

October 2024

High Path Phase 3 Consultation Event – Frequently Asked Questions (FAQs)

Updated: 13/11/2024

Question	Answer
BACKGROUND	
What is the purpose of the consultation?	The consultation gives residents and other interested parties the opportunity to view and comment on our revised plans for High Path Phases 3.
What does affordable housing mean?	This is housing aimed at those whose needs are not met by the market. This includes shared ownership or a below-market rent homes You can find out more about shared ownership here: (https://www.myclarionhousing.com/find-a-home/buy-a-home/shared-ownership-explained).
What is an Outline Planning Application?	An application for outline planning permission allows for a decision on the general principles of how a site can be developed. At High Path this will include consideration of the: <ul style="list-style-type: none">• location and size of buildings• height• location and size of streets and open spaces• overall number of homes• quantum of non-residential uses
What is a Reserved Matters Planning Application?	Once an outline permission has been granted we will develop the design and submit the details (“reserved matters”) for approval before work can start. These will cover five matters: <ul style="list-style-type: none">• Access• Layout• Scale• Landscaping• Appearance.
DESIGN PRINCIPLES	
What types of homes are being proposed in Phase 3?	We are proposing a range of unit typologies, including 1, 2 and 3 bedroom apartments.
How many homes will you be providing in Phase 3?	We are currently proposing up to 374 homes in Phase 3.
How big will the homes be?	The internal layouts of the blocks will meet the nationally described space standard, which sets out detailed guidance on the minimum size of new homes.

Will the homes be designed with outdoor space?	All homes will be designed to include private amenity space (e.g. balcony) and most will have access to a communal courtyard.
What is 12 storeys in metres please?	12 storeys is around 39 metres.
Why are private tenure homes located near the main road/train station?	Phase 1 and Phase 2 are all affordable to enable the rehousing of existing residents. Phase 3, given the higher land value due to its location, is proposed as private sale, in order to fund not only Phases 1 and 2 but also a portion of future phases. Moreover, Phase 3 is the least ideal location for families: close to a busy junction, with more noise and pollution. Less accessible to the new neighbourhood park.
Why are the blocks different heights, will this cause any issues with daylight sunlight, block the views from within the estate and moreover, will variation in height still allow the landscape to look synchronized and coordinated	Daylight sunlight assessments have been carried out and properties designed to limit daylight sunlight restrictions. The design also incorporates more homes with dual aspect than single aspect. Having blocks at different heights allows for better light penetration to the courtyards, adds visual interest and helps break down the overall massing.
Are set back flats still of the same quality/size as the other flats below	All flats, regardless of their location, are of the same quality and their sizes comply with the National Described Space Standard (NdSS).
What other amenities/facilities are proposed?	As well as new homes, the proposals include new mixed use commercial and community uses. The specific uses are not yet defined, but could include a new convenience store, food and beverage outlets, co-working spaces. We also propose to deliver the first part of a new neighbourhood park that will be open to the whole community, and reprovide the existing community centre and church hall.
What is the Energy Centre?	The Energy Centre is a site-wide facility for Phase 3 and the wider masterplan. Block 3D is the most appropriate block to place the Energy Centre on the ground floor, as it is able to accommodate most of the technical requirements. The architectural design will ensure that the street frontages wrapping the Energy Centre along Morden Road and Lady Emma's Way are active and designed in keeping with the rest of the building, this could be done through brickwork, large windows and fenestration etc.

