London Ambulance Service HQ)
- 121 Westminster Bridge Road
- 2-18 (even), 20-30 (even), 23, 37, Whittesley Street
- 1-61, 73 Roupell Street
- St. Andrew’s and St. John’s CofE Primary School, Roupell Street
- St. Andrew’s House, Roupell Street
- 61 Stamford Street, (London Nautical School)
- 63 Stamford Street
- 65-87 (odd) Stamford Street
- 89, 91, 96-123 Stamford Street
- Victory Arch, Waterloo Station
- 5, Whichcote Street
- General Lying-In Hospital, York Road
- Tower of form Christchurch and Upton Hospital.
Figure 3B – Listed Buildings

[Map showing Listed Buildings with various categories highlighted]
3d) **Character Areas**

3.19 Waterloo is an area with a strong character and identity; the river and associated cultural attractions, the large railway infrastructure, and the finer grained residential areas all contribute to Waterloo’s distinctiveness. Whilst the need for regeneration within the Waterloo area is evident, it is essential that this regeneration and all future development responds to and respects Waterloo’s existing character. Understanding Waterloo’s distinctiveness is therefore hugely important.

3.20 Policy 81 of the UDP divides Waterloo into four character areas: the Riverside Character Area, the Railway Character Area, the Residential Character Area and the Lower Marsh Area. These are analysed in more detail in the following sections and are illustrated in figure 3C.

**Figure 3C – Character areas**
3.21 **Riverside Character Area**
The Riverside Character Area extends from the riverside back to Upper Ground, York Road and Lambeth Palace Road and was originally developed in the 19th and 20th century from former wharves. It includes the South Bank, home to many cultural attractions, the London Eye and the Albert Embankment.

3.22 The area is characterised by 20th Century large-scale, stand-alone buildings with a strong horizontal emphasis. Generally, the area is characterised by large 6- to 12-storey buildings. Several strategic view corridors that run across the area restrain building heights. However, there are a number of tall buildings, including the Shell Tower (26 storeys/107m), the ITV building (27 storeys/85m) and the London Eye (135m). Due to the large block sizes, connections between the Riverside Walk and the interior are infrequent and are typically service access streets with low quality streetscape design and usage.

3.23 **Railway Character Area**
The Railway Character Area is characterised by Waterloo station and railway viaducts, which create a massive barrier and divide the area. The area includes large-scale office buildings of coarse grain and massing ranging from 10 to 25 storeys. Most of these post-war developments include poor public spaces and lack strong and active frontages. The area tends to have a poor environmental quality which is in need of improvement.

3.24 There has been strong development interest in sites to the west of Waterloo station for high-density office and residential developments, and redevelopment of these key sites would provide more modern accommodation and raise the quality of Waterloo’s environment.

3.25 **Residential Character Area**
The residential area to the north of Waterloo station comprises high quality 19th century terraced houses with tight, formal residential streets. Most of the area is designated conservation area. The predominant development form is the urban street block with buildings following the perimeter. This arrangement creates well-defined streets with a clear distinction between public and private spaces.

3.26 The area contains a mix of small- to medium-sized blocks filled with 2-to 5-storey buildings. The typical depth of a block ranges between 40m and 90m and the length varies between 90m and 150m. Most of the street blocks are divided into fine grain development plots, which enhances adaptability. Although predominantly residential, the area comprises at its edges a mix of offices, schools, retail and community facilities.

3.27 **Lower Marsh Area**
The Lower Marsh Area is focused on the Lower Marsh shopping street, lined with 19th Century commercial buildings and some re-fronted 18th Century buildings. The commercial character continues along part of Westminster Bridge Road. Development is characterised by a perimeter block layout, with blocks divided into fine grain plots. Buildings are typically 2 to 5 storeys in height. Retail uses fill the ground floor and residential uses on the upper floors on Lower Marsh. A number of stand-alone developments sit along the area’s eastern edge, such as Johanna Primary School, Matheson Lang House and Munro House.
Building Heights and Scale

3.28 Figure 3D shows the heights of existing buildings in Waterloo. The skyline focal point of Waterloo from 1961 was Shell’s 107m 26-storey headquarters, but since 1999, the focal point on Waterloo’s skyline has been the 135m high London Eye. These two tall landmarks on the bend in the river are highly visible from many parts of central London.

