

Committee	PLANNING COMMITTEE (C)	
Report Title	THE GREYHOUND PUBLIC HOUSE, 309-315 KIRKDALE SE26 4QB	
Ward	Sydenham	
Contributors	Geoff Whitington	
Class	PART 1	Date: 25 APRIL 2013

Reg. Nos. DC/12/81431

Application dated 18.09.2012

Applicant BPTW Partnership on behalf of Purelake New Homes Ltd.

Proposal Rebuilding of the Greyhound Public House (including the retention of the original front elevation), to provide a two-storey public house/ restaurant (Use Class A3/A4 with basement, together with a bay element to the western elevation, internal refuse store to the side and associated landscaping works.

Applicant's Plan Nos. 4329-PD-10D, 13A, 22E, 23H, 25, Building Survey - First Floor, Basement, Ground Floor, Elevations - Elevations 1-2, Elevations 3-4, Sections - Sections 1-2, Sections 3-4.dwg, Addendum Transport Statement, Daylight & Sunlight report, Heritage Impact Assessment, Historic Building Report, Design & Access Statement, Planning Statement, Noise & Vibration Impact Assessment, and Letter dated 18/9/12.

Background Papers (1) Case File LE/240/315/TP
(2) Lewisham Development Framework: Core Strategy (2011)
(3) Adopted Unitary Development Plan (July 2004)
(4) The London Plan (2011)

Designation Adopted UDP - Existing Use

1.0 Property/Site Description

- 1.1 The application site is located on the north side of Kirkdale, to the east side of the roundabout junction with Spring Hill and Westwood Hill, locally known as 'Cobb's Corner'. The site area measures 3,134m², and has a Public Transport Accessibility Level (PTAL) rating of 5.
- 1.2 Until 2011, the site comprised a group of buildings and structures constructed mainly in the 19th century, and had been vacant and boarded up since June 2007. With the exception of the Springhill building and the Greyhound, the complex of buildings were demolished to make way for the new residential and commercial development, granted planning permission in May 2010 under reference DC/09/72790.
- 1.3 The main public house building was substantially demolished in 2012 without the benefit of Conservation Area Consent, with only the front elevation remaining. Construction works for a new replacement building that incorporated the original front elevation commenced in April 2012 without the necessary planning permission

in place. The works undertaken included the formation of side and rear walls and internal floors, however these works have now ceased.

- 1.4 The site lies within the Cobb's Corner Conservation Area, which was designated in September 2007 and the former Greyhound Pub was locally listed as being of architectural or historic interest.
- 1.5 Adjacent to the Greyhound is the new development that was consented at the same time as the proposed partial demolition of the public house in 2010. The upper floor residential units have been in occupancy since late 2012, whilst the ground floor retail unit remains vacant.
- 1.6 To the south-east of the application site are a pair of retail premises at 321-323 Kirkdale, and a public house at 325 Kirkdale. These buildings are three stories in height, with commercial uses on the ground floor, with either residential or storage uses above.
- 1.7 To the north are residential properties in Peak Hill Gardens, which are a terrace of Victorian properties.
- 1.8 On the south side of Kirkdale is a row of elegant Victorian shops with three stories of residential above. To the west of these is a grand 18th century mansion called 'Old Cedars', 258 Kirkdale, which is a Grade 2 listed building.
- 1.9 Kirkdale, Sydenham Road and Westwood Hill are classified roads, linking to Forest Hill to the north-west and Crystal Palace to the west. The application lies on the north-east side of the roundabout junction at the intersection of Kirkdale by Westwood Hill to the west and Spring Hill to the north
- 1.10 The main access to Sydenham Railway Station is from Sydenham Station Approach, whose junction with Sydenham Road lies to the east of the railway bridge.

2.0 Planning History

- 2.1 A public house has existed on this site since at least the 1720s. There have been various extensions and alterations over the years.
- 2.2 In February 1993, permission was granted for alterations to the car park layout at The Greyhound to provide 61 parking spaces together with landscaping, the erection of an automatic control barrier at the entrance onto Kirkdale and a 2 metre high fence facing Spring Hill.
- 2.3 In September 1997, temporary planning permission was granted for the use of part of the car park at The Fewterer and Firkin Public House (a short-lived renaming of The Greyhound by the then owners) for a car boot and arts and craft stalls market between the hours of 11am and 3pm on Sundays. This permission expired in September 1998 and has not been renewed.
- 2.4 On 5 September 2007, Lewisham Council designated a new Conservation Area around Cobb's Corner, which includes the application site. At the same time, the Greyhound Public House was added to the Council's list of buildings of local architectural or historic interest.

