

Committee	PLANNING COMMITTEE (C)	Item No. 3
Report Title	403-407 NEW CROSS ROAD SE14 6LA	
Ward	New Cross	
Contributors	Jan Mondrzejewski	
Class	PART 1	Date: 20 AUGUST 2009

Reg. Nos. DC/08/70131, DC/08/70131A & DC/08/70131B

Application Dated: 20.10.08, completed 5.5.09, revised 16.2.09 & 11.6.09

Applicant Kennedy Twaddle on behalf of Mr J Grehan

Proposal The demolition of the existing buildings and the construction of a part two/part four/part five storey building, incorporating a basement, to provide a 60 bedroom hotel (Use Class C1), together with the provision of 8 car parking and 14 motorcycle/bicycle spaces.

Applicant's Plan Nos. 100-001 Issue A, 002 Issue B, 003 Issue B, 004 Issue A, 005 – 007 Issue A, 008 Issue E, 009 Issue A, 150-001 Issue A – 003 Issue A, 50-001 Issue A – 003 Issue A & 200-001 Issue B, CG 02 Issue A – 06 Issue A, SP/01/Issue A, Design & Access Statement, Transport Statement, Delivery and Service Plan Framework & Planning Obligations Statement, including financial appraisal with Title Deeds of the properties.

Background Papers

- (1) Case File - DE/414/403/TP
- (2) Adopted Unitary Development Plan (July 2004)
- (3) The London Plan (2004, 2008)

Zoning Adopted UDP – Area of Archaeological Priority, PTAL 6b, Major/District Centre

OBSERVATIONS

1.0 Property/Site Description

1.1 The application site comprises a public house (The Walpole) of Circa 1855 and a pair of Victorian terraced shops of similar date. Both are three storeys in height while the pub is a taller building. The properties form part of a terrace which although imposing when originally built, has been much altered over the years with the removal of parapet cornices, decorative window surrounds and timber double hung sash windows. This together with painting/pebble dashing of brick facades, the installation of poor quality modern shop fronts and UPVC windows has greatly detracted from the quality of the buildings. Rather unusually the front elevation of No 403 displays an old hanging sign of a tobacco roll, indicating that

the shop was a tobacconists' in the past. Survival of such signs is very rare and this one is recorded as a feature of local interest. The interior of the Walpole also contains a very attractive wall of majolica tile of late 19th Century date. The applicant states that both these items will be retained and displayed within the new development. The pub has recently established an outdoor sitting area on the forecourt at the front of the building. The site falls steeply towards the north, so that the cellar to the front is at ground level at the rear.

- 1.2 The terrace comprising Nos 385-407 has an unmade rear service road which is associated with several vehicle servicing garages at the rear of the shops. These often give rise to parking and obstruction of the service road. The public house at No 407 has a large 'L' shaped yard at the rear. This adjoins Crossleigh Court to the east, a mixed use development of shops with flats above dating from 1990 and a purpose built hostel premises to the north (fronting Exeter Way) dating from the 1980s. There were originally a large number of mature trees in the rear yard of the application site. These were growing close to the boundary wall of the site and causing damage to it. Apart from one surviving sycamore these trees have been recently felled. The surviving stumps show that the majority of these trees were limes.
- 1.3 The Walpole PH is approx 130 metres from the entrance to New Cross Station in Amersham Road. A Footpath leading from New Cross Road to Exeter Way runs between the Pub and Cossleigh Court. This connects with the pedestrian tunnel under the railway line which is a strategically important east/west link between New Cross and Deptford. This tunnel along with nearby Fordham Park will be the subject of a major programme of investment over the next few years which will improve pedestrian and cycle links as well as the recreational potential of the park.

2.0 Planning History

- 2.1 No 405 has no previous planning history. In 1991 planning permission was granted for the erection of a satellite dish aerial to the roof of the Walpole PH. No 403 has had various planning permissions for changes of use and a new shopfront between 1959 and 1986. It is currently a dry cleaners.

