

Cabinet: 28 January 2014
Blackfriars Road Supplementary Planning Document

No.	Title	Held at
Appendix A	Blackfriars Road supplementary planning document, 2014	Hard copy provided with the report
Appendix B	Representations received and the officer comments (Appendix J of the consultation report)	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix C	Tracked changed version of the Blackfriars Road supplementary planning document, 2014	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix D	Consultation report including a separate document containing appendices A-I Two separate documents	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix E	Equalities analysis	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix F	Sustainability appraisal	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix G	Sustainability statement	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix H	Appropriate assessment	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix I	Urban design study	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4
Appendix J	Business and employment background paper	Available on the web at: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=4554&Ver=4



**Blackfriars Road
Supplementary Planning Document**

~~June~~ January 2014 ~~3~~

How to get involved

Consultation on Blackfriars Road Supplementary Planning Document.

We welcome your comments on the Blackfriars Road SPD. Please send us your response by **5pm Thursday 12 September 2013**. Any responses received after this date will not be considered.

TIMETABLE FOR CONSULTATION AND ADOPTION	
Draft Blackfriars Road SPD, sustainability appraisal and equalities analysis available to the public for comment.	From Friday 21 June to Thursday 12 September 2013.
Following feedback, responses will be considered alongside preparation of the final SPD. Officer comments will be written on all of the responses received.	September to November 2013.
Submit to the council's Cabinet to adopt the final version of the Blackfriars Road SPD accompanied by the final sustainability appraisal, equalities analysis and consultation report.	December 2013

Contact Tom Buttrick with any questions and for copies of this document at planningpolicy@southwark.gov.uk or 020 7525 5471.

How to make a comment

Comments should be emailed to planningpolicy@southwark.gov.uk. Alternatively you can send your response to: Alison Squires, Planning Policy Team Leader, Planning Policy Team, Chief Executive's Department, FREEPOST SE1919/14 London SE1P 5LX.

Our response to your comment

When we receive your comment we will:

- Acknowledge your response by email (or letter if an email address is not provided) within 10 days.
- Publish your comments and our officer responses when we take the SPD to Cabinet for adoption.

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1. INTRODUCTION

1.1 What is the Blackfriars Road Supplementary Planning Document (SPD)?

1.1.1 Located in central London, the Blackfriars Road is a wide boulevard, runs running south from the River Thames to historic St George's Circus, forming part of the "Blackfriars Mile", linking the South Bank to Elephant and Castle to the South Bank to Elephant and Castle and beyond to the City. The area is being transformed by a series of new developments alongside ~~has seen much development in recent years including~~ the opening of an entrance to Blackfriars Station and innovative public realm schemes. ~~A number of new large developments have been built, with more under construction or being planned.~~

1.1.2 ~~Due to the scale of growth proposed there is a need to ensure development takes place in a coordinated way and that Blackfriars Road reaches its potential as a destination with its own identifiable character and identity. This SPD is required due to the scale of growth proposed. There is a need to ensure that the pressure for residential development is balanced with the need for a vibrant street with places for leisure and business and a pleasant environment. Development needs to take place in a coordinated way so that Blackfriars Road reaches its potential as a vibrant destination whilst regenerating the area from the river, along Blackfriars Road and onwards to Elephant and Castle.~~ This ~~supplementary planning document~~ SPD will provide a strategic framework and detailed guidance to coordinate future growth along and around the Blackfriars Road. ~~setting out clear aspirations for growth. It will help to make Blackfriars Road a destination where people want to live, work and visit.~~

1.2 What else do you need to know?

1.2.1 The SPD focuses on Blackfriars Road as this is where most of the change will take place. ~~, but also~~ This SPD also takes in some of the surrounding areas which will also see development and improvements, particularly to its benefit from public realm improvements and improved links for walking and cycling to and through Blackfriars Road. Development is unlikely to take place in most of these surrounding areas.

1.2.2 Residents will be affected by developments being built and they will experience the new leisure and retail on the Blackfriars Road. The character of Blackfriars Road and the surrounding areas will continue to be protected and enhanced particularly where there are conservation areas and listed buildings.

1.2.3 Figure 2 shows the area covered by the SPD. Its boundary includes the whole of the Blackfriars Road, with the southern boundary running along Borough Road and Lambeth Road, taking in the whole of St George's Circus and its conservation area. The western boundary is Southwark's borough boundary with Lambeth, whilst the eastern boundary runs one block back from the railway viaduct taking in a number of large development sites.

1.2.4 The SPD lies mostly within the Bankside, Borough and London Bridge Opportunity Area, which is identified in the London Plan as having the potential to provide around 25,000 jobs and a minimum of 1,900 new homes. A small part of the southern end of Blackfriars Road around St George's Circus lies within the Elephant and Castle Opportunity Area. There is already an adopted supplementary planning document/opportunity area planning framework for Elephant and Castle.

The Blackfriars Road SPD will replace the guidance for the Elephant and Castle SPD/OAPF for the overlapping area.

- 1.2.5 The SPD provides further guidance to existing planning policies in the London Plan, our Core Strategy and saved Southwark Plan. National guidance suggests that planning documents should not ~~it does not~~ repeat borough wide policies and so the SPD must be read alongside our other planning documents. These are set out in appendix A.
- 1.2.6 Neighbourhood plans are currently being prepared by the local community, which once adopted will form part of our development plan and will be used to make decisions on planning applications. We are in the process of preparing a New Southwark Plan which will eventually replace the Core Strategy and saved Southwark Plan. The process will also review land use designations on the Adopted Policies Map.
- 1.2.7 The Blackfriars Road SPD area adjoins the London borough of Lambeth and the City so we will continue to ensure that we work closely with other Councils, Transport for London and other stakeholders to address cross boundary issues.
- 1.2.8 Figure 3 shows the relationship between the SPD and ~~all the~~ other important planning documents. Further information on both existing planning policy and emerging policy, including neighbourhood plans, can be found on our website at:

www.southwark.gov.uk/planningpolicy

Figure 1: The location of Blackfriars Road (figure has been updated)

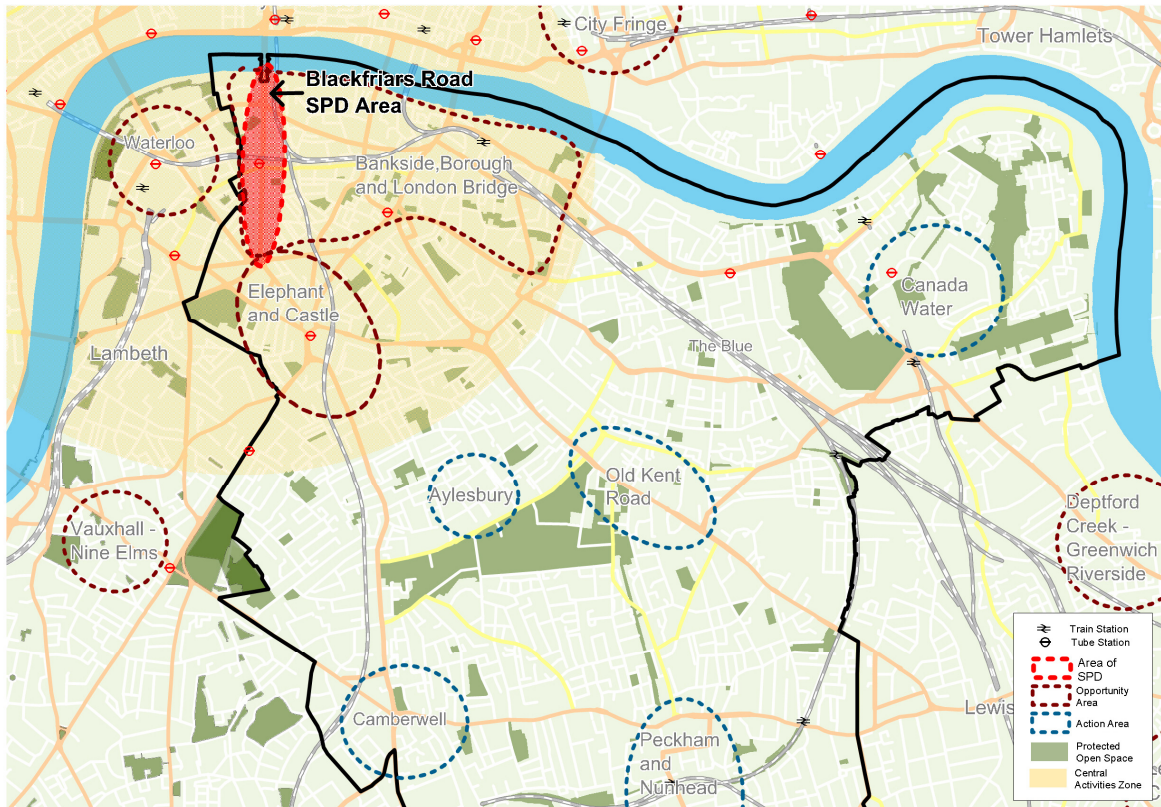
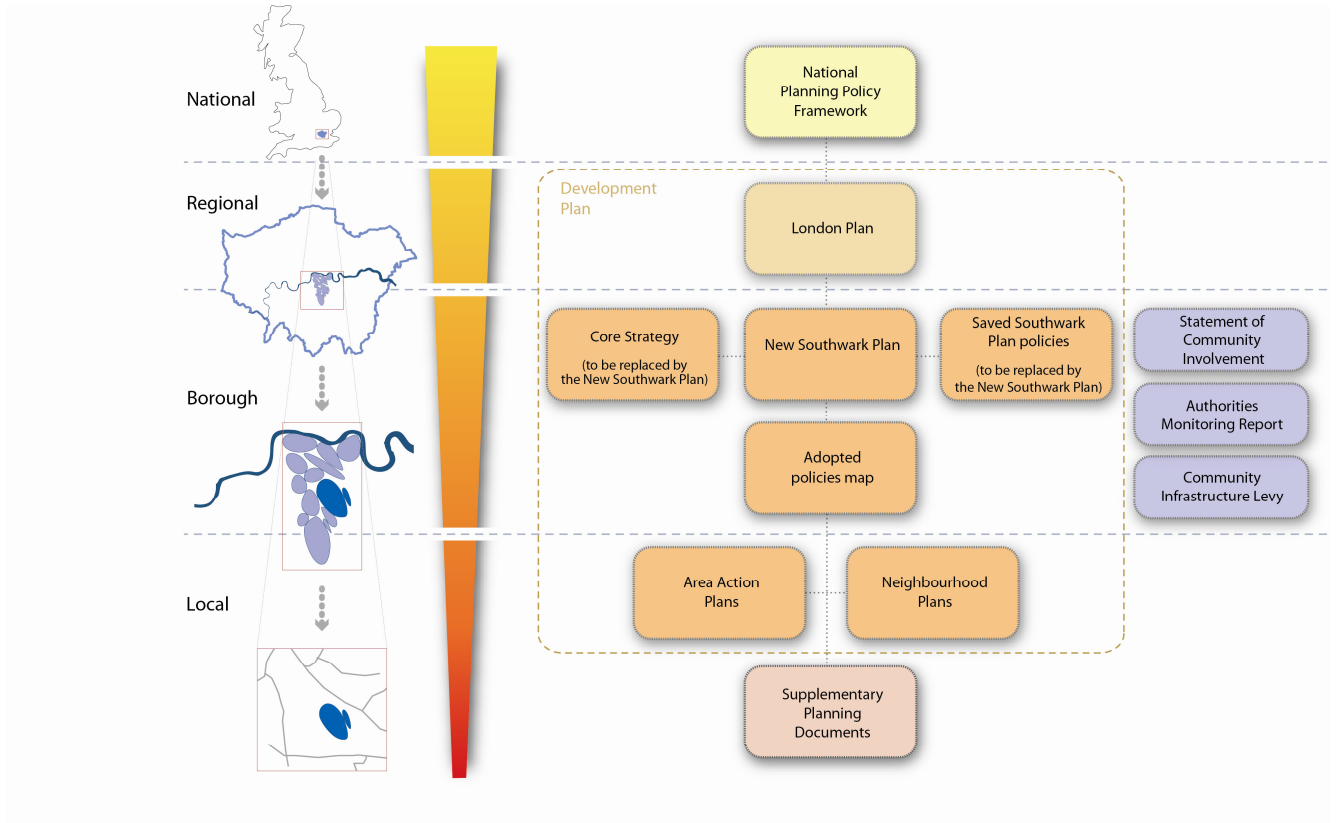