- 2.5 In 2008, applications were submitted to the Council for Conservation Area Consent for partial demolition of the existing Greyhound buildings and planning permission for a mixed use development of the site, comprising a retained public house, new public square, new retail / commercial units with residential above providing a total of 42 residential units (DC/08/70396 and DC/08/71394).
- 2.6 In 2010, planning permission was granted under reference DC/09/72790 for:
- The partial demolition of The Greyhound Public House, 309-315 Kirkdale SE26 and full restoration to create a self-contained, Use Class A3/A4 unit in the centre of a new public square, the construction of two new, part three/part four/part five-storey residential blocks, containing 40 residential units, with commercial uses (Class A1, A3 and A4) on the ground floor, restoration of the Spring Hill building, including removal of the existing pitched roof and the addition of a second storey, together with the provision of associated private amenity space, 11 parking spaces, motorcycle parking, storage for 56 cycles, refuse storage facilities and servicing, plus alterations to the existing access from Spring Hill and closure of the existing access from Kirkdale.
- 2.7 Also granted was Conservation Area Consent for the partial demolition of the Greyhound Public House.
- 2.8 Subsequently, the proposed building adjacent to the Greyhound has been completed, and the residential units were occupied in late 2012. The ground floor commercial units remain occupied. The current application relates to the Greyhound building only, and not the remainder of the site that comprised the 2010 planning consent.
- 2.9 The development granted planning permission is the subject of a planning agreement which secures planning obligations that bind the entire site of the 2010 application. Some of these obligations relate to the public house being part of the 2010 application. The current application only relates to the Public House and not the entire site of the 2010 application. After careful review officers are satisfied that the obligations from the deed, as they relate to the public house, can be secured as planning conditions but this would require the planning agreement to be varied to ensure that the planning permission (the subject of this report) if granted can be implemented.
- 2.10 During the period from January to the end of March 2012, the main Greyhound Public House building was substantially demolished, apart from the front elevation. Such unauthorised demolition of any building in a conservation area is a criminal act and the Council had therefore deemed it appropriate to pursue legal proceedings.
- 2.11 An application was submitted to the Council proposing the rebuilding of the Greyhound Public House, including the retention of the front elevation to provide a pub/restaurant (Use Class A3 / A4) in the basement and ground floor and change of use of the upper floors to accommodate 2 two bedroom maisonettes, together with enlargement of the basement, construction of a mezzanine floor in the roof space, conservatory to the side and alterations to the external elevations.
- 2.12 The application was subsequently withdrawn when officers raised objections to the principle of residential dwellings above the proposed public house, in particular the impact this may have upon the viability of any future pub operation.

3.0 Current Planning Application

- 3.1 The current application proposes the rebuilding of the main Greyhound building, which includes the retention of works already undertaken to construct the basement, side and rear elevation walls.
- 3.2 The applicant seeks to reconstruct the building to the original proportions and detailing using salvaged materials, albeit with some amendments to the layout and the formation of an enlarged basement. A large part of the front elevation, with the exception of the central gable, is the only original element of the original building that currently remains, and it is proposed this be incorporated in the current scheme. Salvaged facing brick and traditional materials are proposed for the external envelope to give the appearance of a historic building.
- 3.3 The proposed use remains as a public house/ restaurant, with associated rooms at first floor, and a basement accommodating a kitchen, office and storage rooms.
- 3.4 A single-storey bay would be constructed to the western elevation of the Greyhound, providing additional indoor seating, whilst a separated element would be used for refuse purposes.
- 3.5 A new roof would be constructed, similar in appearance to the original building but of a slightly greater height. A conservation style rooflight would be positioned to the rear slope.
- 3.6 A restored glazed timber screen would be reinstated at ground floor to the east elevation of the building. A doorway would allow access to the outdoor area.
- 3.7 An internal delivery hatch would be provided within the new building, accessed from the rear.
- 3.8 Landscaping measures include concrete paviours comprising 'Textured Finish Silver Grey and a Black Finish.' Silver Birch trees would be planted to the front and side of the Greyhound, whilst outdoor seating would be provided.
- 3.9 No off-street parking forms part of this application, however 16 secure cycle spaces would be provided.

4.0 Consultation

Neighbours & Local Amenity Societies etc.

- 4.1 Letters of consultation were sent to 257 local residents on 15 October 2012, together with a notice displayed on site. Ward Councillors were also consulted.
- 4.2 Three letters were received from the occupiers of 87 Sydenham Road and 149 & 321 Kirkdale, objecting on the following grounds:
 - (1) 'The conservatory will look awful and will no doubt harm the appearance of the conservation area.'
 - (2) 'A listed building cannot be modified in any way, the Council has a duty to protect the character of Cobbs corner. The adding of the conservatory is changing the structure once again.'

- (3) 'It is proposed that the basement will be a restaurant – it will create noise, smell and overcrowding of cars.'

- 4.3 A further letter was received from the managing agent of the commercial unit to the rear of the Greyhound, who has objected on a number of grounds, including:

Conservatory Extension: (West Elevation Bay)

The proposed conservatory would eliminate further the frontage of the rear commercial unit onto Kirkdale, and could render the unit obsolete. The unit relies heavily on this frontage at the junction with Kirkdale and Spring Hill as it is the only area where passing trade can see the premises.

Materials:

The new brickwork to the side elevations are not in keeping with the original building.

Bin Store:

Refuse collections would take place in the same location as the public accesses. There will be foul smells directly opposite the main entrance to the convenience store along with litter.

S106:

States that any part of the current proposal that varies from anything other than reinstating the original planning consent would be a breach of the original S106 agreement.

Sydenham Society

- 4.4 The Sydenham Society have been involved in discussions during the planning process, and have raised objections to the provision of a doorway and subsequent access to the external space from the western bay. They state;

'Our reasons have been expressed to planners previously. These are the fact that the surrounding area is a public piazza and the exterior trading parameters of the Greyhound need to be determined before approval of the current application. The Sydenham Society has no problem with the clientele of the Greyhound using the southern side of the piazza as shown on the plans for tables/chairs. However we consider that giving planning consent for doors which open from the conservatory will encourage customers to spread out on the western side of the pub, especially on warm evenings. This may cause considerable nuisance and additional noise to people living in the surrounding apartments and may also block the pavement of Spring Hill and the entrance to the new supermarket at the rear.'

'The Sydenham Society has no other objection to the proposals for rebuilding the Greyhound.'

(Letters are available to Members)

Highways and Transportation

- 4.5 Unobjectionable in principle.

Environmental Health

- 4.6 No objections raised.

5.0 Policy Context

Introduction

5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

5.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 places the duty on Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of conservation areas.

5.3 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that the determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.

5.4 The development plan for Lewisham comprises the Core Strategy, Development Plan Document (DPD) (adopted in June 2011), those saved policies in the adopted Lewisham UDP (July 2004) that have not been replaced by the Core Strategy and policies in the London Plan (July 2011). The National Planning Policy Framework does not change the legal status of the development plan.

National Planning Policy Framework (NPPF)

5.5 The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14 a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF.

5.6 In summary this states that (paragraph 211), policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan.

5.7 As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.

5.8 Officers have reviewed the Core Strategy and saved UDP policies for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211 and 215 of the NPPF.