3.0 Present Application

- 3.1 The current application is for the demolition of the existing buildings at 403-407 New Cross Road SE14 and the construction of a part four/part five storey building, incorporating basement, to provide a 60 room hotel (Use Class C1) with indoor swimming pool, sauna and gym, together with the provision of car parking, motorcycle and bicycle parking spaces at the rear.

The building would be 5 storeys on the New Cross Road frontage, with the top storey slightly set back from the main facade. It would have a projecting wing to the rear that would step down, first to four storeys, plus basement, then to two storeys and basement. To the front the building would have two basement levels and a semi-basement with swimming pool below to the rear. The rear wing would enclose a courtyard area that would provide a drop-off/pick-up point.

- 3.2 The lower basement of the new building comprises an indoor swimming pool, jacuzzi, sauna and gym, together with changing rooms, showers, plant and equipment and laundry. Due to the fact that the site slopes steeply from south to

north, this level is partly below ground level at the rear of the site but a full storey below the level of the existing pub cellar on New Cross Road.

- 3.3 The basement of the new building contains a rear entrance and a service delivery entrance accessible from the car park at the rear of the hotel. At the New Cross road frontage this level corresponds to the existing pub cellar and comprises kitchen and service accommodation. To the rear, this level comprises 8 double and two single bedrooms, all with ensuite facilities.
- 3.4 Ground floor level onto New Cross Road comprises the main reception for the hotel with lounge and bar restaurant. The existing pub forecourt onto New Cross Road is proposed to be enlarged to embrace the whole frontage of the site. The rear part of the ground floor contains 10 ensuite rooms corresponding to those at basement level.
- 3.5 The first and second floors have identical plans, comprising seven ensuite double rooms onto New Cross Road (plus an additional single ensuite room on the second floor) and six ensuite double rooms to the rear. At these levels the rearward projecting element of the proposed building is less deep than the floors below.
- 3.6 The third floor is wholly located at the front of the proposed building and comprises seven ensuite double rooms. The fourth floor is a setback penthouse storey comprising one double and five single rooms.
- 3.7 The low rearmost part of the building which comprises two storeys and semi basement containing the swimming pool has a fire escape close to the rear boundary of the Exeter Way Hostel. The parking area to the rear is shown as accommodating six vehicles, including a disabled parking bay and cycle and motorcycle parking.
- 3.8 The main elevational feature are the deeply recessed window openings with Portland stone cills with bullnosed profile. Within these openings are a fixed floor to ceiling double glazed window in timber frame, which occupies approximately 60% of the width of the opening, and an insulated timber screen occupying 40% of the width of the opening. The latter will have a wave like profile and the top half will be openable, although most rooms will have the option of mechanical ventilation. Another feature of the elevations is the use of green walls. On the rear elevation this is quite extensive but on the front is limited to the piers between the window openings at ground and attic level. The attic storey will be clad in zinc panels to give it a lighter appearance and help it merge with the sky. The applicant and his architects were responsible for a recently completed residential development on the site of the former Coach and Horses public house in Pomeroy Street. This is a simple but striking contemporary building and the proposed hotel has been designed in a similar vein.
- 3.9 The applicant proposes to also provide living roofs, sustainable drainage and renewable energy in the form of solar thermal heating and photovoltaic cells

4.0 Consultations and Replies

Neighbours and Local Amenity Societies

- 4.1 Letters of consultation were sent to the occupiers of 90 properties in the surrounding area, as well as Ward Councillors and notices were displayed on site and in the local press.
- 4.2 Two replies received. One from the occupier of No 346A New Cross Road, objecting to the development for the following reasons:-
- (1) The buildings in question are of historic interest and should be protected.
 - (2) Major demolition and redevelopment projects in this area have caused considerable disruption to local residents and the current proposal would add to this nuisance.
 - (3) A better solution would be to retain and convert the buildings thereby maintaining the character of the area.
 - (4) There are enough student halls of residence in this area as well as pubs and late night clubs which give rise to numerous fast food outlets and which make the area noisy and messy at weekends.
 - (5) If approved the use is likely to encourage prostitution and drug dealing of which there is already enough in the area.

