PUBLIC QUESTION NO 1.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sue Luxton

Member to reply: Cllr Best

Question

One of the key arguments made for the replacement of Ladywell Leisure Centre with a new facility was that it was energy inefficient and expensive to run. Is any data available yet to show running costs (electricity, heating) of the Glass Mill compared to Ladywell Leisure Centre?

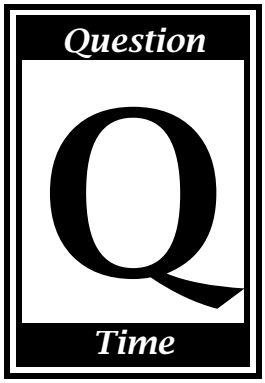
Reply

In its final 12 months of operation (July 2012 – June 2013), Ladywell Leisure Centre consumed the following kWh's in electricity and gas:

Electricity – 359,587
Gas – 1,706,374

For the corresponding 12 months of operation (July 2013 – June 2014), Glass Mill Leisure Centre consumed the following kWh's in electricity (it does not receive gas):

Electricity – 241,033



PUBLIC QUESTION NO 2.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Brian Pope

Member to reply: Councillor Bonavia

Question

Why do we need a Chief Executive and a Council Tax Department when residents can pay their bills at Housing Offices and local Post Offices? How much money could be saved by abolishing the post of Chief Executive and the entire Council Tax Department?

Reply

Local authorities have a legal requirement to designate one of their officers as the Head of Paid Service and this is almost invariably the Chief Executive. As the principal policy adviser, the Chief Executive ensures that central government legislation is translated and is implemented locally through policy planning, reporting arrangements and strong performance management systems.

The role of Chief Executive has a number of responsibilities, which are set out in various legislation. These include: establishing and maintaining an appropriate structure for the Council; ensuring that Council decisions are implemented promptly; overseeing the daily management of the Council's operations; and providing timely information to the Council. The role also involves working closely with elected

members to provide leadership and strategic direction. These responsibilities are particularly important when an organisation is undergoing significant change.

The total cost for the post of Chief Executive is currently £130,000 per annum (including salary and National Insurance contribution). Any saving realised in deleting the post would need to be offset by the cost of any additional arrangements, which would need to be put in place to ensure that the functions of the post are performed effectively.

Council Tax collection is much more than just providing Council Tax payers with somewhere to pay. The efficient and effective collection of £106 million Council Tax from 120,000 households requires the Council to send an annual bill and to follow up on those people who do not pay with reminders and enforcement action. The service also deals with changes to accounts throughout the year and the administration of discounts, exemptions, reductions and reliefs.

Last year the Council Tax service:

- sent 74,000 notices reminding customers to pay
- summonsed 35,000 to court for non payment
- answered more than 115,000 phone calls
- dealt with 145,000 emails, online forms and correspondence

The cost of the Council Tax collection service is £2.5 million. However, this cost is offset in part by the service's generation of income of £1.2 million from enforcement fees levied against those who do not pay. If the Council did not have a Council Tax collection service, it would not be able to collect as much as it currently does, or assist those who need help in making payments, or ultimately enforce against those who continue not to pay to the detriment of other residents who do.

Question

Q

Time

PUBLIC QUESTION NO 3.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Hamilton

Member to reply: Mayor

Question

Lewisham People Before Profit welcomes the Mayor's announcement that he intends to build 500 council homes for rent by 2018. In election literature it appeared that these homes would be built by a Direct Labour team. Could the Mayor elaborate on the plans and include a rough costing showing how long the rental income will take to cover the cost of building and maintenance?

Reply

Contracts for the construction of the new homes built by the Council, and supported by Lewisham Homes, will be awarded to experienced house builders, following tendering processes to identify contracts that offer the best value for money for the Council. New homes will not be constructed by a Direct Labour Team. The Council has strong provisions in its procurement practice to enable local companies to bid for the construction contracts arising from this project.

As part of the scheme design and appraisal process officers undertake due diligence on the cost of works and the time to repay investment on any scheme. On all of the build projects agreed so far the new homes will repay the initial investment through rental income within period of 35 years. This is possible in part as a result of capital subsidy from the GLA of £6.14m and the mixed tenure approach that the Council is

employing. Under this approach 625 new homes will be built in total, of which 500 will be new council homes and an additional 125 homes will be made available for sale. The receipts from the sale of these homes enable the Council to deliver the target of 500 new Council homes, to maintain rents for those at social rent levels, and still to ensure that the new investment can be repaid within an acceptable period.

It should also be noted that the direct provision of new homes is just one aspect of the Council's wider programme to maximise the supply of new housing. In addition to building homes itself, the Council is:

- working with housing association partners to bring forward 110 new specialised homes for older residents;
- purchasing and converting disused or under-used assets to expand the provision of better emergency accommodation for homeless households;
- working with residents to facilitate a community-led self build scheme, and;
- exploring the potential to use modern methods of construction to speed up the development process and respond even quicker to the housing challenge the borough faces.

Question

PUBLIC QUESTION NO. 4

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Woolford

Member to reply: Cllr Maslin

Question

Sir Francis Drake Primary School parents and teachers have very real concerns, that new development plans will lead to a decline in education achievement due to the fact that new class rooms will be much smaller, teachers will be expected to teach many more children at a school that has turned the corner with many children flourishing due to the space the school offers and the quality of the teaching at present class sizes.

Would the Council agree that the former Tidemill site in Deptford should be the preferred option if the Council is serious about driving up education standards for all our children.

Reply

Sir Francis Drake Primary School is to be rebuilt and enlarged to two forms of entry through the government-funded Priority Schools Building Programme. This will replace buildings which are in poor condition and provide school places in an area undergoing redevelopment. The designs are under development and will conform to the guidance on school sizes set out in the government's March 2014 publication, *Baseline Designs for Schools*, (https://www.gov.uk/government/publications/baseline-designs-for-schools-

guidance/baseline-designs-for-schools-guidance). Officers are confident that classrooms will be fit for purpose.

Pupil numbers in Lewisham have increased significantly since 2008. 75% of Lewisham schools have been partially enlarged and 20% have been permanently enlarged. During the same period, Lewisham Primary schools have continued to improve and are now amongst the highest achieving schools in the country. We are confident that the Governors of Sir Francis Drake Primary school will maintain their current high standards as the school gradually increases in size.

Governors and senior managers at the school are closely involved in the design process, which will be concluded in the autumn term 2014. A further report on the results of this engagement process is due to go to Mayor and Cabinet once these discussions are concluded.

The former Tidemill site in Deptford is not available for educational use. Its disposal forms an essential part of the Deptford Southern Scheme and as such is a key element of the regeneration programme for Deptford. Both of the sites around and including the old Tidemill school will be redeveloped for new housing, and a new park and housing at the former site of Deptford Green School at Amersham Vale will also be provided.

Question

Q

Time

PUBLIC QUESTION NO. 5

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Edgerton

Member to reply: Deputy Mayor

Question

Would you like to ride my mobility scooter around Deptford Park which, surprisingly, has Green Flag status? There is also a lack of drop kerbs in Evelyn Ward; will you commit to ensure that every street in Lewisham is accessible to all?

Reply

The Council recognises the poor condition of some of its footpaths in public parks and is endeavouring to secure funding to resurface significant areas that are past repair. You will be aware that a few years ago the main entrance and part of the circular pathway was resurfaced to a high standard. This funding was secured from local development contributions and it is the intention to secure additional funding over the next 12 months to resurface the remaining pathways.

Improving accessibility is a key tenet of the borough's transport strategy, the Local Implementation Plan. Introducing dropped kerbs is an important measure to ensure footways are accessible to all, and are built into the design approach on all relevant transport projects.

Question

PUBLIC QUESTION NO. 6

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Patricia Richardson

Member to reply: Deputy Mayor

Question

How many properties in the new Leegate development will be available as affordable housing to rent? Does the council consider it will be able to sustain the costs of rent rebates to enable the less well-off to be able to rent such properties, if the true cost of rent is the going rate for marketable rents in the area? What will be the impact of the numbers of new residents on local schools, GPs and space?

One of the stated aims of the redevelopment is to provide more competition in retailing. Competition from another supermarket may well damage some of the smaller businesses thus eradicating the competitive factor. Has the Council researched such possible effects and what was the outcome? Also what happens to these businesses while the new centre is under construction and local residents have less competition? Has the council taken these possibilities into account when formulating its planning policy?

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Reply

This note has been prepared in response to a significant number of public questions that are to be raised at the Council Meeting on 17 September.

The site and its context

The Leegate Centre is situated at the junction of Burnt Ash Road and Eltham Road which comprises the A20 running west to Lewisham and central London, or south-east to both the M20 and M25. The South Circular A205 is a short distance away to the south and there are numerous bus routes with pick up/drop off points immediately adjacent.

To the south of the shopping centre lies a large multi-storey car park and former petrol station, both of which form part of the site boundary for redevelopment.

- The site area is 1.53 hectares (including the car park and petrol station).
- The site has a Public Transport Accessibility Level (PTAL) rating of 3,
- The site is located within a Flood Zone
- The Lee Manor Conservation Area is located 100m to the south of the site.
- There is an existing public square in the north east corner of the site with trees that are protected by Preservation Orders (TPO). In principle, Officers consider the loss of this public square to be acceptable provided the development includes re-provision of high quality public realm and mature trees as part of the landscaping.
- To the north and north east, there are three Listed Buildings

The centre has been in relative decline for a number of years and Officers are of the opinion that a comprehensive redevelopment would provide the best solution to revitalising the centre and the retail offer in particular. The redevelopment opportunities for the site are supported by the Council's adopted Core Strategy and the Site Allocations Development Plan Document (DPD) which states the Council's preferred option for development as being 'retail led mixed use including housing, offices and hotel'.

Planning Policy

The Core Strategy defines Lee Green as a District Hub within which the town centre is designated as a District centre in the borough's retail hierarchy.

Spatial Policy 3 identifies district hubs as places which will sustain a diversity of uses and activities. Such locations will be managed to facilitate change that contributes to the economic vitality and viability of the District centre. The policy specifically states that the objectives for Lee Green are to improve civic space and facilitate a more intensive mixed use development on the shopping centre site and to improve connectivity between the shopping centre and the supermarket sites.

The Lewisham Site Allocations DPD (June 2013) refers to Lee Gate as Site SA23; a centre with underutilised land and regeneration potential. The policy document goes further to suggest an indicative housing provision of 130 dwellings. The Retail Capacity Study is quoted and warns that the continued decline of the Leegate Centre as being a threat to the Lee Green District Centre, and identifies the redevelopment or refurbishment of the Centre as an opportunity to provide modern retail units.

To summarise, the shopping centre is considered to form a significant part of the Primary Shopping Area within the Lee Green District Centre and its successful redevelopment would support and enforce the role of the District Centre within the borough's retail hierarchy.

The proposal

Historically, the owners, St Modwen, were seeking to explore redevelopment of the site comprising a new supermarket on the southern section together with conversion of some of the existing buildings on the northern end.

The proposition of conversion and refurbishment has been discounted in its entirety because Officers believe that retention of the existing buildings places considerable constraints on how the site could deliver better public realm, permeability/legibility. Further, the existing buildings do not make a positive contribution to the townscape and Officers believe that they would require significantly more than refurbishment to make them attractive in the townscape. It is considered that a comprehensive mixed use development of the entire site is necessary to deliver a high quality, design led scheme that will make a positive and sustainable contribution to the district centre.

The applicant is now proposing complete demolition to facilitate a comprehensive mixed use development with a supermarket as the anchor to support a range of other commercial uses and over 200 residential units. In principle, a proposal of this nature accords with adopted planning policies.

Key principles of the current proposal include:

- Comprehensive redevelopment of the site comprising total demolition and replacement of the Leegate Centre with high quality new buildings
- Provision of a new supermarket together with other retail uses (A1-A4), a gym, education facility and community facility
- Enhanced permeability, through the opening and regeneration of Carston Close (north)
- High quality public realm provided in a new public square along Burnt Ash Road and improvements to Leyland and Eltham Roads

- Opportunity to increase density taking into account renewed planning guidance for sustainable town centre locations.
- The provision of a significant number of new homes, with new private and affordable housing ensuring a greater mix of local housing choice.
- Provision of an upgraded car park to serve the supermarket and District centre.

Officers consider the principle of a mixed use scheme comprising a supermarket anchor, A1/A2/A3/A4 and D1/D2 uses, as well as a significant number of residential units to be acceptable subject to the uses being located appropriately within the development and in the context of the existing environs.

The use class for a supermarket is A1 retail which is considered to be an appropriate use for a District Centre location. On balance, a large anchor supermarket is considered to be a reasonable form of enabling development. However the proposal also includes an opportunity for a number of small retail units that could be occupied by local independent businesses. As part of the application, St. Modwen will submit a retail study and an economic regeneration statement which will discuss capacity for the uses proposed, employment generation and measures to deal with existing businesses. Asda has been identified as the potential operator of the supermarket and has signed a Development Agreement with St Modwen. Nevertheless, the proposal will include reference to use classes and not specific operators and it is not for planning to consider the workings of individual companies.

The provision of civic space, public realm and permeability is an important element of the proposal which has been subject to a significant level of negotiation both with Officers and the Lewisham Design Review Panel. It is considered important to secure high quality public realm as part of the proposals as well as increasing permeability and connectivity to, from and through the site. An important part of this has been to create four active street edges, as well as a new public space, incorporating space allocated for market stalls on Burnt Ash Road.

The scale, mass and design of the proposed buildings have also been discussed at length with officers and the Design Review Panel. Officers will aim to secure an appropriate form and massing through the pre-application process. The evolution of the design will be set out in the Design and Access Statement and the Statement of Community Involvement.

Stage of the Proposal

The scheme is at pre-application stage. Officers have been engaged in high level discussions with the applicant team for approximately 2 ½ years.

In December 2013 St Modwen entered into a development contract with Asda and began detailed pre application discussions with Lewisham Officers. Officers are still in the process of negotiating details of the proposals. The applicant intends to submit a planning application towards the end of the year.

Public engagement is an important part of the pre application process. St Modwen have been encouraged to engage with the local community since the outset. The most recent public exhibition was held on the weekend of 21st June 2014. Officers are satisfied with the community engagement to date and are pleased that more is proposed. When the planning application is submitted, the Council will undertake a statutory consultation exercise in order for members of the public to formally comment on the proposals.