Ministerial Statement: Planning for Growth (23 March 2011)

- 5.9 The statement sets out that the planning system has a key role to play in rebuilding Britain's economy by ensuring that the sustainable development needed to support economic growth is able to proceed as easily as possible. The Government's expectation is that the answer to development and growth should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy.

London Plan (July 2011)

- 5.10 The London Plan policies relevant to this application are;

Policy 5.12 Flood risk management; 5.13 Sustainable drainage; 6.13 Parking; 7.4 Local character; 7.5 Public realm; 7.6 Architecture & 7.8 Heritage assets and archaeology.

Core Strategy

- 5.11 The Core Strategy, together with the London Plan and the saved policies of the Unitary Development Plan, is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 1: Lewisham spatial strategy; Policy 8: Sustainable design and construction and energy efficiency; Policy 10: Managing and reducing the risk of flooding; Policy 15: High quality design for Lewisham; Sustainable movement and transport & Policy 16: Conservation areas, heritage assets and the historic environment.

Unitary Development Plan (2004)

- 5.12 The saved policies of the UDP relevant to this application are;

URB 3: Urban Design; URB 12: Landscape and Development; URB 13: Trees; URB 14: Street Furniture and Paving; URB 16: New Development, Changes of Use and Alterations to Buildings in Conservation Areas; URB 20: Locally Listed Buildings; ENV.PRO 9: Potentially Polluting Uses; ENV.PRO 11: Noise Generating Development; HSG 4: Residential Amenity and LCE 2: Existing Leisure and Community Facilities.

6.0 Planning Considerations

- 6.1 The main issues to consider include whether the proposed building would preserve and enhance the character of the Cobb's Corner Conservation Area, the nature of the proposed use and the resulting impact upon neighbouring occupiers, landscaping, parking, service & deliveries and S106 matters.

Design and Appearance

- 6.2 The site is prominently positioned on a busy road junction and as such, it is important that any building upon the plot must make a positive contribution to the local streetscape, whilst respecting the character of the Cobbs Corner Conservation Area.

- 6.3 The former Greyhound building was identified as a key focal point and local landmark within the streetscene, to the extent that it was locally listed in 2007. The redevelopment scheme for the entire site granted consent in 2010 depended upon the continued presence of the historic building upon the site, and its restoration including the re-use of the salvaged tiles from the former drinking room.
- 6.4 Unfortunately, between January and the end of March 2012, the Greyhound building was substantially demolished without the benefit of Conservation Area Consent in 2012, with only the front elevation remaining.
- 6.5 Saved Policy URB 20 states that “the Council will seek to ensure and encourage the preservation and enhancement of Locally Listed Buildings of townscape merit and will use its powers where possible to protect their character and setting.”
- 6.6 The reason for this policy is that “there are a number of buildings and groups of buildings of historic or architectural interest, which contribute significantly to the townscape but are not on the statutory list. The Council has control over the demolition of those which are in conservation areas, but elsewhere its powers are more limited. The Council will resist the demolition of Locally Listed Buildings, but should it prove necessary, a high standard of design, complementing the surrounding area and which outweighs their architectural and historic value, will be required in any replacement building. The Council will endeavour to protect the character and setting of Locally Listed Buildings by as far as possible treating them as if they were [statutorily] listed”.
- 6.7 In cases where demolition is necessary, the replacement building should be of such a quality that it is of similar if not higher quality than the locally listed building.
- 6.8 The proposed building will be a near replica of the original Greyhound Pub, with only minor changes to the external appearance. Several discussions have been held between the applicant, officers and the Sydenham Society to ensure the new building implements and replicates important characteristics of the former Greyhound.
- 6.9 The Council’s Conservation officer raises no objections to the proposed works, subject to the inclusion of appropriate planning conditions. This follows a number of meetings and dialogue with the applicants in which the officer participated.

Works Undertaken

- 6.10 The applicants started to reconstruct the side and rear elevations to the footprint approved in the 2010 scheme, together with the formation of internal floors. A roof is yet to be constructed. These construction works consisted of a steel frame construction with breeze blocks for the walls, although salvaged bricks (not from the former Greyhound) have been used as external facing material.
- 6.11 The new side elevation walls have been constructed up to eaves level, using a brick colour that fails to sufficiently match the front elevation brick. Officers have reiterated the need to ensure the use of matching facing brickwork, which has been acknowledged by the applicant. Their attempt to jet-wash the side wall to lighten the colour of the brick has to date not been entirely successful, however the applicant has advised they will persevere and are confident a consistent appearance can be achieved.

- 6.12 A mezzanine floor has been constructed, however, it has been positioned at a level where it can be externally viewed through the front and side first floor window openings. This is wholly unacceptable, and would serve to compromise the reconstructed building should it be retained. The applicant has advised the floor will be removed, and has depicted the correct floor levels on the plans submitted, however it is considered appropriate that a condition be included to ensure the floor is repositioned prior to first occupation of the building.
- 6.13 In December 2012, Building Control officers observed cracks that had appeared to the front elevation gables and leaning, therefore the applicants were advised to install temporary supports immediately to safeguard the structure. These works were subsequently implemented by the applicant.

Proposed Works

Roof:

- 6.14 In terms of height, whilst the new roof would be slightly higher than prior to the demolition works, it would not serve to compromise the overall character of the building, neither would it harm the visual amenities of neighbouring residential occupiers.
- 6.15 The proposed roof coverage would be salvaged slate tiles, however Welsh slate will also be used. A condition requesting the formal submission of a sample of the original slate and proposed Welsh slate is suggested to ensure their compatibility.
- 6.16 A 'Rooflight Company Conservation Rooflight' is proposed to the rear facing slope. This would be a metal framed opening, to which the Conservation officer raises no objections as it is generally considered to be a suitable match in terms of detailing to a traditional Victorian cast-iron rooflight.

