

January 2022

High Path Phase 3 Consultation Event 1 – Frequently Asked Questions (FAQs)

Updated: 18/02/2022

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 housing typologies, including 1, 2 and 3 bedroom apartments, duplexes and a small number of houses.
How many homes will you be providing in Phase 3?	We are currently proposing up to 370 homes in Phase 3.
How many affordable homes will you be providing across the estate?	Under the existing planning permission, there is a requirement to provide 357 affordable homes. Under the new plans, we remain committed to providing the 357 affordable homes, plus we propose that 40% of

	<p>additional homes approved under the new planning application will also be affordable.</p> <p>For example, if we deliver 2,280 homes across Phases 1 to 7, we will provide 587 affordable homes (357 + 230).</p>
How big will the homes be?	The internal layouts of the blocks have not yet been designed. However, we aim to 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 and rooftop amenity.
Why are you changing the heights of the buildings?	<p>We have changed the heights but we are working within the approved parameter as amended by the approved Section 73.</p> <p>The High Path project has a number of viability challenges, due to changes in planning policy, energy and sustainability targets, and the economics of the Merton Estate Regeneration Programme.</p> <p>Clarion has therefore worked closely with Merton Council to identify opportunities to improve the viability position. Increasing the overall number of homes on the estate is part of the proposed solution. This will require a new planning application to be submitted.</p> <p>By exploring a different approach to building heights, we are able to accommodate additional homes. Of the additional homes, 40% are proposed to be affordable.</p>
How much higher are the buildings?	The proposed increase in building heights are: Block 3B: 1 metre; Block 3C: 2 metres; Block 2D: 2 metres.
Why are the heights of the buildings higher than what was agreed in the OPA?	<p>Phase 3 is located in a strategic location in the north western part of the masterplan, adjacent to South Wimbledon Underground Station at a convergence point for surrounding routes. It is also one of the most accessible parts of the masterplan given its proximity to the underground station, bus routes and local amenities. This part of the masterplan therefore presents an opportunity to:</p> <ul style="list-style-type: none"> • Create key vistas along Morden Road, Merton High Street, Kingston Road and Merton Road, generating the Northern and Western edge of the masterplan; • mark the station and improve legibility; • Optimise the most accessible part of the site, which is also closest to High Street local amenities; • Optimise housing provision; and • Define better spaces and place-making
How tall will the tallest buildings be? Also, is	The highest building will be 12 storeys, which includes the ground floor. Phase 3 is 100% private tenure with

<p>this all social housing or a mix? If a mix, what ratio?</p>	<p>affordable homes delivered in other phases of the Regeneration scheme.</p>
<p>What is 12 storeys in metres please?</p>	<p>12 storeys is around 39 metres.</p>
<p>Why are private tenure homes located near the main road/train station?</p>	<p>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.</p>
<p>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</p>	<p>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.</p>
<p>What is the 'crown' design on top of the buildings? Is this a roof garden space?</p>	<p>Yes, some of the roofs are proposed to have rooftop amenity/terraces for the residents. The 'crown' aims to define and articulate the top of the building and to partly enclose the rooftop terraces.</p>
<p>Are set back flats still of the same quality/size as the other flats below</p>	<p>All flats, regardless of their location, are of the same quality and their sizes comply with the National Described Space Standard (NdSS).</p>
<p>Are set back floors going to be integrated into all blocks or just some?</p>	<p>Yes, all blocks have a setback floor.</p>
<p>What other amenities/facilities are proposed?</p>	<p>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.</p> <p>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.</p>
<p>What contingency is there if the retail space is left unoccupied? Will they just be left empty? If there isn't sufficient</p>	<p>We will do all we can to ensure this space is occupied. Leaving this empty is the least desirable outcome. We will therefore engage a commercial agent early on, to ensure that we maximise the opportunity to pre-let the units. The placemaking aspirations for the estate are</p>