One reply from the occupier of 29 Malpas Road, who states that he is a user of New Cross Station, supports the application on the following grounds:-

- (1) This particular part of New Cross is particularly blighted and run down and a hotel/spa/restaurant of the type described in the application would be of great benefit to the area.
- (2) The buildings and businesses at Nos 403-407 would not be missed and the proposed plans show an exciting new development.

(Letters are available to Members).

4.3 Lewisham Cyclists

Cycle storage is not shown on any of the plans. Insufficient cycle parking shown considering public use for the building – where will visitors to the licensed premise secure their cycles?

Environmental Health

- 4.4 The following conditions are recommended C10 (site contamination), N10 (dust minimisation scheme) and C11 (Construction hours).

Highways and Transportation

- 4.5 A "Transport Statement" should accompany the application which should be withdrawn pending this. The statement should address the following matters:-

1. Predicted trip generation and modal split for both staff and clients.
2. Predicted car parking demand and accumulation.
3. Service access particularly for refuse collection.

The implementation of a Construction Management/Logistics Plan.

The plan should be submitted prior to works commencing on site and should specify how construction traffic will be managed during the construction phase of the development,

The implementation of a Delivery & Servicing Plan (DSP).

The plan should rationalise the number and time of delivery and servicing trips, with the aim of reducing the impact of servicing activity and enable deliveries and servicing to be controlled to avoid congestion or obstruction on the highway. The plan should include details for the storage and collection of refuse/recycling

The loading and unloading of service vehicles should take place at the rear of the site and the applicant should provide details of measures employed to ensure the rear access road is kept clear for servicing vehicles

The implementation a Travel Plan.

The Travel Plan should include measures and targets that encourage sustainable forms of travel to and from the site. It should include the provision of a Bike Hire Scheme for customers (for min 5 years).

The applicant will also be required to make a contribution towards improvements to the local pedestrian & cycle network

Transport for London

- 4.6 Having reviewed the Transport Statement and Delivery and Service Plan TfL have no major concerns with this development subject to the following requirements:-

The disabled parking bay should be designed in accordance with the Disability Discrimination Act 1995 (DDA) standards which require a 1200mm width access aisle to be provided on both sides of the bays as well as at the end of the space to allow for boot access or for use of a rear hoist.

TfL welcomes the initiatives to promote sustainable travel as mentioned in the Transport Statement, however, these initiatives should be formalised in a travel plan.

TfL also requests that a Construction Logistics Plan, as referred to by the London Freight Plan, be secured by condition in order to minimise construction impact on both traffic and pedestrians.

Design Panel

- 4.7 Although the loss of the period pub was regretted, this is a carefully considered design which, along with the nearby Waldron Health centre and Goldsmith's arts building, gives a positive regeneration signal for New Cross.

Urban Design

Scale and massing was considered satisfactory, lifting the scale on the New Cross Road frontage, an appropriate response at this prominent junction, and then stepping down to the north as levels drop.

Architecture

The confident and simple elevation design was commended, although detailed information on the brickwork and windows was lacking.

The lift overrun shaft is not shown; its height may be considerable and the drawings should illustrate its visual impact.

The internal layout is predominantly double loaded corridors, with most of the hotel bedrooms facing east or west, so few take advantage of the long views north to central London.

Regarding detailing the application suggests aspirational examples, which should be locked into the application to ensure implementation, rather than be left as conditions to be discharged later.

Landscaping

Insufficient information is available at this stage to demonstrate whether the aspiration of a pavement café on New Cross Road and the amenity areas at the rear will work effectively in the harsh New Cross Road environment.

5.0 Policy Context

The London Plan (2004)

5.1 Policy 3D.7 Visitor Accommodation and Facilities

This states that the Mayor will work with strategic partners to implement his Tourism Vision and to achieve 40,000 net additional hotel bedrooms by 2026, to improve the quality, variety and distribution of visitor accommodation and facilities and to bring forward a major international convention centre.