A number of questions that have been raised cannot be answered until a planning application has been received and is valid. The planning application will provide confirmation of all matters regarding the development through the submission of drawings and supporting statements. The statements relevant to the questions raised that will be submitted with the application are in the table below. The final list of documents will be confirmed once the application is submitted.

Design and Access Statement	The statement will set out the evolution of the final design and the design rationale for the proposals.
Planning Obligations Statement	This document will set out the contributions offered by the applicant in order to mitigate the impact of the development. It will respond to the Council's Supplementary Planning Document on Planning Obligations which includes reference to a wide range of infrastructure including health and education needs as a result of development.
Environmental Statement	This document will comprise a series of headings considering the Environmental Impact of the development during construction and occupation/use, including socio-economic matters.
Affordable Housing Statement	The statement will confirm the number of residential units and the dwelling and tenure mix for the scheme.
Air Quality Impact	This document will include details such as changes to traffic movement and the effect of the development on dust and pollution and proposed mitigation and monitoring measures. It will consider the consequent impact on air quality as a result of the development.
Construction and Environmental Management Plan	This document will consider any congestion, pollution and noise that might affect local residents and businesses and the environment generally during the construction process.
Daylight/Sunlight Assessment	This assessment will address any potential impact upon the current and proposed levels of sunlight/daylight to adjoining and proposed properties or buildings, including

	gardens and amenity space.
Economic/Regeneration Statement	This document will advise of regeneration benefits from the proposed development, including details of any new jobs that will be created or supported.
Parking Management Plan	This will confirm the parking strategy in and around the site.
Statement of Community Engagement	A statement will set out how the applicant has engaged with the public and has taken into account any representations received in the formulation of development proposals.
Transport Assessment	This will provide an assessment of the traffic that will be generated from the proposals as well as details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal, and to mitigate transport impacts. It will take in account road safety and will be subject to consultation with TfL.
Viability Assessment	The assessment will explain how a proposed level of affordable housing has been derived. This document will be confidential and will be independently assessed by Viability consultants appointed by the Council..
Retail Assessment	This will consider the existing retail provision and sets out how the proposed development will result in a viable and healthy balance between the existing (on adjacent parades) and the proposed retail provision within the District Centre.
Tall Building Assessment	This document will consider the impact of any taller buildings proposed when viewed from different vantage points in the vicinity and will assess the appropriateness of the proposed buildings.

Members of the public have enquired as to why the Leegate Shopping centre was not purchased at the same time as the Catford shopping centre. Questions have also been raised regarding why the Council does not use its Compulsory Purchase Order powers in order to buy Leegate from St. Modwen.

The Council rarely buys property of a large scale. The shopping centre including Milford Towers was purchased to assist in the comprehensive regeneration proposals for the Catford Town Centre. In the case of Leegate, Officers feel that negotiations with St. Modwen are moving in the right direction and are hopeful that a satisfactory outcome will be achieved.

Question

Q

Time

PUBLIC QUESTION NO. 7

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Martin Allen People before Profit

Member to reply: Deputy Mayor

Question

The PFI contract, which is funding the Skanska lights programme, is likely to lead Lewisham finances in to an even bigger black hole in the future and that the street lighting contract funded through a private finance initiative (PFI) will cost £95m over the next 25 years, due to the extraordinary rates of interest charged by the financing company. Is this correct? Surely no responsible local authority would enter in to such a contract?

Are the new lights compliant with the Neighbourhoods & Environment Act 2005?

How many complaints has Lewisham received about the excessive light entering their bedrooms and homes generally from the new lights?

Can you assist in clarifying whether and why the new lamp posts contain Wi-Fi and if so, to what use this might be put?

Reply

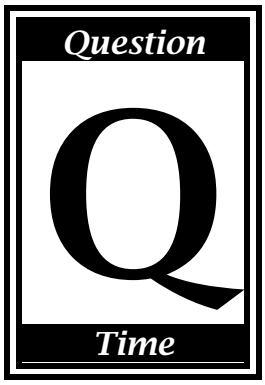
It is correct to say that over the 25 year period the Council will be paying £95m for the street lighting contract however this cost is mitigated by PFI government grant of £54m that would not have otherwise been awarded had the Council not gone down this route. Contracts are awarded in accordance with the Councils procurement rules which in themselves are designed to ensure that value for money is achieved. This means that contracts are awarded following an evaluation of tenders that take into account price and quality and the tender that offers the best value for money is chosen. The successful tenderer will take into account many factors including interest rates in arriving at their contract price.

The Neighbourhoods and Environment Act 2005 relates to artificial light emitted from premises, as such, street lighting is not covered by this act.

With regards to the number of complaints received, as the street lighting is designed in line with British Standard guidelines, lighting level enquiries are not categorised as

complaints on our system as personal opinions about the street lighting do not constitute a complaint as it is not a failure of service. We have around 30 enquiries regarding the lighting levels each month, however this is for both low lighting levels and high lighting levels.

The new columns do contain Wi-Fi. This means it is possible to detect faults quicker due to the in built Wi-Fi that communicates directly to a central controller allowing us to maintain the street lighting much more efficiently. The new street lighting is controlled by a central computer system which remotely monitors the lighting for faults. This allows faults to be reported far quicker than the old method of night scouting. The lighting can also be controlled remotely via this computer system.



PUBLIC QUESTION NO. 8

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Marietta Stankova

Member to reply: Deputy Mayor

Question

Given that:

(i) the Leegate centre is in an Air Quality Management Area and the scientifically collected and analysed data shows steady increase of the average annual levels of NO2 at the diffusion tube site in Lee High Road (in 2011 - it was 36µg/m3, in 2012 - 39µg/m3 and in 2013 - 43µg/m3);

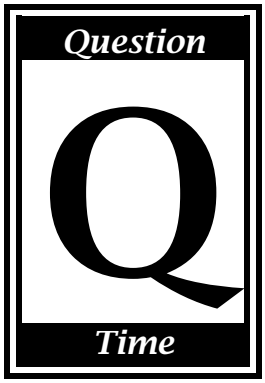
(ii) after applying the local adjustment factor the Lee High Road location is among the 12 diffusion tube locations which recorded annual mean NO2 concentrations exceeding the annual mean NO2 objective of 40 µg/m3, while after applying the national bias adjustment factor the Lee High Road location is among the 14 sites exceeding the annual mean NO2 objective;

(iii) recent citizen science results show the Lee High Road (near the corner with Brightfield street) to exceed the legal NO2 limits by as much as 66%.

how concerned is the cabinet member with a redevelopment scheme for the Leegate centre which from its publicly-available pre-application documents makes it clear that it will bring more people to live in a spot of increasing traffic and deteriorating air quality at the same time as it will by the nature of its retail proposition encourage more people to drive to the same area. Would the approval of such a scheme contravene the legal and moral obligations of the Council to improve the air quality of its area and consequently, the quality of life of its existing and new residents?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 9

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Richardson

Member to reply: Deputy Mayor

Question

Although it was noticed that within the scope of the new lighting contract with Skanska, even in 2013, some residents were benefitting from much ‘classier ‘lamp posts, which are also much less high than the "common" versions installed in many streets, including Manor Lane Terrace.

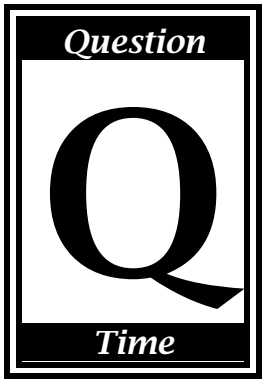
We have now noted that Quentin Road, Blackheath, S.E.3 has these, what might be termed "carriage lamps." Why? How is it determined that some streets are considered to have less intrusive lighting, more attractive lighting? Why is it that so many of us are being penalised by having more lamp posts, which cast intrusive lighting into the interiors of houses as they are too tall, too bright and too many? What were the Council's terms of reference given to Skanska that led to such discriminatory decisions?

Reply

The Authority’s conservation team in Lewisham submitted a list of street lighting conservation area streets to Skanska as part of the PFI Contract. These streets will have enhanced equipment installed from an agreed palette of materials.

Any roads that are not included in this agreed list will have standard black columns installed as per the contract.

Quentin Road is on the list of street lighting conservation roads hence why this has enhanced equipment installed.



PUBLIC QUESTION NO. 10

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Maxton

Member to reply: Cllr De Ryk

Question

With respect to the Strategic Planning Committee, will the Council state:

a) How many meetings of it were time-tabled and then cancelled from May 2010 to April 2014 (the last Council term);

b) How many times it actually met during the last Council term (not including formalised meetings that were part of a larger meeting);

c) The training, site visits and Design Review meetings that members of the new Committee, established in June, have attended;

d) If the massively reduced functioning of this public committee has attracted the attention of the Overview and Scrutiny Committee or the Constitution Working Party with a view to de-timetabling it or winding it up.

e) How can the £500 monthly allowance paid to its Chair, with its expectation of chairing regular, publicly accessible meetings, arriving at important decisions and overseeing an important department, rather than just being individually busy, be justified?

Reply

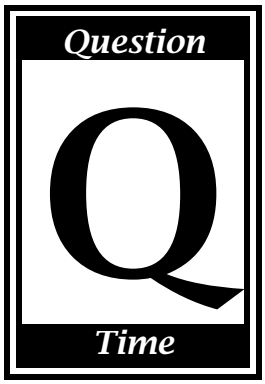
The Council's Strategic Planning Committee (SPC) performs an important function considering the Borough's most complex and significant planning applications. Meetings of the SPC are timetabled to take place once a month to ensure the availability of Members and rooms but they only take place when there is a strategic scheme to consider and records show that the SPC met 17 times in the last Council term. I was newly elected to this post in June 2014 and as Chair it is my intention to use the scheduled meetings to provide Members with updates and briefings on schemes which are in development.

Following the confirmation of membership of the planning committees, training was arranged for all Members. However, as most of the Members of Strategic Planning have experience as chairs of the other planning committees, this training has been offered to refresh Members' existing knowledge. To date, no Members of the new SPC have attended a design review panel meeting which are held once a month, and as Chair of Strategic Planning I aim to attend these meetings regularly. Site visits are usually arranged if required in advance of considering a scheme as part of

the planning process, although as yet, no site visits have been required for the new SPC.

There have been no recent reviews of the operation of the Strategic Planning Committee by the Overview and Scrutiny Committee or the Constitution Working Party

Member Allowances have recently been independently reviewed by Sir Rodney Brooke CBE who states inter alia “The Chair of the Strategic Planning Committee is currently allocated an SRA at the same level as the Chairs of the Planning and Licensing Committees. While I recognise the substantial workload of these chairs, I believe that the responsibilities of the Chair of the Strategic Planning Committee justify a higher level of allowance, midway between that paid to the chairs of the Planning Committees and the Chair of the Overview and Scrutiny Committee”.



PUBLIC QUESTION NO. 11

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Julie Pannell-Rae

Member to reply: Deputy Mayor

Question

The development of the Leegate site:

The 2014 Silvertunnel Pollution study shows that Lee Green junction has pollution levels 66% higher than EU legal limits (Readings above 40 µg/m3 are in breach of EU air quality regulations).

Lewisham Council has designated Lee High Road including Lee Green Junction as an 'Air Quality Management Area' since nitrogen dioxide and particulate levels exceeded the council's objective levels.

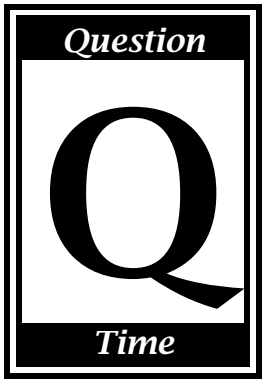
National Government Planning Framework: Page 9 states 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'.

London Plan: 6.38 writes 'The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to tackling congestion …by promoting local services that reduce the need to travel'

Does the Mayor agree that any developments in Lee Green District Centre should not increase and should preferably decrease pollution and congestion?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 12

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Helen Mercer

Member to reply: Deputy Mayor

Question

How much Section106 money was awarded finally for the following developments in Central Lewisham, and what has the money been spent on, or what has it been earmarked for?

Loampit Vale – Planning application no. DC/08/69895/X

Thurston Road - Planning application no. DC/10/76005

Lewisham Gateway – Outline planning application no. DC/06/62375 and DC/06/62375B

Lewisham Gateway Detailed planning application for Block A DC13/83493/X

Reply

The following tables detail the financial contributions secured by the Council from the Renaissance scheme at Loampit Vale, Thurston Road Industrial Estate and Lewisham Gateway.

As the Lewisham Gateway application for Block A (DC13/83493/X) was for Reserved Matters, it is covered by the outline planning permission (DC/06/62375) and as such does not have a separate Section 106 Agreement.

Please note, all financial contributions are subject to indexation and therefore the table shows the amounts received which may be higher than those originally secured.

PUBLIC QUESTION NO. 13

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Natalie Doucy

Member to reply: Deputy Mayor

Question

Given that there are currently around 15 independent retailers in the Leegate Centre, can the Mayor assure residents that current niche offer will not be reduced?

Looking at the success of the Westfield shopping malls in Stratford and in the US, one can see the success of the open-air malls while more and more old-fashioned huge malls are going bankrupt (look at what happened in Detroit). Why change the Leegate design? Do you agree that this just needs to be refurbished and requires a variety of shops (attracting firms like Costa, small Waitrose and Hobby Craft). Leegate has insufficient space to provide for both another supermarket –sized competitive convenience shopping provision and more choice and diversity in the form of comparison and A3/4/5 shops.

Does the Mayor agree that any developments in Lee Green District Centre should not increase and should preferably decrease pollution and congestion?

Spacial Policy 3 for Lee Green states that plans should ‘Improve Civic Space’. "The strategy seeks to create a permeable, memorable and sustainable place’. Does the

mayor agree that the size and quality of the existing civic space in the Leegate Centre must be protected?

How will you deal with traffic congestion and car parks, and what about road safety with three schools in the immediate vicinity?

There are non-acceptable inconsistencies in the public consultation which referred to 7 to 8 small retail units and 250 residential ones and the Screening and Scoping request which quotes 6 and 300 respectively. Will this be re-submitted with a necessary clarification on those points?

