

Carpetright – Local Meeting 13.12.2017

Chaired by Councillor Joan Reid

Council Officers (LBL) – Michael Forrester and Jessica Lai

Applicant Team (AT) – Richard Quelch (GVA), Adam Shepherd (GVA)

Councillor Amanda De Ryk, Councillor Kevin Bonavia and Councillor Damien Egan also attended.

The local meeting was held on the 13th December 2017 at 6pm and one member of the public attended. The meeting was chaired by Councillor Joan Reid and the proposal was introduced and presented by the applicant team.

The applicant team indicated that the proposal has been subject to extensive pre-application planning consultation, and this included discussion with officers from Transport for London, Network Rail, Greater London Authority and the Council's officers including the Design Review Panel. A local exhibition was also held to collate comments from the local residents. The proposal is also designed to facilitate the extension of the Bakerloo Line and the future Lewisham Station improvement works. A ground floor commercial unit is designed to comply with the future operators' requirement and will be safeguarded to provide a new ticket hall/station box. Should the Bakerloo Line terminate at Lewisham in the future, the existing bus stand located to the north of the site would be vacated.

The applicant team has also informed that the level of affordable housing would be increased from 14% to 20% by unit. The colour and tone of external materials has been changed from grey brown to brown and bronze colours.

The following topics were discussed during the meeting:

1. Invitation letter for the local meeting should be sent during the Christmas period.

(LBL): The invitation letters were sent out on the 29th November 2017.

2. Whether the proposed screen in the public square would be retained

(AT): The proposed screen in the public square is removed and no longer forms part of this application. The layout of the proposed public square is being updated.

3. The location of the child play area and any changes to the building height since the proposal is submitted.

(AT) The proposed child play areas would be located at Level 2 above the future station box. The height of the proposed buildings remain the same with a variation of height between 14 to 30 storeys in height.

4. The proposal would create a wind tunnel effect

(AT) The proposal is designed to minimise any wind tunnel effect and the break between the proposed buildings would reduce the downdraft.

5. The entrance to the future station appears to be narrow. How does the proposal connect to the future station box and train station?

(AT) The width of the future station entrance (Unit 4) has been increased since the application was submitted. The station entrance would be facing the proposed public square and is designed to connect to the future Bakerloo Line Station and Lewisham Station.

6. The location and provision of cycle spaces including access for servicing and delivery.

(AT) The residential cycle storages spaces would be provided within the building accessible via internal bicycle lifts. The provision of cycle storage would comply with the London Plan Policy requirement. Two dedicated on-street loading bays would be provided for servicing and delivery.

7. The timescale of this application to be determined by the Council

(LBL) The earliest committee dated could be 25th January 2018.

8. Councillor Kevin Bonavia has enquired whether the level of affordable housing could be further increased if BLE extension not terminated at Lewisham.

(AT) The affordable housing provision is subject to viability and a review mechanism to determine the level of the maximum reasonable affordable housing.

9. Councillor Damien Egan has enquired the ownership of the site and bus stand.

(AT) states the site is owned by the applicant and the bus stop is owned by TfL

10. Councillor Damien Egan has enquired whether the proposal was considered by Design Review Panel (DRP). Cllr Damien has also enquired whether the proposed terraces would be private or communal and potential privacy issues.

(AT) The proposal was presented to DRP and the comments raised by the DRP were responded to. There are private and communal terraces proposed and these are designed to ensure adequate privacy can be provided for the future occupiers.

11. Councillor Amanda De Ryk has commented the steps approach is a good design element of the building. However, the proposed building height is high and creates overshadowing and together with the gateway development and buildings beyond the railway line, the proposal would have a "canyon effect" to its surroundings. The proposed new station by itself is already a landmark and does not require a tall building to mark the site, as it results in a "canyon effect" – together with gateway buildings (beyond the railway line)

(AT) The design of the proposal, including the building height is driven by the comments from the DRP. The proposal is subject to an environmental impact assessment confirming there is no significant adverse impacts in terms of wind. The site is located adjacent to a major transportation node and is located within an area suitable for tall buildings. In order to provide a public square and facilitate a much needed transport station, the footprint of the building is smaller and as a result of this, the height of the proposed building would be varied between 14 to 30 storeys in height.

12. Councillor Amanda De Ryk enquired about fire safety issues and the number of cores that would be provided within the proposed buildings.

(AT): The proposed buildings are subject to fire safety under building regulations. There will be a maximum of 5 residential units per floor in Block A and a maximum of 7 units in Block B which is below the London Plan maximum requirement.

Meeting end at 7:20pm