Boroughs should:

- beyond the Central Activity Zone (CAZ), identify capacity for new visitor facilities in town centres and other locations such as Opportunity Areas, with good public transport access to central London and international and national transport termini
- within the CAZ focus strategically important new visitor provision on its Opportunity Areas
- accommodate smaller scale provision in CAZ fringe locations with good public transport and resist further intensification of provision in areas of existing concentration, except where this will not compromise local amenity or the balance of local land uses

- support the provision of a wide range of tourist accommodation, such as hotels, bed and breakfast accommodation, self-catering facilities, youth hostels and camping and caravan sites, and resist the loss of strategically important hotel capacity
- support an increase in the quality and quantity of fully wheelchair accessible accommodation in light of integrated strategic and local assessments
- support existing and encourage development of new tourist attractions which complement the wider policies of this plan, especially for regeneration and town centre renewal
- identify Tourism Action Zones and propose policies for their development and for the protection of local communities from adverse impacts.

5.2 Policy 4A.7 Renewable Energy

The Mayor will and boroughs should in their DPDs adopt a presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from onsite renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

5.3 4B.1 Design principles for a compact city

The Mayor will, and boroughs should, seek to ensure that developments should:

- maximise the potential of sites
- promote high quality inclusive design and create or enhance the public realm
- contribute to adaptation to, and mitigation of, the effects of climate change
- respect local context, history, built heritage, character and communities
- provide for or enhance a mix of uses
- be accessible, usable and permeable for all users
- be sustainable, durable and adaptable in terms of design, construction and use (see Chapter 4A)
- address security issues and provide safe, secure and sustainable environments (policy 4B.6)
- be practical and legible
- be attractive to look at and, where appropriate, inspire, excite and delight
- respect the natural environment and biodiversity, and enhance green networks and the Blue Ribbon Network
- address health inequalities (policy 3A.23).

These principles should be used in assessing planning applications and in drawing up area planning frameworks and DPD policies. Design and access

statements showing how they have been incorporated should be submitted with proposals to illustrate their impacts.

5.4 Saved Policies of the Unitary Development Plan (Adopted July 2004)

The Secretary of State for Communities and Local Government has issued a direction to Lewisham which specifies which policies in the UDP can continue to be saved as part of the development plan. Only those policies which have been specified as part of that direction now form part of the UDP and all other UDP policies cease to be relevant for development control purposes.

Relevant Saved UDP Policies

URB 3 Urban Design
URB 4 Designing Out Crime
URB 8 Shopfronts
URB 12 Landscape and Development
URB 21 Archaeology
HSG 1 Prevention of Loss of Housing
HSG 21 Bed and Breakfasts
TRN 14 Cycle Parking
TRN 26 Car Parking Standards
LCE 7 Tourism and Tourist Accommodation
IRM 3 Community Benefit and Planning Loss

6.0 Planning Considerations

6.1 The main planning considerations are:

- 1) The acceptability in this location of a loss of three residential units of accommodation and two retail units to provide a tourist class hotel.
- 2) The quality of the accommodation provided.
- 3) Impact of the proposed building on the street scene and on the amenities of adjoining occupiers.
- 4) The use of a Section 106 agreement to mitigate of the impact of the proposed development on the local area.

6.2 Principle of use and loss of three residential units and two retail units

6.2.1 Although the loss of a public house could also be a planning issue, this proposal, in common with many hotels, incorporates a bar restaurant which is not restricted to guests. There is therefore no loss of A4/A3 provision. The application also proposes leisure facilities such as swimming pool, jacuzzi and gym. Although primarily for guests, this could be available to the local community under a membership scheme. As the property is located outside the New Cross Core Shopping Area, the loss of the two shop units is not objectionable. The applicant estimates that the proposed hotel would provide 18 full time and 6 part time jobs, compared with the 7 full time and 3 part time jobs provided by the existing uses. In terms of the small amount of existing residential accommodation, and larger amount of new residential development which could be achieved on redevelopment, this must be set against the advantages to the Borough and the

local area of attracting this type of hotel, which from its specification, is clearly aimed at tourists and likely to bring spin-off benefits in the form of custom for a variety of local businesses.

