



**DRAFT**  
**Neighbourhood Plan**  
**2016 - 2026**

**Public Consultation**  
**January 2016**



**Hackbridge & Beddington Corner**  
**Neighbourhood Development Group**

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# 01 INTRODUCTION

## Forward

### **“Your, my, our Hackbridge. All having a hand in the process”**

This neighbourhood plan has been produced in consultation with residents, businesses and other interested parties. It builds on previous work undertaken by and with the community of Hackbridge and Beddington Corner, including the draft Hackbridge Master Plan 2009. The intention is that this plan will provide clear guidance and direction to investors and developers, as to the way local people wish to see Hackbridge move forward and thrive in the future. It will form part of a long-term delivery plan, for implementation by a variety of partners. It covers the period 2016-2026. It should be seen as a living document, which needs to be regularly reviewed to ensure the needs and aspirations of the community continue to be addressed.

This plan is a consultation draft. Residents, businesses and other key stakeholders now have a further opportunity to review and comment on the proposals before it is formally submitted to Sutton Council for consultation ahead of an independent examination. Providing the plan is found acceptable, there will be a referendum at which the community of Hackbridge and Beddington Corner will vote on whether to accept it. If a majority support the Plan then it will become part of the formal development plan for the area and be used by Sutton Council to determine planning applications.

We – anybody who lives or works in Hackbridge and Beddington Corner – have the power to shape our area as we want. The aspirations of this neighbourhood plan are to work collaboratively towards a happy, healthy place to live and work.



# 01 INTRODUCTION

- 1 What is Neighbourhood Planning?
- 1.1 In 2011 the Localism Act devolved more decision-making powers to local communities from central government. One of the new powers introduced was a new community based process called 'neighbourhood planning', giving local communities opportunities to plan for their areas. One of the main outputs of this process is the 'Neighbourhood Development Plan'
- 1.2 **Why do we need a Neighbourhood Plan?** Hackbridge is currently the subject of extensive regeneration. This regeneration will significantly impact on the existing residential and business community. Accordingly, local residents and businesses wish to be fully involved, by consulting, engaging and working with various stakeholders, such as developers, Sutton Council and other local partners.
- 1.3 Sutton Council's Core Planning Strategy (2009) seeks to promote the development of Hackbridge as a district centre, through Core Policy PM7. The proposed expansion of Hackbridge as a district centre involves the redevelopment of a number of key sites, including Felnax Trading Estate, to provide a mix of uses. This will require careful planning to ensure that all of the people who live and work in Hackbridge feel included in this major change, as new developments will result in a significant influx of residents and new businesses into Hackbridge, with 1,000+ new homes and associated rise in population.
- 1.4 Developments, whether residential, commercial, educational, leisure, or other are required to be designed and built in full consultation with local residents and having regard to the effect on the local economy.

1.5 This draft plan has been informed throughout its preparation by consultation and engagement with the Hackbridge and Beddington Corner community, including residents, businesses, developers, landowners and Sutton Council. Details of this engagement are available on our website, [www.hackbridgendg.com](http://www.hackbridgendg.com).

1.6 **What does this draft Neighbourhood Plan cover?** This plan is divided into five sections, which are supplemented by additional information in a selection of Appendices.

## Section 1 – Introduction

**Section 2 – A place called Hackbridge** - a brief history of Hackbridge from past to the present day

**Section 3 – Our neighbourhood plan** – the community voice – a summary of the challenges and opportunities facing Hackbridge as identified by local people

**Section 4 – Our Vision and Objectives** – our ambitions for the neighbourhood that reflect the story of our area and address these challenges and opportunities

**Sections 5 – Neighbourhood planning policies** – our policies for the neighbourhood area

**Section 6 – Hackbridge Community Action Plan** – sets out some wider community aspirations that go beyond the planning system but are still considered important to the future of Hackbridge and Beddington Corner.

# 01 INTRODUCTION

1.7 **Hackbridge – a sustainable suburb:**  
The natural environment and sustainability are the two jewels in the crown of our neighbourhood plan. During the compilation of this draft neighbourhood plan, a number of people asked for a definition of what constitutes a sustainable suburb.

1.8 **Sustainable development** has been defined in many ways, but the most frequently quoted definition is from Our Common Future, also known as the Brundtland Report (1987):

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It contains within it two key concepts:

- the concept of needs, in particular the essential needs of the world's poor, to which overriding priority should be given; and
- the idea of limitations imposed by the state of technology and social organisation on the environment's ability to meet present and future needs

1.9 The International Institute for Sustainable Development goes on to explain that all definitions of sustainable development require that we see the world as a system: a system that connects space; and a system that connects time.

1.10 When you think of the world as a system over space, you grow to understand that air pollution in North America affects air quality in Asia, and that pesticides sprayed in Argentina could harm fish stocks off the coast of Australia.

1.11 When you think of the world as a system over time, you start to realise that the decisions our grandparents made about how to farm the land continue to affect agricultural practice today; and the economic policies we endorse today will have an impact on urban poverty when our children are adults.