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO. 14

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Atanas Christev

Member to reply: Deputy Mayor

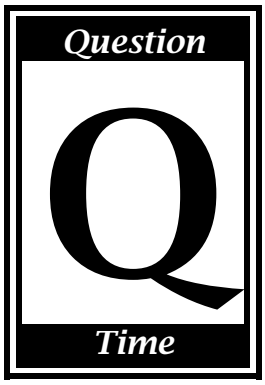
Question

The London Plan and the Councils' Retail Capacity Study, suggest councils increase their use of Compulsory Purchase Powers to purchase property on the grounds that it is mostly empty as per The Planning and Compulsory Purchase Act May 2004.
The National Planning Framework also states that CPOs can be used to ensure that 'needs for retail, leisure, office and other main town centre uses are met in full'.
Lewisham's Site Allocations Local Plan at 2.3 states: 'Where comprehensive redevelopment of an area is indicated, the Council may choose to use its compulsory purchase powers'.

Does the Mayor believe that if the current owners of the (mostly empty) Leegate Centre, which sits at the heart of Lee Green district centre, are unwilling to provide a solution in line with Lewisham's own planning policies, then the Council could use its Compulsory Purchase Order powers to purchase the site for itself or on behalf of a third party. Who would provide the funds, to achieve a satisfactory outcome for Lee Green?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 15

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Emma Warren

Member to reply: Deputy Mayor

Question

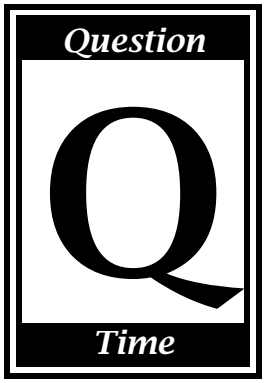
St Modwen's proposals for the Leegate centre.

Spatial Policy 3 for Lee Green states that plans should 'Improve Civic Space'. Spatial Strategy 3 C states that: 'Connectivity improvements to and throughout each district centre will be prioritised where development opportunities arise and where the Council can play a lead role. The emphasis within the District town centres will be to protect the existing open spaces from development and to promote environmental improvements which enhance the role of the centre and its attractiveness for those who shop there and use other services. The strategy seeks to create a permeable, memorable and sustainable place'

Does the Mayor agree that the size and quality of the existing civic space in the Leegate Centre must be protected?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 16

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

Lewisham Council commissioned a Retail Capacity Study in 2009 and its findings, in line with National Planning and London Plan requirements for an evidence based approach, were included in Lewisham's Core and Spatial Strategies: In regards to Lee Green District Centre it was found that development should:

'facilitate a more intensive mixed use development on the shopping centre site to strengthen its role and function, in particular strengthen the A3/4/5 role to provide a niche offer'

Given that there are currently 20 independent retailers in the Leegate Centre, can the Mayor assure residents that the Leegate Centres niche offer will not be reduced through future redevelopment?

Reply

Please see the answer to Public Question No. 6.

Q Time

PUBLIC QUESTION NO. 17

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Kate Quarry

Member to reply: Deputy Mayor

Question

Proposed development at Leegate.

Do you share my concerns about the size of the Asda that is planned? At the moment the Lee Green junction is already quite slow at busy periods. Even during quiet periods, it's very slow for people wanting to turn right. Presumably Asda is hoping to attract several thousand shoppers a day, most of whom will drive. This is going to make the queues at the junction extremely long, and large numbers of drivers will use nearby roads as rat runs.

I understand that Lewisham Council has designated Lee High Road, including Lee Green junction, as an 'Air Quality Management Area' because it already has pollution levels 66% higher than EU legal limits. Does the Mayor agree that it would be better to rethink the plans and have a smaller supermarket at the site, which would leave space for more small shops and cafes, to encourage locals to shop on foot there and others to travel by bus to shop there. This would then make a reduction in vehicle emissions more attainable.

Reply

Please see the answer to Public Question No. 6.

Question

PUBLIC QUESTION NO. 18

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Bull

Member to reply: Deputy Mayor

Question

The 2014 Silvertunnel Pollution study shows that Lee Green junction has pollution levels 66% higher than EU legal limits (Readings above 40 µg/m3 are in breach of EU air quality regulations).

Lewisham Council has designated Lee High Road including Lee Green Junction as an 'Air Quality Management Area' since nitrogen dioxide and particulate levels exceeded the council's objective levels.

National Government Planning Framework: Page 9 states 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'

London Plan: 6.38 writes 'The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to tackling congestion …by promoting local services that reduce the need to travel'

Does the Mayor agree that any developments in Lee Green District Centre should not increase and should preferably decrease pollution and congestion?

Spatial Policy 3 for Lee Green states that plans should 'Improve Civic Space'. Spatial Strategy 3 C also states that: 'Connectivity improvements to and throughout each

district centre will be prioritised where development opportunities arise and where the Council can play a lead role. The emphasis within the District town centres will be to protect the existing open spaces from development and to promote environmental improvements which enhance the role of the centre and its attractiveness for those who shop there and use other services. The strategy seeks to create a permeable, memorable and sustainable place' Does the Mayor agree that the size and quality of the existing civic space in the Leegate Centre must be protected? And can he further explain how the current proposed development under St Modwen conforms to this agreed Civic Space strategy?

Reply

Please see the answer to Public Question No. 6.

Q

Time

PUBLIC QUESTION NO. 19

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: James Stanbury

Member to reply: Deputy Mayor

Question

Proposals for Leegate Centre

Would plans for a large supermarket be able to ensure that smaller independent businesses would be able to have a role there?

As pollution and congestion are already a problem in Lee Green would a new large supermarket, which people would be driving to, increase the pollution and traffic problems in the area?

We do not need another larger supermarket, we already have competitive supermarket shopping in the area; Lidl on Lee High Road and Tesco in Lewisham. Should other opportunities be considered when redeveloping Leegate to provide amenities that the area does not already have and would be well used by local residents; for example a large soft play area for the young families in the area, something that people could walk to?

Reply

Please see the answer to Public Question No. 6.

Question

PUBLIC QUESTION NO. 20

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: S Chishtie

Member to reply: Deputy Mayor

Question

Proposals for Leegate Centre

1. Why are the existing shops not being retained. Do the plans ensure the existing local businesses that people in the area use remain?

2. Are you aware there is a local market that is held on Wednesday and Saturday - this is part of our community and should not be lost in the regeneration and they should not have to pay more to remain there?

3. Do you agree an Asda is neither needed nor wanted by the local community? I understand that you need someone to fund the regeneration but do you agree that this is not the best way to go about it and does not take the community views into account? Can you take a look at Blackheath and the Brunswick centre for what Lee should be like and represent?

4. Do you agree the major issue with the existing Leegate centre is the pub and the type of people this attracts. The proposal is not addressing this fundamental issue. The pub, despite lease agreements should not remain if you want to improve the area and increase the safety?

5. Why do we need an incredibly large number of new homes? Do you find it astonishing that the plans are even allowed to include 200 plus new homes on top of the Asda. The height of the proposal is absolutely ridiculous and the number of new flats and people this will attract is not necessary and completely unjustified when you are aiming to improve the area.

6. Are you aware the proposal will increase the traffic at the junction - this is already terrible as it is? With the changes, this will be even worse. The proposal does not address this at all.

7. Are you aware that as a result of the ridiculous number of proposed homes, there will be a massive increase in the number of cars on Leyland Road and surrounding roads? We barely have enough spaces as it is - this will only make it worse unless you significantly reduce the number of flats and provide a space for each one and ban them from parking on roads. We should not have a CPZ enforced to fix this as we will be out of pocket for a proposal that we don't even agree to.

8. Are you aware that the number of commuters travelling from nearby stations (Lewisham, Lee and Blackheath) as well as on the buses is already over capacity and in actual fact, unbearable? Building such a large number of homes will make this beyond control. Nowhere in the proposal is there mention of working with Tfl to increase the number/size of trains and the number of buses - this is the only way to address this unless you significantly reduce the number of proposed homes to a more realistic number, e.g. 50.

Reply

Please see the answer to Public Question No. 6.

Question

Q Time

PUBLIC QUESTION NO. 21

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Glynis Tomes

Member to reply: Deputy Mayor

Question

The 2014 Silvertunnel Pollution study shows that Lee Green junction has pollution levels 66% higher than EU legal limits (Readings above 40 µg/m3 are in breach of EU air quality regulations).

Lewisham Council has designated Lee High Road including Lee Green Junction as an 'Air Quality Management Area' since nitrogen dioxide and particulate levels exceeded the council's objective levels.

National Government Planning Framework: Page 9 states 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'

London Plan: 6.38 writes 'The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to tackling congestion …by promoting local services that reduce the need to travel'

Does the Mayor agree that any developments in Lee Green District Centre should not increase and should preferably decrease pollution and congestion?

Does the Mayor consider the proposed development at Leegate will help to improve the image of “the worst shopping centre in the country” and does he consider that an Asda Store will enhance the area already blighted by the 3 murders in 3 years?

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO. 22

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: E. Kettlewell

Member to reply: Deputy Mayor

Question

Proposed Lee Green Development

Pollution study shows that Lee Green junction has pollution levels 66% higher than EU legal limits (Readings above 40 µg/m3 are in breach of EU air quality regulations).

Lewisham Council has designated Lee High Road including LeeGreen Junction as an 'Air Quality Management Area' since nitrogen dioxide and particulate levels exceeded the council's objective levels.

National Government Planning Framework: Page 9 states 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'

London Plan: 6.38 writes 'The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to tackling congestion …by promoting local services that reduce the need to travel'

Does the Mayor agree that any developments in Lee Green District Centre should not increase and should preferably decrease pollution and congestion?

Reply

Please see the answer to Public Question No. 6.

Question

PUBLIC QUESTION NO. 23

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Diana Stevenson

Member to reply: Deputy Mayor

Question

Is the Mayor aware that the plans for the new Asda superstore on the Leegate Centre site propose a single point of entry and exit for both delivery lorries and customers' vehicles on Burnt Ash Road, in a residential area where children live? Has the Council considered the increase in noise, pollution, congestion and safety levels that this will cause? Immediately opposite the proposed entry/exit site for lorries and customer cars is a block of 6 flats in which live 4 young children, one of whom is autistic. Has the Council considered the detrimental effect on the health of children and adults living in the immediate vicinity of this proposed entry and exit point for the Asda site? The 2014 Silvertown Pollution Study shows that the Lee Green junction already has pollution levels 66% higher than the EU legal limits, and Lewisham Council has designated Lee High Road including the Lee Green junction as an Air Quality Management Area since nitrogen dioxide and particulate levels exceed the Council's objective levels. The National Government Planning Framework, Page 9, states "Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion." In what way does this proposed Superstore requiring a huge new lorry delivery and customer vehicle entrance fulfil these official national and local planning objectives?

Is the mayor aware that bus stops on both sides of Burnt Ash Road at the proposed entry and exit point for the Asda superstore are full of school children before and after school, who frequently fill the pavements? Has the Council carried out an observational assessment of the proposed location of the entry/exit site and its surroundings, to assess the suitability of the site in terms of safety and congestion? Is the Council aware that the once-daily Iceland lorries who deliver to this point on Burnt Ash Road at present sometimes have difficulty getting in and out, and block the traffic in Burnt Ash Road? I cannot believe that any traffic and safety survey would find this site suitable for an entry/exit point for a large superstore. The size of the proposed new store is far too large for this already congested, polluted and unsafe spot. Has the Council considered whether approval of this proposed development in its present form would leave the Council in breach of its own regulations and duty of care to the local community?

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO. 24

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Damian Griffiths

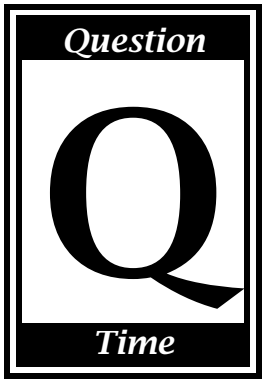
Member to reply: Councillor Egan

Question

I would like to enquire whether any Lewisham councillors will be attending the MIPIM housing fair at Kensington Olympia on 15th-17th October this year? I am concerned about the potential sale of public land that could occur as a result of deals that are made at an event like this.

Reply

I am not aware of any Lewisham Councillors attending MIPIM.



PUBLIC QUESTION NO. 25

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Nisbet

Member to reply: Deputy Mayor

Question

With reference to Government policy and site-specific local development plan policy which, though not yet adopted, is the most recent and has already been consulted on: The Leegate is a settlement where development proposals should be considered very carefully: overexpansion in capacity could ruin the social character of the area while estate development would overwhelm it, what should be questioned in particular is;

1.Lewisham's Development Management Local Plan 2.12 states that 'Planning policies should promote competitive town centres that provide customer choice and a diverse retail offer.

The councils 2009 Retail Capacity Study, upon which its Spatial Strategy for Lee Green is based, states that there is a 'shortage of comparison, A3/4/5 provision' and that 'convenience shopping is well served'As the 8th smallest of Lewisham's 9 District Centres, Leegate has insufficient space to provide for both another supermarket -sized competitive convenience shopping provision and more choice and diversity in the form of comparison and A3/4/5 shops.

Does the mayor consider it more important to provide competition for convenience shopping (which is 'well served' and already has competition in Lidl in Eltham and Lee High Road and Tesco in Lewisham) or an increase in A3/4/5 shopping, as the council is obliged to do, per its Spatial Strategy, since there is not space for both?

Furthermore, the only identified the priority for space is the need is for affordable housing for residents who work locally,. As an alternative to this proposal, we would support the the reduced sizing of retail capacity for the increase in construction of houses built on if it was ensured that these were affordable homes for local people.

2. The 2014 Silvertunnel Pollution study shows that Lee Green junction has pollution levels 66% higher than EU legal limits (Readings above 40 µg/m3 are in breach of EU air quality regulations).

Lewisham Council has designated Lee High Road including Lee Green Junction as an 'Air Quality Management Area' since nitrogen dioxide and particulate levels exceeded the council's objective levels.

National Government Planning Framework: Page 9 states 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion' London Plan: 6.38 writes 'The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to tackling congestion .by promoting local services that reduce the need to travel' Does the mayor agree that any developments in Lee Green District Centre should **not** increase and should preferably decrease pollution and congestion?