West Elevation Bay:

- 6.17 The proposed single-storey bay to the western elevation would measure 2.5 metres deep and 6.65m wide. The majority of the space would provide additional seating for the ground floor use, whilst a door would provide access to the external area.
- 6.18 Objections have been received toward the bay element, including its appearance and resulting impact upon the new retail unit.
- 6.19 Officers consider the appearance to be acceptable, appropriately proportioned and set-back from the frontage. The previous scheme did not include a side element, but instead an ill conceived patio style door. The proposed bay is considered to be a better solution, and would relate well with the building. It is suggested a condition be included that requests the submission of 1:20 plans of the bay and joinery details.
- 6.20 In regard to whether it would impact upon the new retail shop, the height of the single-storey bay would be approximately 4 metres, in line with the first floor window sill of the new residential development at the rear, but crucially, would only project 2.5 metres from the west elevation of the Greyhound. The fascia level, where it is assumed the retail signage would be positioned, would be partially obscured by the bay from some vantage points directly opposite the application site, however when approaching from the west, i.e. Westwood Hill and Kirkdale, the retail unit and signage would be clearly visible. Officers therefore do not agree the bay would impact significantly upon the retail unit, or serve to compromise its future viability.

- 6.21 It is also noted that the consented scheme proposed a denser area of trees, which would likely have obscured the retail shop from a section of Kirkdale when fully matured. The current proposal therefore represents an improvement upon the visibility of the shop from the public realm.
- 6.22 The Sydenham Society have raised objections toward the opening within the bay, which would allow access to the external space to the side. They are concerned this will result in additional noise, whilst potentially restricting access to the adjacent retail shop.
- 6.23 Whilst officers acknowledge these concerns, even without the bay access, customers would still be able to use the side area, particularly when large numbers are located to the front of the building during warmer months. Consequently, should access to the nearby store be impeded, this would be a management issue to suitably resolve.

Windows:

- 6.24 The timber framed 'shop screen' that originally formed part of the former building will be salvaged, and partly reconstructed and reinstated to the east elevation. The appearance would replicate the original building, however it is considered appropriate that further joinery details be formally submitted to ensure the works are executed to a high standard.
- 6.25 The applicant has advised 'a number of sash windows have suffered from rot and are unsuitable for preservation, and so will need to be replaced with new conservation standard timber sash windows. Where possible, the original sash windows will be overhauled'.
- 6.26 Officers consider it appropriate to include a condition for a schedule to be provided detailing which doors and windows are to be replaced and retained.

Basement:

- 6.27 The basement would measure a floor area of 78sq.m, significantly larger than the 35sq.m basement shown on the plans consented in 2010. The need for an enlarged space is to enable the accommodation of a kitchen, office, storage rooms, toilets and staff changing room, thereby allowing for better use of the ground and first floors. This aspect would not affect the appearance of the building.
- 6.28 The main flue rising from the basement kitchen would be concealed within a new chimney stack to the rear facing roof slope, which is clearly a better solution than a typical exposed galvanised steel type. Operational details of the flue will be requested by condition.

Rear Elevation:

- 6.29 A competition was held by Purelake and the Sydenham Society in 2012 regarding a design for the rear elevation of the building. The winning design shows a greyhound and backdrop created by the use of ceramic coloured tiles. This aspect is considered acceptable, providing visual interest to the pedestrian area behind the building.
- 6.30 A doorway is proposed to the rear elevation, providing access for staff members and deliveries. No objections are raised toward this aspect.

Drinking Corridor:

- 6.31 The 'drinking corridor' was an elegant feature of the former Greyhound, characterised by tiled hand painted panels, and it was stipulated in the 2010 consent that details of a scheme for the reuse of the salvaged tiles should be formally submitted to the Council.
- 6.32 It was originally proposed that the salvaged tiles would form internal walls on either side of the front entrance, however this was considered inappropriate by officers as this would have allowed for only a small number of tiles to be reused. As an alternative, the applicants have proposed the tiles be sited to the interior of the western bay, thereby displaying their historic nature and attraction in one concentrated area. This is similar to the scheme approved in 2010.
- 6.33 The tiles would be attached to aluminium panels, and embedded within the plastered walls to give the appearance of traditionally tiled walls, whilst ensuring they remain as a permanent feature.
- 6.34 The applicant has advised seven of the panels are to be restored, whilst one is to be manufactured by the same company that made the original tiles 140 years ago. Officers are satisfied with the proposed siting of the tiled panels, and that they would contribute significantly to the internal character of the building.

Proposed Use

- 6.35 In 2010, the officer's report stated 'the existing Greyhound pub has been an important community use for over 200 years, and the semi-public space in front of it contributes to the streetscape. It presents a welcoming public face, close to the station. The Greyhound (until its closure two years ago) has provided a vibrant use over extended hours, creating activity into the later evening around the station, which greatly assists the vitality of this part of the town centre, perceptions of public safety, etc. The Council considers it important that any new development should include a similarly vibrant use that positively contributes to the vitality and viability of the town centre. Retail uses that cease to operate at 5 or 6 pm would not be ideal in this respect.'
- 6.36 The Council retain these considerations, and continue to support a public house use, despite the applicant advising that marketing procedures undertaken to date have proved unsuccessful.
- 6.37 The current proposal seeks to maintain the provision of a public house/ restaurant use, with associated function rooms at first floor, and an enlarged basement to provide kitchen and storage facilities.
- 6.38 There is an existing pub (The Railway) located 50 metres to the east of the application site, whilst further along Sydenham Road, The Two Half's public house has been closed in excess of a year.
- 6.39 Considering the former use of the site and the location within a busy, vibrant area, officers therefore raise no objections to the proposed use of the building, and subject to appropriate conditions, do not consider a public house/ restaurant would result in an unacceptable impact upon the amenities of neighbouring occupiers.
- 6.40 The provision of first floor rooms would potentially meet with Council policy in respect of community facilities for local meetings and functions.