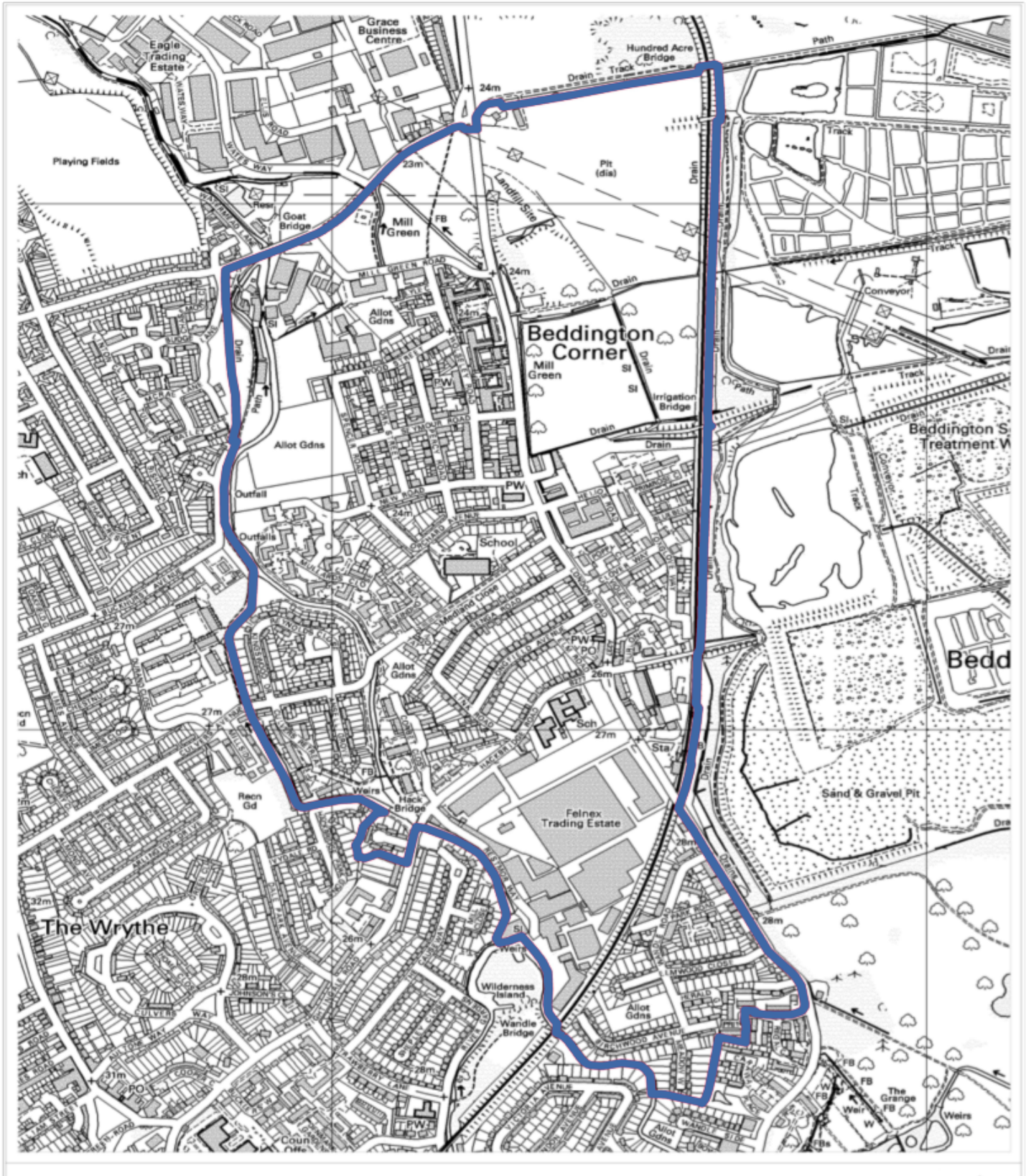
1.12 Quality of life is a system, too. It's good to be physically healthy, but what if you are poor and don't have access to education? It's good to have a secure income, but what if the air in your part of the world is unclean? And it's good to have freedom of religious expression, but what if you can't feed your family?

1.13 The concept of sustainable development is rooted in this sort of systems thinking. It helps us understand ourselves and our world. The problems we face are complex and serious—and we can't address them in the same way we created them. But we can address them.

1.14 The aspiration for Hackbridge, as set out in this neighbourhood plan, in the Hackbridge Charter (2009) and Sutton Council's Core Planning Strategy (2009), is to become a **sustainable suburb**: a place where it is easy for residents to adopt sustainable lifestyles where they can live happy, healthy lives within the natural limits of the planet, that is one planet living (Appendix 5). This aligns with the National Planning Policy Framework (2012) ('NPPF'), which introduces a presumption in favour of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

1.15 These definitions should assist residents and businesses in Hackbridge and Beddington Corner to have a better understanding of what is required to help us achieve the aspiration of becoming a sustainable suburb.

# Hackbridge & Beddington Corner Neighbourhood Development Group ('H&BC NDG')



Map 1 – Defined boundary of H&BC NDG

The H&BC NDG was designated by Sutton Council as a neighbourhood forum, with a defined neighbourhood boundary (Fig 1) in September 2012.

# Section 2

A place called  
Hackbridge

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## 02 A PLACE CALLED HACKBRIDGE

- 2 Hackbridge is located 25 minutes by train from the centre of London, in the northeast corner of the London Borough of Sutton.
- 2.1 It is nestled between the River Wandle to the west and the unfolding Wandle Valley Regional Park (WVRP) to the east.
- 2.2 It has its own railway station, an existing small retail centre, a number of listed buildings, two primary schools, three business parks and a variety of types of housing, dating from 1700 to the present day.
- 2.3 Hackbridge is a great place to live with an active community keen to see the area develop, while at the same time retaining a sense of identity with its past. Having experienced a prolonged period of lack of investment in both the economy and built environment, Hackbridge is now the subject of much interest from a range of stakeholders, including Sutton Council, residents and developers.
- 2.4 Our vision for this neighbourhood plan has been to empower residents and businesses in Hackbridge by giving them their voice in shaping development to meet the aspirations of the community.
- 2.5 **Our Past:** As Cluett, 1995 uncovered, "Hackbridge takes its name from 'The Hackbridge', the bridge which carries the Carshalton-to-London road over the River Wandle. The origin of the name, which goes back to the Middle Ages is obscure, but may relate to 'hog' as meaning 'stone' (one medieval version is 'Hogbridge'); therefore, perhaps, a stone packhorse bridge.
- 2.6 The position of the bridge has shifted slightly over the centuries, but here the river was a single stream; whilst back upstream, the Carshalton and Croydon Wandles merged. This, therefore, was a convenient place for the bridge. The name eventually came to be applied to the immediate area, merging with Beddington Corner to the north."
- 2.7 In the 18th and 19th centuries the district was one of mills and large riverside estates: the owners of the estates often owning the mills as well. Like many places, Hackbridge initially grew up around a river, which was key to the River Wandle's industry. There was an average of one mill every 300 yards of the river in the 18th century. Little evidence of these mills survives in Hackbridge today.
- 2.8 The River Wandle also provided water for cultivation of water-cress where production peaked in the 1920s. Old watercress beds form some important ecological areas, such as the Spencer Road Wetlands.
- 2.9 Hackbridge Station opened in 1868. The railway line includes part of what was the Surrey Iron Railway, which ran from the Thames at Wandsworth to Croydon, with a spur to Hackbridge constructed in 1804.
- 2.10 Hackbridge became home to a wide variety of industry as well as housing. A significant employer, Mullards, was located in the central part of the suburb. The site was redeveloped for housing in the mid-1990s. All that remains is the name: 'Mullards Close'.