3. The London Plan and the Councils Retail Capacity Study suggest councils increase their use of Compulsory Purchase Powers to purchase property on the grounds that it is mostly empty as per The Planning and Compulsory Purchase Act May 2004. The National Planning Framework also states that 'CPOs can be used to ensure that 'needs for retail, leisure, office and other main town centre uses are met in full'. Lewisham's Site Allocations Local Plan at 2.3 states: Where comprehensive redevelopment of an area is indicated, the Council may choose to use its compulsory purchase powers' Does the Mayor believe that if the current owners of the (mostly empty) Leegate Centre, which sits at the heart of Lee Green district centre, are unwilling to provide a solution in line with Lewisham's own planning policies, then the council could use its Compulsory Purchase Order powers to purchase the site for itself or on behalf of a third party who would provide the funds, to achieve a satisfactory outcome for Lee Green?

4. Many residential streets in the Lee Green area experience heavy traffic during rush hour and the school run, exacerbated by rat-running because of congested main roads.

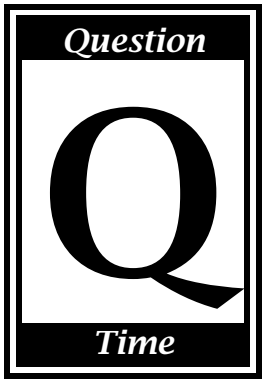
As traffic-calming measures and CPZs have not alleviated the problem, could the mayor and council reveal if they have given attention to this problem , if they have considered any steps to deal with it and how they plan to address it in future? Could they confirm commitment to the reduction of traffic congestion and rat-running in residential streets and thus improving road safety including with regards to major developments such as the Leegate regeneration scheme - which will by admission of

its developers will increase significantly out-of-ward and out-of-borough incoming traffic to Lee Green St Modwnes admitted site increased traffic as a negative effect of their plans in their scoping request to Lewisham Council.

What are the responsibilities of the local planning authority to ensure that landlords and developers carry out timely, meaningful and proper consultation with regard to their planning proposals? Are the Mayor and cabinet aware that the statutory public consultation for the Leegate regeneration scheme was limited (in time - as it amounted to no more than a full working day, in area - as key affected roads and residents were not notified, in content - due to the formulation of the available responses on the questionnaire, through the fact that the deadline for responses was not clearly advertised until shortly before it expired and consequently, are they satisfied that the consultation has been conducted adequately?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 26

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Caroline Bray

Member to reply: Deputy Mayor

Question

Proposed Development at Leegate

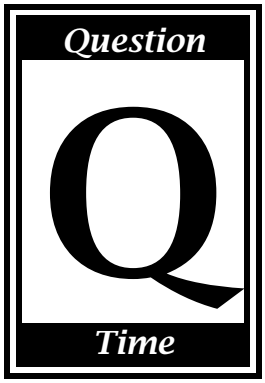
1. Will the people who currently live in the redevelopment area be offered accommodation in the new development at prices they can afford?

2. How many of the employees of the proposed Asda be able to afford to live on the site?

With housing prices rising far beyond the reach of many people in poorly paid jobs I would hope that Lewisham Council will treat the needs if people already living and working in Lee as a priority if the redevelopment is to go ahead.

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 27

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Julie Williams

Member to reply: Deputy Mayor

Question

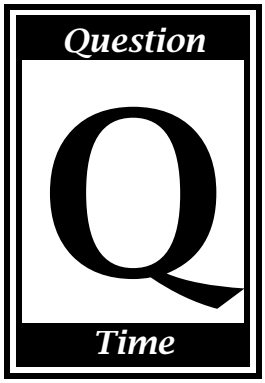
1). What are the responsibilities of the local planning authority to ensure that developers carry out timely, meaningful and proper consultation with regard to their planning proposals?
Are the Mayor and Cabinet aware that the statutory public consultation for the Leegate regeneration scheme was limited? The consultation amounted to no more than a full working day. It would seem that key affected roads and their residents were not notified of the public consultation. Many of the roads adjacent to Leegate did not receive an invitation including Leyland Road where I live, however, many houses in roads further afield were door dropped. Is this a fair consultation if many of the residents that will be most affected by this development were not actually informed of this event and can you ask St Modwen to explain this?
I was also not entirely happy with the way the event itself was promoted on the days it was running. Very small handwritten signs were on display and I think the majority of people walking through Leegate would not have been aware. Lastly I felt the questionnaire on the website should have stated the deadline for responses. This was not added on until shortly before it expired. I would like to know if the Mayor and the councillors are completely satisfied that this consultation had been conducted adequately?

2). Do the mayor and councillors believe that in development consultations it is important to inform the affected local community of specific and firm proposals in order to allow for adequate and informed response by interested parties. How would they comment on the proposals for the Leegate centre where in the scope of just over a month, there is significant difference between the information available: the public consultation referred to 7 to 8 small retail units and 250 residential ones while the Screening and Scoping request quotes 6 and 300 respectively?

3). I am very interested in hearing the outcome of the public consultation for the regeneration of the Leegate centre. How can the Mayor and councillors help local residents and users find out what the cumulative public response has been, since to date St Modwen have not publicised any results?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 28

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Bilal Khan

Member to reply: Deputy Mayor

Question

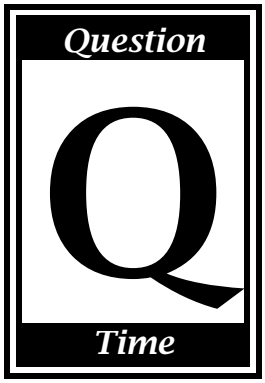
Lewisham Council commissioned a Retail Capacity Study in 2009 and its findings, in line with National Planning and London Plan requirements for an evidence based approach were included in Lewisham's Core and Spatial strategies. In regards to Lee Green District Centre it was found that development should:

> 'facilitate a more intensive mixed use development on the shopping centre site to strengthen its role and function, in particular strengthen the A3/4/5 role to provide a niche offer'

Given that there are currently around 15 independent retailers in the Leegate Centre, can the Mayor assure residents that current niche offer will not be reduced?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 29

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Clare Griffiths

Member to reply: Deputy Mayor

Question

1. What is happening to the Catford town centre plan and how does this plan relate to TfL's inner ring road plans or plans to put the south circular in a tunnel?

2. Is Lewisham council aware of the air pollution studies by No to Silvertown Tunnel and Don't Dump on Deptford's Heart (http://www.silvertowntunnel.co.uk/our-study/2014-silvertown-tunnel-pollution-study-results/), in particular the high levels of air pollution in Lewisham town centre and New Cross? In the light of this does LBL have plans to expand its own pollution monitoring?

3. Has Lewisham council responded to the new TfL consultation on East London river crossings? Will the council publish its response?

4. Will the council publish its plans for the implementation of 20mph roads across the borough, as promised in the Labour manifesto, including a likely timetable for implementation?

Reply

1. Following publication of the independent 'Roads Task Force' report in July 2013, the Mayor of London requested that Transport for London (TfL) and the London boroughs look again at long established road improvement proposals and how they might be implemented. This included the long established proposals to improve the A205 South Circular road in Catford Town Centre by relocating the A205 road behind Laurence House.

The Catford Town Centre Local Plan (CTCLP) had taken the view that these proposals were unlikely to be implemented and set out a new policy that committed the Council to abandon the TfL proposal to realign the South Circular to the rear of Laurence House. As a result of the Mayor of London's request it was concluded that there was merit in re-examining the original TfL A205 road improvement proposals and TfL agreed to undertake a study to investigate. If, as a result of the study, TfL continued to support their original proposals or some other third way then significant modification of the CTCLP would be required. As the report was not expected until summer 2014 and then would need discussion and consideration, the Council concluded that the best option would be to withdraw the CTCLP from Examination.

An initial concept report has recently been received in draft from TfL which outlines the proposal. Lewisham Officers are currently reviewing the report and raising a number of queries and are seeking a meeting with TfL to receive further information to assist full consideration. The proposal focuses on Catford rather than the wider south circular, and the Council is not aware of any current work into the idea of running the south circular in a tunnel.

2. The Environmental Protection Team is aware of the Don't Dump on Deptford's Heart campaign. Lewisham currently completes real time air quality monitoring at 4 locations in the Borough with monitoring stations at both New Cross and Lewisham, this data is ratified by King's College London and available to view at http://www.londonair.org.uk/. This is also complemented by a network of diffusion tubes for nitrogen dioxide at 32 locations in the Borough. Results from diffusion tubes are available from the air quality web pages at http://www.lewisham.gov.uk/myservices/environment/air-pollution/Pages/air-quality-monitoring.aspx

In addition, when there is significant development in the Borough, the environmental protection team liaises with the planning team and applicants to agree air quality monitoring regimes to control the impacts of construction such as for the Thames Tideway Tunnel project. This is supported by newly updated guidance produced by the Environmental Protection team on the Control of pollution and noise from demolition and construction sites. The team also ensures that appropriate mitigation is in place on development, utilising guidance such as GLA emission standards to prevent deterioration and work to improve air quality in the Borough.

3. The Council is submitting a response to the new TfL consultation on new river crossings in east London. The Council does not tend to publish its responses to the numerous TfL consultations. Such response are however a matter for public record

and we are happy to share them with interested parties. Here is the Council's response to the previous consultation on the proposed River Crossings at Silvertown and Gallions Reach:

LB Lewisham supports the principle of increasing capacity across the river to unlock economic potential in the southeast region of London.

However the Council has concerns about the proposed locations of the crossings which are concentrated into a fairly small area, mostly serving Greenwich and the Enterprise Zone at the Royal Docks. This concentration will exacerbate, rather than disperse the current congestion pressures.

In particular the Silvertown Tunnel relies on the same southern approaches as the Blackwall Tunnel. These routes, including the A2 area and the South Circular, already suffer from daily congestion. As the only primary alternative to the Dartford crossings, these routes come under extreme pressure when the M25 is not operating smoothly. The Council therefore has reservations about the impact of an additional 6000 vehicles per hour on these routes.

LB Lewisham therefore requests details of the modelling underpinning the proposals, the predicted additional flows on roads affecting the Lewisham area, and any mitigating measures that would be proposed as part of the project.

LB Lewisham urges greater consideration of a major heavy goods crossing further to the east. Such a crossing would relieve, rather than exacerbate congestion on the existing approaches to the Blackwall Tunnel. This would also increase resilience to events at the Dartford crossings by greater dispersal on key routes across south east London.

A greater spread of alternative routes across the river would have a corresponding effect of a greater dispersal of economic benefits, whilst still supporting the important regeneration sites in east London.

Finally, regarding the proposed new ferry crossing at Gallions Reach, LB Lewisham is concerned about the potential loss of the free crossing. The Council would have reservations about replacing it with a charged service, or replacing it with a service in too close proximity to the Blackwall and Silvertown crossing points.

4. A detailed project plan and timetable for the implementation of a borough wide 20mph zone is being developed and will be presented to Mayor & Cabinet in November 2014.

PUBLIC QUESTION NO. 30

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mark Nightingale

Member to reply: Deputy Mayor

Question

Would the Mayor and Council consider it important that schemes such as the proposed Leegate Centre should be based on up-to-date retail and consumer research and independent analysis of the needs and concerns of the local community rather than only the assertions of the developer and interested big business? So far residents have been given the choice between a superstore (2012 proposals) and a superstore with housing (2014). Since the store proposal has been supported by no firm quantitative evidence, my experience suggests that the majority of neighbours and users of the Leegate centre oppose it on a number of grounds, including lack of necessity, massing and lack of permeability and negative environmental consequences. Would the Mayor be willing to facilitate more representative and meaningful investigation into a compromise which will satisfy different stakeholders?

The 2014 Silvertunnel Pollution study shows that Lee Green junction has pollution levels 66% higher than EU legal limits (Readings above 40 µg/m3 are in breach of EU air quality regulations).

Lewisham Council has designated Lee High Road including Lee Green Junction as an 'Air Quality Management Area' since nitrogen dioxide and particulate levels exceeded the council's objective levels.

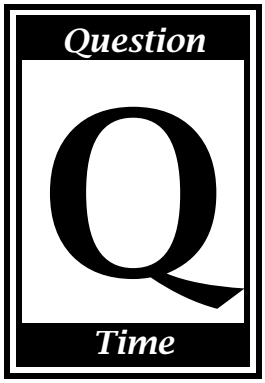
National Government Planning Framework: Page 9 states 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'

London Plan: 6.38 writes 'The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to tackling congestion .by promoting local services that reduce the need to travel'

Does the mayor agree that any developments in Lee Green District Centre should not increase and should preferably decrease pollution and congestion?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 31

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Brian Haines

Member to reply: Deputy Mayor

Question

Will the Council use the full range of its formal powers and informal persuasion to ensure that the freeholders and leaseholders of the Catford Bridge Tavern restore the property to its use as a pub without further delay?"

Reply

The Council has already used its planning powers to put in place policy to protect viable local pubs. This is set out in the Development Management local plan. Government legislation on 'permitted development' means that a pub use can change to other town centre uses such as a shop, a bank, or a restaurant without the need to obtain planning permission. These details are set out in the Town and Country Planning (Use Classes) Order 1987 (as amended) and The Town and Country Planning (General Permitted Development) Order 1995 (as amended).The Council has a planning power known as an 'Article 4 Direction' that it can put in place with the Secretary of State's agreement to remove the permitted development right. In the case of the Catford Bridge Tavern the Council has already placed an Article 4 Direction on the property so the owners cannot change the use to a shop or other use without first applying to the Council and obtaining planning permission.

In terms of informal persuasion the planning service encourages owners and developers to engage in pre application discussion on any proposals. To a large extent this relies on the owner or developer making contact but if the Council is advised of any proposal it will initiate its own contact. The Planning Service is preparing a questionnaire on community uses within pubs in Lewisham and as part of this work it proposes to contact the owners of the Catford Bridge Tavern to enquire about the latest situation and encourage the reuse as a pub.

PUBLIC QUESTION NO. 32

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Thom Townsend

Member to reply: Councillor Bonavia

Question

Lewisham was the last London borough to return results at the recent local elections and it took a number of days to get the full ward by ward breakdown. When it did arrive, it was in a non-searchable/non-editable PDF format. Does the Council think any improvements need to be made to the way the borough manages the return of election results and their dissemination?

Reply

Lewisham was not the last London borough to return results, doing so in the course of Saturday 24 May and the early hours of Sunday 25 May 2014. The local results were posted on the Council's website very shortly after the declarations were made.

Unlike most London boroughs, Lewisham had two local elections to conduct. It first had to count the votes cast in the Lewisham Mayoral election and then those cast for ward councillors. Because of this it was not feasible to count both polls overnight on 22/23 May, so counting began on Friday morning, 23rd May. Counting the votes cast for the local ward councillors began at 8.30 pm, once the Mayoral count was complete. Results were declared as each ward was counted, and the final declaration was made at 2.59 am on Saturday morning.