- 6.2.2 Hitherto, the Clarendon in Blackheath, has been the Borough's only significant hotel, although there are major hotels nearby in adjoining Boroughs such as the Bromley Court in Bromley and several in Greenwich. While planning permission has been previously granted for hotels in the north part of the Borough, none of these have been built. A 200 bed hotel is also proposed on Blackheath Road, most of this site being in the London Borough of Greenwich. There has to date therefore been a shortage of hotel accommodation in the Borough.
- 6.2.3 According to the London Plan, new visitor facilities in town centres and other locations such as Opportunity Areas, with good public transport access to central London and international and national transport termini are to be encouraged. The application site would appear to fall into this category, being only a short distance from New Cross Station. Policy LCE 7 Tourism and Tourist Accommodation of the Council's UDP states that new facilities for tourist accommodation falling within the C1 use class will be welcome in town centres. The policy also states that locations should be well placed in terms of access to public transport. Again, the current application site meets this criteria.

6.3 The quality of the accommodation

- 6.3.1 The quality of the proposed building, the facilities offered to guests and the fact that all rooms are ensuite suggests that the building is clearly intended to be a hotel. There are no kitchens for use by guests which would imply hostel use. Hostels also fall outside the C1 use class and could not therefore be lawfully operated from the proposed premises without the grant of planning permission from the Council.
- 6.3.2 Rooms, while not overly spacious, are well lit with floor to ceiling glazing, which is fixed, and an openable side hung timber shutter for ventilation. Both the glazing and the shutter will be extremely well insulated. However, the noisier rooms fronting New Cross Road may need the option of mechanical ventilation or air conditioning in order to protect residents from potential noise nuisance. However, in order to limit energy consumption this would only be provided to rooms were an acoustic consultant has confirmed the need for such provision. It is therefore recommended that standard condition N08 (Road Noise) be applied to the development in respect of those rooms fronting New Cross Road and N09 (Railway Noise) in respect of those rooms facing New Cross Station and railway line.
- 6.3.3 The elevated position of the site means that rooms at the rear of the hotel will have distant views of central London and Canary Wharf.
- 6.3.4 Guests will take breakfast in the ground floor pub restaurant fronting New Cross Road and will have the option of using this venue for other meals. The pub restaurant will also be open to the general public as will the leisure facilities at the hotel. However, the scale of the spa facilities and fitness room are too small to allow open access to the public and a membership scheme is likely to be required. Giving priority for membership to local residents would of course help to reduce vehicular movements to the site and this is therefore likely to form part of the travel plan (the preparation and implementation of which would also be a condition of any planning consent).

6.4 Design and Impact on amenities of adjoining occupiers.

6.4.1 Although the Design Panel regretted the loss of the existing Victorian pub they felt that the proposed scheme was a carefully considered design which, along with the nearby Waldron Health Centre and Goldsmith's arts building, would be a positive regeneration signal for New Cross. In terms of urban design, the scale and massing was considered satisfactory and the confident and simple elevation design was commended. The detailed information on the brickwork and windows which the Panel felt was lacking has now been provided and is a response to the Panel's suggestion that aspirational examples be locked into the application to ensure implementation, rather than be left as conditions to be discharged later. On the subject of the absence of a lift overrun, the architects state that the operating machinery will be provided within the building, mainly under the proposed lift. While the Panel queried whether the forecourt seating on New Cross Road would provide a pleasant environment for patrons of the facility, this is already a popular feature of the existing public house.

6.4.2 The Architects for the scheme have already designed one highly innovative and attractive group of buildings within the Borough on the site of the former Coach and Horses Public House in Pomeroy Street, SE14. To preserve the most interesting features of the old buildings it is proposed to carefully dismantle the Victorian faience tiling in the public house and re-erect it in the lobby of the new hotel. The tobacco roll shop sign at No 405 New Cross Road will also be removed and paced either inside or outside the building with an interpretive plaque. The applicant is happy for these undertakings to be made a condition of the grant of planning permission.