# 02 A PLACE CALLED HACKBRIDGE

2.11 During preparation of this neighbourhood plan, H&BC NDG raised questions about the property at 110 London Road and as a result established that this is the last remaining remnant of the Culvers Estate, a small Victorian lodge, referred to as ‘**Culvers Lodge**’. We are working with Sutton Council and other local partners to come up with ideas for viable uses to secure the future of the building. Local listing of this building was confirmed in January 2015. You can read further information on the Friends of Honeywood Museum website.

2.12 A number of railway bridges have also been identified as being an important link with the past, as well as providing an important physical link to the unfolding Wandle Valley Regional Park (WVRP). **Irrigation Bridge** is currently under threat of demolition. Later on in this plan, you will hear more of our concerns about the loss of heritage assets and our proposals for ensuring that what remains of our important industrial and social heritage, is identified and protected.

2.13 **Beddington Corner:** In the book ‘Discovering Sutton’s heritage: The Story of Five Parishes’, published in November 1995, Douglas Cluett wrote the following in relation to Beddington Corner: “In common with Hackbridge, the area of Beddington Corner never had a separate official administrative authority. It is where the parish boundaries of Mitcham and Carshalton met at right angles, with the old Beddington parish ending in the corner so produced. The place naming in this area is very confusing, since this part of Beddington became part of Wallington when the latter parish was formed in 1867.

2.14 The small community of Beddington Corner was based mainly on the former cluster of Wandle Mills (close to the ‘Goat Bridge’ which crosses the river at this point) superseded by the present Wandle Valley Trading Estate. There were also market gardens, watercress beds and a lavender and peppermint distillery here at the beginning of the last century.”

2.15 **Hackbridge today** is a suburban residential area, which contains predominately 2-storey low density housing, dating mostly from the inter-war period, together with more recently built flatted development.

2.16 The residential community of Hackbridge is located on either side of the main A237 London Road, which runs from southwest London into Surrey. This road forms a significant barrier to east/west movement of pedestrians and cyclists and ‘severs’ the community.

2.17 According to the 2011 Census, the total resident population of Hackbridge was 5,335. This total, consisting of 2,575 males and 2,721 females, represents around 3% of the Borough’s population.

Age	Number	Percentage
0-15	1,125	23%
16 - 64	3,673	69%
over 65	437	8%

2.18 The housing stock within Hackbridge originates mostly from the 1920s and 1930s and includes housing at Beddington Corner, which has been designated as an ‘Area of Special Local Character’ (ASLC).

2.19 More recent additions include the world-renowned BedZED eco-village development (Beddington Zero Energy Development) and the adjoining estate to the south, as well as the Mullards Estate, which was developed in the 1990s, following the closure and demolition of the ‘Philips Electronics’ factory (previously Mullards) dating from the 1920s.

2.20 Hackbridge provides a limited number and range of shops and facilities serving the day-to-day needs of local residents, at the junction of London Road and Hackbridge Road.

## 02 A PLACE CALLED HACKBRIDGE

- 2.21 Hackbridge has two primary schools, with proposals for a third. Hackbridge Primary School was built in the 1930s close to the local centre and Culvers House Primary School was built more recently.
- 2.22 At the time of drafting this plan, there are just two remaining mixed employment hubs in Hackbridge:
- Restmor Way
  - Site adjoining Hackbridge Station.
- 2.23 Restmor Way is a thriving industrial area with a wide range of small and medium-sized businesses, including the Sutton Business Centre.
- 2.24 There is small mixed industrial site adjoining Hackbridge rail station to the east of London Road. The land here is owned by a number of different individuals and hosts a number of businesses, including a security firm and a service garage.
- 2.25 **Recent developments:** Hackbridge has been identified by Sutton Council as a centre for sustainable regeneration and growth within the Borough. Significant levels of development are underway across Hackbridge with the intention of moving from a local to a district centre. This will deliver 1,000+ new homes, more shops, community facilities, employment opportunities, transport links and open space enhancements.
- 2.26 In 2012, Hackbridge saw the arrival of a new social housing development on Hackbridge Road, locally referred to as 'The Wave'. This replaced the vacant Ministry of Defence housing, and is generally viewed as a welcome improvement to the area, which appears to have taken into account the surrounding area as part of its design.
- 2.27 Towards the end of 2012, the latest new build in Hackbridge was unveiled in the form of Saxon House. Feedback from residents and businesses across Hackbridge has been one of concern about both the design and height of this development, and how it relates to the surrounding environment.



Culvers Lodge



The Hack - Bridge c.1895



Irrigation Bridge



Felnax Industrial Estate



Restmor Way Industrial Estate



Wandle Valley Trading Estate



Soho Mills



The Wave Flats, Hackbridge Road



BedZED



Saxon House



Beddington Corner



Watercress Beds, Wood Street

# Section 3

## Our Neighbourhood Plan – The Community Voice

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# 03 OUR NEIGHBOURHOOD PLAN



## DEVELOPMENT SITES



### 1 WANDLE VALLEY TRADING ESTATE

Planning permission granted for redevelopment for residential dwellings

### 2 CORBET CLOSE

Redevelopment of existing Housing Estate for residential use

### 3 FELNEX TRADING ESTATE

Planning permission for redevelopment (Site A20) for Mixed Use: Residential, Business, Retail and Community uses

### 4 NIGHTINGALE CLOSE

Planning permission for redevelopment of existing housing for new affordable homes