Figure 2: Boundaries of the SPD area (figured has been updated)



Figure 3: The relationships between the different planning policy documents



2. VISION FOR BLACKFRIARS ROAD

2.1 The current vision

2.1.1 To help create a successful place where people want to work, live and visit, we need a vision which reflects the needs and aspirations of the community, businesses, residents, landowners and local stakeholders.

2.1.2 We already have two agreed visions, which were developed through the preparation of the London Plan and the Core Strategy.

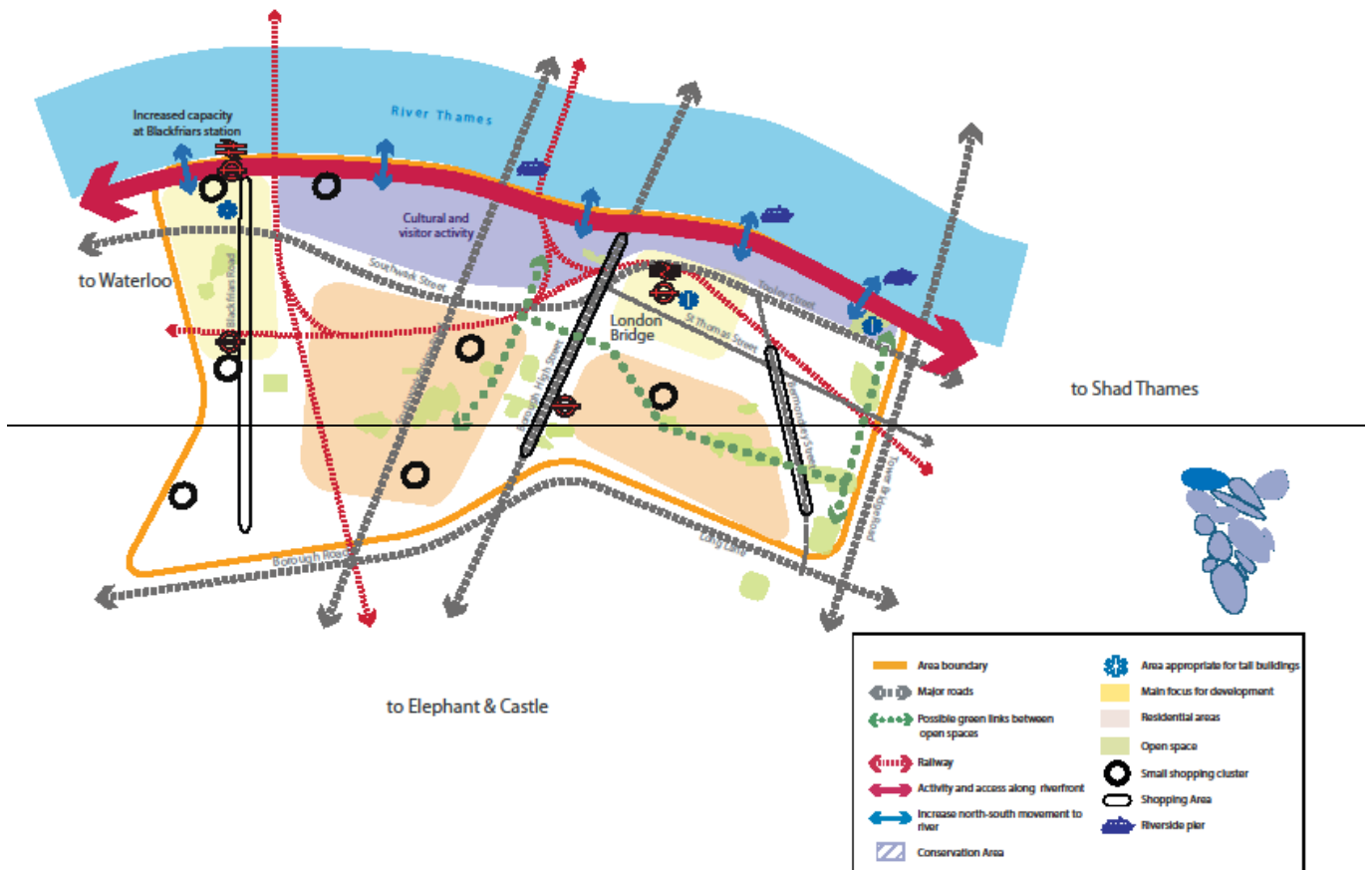
2.1.3 The area covered by the SPD lies mostly within the Bankside, Borough and London Bridge Opportunity Area, which is identified in the London Plan as having the potential to provide around 25,000 jobs and a minimum of 1,900 new homes. A very small part of the southern end of Blackfriars Road lies within the Elephant and Castle Opportunity Area. The vision and further guidance for Elephant and Castle is set out in the Elephant and Castle SPD/opportunity area planning framework.

2.1.4 The London Plan strategic policy direction for the whole of the London Bridge, Borough and Bankside Opportunity Area is:

This Area has considerable potential for intensification particularly at London Bridge station and its environs, complemented by improvements to public transport and interchange facilities, better pedestrian integration with the surrounding area and greater use of river passenger transport. There is scope to develop the strengths of the Area for strategic office provision as well as housing, especially in the hinterland between Blackfriars and London bridges. Mixed leisure and culture related development should enhance its distinct offer as part of the South Bank Strategic Cultural Area, and partners should work to develop and accommodate synergies with the existing centre of medical excellence. Account should be taken of the Tower of London World Heritage site and proposals for open space networks and transport and community infrastructure should be co-ordinated with those in the Waterloo and Elephant and Castle Opportunity Areas and across borough boundaries.

2.1.5 We developed the vision further in the Core Strategy in consultation with local people and businesses. Figure 4 illustrates the Core Strategy vision.

Figure 4: Bankside, Borough and London Bridge vision diagram



Bankside, Borough and London Bridge opportunity area

The opportunity area will continue to be home to a mix of uses providing high quality office accommodation alongside world class retail, tourism, culture and entertainment facilities and public spaces. Local people will be supported to find jobs by local employment and training schemes.

We are working with the local community and landowners to deliver large scale development and improvements, providing over 1,900 new homes, 665 affordable housing units and around 25,000 new jobs by 2026.

Development and changes to places will be guided by a supplementary planning document opportunity area framework which we are preparing with the GLA.

Bankside and Borough

We are working with the local community, land owners, Better Bankside and the Cross River Partnership to enhance the area's mix of culture, history and business in a way that is sensitive to its residential communities. There will be new businesses, shops, housing and cultural facilities that will benefit local residents as

well as raise the profile of Southwark. This will include new and improved community and youth facilities.

New development will help improve the look feel and safety of streets and public spaces through schemes like the Bankside Urban Forest. We will work with groups like the Bankside Open Spaces Trust to create better access to green spaces, including protecting the Crossbones Graveyard. New trees and landscaping improvements will make places feel greener.

It will be easier to get around by walking and cycling and access to and along the riverside will be protected. Car parking will be limited to deter car use and help reduce traffic.

New development will recognise and enhance the different character and roles of places across Bankside and Borough. These are focused around Blackfriars Road, Bankside, Borough South, Borough Market/Riverside, and Borough High Street.

There are development opportunities throughout the area, but the largest developments will be around Blackfriars Road and Bankside.

Bankside will be a location of large offices and major arts and cultural facilities, including an expanded Tate Modern. We will work with Network Rail to refurbish space under railway arches to provide modern accommodation for small businesses. Making sure that student accommodation is included without dominating is important for a balanced mix of activities.

Blackfriars Road will continue to have a mix of shops, services and offices serving both a local and wider need. There will be a cluster of tall buildings around the northern end of Blackfriars Road providing high quality offices, housing, hotels and shops. These buildings will be of exceptional design and will enhance the look of the area and provide new public spaces. We will set out in detail which sites are appropriate, sensitive and inappropriate for tall buildings through the supplementary planning document/opportunity area framework.

Borough will continue to be a mainly residential area serving local needs. The hub of activity centred around Borough High Street will be improved so that it provides a better mix of shops and services to meet local people's needs as well as the needs of office workers and tourists.

Borough Market will be protected and improved and the riverside area will continue to be valued as an area steeped in history, reflected in its historic street pattern and a concentration of important buildings and remains, including Southwark Cathedral. We will work with Network Rail to ensure the Thameslink project is delivered with minimal disruption to the area and improve the contribution that railway arches make to the area.

We will look at ways to control licensed premises and hotels to ensure a good balance of uses and protect the character of the residential areas. This includes an alcohol saturation zone at Bankside.

2.2 Our emerging vision

2.2.1 ~~A lot~~ Planning policy has changed since we developed the Core Strategy vision in 2009/2010. New national planning policy has been introduced through the National Planning Policy Framework, as well as changes through the Localism Act introducing neighbourhood planning. ~~New applications and proposals have come forward on the Blackfriars Road, as well as~~ The context for development has also changed with significant development at Blackfriars Road and the plans for major regeneration at ~~surrounding the SPD area~~ at Elephant and Castle, Waterloo and north of the river. Figure 6.5 and table 1 sets out the potential development sites, illustrating the huge opportunity for change and the need for a coherent framework. Appendix B sets out the London Plan and Core Strategy visions.