6.4.3 The proposed building will have no adverse effect on the amenities of neighbouring residential occupiers by reason of loss of daylight/sunlight or overlooking/loss of privacy.

6.4 The use of a Section 106 agreement to mitigate of the impact of the proposed development on the local area.

6.4.1 To mitigate the impact of this major development, in accordance with IRM 3 Community Benefit and Planning Gain, a Section 106 payment to the Council of £85,000 has been negotiated along with various benefits in kind. The applicant has provided a financial viability assessment that demonstrates that a payment of this sum would still allow a reasonable level of profit, in terms of increase in site value, to be achieved from the construction of the hotel. The payment will be use to fund tourism promotion within the Borough, the Council's training and employment scheme and environmental initiatives in the local area, particularly those aimed at removing dereliction and decay and enhancing facilities for cyclists and pedestrians.

6.4.2 In addition, the applicant proposes to operate a cycle hire scheme from the hotel. This will be operated by the hotel on a commercial basis. The setting up and operation of the scheme for a period of at least five years after the commencement of the proposed use will also form part of the Section 106 agreement. Space for the storage of bicycles associated with the operation of this scheme and belonging to guests is shown in the basement areas of the building.

- 6.4.3 Finally, the agreement will require the provision of renewable energy to secure at least a 20% reduction in CO2 emissions from the building. This is in accordance with policy 4A.7 Renewable Energy of the London Plan and is a standard requirement of most recent section 106 agreements for major schemes within the Borough, unless it can be shown that such provision is not feasible.
- 6.4.4 The obligations outlined above meet the tests set out in Circular 05/05 and are considered to adequately mitigate the impacts of the development.

7.0 Consultations

- 7.1 In terms of the objection, officers consider that the buildings have been too compromised by relatively modern alterations to be suitable for either statutory or local listing. However, the applicant has agreed to retain two rare features of the existing buildings in the form of the tiled wall and tobacco roll shop sign.
- 7.2 Although building works entail some disruption for the local community, the scheme will provide a number of benefits for the local community which range from access to the proposed leisure facilities, additional employment and the funding of environmental improvements in the local area through the proposed Section 106 Agreement.

8.0 Conclusion

- 8.1 Officers consider that the proposal is in accordance with Council policy and that the proposed building is beneficial in terms of urban design and regeneration. Officers consider that the proposal will have no adverse affect on adjoining properties in terms of noise, traffic, outlook or loss of daylight or sunlight. A section 106 agreement will also provide enhancements to the streetscene in the local area, guarantee the provision of 20% renewable energy and provide contributions towards the Council's employment training initiative and the promotion of tourism in the Borough.
- 8.2 In view of this the application is recommended for approval.

9.0 Summary of Reasons for Grant of Planning Permission

- A. It is considered that the proposal satisfies the Council's Land Use and environmental criteria and is acceptable in principle, being in accordance with Policies URB 3 Urban Design, URB 4 Designing Out Crime, URB 8 Shopfronts, URB 12 Landscape and Development, URB 21 Archaeology, HSG 1 Prevention of Loss of Housing, HSG 21 Bed and Breakfasts, TRN 14 Cycle Parking, TRN 26 Car Parking Standards, LCE 7 Tourism and Tourist Accommodation and IRM 3 Community Benefit and Planning Loss in the adopted Unitary Development Plan (July 2004).

And

- B. 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 Policies URB 3 Urban Design, URB 4 Designing Out Crime, URB 8 Shopfronts, URB 12 Landscape and Development, URB 21 Archaeology, HSG 1 Prevention of Loss of Housing, HSG 21 Bed and Breakfasts, TRN 14 Cycle Parking, TRN 26 Car Parking

Standards, LCE 7 Tourism and Tourist Accommodation and IRM 3 Community Benefit and Planning Loss in the adopted Unitary Development Plan (July 2004).