# 03 OUR NEIGHBOURHOOD PLAN

- 3 A wealth of data and information has been used to inform this draft plan. A baseline was taken from the draft Hackbridge Masterplan compiled as a result of consultation across Hackbridge in 2008/2009. [Draft Hackbridge Masterplan 2009 consultation](#).
- 3.1 All of the information captured in the Hackbridge Masterplan was initially re-visited in November 2011, during a first public consultation event.
- 3.2 From that event, the following six themes were identified as being an important framework on which to take forward proposals for a neighbourhood plan:
- [Housing and Built Environment](#)
  - [Local Economy](#)
  - [Environment](#)
  - [Energy, Waste and Water](#)
  - [Movement](#)
  - [Conservation, Community and Identity](#)
- 3.3 These themes were used to inform a number of further consultation events, including the Hackbridge Carnival in July 2012 and follow-up events at Hackbridge Station and Hackbridge Corner in late 2012.
- 3.4 The map on page [XX](#) shows details of the Hackbridge boundary, including development sites, existing pedestrian and cycle access and public open space. It includes the three railway bridges that will provide access to the WVRP.
- 3.5 **Working with developers:** As part of the consultation process to produce this draft plan, H&BC NDG engaged with a number of developers who had either submitted a planning application or were in the early stages of drawing up pre-submission material for developments in Hackbridge.
- 3.6 H&BC NDG was consulted on the proposals for the redevelopment of Corbet Close and Nightingale Close, two Council owned housing estates within Hackbridge, due for demolition and rebuild within the next 5 years. The NDG used a framework of questions against which to evaluate proposals for these developments. These can be found in Section 5 of this plan, under Housing and Built Environment. These questions should be used to inform all future plans for development when engaging with developers..
- 3.7 In addition, H&BC NDG engaged at an early stage (in advance of submission of a formal planning application) with the owners of the Wandle Valley Trading Estate. Both this experience and the engagement with Sutton Housing Partnership, in respect of Corbet and Nightingale Close, proved positive and productive for all concerned and resulted in changes being made to planning applications and ensured the voice of local residents was heard when proposals for new development were at an early stage.
- 3.8 In drafting of this plan, it was important to ensure that our proposals for developments were aligned with existing strategic policy for the Borough. Sutton Council's 'Site Development Policies DPD (2012)' (please refer to Appendix 4 for an extract of the relevant document) identifies and allocates five sites within the Hackbridge and Beddington Corner Neighbourhood Area, four of which are for mixed use redevelopment and one safeguarded for education and open space following mineral extraction.

# 03 OUR NEIGHBOURHOOD PLAN

3.9 These sites are Saxon House, Felnex Trading Estate, Wandle Valley Trading Estate, Land north of Hackbridge Station and Land north of BedZED. There has been considerable progress on a number of these sites and their development has run ahead of this neighbourhood plan. H&BC NDG will continue to work with the developers and landowners to secure the best possible outcome for the area

3.10 **Challenges and opportunities:** During consultation on proposals for this plan, the community identified key challenges and opportunities facing Hackbridge and Beddington Corner and how residents and businesses wish to see the neighbourhood improve for the benefit of the existing community and for those people who will move to Hackbridge in the future.

## What you said:

- Many of the existing housing estates, which make up large parts of the residential area of Hackbridge are isolated from each other
- There is a lack of joined up 'greenness' in the heart and across the neighbourhood of Hackbridge
- Our housing needs are not being met
- Protect and preserve the suburban character of our neighbourhood
- Lack of public places for people to interact in Hackbridge
- Poor design of new building
- Retain employment land as currently designated
- Need to promote local employment
- Support the role of the local centre
- Foster new business and trade within Hackbridge
- Promote community-run shops and other local social enterprises, and local supply chains
- Recognise the existing ecological and biodiversity importance of our neighbourhood in the context of the 'unfolding' WVRP
- Integration of our neighbourhood to its green environment

- Protect and enhance Metropolitan Open Land in Hackbridge and Beddington Corner
- Risk of flooding within parts of Hackbridge
- Management and enhancement of green space
- Energy use in the home
- Make use of the potential of local heat networks
- Reducing waste and increasing recycling
- Sustainable water management
- Hackbridge lacks a sense of "place"
- The London Road 'barrier'
- Our railway bridges
- The Hackbridge Station forecourt
- Interchange between different methods of getting around
- Cars and car parking dominate our neighbourhood streets
- Inadequate provision for cyclists and pedestrians
- Poor signage across the neighbourhood
- Air pollution
- Evidence of the history of Hackbridge and Beddington Corner has largely disappeared
- Community infrastructure needs to be improved

3.11 This section will now move on to look at these challenges and opportunities under the six themes identified at the beginning of this section..

# 03 OUR NEIGHBOURHOOD PLAN

## Housing and Built Environment – ‘a place of quality and character’

3.12 **Many existing housing estates making up large parts of the residential area of Hackbridge are isolated from each other:** Roads do not join up and continue through to adjacent areas. Impenetrable fencing bound the estates. Well-designed buildings are one important element of good development; equally important are the spaces between buildings, which should help rather than hinder community activities such as children’s play and social interaction with neighbours. The ‘islands’ should be connected by improving the landscaping/design of the adjoining areas of the estates.

3.13 **There is a lack of joined up ‘greenness’ in the heart and across the neighbourhood of Hackbridge:** Care should be taken with the way buildings interface with the green spaces in our neighbourhood, such as with the River Wandle and with access points like the Victorian bridges over the railway. This would improve access to and between the WVRP and the River Wandle.

3.14 There are existing housing estates facing on to the River Wandle but in many instances this is not well defined. This plan identifies where there is a need for change and improvement to ensure the River Wandle is accessible and used to its full benefit by all of the community.

3.15 **Our housing needs are not being met:** There is concern that the amount of affordable housing being provided in Hackbridge is not meeting local needs.

3.16 The approach by Sutton Council’s Core Strategy of providing social rented and shared ownership is too narrow to meet the changing housing needs of Hackbridge and Beddington Corner. Their ‘Housing Needs Assessment (Update 2011)’ identifies a shortage of affordable larger family homes in the north of the borough stating many families are stuck in crowded housing conditions.

3.17 **Protect and conserve the suburban character of our neighbourhood:** Based on current plans, 1,000+ new homes are expected to be added to our neighbourhood over the next few years, broken down as follows:

Saxon House - (formerly Kelvin House)	68	Completed November 2012
Hackbridge Road ‘The Wave’	19	Completed September 2012
Felnex Trading Estate	up to 725	Outline planning permission granted
Suffolk House	15	Completed 2015
Park Road/Wandle Road	5	Completed 2015
Nightingale Close	9	Planning permission granted
Corbet Close	54	Planning permission granted
Wandle Valley Trading Estate	126	Planning permission granted
Land north of Hackbridge Train Station	60	Site for future development

3.18 The character of our neighbourhood will change as a result of the arrival of large-scale developments such as Felnex. All new development should be done with due regard to the existing environment.

# 03 OUR NEIGHBOURHOOD PLAN

3.19 A recently completed mixed-use residential development (Saxon House), located in the centre of Hackbridge, was permitted to build to 6 storeys in height. Although there was a precedent on site for building to this height, the new building is fronted much closer on to the London Road and is opposite a parade of two storey shops and Victorian cottages, towering over them in scale.

3.20 The impact of this building could have been greatly reduced by methods such as setting the upper levels back from the line of the building at ground level, and requiring an active frontage.

3.21 Consultation has suggested that future development, specifically plans for Felnex, should ensure design and scale of proposed development is more in keeping with the suburban character of Hackbridge.