2.2.2 ~~All this~~ The opportunity for change makes it increasingly important to relook at the Core Strategy and London Plan visions set out in appendix B. ~~to develop a vision specific to this area of growth.~~ Whilst we can not formally adopt a vision ~~for an area~~ through an SPD, we have begun ~~will soon be~~ preparing the New Southwark Plan. The New Southwark Plan will replace the Core Strategy and saved Southwark Plan policies, providing new policies and visions for Southwark. We have ~~therefore~~ set out some ideas which we will look at developing further ~~as we prepare through~~ the New Southwark Plan. Information on the New Southwark Plan can be viewed at:

www.southwark.gov.uk/planningpolicy

2.2.3 Our emerging ideas for a vision for Blackfriars Road are:

Blackfriars Road

Blackfriars Road will be transformed ~~its own distinct identity as a lively and vibrant area, becoming an exciting~~ into a vibrant place where people want to work, live and visit. Running south from the river front at Bankside to historic St George's Circus, Blackfriars Road is a gateway north into Central London, and south to the Elephant and Castle. The ~~road and its surroundings will have its own identifiable character,~~ historic, wide boulevard will provide a range of different activities ~~opening up onto Blackfriars Road~~ regenerating the area from the river along Blackfriars Road and stimulating change at the Elephant and Castle. Much of the character and historic value of the surrounding residential areas, particularly the conservation areas and listed buildings will continue to be protected and enhanced.

We will continue to work with the local community, residents, landowners and many of our partners and stakeholders including the Greater London Authority, Transport for London (TfL), Network Rail, Lambeth Council, English Heritage, Better Bankside, Waterloo Quarter, Bankside N neighbourhood F forums, South Bank Employers' Group, London South Bank University, tenants and residents associations, SE1 Safer Road Forum, Bankside Open Spaces Trust, Southwark Living Streets and Southwark Cyclists to enhance the Blackfriars Road and surrounding areas. By working with all these groups and stakeholders we will manage the fast paced change taking place on the Blackfriars Road whilst ensuring development meets the needs of both existing and new residents.

Blackfriars Road will continue to have a mix of offices, services and shops serving both a local and wider need. Opportunities to increase the amount and type of development will be maximised, particularly opportunities for flexible innovative business space. Cultural, leisure, arts, ~~and~~ entertainment community facilities, children's play areas, health facilities and higher education uses will also be encouraged which will benefit local residents and help make Blackfriars Road a destination, linking to the many cultural facilities along the South Bank, The Cut and at Waterloo. Social and community infrastructure will continue to be improved where opportunities arise as part of mixed use developments. We will work with Network Rail to refurbish space under railway arches to provide a range of uses and employment opportunities including small businesses, shops, cafes and restaurants. There will also be many new homes primarily on the upper floors of commercial developments, offering a range of housing types and sizes. Existing and new residents will benefit from the increased range of town centre and business uses

There will be a range of building heights along Blackfriars Road, with the tallest buildings at the north end of the road, signifying the gateway to Central London and the gateway to Southwark. There will also be taller buildings at the important locations of Southwark tube station and ~~on the main junction of~~ at the southern end of Blackfriars Road towards St George's Circus. Development will be of exceptional design and will enhance the local character, sustaining and enhancing the historic environment.

Working with TfL, the road itself will be designed to be safer, easier and more enjoyable for pedestrians and cyclists ~~whilst ensuring vehicular traffic continues to move smoothly.~~ We will work with TfL to create a segregated route for cyclists whilst ensuring the needs of all users are met safely, managing the demands of buses, freight, pedestrians and cyclists. There will be increased linkages and new public realm as part of development to increase the permeability both north-south and east-west. Development will help improve the look and feel of streets and public spaces, creating an identity for Blackfriars Road and making the spaces and streets feel more welcoming and memorable. Opportunities to improve existing open spaces, specifically Christ Church, Nelson Square and Paris Gardens will be maximised through working with groups such as the Bankside Open Spaces Trust.

3. STRATEGIES AND GUIDANCE

SPD 1 Business space

We will encourage the generation of new jobs and businesses ~~in~~ along the Blackfriars Road area to help consolidate and expand the existing business services cluster and reinforce the area as a strategic office and employment location.

We will do this by:

- Supporting the provision of new business floorspace (B1 use class). Space should be designed flexibly to accommodate a range of unit sizes, including space suitable for small and start-up businesses helping to contribute to a diverse stock of business accommodation.
- Requiring existing business floorspace (B1) to be retained or replaced, unless an exception can be demonstrated in accordance with our borough wide employment policies.
- Allowing any additional floorspace on sites already in business use (B1) to be used to accommodate a range of town centre uses, provided these will not jeopardise the continued business use of the site.
- Supporting use of the railway arches for a range of business uses (B1) including small business space, creative and cultural industries, light industrial uses, and appropriate A or D class uses.

We are doing this because

- 3.1 Blackfriars Road falls within the Bankside, Borough and London Bridge Opportunity Area. The vision for the whole opportunity area includes the provision of up to 500,000 sqm of new business floorspace and 25,000 new jobs. Core Strategy policy 10 identifies the area for continued growth for both large and small scale office development. The many potential development sites along the Blackfriars Road offer opportunities to contribute to these targets.
- 3.2 ~~The~~ Blackfriars Road ~~area~~ has already experienced significant investment by both the public and private sectors and is within the SE1 office market, one of London's prime business districts. This has been confirmed through the recent completion of office schemes such as Palestra and One Valentine Place. Approximately 51,000 sqm of office space is currently under construction and 60,000 sqm is in the pipeline. This includes large mixed use schemes at 231-241 Blackfriars Road, 20 Blackfriars Road, South Bank Tower and Sea Containers House.
- 3.3 The market share of recent take-up of office space provides an indication of business sector concentrations in the SE1 area, with the largest take-up shares comprising TMT (Technology, Media and Telecoms) Charities and Associations, Professional services and the legal sector. The creative industry sector has been

identified as the fastest growing sector in London and there is a strong clustering of the TMT sectors in and around Blackfriars Road indicating this sector may draw benefits from being located clustered together in the area, sharing expertise between businesses. ~~with the agglomeration benefits that this brings.~~

- 3.4 Small and medium sized enterprises (SMEs) play an important role in Southwark's economy. In 2011 there were around 11,700 businesses operating in Southwark, 11,400 of which were small businesses (employing below 50 people). The vitality of small business growth in the borough is demonstrated by the fact that since 2008 there have been 5,102 business start ups in the two wards which comprise the majority of the Central Activities Zone in Southwark. This reflects the situation across London as a whole. Between 2000 and 2010 in London the share of the small business base grew by 2% and accounted for 97 per cent of the total business stock. The share of jobs that small firms accounted for also grew by 6% over the same period and in 2010 half of all jobs were in small businesses.
- 3.5 The availability of more small office/studios/workshop space, which would be more suitably located in the southern part of the area, could help consolidate the cluster of creative individuals and businesses helping to contribute to the physical transformation ~~of the area while~~ whilst maintaining cost efficient space for the businesses. There is potential for new business space in the south ~~ern area~~ to take advantage of opportunities in strengthening business links with ~~the two learning centres~~ (London College of Communication and London South Bank University) including the university's new Clarence Centre for Enterprise and Innovation located at St. George's Circus.
- 3.6 Our Employment Land Review (ELR) (2010) forecasts demand for between 400-500,000 sqm of new office business space by 2026 to meet the needs of the SE1 office market within the City fringe. The ELR confirms that there is continuing demand for high quality small floorplate business space. Southwark's Economic Well-Being Strategy (2012-2020) seeks the availability of a diverse stock of property types. in terms of A variety of form, adaptability, specification and cost is required vital to ensure many different types of occupiers can find appropriate business accommodation to meet their varying requirements. The design of floorspace for micro and small enterprises will also need careful consideration to ensure that it is functional, incorporating flexible internal arrangements.
- 3.7 Business density in Southwark is highest in the Central Activities Zone because of the benefits firms derive from being located close together. Significant loss of existing business space in SE1 could serve to fragment the existing businesses services agglomeration which are is important to Southwark's and London's economy. It is important to ensure that the established business function of the Blackfriars Road is maintained and enhanced. The SPD guidance will be used in conjunction with saved policy 1.4 of the Southwark Plan which sets out criteria to assess the loss of office floorspace by requiring two years worth of marketing evidence to justify a change of use and lack of demand for continued office use and also whether continued business use is viable on the site. Where it is demonstrated that there is no reasonable prospect of continued business use land can be released for other purposes. These criteria also include an exception for the loss of business floorspace within town centres where, in accordance with saved Southwark Plan policy 1.7, it may be replaced by use class A (retail) or other suitable town centre uses. Saved policy 1.5 of the Southwark Plan also aims to protect small business units in proposals for redevelopment or change of use of employment sites, by requiring the equivalent provision for small units within the replacement floorspace, subject to exception criteria.

- 3.8 The railway is a dominant feature of the area and many of the arches have already been converted to provide a significant amount of space for small businesses employment opportunities. Through our saved Southwark Plan policy 1.5 we continue to promote the use of the railway arches for a variety of uses, including shops, cafes, restaurants, business and community uses, provided that the proposed use does not have an unacceptable impact on the amenities of neighbouring occupiers, or on car parking, traffic congestion and road safety.

Fact box: Business Space

For the purposes of this guidance and our policies the term business space refers to space used by B1 use class which includes office, research and laboratory and light industrial space which is generally more appropriately located in town centre locations and areas with good public transport connections.

Fact box: Town centre uses

Town centre uses are uses which will attract a lot of people. The National Planning Policy Framework sets out the main town centre uses. and These include are:

- Retail; offices; leisure and entertainment facilities (including cinemas, health and fitness centres, bowling centres, bingo halls, pubs, cafes and restaurants); arts, tourism and cultural facilities (including theatres, galleries and concert halls); and hotels.

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

- Residential development use can play an important role in ensuring the vitality of is appropriate in town centres but is not a main town centre use when planning for competitive town centres that provide customer choice and a diverse retail offer and experience for in the purpose context of Southwark's Local Plan

SPD 2 Mixed use town centre

We will encourage the provision of a balanced mix of town centre uses to help enhance the commercial attractiveness of the Blackfriars Road area and the status and function of the wider Central Activities Zone.

We will do this by:

- Encouraging the provision of a mixture of new town centre uses (especially shops, restaurants, cafes and bars). Space should be designed flexibly to accommodate a range of unit sizes, developed alongside residential development and businesses uses in order to increase activity and strengthen the appeal of the area to visitors and to a wider range of occupiers.
- Supporting proposals for new hotels and other forms of visitor accommodation (C1) to ensure there is a good supply of accommodation for visitors and to contribute to a mix of uses and employment opportunities. Proposals should seek to maximise

the opportunity to include ~~ancillary facilities and~~ activity along the lower and street level frontages.