Landscaping

- 6.41 Due to the detached nature of the building, the external areas to the immediate north and east would be used as pedestrian pathways around the site, whilst providing access to the new retail unit.
- 6.42 The area to the front of the building would be used predominantly as outdoor seating in conjunction with the proposed public house. Fewer trees are now proposed than the consented scheme, comprising six Silver Birches. No objections are raised toward the reduction, particularly as it would allow for additional seating.
- 6.43 Victorian style lamp-posts painted black would be erected to the front, together with timber planters.
- 6.44 Concrete paviours would be laid around the building, comprising a mix of 'Bradstone Panache Silver Grey and Black Finish'.
- 6.45 Officers accept the proposed landscaping works, and are satisfied it would impact positively upon the character of the streetscene, however considering no drainage/rain-water measures have been included, details will be required by condition.
- 6.46 The S106 Agreement of 2010 referred to the original landscaping scheme around the former Greyhound building as 'New Public Realm Works', (hatched in pink on Plan 3.)

Parking/ Deliveries

- 6.47 Off-street parking does not form part of this application, however secure parking for 16 bicycles would be provided directly to the east of the building.
- 6.48 Condition (27) of the 2010 consent requested the submission of details relating to servicing and delivery for the commercial units. This was subsequently submitted to the Council and approved in September 2012, but did not make reference to the Greyhound element.
- 6.49 Considering the formal discharge relates to the previous consent, a similar condition will be attached should permission be granted for the current application.
- 6.50 Should the ground floor operate as a public house/ restaurant, the Council would consider the only viable location for servicing and deliveries to be the new loading bay proposed outside 319 Kirkdale as part of the Sydenham Road regeneration works.
- 6.51 In respect of deliveries, an internal barrel hatch would be provided, accessed from the rear of the building. This was originally shown to be outside the building, however the Sydenham Society raised concerns toward the impact it would have upon accessibility for passing pedestrians.

Refuse

- 6.52 A refuse store would be provided within a secure internal space adjacent to the proposed bay, capable of accommodating a 1100ltr bin. Subject to appropriate refuse management, officers raise no objection to the siting of this aspect.

Planning Agreement dated May 2010

- 6.53 The managing agent of the commercial units to the rear has raised concerns that the grant of any new permission would render the applicant in breach of the original planning approval.
- 6.54 Officers consider that in this case, obligations secured in the Planning Agreement dated 24 May 2010 that are relevant to the greyhound building can be suitably addressed by way of planning conditions. Each of these obligations will be suitably addressed by way of planning conditions. Each of these obligations will be separately discussed below with a proposed condition that officers consider in the circumstances to be reasonable and necessary to achieve the planning purpose as stated.
- 6.55 It is therefore considered appropriate that a Deed of Variation be undertaken to delete the Schedules/ obligations that relate specifically to the Greyhound building, whilst securing conditions to the same effect in the decision notice. Other obligations secured in the Planning Agreement S106 relating to the 2010 permission would not be affected by the variation. Having said that, it is essential that the variation secures that the planning permission, if granted, when implemented will not breach the planning agreement.

Planning Agreement: Schedule 10

- 6.56 Schedule 10 of the S106 Agreement (P49) listed requirements relating to 'Restoration Works' of the former Greyhound building. The Agreement defined '**Restoration and Refurbishment Works**' as '*the works to the Greyhound Public House including the reinstatement of the former drinking corridor tiles within the building in a scheme to be agreed with the Council and the design and implementation of a new ceramic rear elevation to the building in accordance with the plans and Design & Access Statement submitted as part of the application.*'
- 6.57 The Schedule stated, '*the owners covenants with the Council as follows:*
- 'to construct and complete the Restoration and Refurbish Works which shall be subject to the approval of the Council not to be reasonably withheld or delayed. The Owner will notify the Council two months prior to the date of Practical Completion of such works and if the Council has not approved the Restoration and Refurbishment Works within the two month period then the Restoration and Refurbishment Works shall be deemed to be approved.'*
- 6.58 The proposed works to the rear elevation of the building and the internal drinking corridor form part of the current planning application, therefore it is considered appropriate that the following Conditions be included;

Rear Tiled Wall

The tiled rear elevation of the Greyhound building, as shown on Plan no. 4329-PD-23G, shall be completed in full prior to first occupation of the building hereby granted permission.

Drinking Corridor

The reinstatement of the ‘Drinking Corridor’ tiles to the western bay shall be completed in full prior to first occupation of the building hereby granted permission. All tiled panels shall be embedded into the plastered walls of the bay, as agreed by planning officers and the applicant.

- 6.59 **Reinstatement Works** is defined in the Agreement as ‘*the works to the stone greyhound plinths to the front of the retained Greyhound Public House*’. Schedule 10 stated;

‘To construct and complete the Reinstatement Works which shall be subject to the approval of the Council not to be unreasonably withheld or delayed.’

- 6.60 Officers have included the following Condition;

Stone Plinths

Details of the restoration and reinstatement of the stone greyhound plinths shall be submitted to and approved in writing by the local planning authority prior to first occupation of the building hereby granted permission.

- 6.61 **New Public Realm Works** is defined in the S106 Agreement as ‘*the construction of a new public realm adjacent to the Greyhound as indicated and hatched pink on Plan 3 to include hard and soft landscaping.*’
- 6.62 Schedule 10 required the submission of a Maintenance Plan to the Council 2 months prior to the date of Practical Completion, detailing the ongoing maintenance of the New Public Realm Works and measures to ensure public access at all times.
- 6.63 ‘Practical Completion’ is defined as the date that a certificate of practical completion is issued pursuant to a building contract or contracts in respect of the relevant part of the development.
- 6.64 The following landscaping Conditions have therefore been applied to the current permission;

Hard Landscaping Details

All hard landscaping works which form part of the plans hereby approved shall be completed prior to first occupation of the Greyhound development.