3.22 **Poor design of new builds:** Consultation with local residents has highlighted a general feeling that too much recent build in Hackbridge has been of poor design quality, anonymous, and does not help 'shape' the character of the area. All new development proposals need to demonstrate that design principles being used in new schemes are pushed to ensure the highest level of sustainability is achieved. A starting point for this could be to view BedZED as a bridge between the existing buildings, prior to 2000, and the future buildings in Hackbridge, so new and old buildings are united by the principle of sustainability, in terms of design.

3.23 The small amount of heritage, which remains in Hackbridge, needs to be cherished and developers seeking to progress new developments should ensure they consider how they can protect and enhance such heritage assets in their plans.

3.24 **Lack of public places for people to interact in Hackbridge:** The streetscapes of Hackbridge leave a lot to be desired when it comes to public spaces for people to interact. Communities benefit if streets are designed as places and not traffic conduits. All design can and should create an interesting streetscape; solar orientation of buildings, Sustainable Urban Drainage Systems (SUDS) and smart infrastructure/district grid can also be applied to create interesting public spaces that allow people to freely interact.

## Local Economy - 'a vibrant and sustainable economy'

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3.25 **Retain employment land as currently designated:** There are no new employment sites currently identified as available for development within Hackbridge and it is therefore important to retain existing sites. As opportunity sites come forward for redevelopment, the pressure to turn all sites over to residential development continues to grow in momentum, particularly in the current economic climate.

3.26 **Promote local employment:** Employment opportunities are currently not actively promoted. During consultation, it was established that scope for training and apprenticeship schemes need to be investigated further with Carshalton College and other appropriate bodies. This plan considers how best to work with local businesses and colleges to set-up and promote apprenticeships and work schemes, which provide people with employment opportunities in our neighbourhood.

# 03 OUR NEIGHBOURHOOD PLAN

3.27 **Supporting the role of the Local Centre:** In common with the proposals in the draft Hackbridge Masterplan 2009, this draft plan re-emphasises the importance of retaining Hackbridge Corner as the heart of the community. Its role as the local centre should not be adversely affected by the arrival of redevelopment schemes, particularly Felnex.

3.28 Regeneration of Hackbridge Corner has already taken place, thanks to initial funding from the London Mayor's Outer London Fund and Sutton Council. This provides a useful foundation on which to build.

3.29 **Foster new business and trade within Hackbridge:** Retail shops and small business enterprises are fundamental to enable growth of the local economy in Hackbridge. To this extent, Hackbridge is keen to attract and retain businesses that share and support its regeneration. Hackbridge is already home to innovative businesses including world-renowned architects ZED factory.

3.30 The long-term aim is to ensure that 'green business' grows, enabling our neighbourhood to become a 'green business hub'.

3.31 **Promote community-run shops and other local social enterprises and local supply chains:** During consultation with local residents, the idea of setting up a community shop(s) was frequently raised. Suggestions to diversify the goods and services currently offered by the existing shops and businesses were noted.

3.32 A recurring comment during consultation related to the lack of small independent shops such as a bakers and greengrocers. Current trading, however, indicates that there is unlikely to be sufficient patronage of such shops within Hackbridge.

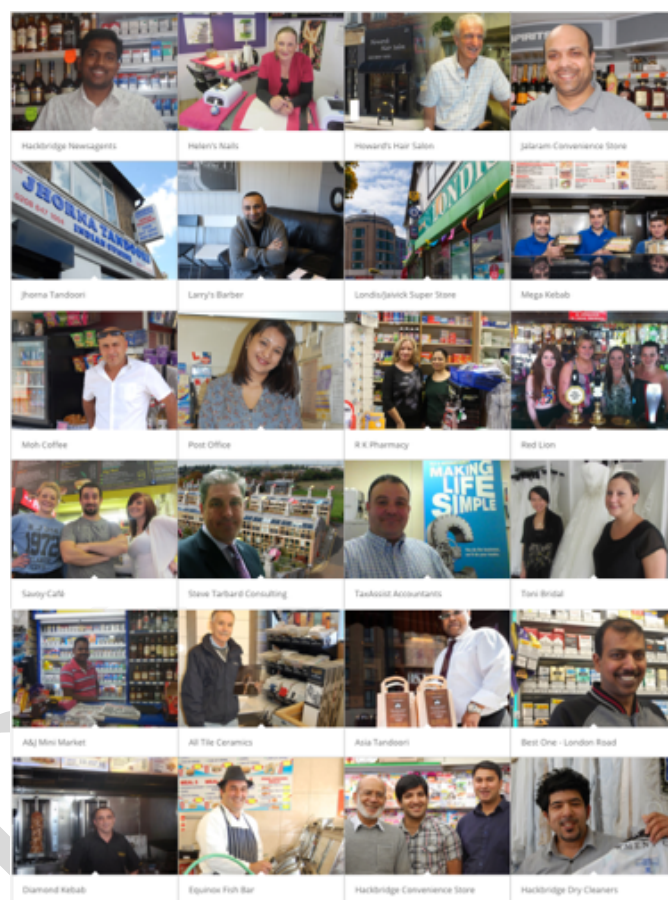


Fig x. Local Traders

3.33 It is more likely that such business might be available in sister communities, close by, such as Carshalton or Green Wrythe Lane. These 'sister' trading environments effectively create a wider but available trading network, for example, Rhubarb and Bramley greengrocers in Carshalton Village and The Village Bike shop at Green Wrythe Lane.

3.34 This demonstrates the importance of identifying the potential for joint ventures between these types of business.

# 03 OUR NEIGHBOURHOOD PLAN

## Environment - 'great open spaces for people and wildlife'

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- 3.35 **Recognise the existing ecological and biodiversity importance of our neighbourhood in the context of the 'unfolding' Wandle Valley Regional Park :** The WVRP is a linear park that stretches along the entire length of the River Wandle from source to mouth. The Park is being developed by the Wandle Valley Regional Park Trust. (The Lea Valley Regional Park is an example of an existing Regional Park in North London.) The future WVRP incorporates parcels of land and green corridors across the London Boroughs of Wandsworth, Merton, Sutton and Croydon.
- 3.36 The green spaces and Metropolitan Open Land (MOL) adjacent to Hackbridge will form a major part of the WVRP. We need to build on our geographic importance and establish Hackbridge as a major gateway to the heart of the Regional Park.
- 3.37 With this in mind we would support the establishment of an environmental centre, which would facilitate and promote the WVRP, biodiversity and visitor experience.
- 3.38 **Integration of our neighbourhood to its green environment:** Hackbridge is surrounded by large areas of open space such as Beddington Farmlands, but suffers from poor access and linkages. The River Wandle remains a hidden gem for many in the neighbourhood.
- 3.39 We need to improve the links from Hackbridge to both the River Wandle to the west and the WVRP to the east. Significantly, this integration would necessitate the further development of connective links of the existing green corridors linking Beddington Farmlands with the River Wandle across Hackbridge.