- Encouraging a mix of complementary arts, cultural, leisure, ~~and~~ entertainment ~~and~~ education uses, taking into account their economic benefit to the area, their contribution to the vitality of the area and impact on health and well-being.
- Considering the impact of all proposals for new or expanded food, drink, evening and night time economy uses, whether cumulatively or individually, on the overall mix of uses in the area and on local amenity.
- Supporting the provision of new social infrastructure such as schools, health facilities and community facilities as part of mixed use developments. Opportunities should be taken to ensure that new community facilities are accessible to all members of the community.
- ~~Requiring development to provide active lower floor and street level frontages to reinforce the visual continuity of building frontages facing onto the street and to help add interest and vitality to the public realm.~~

We are doing this because

- 3.7 Land use in the SPD area is mixed predominantly with a large number of commercial buildings with pockets alongside many areas of residential development ~~in the south-east, west and the north, close to the river.~~
- 3.8 Most of the mixed development is along Blackfriars Road, The Cut, Southwark Street, Stamford Street and Colombo Street and some of the railway arches, particularly to the east of Blackfriars Road. The majority of the rest of the area is residential, and should benefit from the increased range of activities along these streets. There is mixed-use development in the west, Mixed use development includes ~~ing~~ Oxo Tower Wharf, which houses art galleries, shops and restaurants, and also a short row of bars and cafés is in a protected shopping frontage on Stamford Street. To the west, the area of The Cut within Southwark is a protected shopping frontage and contains a mix of retail uses. The road has benefited from investment in the public realm, which has created a more inviting and attractive place. There are two other small protected shopping frontages at Hopton Street and Waterloo Road. To the east, Union Street runs between Blackfriars Road and Borough High Street, and has developed into an artistic corridor containing a few art galleries and the Union Theatre, alongside pubs, restaurants, cafes and some small shops and businesses. These areas distinguish themselves from Blackfriars Road which displays more of a commercial nature. Blackfriars Road itself has a cluster of retail uses around Southwark station. ~~There are two other protected shopping frontages at Hopton Street and Waterloo Road.~~
- 3.8 Southwark's Retail Capacity Study (2009) suggests that the Bankside and Borough district town centre should continue to be a centre for local needs and specialist, independent retailing and any new retail schemes can be supported by workers, tourists and residents, coming forward on an incremental basis. Therefore, in order to continue to promote the area as a commercially attractive location for business, it will be important to maximise the diversity of offer and facilitate a range of town centre uses as part of mixed use development in conjunction with a high quality public realm. There is currently approximately 7,000 sqm of new retail floorspace

either under construction or in the pipeline, as part of mixed use developments, which will contribute to the vibrancy of the area.

- 3.9 The South Bank and Bankside are is one of Europe's premier arts and cultural centres. These and are recognised in the London Plan as being a strategically important area. The growth in arts and cultural facilities in recent years has attracted five million extra visitors a year and there are a large number of arts, cultural, entertainment and leisure facilities within and adjacent to the SPD area. This success, along with the growth of offices, has led to an increase in the number of hotels and apart-hotels which provide additional employment.
- 3.10 The London Plan aims to provide a net increase of 40,000 hotel bedrooms by 2031 and advises boroughs to focus strategically important new visitor provision within the opportunity areas within the Central Activities Zone (CAZ). The SPD area is located within the CAZ and falls partly within the Strategic Cultural Area and therefore is an area suitable for new hotel provision due to the proximity to business services and visitor attractions. The GLA's Hotel Demand Study (2006) sets out the approximate amount of new hotel bedrooms required in Southwark over the period 2007 – 2026, to help meet the target of 40,000 new hotel bedrooms in London which is set out in policy 4.5 of the London Plan. This amounts to 2,500 over this period (2007-2026) for Southwark. Since 2007, approximately 1625 hotel bed spaces have been completed and approximately 850 bed spaces are currently in the pipeline in the borough. Within the SPD area there are seven hotels, with an additional three hotels just beyond the SPD boundary.
- 3.11 We will support proposals for high quality hotels, particularly those which contribute to employment growth and offer employment opportunities for local people. Hotels offer much less capacity for employment growth, therefore local employment effects will be an important factor in the consideration of planning applications, such as the provision of ancillary facilities which can provide additional employment, encourage wider use of the building to benefit the local community and passing public and also activate the street frontage. The case study below about Citizen M hotel provides an example of how a hotel can successfully offer a range of uses and active frontages.
- 3.12 The soon to be completed extension to the Tate Modern gallery to create more performance and exhibition space will attract more tourists and visitors. Theatre and the arts are also widely represented, with a range of art galleries and theatres. We will continue to support the provision of additional arts and cultural uses to further consolidate the Strategic Cultural Area and also introduce more diversity to the quality and range of the visitor offer. Developers should work with agencies and organisations, including the South Bank and Bankside Cultural Quarter Partnership, Southwark Arts Forum and our culture team, to identify potential occupiers of new spaces and the impact of proposals on existing provision.
- 3.13 The development of the evening and night-time economy will help keep the town centre lively and safe at different times of the day and provide more leisure opportunities for local residents, visitors and workers. However, Ccareful consideration needs to be given to measures which mitigate any negative impacts of uses to protect the amenity of nearby residents. The area is located within the boundary of the Borough and Bankside licensing saturation area, which is a local policy that addresses the cumulative impact of licensed premises. All applications for new or varied premises licences for night-clubs, public houses and bars, restaurants and cafes, off-licences, supermarkets and grocers need to address the

saturation concerns set out in the council's licensing policy within the premises operating schedule.

- 3.14 New and improved leisure, social infrastructure and community facilities with accessibility for all will help to strengthen the relationships between people living and working in the area, encourage more activity and also facilitate the exchange of ideas and skills. Opportunities to increase and improve the range of infrastructure and facilities will be maximised including looking at health facilities and community facilities. New housing and business floorspace will also increase the resident and working population and it is important to ensure that infrastructure is in place to support the community. Notably, Blackfriars Settlement has been providing support and resources to the community for 125 years, and is an important asset to the area providing meeting rooms, facilities and community events. London South Bank University provides a range of community outreach programmes to support businesses, enterprise and education within the community in addition to providing sport and fitness facilities, including a gym and sports hall. The Colombo sport and community centre provides a gym, football pitches, and hard courts for tennis or netball and is also home to the City Academy Dance Group.
- 3.15 Improvements to social infrastructure such as schools, health facilities, post offices and police facilities are addressed through working with our many partners and through Community Infrastructure Levy and section 106 planning obligations.~~through external stakeholder's asset management plans and through the council's Capital programme and infrastructure planning process.~~ The need for new infrastructure will be kept under review as the area changes.
- 3.16 The majority of buildings which line Blackfriars Road lack active frontages. Blank walls and opaque windows facing onto the wide pavements reduce their contribution to the street. ~~The front elevation of mixed use buildings, particularly the fenestration,~~ Buildings should be designed ~~so that it to~~ provides clear views onto the street from inside, at ground floor and also preferably at first floor. The interior of the buildings should be organised so that there are active town centre uses at the front to ensure better integration and continuity in the street environment. Good design will encourage a higher level of activity in the public realm which will help to add vibrancy to the area.

Case study

The Citizen M hotel on Lavington Street not only provides visitor accommodation but a range of ancillary facilities which can be used by non-guests. This hotel is a good example of how new development can perform its core function but also have a multitude of other ancillary uses. The hotel provides seven creative meeting rooms for hire accommodating between 2 and 24 people. There is a cafe during the day and 24 hour hotel bar on the ground floor, with the space designed as an open 'living room' with contemporary furniture and art work on display. There is an active ground floor frontage where passers-by can see the modern art work and spacious lounge area creating an inviting and visually appealing space.

SPD 3 Public realm and open space

We will work with the Greater London Authority (GLA), Transport for London (TfL), English Heritage, developers, landowners, Bankside Nighbourhood Forums, Bankside Open

Spaces Trust, Lambeth Council, the community and other stakeholders to provide a high quality design of public squares, streets and spaces.

General principles ~~for all of the SPD area~~

Public realm should:

- Contribute to the creation of a sense of place and encourage a variety of activity.
- Use high quality and durable materials and street furniture, and reduce existing street clutter wherever possible.
- Sustain or enhance local distinctiveness of the Blackfriars Road and surrounding areas, ensuring that the materials and features used consider reflect the identity of the local surroundings, taking into consideration the historic environment.
- Ensure that there is a clear distinction between public and private space.
- Provide and promote new links that are safe, direct and convenient for pedestrians and cyclists and make it easier for people to find their way around.
- Create environments that are inclusive and follow Secured by Design principles such as ensuring spaces are well lit, overlooked and feel safe at different times of the day and in the evening.
- Introduce and enhance the public realm under and around the viaducts and railway arches to encourage activity and movement.
- Ensure that protected open spaces at Christ Church Gardens, Nelson Square and Paris Gardens are maintained and enhanced as part of high quality green infrastructure for residents, businesses and visitors.
- Use trees and landscaping to green streets and spaces, and reinforce planting where trees are integral to the historic townscape.

Additional principles for Blackfriars Road

The public realm should make a key contribution to the creation of an historic wide boulevard great street. It should:

- Reinforce and enhance the character of Blackfriars Road, so that it is attractive and comfortable.
- Use cohesive landscaping, innovative lighting design and public art installations to create a strong identity and sense of place, while preserving local distinctiveness and character.
- Successfully link both sides of the Blackfriars Road and integrate it into the surrounding area with enhanced east/west routes at key junctions and existing public spaces. The road should link to existing areas of high activity and important local buildings, stations, local amenities and attractions.

- Introduce a network of generous, meaningful and personable public spaces that are informed by the uses around them and anticipated levels of activity. New public spaces should be provided by new development, while maintaining its predominant boulevard character. New spaces should link to existing spaces.
- Introduce active lower floor frontages to bring safe, lively and attractive activity along the length of the road.
- Encourage activity and movement beneath the railway bridge using imaginative lighting and the removal of visual barriers.

Additional principles for the Thames Path

To enhance the important and busy pedestrian route along the riverfront, public realm should:

- Sustain and enhance existing links to the Thames Path.
- Introduce new, accessible links to the new southern Blackfriars Road Station from Blackfriars Road and Hopton Street.

Additional principles for St George's Circus

To enhance St George's Circus, public realm schemes should:

- Focus on reinforcing the character and geometry of the Circus.
- Increase the area of usable pedestrian space around the perimeter and at the centre of the Circus.
- Enhance the setting of the conservation area, listed buildings and the listed obelisk.
- Contribute to the importance of the Circus as a strategic [junction gateway](#) south to Elephant and Castle, and north to Blackfriars Road, [Waterloo](#) and [onwards to the City](#).