The small size of the only available count venue determined that Lewisham could only employ a small number of count staff. Notwithstanding this, Lewisham was the first London borough to complete its count in the European election. Taking into account these circumstances, all reasonable efforts will be made to ensure that future election counts are conducted as quickly as possible without damaging the due and fair process that must be followed.

In terms of publishing results, Council goes beyond its statutory duty in providing further ward by ward breakdown. The content of and publication requirements for the actual results are determined by law with which we comply; however, we are happy to explore alternative ways of disseminating this information given the availability of improved technology.

PUBLIC QUESTION NO. 33

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Julia Fletcher

Member to reply: Councillor Maslin

Question

The News Shopper last week was full of stories about the GCSE results of Greenwich Schools but very little about Lewisham schools. Why was this? What is the overall A-C pass rate for Lewisham schools this year?

Reply

The overall percentage of students gaining 5+ A* - C, including English and Maths for 2014 is provisionally 53.2%. This is a provisional schools' reported outcome and suggests that our outcomes have dropped this year. We anticipate that, nationally, the 5+ A*-C, including English and Maths measures will also have gone down. The final results for local authority schools and for national are published in January.

Schools have reported some exceptional individual results, which we were keen to get into the press, and you can see these highlighted in our press releases and on schools' own websites.

We did submit stories to the press re our schools and their GCSE outcomes and many schools also submitted individual press releases, but we do not control what actually gets published. The News Shopper GCSE coverage did include Lewisham

schools alongside schools from other boroughs. The Lewisham coverage drew on our press releases and other information sent to them by the Council press office and by some schools themselves. There was also on-line, on-the-day rolling coverage this year in which Lewisham was well covered. However, the local media takes their own editorial decisions.

PUBLIC QUESTION NO. 34

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: June Jolly

Member to reply: Deputy Mayor

Question

Is the Mayor aware that St Modwens, owners of the Leegate Centre, are proposing to use funding from Asda to redevelop the centre, with an Asda store at its centre?

Is the Mayor also aware that supermarkets tend to provide fewer net jobs and lower quality jobs than independent stores?

A 1998 study by the National Retailer Planning Forum (NRPF) examining the employment impacts of 93 superstore openings between 1991 and 1994 found that they resulted in a net loss of more than 25,000 jobs or 276 per store opened.

The Friends of the Earth 2005 'Good Neighbours?' report showed that supermarket chains control more than 80% of the grocery market and yet they employ only 50% more staff than small shops. The conclusion being that small shops are better for employment than a superstore

Is the Mayor also aware that In February 2006 Asda WalMart was found to and fined for having broken trade union laws by offering illegal inducements to workers to quit the GMB union?

Does the Mayor think it appropriate that St Modwens used the creation of jobs by Asda as an excuse for their plans not being compliant with Planning Laws at its recent consultation on the Leegate Centre redevelopment?

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO. 35

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Deputy Mayor

Member to reply: Stewart Whitworth

Question

All 3 councillors for Blackheath ward committed to the space4cycling need to turn Blackheath Village into a cycle and pedestrian-friendly shopping area.
What progress has there been on this?

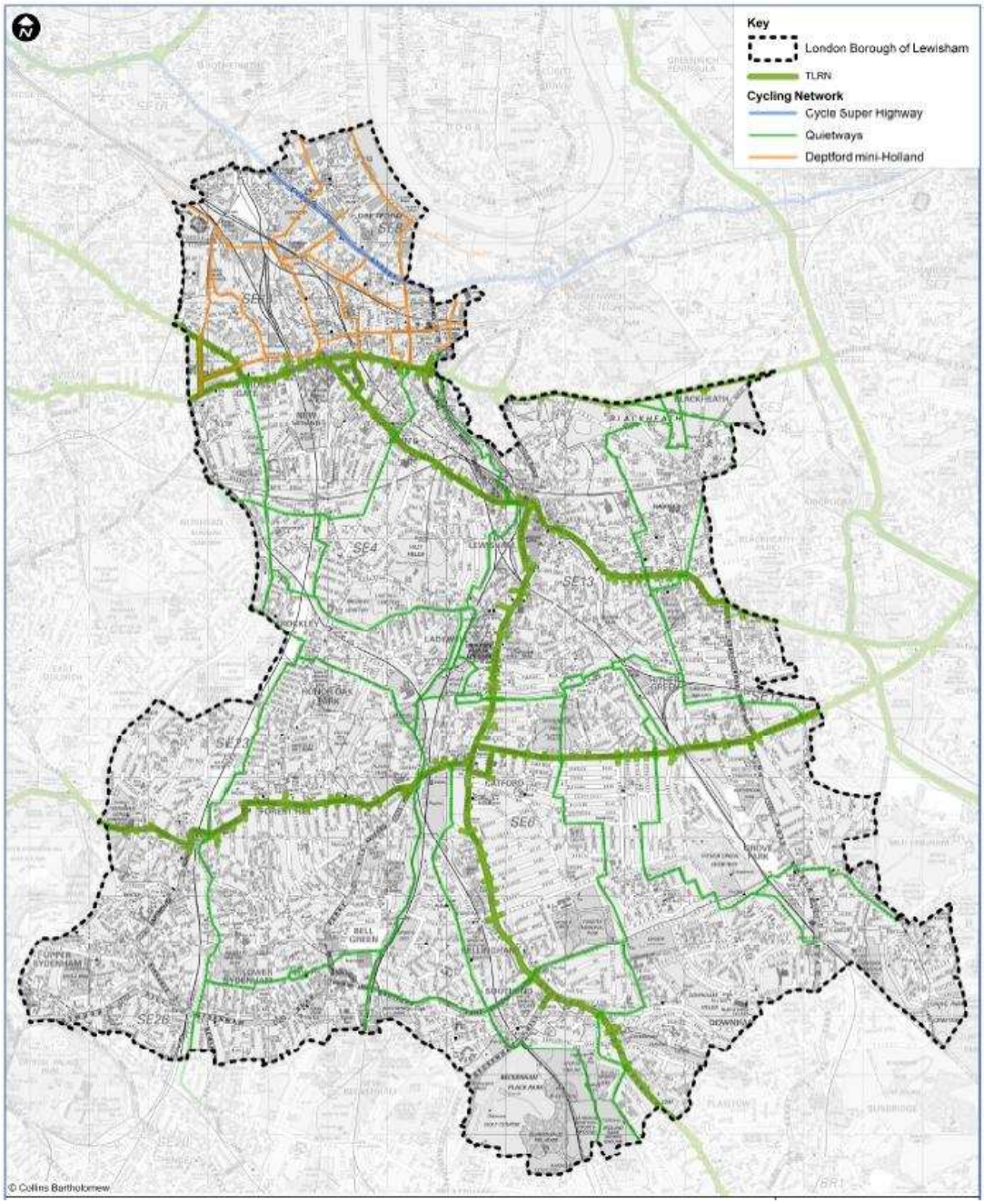
Reply

The Council is working towards the implementation of a borough-wide 20mph zone which will reduce speeds on the approaches to Blackheath Village and compliment the 20mph zone already in place in the centre of the village. Reducing speeds is a major factor in providing a safe environment for cycling and walking which supports sustainable access to the shopping area.

In addition, a cycling safety programme of education, training and route improvements is on-going. The attached map shows an indicative network of Quietways which was included in our 3 year LIP Delivery Plan. Quietways is the TFL funded programme of encouraging more cycling on the boroughs quieter roads. We

will be working towards the programme incrementally, and delivering through either the LIP programme, or through bids to any future TfL Quietways funding.

We work with all schools in the borough through the School Travel Plan programme to highlight any issues that concern the schools regarding the safer routes to schools for their pupils. Along with the proposed introduction of a borough wide 20mph speed limit will all help make Lewisham a safer place to cycle and walk.



PUBLIC QUESTION NO. 36

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Rik Andrew

Member to reply: Deputy Mayor

Question

Please can LBL give serious consideration to, and submit a bid for, a high quality Cycle Super Highway along A21 from Bromley to Greenwich(A2211). There is clearly ample space available for good safe cycle only facilities, unlike other narrower A-roads in LBL.

Reply

The A21 is managed by TfL, therefore any improvements to the road would be the responsibility of TfL. Officers will forward this request to TfL officers for their information and consideration.

PUBLIC QUESTION NO. 37

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Julia Brundell

Member to reply: Deputy Mayor

Question

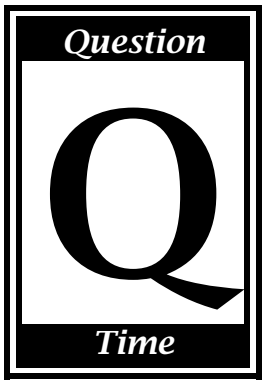
Are you aware that indisputable empiric evidence, well-known to local residents, shows the Lee Green junction to be very busy on a daily basis and heavily congested at certain hours?

Do you agree that we need less traffic in this area and more attention paid to quality of life for local residents.

The plans for the new Asda superstore in the Leegate Centre propose a single point of exit/ entry for both deliveries and customers' vehicles in Burnt Ash Road not far from the main access to the Sainsbury's via Taunton Road. How would the Council evaluate such proposals in terms of traffic congestion, road safety (three schools and a GP practice in the immediate vicinity) and amenity of the neighbourhood?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO. 38

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Maggie Poe

Member to reply: Deputy Mayor

Question

I am concerned about the proposed development at Leegate.
I understand that the new development will offer up to 300 new homes. We do need more housing. What are the plans for providing educational and health services to this larger population? The current services are over-subscribed.

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO. 39

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Dave Plummer.

Member to reply: Councillor Egan

Question

I have heard about the international property fair called MIPIM, which has been held every year in Cannes, France, and is now due to take place in Britain for the first time, at Olympia, London, from 15 to 17 October 2014.

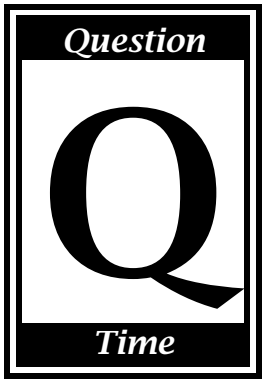
As well as developers, lawyers, banks and investors, I have learned that representatives of housing associations and local councils also propose to attend.

Since the MIPIM UK website says that it is 'the first UK property trade show gathering all professionals looking to close deals on the UK property market' I was wondering why housing associations and local councils would go. What kind of 'deals' would be likely to benefit tenants and local council residents?

I would therefore be interested to know if anyone from Lewisham Council and/or Lewisham Homes and their contractors are attending, and if so, with what purpose.

Reply

Officers of the Council have no immediate plans to attend MIPIM.



PUBLIC QUESTION NO 40.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Hamilton

Member to reply: The Mayor

Question

Will the Mayor consider introducing restrictive covenants into leases where Council homes are sold under the "right to buy" legislation in order to require such a buyer to either live in the home as their main place of residence or rent it through the Council's housing office? Would you agree this could prevent former social housing from being used to further inflate the private rented sector.

Reply

Schedule 6 of the Housing Act 1985 sets out the covenants and conditions which may be included in the Right to Buy lease. There is a general provision permitting covenants and conditions which are "reasonable in the circumstances". Any unreasonable covenants would be void.

The Council's standard Right to Buy lease already includes a provision that the property must be used as a private residential premises for occupation by one household only. The Council's legal advice is that any covenants that further restrict the use and letting of the property would be unreasonable, and could be potentially subject to legal challenge from purchasers.

PUBLIC QUESTION NO 41

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Woolford

Member to reply: Deputy Mayor

Question

The former site of Deptford Green School was demolished and the planning consent stated clearly that in exchange for building on Fordham Park, the former school site would be turned into a new Community green space. One year on, can the Council confirm when this community space will be landscaped and returned to community use.

Reply

The Council is at an advanced stage of discussions with its preferred development partner and work is likely to commence on the laying out of the new open space early in the New Year.

PUBLIC QUESTION NO 42.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Edgerton

Member to reply: Deputy Mayor

Question

The 'green man' time currently allowed at mechanised pedestrian crossings is calculated assuming a walking speed of 1.2 metres per second. Research by University College London has found that children aged 8 – 11 years walk at an average speed of 0.9 metres per second when accompanied by an adult or the elderly and those with mobility issues somewhat slower, meaning they are unable to walk fast enough to use a pedestrian crossing safely.

As any parent will tell you, crossing with children can be even more challenging, particularly if you are pushing a buggy. While we tell our children not to run on the road, we are simultaneously forced to urge them to hurry up! Will you join the campaign and urge Tfl to amend the guidance by which crossing times are calculated to take account of those who are less mobile? Just another three seconds would allow not just children, but older people and people with mobility issues or sight impairment, to cross roads.

Reply

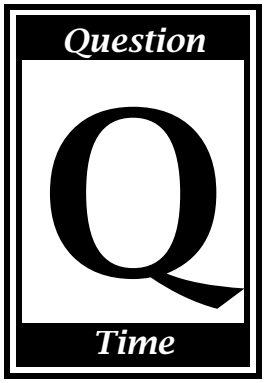
The Council supports the provision of safe crossing facilities and officers has asked TfL to justify their current approach and identify any crossings which fall short of their guidance. TfL has sent the following response:

TfL's standard for pedestrian crossing times in London is aligned with Department for Transport (DfT) national standards.

For a far sided pedestrian signal, the green standing figure or invitation to cross is standardised at 6 seconds, this allows waiting pedestrians to commence crossing but will not stay on for the entire duration of the crossing movement. There is provision to increase this where pedestrian flow is high and not all pedestrians can commence during the invitation or if there are a large number of mobility impaired users. The duration of the invitation period is not defined by walking speed.

The duration of the clearance period following the pedestrian invitation period is determined by distance and average walking speed of 1.2m/s. The figure of 1.2m/s again is in line with national standards. The clearance period ensures that anyone who steps on the crossing just as the invitation period ends will complete the crossing movement before the signals change.

When the invitation and clearance periods are considered as one, a pedestrian can cross easily walking at 0.9m/s.