- 3.40 **Management and enhancement of green spaces:** The need for well-managed public green spaces is important, as an improved and expanded green infrastructure has great benefits to wildlife and society. Benefits include:-
- Better managed green spaces encourages improved social behaviour
  - Access to nature contributes to overall health and happiness of a society
  - An increase in biodiversity for the benefits to wildlife
  - An improved green environment creates a more desirable location, increasing demand and effectively increasing the economic value of the area
- 3.41 In Hackbridge and Beddington Corner there are already a number of existing public green spaces:-
- Watercress Park
  - Hackbridge Green
  - BedZED field
  - Spencer Road Wetlands
  - Mill Green
- 3.42 We would wish to see these spaces protected and enhanced, the starting point being local designation. Please see map on [page 21](#) of current green spaces.
- 3.43 **Risk of flooding within parts of Hackbridge:** Due to the proximity of the River Wandle, flooding is a risk in our neighbourhood. Sutton Council has already formulated policies to mitigate such risk. Namely, adopted policies BP7, DM7 and DM8.

## 03 OUR NEIGHBOURHOOD PLAN

3.44 This plan considers how 'green space' can contribute to mitigating flood risk. Flooding is made worse by ever increasing portions of land and gardens covered with impermeable tarmac and paving, so the rain runs off into the drains, which can lead to flooding. This plan includes proposals to assist in reducing these incidents by promoting and adopting strategies such as increasing soft landscape and planting, more use of permeable surfaces and collection of rainwater. Water saving measures are also supported.

3.45 **Protect and enhance MOL in Hackbridge and Beddington Corner:** Consultation with residents and businesses stressed the importance of safeguarding MOL. This is particularly pertinent given the recent decision to grant planning permission for the siting of an incinerator on MOL in Beddington and the proposal to build an extension to Hackbridge Primary on the land north of BedZED.

FINAL DRAFT

# 03 OUR NEIGHBOURHOOD PLAN

## Current Green Spaces

Merton



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London Borough of Sutton 100008655X 2013.

### CURRENT GREEN SPACES

	Rough Grassland / Scrub (No Public Access)		Wetland
	Rough Grassland / Scrub (Public Access)		River
	Park / Amenity		Open Water
	Allotment		Wet Ditch
	School Field		Seasonal Wet Ditch
	Private Gardens		Green Corridor
	Managed Grounds		Railway Corridor / Green Chain
	Site of Interest for Nature Conservation		Major Trees
			Hackbridge Neighbourhood Area boundary

### **PLEASE NOTE MAP NEEDS AMENDING**

use base map  
remove Dale Park  
add to map and key defined MOL areas  
add Spencer Wetlands wording onto map if enough space

# 03 OUR NEIGHBOURHOOD PLAN

## Energy, Waste and Water - 'using resources wisely'

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3.46 **Energy use in the home:** Typical of all London suburbs, many older homes and buildings within Hackbridge and Beddington Corner have poor thermal insulation and are consequently cold and draughty. Energy bills are too high and high consumption and waste of energy contributes to greenhouse gas emissions.

3.47 Our plan includes the aspiration to enable homes and buildings in Hackbridge to be more energy efficient by provision of further insulation and other energy saving measures, including energy supplied by renewable zero carbon energy. This will reduce the dependency on imported fossil fuel supplies and the risk of rising energy costs.

3.48 Energy use in the home is, on average, 25% of our individual carbon footprint. National Government support is available to help to encourage energy saving and renewable energy generation. The London Borough of Sutton is fortunate to have a number of local businesses, charities and groups involved in championing and implementing such initiatives in Hackbridge and Beddington Corner.

3.49 **Make more of the potential for local heat networks:** Landfill gas engine - methane from our nearby landfill site is used to generate electricity, which is sold to the National Grid. The heat by-product, however, from this generation is not currently used and is therefore lost. This could present an opportunity to capture this resource to provide heat to either homes or local businesses in the neighbourhood.

3.50 An incinerator is proposed within a mile of the boundary of our neighbourhood plan area. H&BC NDG agree that we cannot continue to send waste to landfill, but also objected to the proposal. The London Borough of Sutton and the London Mayor have granted the planning application.

3.51 **Reducing waste and increasing recycling:** Recycling rates are 38% in Sutton, whereas 65-70% is being achieved in other local authority areas. We aspire to improve the recycling rates and reuse more of locally generated waste, which will save money and help create new jobs.

3.52 **Improve water management:** Hackbridge is low lying and the River Wandle flows through the neighbourhood area. The area is at risk from several types of flooding including fluvial flooding (flooding direct from a river) and surface water flooding. Policy and guidance relating to flooding across Sutton can be found in Sutton's Strategic Flood Risk Assessments (2009) and Surface Water Management Plan (2010).

# 03 OUR NEIGHBOURHOOD PLAN

## Movement - 'getting around our neighbourhood'

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- 3.53 **Hackbridge lacks a sense of 'place':** Currently people see Hackbridge as a place they drive through, primarily via the main London Road (A237) that links southwest London and Surrey and not generally seen as a destination in itself. During consultation on this plan, residents desired a better experience in moving across Hackbridge and Beddington Corner, creating an area that people will see as a destination.
- 3.54 **The London Road 'barrier':** The section of the A237 that runs through Hackbridge is a significant east to west barrier for pedestrians and cyclists within the neighbourhood, effectively cutting the area in two. Pedestrians and cyclists find crossing the London Road, at all points, a difficult and unpleasant experience. This plan seeks to reduce the barrier effect.
- 3.55 **Our railway bridges:** There are three railway bridges over the railway line, which offer access to Beddington Farmlands and the unfolding WVRP. Two are currently closed and under threat of demolition. This would result in the loss of west to east pedestrian links to this emerging and growing area of open green space. This plan identifies these bridges as a valuable link with the past and also a necessary link to the future, and is concerned to ensure that none of the bridges are demolished and all are opened up for public use.
- 3.56 **Interchange between different methods of getting around:** The co-ordination between rail and bus facilities in Hackbridge is poor, making it difficult for those who need to use multiple modes of transport; and narrow, unattractive and unpleasant pavements discourage walking. There is no cycle hire provision. This plan considers how best to ensure ease of movement for all.