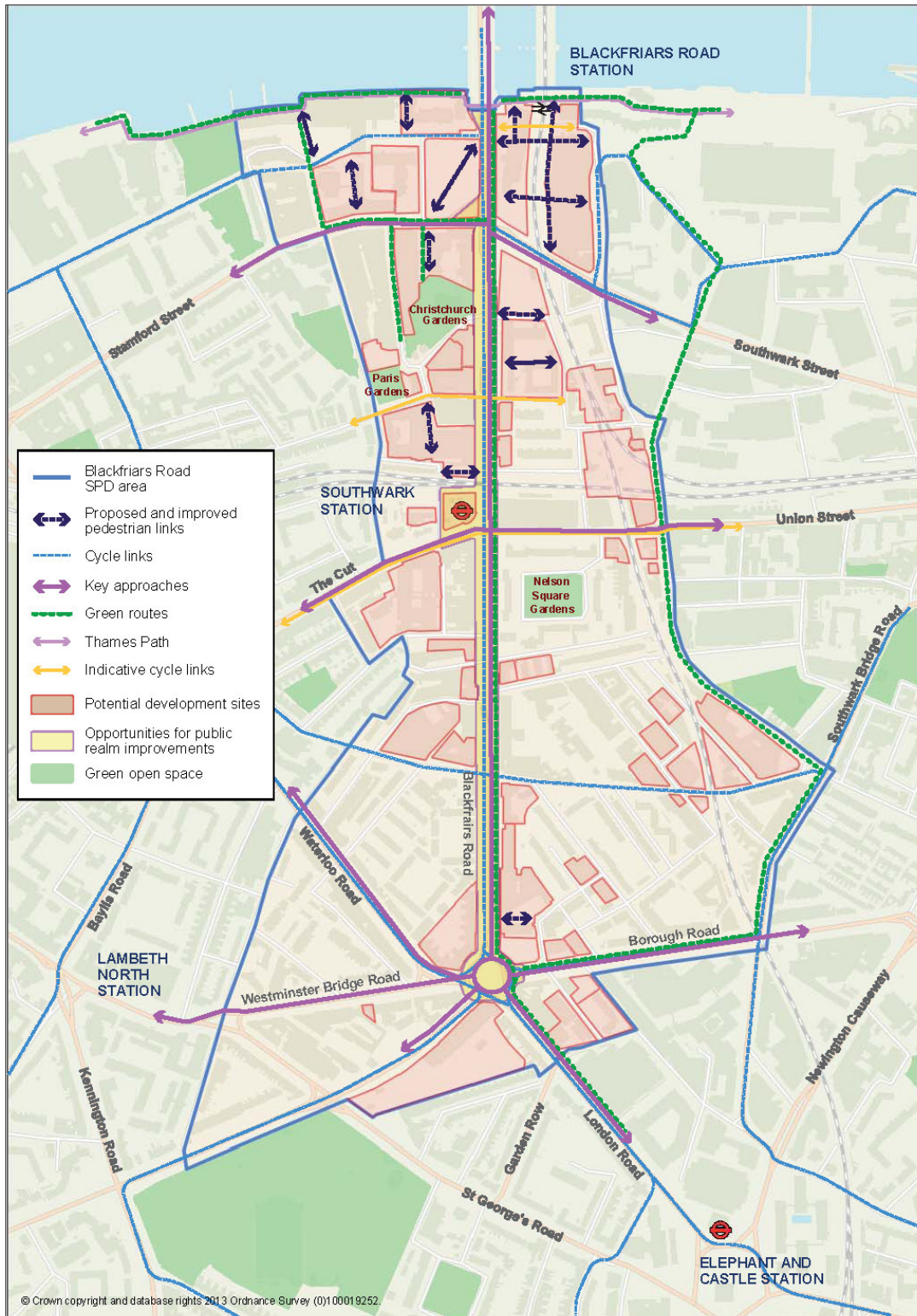
We are doing this because

- 3.17 A high quality public realm will help deliver our vision ~~of creating a unique identity~~ for Blackfriars Road, making it a place that benefits the people who live, visit and work here. Figure [4 6](#) illustrates the indicative movement, public realm and open space opportunities.
- 3.18 Presently, the quality of the public realm in the Blackfriars Road area varies. Some streets and spaces suffer from neglect and are under-used, while others carry significant numbers of pedestrians and cyclists during rush hour periods. Sections of Blackfriars Road and the surrounding roads and spaces have inactive frontages that result in environments that people do not engage with. Improvements to the public realm will make streets and spaces more enjoyable and better used, as has already been experienced through streetscape improvements in Gambia Street and The Cut.

- 3.19 Blackfriars Road is the primary route, so it is important that it is easy to understand. We will work with our partners and developers to create safe, direct and convenient linkages for pedestrians and cyclists, alongside improvements to existing links and public spaces, and enhance wayfinding with the use of Legible London [signage](#).
- 3.20 To achieve the vision for Blackfriars Road, a network of new and meaningful public spaces will be introduced that are linked to larger development sites. New public spaces will have different functions, depending on their location and the use of the buildings that surround them. It will be important to ensure that the ground floor uses and active frontages encourage people to engage with the area and increase footfall. We will also encourage the introduction of activity and movement under and around the area's railway viaducts and arches so that there are more vibrant places for people and businesses to use.
- 3.21 The use of high quality and durable materials has an important role in the creation of a cohesive and identifiable public realm, helping to [regenerate and transform Blackfriars Road](#) ~~create a distinctive identity~~ and [create a](#) sense of place. The introduction and placement of street furniture and a reduction in existing street clutter will ensure that there is as much as space as possible for people to use and improve the experience of the pedestrian environment.
- 3.22 Urban greening and the provision of green infrastructure is an important part of a high quality public realm. Green infrastructure can significantly contribute to a sense of place and result in social and economic benefits, as well as positive environmental effects. We will preserve and enhance the three important open spaces that benefit from protection under Core Strategy and saved Southwark Plan policies. These are Christ Church Gardens, Nelson Square and Paris Gardens. Our Open Spaces Strategy (2012) also recommends protecting the community gardens at Diversity Gardens on King James Street. We will look at doing this through our New Southwark Plan.
- 3.23 [Southwark's Open Space Strategy \(2013\) has identified a deficiency in open spaces within the Borough, Bankside and London Bridge sub area, with a total of 0.25ha of park provision per 1,000 population, which is well below the standard of 0.75ha per population. As the Strategy recognises the limited opportunities for the creation of new open spaces within Southwark, our priority is to protect, maintain and enhance existing open spaces, as well promote green corridors, gardens and local food growing. We work with developers to encourage new open space provision on development sites in line with the recommendations set out in our Open Spaces Strategy.](#)
- 3.23 There are a number of historic trees that are protected. We will require new street trees and the reinforcement of planting where trees are integral to the historic character, such as those [along](#) ~~on~~ Blackfriars Road. We will continue to work with local groups such as Bankside Open Spaces Trust, Waterloo Quarter and South Bank Employers' Group and Better Bankside on public realm and open space projects that improve the area. Existing project examples include Bankside Urban Forest and the Isabella Street landscaping.
- 3.24 The Thames Path is an important and well used river bank route. We will encourage its continued use and will seek to introduce new and enhanced north/south links and spaces that encourage movement to and from the Thames Path into the Blackfriars Road area.

3.25 St George's Circus is an important historical junction that suffers from a poor quality, underused public realm that does not fulfil its potential as a key public space, and gateway to Blackfriars Road. Public realm improvements and development surrounding the Circus have the opportunity to enhance its historic setting through activity and landscaping.

Figure 4.6: Indicative movement/public realm/open spaces (figure updated)



SPD 4 Built form and heritage

We will ensure that ~~high quality design and architecture~~ developments make a positive contribution to local character and distinctiveness, in particular reinforcing the civic character and scale of the historic boulevard of Blackfriars Road, the Thames riverfront and the main east west routes of Stamford Street and Southwark Street, Union Street and The Cut. Figure ~~5~~ 7 illustrates the heritage assets.

Development should:

- Help to create a sense of place and identifiable character, sustaining, enhancing or better revealing elements of the existing local and historic environment which have good character and improving the townscape in areas where its quality is poor. This includes conserving and enhancing heritage assets and their settings.
- Ensure that materials and features ~~reflect~~ consider the identity of the surroundings, taking the local historic environment into ~~consideration~~ account.
- Reinforce the civic scale along the main routes of Blackfriars Road, Stamford Street and Southwark Street, by:
 - Enhancing the setting of public realm and public spaces by ~~fronting activity onto these spaces and~~ helping generate activity around them.
 - ~~Activating the base of buildings by~~ Providing clear entrances that address the street with generous windows ~~or areas of glazing, and active ground floor uses in appropriate locations.~~
 - Incorporating flexibility in the design of non-residential ~~land uses~~ buildings which permits adaptability for multiple uses.
 - Resisting the use of solid external shutters.
- Reinforce the character and geometry of St George's Circus
- Introduce a finer grain of development off of the main routes so that people can move around easily by:
 - Creating or enhancing links or public spaces on large sites to allow permeability for pedestrians and cyclists.
 - Designing buildings of an appropriate massing to create a human scale of development at street level.
 - Creating an interesting and varied roofline.
- Apply inclusive design principles for all buildings and spaces, promoting access and improving mobility for the elderly and people with disabilities.

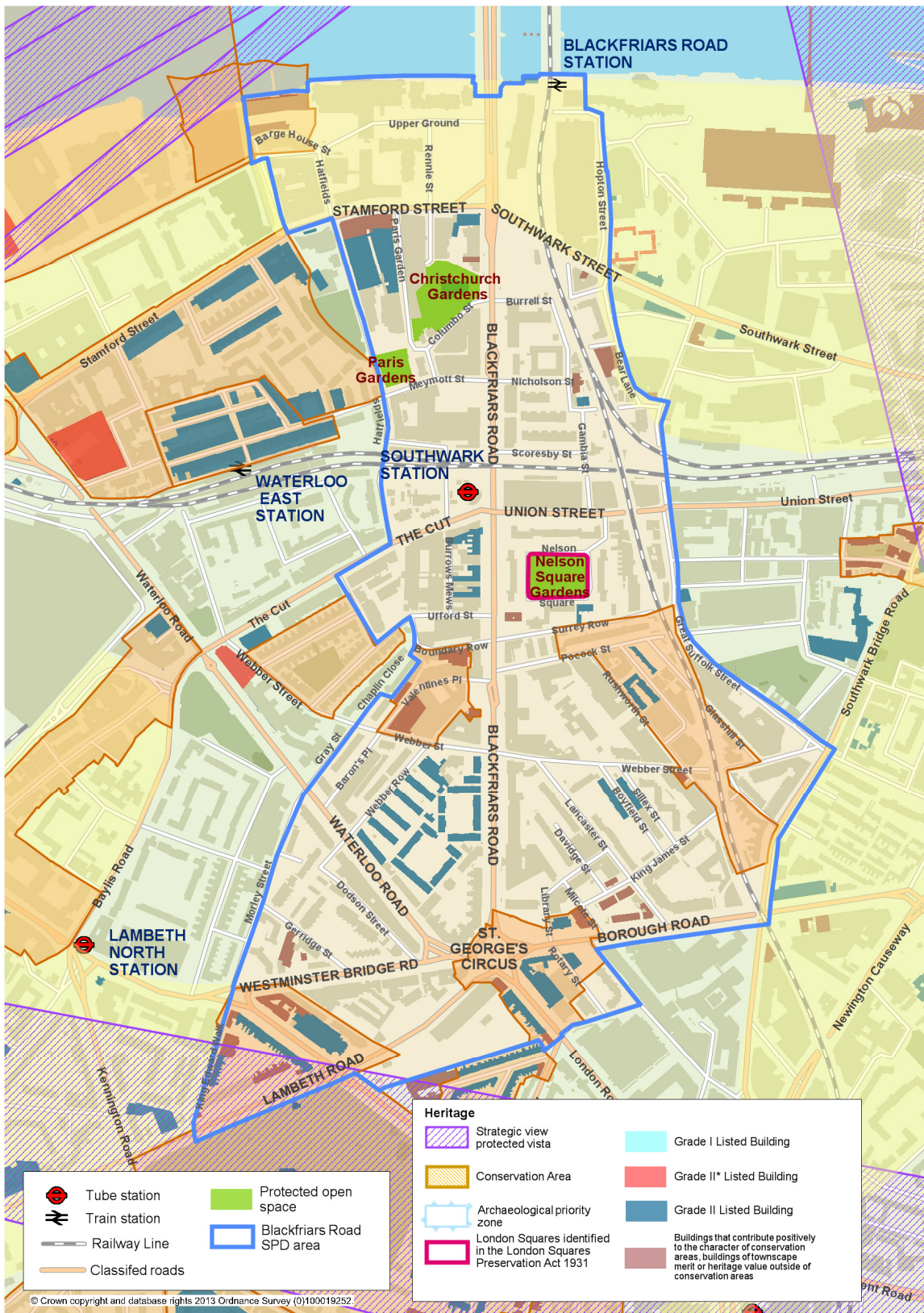
We are doing this because

- 3.26 Our strategy is to ~~further enhance the area~~ ensure that new development helps achieve our vision for transforms Blackfriars Road as a ~~main~~ vibrant boulevard