ACCESS / ROADS / CONNECTIONS

<p>What parking provision will be provided?</p>	<p>It is proposed to provide car and cycle parking in accordance with current Greater London Authority (GLA) London Plan planning policy requirements.</p> <p>We propose to provide car parking, with a mixture of on-street and secure podium parking bays.</p> <p>We propose to provide secure bicycle parking for residents within each block, and some parking hoops on-street for visitors.</p>
<p>Why don't you provide more car parking spaces?</p>	<p>Planning policy sets maximum standards for car parking, which take into account local transport links. The High Path estate has 'very good' levels of public transport accessibility across the site, with parts of the site defined by TfL as having an 'excellent' level of public transport accessibility (given its proximity to South Wimbledon Underground Station and various bus routes).</p> <p>It would therefore be very difficult and potentially contrary to planning policy, to seek to justify more non-wheelchair parking spaces than originally permitted.</p> <p>Our aim is to encourage sustainable travel, and in particular active travel, as part of a sustainable development. We are proposing to make it easier for people to walk, cycle or use public transport, rather than using a car. We will also be providing car club bays.</p>
<p>Since there are more wheelchair parking spaces, will those spaces be adaptable to non-wheelchair users (if they aren't in use).</p>	<p>Should there not be a demand for disabled parking bays, the parking spaces could be converted to standard sizes.</p>
<p>Will podium parking be available for all residents</p>	<p>There are 7 disabled and 12 standard parking bays within the podium of Blocks 3BCD. There are four disabled parking bays on street. Therefore, there will not be parking available for all residents.</p>
<p>Will all the car parking spaces outside the curtilage of a dwelling be for use by existing residents only?</p>	<p>It is currently proposed that existing residents would have exclusive access to the on-street standard parking bays (i.e. excluding car club, loading bay, designated disabled parking bays). However, this is subject to implementation of a Controlled Parking Zone (CPZ), which requires agreement with Merton Council.</p> <p>Phase 3 only has disabled parking bay provision. Therefore, there is not parking for existing residents within this phase.</p>
<p>What is a Controlled Parking Zone (CPZ)?</p>	<p>A CPZ is an area where on-street parking on the highway is restricted during specified times unless you have a permit. Implementation of a CPZ would be subject to consultation with local residents and businesses, and agreement with Merton Council.</p> <p>A CPZ would only apply to adopted highway (i.e. managed and maintained by the highway authority). Any</p>

	parking spaces on land owned by Clarion Housing Association, would not be covered by the CPZ. Instead there would be controlled by Parking Control Management (PCM).
In total, how many car parking spaces will be available to existing residents?	At this time, we are unable to confirm the exact number of parking spaces that will be available to existing residents, as we are currently in design development, and will need to discuss and agree the proposals with Merton Council, the GLA and TfL. Control of the parking spaces on the highway will also be subject to implementation of a Controlled Parking Zone (CPZ), which requires agreement with Merton Council We will update residents once further details are known.
What are you proposing to do to support electric vehicles?	In accordance with current policy, 20% of parking spaces will have electric vehicle charging points installed from the outset. The remaining spaces will be designed as 'passive' electric vehicle charging bays, which means they have the potential to be converted into charging points in the future as a greater proportion of cars on the road become electric.
PUBLIC REALM	
Where can my children play?	<ul style="list-style-type: none"> • We propose to deliver a new neighbourhood park that will be open to the whole community to use. • For residents, formal play space for under 5 years will be provided within the high quality landscaped communal courtyards (e.g. logs, stepping stones etc.) • Formal play space for older children (5 years+) will be provided within the new park. • Existing ball courts to be reprovided.
Are you planning the centre of the civic space will be at the widest part of Lady Emma's Way, or will it be elsewhere? If so, where?	The centre of the civic space is envisioned to be in the new neighbourhood park. The first section, to the north along Merton High Street, will be delivered as part of Phase 3.
INFRASTRUCTURE	
Who will maintain the buildings and public spaces?	An estate management company will manage the development, including the buildings and public spaces.
What will happen with waste and recycling?	We are proposing an Underground Refuse System across the High Path estate for general waste, recycling and paper/card. There will also be separate bins for food waste, and bulky waste stores within the buildings.
New residents will place additional demands on local services, for	We are creating new and additional public green spaces for the benefit of the community.

example, health, education, open/green spaces. How will you address this?	We will also make financial contributions to the local authority following planning approval via Section 106 and community infrastructure levy payments. The council uses this money to plan for community infrastructure needs arising from communities.
TIMESCALES	
When will the construction works start for Phase 3?	<ul style="list-style-type: none"> Phase 3 is targeted to start construction in 2026.
PHASES 3 PLANNING	
Why are you not providing any additional affordable homes within Phase 3?	<p>Clarion is an affordable housing provider and our priority is always to deliver affordable housing for the benefit of people failed by the housing market.</p> <p>The homes consented in Phases 1 and 2 have been designed for existing residents, and it is proposed that Phase 4 will also provide affordable homes.</p> <p>Phase 3 is intended to deliver homes for open market sale, to help subsidise the delivery of the affordable homes.</p>
OTHER	
Will there be any job opportunities created?	In Phase 1, the construction works have provided 15 new jobs, 11 apprenticeships, and training and qualification opportunities. We expect future phases to continue to deliver social value to residents and the local community.