3.29 There is a series of large cultural and administrative structures strung along the riverside. Most of these are monumental in scale yet relatively low in height, they typically have a linear character and are set within individual plots each being easily distinguishable from its neighbour. The typical building height is between 8-10 storeys. These are punctuated by tall buildings - not only the Shell Tower and the Eye, but also further downstream, the ITV building (85m), the OXO tower (67m) and Kings Reach Tower (111m) (both the latter two being in Southwark). In 2008, the Secretary of State approved a 144m tall residential tower on Doon St, behind the National Theatre.

3.30 Around the station, the Union Jack Club on Waterloo Road rises to 79m and Elizabeth House has 14 storeys. A scheme to redevelop Elizabeth House in the form of three new towers of up to 37 storeys, creating a cluster of tall buildings at Waterloo station was approved by Lambeth in 2008, but is the subject of a call-in public inquiry (held in April 2009).

3.31 To the south and east of the station, the scale of development falls rapidly away to domestic scale architecture, with the 2 storey terraced housing on Roupell Street and the 3-5 storey residential blocks of Coin Street, The Cut and Baylis Road.
3.32 Waterloo's position on a bend in the River Thames means that it is visible from, and has views of, many parts of central London. These views have changed through London’s history and will continue to change, but views considered to be of importance to the whole of London are protected by the London View Management Framework (2007). Waterloo is affected by eleven of these designated views:
• linear view of St Paul’s Cathedral from Westminster Pier
• linear view of St Paul’s Cathedral from King Henry’s Mound at Richmond Park
• backdrop to townscape view from the Serpentine Bridge in Hyde Park to Westminster Palace.
• backdrop to townscape view from the St.James’s Park to Horse Guards Road.
• seven river prospects.

3.33 This web of views is shown in Figure 3E. The two protected linear views affect only a few sites along the riverside. The backdrop to the view from St.James’s Park affects proposals for tall buildings in the northern part of Waterloo where developers will need to consider the very specific characteristics of each of these views. The area around Waterloo Station is not within these viewing corridors.

Figure 3E – Views as set out in the London View Management Framework (GLA, 2007)
3.34 Policy 41 of the UDP sets out how Lambeth will manage these views and assess development proposals within them. Further detailed guidance specific to each of the views is set out in the GLA’s London View Management Framework.

<table>
<thead>
<tr>
<th>Policy 41 – Views</th>
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</thead>
<tbody>
<tr>
<td>i. <strong>Strategic Viewing Corridor</strong> - Permission will not be granted for developments within a strategic viewing corridor where the height of the viewing plane is exceeded and the strategic views are interrupted; or upon redevelopment, existing tall buildings are not replaced by less intrusive buildings.</td>
</tr>
<tr>
<td>ii. <strong>Background Consultation Areas</strong> – Permission will only be granted for developments within the Wider Setting and Background Consultation Areas, where the background of the view is not interrupted by obtrusive development.</td>
</tr>
<tr>
<td>iii. <strong>Other Views</strong> – Permission will not be granted for developments which detract from important views, backdrops or settings of:</td>
</tr>
<tr>
<td>• Listed buildings, conservation areas, ancient monuments;</td>
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<tr>
<td>• Landmark buildings and groups (including County Hall, the South Bank Centre, OXO Tower, Lambeth Palace, the Waterloo churches, Victory Arch, St Paul’s Cathedral, Imperial War Museum, Houses of Parliament, Royal Waterloo Hospital, Tate Modern, London IMAX and the London Eye – a view of the Eye/Jubilee Gardens should be maintained from York Road);</td>
</tr>
<tr>
<td>• Monuments and statues;</td>
</tr>
<tr>
<td>• London squares and historic parks and gardens;</td>
</tr>
<tr>
<td>• Views of the City and north London from Brockwell Park, Norwood Park, West Norwood Cemetery, Gypsy Hill, and the Upper Sydenham/Sydenham Hill/Norwood Ridge and views from Streatham Common/The Rookery across the Wandle Valley; towards Pollards Hill and the North Downs; towards Wimbledon and the Thames Valley and other important views, prospects and panoramas; or</td>
</tr>
<tr>
<td>• The Thames, its embankments and bridges.</td>
</tr>
</tbody>
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In assessing visual impact on views and whether the impact detracts from it, regard will be had to:
- the importance of the view in terms of the number of people using the areas from which the views will be seen and their typical lines of sight and the prominence of the object of the view when seen from that point. Important views may be identified in urban design appraisals of key areas (e.g. along the Thames); |
- the impact of the proposal on that view in terms of the extent to which the proposal dominates or blocks foreground views; |
- the degree to which the proposal blocks clear sky against which landmark structures are seen; |
- whether the proposal adds to or detracts from the quality of the backdrop of the object of the view. This will be assessed in terms of the contribution that the quality of the proposal makes to the silhouette, rhythm and appearance of all buildings against the skyline. However, harm will not necessarily be caused by proximity itself, or by seeing the old and new together; and |
- whether the improvement to the setting or framing of the view mitigates against some narrowing or loss of the view.
3f) Areas appropriate for tall buildings

3.35 Having considered Waterloo’s existing character, its heritage and important views that cross the area, it is possible to identify a core area appropriate for higher density development and tall buildings. This roughly corresponds to the Railway Character Area where most development is from the post war era and redevelopment of the lower quality buildings would raise the quality of the area’s built environment.