destination ~~for business and leisure with its own identity~~. We want to ensure that development makes a positive contribution to the local character and distinctiveness. There is currently a mix of character, scale and massing of buildings. ~~and the same key principles will apply to new development and improvements to the existing buildings. All will need to consider~~ We would like development to enhance this to retain the historic boulevard ~~the distinctive~~ character and also the character ~~context~~ of the residential surroundings.

- 3.27 The character of Blackfriars Road is a historic north south wide road, which has been developed with a predominantly commercial focus, particularly at the north end of the road. The civic character ~~of area~~ is reinforced by the large scale, massing and heights of buildings on Blackfriars Road, the riverfront and the main east west routes of Stamford Street and Southwark Street. There are also a number of historic terraces and warehouses on and ~~in~~ within the periphery of the Blackfriars Road in particular within the conservation areas.
- 3.28 Development along the main routes of Blackfriars Road, Stamford Street and Southwark Street, and along the riverfront, should reinforce the existing character, specifically enhancing permeability to and through large sites by introducing new links. Developing a finer grain in the design of large frontages and attention to the design of entrances and lower level non-residential spaces will ensure a human scale to the buildings fronting the main streets, enhancing the character by providing interest in the streetscape and activation of the public realm.
- 3.29 Conservation areas and an archaeological priority zone cover parts of the SPD area. These are shown in figure 5 7, together with locations of protected London squares, listed buildings and buildings that make a positive contribution to conservation areas or are of townscape merit. These heritage assets, and their settings, are sensitive to change to themselves or within their setting. Proposals will need to consider the potential impact upon the significance of the asset, or its setting, to avoid or minimise conflict between the conservation of the asset, and its setting, and any aspect of the proposal.

Figure 5.7: Heritage context (figure updated)



SPD 5 Building heights

We will ensure development contributes positively and helps to regenerate and transform ~~create a distinctive identity for~~ Blackfriars Road by requiring development to be of an appropriate scale of height and by encouraging tall buildings at the key gateways and junctions ~~nodes in accordance with the strategy shown in figures 8 and 9.~~

Development should reinforce the civic character of Blackfriars Road, Stamford Street, Southwark Street and the riverfront. Generally the heights will be taller along the main routes, with appropriate heights of up to 30 metres, depending on the local context. Heights off of the main routes will generally be lower.

Tall buildings (above 30 metres in height or 25 metres in Thames Policy area)

Tall buildings will be encouraged in important locations, where they reinforce the character and function of this main route into central London. These landmarks will highlight the importance of Blackfriars Road as a gateway to Southwark and create new focal points at main transport ~~nodes and the~~ junctions along between Blackfriars Road ~~to and~~ Elephant and Castle.

~~The following building heights will be encouraged:~~ Heights along Blackfriars Road:

- The tallest buildings should be at the north end of Blackfriars Road. The tallest heights must be set back from the river and ~~focused~~ cluster around the main junction of Blackfriars Road, Stamford Street and Southwark Street.
- A tall building, of a height of up to 70 metres should provide a focal point at Southwark tube station.
- A tall building, of a height of up 70 metres ~~sh~~ould provide a focal point at the southern end of Blackfriars Road, St. George's Circus. Tall buildings must be set back from the Circus and should sustain, enhance or better reveal heritage assets and their settings, particularly St. George's Circus Conservation Area and the Grade 2* listed obelisk.
- Buildings of up to 30m along Blackfriars Road between Southwark tube station and St George's Circus.

Buildings which are significantly higher than 50 metres must demonstrate that they contribute positively to London's skyline, when viewed locally and in more distant views, particularly on the river front and that they make exceptional contribution to the regeneration of the area.

All tall buildings over 25 metres / 30 metres must:

- Demonstrate an exemplary standard of design, provide high quality accommodation which significantly exceeds minimum space standards and promote housing choice by providing a mix of unit types.
- Provide public space at ground level. Public space should be proportionate to the height of the building and the importance of the location in the town centre.

- Contribute to an environment which is easy to move around for pedestrians and cyclists.
- Provide a mix of uses that reinforce the identity of Blackfriars Road and ~~help animate~~ encourage activity in the space around the building.
- Consider the London View Management Framework (LVMF), including the strategic views of Palace of Westminster World Heritage Site, views from St James's Park and river prospect views from up and downstream of Blackfriars Road.
- Conserve or enhance the significance of heritage assets and their settings, including Barge House Alley and St George's Circus conservation areas, listed Christ Church and associated gardens and the obelisk and listed buildings at St. George's Circus.
- Demonstrate a considered relationship with other tall buildings and building heights in the immediate context in views, including views along the River Thames and Blackfriars Road. The location, orientation and massing of tall buildings should be articulated to ensure that cumulatively, tall buildings remain distinguishable as individual elements on the skyline.
- Be slender and elegant,
- the tops of buildings should be well articulated ~~and recessive~~.
- Allow adequate sunlight and daylight into streets, public spaces and courtyards.
- Avoid harmful microclimate and shadowing effects or adverse affects on local amenity.
- Incorporate communal facilities for residents of the development.

In addition to the above criteria, buildings which are significantly higher than 70 metres ~~must~~ should:

- Include a publically accessible area on upper floors ~~where feasible~~ in the tallest buildings. ~~in the north of Blackfriars Road~~.

We are doing this because

- 3.30 The London Plan indicates that tall buildings may be appropriate in the Central Activities Zone and opportunity areas. This is also recognised in policy 12 of the Core Strategy which sets out that tall buildings could be accommodated in the north of Blackfriars Road.
- 3.31 We conducted an urban design study in accordance with NPPF principles and CABE and English Heritage guidance to inform our approach. The study supports SPD 5 by identifying that in accordance with saved Southwark Plan policy 3.20, tall buildings could further reinforce and emphasise important locations along Blackfriars Road and at locations with excellent accessibility to public transport. At the north end of Blackfriars Road taller heights would provide further definition to the emerging cluster of tall buildings around Stamford Street, Southwark Street and the junction with Blackfriars Road. At the centre and south of Blackfriars Road taller heights would provide focal points to emphasise the main transport junction ~~node of~~

at Southwark tube, ~~at and~~ the junction of Union Street and The Cut, as well as at ~~the southern end of Blackfriars Road towards~~ St George's Circus, ~~a main node and~~ the ~~historic~~ junction of ~~Blackfriars Road~~, London Road, ~~Lambeth Road~~, ~~Waterloo Road~~, ~~Westminster Bridge Road~~ and Borough Road. Tall buildings at these locations would create identifiable features highlighting these as main locations of activity and destination points along the route from Elephant and Castle to the City as well as at the junction of main east/west routes linking Blackfriars Road into the wider area.

- 3.32 All proposals for tall buildings will need to comply with saved policy 3.20 of the Southwark Plan and ensure that they make a positive contribution to the streetscape, particularly at ground level and are of the highest architectural standard. SPD5 also sets out more detailed criteria which are consistent with the tests set out in policy 3.20 of the Southwark Plan. Proposals for tall buildings should demonstrate that in accordance with ~~the~~ NPPF that they will sustain or enhance the significance of ~~the~~ historic environment and heritage assets, their settings particularly when located in the immediate context of these assets. Proposals would need to demonstrate their impact in views, including strategic views and views from the wider area, though a qualitative visual assessment to be submitted as part of a planning application submission. ~~Figures 8 and 9 set out the indicative strategy for building heights within the SPD area.~~
- 3.33 The setting of tall buildings is particularly important; taller buildings should be used to signal more important spaces and the taller the building the greater the amount of activity which should take place around the base of the building. Floor-to-ceiling heights at ground level should be generously proportioned with doors and windows providing active frontages. A real advantage of building high is that it enables more public realm at ground level to be provided. To create an appropriate setting for tall buildings, the amount of public space at the base of the building should relate to its height, ensuring that the space around the base of tall buildings does not appear cramped or unwelcoming. The base of tall buildings should be permeable and they should not appear as extrusions from podia.
- 3.34 As they will comprise “vertical communities”, communal facilities should be provided for residents, such as viewing platforms, winter gardens and flexible meeting spaces. Tall buildings should increase housing choice by providing a range of apartment types, ~~including duplexes.~~
- 3.35 It is important that sufficient information is provided with planning applications to enable us to assess compliance with ~~saved Southwark Plan~~ policy 3.20.

Fact Box: Tall buildings

Our Core Strategy defines tall buildings as those which are higher than 30 metres (or 25 metres in the Thames Policy Area) and/or which significantly change the skyline. 30 metres is approximately the height of a 10 storey block of flats or a 7-10 storey office building. In areas which have a low scale character, any building that is significantly higher than surrounding buildings will be regarded as a tall building even if it is lower than 30 metres.