- 3.57 **Hackbridge Station** is an important gateway into the neighbourhood but currently suffers from a poor environment and gives an uninspiring first impression of Hackbridge. The design and layout of the forecourt is completely orientated towards cars, and does not consider the needs of pedestrians and cyclists, which can often make it a dangerous experience.
- 3.58 **Cars and car parking dominate our neighbourhood streets:** car parking needs to be planned more sensitively than in the past, with the aim of ensuring that the car doesn't dominate. The heart of each development should be for people. It is recognised, however, that parking provision in the centre of Hackbridge is already a significant issue and this plan attempts to offer a number of solutions to address this.
- 3.59 **Inadequate provision for cyclists and pedestrians:** Pedestrians, cyclists and drivers are all competing for safe movement within and across Hackbridge. Vehicle movement currently dominates and has a disproportionate use of the space to the detriment of both pedestrians and cyclists. In fact, cyclists and pedestrians using the footpaths, frequently present a hazard.
- 3.60 **Poor signage across the neighbourhood:** Signage of routes and information is poor. The NDG has identified funding opportunities to address this and this is covered in Section 6.
- 3.61 **Air Pollution:** It is not known to what extent air pollution levels are currently monitored in Hackbridge, but as we move to a significantly increased population (bringing their cars behind them) this is the point at which appropriate monitoring processes are reviewed and a rigorous system of monitoring is put in place.
- 3.62 We also expect this monitoring to include the effect of the proposed incinerator will have on local residents and to ensure this is set up before the incinerator is built and becomes operational. .

# 03 OUR NEIGHBOURHOOD PLAN

## Conservation, Community and Identity - 'a place of community, culture and wellbeing'

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- 3.63 **Evidence of the history of Hackbridge and Beddington Corner has largely disappeared:** There are only a few remaining buildings in Hackbridge that tell the story of its past. Consultation with residents and businesses confirms that buildings and structures with an historical value or with a link to our traditions and past should be recognised and retained.
- 3.64 In the same way that present day Hackbridge is known for the distinctive world-leading architecture exemplified at BedZED, it has previously taken pride in being at the forefront of pioneering engineering advances in the 20th century, and for the industrial enterprises which were powered by the Wandle in previous centuries. This local history has recently been the subject of a collaborative project between Hackbridge Primary School and the developers of the Felnax site to provide 39 posters for the hoardings.
- 3.65 **Community infrastructure needs to be improved:** While it is important to protect our heritage assets, it is also important to ensure the present day community is adequately catered for. The predicted influx of 1,000+ new homes will result in a significant increase in the population of the neighbourhood that will place inevitable pressure on the demand for education and health resources.
- 3.66 Play areas for children - existing play areas for children across the neighbourhood are limited with little in the way of facilities.
- 3.67 Recent discussion with Sutton Council has highlighted the need for more primary school places, over and above the existing provision. A proposal to build a new school to meet this demand is currently under discussion with local residents, following identification of a suitable site in Hackbridge, provisionally designated as protected for educational purposes.
- 3.68 Hackbridge currently only has one medical practice covering the neighbourhood. This plan recognises the importance of ensuring adequate health provision to support the redevelopment proposals across the neighbourhood area. During consultation, a number of residents expressed concern about the possible consequences of the loss of certain services currently provided by St Helier Hospital. It is noted the S106 agreement for Felnax includes provision for a medical centre. We would wish to see this used to expand the existing medical practice into new premises to be able to also provide minor surgery (mole removal), blood tests etc.
- 3.69 Community spirit in Hackbridge is strong but tends to be compartmentalized, with the two existing community centres catering for distinct groups rather than the whole community. This needs to be addressed in an innovative way, rather than just building another community centre. The cultural needs of the community need to be better served, particularly as the population changes in terms of age and socio-economic profile. It will be important to build on the existing community spirit, for the benefit of all, ensuring Hackbridge builds and engenders a sense of place.
- 3.70 Improvements recently suggested by local people include:
- opening up river walks, making them safer and cleaner; better lit pedestrian access to venues in Beddington Park; reopening of bridges across the railway and clearing the access routes to Mitcham Common

## 03 OUR NEIGHBOURHOOD PLAN

- safer cycleways and pedestrian movement around the Hackbridge Corner
- monitoring of air quality, traffic and noise
- greater variety of health practitioners, continuing services at St Helier hospital, the extension of bus route 127 into St George's hospital;
- night buses; continuing advocacy to local shops for healthier take-away options; a farmers' market; protection of allotments and green spaces
- better refuse and recycling management
- inexpensive community activities including first aid and other resilience skills, library facilities, and a local museum/gallery.

3.71 They also voiced concerns about the health impacts of new waste management schemes and the increased demands, which will be placed on local roads, and infrastructure as the population increases.

3.72 **Conservation areas:** Proposals by developers to build in various locations across Hackbridge should be mindful of its rich history. This plan supports the recognition of a number of key areas, in some instances with no existing status, to be progressed in respect of recognition as a Conservation Area.

3.73 **Hackbridge Green:** We wish to see the designation of Hackbridge Green, The Red Lion Public House and Goad Cottages as a Conservation Area.

3.74 **BedZED:** We wish to see BedZED and the field given recognition for its architectural significance, as supported by the Twentieth Century Society.

3.75 **Hackbridge Train Station:** We wish to see this important example of a Victorian building preserved.

# Section 4

## Our vision and objectives

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# 04 VISION AND OBJECTIVES

4 Hackbridge and Beddington Corner aspire to be one of the most sustainable suburbs in the UK. It will be recognised as a distinctive community with an appealing identity at the heart of the Wandle Valley Regional Park.

4.1 Hackbridge will:

- meet the future needs of its community through well designed, and well located, development and public spaces, and by retaining and managing its historic assets in active use
- be known for the strength of its local economy and its community focused and environmental businesses
- provide an appealing environment in which to walk and cycle, with effective connections between its different residential areas and across major roads and the railway
- extend the benefits of the Wandle Valley Regional Park throughout its area via characteristic planting, open spaces and green corridors which connect to the River Wandle
- construct and manage buildings to make zero carbon living the norm
- establish Hackbridge Corner as the heart of the neighbourhood, providing a vibrant community hub, appealing public realm and strong and locally distinctive economy.