Soft Landscaping

All planting or seeding shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Landscaping/ New Public Realm Works: Maintenance Plan

Details shall be formally submitted to and approved in writing by the local planning authority within 2 months of Practical Completion outlining the ongoing maintenance of the landscaping works and measures to ensure public access at all times.

- 6.65 Considering Schedule 10 of the 2010 Agreement relates specifically to the Greyhound, it is considered appropriate that the Schedule be deleted by way of a Deed of Variation.

Planning Agreement: Schedule 12

- 6.66 Schedule 12 of the S106 Agreement (P54) relates to the provision of a **Commercial Travel Plan**, defined as '*a travel plan which sets out a range of measures aimed at promoting sustainable forms of transport for the users and customers of the Commercial Units.*'
- 6.67 It required the submission of a suitable travel plan to the local planning authority, with subsequent implementation and compliance, with reasonable endeavours to procure the achievement of the targets set out.
- 6.68 A Condition will be included within the current application stating;
- (i) *No part of the Greyhound development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.*
 - (ii) *The Travel Plan shall specify initiatives to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives. The Travel Plan must include all uses of the building.*
 - (iii) *Within the timeframe specified by (i) and (ii), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (i) and (ii).*
 - (iv) *Thereafter, monitoring and review details shall be submitted to the Council within 2 months after the first, second and third anniversaries of the first occupation of the Greyhound building and thereafter at no less than 3 yearly intervals for a minimum period of 15 years calculated from the first occupation of the unit, showing:*
 - (a) *how the Commercial Travel Plan has operated during the relevant preceding period and specifically how effective the Travel Plan has been in implementing its terms or recommendations and in achieving its targets;*
 - (b) *proposing such further measures for incorporating within the Commercial Travel Plan as appear to the Owner to constitute reasonable ways of improving the effectiveness of the Travel Plan.*

- (v) Following each occasion upon which details are submitted to the Council pursuant to paragraph (iv), to incorporate within the Commercial Travel Plan such further measures as may be specified by the Council and which constitute reasonable ways of improving the effectiveness of the Commercial Travel Plan and implement such further measures within a reasonable timescale to be agreed between the owner and the Council.
- 6.69 Such details would serve to satisfy the requirements of Schedule 12, whilst the Schedule would remain applicable to the remaining commercial unit/s adjacent to the Greyhound.

Planning Agreement: Schedule 8

- 6.70 Schedule 8 of the S106 Agreement (P43) relates to **Local Labour and Employment Training Obligations**, defined as '*the extent (in terms of a percentage of the entire on-site workforce) to which during the 12 month period referred to in Schedule 8 the on-site workforce has been drawn from persons whose normal residence is within the borough of Lewisham.*)
- 6.71 A Condition will be included that ties this requirement to the Greyhound in terms of construction and end use.

7.0 Consultations

- 7.1 With regard to procedural matters, neighbour notifications have been carried out in accordance with the Council's usual procedure. Officers are satisfied that all statutory Council procedures have been followed and all neighbour concerns have been addressed.

8.0 Conclusion

- 8.1 Whilst the proposed rebuilding of the Greyhound cannot be expected to reproduce the historic character of its predecessor, the reconstruction of the building to the original details as proposed would reinstate a significant local landmark feature and reference point to the area.
- 8.2 Officers consider that the proposed works addressed in this report are acceptable, and if executed satisfactorily, will contribute to a new Greyhound building befitting of this prominent location, whilst preserving and enhancing the Cobbs Corner Conservation Area. Officers are also satisfied with the proposed future use of the building.
- 8.3 It is appropriate that the applicant seeks a Deed of Variation of the S106 Agreement prior to planning permission being granted.
- 8.4 For these reasons, it is therefore recommended permission be approved, subject to appropriate conditions.

9.0 Summary of Reasons for Grant of Planning Permission

- 9.1 On balance, it is considered that the proposal satisfies the Council's Land Use and environmental criteria, and is in accordance with Spatial Policy 1: Lewisham spatial strategy; Policy 8: Sustainable design and construction and energy efficiency; Policy 10: Managing and reducing the risk of flooding; Policy 15: High quality design for Lewisham; Sustainable movement and transport & Policy 16: Conservation areas, heritage assets and the historic environment of the Council's adopted Core Strategy (June 2011), and saved policies URB 3: Urban Design; URB 12: Landscape and Development; URB 13: Trees; URB 14: Street Furniture and Paving; URB 16: New Development, Changes of Use and Alterations to Buildings in Conservation Areas; URB 20: Locally Listed Buildings; ENV.PRO 9: Potentially Polluting Uses; ENV.PRO 11: Noise Generating Development; HSG 4: Residential Amenity and LCE 2: Existing Leisure and Community Facilities in the adopted Unitary Development Plan (July 2004).
- 9.2 It is considered that the proposal is appropriate in terms of its form and design and would not result in material harm to the appearance or character of the surrounding area, or the amenities of neighbouring occupiers. The proposal is thereby in accordance with Policy 15 High quality design for Lewisham Policy 16: Conservation areas, heritage assets and the historic environment of the Council's adopted Core Strategy (June 2011), and saved policies URB 3 Urban Design, URB 12: Landscape and Development, URB 16: New Development, Changes of Use and Alterations to Buildings in Conservation Areas and HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004).

10.0 RECOMMENDATIONS

10.1 RECOMMENDATION (A)

Authorise the Head of Planning to negotiate and complete a Deed modifying the Planning Agreement dated 24 May 2010, in order to secure the following principal matters including related ancillary matters required in order to achieve the successful implementation of the Development;

- (1) Remove Schedule 10 Restoration Works;
- (2) Meet the Council's legal, professional, and monitoring costs associated with the drafting, finalising and monitoring of the Agreement.