PUBLIC QUESTION NO 43.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Patricia Richardson

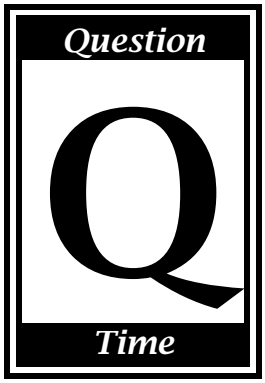
Member to reply: Deputy Mayor

Question

St Modwen personnel admitted that only Asda was interested as the key retailer in the new Leegate development, in spite of overtures to other supermarket retailers. Asda is a wholly owned division, a subsidiary, of the American retail company Walmart. Has the Council taken into account the tax status of this company and its tax contributions to the United Kingdom Exchequer? Does it contribute its fair share through corporation tax?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO 44.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sue Luxton

Member to reply: Deputy Mayor

Question

Since the legislation on SUDS (Sustainable Urban Drainage) in front gardens came into force in 2008, how many cases of enforcement action has Lewisham Council taken due to infringement of this law?

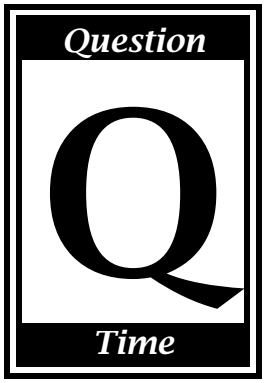
What has Lewisham Council done to raise awareness of this legislation and its implications to local people? To whom within the Council should local residents report suspected violations of SUDS law?

Reply

From the 1st October 2008, SUDS was only required where an impermeable surface was being installed on a front garden when bigger than 5 m2. Failure to provide SUDS simply requires a planning application to be submitted.

To date, we have received less than 10 enforcement complaints on this issue from local people. All these cases have been resolved through negotiation and have not warranted further enforcement action.

The Council does not actively raise awareness of this legislation, but will take appropriate action when we become aware of a specific violation. If local people want to report suspected violations of SUDS, they should do so via the planning enforcement email address - planningenforcement@lewisham.gov.uk.



PUBLIC QUESTION NO 45.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Maxton

Member to reply: Deputy Mayor

Question

In 2013 the Design Council, supported by the CABE, the RIBA the RTPI listed ten principles of Design Review as part of the National Planning Policy Framework (NPPF). Two of these principles are *transparency and accountability* saying that Design Review Panels should be " public and open about the work they do " and that meetings held in public can be " a useful part of community engagement" as well as expecting "local DRP's to deliver reports summarising meetings' conclusions " whilst acknowledging the need for parts of some meetings to have restricted access for good reasons.

In respect of Lewisham's design Review Panel will the Council reveal:

a) The amount spent on the DRP from the Council's budget
b) The number of occasions when physical 3-D modelling has been produced
c) The principles underlying the Council's attitude to public notice of, and involvement in, DRP meetings or silent observation of them
d) Its view of the value of the re-presentation of development options

at relevant ward assemblies

e) If it considers that the DRP should support and report to the Strategic Planning Committee or supplant it.

Reply

The Lewisham Design Review Panel (DRP) provides expert, independent design advice and guidance to developers and their design teams, Planning case officers and the Planning Committees on significant development and public realm proposals, as well as other planning documents within the borough. The costs of operating the DRP are met from the fees charged to planning applicants rather than the Council's budget.

At the meetings, development proposals are presented by the developer's design team. Presentation material includes architectural models, presentations and display boards. Whilst no formal record of how many times applicants have produced 3-D models is kept, most presentations are accompanied by models.

The Council encourages schemes to be brought to the panel as early as possible within the design process in order to ensure there is a meaningful opportunity to inform emerging proposals. As such, most schemes are presented at a pre-application stage and are therefore confidential. The Panel is therefore a private meeting not constituted under the terms of the 1972 Local Government Act. If a proposal is reviewed at pre-application stage, the report remains confidential. If the proposal was reviewed at application stage, the report becomes a public document and is kept within the proposal's planning file.

The Council promote early public engagement as part of the pre-application stage. This usually involves a specific consultation event for a scheme with relevant design material displayed as opposed to a presentation at a ward assembly. However, ward assembly meetings have been used as part of pre-application public consultation for some schemes.

The role of the DRP is to provide independent design advice which is included within an eventual report to the Planning Committee. The DRP has no decision making powers.

Details of the DRP's role and how it works can be found on the Council's website at: http://www.lewisham.gov.uk/myservices/planning/conservation/Pages/Design-Review-Panel.aspx

PUBLIC QUESTION NO 46.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Richardson

Member to reply: Councillor Best

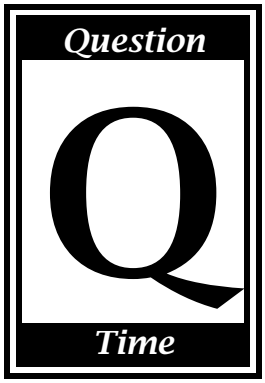
Question

Marriages have recently been performed in The Manor House, Old Road, Lee. Confetti was still seen littering the foot of the steps of the building several days after the services had occurred. The building is a shared venue with other services. Which council directorate is responsible for the external cleanliness and upkeep of this historic building and in the interest of presentation of the frontage, might future clean-ups be made within a reasonable amount of time instead of simply being left to disperse by the elements?

Reply

We are sorry if confetti has not been cleared effectively. All efforts are made to clear the front of the building and especially the steps of any confetti on the day of the ceremony. The nature of the product, however, may make it difficult to ensure that absolutely all evidence of the confetti is removed from the grounds.

Again, we apologise for the incident and can reassure the public that there is no intention to let confetti or any other litter persist on the grounds. The caretakers will pay more attention to clear the grounds more promptly.



PUBLIC QUESTION NO 47.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

Lewisham Council commissioned a Retail Capacity Study in 2009 and its findings, in line with National Planning and London Plan requirements for an evidence based approach, were included in Lewisham's Core and Spatial strategies. In regards to Lee Green District Centre is was found that development should:

'improve the connectivity between the shopping centre and the supermarket sites'

The council is obliged to ensure its District Centres are developed in line with its planning documents. What attempts has the Council made to achieve this increased connectivity, including negotiations with Sainsburys and St Modwens.

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO 48.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Julia Fletcher

Member to reply: Deputy Mayor

Question

We recently submitted a petition signed by many local residents complaining about the flouting of the one-way system in Old Bromley Road. What has been done about this situation since the petition was received?

Reply

The Council was previously aware that residents have concerns about abuse of this one-way system and our Engineers and Parking enforcement service have previously looked at the issue in an attempt to determine whether any changes to the signs or road markings are necessary, and also to assess the extent of the non-compliance with the one-way restriction.

Our Engineers checked the road signs and markings for the scheme and there is a clear "One Way" sign facing the exit and additionally McDonalds have signs and carriageway markings on their premises to that effect. The signs in Old Bromley Road were checked to make sure that drivers could not turn right out of the exit mistakenly.

Given the extent of the current signing, any drivers that perform that manoeuvre are doing so, knowing full well that they are committing an offence. The Council is of the opinion, therefore, that it is very unlikely that by adding further signs that this will improve compliance but it will add to the street clutter.

The Council has a mobile enforcement capability and this has been deployed at this location several times a month for the past 9 months but over that time no offences were seen to be committed and no PCNs were issued.

In an effort to apprehend drivers making the illegal manoeuvre we recently parked the enforcement vehicle in a location where an offender would not have been able to see it until after the offence had been committed. This has not so far resulted in any PCNs being issued. Additionally, one of our Engineers was positioned in McDonalds car park for over an hour but witnessed no contraventions. Every vehicle correctly exited via Ashgrove Road.

Consideration could be given to look at switching that short stretch of Old Bromley Road (just up to the exit from McDonalds) back to a two way operation but, given the limited evidence of non-compliance and current funding constraints, it is unlikely that we could justify the costs of such a scheme. In any event, the Council will continue with sporadic enforcement and monitor the level of non-compliance in that way before considering the matter further. It should be noted, however that the Council is aware of up-coming legislation where essentially Local Authorities may lose the ability to continue to carry out mobile enforcement of offences such as abuse of one-ways.

PUBLIC QUESTION NO 49.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Stewart Whitworth

Member to reply: Deputy Mayor

Question

All 3 councillors for Lewisham Central ward committed to the space4cycling need to create a protected cycle route into Lewisham from Lee High Road
What progress has there been on this?

Reply

What progress has there been on this?

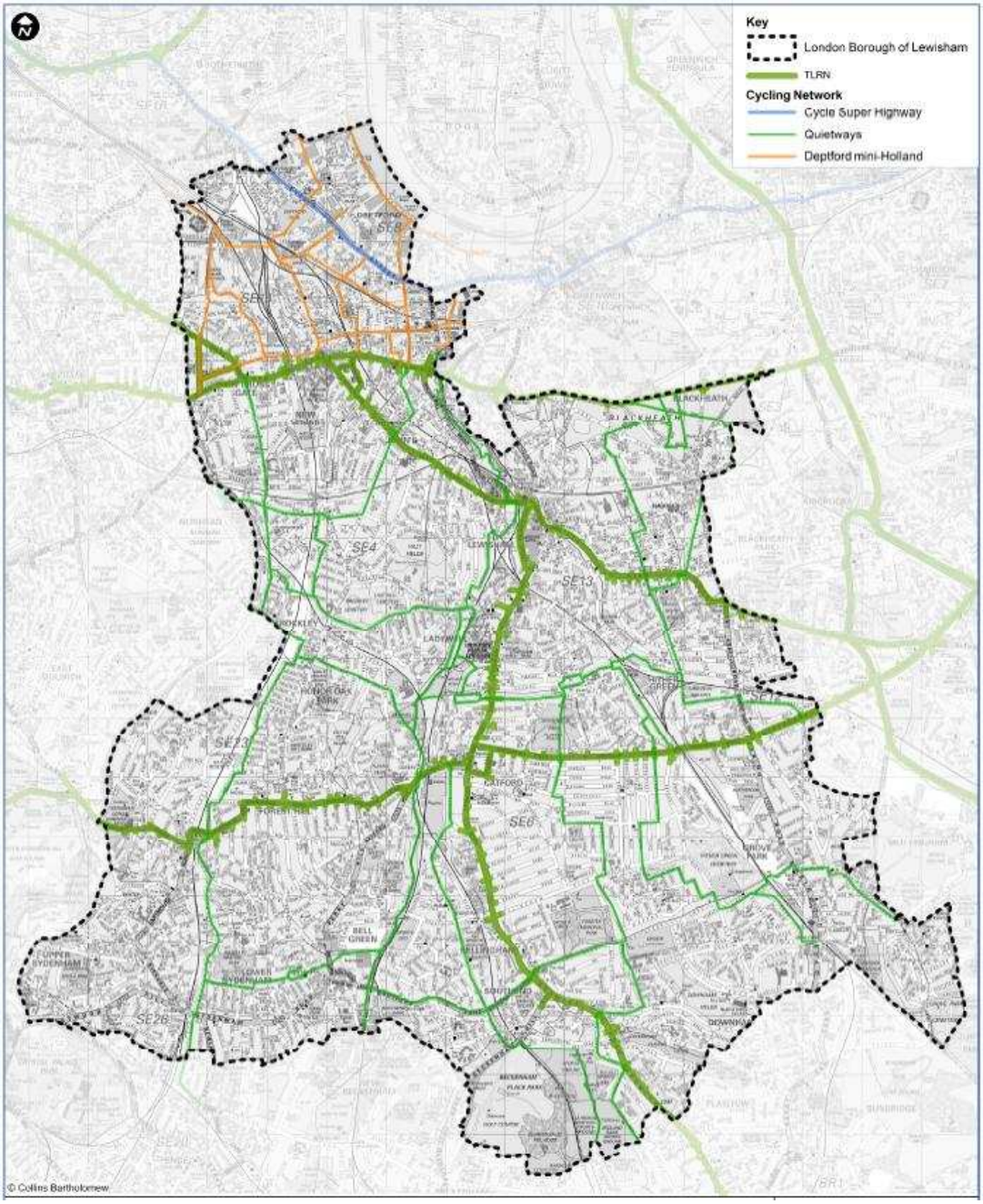
Reply

Lee High Road is managed by TfL, therefore any improvements to the road would be the responsibility of TfL. Officers will forward this request to TfL officers for their information and consideration.

However, a cycling safety programme of education, training and route improvements is on-going. The attached map shows an indicative network of Quietways which was included in our 3 year LIP Delivery Plan. Quietways is the TfL funded programme of encouraging more cycling on the boroughs quieter roads. We will be working

towards the programme incrementally, and delivering through either the LIP programme, or through bids to any future TfL Quietways funding.

We work with all schools in the borough through the School Travel Plan programme to highlight any issues that concern the schools regarding the safer routes to schools for their pupils. Along with the proposed introduction of a borough wide 20mph speed limit will all help make Lewisham a safer place to cycle and walk.



PUBLIC QUESTION NO 50.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Dave Plummer

Member to reply: Deputy Mayor

Question

There is a noticeable lack of public toilet facilities in Lewisham. This has a particular impact on the elderly, disabled and families with young children but also affects the entire community. As well as the obvious practical impact it contributes to public health and hygiene problems.

Could the Mayor please advise:

- What conditions are being placed on new developments to include a provision for public toilet facilities
- What plans Lewisham Council has to install public toilet facilities in recently redeveloped areas, such as Ladywell Village
- How successful the Catford Community Toilet Scheme has been, how many businesses have signed up and whether or not it's going to be rolled out across Lewisham
- How many complaints or comments were received during the year 2013 - 2014 about public toilets and related public health and hygiene concerns.

Reply

Lewisham currently provides 11 automatic public conveniences (APC's) which are provided and maintained by contractors JCDecaux and Healthmatic.

The APC's are in the following locations,

New Cross
Lewisham
Grove park
Sydenham Station
Holme Park
Sandhurst Rd
Forest Hill
Downham

In addition there are 13 public conveniences located in the boroughs parks at the following locations,

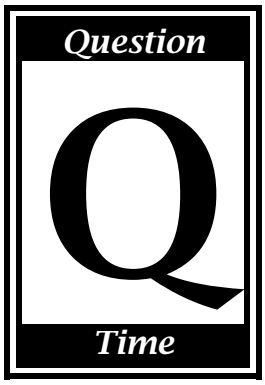
Brookmill Park
Deptford Park
Hilly Fields
Ladywell Fields
Horniman Triangle Play Park
Manor House Gardens
Mayow Park
Mountsfield Park
Sydenham Wells Park
Telegraph Hill
Chinbrook Meadows
Forster Memorial Park
Beckenham Place Park

Any conditions placed on new developments to provide public toilets relate to the Planning Department.