3.36 Figure 3F illustrates the overall urban design framework for Waterloo. At the heart of this approach is to focus high density development on and around the station where accessibility is greatest, there are sites in need of renewal and there is less impact on important views.

Figure 3F – Urban Design Framework
3.37 Waterloo station should be easily identified as the heart and focal point of Waterloo. This will be achieved by creating a new city square in front of the station and creating a cluster of tall buildings. The Victory Arch, the iconic centrepiece of the station, will be maintained as a vital piece of the area’s history and identity. Its integrity and setting will be carefully enhanced in any development scheme.

3.38 This development pattern will create opportunities to improve public realm generally and in particular permeability through the area, such as through the Elizabeth House site and under the station and viaducts.

3.39 Improving pedestrian linkages to the riverside walk and bringing the activity currently enjoyed along the South Bank into the heart of the Waterloo study area is an essential part of the overall urban design framework, through projects such as the new City Square.

3.40 Fig 3G sets out in more detail those areas which are appropriate, sensitive or inappropriate for tall buildings as recommended by English Heritage and CABE’s guidance on tall buildings. This figure takes into account the heritage and character assets set out earlier in this chapter and provides guidance as to where protection of those assets creates the greatest constraints for building tall:

- Areas inappropriate for tall buildings (red) – where development significantly above the existing contextual height will not normally be appropriate. This area is mainly made up of smaller scale residential streets or designated conservation areas.
- Areas sensitive to tall buildings (amber) – areas where there is potential to build taller subject to the design of the proposals satisfactorily addressing views and the setting of heritage assets
- Areas appropriate for tall buildings (green) – sites around the station with excellent accessibility and outside strategic views. Designs should still address the setting of heritage assets.

3.41 In assessing development proposals and appropriate height, the Council will consider the specific merits and impacts of the scheme. The above areas are a general guide - proposals for tall buildings in any of the above areas will be subject to urban design considerations. Figure 3G does not preclude tall buildings outside the identified areas if other policy criteria are met and the quality of the proposals justify support.

3.42 The network of Underground lines which converge at Waterloo provides excellent accessibility but also necessitates additional engineering features for new buildings which can affect height and location. These engineering requirements will affect the eventual form of the cluster. Developers are recommended to contact London Underground Infrastructure Protection at Transport for London before design work commences on any site.
3g) Design guidance for tall buildings

3.43 Tall buildings are defined in the London Plan as buildings that are significantly higher than their surroundings and/or have a considerable impact on the skyline. The Lambeth UDP 2007 defines tall buildings as developments over 25m high on sites adjacent to the Thames and buildings over 30m elsewhere (policy 37).

3.44 Tall buildings can mark points of significant activity such as central places, create fine landmarks, highlight civic buildings and emphasise important transport connections. On the other hand, they can overshadow, overlook and dominate their immediate surroundings and have harmful effects on living conditions, private gardens and public spaces. Inappropriately planned, designed and located tall buildings can be harmful to the setting of historic buildings, conservation areas, significant views and skylines.

3.45 With the need for sustainable growth, high density, mixed-use development should be promoted in town centres and around major transport interchanges. However, high density can also be achieved through low-rise compact development forms such as terraces, urban blocks and apartments built around garden squares.

3.46 Guidance on tall buildings is set out in:
- Lambeth UDP 2007 - policy 40
- London Plan 2008 - policy 4B/10
- CABE and English Heritage (July 2007)

3.47 **London Plan**
Policy 4B.9 of the London Plan (Policy 4B.9) promotes tall buildings where they create attractive landmarks, help to …act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. Policy 4B.10 requires all large scale buildings to be of the highest quality design.

3.48 **CABE & English Heritage Guidance on Tall Buildings**
This guidance note sets out how CABE and English Heritage evaluate proposals for tall buildings and provides advice on best practice. It is acknowledged by Government and accepted as a material consideration in the determination of planning applications. The guide advocates a plan-led approach to the location of tall buildings, calls for tall buildings to exceed the latest regulations on reducing carbon emissions and for protection of World Heritage Sites.