10.2 RECOMMENDATION (B)

Subject to the completion of a Deed of Variation, authorise the Head of Planning to **GRANT PERMISSION** subject to the following conditions, as set out below and such amendments as considered appropriate to ensure the acceptable implementation of the development;

(1) Develop in Accordance with Approved Plans

Unless minor variations are otherwise approved in writing by the local planning authority, the development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and listed on the Decision Notice.

Reason

To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

(2) **BREEAM for Non Residential Buildings**

- (i) The building hereby approved shall achieve a minimum BREEAM Rating of 'Excellent'
- (ii) No development shall commence until a Design Stage Certificate for the building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (i).
- (iii) Within 3 months of occupation of the building, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (i) for that specific building.

Reason

To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2011) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

(3) **Architectural Details**

- (i) Notwithstanding the details hereby approved, no development shall commence beyond the removal of the existing mezzanine floor until:
 - detailed plans at a scale of 1:20 showing elevation and section drawings and 1:5 plans of all new external joinery details including windows, doors, screens and balcony railings;
 - details of elevations and sections of a scale no less than 1:20 of the proposed bay to the west elevation;
 - A Schedule of all salvaged external windows and doors from the former Greyhound building shall be submitted indicating which doors and windows will be re-used or replaced;
 - drawings of a scale no less than 1:5 of the eaves detail;
 - roof tile samples to be used on the building;

have been submitted to and approved in writing by the local planning authority.

- (ii) The development shall be carried out in accordance with the approved details.

Reason

In order that the local planning authority may be satisfied as to the detailed treatment of the proposal and to comply with Policy 15 High quality design for Lewisham and Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

(4) **Refuse Storage**

The refuse facility hereby approved shall be provided in full prior to first occupation of the development and shall thereafter be permanently retained and maintained.

Reason

In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Saved Policies URB 3 Urban Design and HSG4 Residential Amenity in the Unitary Development Plan (July 2004) and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

(5) **Cycle Parking Provision**

All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

Reason

In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011).

(6) **Hard Landscaping Details**

All hard landscaping works which form part of the plans hereby approved shall be completed prior to first occupation of the Greyhound development.

Reason

In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies 5.12 Flood risk management and 5.13 Sustainable Drainage in the London Plan (2011), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Saved Policies URB 3 Urban Design and URB 12 Landscape and Development of the Unitary Development Plan (July 2004).

(7) **Soft Landscaping**

All planting or seeding shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason

In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Saved Policies URB 3 Urban Design, URB 12 Landscape and Development and URB 13 Trees in the Unitary Development Plan (July 2004).

(8) **Ventilation Equipment**

- (i) Detailed plans and a specification of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate noise, vibration, fumes and odours (and incorporating active carbon filters, silencer(s) and anti-vibration mountings where necessary) shall be submitted to and approved in writing by the local planning authority.
- (ii) The ventilation system shall be installed in accordance with the approved plans and specification before use of the development hereby permitted first commences and shall thereafter be permanently maintained in accordance with the approved specification.

Reason

To safeguard the amenities of the adjoining premises and the area generally and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

(9) **External Lighting**

- (i) Prior to occupation of the development a scheme for the proposed external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.
- (ii) Any such external lighting as approved under part (i) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.
- (iii) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason

In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with Saved Policies ENV.PRO 12 Light Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

(10) **Delivery and Servicing Plan**

- (i) The development shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority.
- (ii) The plan shall demonstrate the expected number and time of delivery and servicing trips to the site, with the aim of reducing the impact of servicing activity.
- (iii) The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to in perpetuity.

Reason

In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

(11) **Reveals**

All new window and door openings shall be provided with reveals, lintel detailing, arches and cills to match those originally provided on the former Greyhound building.

Reason

To ensure that the local planning authority may be satisfied as to the external appearance of the building and to comply with Policy 15 High quality design for Lewisham and Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

(12) **Plumbing or Pipes**

Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, other than rainwater pipes, shall be fixed on the external faces of the building.

Reason

It is considered that such plumbing or pipes would seriously detract from the appearance of the building and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

(13) **Delivery Hours (once operational)**

No deliveries shall be taken at or despatched from the site other than between the hours of 7 am and 8 pm on Mondays to Fridays, 8 am and 1 pm on Saturdays, or at any time on Sundays or Public Holidays.

Reason

In order to safeguard the amenities of adjoining residents and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

(14) **Amplified Music/Sound**

No music, amplified sound system or other form of loud noise (such as singing or chanting) shall be used or generated which is audible above background noise levels as measured from the nearest residential window.

Reason

To safeguard the amenities of the adjoining premises and the area generally and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

(15) **Restrict Use Class**

Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), the premises shall be used for A3 Restaurant/ A4 Drinking Establishment Use and for no other purpose (including any other purpose in Class A of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order)

Reason

To ensure that any other use of the building would be suitable and to protect the amenities of the occupiers of neighbouring premises and the area generally and to comply with Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004).

(16) **Restricting A3 Use to Prevent Take Away Use**

Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), and the provisions of the Town and Country Planning (Use Classes) Order 1987, (or any Order revoking and re-enacting that Order), the premises shall not be used for any purpose other than the sale of food or drink for consumption on the premises and no take-away or home delivery service shall be provided.

Reason

To ensure that the use does not result in parking and congestion in surrounding streets, to safeguard the amenities of adjacent premises and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development, HSG 4 Residential Amenity and STC 9 Restaurants, A3 Uses and Take Away Hot Food Shops in the Unitary Development Plan (July 2004).

(17) **Hours of Operation**

The premises shall not be open for customer business between the hours of 12 midnight and 8 am on any day of the week.

Reason

To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to comply with Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development, HSG 4 Residential Amenity and STC 9 Restaurants, A3 Uses and Take Away Hot Food Shops in the adopted Unitary Development Plan (July 2004).

