

### GENERAL FAQ'S

Please note that any additional questions or amended answers that have been updated during the Autumn 2016 consultation period are highlighted in blue.

### CONSTRUCTION

#### 1. Why would the construction of the development be spread in three phases taking 4-5 years?

The first phase would need to be built on open areas of the site in order to provide accommodation for those residents who need to be rehoused on site. The then vacant existing buildings for the second phase would be demolished and subsequently constructed, allowing for the next group of Ham Close residents to move into the new accommodation. This process would be repeated throughout subsequent phases to ensure that any resident of Ham Close wishing to remain in the community would be able to do so.

We anticipate that construction could [take approximately 4-5 years to complete](#). However, RHP and the Council are exploring options such as alternative construction methods which could help reduce the length of time needed, to minimise the impact on residents.

### ENVIRONMENT

#### 2. Would redevelopment result in the loss of a 'village feel'?

Whilst there are a lot of properties in the Ham area that do have a 'village feel', there are those that do not contribute to the areas village character. The existing Ham Close comprises blocks of flats that range from three to five storeys in height. The buildings are laid out at two different angles and the existing roads through the Close are irregular. The buildings and existing roads appear out of character with the surrounding area. We believe that a proposal of high quality design that respects the local character, could bring more of a 'village feel' to Ham Close.

#### 3. Would there be any facilities added to the Green (e.g. play areas or outside gym)?

Potentially. We would like to hear feedback from the community about what they would like.

#### 4. What height would the new buildings be and where would they be located?

The proposed buildings would range in height between two and six storeys high, with the majority of buildings being 5 storeys or less. In response to residents' feedback earlier this year, the taller buildings are located towards the centre of the site and use setback roofs and other architectural treatments to minimise the appearance of height from ground level. Lower buildings are located closer to existing housing on Ashburnham Road and Woodville Road.

#### 5. What would happen to existing play areas?

The existing play areas on the green would not be affected by the current proposal and new play areas would be provided as part of the development.

### HOUSING

#### 6. How much of the new development would be affordable?

The latest proposal seeks to provide at least one third of the additional (i.e. on top of the existing 192 properties) homes as affordable homes (78). The current proposal is modeled on providing 78 additional affordable housing units, these will be split; half will be affordable rent (39) and the other half shared ownership (39). This arrangement could be reviewed if there is a change to local or regional planning requirements.

#### 7. Would the new development be gated?

No – the redevelopment would not be gated.

#### 8. How many units are being proposed compared to how many there are now?

There are 192 flats on Ham Close at the moment. 425 units are proposed. This includes flats and houses.

#### 9. Does the proposal rely on the sale of private properties to achieve financial viability?

Yes.

### SHOPS AND COMMUNITY FACILITIES

#### 10. How would the impact of the new development on community facilities be assessed?

Council planning officers would assess the extent of the increased demand on local community facilities as part of a planning application.

The Council has an adopted Community Infrastructure Levy (CIL), which is a charge that the Council sets for certain new developments in the borough. This allows the Council to raise funds from developers to support and fund new infrastructure that the Council and local communities want. This can include:

- Provision of additional school capacity
- Redevelopment of community facilities in Ham
- Improvement to play facilities within parks and improvements to the River Thames Towpath
- Improvements to sports and leisure provision, including Grey Court School community sports centre

Other infrastructure projects which the Council may spend CIL monies on are set out in the [Regulation 123 List](#).

In addition, the Local Planning Authority can use Section 106 obligations to secure the provision of, or financial contributions towards, specific off-site works required in connection with a particular development, where they are required to make a scheme acceptable.

### 11. What would happen to the services at Ham Clinic?

Space has been identified in the new proposals for the re-provision of the existing community facilities. This could be wrapped around the back of the shops or on the ground floor of one of the residential units. RHP and the Council are committed to re-providing existing community facilities in new buildings.

### 12. What would happen to the Youth Centre?

RHP and the Council are committed to re-providing existing community facilities in new buildings. We are working with Achieving for Children (AfC) to understand how the existing Youth Centre is used, how the space and services could be improved and links with the Children's Centre and local schools developed. As part of this consultation we will be engaging with local young people to understand what they would like to see as part of any development.