3.49 **Lambeth UDP**
Lambeth UDP Policy 40: Tall Buildings is set out below.
Policy 40  Tall Buildings

This policy will apply to high buildings over 25m high on sites adjacent to the Thames and buildings over 30m elsewhere. New tall buildings, including extensions to existing buildings, will be permitted where the following criteria are satisfied.

Tall buildings should enhance and not detract from London’s character, and should enhance the skyline, respecting its historic character. Any proposal should be very carefully related to its surroundings, both existing and proposed and especially to the height and form of any other tall buildings or prominent features in the vicinity. To assist assessment, plans should be accompanied by accurate representations of the appearance of the building in all significant views affected, including the relevant London panoramas, riverscape and local townscapes.

Location
Tall buildings should not be located where they would harm the character or settings of:

• Conservation areas
• Listed buildings
• Historic or characterful parks (including views out)
• Important London Squares
• Riverscape and townscape
• High points and ridges
• Strategic views and locally significant views
• The Palace of Westminster and Westminster Abbey World Heritage Site

Tall buildings are more likely to be acceptable in locations:

• Where they will make a significant contribution to the focus and momentum of regeneration or growth.
• Which have high public transport accessibility and capacity (or will have as a result of development).

Visual design criteria
Tall buildings will also need to meet the following visual design criteria:

• Tall buildings should be of the highest architectural and constructional quality.
• The skyline should be enhanced through profile and use of materials.
• Bulky, solid structures or buildings with unsightly roof plant should be avoided.
Policy 40 – Tall buildings (continued from previous page)

Urban design
Tall buildings should create pedestrian friendly spaces, a suitable high quality public realm, improving the sense of place and identity, and address streets (and potentially the river) with active ground floor uses. The Council will also have regard to the following considerations:

- The development should interact with, and contribute to its surroundings at street level.
- Development should provide a proper setting and treatment, including the provision of mixed uses, active frontage uses where appropriate, considerable improvements to the public realm, and landscaped open space.
- The building should achieve a harmonious relationship when viewed in context with surrounding buildings at street level and as part of the public realm.
- The development should have access, servicing, and entrances that do not detract from their surroundings;
- The amenities and development possibilities of surrounding sites and buildings should not be impaired. Where this cannot be demonstrated, the proposal should be part of, or accompanied by, a wider masterplan or development framework.

Other considerations
A tall building will also be required to be satisfactory in terms of the following considerations:

- Sustainability in design and construction, energy conservation and efficiency
- Sunlight and shadowing
- Wind turbulence and micro-climate
- Noise reflection
- Safety
- Public access to high-level viewing opportunities, where appropriate
- Safeguarding civil aviation, and the Government communications corridor
- T.V. reception

3.50 Due to their massing and height, tall buildings have a strong impact on their environment and any tall building should be of a high quality design. Good quality implies good economics; tall buildings should be durable and adaptable. Slender structures are more likely to be acceptable than bulky structures.

3.51 Tall buildings should mark significant points within the urban fabric such as gateways and significant transport nodes to enhance legibility and orientation. Tall buildings in the Waterloo area should generally be located around or above Waterloo Station.
Microclimate

3.52 Tall buildings can cause overshadowing of public space and surrounding buildings, as well as generally reducing the amount of light reaching the ground by blocking out the sky. Large reflective surfaces can also focus light into unexpected areas or cause dangerous glare. Tall buildings can also channel wind through the pedestrian environment increasing its speed and creating strong vortices and eddies. Consistently windy areas can develop as a result, which are difficult to walk through and which have a high volume of dust and litter in the air.

3.53 To improve environmental conditions around buildings above 6 storeys it is best to avoid: large flank walls facing dominant wind; funnel like gaps between buildings; buildings pierced at ground level; and, long parallel rows of smooth faced buildings.

3.54 Effects of wind channelling can be reduced by placing the building on a podium to interrupt downdrafts before they reach the pedestrian level. Similarly, podiums reduce updrafts by interrupting the flow of wind along the public realm and up the building. Downdraughts can also be mitigated with the use of sheltered arcades, colonnades and awnings. The surface of the building’s façades can help reduce wind channelling by increasing articulation of the façade, avoiding large smooth façade surfaces and creating setback steps as the building gets higher.

3.55 Curved facades facing the prevailing wind also prevent the build up of air pressure that occurs when wind hits a flat surface.

3.56 Overshadowing can be reduced by setting a tall building back from the effected area, or placing it on a podium. Reducing the bulk of a tower as it becomes higher, through regular setbacks, can also prevent the problem of overall reduced light at ground level.