interest will this mean even more homes?	based on creating a mixed-use development. We will therefore develop an appropriate retail strategy to provide us with the best opportunity to secure the required interest.
Would Clarion consider providing space for a heritage centre for the area or providing peppercorn rent for a space on the site?	We are currently exploring how we celebrate the local history and heritage of the site. We will consider whether this is something we could include as part of a non-residential unit or elsewhere.
Can you please remove grey as a palette from the regeneration plans?	Given the scale of the regeneration of High Path it is important that we introduce variety and diversity in the design. There are many new buildings and facades to be introduced and new public realm to be created. Hence we need to ensure we have colour and texture options available to us, including grey where appropriate. It is worth noting that at High Path Phase 1 the grey brick has been well received.
What is the Energy Centre?	<p>The Energy Centre is a site-wide facility for Phase 3 and the wider masterplan. . This is where the heat for the whole of High Path will be generated, with new phases “plugged in” as they are completed. Block 3D is the most appropriate block to place the Energy Centre on the ground floor, as it can accommodate most of the technical requirements.</p> <p>The building design will ensure 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.</p>
Will the new builds prioritise cycle stores?	Cycle store provision has been allowed for and meets current guidance in terms of minimum requirements.
ACCESS / ROADS / CONNECTIONS	
What parking provision will be provided?	<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>
Why don't you provide more car parking spaces?	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>It would therefore be very difficult and potentially contrary to planning policy, to seek to justify more non-wheelchair parking spaces than originally permitted. We are proposing additional parking spaces for the additional wheelchair homes, subject to agreement with Merton Council and TfL.</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>
Since there are more wheelchair parking spaces, will those spaces be adaptable to non-wheelchair users (if they aren't in use).	Should there not be a demand for disabled parking bays, the parking spaces could be converted to standard sizes.
Will podium parking be available for all residents	There are only 20 disabled parking bays within the podium. Therefore, there will not be parking available for all residents
Will all the car parking spaces outside the curtilage of a dwelling be for use by existing residents only?	<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>
What is a Controlled Parking Zone (CPZ)?	<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 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).</p>
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.

<p>How many non-disabled residential parking spots will be available?</p>	<p>We will not be able to confirm the exact number until the design is fixed across the development and we know the total number of homes.</p>
<p>Will there be a charge for car parking permits for existing residents?</p>	<p>Merton Council does charge for resident parking permits within a CPZ. The amount depends upon a number of factors, including location within the borough, type of vehicle and number of permits. Clarion Housing Association currently does not charge for parking permits controlled by PCM.</p>
<p>Will new residents be allocated any car parking bays?</p>	<p>Under planning policy (London Plan Policy T6.1 Residential parking), this type of development must provide a minimum of 10% disabled parking bays. We are therefore proposing to provide disabled parking bays within each phase, regardless of tenure.</p>
<p>What are you proposing to do to support electric vehicles?</p>	<p>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.</p>
<p>How will you manage construction impacts, such as the traffic, noise and dust which will affect residents and the wider community whilst the regeneration is ongoing?</p>	<p>The Transport Assessment (TA) that will be submitted as part of the new outline planning application will contain outline details on construction vehicle routing and will also set out high-level principles to be followed as part of the management of construction traffic on and off-site.</p> <p>It is expected that there will be a planning condition requiring the completion and submission, for approval, of a Construction Logistics Plan / Construction Traffic Management Plan prior to commencement of works on-site.</p> <p>This will be prepared in accordance with prevailing policy requirements and best practice guidance, and with contributions from construction and traffic management experts.</p> <p>Measures that are typically put in place and will be explored to manage the impact of construction include: limiting construction vehicles to certain routes; restricting when deliveries may occur on-site (for example, outside peak hours); restricting on-site working hours; and using traffic marshalls to control the movement of vehicles in and out of the site.</p> <p>Measures such as, for example, wheel washing and water suppression can also be used to prevent dirt being taken onto the roads and to damp down any dust from the site.</p>

How will the existing cycle lane (shared with the pavement) on Merton High Street be affected?	The existing cycle lane on Merton High Street will not be affected.
Will it be possible to cycle through Lady Emma's Way?	This is currently under review. Consideration needs to be taken with regards to the variation in width of Lady Emma's Way. For instance, the entrance point via Merton Road, will only be around 3 metres in width and therefore having a cycle and pedestrian route through there, as well as retail frontages, may be quite challenging.
Will residents be eligible for Merton resident parking permits locally?	The parking strategy is still being finalised and we will talk to residents about this when we know more.
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.
Will any existing trees be removed?	<p>The current scheme is only proposing removal of the same amount of trees as per the permitted scheme.</p> <p>Our objective is to retain as many as trees as possible, however some trees may need to be removed to accommodate the future development.</p> <p>We are currently developing plans for Phases 4-7, so we are unable to confirm the exact number of retained trees and removed trees, however we are targeting an overall net increase in the number of trees across the regeneration site.</p>
Will any trees along Merton High Street be removed?	<p>The original planning permission included a condition to retain and protect the existing Sycamore and London Plane trees located in the open landscaped areas adjacent to Merton High Street.</p> <p>It is reasonable to expect that the same planning condition, to protect these trees on Merton High Street would be applied to a new permission.</p>
Are you planning the centre of the civic space will be at the widest part of Lady Emma's Way, or will it	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.