10.0 RECOMMENDATIONS

10.1 RECOMMENDATION (A)

Authorise officers to complete a Section 106 Agreement in respect of the following:-

- (i) The provision of an payment of £30,000 to the Council for employment and training initiatives.
- (ii) The provision of a payment of £25,000 for tourism promotion and development within the Borough.
- (iii) The provision of a payment of £30,000 for environmental improvements in the local area.
- (iv) The provision of measures to secure 20% renewable energy within the proposed development.
- (v) The provision of a cycle hire scheme for guests at the hotel, to be run by the operators of the hotel for a period of at least five years after the commencement of the proposed use.
- (vi) The developer meeting the Council's legal, professional and administrative costs associated with drafting, finalising and monitoring the Section 106 Agreement.

10.2 RECOMMENDATION (B)

Upon completion of a satisfactory Section 106 Agreement, authorise the Head of Planning to **GRANT PERMISSION** subject to the following conditions:-

- (1) B01 Facing Materials - New Buildings
- (2) B09 Plumbing or Pipes
- (3) C11 Construction Hours
- (4) H12 Provision for Cyclists
- (5) L01 Planting, Paving, Walls etc
- (6) N03 Amplified Sound Systems
- (7) (i) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:1997.

- (ii) Development shall not commence until details of a scheme complying with paragraph (i) of this condition have been submitted to and approved in writing by the local planning authority.
 - (iii) The development shall not be occupied until the scheme approved pursuant to paragraph (ii) of this condition has been implemented in its entirety. Thereafter, the scheme shall be maintained in perpetuity.
- (8) Before commencement of the use hereby approved a Travel Plan should be submitted to and approved in writing by the Council. The Travel Plan should include measures and targets that encourage staff and were possible customers to walk and or use other sustainable forms of transport to travel to and from the site and should include a requirement for monitoring to ensure that the travel plan is operating effectively.
- (9) N08 Road Noise (New Cross Road).
- (10) N09 Railway Noise.
- (11) A schedule of works for the dismantling of the faience tiled wall in the bar of the existing public house and its erection within the hotel hereby approved shall be submitted to and agreed in writing by the Council and all works which form part of the schedule shall be implemented before commencement of the use unless the Council has given its written consent to any variation.
- (12) A schedule of works for the dismantling of the tobacco roll hanging sign on the front elevation of No. 405 New Cross Road and its erection on or within the hotel hereby approved shall be submitted to and agreed in writing by the Council and all works which form part of the schedule shall be implemented before commencement of the use unless the Council has given its written consent to any variation.
- (13) The details of an interpretive sign in relation to the features to be relocated under conditions 11 and 12 of this permission shall be agreed in writing by the Council and erected on or within the building prior to the commencement of the use.
- (14) AR2 Archaeological Programme.
- (15) N10 Dust Minimisation Scheme.
- (16) C10 Site Contamination.
- (17) Before occupation of the development hereby approved, a Delivery & Servicing Plan (DSP) shall be submitted to and approved in writing by the Council. The plan should state how the number and time of delivery and servicing trips will be controlled to avoid congestion or obstruction on the highway. The plan should also include details for the storage and collection of refuse/recycling. The requirements of the agreed DSP shall be implemented in full unless the Council gives its consent in writing to any variation.
- (18) Before commencement of the development hereby approved, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Council. The plan should specify how construction traffic will be managed during the construction phase of the development and the

requirements of the agreed CMP shall be implemented in full, unless the Council gives its consent in writing to any variation.

Reasons

(7) N02R Ventilation System Insulation.

(8), (17) & (18)

To ensure that the proposed use building would not give rise to excessive vehicle movements and on street parking and to protect the amenities of the occupiers of adjoining premises and the area generally and to comply with Policy TRN 5 Green Travel Plans in the adopted Unitary Development Plan (July 2004).

(11), (12) & (13)

To ensure that items of architectural, historic or cultural significance are preserved for the enjoyment of future generations in compliance with the advice contained in Planning Policy Guidance Note 16, entitled "Archaeology and Planning" and to comply with Policy URB 21 Archaeology in the adopted Unitary Development Plan (July 2004).

Informative

Construction Sites Code of Practice or any other such codes applicable at the time of construction.