Content of planning applications for tall buildings

3.57 In addition to the normal requirements planning applications for tall buildings should consist of:

- A design statement.
- A visual impact assessment to illustrate the impact on the context, especially on heritage assets and significant views. This should be done through accurate visual modelling of proposals – photomontages or three-dimensional computer models (buildings fully rendered) – from relevant assessment points as defined by this study. Proposals should be shown in daylight and nightlight conditions.
- A tall building statement, including benefits and justifications – such as regeneration, sustainability, legibility and city image – for a tall building on the proposed site. This should also cover energy consumption and efficiency, and microclimate (wind tunnel studies, sun path studies, shadowing, privacy and overlooking) and maintenance.
3h Urban Design Principles for Waterloo

3.58 General for Waterloo Area

Urban Layout
1. Proposals should increase permeability and connectivity, especially in the north south direction to link the South Bank area with Lower Marsh.

2. Development should maintain and improve access to the Riverside Walk.

3. Large or segregating blocks should be subdivided and create more frequent pedestrian linkages that are clearly defined and overlooked.

4. Buildings should always have their fronts and main entrances oriented towards the street to contribute to a lively, safe and attractive street scene. Frequent doors and windows will assist the overlooking and passive supervision of the street.

Land Use
1. Proposals should contain active ground floor uses such as retail, services, restaurants, cafes, pubs, health and social facilities at central or better connected places where they benefit from footfall in the area. Blank facades should be avoided

2. Servicing of new development should be off street.

Security
1. In line with policy 32 of the UDP, all development and alterations to the built environment shall be required to create safe and secure environments that reduce the scope for crime, fear of crime, anti-social behaviour and fire, having regard to Secured by Design standards and the DCLG publication, Safer Places.

2. Waterloo is part of the central Government Security Zone for security and public safety reasons and as such has special emphasis placed on crowded places and critical infrastructure. Major development proposals, particularly those with potential to create crowded places, should therefore have regard to the DCLG/National Counter Terrorism Security Office consultation document Safer Places: A Counter Terrorism Supplement (April 2009). This sets out guidance on resilience to terrorism and the design considerations that should be taken into account.

3.59 Riverside Character area

Grain Principles
1. Opportunities should be sought to create more frequent linkages between the Riverside Walk and Upper Ground/Belvedere Road that are clearly defined and overlooked. These linkages will be achieved through public realm improvements and the encouragement of active frontages.
Building Heights Principles
1. As a guideline, tall buildings, in this context defined as buildings over 25 metres in height, are generally considered inappropriate. High quality design may justify development proposals stepping up behind Upper Ground/Belvedere Road where there are already set piece buildings.

2. To protect the setting of the Houses of Parliament and the horizontal character of the South Bank riverfront, new buildings in the County Hall / St. Thomas’ Hospital area should be of a contextual height. Views between the Houses of Parliament and Lambeth Palace and the silhouette of County Hall need to be carefully managed.

3.60 Railway Character area
Urban Layout Principles
1 Development around the City Square should reinforce Waterloo station as the central node of the area – but should not overshadow the proposed square.

Building Heights Principles
1 The Railway Character Area presents a clear opportunity for a cluster of tall buildings around the station and the proposed City Square. A cluster of tall buildings would respond to the exceptionally high transport accessibility of the area and mark the importance of the station on London’s skyline.

2 Tall buildings on the station site will be encouraged away from the main frontages in order to reduce impacts at street level for pedestrians and adjacent occupiers.

3 New development should be of excellent design quality and preserve and enhance the setting of the Roupell Street Conservation Area, the Church of St. John and the Victory Arch.

4 Areas east of Waterloo Road between Doon Street and Alaska Street are sensitive to the development of tall buildings. New development should be of contextual height.

3.61 Residential Character Area and Lower Marsh Character Area
Urban Layout Principles
1. Development should improve connectivity and access from York Road to Lower Marsh.

Grain Principles
1. The layout of new development in the Residential Character Area and Lower Marsh Area should enhance and extend the perimeter block pattern with fine urban grain, frequent plot subdivision and a clear distinction between private and public spaces.
2. New development should adhere to a common building line and add to its continuity.

Building Heights Principles
1. Building heights should be 2-5 storeys and should generally not exceed 15m. Tall buildings, in this context defined as buildings over 25m in height, are considered inappropriate.

2. Building heights on the higher density corridor of Westminster Bridge Road should match the existing context, taking into account guidance in the Lower Marsh Conservation Area Statement.