There are no current plans to provide additional public toilets within the borough due to financial constraints.

There is no record of complaints in relation to public toilets and related public health and hygiene.

The Council will expect new developments which attract large numbers of visitors/customers to make adequate provision for public conveniences, which are well located and signed in relation to pedestrian flows, car parks, public transport and other public places and are accessible for all.



PUBLIC QUESTION NO 51.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Hamilton

Member to reply: The Mayor

Question

I understand from election literature that the Mayor agrees with Lewisham People Before Profit and others who have advocated a register of private landlords in the borough in order that standards of private rented sector housing may be monitored and overcrowding prevented. Does the Mayor agree that this can only work if it is compulsory, as in the Borough of Newham and not voluntary, as he is reported as having proposed?

Reply

The Housing Select Committee has received a presentation by L B Newham on their experience of borough wide additional and selective licensing earlier this year. As a result the Committee has called for a scoping document on the question reviewing Newham's experience in closer detail and also the experience of other boroughs that have introduced whole borough schemes and others that have adopted other discretionary schemes. The experiences of L B Enfield, Waltham Forest and Brent are of particular interest. The report is due to be presented to Scrutiny Committee in December. Officers are also

researching the business case, which we are legally obliged to consider, in parallel with preparing the scoping document.

The legislation requires us to consider discretionary licensing in the context of our overall housing strategy, to be clear about what objectives licensing will serve, and to demonstrate that any proposed scheme can be expected to assist in achieving the objective(s) and that there are no other powers that could be used to achieve the same aim.

The authority is committed to tackling poor conditions in the private rented sector and has set up a Rogue Landlord Taskforce which is working hard to drive them out of business in our borough. If the business case for discretionary licensing is properly made, there is every intention to introduce one.

PUBLIC QUESTION NO 52.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Edgerton

Member to reply: Deputy Mayor

Question

May I remind you of my question 3 to Council 27th November 2013 and your reply which follows:

'Lewisham High Street, as part of the Red Route network, is the responsibility of Transport for London (TfL), not of the Council. Also all traffic signals in London are the responsibility of TfL.

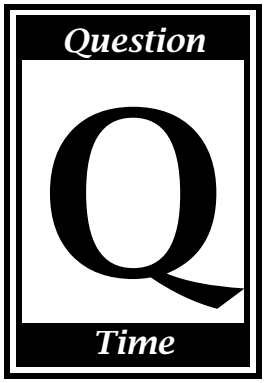
TfL now have a scheme, which they are currently completing detailed design on. We understand that the works should begin on site in April 2014 and will continue for 3 months. The scheme will include the Lewisham High Street/Courthill Road junction. A toucan crossing is proposed across A21 (north side) and also crossings on Whitburn Road and Courthill Road "arm"'.

It is disappointing to note that as of 5th June work has still not commenced.

When will work now start on this deadly junction?

Reply

TfL have been on site since the 26th August and have commenced their works in Longbridge Way. The scheme is programmed to be complete by the 10th December 2014.



PUBLIC QUESTION NO 53.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Patricia Richardson

Member to reply: Deputy Mayor

Question

Last year I asked the Council a question on the possible impact of increased traffic to the Leegate area if the development went ahead. The Council answered that such impacts would be considered at the time of the planning application. We know now that there will be 250 housing units with underground parking for a proportion of that number. Where will those without an allocated space and any visitors park? Will this have an impact on local CPZs?

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO 54.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sue Luxton

Member to reply: Councillor Onikosi

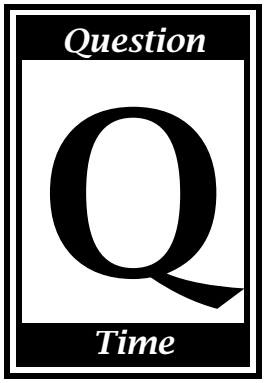
Question

Both last summer and this summer, Lewisham's garden waste collection service has struggled to cope with demand, with 4-5 week waits for collection of green bags not uncommon and the availability of green bags in local libraries at best sporadic. What measures do the waste and recycling team propose to take to improve the service going forward?

Reply

The Council is currently exploring all the options in relation to our waste and recycling services. A number of the options being considered include the potential provision of a more comprehensive and regular garden waste service.

Once the Council has had the opportunity to consider and scrutinise the options a report will be taken to the Mayor and Cabinet with recommendations for any changes in service provision.



PUBLIC QUESTION NO 55.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Maxton

Member to reply: Deputy Mayor

Question

Will the Council please give an update on all recent developments (some involving the GLA/TfL) as they affect:

a) The Catford Plan (and update the unchanging 2012 website);
b) CRP Ltd in its anticipation of the gradual closure of the Centre's retail leases and consequent loss of income in 2014/15 and 2015/16; and
c) The prospects of re-letting Catford Centre site vacated by WH Smiths in July.

Reply

a) Following publication of the independent 'Roads Task Force' report in July 2013, the Mayor of London requested that Transport for London (TfL) and the London boroughs look again at long established road improvement proposals and how they might be implemented. This included the long established proposals to improve the

A205 South Circular road in Catford Town Centre by relocating the A205 road behind Laurence House.

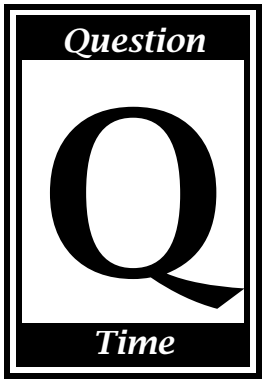
The Catford Town Centre Local Plan (CTCLP) had taken the view that these proposals were unlikely to be implemented and set out a new policy that committed the Council to abandon the TfL proposal to realign the South Circular to the rear of Laurence House. As a result of the Mayor of London's request it was concluded that there was merit in re-examining the original TfL A205 road improvement proposals and TfL agreed to undertake a study to investigate. If, as a result of the study, TfL continued to support their original proposals or some other third way then significant modification of the CTCLP would be required. As the report was not expected until summer 2014 and then would need discussion and consideration, the Council concluded that the best option would be to withdraw the CTCLP from Examination.

A very high level initial concept report has recently been received in draft from TfL which outlines the benefits/dis-benefits of the proposal. Lewisham Officers are currently reviewing the report and raising a number of queries and are seeking a meeting with TfL during September to receive further information to assist full consideration. Work on the CTCLP is expected to resume with further work carried out once the results of the TfL review are evolved and worked through.

The Catford Local Plan and Regeneration web pages were updated when the decision was made to withdrawn the CTCLP from Examination. Once the TfL review is worked through and work on the CTCLP resumes, the web pages will be updated with any new information and timeframes.

b) To date, a definitive proposal/ timescale for the gradual closure of the Catford Centre linked to securing vacant possession has not been confirmed and are all subject to the future proposals/ viability of the centre within the context of a comprehensive regeneration/transformation of Catford. Within the context of the wider regeneration aims, CRPL have a requirement to ensure the effective management of the centre ensuring that the operational management standards remain high and that the full commercial potential of the centre is being realised through letting and renewal strategies. The current profile of the retailers includes expiry dates between 2015 and 2024, which indicates an active asset management and re-letting of the units until such date of closure will be confirmed.

c) Since January 2014, the vacated WH Smith site has been under offer to another retailer, called Sam 99. CRPL recognise that the inclusion of another 99p brand, increases the number of retailers with this type of offer within the centre, however, took the view that it was the best potential letting within the context of the future regeneration. A building survey has identified a few issues that we are currently trying to resolve before the tenants take occupation within next few weeks.



PUBLIC QUESTION NO 56.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Richardson

Member to reply: Councillor Best

Question

Lewisham's Public Library Service monitors visits to all of their branches and the issues made therein.

It is understood that they issue statistics monitoring all media loaned, not simply those in print (i.e. books)

When will the figures be made public for the financial year 2013 to 2014?

Is any attempt made to list printed books only in order to produce comparative data which may or may not support the suggestion that the printed book is probably in terminal decline - a fact which may have significance on the provision by Local Government of a Library Service in the future?

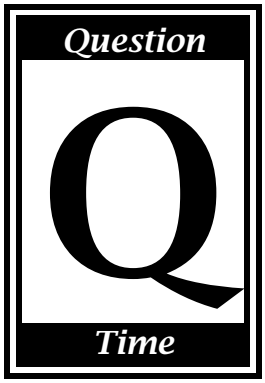
Reply

Public Library Statistics are published annually by the Chartered Institute of Public Finance and Accountancy (CIPFA) which gathers the returns from 206 UK local authorities. These are now publicly available free of charge on this website: http://www.ipf.com/cipfavalidation/login/login.asp?type=OTHER&dest=www.cipfastats.net/leisure/publiclibrary/default.asp

The CIPFA Public Library Statistics for 2013-14 will be published in December 2014.

The statistics for library issues are broken down by the following categories: Adult Fiction; Adult Non-fiction; Children's Fiction; Children's Non-fiction; Music Sound Recordings; Talking Books – Adult and Children's; Videos and DVDs; Multi-media and Open Learning packs; CD-Roms and Software E-books; E-audio and E-audiovisual.

The statistics broken down as described above allow the reader to look at the issue of books separately from that of other media.



PUBLIC QUESTION NO 57.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Woolford

Member to reply: Councillor Onikosi

Question

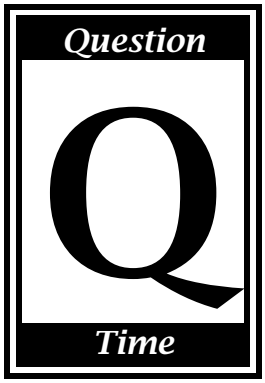
With the council open to substantial compensation claims from home owners in streets such as Hunsden Road SE14, for failure to cut and maintain streets trees, Can the Council please confirm when it will be carrying out urgently needed tree maintenance in New Cross Ward and other areas ?

Reply

Council officers are unaware of any compensation claims from residents in Hunsden Rd relating to the maintenance of street trees.

The Council has a borough wide 3 year cyclical maintenance program for street trees that have been identified as requiring regular works to help prevent them causing damage to property or becoming a risk to public safety .

This includes, where identified, street trees in New Cross Ward
Road. If residents have any concerns about the condition or maintenance of street trees they should contact the Councils Tree Services Team directly.



PUBLIC QUESTION NO 58.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

Lewisham's Development Management Local Plan 2.12 states that 'Planning policies should promote competitive town centres that provide customer choice and a diverse retail offer.

The Council's 2009 Retail Capacity Study, upon which its Spatial Strategy for Lee Green is based, states that there is a 'shortage of comparison, A3/4/5 provision' and that 'convenience shopping is well served'

As the 8th smallest of Lewisham's 9 District Centres, Leegate has insufficient space to provide for both another supermarket –sized competitive convenience shopping provision and more choice and diversity in the form of comparison and A3/4/5 shops.

Given that Lewisham's Retail Capacity Study prioritises diverse retail offer in Lee Green does the mayor consider it more important to provide competition for existing convenience shopping in Lee Green (which is already 'well served' for convenience shopping) or to increase provision for comparison, A3/4/5 shopping (of which there is a 'shortage')?

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO 59.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Julia Fletcher

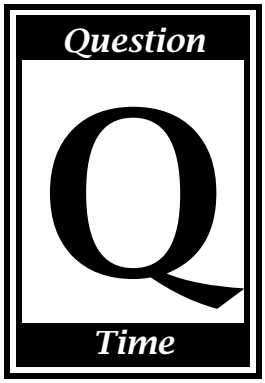
Member to reply: Deputy Mayor

Question

We were told that gas works at the Tiger's Head junction in Bromley Road were to be completed this August. Does the Cabinet know whether or not this work has been done? If it has been done what steps are being taken by the Council to ensure the long promised pedestrian safety improvements are implemented?

Reply

TfL have updated Officers and have informed them that they intend to start on site on the 29th September 2014. Officers understanding are that easements were required by Southern Gas Networks (SGN), to establish a right of access through private land for a diverted gas main that is required as a result of TfL realigning a kerb. TfL's works in September will commence in areas where there is no conflict with SGN, before moving on to the remaining areas after SGN have completed their gas mains works.



PUBLIC QUESTION NO 60.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Patricia Richardson

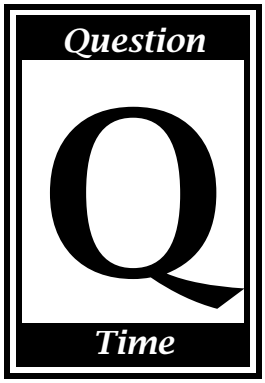
Member to reply: Deputy Mayor

Question

Asda is set to provide space for 300 cars visiting its store in Lee Green. Has the Council investigated yet how much of an hourly increase in car traffic this will lead to? What might be the estimates of increase for Saturdays and Sundays? The crossroads junction at Lee Green already copes poorly with pedestrian, car, bus, truck and cycling traffic in spite of changes by TFL. Can the Council guarantee that the risk factors will not be increased by more congestion?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO 61.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Maxton

Member to reply: Deputy Mayor

Question

When redevelopment or other necessity requires a local authority to acquire the leasehold interest in a citizen's property it is sometimes the case that the moving leaseholder is offered the opportunity to acquire an original leasehold in a new development either on the site of the old one or further away should both events be reasonably coincidental. This is commonly known as 'leasehold swap.'

Can a brief account be given of any use of this practice in the borough by the Council since 1990?

Reply

The Council has managed a number of estate regeneration schemes since 1990 that have involved acquiring leaseholders' interests in their properties. The Council is committed to helping leaseholders through this buy-back process.

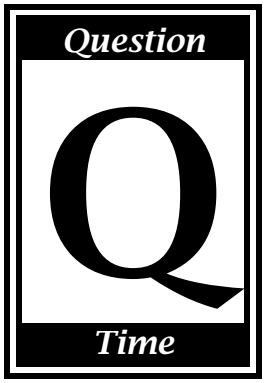
The overriding principle is that leaseholders' interests are purchased at market value with an additional "home loss" payment as a percentage of the value of the property (10% for resident leaseholders and 7.5% for non-resident leaseholders). The Council also pays reasonable costs of moving including independent surveyor and legal fees. Non-resident leaseholders are not provided with a re-housing option, while

depending on the scheme, resident leaseholders may be able to use the equity they have in their current home to part buy a share in a new home built as part of that development (subject to availability). This is not referred to as a ‘leasehold swap’ but is on the basis of a shared equity or shared ownership model.