- (18) No further development shall commence until the applicant has produced a sample brick panel of the salvaged brick used to the side wall showing a 'cleaned' brick with mortar and pointing.

Reason

In order that the local planning authority may be satisfied that the side elevation brickwork is of a colour and appearance similar to the existing front elevation, and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

- (19) Notwithstanding the details hereby approved, no further development shall commence until plans of a scale no less than 1:10 of the projecting sign to the rear of the building have been submitted to and approved in writing by the local planning authority.

Reason

In order that the local planning authority may be satisfied to the appearance of the proposal and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

- (20) The building hereby approved shall not be occupied until the existing mezzanine floor has been removed in its entirety.

Reason

To ensure that the local planning authority may be satisfied as to the external appearance of the building and to comply with Policy 15 High quality design for Lewisham and Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

- (21) **Rear Tiled Wall**

The tiled rear elevation of the Greyhound building, as shown on Plan no. 4329-PD-23G, shall be completed in full prior to first occupation of the building hereby granted permission.

Reason

To ensure that the local planning authority may be satisfied as to the external appearance of the building and to comply with Policy 15 High quality design for Lewisham and Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

(22) **Drinking Corridor**

The reinstatement of the 'Drinking Corridor' tiles to the western bay shall be completed in full prior to first occupation of the building hereby granted permission. All tiled panels shall be embedded into the plastered walls of the bay, as agreed by planning officers and the applicant.

Reason

In order to ensure the display of the salvaged tiles in the new building, and to comply with Policy 15 High quality design for Lewisham and Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

(23) **Stone Plinths**

Details of the restoration and reinstatement of the stone greyhound plinths shall be submitted to and approved in writing by the local planning authority prior to first occupation of the building hereby granted permission.

Reason

To ensure that the local planning authority may be satisfied as to the external appearance of the building and to comply with Policy 15 High quality design for Lewisham and Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

(24) **Commercial Travel Plan**

- (i) No part of the Greyhound development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- (ii) The Travel Plan shall specify initiatives to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives. The Travel Plan must include all uses of the building.
- (iii) Within the timeframe specified by (i) and (ii), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (i) and (ii).
- (iv) thereafter, monitoring and review details shall be submitted to the Council within 2 months after the first, second and third anniversaries of the first occupation of the Greyhound building and thereafter at no less than 3 yearly intervals for a minimum period of 15 years calculated from the first occupation of the unit, showing:

- (a) how the Commercial Travel Plan has operated during the relevant preceding period and specifically how effective the Travel Plan has been in implementing its terms or recommendations and in achieving its targets;
- (b) proposing such further measures for incorporating within the Commercial Travel Plan as appear to the Owner to constitute reasonable ways of improving the effectiveness of the Travel Plan.
- (v) Following each occasion upon which details are submitted to the Council pursuant to paragraph (iv), to incorporate within the Commercial Travel Plan such further measures as may be specified by the Council and which constitute reasonable ways of improving the effectiveness of the Commercial Travel Plan and implement such further measures within a reasonable timescale to be agreed between the owner and the Council.

Reason

In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

(25) Local Labour

- (i) Prior to the internal fit out of the building hereby granted permission, a local labour strategy shall be submitted to and approved in writing by the local planning authority. The strategy shall include (but is not limited to):
 - (a) Proposals to achieve a target of fifty per cent (50%) local people and local businesses as employees contractors and sub-contractors during the construction of the Development
 - (b) A commitment to working with the local planning authority's local labour and business coordinator.
 - (c) Routes to employment, including direct access to employment opportunities at the development and addressing wider barriers to employment.
 - (d) Early warnings within the local planning authority's area of contracts to be let at the development.
 - (e) The number and type of jobs to be created and the skill requirements in relation to those jobs.
 - (f) Recommended training routes to secure jobs.
 - (g) Measures to encourage local businesses to apply for work in relation to the development.
 - (h) Training opportunities and employment advice or programmes and employment and training brokerage arrangements.
 - (i) Provision of opportunities for modern apprenticeships including the number and type of apprenticeships available.
 - (j) Provision of opportunities for school leavers, older people and those who have been out of work for a long period.

- (k) Provision of work experience for local people during the construction of the development including the number of weeks available and associated trades.
- (l) Provision of childcare and employee assistance to improve working environments.
- (m) Interview arrangements for jobs.
- (n) Arrangements for working with schools and colleges.
- (o) Measures to encourage local people into end use jobs.
- (p) Targets for monitoring the effectiveness of the strategy including but not limited to the submission of monitoring information to the local planning authority on a monthly basis giving details of:
 - (i) the percentage of the on-site workforce which are drawn from persons whose normal residence is within the Lewisham borough;
 - (ii) social and demographic information of all contractors, sub contractors, agents and employers engaged to undertake the construction of the development;
 - (iii) number of days of work experience provided; and
 - (iv) number of apprenticeships provided.
- (ii) The strategy approved under part (i) shall be implemented in its entirety and distributed to all agents and employers engaged to undertake the future use of the development.
- (iii) Within three months of development commencing and quarterly thereafter until the development is complete, evidence shall be submitted to demonstrate compliance with the strategy and monitoring information submitted to the local planning authority in writing, giving the social and demographic information of all contractors, sub-contractors, agents and employers engaged to undertake the future use of the development.

Reason

In order that the local planning authority may be satisfied that the development makes appropriate provision for local labour and delivers jobs to support sustainable development in accordance with the National Planning Policy Framework (2012) and to comply with Core Strategy Policy 21 Planning Obligations in the Core Strategy (2011).

- (26) Details shall be formally submitted to and approved in writing by the local planning authority within 2 months of Practical Completion outlining the ongoing maintenance of the landscaping works and measures to ensure public access at all times.

Reason

In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Saved Policies URB 3 Urban Design, URB 12 Landscape and Development and URB 13 Trees in the Unitary Development Plan (July 2004).

Informative:

The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.