Figure 8_- Blackfriars Road section (figure deleted)

~~Figure 9 : Building height strategy (figure deleted)~~

SPD 6: Active travel

We will work with the Greater London Authority (GLA), Transport for London (TfL), developers, landowners, [Bankside neighbourhood Forums](#), Lambeth Council, the community and other stakeholders to:

- Improve Blackfriars Road as a [key busy](#) walking and cycling route [linking between the](#) Elephant and Castle, the River [Thames](#) and the City of London.
- Strengthen links east-west across Blackfriars Road ~~between~~ [from](#) Waterloo and the South Bank [to](#) Bankside and London Bridge.
- Improve crossings and ~~the wider~~ pedestrian/cycle [environment infrastructure](#) at [key](#) junctions including St George's Circus and Stamford Street.
- [Improve links between the different modes of transport by making it easier for people to find their way around.](#)
- [Manage the demands of buses, freight, pedestrians and cyclists to create a segregated route for cyclists as proposed by TfL.](#)

We are doing this because

- 3.36 Our Core Strategy sets out that we will promote more walking and cycling to help create safer, more vibrant and healthier places. Blackfriars Road is part of the A201, a strategic north-south corridor between Elephant and Castle in the south and Kings Cross in the north and is strategically important for buses, freight, pedestrians and cyclists.
- 3.37 [Blackfriars Road is part of the Transport for London Road Network \(TLRN\), so TfL are the Highway Authority with responsibility for what happens here. We will work closely with TfL, Bankside Neighbourhood Forums and Lambeth Council, as well as local stakeholders such as Southwark Living Streets and Southwark Cyclists, to ensure that development and investment on and around Blackfriars Road takes place in a coordinated fashion, to achieve the best possible outcomes.](#)
- 3.37 Blackfriars Road ~~already maintains strong walking and cycling use because of its unique role as a mixed use area,~~ [is](#) an important and well-used link to the City [and due to](#) its location between London Bridge, Southwark, Waterloo and the recently opened Blackfriars Station.
- 3.38 The importance of the northern half of the corridor for cyclists is apparent ~~in the vehicular mode share, which shows that with~~ [cyclists accounting](#) for more than 25% of [road users the mode](#) in the northbound morning peak, equal to the number of cars. ~~With its important links and the wider ambition to increase cycling levels Blackfriars Road can make a strong contribution. Equally,~~ [As](#) cycling is a popular mode of travel in the area [and](#) new developments will be expected to generously exceed our minimum cycle parking standards, as set out in the saved Southwark Plan.

- 3.39 ~~Blackfriars Road is part of the Transport for London Road Network (TLRN), so TfL are the Highway Authority with responsibility for what happens here. We will work closely with TfL, Bankside Neighbourhood Forums and Lambeth Council, as well as local stakeholders such as Southwark Living Streets and Southwark Cyclists, to ensure that development and investment on and around Blackfriars Road takes place in a coordinated fashion, to achieve the best possible outcomes. We will work with TfL as they develop designs for a segregated cycle lane on Blackfriars Road.~~ This will include considering the most appropriate approach for maintaining delivery and loading facilities and accessible bus stops. Balancing the competing needs of pedestrians, cyclists and ~~motor~~ vehicles to create a vibrant, safe place is therefore crucial as change takes place along Blackfriars Road and in the surrounding area. This is particularly the case at key junctions along Blackfriars Road, including ~~at~~ St George's Circus and Stamford Street.
- 3.40 Specific schemes will be identified when funding is available and through consultation with local people and interest groups. Funding to deliver these improvements will come through a variety of sources including s106 planning obligations, community infrastructure levy (CIL), funding from TfL and a range of other sources. Further detail will be set out in our CIL Infrastructure Plan.
- 3.41 We will also continue to work closely with Lambeth Council to deliver cross boundary improvements to the streets linking the two boroughs together.

4. IMPLEMENTATION

4.1 How will the vision be delivered?

- 4.1.1 We cannot deliver our aspirations alone. We will continue to work with our partners and local businesses, continuing to engage with the local community and residents.
- 4.1.2 We will ~~seek to~~ ensure that growth is coordinated and that infrastructure is improved to support the additional number of people working, living and visiting Blackfriars Road. Figure ~~6.5~~ and table 1 set out the potential development sites, illustrating the ~~huge~~ opportunity for change particularly along Blackfriars Road and the need for a coherent framework. The list of sites is not exhaustive and other sites may come forward. Some of the sites will be completely redeveloped whilst other sites may experience less change such as refurbishment or improvements to the existing buildings or surroundings ~~move this to implementation.~~

4.2 Partnership working, business and community involvement

- 4.2.1 We already work with many different groups and organisations in the Blackfriars Road area, ~~most recently in carrying out consultation in conjunction with Allies and Morrison on a mapping and design exercise to coordinate current and future development.~~ We will ensure that we continue to engage with the many groups and individuals including ~~key~~ stakeholders such as local businesses, South Bank Employers' Group, Waterloo Quarter, Better Bankside, Bankside Open Spaces Trust, Lambeth Council, tenants and residents associations, SE1 Safer Road Forum, London South Bank University, Bankside Neighbourhood Forum, South Bank and Waterloo Neighbourhood Forum, Blackfriars Landowners Forum, Southwark Living Streets and Southwark Cyclists. We will also look at opportunities for engagement with other groups and residents.

4.2.2 The planning projects team will continue to work closely with the local community and partners as development takes place to deliver section 106 and community infrastructure projects, and build on recent projects ~~delivered in the area. Recent projects~~ These include the new Blackfriars Settlement, the Dog and Pot statue, railway bridge refurbishments at Dolben, Treveris and Burrell Streets, The Cut improvements, and Gambia Street improvements.

4.3 Managing change

Recent change

4.3.1 There have been many changes over the past few years, including major development such as the refurbishment of Blackfriars Station with a new entrance on the south side of the river, four new hotels and over 300 new homes.

4.3.2 More change is planned, with much development already under construction or with proposals for development going through the planning process. Some of the largest schemes are: 1 Blackfriars which includes a 170 metre tower, a new hotel at Sea Containers House and the conversion of South Bank Tower from commercial use to residential use. ~~Further future development such as~~ 20 Blackfriars which includes a commercial tower and a residential tower, and Sampson and Ludgate Houses which include over 480 new homes, offices and a new public square. and Wedge House commercial and retail development is yet to start.

~~A planning applications has also been submitted for Ludgate and Samson House. Figure 5 highlights the number and size of the many development opportunities.~~

Management plans

4.3.4 ~~Our experience of so much change has highlighted the~~ There is a need to ensure effective and coordinated management of development to minimise the impact on residents, workers and visitors. This is important both during and post construction.

4.3.5 Planning conditions, or s106 planning obligations, will require that construction management plans are in place for development along the Blackfriars Road corridor. Developers and contractors will be strongly encouraged to engage with the Bankside and London Bridge Logistics Group which has been established to coordinate all aspects of the construction process in the opportunity area, including traffic management, noise and pollution control, local employment and public realm works. In order to reduce the impact of construction on existing residents and businesses, developers and contractors will be encouraged to work together, and the logistics group aims to achieve excellence in construction management, as certified by the national Considerate Contractors Scheme.

4.3.6 Similarly, planning conditions or s106 planning obligations will require delivery and servicing plans to address the delivery and servicing arrangements for completed developments. This could include hours of operation being managed within reasonable parameters. Strong Travel plans will be sought and we will encourage membership of the Bankside and Borough travel planning groups, co-ordinated by Better Bankside and Waterloo Quarter Business Improvement Districts.

Figure 6.5: Potential development sites (figure has been updated)



Table 1: Potential development sites

ID	Name
<u>1</u>	<u>River Court and Doggetts Coat and Badge Public House</u>
<u>2</u>	<u>South Bank Tower</u>
<u>3</u>	<u>Rennie Court</u>
<u>4</u>	<u>1 Blackfriars Road</u>
<u>5</u>	<u>Ludgate House</u>
<u>6</u>	<u>Sampson House, 64 Hopton Street</u>
<u>7</u>	<u>20 Blackfriars Road, Stamford Street, Paris Gardens</u>
<u>8</u>	<u>231-241 Blackfriars Road</u>
<u>9</u>	<u>6 Paris Gardens / 21-22 Hatfields</u>
<u>10</u>	<u>45 Colombo Street</u>
<u>11</u>	<u>34 - 68 Colombo Street</u>
<u>12</u>	<u>Wedge House, 32-40 Blackfriars Road</u>
<u>13</u>	<u>Friars Bridge Court, 41-45 Blackfriars Road</u>
<u>14</u>	<u>Conoco House, Quadrant House, Edward Edward's House and Suthring House</u>
<u>15</u>	<u>Site bounded by Bear Lane, Dolben Street, Chancel Street and Treveris Street</u>
<u>16</u>	<u>Telephone exchange and 50-60 Blackfriars Road</u>
<u>17</u>	<u>209-215 Blackfriars Road</u>
<u>18</u>	<u>202-208 Blackfriars Road</u>
<u>19</u>	<u>Site bounded by Gambia Street, Dolben Street and Great Suffolk Street</u>
<u>20</u>	<u>1 Joan Street</u>
<u>21</u>	<u>Southwark Tube Station, 68-71 Blackfriars Road</u>
<u>22</u>	<u>200 Union Street</u>
<u>23</u>	<u>Southwark College, The Cut</u>
<u>24</u>	<u>235-241 Union Street</u>
<u>25</u>	<u>225 Union Street</u>
<u>26</u>	<u>54-58 Great Suffolk Street</u>
<u>27</u>	<u>90-92 Blackfriars Road</u>
<u>28</u>	<u>Friden House, 96-101 Blackfriars Road</u>
<u>29</u>	<u>St Georges Mansions Blackfriars Road</u>
<u>30</u>	<u>UDP Site 8P, Manna Ash House, Pocock Street Garages</u>
<u>31</u>	<u>21-31 Webber Street and 3-7 & 19-21 Valentines Place</u>
<u>32</u>	<u>109-115 Blackfriars Road</u>
<u>33</u>	<u>38-40 Glasshill Street</u>
<u>34</u>	<u>33-38 Rushworth Street</u>
<u>35</u>	<u>61 Webber Street</u>
<u>36</u>	<u>63 Webber Street</u>
<u>37</u>	<u>108 to 114 Great Suffolk Street</u>
<u>38</u>	<u>96 Webber Street</u>
<u>39</u>	<u>94 Webber Street</u>
<u>40</u>	<u>Tadworth House and Georges health centre, 151-153 Blackfriars Road</u>
<u>41</u>	<u>Erlang and Hill House</u>
<u>42</u>	<u>Erlang House car park</u>
<u>43</u>	<u>McLaren House, 1 St. Georges Circus</u>
<u>44</u>	<u>Passmore Edwards Library, 112 Borough Road</u>
<u>45</u>	<u>Caxton House</u>
<u>46</u>	<u>35 Westminster Bridge Road</u>
<u>47</u>	<u>TfL Bakerloo Sidings and 7 St George's Circus</u>
<u>48</u>	<u>Site bounded by Rotary Street, Thomas Doyle Street and London Road</u>
<u>49</u>	<u>109 - 112 Chapel Road</u>

50	Hugh Astor Court, Thomas Doyle Street
51	28-30 Great Suffolk Street
52	44-50 Lancaster Street
53	52-56 Lancaster Street
54	65 Glasshill Street