The scheme location and build programme are key factors as they shape the order in which a site can be developed. A regeneration scheme generally requires the first phases of the development to be vacant so that building works can commence. With residential schemes this may mean that leaseholders within the first phases would not be able to be offered a new home in the development through the shared equity/ownership model as none would have been built. The Council may be able to work in partnership with other housing providers to offer advice about accessing other shared equity/ownership properties

Although the Council may use its Compulsory Purchase powers in order to deliver a regeneration scheme where agreement with leaseholders cannot be reached, the Council’s preferred and principle approach is to buy back leaseholders through negotiation. Support is offered through one to one meetings to discuss individual circumstances and any re-housing options available. Should there be no on site shared ownership available, Officers would endeavour to provide advice and support as required by the leaseholder.

It should be noted that there is no obligation to offer an option to purchase a new home in a regeneration scheme and while the Council does strive to make this available where possible, our development partners may offer different options or may only seek to purchase the current property.



PUBLIC QUESTION NO 62.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

The London Plan and the Councils Retail Capacity Study suggest councils increase their use of Compulsory Purchase Powers to purchase property on the grounds that it is mostly empty as per The Planning and Compulsory Purchase Act May 2004.
The National Planning Framework also states that 'CPOs can be used to ensure that 'needs for retail, leisure, office and other main town centre uses are met in full'.

Lewisham's Site Allocations Local Plan at 2.3 states: Where comprehensive redevelopment of an area is indicated, the Council may choose to use its compulsory purchase powers'
Does the Mayor believe that if the current owners of the (mostly empty) Leegate Centre, which sits at the heart of Lee Green district centre, are unwilling to provide a solution in line with Lewisham's own planning policies, then the council could use its Compulsory Purchase Order powers to purchase the site for itself or on behalf of a third party who would provide the funds, to achieve a satisfactory outcome for Lee Green?

Reply

Please see the answer to Public Question No. 6.

Q

Time

PUBLIC QUESTION NO 63.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Woolford

Member to reply: Councillor Maslin

Question

Can the Council confirm that all the boroughs primary schools are on track to deliver hot meals to all Children this term, in line with new government policy?

Reply

Yes – I am happy to confirm that all Lewisham schools are delivering free school meals to their key stage 1 pupils and have been doing so since the start of the Autumn term.

Question

PUBLIC QUESTION NO 64.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Richardson

Member to reply: Councillor Egan

Question

It is understood that Lewisham Council has accepted a target of 33,000 housing units to be constructed by 2026. Of these, approximately 20% or 6,600 units would be made available as "affordable housing".

Is the Council confident this number is likely to match the requirement for such housing considering the population of the Borough is likely to continue to grow at its current rate?

Reply

Lewisham's Core Strategy aims to deliver 18,165 new dwellings by 2026, this is based on the 2011 London Plan targets. Of this total there is an aspirational target of 50 per cent affordable units. It should be noted however that government funding for affordable housing has been cut by nearly 60% since 2010.

The London Plan is currently under review as The Mayor of London now acknowledges that London's population is likely to increase significantly more than he anticipated. In Lewisham's case any review, is accepted, is likely to increase our target by 25%.

I am very concerned about the shortage of housing in the borough and across London especially at social and affordable levels. What is clear is that we need to build more homes, and build them across all tenures. We also need all boroughs to play their part. In Lewisham we exceeded our housing build targets over the past decade but unfortunately the same cannot be said for all parts of our capital.

Question

PUBLIC QUESTION NO 65.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

The Government-Commission 'Beyond Retail' report, published in 2013 recommends councils use infrastructure funding programmes in town centres such as Tax incremental Finance, Income Strip Deals and Pooling Land Assets to raise funds for development.

Councils such as Stockport and Rochdale have been advanced in making use of these new forms of finance and the report recommends more councils do the same.

Does the Mayor envisage Lewisham Council adopting some of these financing schemes to finance its town centre developments in the future?

Reply

There have been no specific plans agreed to date that use the financing structures suggested. However, as part of the Council's regeneration planning for each scheme these and other financing models are considered on their merits.

Q

Time

PUBLIC QUESTION NO 66.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Patricia Richardson

Member to reply: Councillor Best

Question

Will changes to Service Management related to CEL concerning Wesley Halls classes lead to any alterations.

Reply

CEL has been offering a range of provision from Wesley Halls for a number of years. For the academic year 2014/15 there is a considerably increased offer of 35 planned courses from across 4 separate departments. Some of these courses have been relocated to Wesley Halls as part of the move from Pragnell Road to the new site at Baring Road.

It is recognised that it may take some time for learner numbers to grow and there will be ongoing publicity about this course offer. CEL is committed to running this course offer for this academic year.

Question

PUBLIC QUESTION NO 67.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mr Richardson

Member to reply: Councillor Onikosi

Question

In July proposals to impose a CPZ in a new zone of Lee Green, to be called Lee Green West were put to public consultation along with a long awaited review of the adjacent CPZ zones F, P and V. Both asked the public if they might prefer different operational timings to the currently established 0900 - 1700 applicable to the particular zones in question. Amongst those suggested was a two-hour period 1200 - 1400 such as that in operation in Bromley which is designed to prevent commuter parking and which has a great deal of support in Lee Green. Should the outcome of the review favour this method, is the Council likely to accede to public pressure and impose the necessary change?

Reply

On the 10 April 2013 Mayor and Cabinet agreed a set of recommendations which updated the Council's parking policy following a detailed review. This was followed by the Parking Annual Report on the 23 October where the Mayor agreed a 3 year controlled parking zone review and implementation programme.
Good progress has been made on the programme with work taking place to review and consult local people in the Lee Green area and consultation due to start in Ladywell in September.

The parking policy says that there must be a minimum 10% turnout for the consultation and that there must be a majority in favour of the proposals for them to be implemented. On this basis, if the outcome of the consultation in the Lee Green area has a majority in favour of the introduction of a two hour zone this will be implemented.

Question

Q

Time

PUBLIC QUESTION NO 68.

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

Spacial Policy 3 for Lee Green states that plans should 'Improve Civic Space'.

Spacial Strategy 3 C states that: 'Connectivity improvements to and throughout each district centre will be prioritised where development opportunities arise and where the Council can play a lead role. The emphasis within the District town centres will be to protect the existing open spaces from development and to promote environmental improvements which enhance the role of the centre and its attractiveness for those who shop there and use other services. The strategy seeks to create a permeable, memorable and sustainable place'

Does the Mayor agree that the size and quality of the existing civic space in the Leegate Centre must be protected?

Reply

Please see the answer to Public Question No. 6.

Question

PUBLIC QUESTION NO 69.

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Mrs Richardson

Member to reply: Chair of the Council

Question

In view of the Council's proposal to circulate full Council meetings around the borough of Lewisham does the Council consider it has enough suitable venues, taking into account size, accessibility, facilities and room for the public to attend - should there be the possibility of large numbers wishing to attend?

Has it been ascertained whether this approach would be more costly, less costly or about the same? If the first 2 are considered, how much money is involved?

Reply

I believe there are likely to be a range of suitable venues across the Borough in which Council meetings could take place. For example the Council's secondary school estate offers access to accommodation appropriate in size, accessibility, facilities and room for the public to attend. There are also other venues in Lewisham such as Goldsmiths College that can offer suitable accommodation.

Officers are examining premises across the borough and will be evaluating sites in order to prepare a possible future programme for examination by elected members. It would be premature to make a prediction about likely costs at this stage, as they will be dependent on the location, venue and timing. It is anticipated that the use of Deptford Green School as an initial experiment will be broadly cost neutral and in

accordance with the Councils aim to allow access to the process of the Council to local communities.

PUBLIC QUESTION NO 70.

Priority 7

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

Does the Mayor believe that increased job creation is reason to not comply with existing plans for District Town Centres as laid out in Lewisham's Spatial Strategy? If so, what analysis does the council require of suggested employment numbers being created versus numbers that could be created under more appropriate plans?

Reply

The formal planning situation is that policies for dealing with planning applications in town centres are set out in the various Local Plans adopted by the Council. In accordance with planning law, decisions on planning applications should be made in accordance with policies set out in the development plan. The development plan for Lewisham consists of the London Plan 2011 and various adopted Lewisham Local Plans. Policies relating to town centres are set out in the Core Strategy, the Lewisham Town Centre Local Plan and the Development Management Local Plan.

As outlined in the development plan, the primary function of the district centres is retail, and supporting this function is considered essential in maintaining and contributing to the vitality and viability of the district centres. While a range of other uses, including service use and employment uses, contribute to the vitality and

viability of centres, this is a secondary function of the district centres in the retail hierarchy.

There are no job creation or employment targets specified for district centres in the development plan, however, it is acknowledged that local economic activity is concentrated in the district centres. A mix of uses across the district centres is anticipated and, with planning applications, the Council expects applicants to submit material in relation to employment and to demonstrate how this would be delivered. This would also include working with the Council's Economic Development team in Local Labour initiatives.

Question

Q

Time

PUBLIC QUESTION NO 71.

Priority 8

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

Is the Mayor aware that St Modwens, owners of the Leegate Centre, are proposing to use funding from Asda to redevelop the centre, with an Asda store at its centre?

Is the mayor also aware that it is likely that the net impact to the area would be harmful as supermarkets retain less expenditure within the local economy than local businesses?

Is the Mayor also aware that supermarkets tend to provide fewer net jobs and lower quality jobs than independent stores? A 1998 study by the National Retailer Planning Forum (NRPF) examining the employment impacts of 93 superstore openings between 1991 and 1994 found that they resulted in a net loss of more than 25,000 jobs or 276 per store opened.

The Friends of the Earth 2005 'Good Neighbours?' report showed that supermarket chains control more than 80% of the grocery market and yet they employ only 50% more staff than small shops. The conclusion being that small shops are better for employment than a superstore

Is the mayor also aware that In February 2006 Asda WalMart was found to and fined for having broken trade union laws by offering illegal inducements to workers to quit the GMB union?

Reply

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO 72.

Priority 9

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

Section 7.23 of The London Plan states 'The massing, scale and layout of new buildings should help make public spaces coherent and complement the existing streetscape. They should frame the public realm at a human scale and provide a mix of land uses that enhance permeability in the area'.

London Plan 7.21: Architecture should contribute to the creation of a cohesive built environment that enhances the experience of living, working or visiting in the city. This is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials. All buildings should help create streets and places that are human in scale so that their proportion and composition enhances, activates and appropriately encloses the public realm, as well as allowing them to be easily understood, enjoyed and kept secured. The building form and layout should have regard to the density and character of the surrounding development.

Lewisham's Core Strategy 6.34 states that new buildings must ' provide a 'sense of place' through new buildings and spaces and an enhanced street environment that

would raise the overall standard of design and environmental quality and improve the permeability and accessibility of the area'

a. Does the Mayor and his Cabinet believe that current levels of massing at the Leegate Centre should not be increased in any future plans for the site?

b. Does the Mayor and his Cabinet believe that, as stated in the London Plan and Lewisham planning documents, levels of permeability at the Leegate Centre should not be decreased in any future plans?

Please see the answer to Public Question No. 6.

PUBLIC QUESTION NO 73.

Priority 10

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

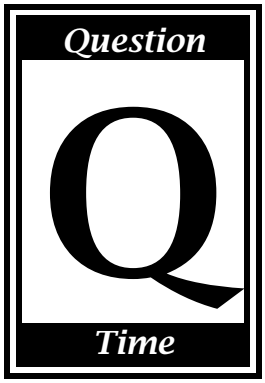
Question

The National Planning framework says: 'Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives. This should be a collective enterprise. Local planning authorities have a key role to play' (Ministerial Foreword). The London Plan and Lewisham's planning documents are also littered with sections stressing the importance of meaningful community involvement in development.

Does the Mayor believe that the need for meaningful community engagement has been satisfied with regards to proposed plans for the Leegate Centre by St Modwen's 1.5 day consultation an plans in which residents had had no input, were misinformed on the facts, were not advised of the short cut-off date for response and who's website response page had an inbuilt bias (allowing for two positive, one neutral and one negative response)?

Reply

Please see the answer to Public Question No. 6.



PUBLIC QUESTION NO 74.

Priority 11

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

17 SEPTEMBER 2014

Question asked by: Sarah McMichael

Member to reply: Deputy Mayor

Question

The London Plan 4.49 states: 'The Mayor recognises that street and farmers' markets can make valuable and distinctive contributions to meeting Londoners' varied dietary requirements and extending competitive choice and access to a range of goods, as well as contributing to the vitality and wider offer of town centres'.

Lewisham's Core Strategy states that District Hubs should 'provide for town centre businesses and markets' (section 6.93)

Does the Mayor agree that existing markets must be protected, and that, where their sites are redeveloped, they must be provided with a new on-site location that enhances their environment and does not worsen the congestion and pollution to which shoppers at the market are subjected?

and pollution to which shoppers at the market are subjected?

Reply

The contribution that farmers' and street markets make as part of the mix of retail provision across the borough is recognised in various places in Lewisham's Core

Strategy, including in Core Strategy Objective 4 (e) which, among other aims, seeks to protect and enhance 'the district shopping centres, local shopping centres, parades and the range of farmers' and street markets, as providers of sustainable local shopping facilities and services to continue to support basic community needs.'

Core Strategy Policy 6 directs major retail development, leisure and related town centre uses to major and district centres and states that the Council will also 'support the retail hierarchy through farmers' and street markets within the town centres, local centres and parades' and states that farmers' and street markets throughout the borough will continue to play a vital part in retail provision.

The Core Strategy Vision for Lewisham 2026 considers that street markets will be central to supporting the vitality of Lewisham and Catford major centres and Deptford district centre. In relation to growing the local economy of the District Hubs in general (paragraph 6.93), 'providing for town centre businesses and markets' is an important aspect, alongside a suite of other measures, that should also be considered in protecting and promoting employment and economic activity.

Any proposed redevelopment of market sites should consider the impact of the loss of the market on the district centre and the ongoing ability of the centre to provide for the day to day needs of the local community. The loss, and the potential re-provision of any markets, should be considered as one aspect contributing to the overall health of the centre.

The Core Strategy also protects and improves air quality in Core Strategy Policy 9 Improving local air quality, and seeks to ensure that access and safety of pedestrians and cyclists throughout the borough in Core Strategy Policy 14 Sustainable movement and transport.