### 13. Would there be parking for the Community Hub Building?

Following resident feedback, the proposal published for consultation in July 2015 which included a new Community 'Hub' Building is no longer on the table.

However, should redevelopment go ahead and include some sort of community building provision of car parking would need to be made in line with the Council's planning policy on car parking standards; parking would include disabled car parking and essential spaces for staff.

### 14. Are new schools being proposed in the area?

The Council's School Place Planning Strategy recognises the potential future development of Ham Close. It indicates a need for more primary school places within the area and sets out options for meeting that need. All three local primary schools have got capacity for further expansion and the Council, working with AfC, will factor in the need for further places as the proposals for Ham Close are developed.

## HIGHWAYS AND PARKING

### 15. How would the impact of additional traffic be considered?

Should redevelopment go ahead a full Transport Assessment will be commissioned to robustly assess the transport impacts of the development. The extent of this assessment and associated surveys would be agreed with the Local Planning Authority and the GLA and will reflect the feedback from residents to date.

A baseline assessment was carried out before the summer in 2016 to provide information on the existing levels of traffic generated by residents living at Ham Close and the parking capacity of the roads in the immediate vicinity of the Close. If you would like to read the Transport Feasibility Report, please [click here](#).

Appendices to the report can be [found here](#).

Following residents feedback we commissioned specialist transport surveyors to complete a number of preliminary traffic surveys and a modelling exercise in September 2016, testing the impact of the potential future proposals at Ham Close on key junctions surrounding the site, including the A307 Petersham Road. The technical note for this can be [found here](#).

The results of these surveys have been subjected to a preliminary capacity assessment which indicates that the 4 junctions assessed (the A307 Petersham Road / Sandy Lane roundabout; the Ham Street / Sandy Lane junction; the Ham Street / Ashburnham Road junction; and A307 Petersham Road / A307 Upper Ham Road / Ham Common (South) junction) operate within their theoretical capacity in the weekday AM and PM peak periods.

The potential future development of Ham Close is shown to have a negligible impact on the operation of the junctions. However, the surveys do highlight that the A307 Petersham Road (South) / Sandy Lane roundabout currently operates close to capacity on the A307 Petersham Road (South) arm; with development the junction will continue to operate close to capacity on the same arm.

As above the full impact of the proposals will need to be considered further, should redevelopment go ahead, as part of a detailed Transport Assessment.

### 16. How many parking spaces would be provided?

The Council's planning policy requires 1 space per home provided by RHP. For private housing, the requirements are 1 space for 1-2 bedrooms, 1.5 spaces for 3 bedrooms and 2 spaces for 4+ bedrooms.

The current redevelopment proposal provides just over one space per home overall and therefore is likely to be just below the planning policy requirements. We would look to continue to develop the parking strategy for the Close as part of the detailed design development, but if parking standards cannot be met, the proposal would need to demonstrate that it will not cause any adverse impacts (in terms of street scene, on-street parking etc.). This may include considering:

- A car parking survey
- Levels of car ownership locally
- Existing compared to proposed levels of off-street parking
- Measures to reduce the reliance on private cars and encourage more sustainable modes of transport (such as car club provision and membership, electric charging points etc.)

### 17. Will there be a CPZ on Ham Close / imposed on the surrounding area?

At present there are no plans for a Controlled Parking Zone on Ham Close or in the surrounding area. Please note a CPZ would not be imposed on an area.

If residents wish to make a request for a CPZ, this should normally be made on behalf of at least 51% of residents in the road / area for it to be investigated. This should be based on the total number of properties in the road / area and not simply of those that have completed / returned a survey form. It needs to be demonstrated to the Council that over 50% of the total households in an area of not less than two roads are requesting parking controls. The more roads included, the stronger the case put to the Council for consideration.

### 18. Would bus services be enhanced?

As part of the transport survey, we would look at public transport options and liaise with relevant organisations e.g. Transport for London. We are already exploring the possibility of increasing the capacity / frequency of the 371 bus route and extending the K5 bus route to Ham Close.