be elsewhere? If so, where?	
Will the park be the responsibility of Merton Council?	It is currently proposed that Clarion will be responsible for the maintenance of the park. The management strategy is still to be agreed.
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 example, health, education, open/green spaces. How will you address this?	We are creating new and additional public green spaces for the benefit of the community. 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.
New residents will place additional demands on local services, for example, health, education, open/green spaces. How will you address this? Are there plans to offer local services (i.e. day-care/GP surgeries etc.) alongside the commercial spaces to cope with increased demand? If we have concerns about the infrastructure to support this increase, do we contact the council?	The number of homes in Phases 3 is in line with the approved outline planning permission. An assessment of impact on infrastructure has already been carried out in respect of the Phase 3 proposals as part of the outline planning application approved in 2019, and subsequent work carried out under the Section 106 planning obligations. This has been submitted and approved by Merton Council. This has included a socio-economic assessment to consider the impacts of the proposals on education, health, open space and other social infrastructure. As part of the regeneration, Clarion will also be providing infrastructure on-site, for example, a new community centre and new Neighbourhood Park with play and recreation opportunities is proposed. In addition, we will be paying a 'Community Infrastructure Levy' to the Council which they can use to pay for improvements in health, education, transport, open space and other community infrastructure. In preparing the proposals for the additional housing in Phases 4-7, Clarion is carrying out an updated assessment to consider transport and social infrastructure for example. This assessment work is informing the design process to ensure that appropriate infrastructure is provided as part of the proposals, for example, we will ensure that the proposed car and cycle

	<p>parking provision complies with planning policies. We will provide the sufficient play space for different age groups and we will maximise green infrastructure opportunities through the landscaping proposals. The revised outline application will be supported by these assessments so that the Council can secure this infrastructure as part of the revised permission if it is granted. In addition, if the application is approved, Clarion will pay increased levels of Community Infrastructure Levy to the Council, which they will be able to use to fund local infrastructure projects where necessary.</p> <p>If you have any further questions about this please contact the High Path Regeneration Manager, Donna Brown on 0300 500 8000 or email. mertonregen@clarionhg.com.</p>
TIMESCALES	
When will the construction works start for Phase 3?	Our current programme anticipates the construction to start on the main build early in 2025 with completion in the summer of 2027.
When are you hoping to start demolition of existing buildings?	The current programme anticipates demolition to start in summer 2024.
PHASES 3 PLANNING	
Why does Phase 3 not require a new outline planning application?	Since we believe that the proposals for Phase 3 largely comply with the existing outline planning permission, we have instead made an application to Merton Council for a minor material amendment to the existing planning application to accommodate the proposed changes.
Why are you not providing any additional affordable homes within Phase 3?	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. The 247 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. Phase 3 is intended to deliver homes for open market sale, to help subsidise the delivery of the affordable homes.
Will High Path Phases 4-7 overlap with Phase 3 work?	Yes, there will be an overlap. The current programme anticipates that Phase 4 will start construction in late 2026. The lag between the early phases is to allow for existing residents to be rehoused in their new homes.
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.

<p>Will residents be able to access the sustainability plan being sent to the Planning department?</p>	<p>Yes, the sustainability plan will form part of the Design and Access statement which will be within the Planning application itself, and will be available to view on Merton Council's planning portal once submitted.</p>
--	---

NEXT STEPS

<p>What form will the next consultation stage take? How will people interact with the team? How do people get their views across?</p>	<p>The next consultation event will be in April. We will write to residents and stakeholders about this. We will have more detailed levels of design to show you and this event will be in a similar format to the first: online and/or in person. You can also provide your feedback on the Clarion Consults website. Here's a link to the web page: https://clarionconsults.co.uk/highpath_phase3</p>
---	---