ID	Name	Status
1	South Bank Tower (Kings Reach Tower)	Approved application, under construction.
2	1 Blackfriars Road	Approved application, under construction
3	Ludgate House	Submitted application
4	Sampson House, 64 Hopton Street	Submitted application
5	20 Blackfriars Road, Stamford Street, Paris Gardens	Approved application
6	6 Paris Gardens / 20-21 Hatfields	Approved application, under construction
7	45 Colombo Street	
8	Wedge House, 32-40 Blackfriars Road	Approved application
9	240 Blackfriars Road	Approved application, under construction
10	Telephone exchange and Colombo House, 50-60 Blackfriars Road	
11	209-215 Blackfriars Road	
12	202-208 Blackfriars Road	
13	28-30 Great Suffolk Street	
14	200 Union Street	
15	Block T, Peabody Square, Blackfriars Road	
16	54-58 Great Suffolk Street	
17	235-241 Union Street	
18	Southwark Tube Station, 68-71 Blackfriars Road	
19	1 Jean Street	
20	Southwark College, The Cut	
21	90-92 Blackfriars Road	Application approved
22	St Georges Mansions Blackfriars Road	Application submitted
23	UDP Site 8P, Manna Ash House, Pockock Street Garages	Application submitted
24	Friden House, 96-101 Blackfriars Road	
25	Friden House, 96-101 Blackfriars Road	
26	109-115 Blackfriars Road	
27	Friars House, 157-168 Blackfriars Road	Application approved, under construction
28	57 Webber Street	
29	61 Webber Street	
30	33-38 Rushworth Street	
31	38-40 Glasshill Street	
32	108 to 114 Great Suffolk Street	
33	63 Webber Street	
34	96 Webber Street	
35	94 Webber Street	
36	44-50 Lancaster Street	
37	52-56 Lancaster Street	
38	St Georges Health centre 151-153 Blackfriars Road	
39	Erlang House and Hill House	

40	Erlang House – Carpark	
41	McLaren House, 1 St. Georges Circus	
42	35 Westminster Bridge Road	
43	TfL Bakerloo Sidings and 7 St. George's Circus	

4.4 Infrastructure

4.4.1 We will continue to improve existing infrastructure and provide new infrastructure alongside new development. Much of the funding for infrastructure will be raised through the community infrastructure levy (CIL) and section 106 planning obligations to ~~help ensure the~~ deliver ~~of key~~ infrastructure to ~~mitigate the impact of~~ ~~ensure that~~ development ~~does not have a negative impact~~.

4.4.2 Further information on CIL and section 106 can be viewed on our website at:

www.southwark.gov.uk/info/856/planning_policy/2696/community_infrastructure_levy

www.southwark.gov.uk/section106

Appendix A

Borough wide policies and guidance

The SPD does not repeat existing borough wide policy and guidance and only provides additional guidance where it specifically relates to Blackfriars Road. Table 2 below cross refers to the key Southwark planning policies and guidance which need to be read alongside the Blackfriars Road SPD.

Our website is continually updated as we prepare and adopt new planning documents. Please refer to the following websites for each of the Southwark borough wide documents:

General planning policy updates and information
www.southwark.gov.uk/planningpolicy

Core Strategy (2011)
www.southwark.gov.uk/corestrategy

Saved Southwark Plan (2007)
http://www.southwark.gov.uk/info/856/planning_policy/1241/the_southwark_plan

Residential Design Standards SPD (2011)
http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/1253/residential_design_standards_spd

Affordable Housing SPD (2008) and draft Affordable Housing SPD (2011)
www.southwark.gov.uk/ahspd

Sustainable Design and Construction SPD (2009)
http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/1254/sustainable_design_and_construction_spd

Sustainability Assessment SPD (2009)
http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/1256/sustainability_assessment_spd/1

Sustainable Transport SPD (2010)
http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/1261/sustainable_transport_spd

Design and Access Statements SPD (2007)
http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/1260/design_and_access_statements_spd/1

Section 106 Planning Obligations SPD (2007)
http://www.southwark.gov.uk/info/200152/section_106

Draft Section 106 Planning Obligations SPD and Community Infrastructure Levy

Table 2: Key borough wide policies and guidance related to Blackfriars Road

<u>TOPIC</u>	<u>CORE STRATEGY</u>	<u>SAVED SOUTHWARK PLAN</u>	<u>SUPPLEMENTARY PLANNING DOCUMENTS</u>
<u>Employment, retail, leisure, entertainment, hotels and other town centre uses</u>	<p><u>Strategic Policy 3 Shopping, leisure and entertainment</u></p> <p><u>Strategic Policy 10 Jobs and businesses</u></p>	<p><u>Chapter 1 of the saved Southwark Plan.</u></p> <p><u>Key policies include:</u></p> <p><u>Policy 1.4 Employment sites outside the Preferred Office Locations and Preferred Industrial Locations</u></p> <p><u>Policy 1.7 Development within town and local centres</u></p> <p><u>Policy 1.8 Location of developments for retail and other town centre uses</u></p> <p><u>Policy 1.9 change of use within protected shopping frontages</u></p> <p><u>Policy 1.11 Arts, culture and tourism uses</u></p> <p><u>Policy 1.12 Hotels and visitor accommodation</u></p>	
<u>Community</u>	<u>Strategic policy</u>	<u>Policy 2.1</u>	

<p><u>facilities and education</u></p>	<p><u>4 Places to learn and enjoy</u></p>	<p><u>Enhancement of community facilities</u></p> <p><u>Policy 2.2 Provision of new community facilities</u></p> <p><u>Policy 2.3 Enhancement of educational establishments</u></p>	
<p><u>Sustainability, environmental standards, open spaces and the natural environment</u></p>	<p><u>Strategic policy 1 Sustainable development</u></p> <p><u>Strategic policy 13 High environmental standards</u></p>	<p><u>Policy 3.1 Environmental effects</u></p> <p><u>Policy 3.2 Protection of amenity</u></p> <p><u>Policy 3.3 Sustainability assessment</u></p> <p><u>Policy 3.6 Borough Open Land</u></p> <p><u>Policy 3.20 Protection of riverside facilities</u></p>	<p><u>Sustainable design and construction SPD</u></p> <p><u>Sustainability assessment SPD</u></p>
<p><u>Design and heritage</u></p>	<p><u>Strategic policy 12 Design and conservation</u></p>	<p><u>Policy 3.12 Quality in design</u></p> <p><u>Policy 3.13 Urban design</u></p> <p><u>Policy 3.15 Conservation of the historic environment</u></p> <p><u>Policy 3.16 Conservation areas</u></p>	<p><u>Design and access statements SPD</u></p> <p><u>Residential design standards SPD</u></p>

		<u>Policy 3.17 Listed buildings</u> <u>Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites</u> <u>Policy 3.20 Tall buildings</u>	
<u>Housing</u>	<u>Strategic policy 5 Providing new homes</u> <u>Strategic policy 6 Homes for people on different incomes</u> <u>Strategic policy 7 Family homes</u> <u>Strategic policy 8 Student homes</u>	<u>Policy 4.2 Quality of residential accommodation</u> <u>Policy 4.3 Mix of dwellings</u> <u>Policy 4.4 Affordable housing</u> <u>Policy 4.5 Loss of residential accommodation</u>	<u>Residential design standards SPD</u> <u>Affordable housing SPD</u> <u>Design and access statements SPD</u>
<u>Transport</u>	<u>Strategic policy 2 Sustainable transport</u>	<u>Policy 5.1 Locating developments</u> <u>Policy 5.3 Walking and cycling</u> <u>Policy 5.6 Car parking</u> <u>Policy 5.7 Parking standards for disabled people and the mobility impaired</u> <u>Policy 5.8 Other parking</u>	<u>Sustainable transport SPD</u>
<u>Infrastructure, section 106 and</u>	<u>Strategic policy 14</u>	<u>Policy 2.5 Planning</u>	<u>Section 106 SPD</u>

<u>community infrastructure levy</u>	<u>Implementation and delivery</u>	<u>obligations</u>	<u>Community Infrastructure Levy charging schedule</u>
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Appendix B: London Plan and Core Strategy visions

The London Plan (2011) strategic policy direction for the whole of the London Bridge, Borough and Bankside Opportunity Area is:

This Area has considerable potential for intensification particularly at London Bridge station and its environs, complemented by improvements to public transport and interchange facilities, better pedestrian integration with the surrounding area and greater use of river passenger transport. There is scope to develop the strengths of the Area for strategic office provision as well as housing, especially in the hinterland between Blackfriars and London bridges. Mixed leisure and culture related development should enhance its distinct offer as part of the South Bank Strategic Cultural Area, and partners should work to develop and accommodate synergies with the existing centre of medical excellence. Account should be taken of the Tower of London World Heritage site and proposals for open space networks and transport and community infrastructure should be co-ordinated with those in the Waterloo and Elephant and Castle Opportunity Areas and across borough boundaries.

The Core Strategy (2011) vision is:

Bankside, Borough and London Bridge opportunity area

The opportunity area will continue to be home to a mix of uses providing high quality office accommodation alongside world class retail, tourism, culture and entertainment facilities and public spaces. Local people will be supported to find jobs by local employment and training schemes.

We are working with the local community and landowners to deliver large scale development and improvements, providing over 1,900 new homes, 665 affordable housing units and around 25,000 new jobs by 2026.

Development and changes to places will be guided by a supplementary planning document opportunity area framework which we are preparing with the GLA.

Bankside and Borough

We are working with the local community, land owners, Better Bankside and the Cross River Partnership to enhance the area's mix of culture, history and business in a way that is sensitive to its residential communities. There will be new businesses, shops, housing and cultural facilities that will benefit local residents as well as raise the profile of Southwark. This will include new and improved community and youth facilities.

New development will help improve the look feel and safety of streets and public spaces through schemes like the Bankside Urban Forest. We will work with groups like the Bankside Open Spaces Trust to create better access to green spaces, including protecting the Crossbones Graveyard. New trees and landscaping improvements will make places feel greener.

It will be easier to get around by walking and cycling and access to and along the riverside will be protected. Car parking will be limited to deter car use and help reduce traffic.

New development will recognise and enhance the different character and roles of places across Bankside and Borough. These are focused around Blackfriars Road, Bankside, Borough South, Borough Market/Riverside, and Borough High Street.

There are development opportunities throughout the area, but the largest developments will be around Blackfriars Road and Bankside.

Bankside will be a location of large offices and major arts and cultural facilities, including an expanded Tate Modern. We will work with Network Rail to refurbish space under railway arches to provide modern accommodation for small businesses. Making sure that student accommodation is included without dominating is important for a balanced mix of activities.

Blackfriars Road will continue to have a mix of shops, services and offices serving both a local and wider need. There will be a cluster of tall buildings around the northern end of Blackfriars Road providing high quality offices, housing, hotels and shops. These buildings will be of exceptional design and will enhance the look of the area and provide new public spaces. We will set out in detail which sites are appropriate, sensitive and inappropriate for tall buildings through the supplementary planning document/opportunity area framework.

Borough will continue to be a mainly residential area serving local needs. The hub of activity centred around Borough High Street will be improved so that it provides a better mix of shops and services to meet local people's needs as well as the needs of office workers and tourists.

Borough Market will be protected and improved and the riverside area will continue to be valued as an area steeped in history, reflected in its historic street pattern and a concentration of important buildings and remains, including Southwark Cathedral. We will work with Network Rail to ensure the Thameslink project is delivered with minimal disruption to the area and improve the contribution that railway arches make to the area.

We will look at ways to control licensed premises and hotels to ensure a good balance of uses and protect the character of the residential areas. This includes an alcohol saturation zone at Bankside.