

New Cross Gate Consultation

Your Questions - Our Response

Mount Anvil, A2Dominion and Sainsbury's would like to thank everyone who attended our recent consultation events. We received over 300 responses, after sending out 10,000 leaflets to surrounding residents. This is the summation of a two-year long consultation in New Cross Gate where we've spoken to thousands of people and met with dozens of local groups.

Understandably, there's several questions residents have regarding our proposals. We're dedicated to working collaboratively with the communities in which we work. So, to respond to the four main queries raised - affordable housing, height and public realm, transport and impact on public services, and the community, we've produced a Q & A.

The application will be submitted in autumn 2019 and there'll be further opportunities to respond through Lewisham Council's statutory consultation as they consider the planning application.



View our proposals here: www.nxgproject.mountanvil.com. Tell us your thoughts via email sainsburysnxg@mountanvil.com or call 0800 0293379.

Development in partnership with



Mount Anvil,
better London living

a2dominion

Sainsbury's

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Affordable housing

How many affordable homes are you building?

We're delivering a minimum of 35% affordable housing, by number of rooms.

There are two types of affordable housing being provided, London Affordable Rent (LAR) and Shared Ownership. It's expected that the majority of the affordable homes will be LAR.

Affordable Rent isn't affordable, how will anyone be able to live there?

We're not providing Affordable Rent homes, this is a different type of housing to LAR.

London Affordable Rent was established by the Mayor of London, Sadiq Khan, as a genuinely affordable rent for low income households. These are set at a level approximately equivalent to Social Rents levels for new build properties and will be available to households on the London Borough of Lewisham's Housing Waiting List. These are not the same as the national Affordable Rents which are set according to, and can be up to 80% of, the market rent for the area

Illustrative values across the different forms of housing:

Size	Total weekly LAR cost*	Indicative Affordable Rent**
1 Bedroom	£185.03	£216.51
2 Bedroom	£198.84	£281.45
3 Bedroom	£212.67	£340.64

The current indicative mix across the LAR homes is:

Size	Proposed mix
1 Bedroom	5%
2 Bedroom	50%
3 Bedroom	45%

*Inclusive of estimated service charges at £35 for 1 bedroom; £40 for 2 bedroom, and £45 for 3 bedroom flats

** In practice, rent is usually capped at the Local Housing Authority (LHA) rate. The LHA rate determines the maximum Housing Benefit a tenant in the Private sector is eligible for. So the lower of 80% market rent or LHA cap is the maximum rent.

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Height and public realm

The development is too tall, why can't you redistribute the height elsewhere across the proposals?

By positioning the height in two taller buildings along the new Route 1 pedestrian and cycle path we can provide as much public green space as possible throughout the site, as well as an additional 127 trees. We've developed the position of the tall buildings position to align with the layout principles that Lewisham have encouraged us to follow, We've introduced step-back height adjustments to the buildings positioned along the conservation area following feedback from our March 2019 consultation.

Our key design principals have focused on putting height next to the railway line and away from high street in order to minimise impact on Hatcham Park Conservation Area, listed buildings and local residents.

How much open space is there and who can access it?

The proposals deliver over two acres of public green space across the site, including the new Route 1 link and the central open space within the north half of the site, as well as new play space for years 4-10, accessible to everyone.

We're also providing over 1.2 acres of green space and roof gardens on the podium above the new Sainsbury's store that is accessible by the new residents only.

Transport

New Cross Gate station is already too busy in the morning, how will your development deal with this?

As part of the planning application we must assess the impact of additional homes and people on the local transport infrastructure, ensuring that there is capacity; providing mitigation or improvements if there isn't.

We'll be making financial contributions through our Section 106 agreement, Mayoral Community Infrastructure Levy 2 (MCIL) and Lewisham Community Infrastructure Levy (CIL), which can be used to directly off-set the impact of additional homes on the local transport network. As we near submission, we'll finalise these figures and submit our analysis as part of the planning application, which you can comment on.

We're currently working with Transport for London (TfL) and Network Rail to understand the demands on New Cross Gate station, as well as the wider transport network that surrounds the site, before assessing what mitigation or changes may be required. This may include a second

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gate-line entrance on the London-bound platform from within our site, reducing the pedestrian congestion on New Cross Road.

The Mayor of London's CIL payment based on the current scheme is anticipated to total in excess of £7m.

I can only see a small amount of residential parking on the plans, why aren't you providing more?

The site sits in the Public Transport Accessibility Levels (PTAL) 6a and 6b (the two highest ratings) meaning the site is well connected with local transport such as buses and trains.

Both the Mayor of London and Lewisham specify that all new housing developments should be zero parking in such high PTAL areas, considering this appropriate at New Cross Gate except for a c.45 disabled parking bays, meaning no additional parking spaces can be provided on site.

How can you be sure your development won't make the local road network worse?

As part of the application we're proposing new routes in and out of the site, including revised highways and junctions' layouts on the A2 immediately surrounding the site, the proposals are being tested to account for the new housing, retail and Sainsbury's and these plans can be commented on once the application is submitted.

Your proposals don't mention the Bakerloo line Extension (BLE), what's happening with this?

We strongly support the BLE coming to New Cross Gate. However, we believe the most suitable long-term solution for a new station and wider interchange with the existing Overground station would be to provide the BLE on the adjacent Goodwood Road site, identified in TfL's previous consultation. This would also mean Sainsbury's remains open throughout the construction period and isn't lost from New Cross (the store closes permanently in TfL's proposals), with the new station being closer to the high street, providing a greater opportunity for the existing retailers in New Cross.

We are submitting our planning application in September 2019 whilst TfL continue to assess the BLE as a whole. We understand they will be consulting with the public and key stakeholders again later this year. Our proposals do not prejudice the delivery of the BLE if this comes forward in the future.

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Community

Local schools and GP surgeries are already oversubscribed, won't your development only make this worse?

Included in the application submission we will provide an assessment of the capacity of local primary and secondary schools as well as GP surgeries. Working with specialist consultants to understand how additional housing will affect these services and what may be required as a result.

The Council is responsible for setting and implementing local education and health infrastructure strategies. We'll continue to work collaboratively with the Council about its preferred means of our scheme contributing towards the success of their strategies. At this stage we've assumed we'll make a financial contribution to the Council for improvements in the wider area. Based on the current scheme, the CIL payment to the Council per private home is c.£10,000 with the contribution totalling c.£9m (based on Lewisham's Preliminary Draft Charging Schedule).

We're also in contact with the Local Education Authority and the NHS to further understand their demands in the New Cross area in response to your concerns.

We're taking on board the feedback received to date and are considering a flexible, multi-use area within the scheme. The use of this area has not been determined at this stage and we will evaluate all potential options moving forward.

What community uses are you providing on the site?

You provided useful feedback on the type of community space that would be most beneficial at the consultation in July.

We're reviewing the best location within the site for a space which can open to the community for a variety of uses throughout the year. Details of this will be included within our application submission. We'll continue to evaluate all options for flexible space as the application progresses.

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Key Deliverables;



Keeping Sainsbury's in New Cross & maintaining 230 local jobs



Creation of 1,000+ local jobs through construction activity



Up to 1,400 new homes



Minimum of 35% affordable housing



Increased green space, including over 1.5 acres through the centre of the site



Improvements to highway and pedestrian movements along New Cross Road



Over 5,000sqft of flexible workspace



At least 1,300sqft of flexible multi-use space (commercial/ community other uses)



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