4.2 To deliver this Vision the neighbourhood plan is organised around six themes, which have been developed through community engagement. These are supported by a series of objectives to be delivered by planning policies and other measures.

Theme	No.	Objective	Policy No.
<b>Housing &amp; Built Environment</b> A place of quality and character	1.1	Strengthen the character of our neighbourhood and deliver sustainability best practice.	H&BEP1 H&BEP2
	1.2	Create a better pedestrian and public realm experience.	H&BEP1 H&BEP2
	1.3	Encourage sociability through design of the public realm.	H&BEP3
	1.4	Meet changing housing needs of our neighbourhood.	H&BEP4
<b>Local Economy</b> A vibrant, sustainable economy	2.1	Protect and support existing employment land use.	LEP1
	2.2	Improve opportunities for employment.	LEP2
<b>Environment</b> Great open spaces for people and wildlife	3.1	Develop Hackbridge as a major gateway to the WVRP.	EP1
	3.2	Develop a new visitors centre as part of the gateway to the WVRP.	EP1
	3.3	Protecting/safeguard/Improve and open up public access to existing green spaces, including MOL for the benefit of the people and wildlife.	EP2
	3.4	Manage green spaces for the benefit of people and wildlife	EP3 EP4
	3.5	Develop and improve green links/corridors	EP5
	3.6	Minimise climate change through soft landscaping	EP6

# 04 VISION AND OBJECTIVES

Theme	No.	Objective	Policy No.
<b>Energy, Waste and Water</b> A place that uses resources wisely	4.1	Achieve zero carbon emissions in all new developments through energy efficient design and renewable energy	EW&WP1
	4.2	Reduce Waste and increase recycling rates from 36% to 70%	EW&WP2
	4.3	Promote a water aware community that will reduce the use of treated mains water, encouraging the use of rainwater as an alternative	EW&WP3 EW&WP4 EW&WP5
<b>Movement</b> Getting around the neighbourhood	5.1	Reduce the impact of London Road as a divisive barrier across the community.	MP1
	5.2	Increase proportion of journeys by cycle and on foot and improve access and links for pedestrians and cyclists throughout Hackbridge & Beddington Corner.	MP1
	5.3	Ensure that air quality and the impact of this on the health of residents is improved to (?EU standards - what is Measure).	MP2 MP3 MP4
	5.4	Improve and promote the use of public transport for the benefit of residents.	MP2 MP3 MP4
	5.5	Seek to reduce the impact of car parking across Hackbridge and Beddington Corner.	MP2 MP3 MP4
<b>Conservation, Community and Identity</b> A place of Community, Culture & Wellbeing	6.1	Retain and conserve the historic environment and heritage assets.	CCI1
	6.2	Improve community infrastructure provision which meets local needs and develops local identity	CCI2

# Section 5

## Policies

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FINAL DRAFT

# 05 POLICIES

- 5 **Hackbridge - 'The Place':** The first impression when arriving at Hackbridge railway station is that Hackbridge is predominantly an area of light industry flanked by the railway and the vast open expanse of Beddington Farmlands. Where you have arrived at is uncertain. This plan attempts to address this by locating Hackbridge firmly in both its past and how we wish it to inform its future.
- 5.1 Our neighbourhood is strongly defined by the River Wandle and the open green spaces nearby.
- 5.2 "So much industry inhibited the builders of London's sprawling suburbs from building too close to the river and what with the remaining riverside estates of local entrepreneurs, left a string of attractive parks linked by wilderness and the Wandle Trail."<sup>1</sup>
- 5.3 The best way to describe Hackbridge, within its green setting, is a village that has the potential to be a major destination stop as it is situated in the heart of the WVRP. It has already been acknowledged by the Wandle Valley Regional Park Trust as being a major gateway.
- 5.4 At the heart of our neighbourhood, Hackbridge Corner, there are a few glimpses of our green spaces. In addition the open green spaces, trees and public areas are not following a particular order or a planned/landscaped design.
- 5.5 Hackbridge is a mixture of types of buildings, historical, industrial and modern with pockets of character such as Beddington Corner with recognised status as an Area of Special Local Character. In compiling this plan, it is clear that other areas within our defined boundary could also achieve special status i.e. Hackbridge Green.
- 5.6 The vernacular of Hackbridge, despite recent planning decisions resulting in Saxon House, remains located in 2-3 storey houses. The existing buildings have a common use of traditional materials such as bricks, plaster, tiled/slanted roof, timber/brick and sometimes an inconsistent use of concrete fences. Industrial estates are organised in the same island fashion adjacent to the residential areas.
- 5.7 Our consistent feedback from the local community is a desire to see new housing recognise and be sympathetic to the surrounding area as clearly defined in the NPPF. This neighbourhood plan recognises the influx of 1,000+ new homes within the term of this plan and the policies we have written attempt to facilitate this increased population but not at the expense of sacrificing an existing well defined community that is Hackbridge.
- 5.8 Sutton Council's Core Planning Strategy (2009) seeks to promote the development of Hackbridge as a District centre, through *Core Policy PMP7*<sup>2</sup>. **It is not clear however what benefits Hackbridge will gain by moving to this status, a comment frequently raised during consultation.**

<sup>1</sup> Wandle Valley Regional Park Trust

<sup>2</sup> <https://www.sutton.gov.uk/CHttpHandler.ashx?id=17558&p=0> pages 44-45

# 05 POLICIES

## Planning Policies

A number of policies in this Plan apply to new development and this is defined as:-

5+ dwellings / 0.25 Ha and over

Office / light industrial - 500+ sq m / 0.5+ Hectare

General industrial - 500+ sq m / 0.5+ Hectare

Retail - 500+ sq m 0.5+ Hectare

Once Felnax and Wandle Riverside have been built, Hackbridge will have few remaining sites for major development and most of the change during the period of this plan will be as a result of smaller scale development.

5.9 This section sets out the planning policies to support and deliver our vision and objectives across the neighbourhood. These policies are detailed against the six themes:

- Housing and Built Environment
- Local Economy
- Environment
- Energy, Waste and Water
- Movement
- Community, Culture and Identity

Theme	Policy No.	Description	Page
<b>Housing and Built Environment</b>	H&BEP1	Local character and sense of place	
	H&BEP2	Sustainable design for sustainable living	
	H&BEP3	Design for sociability	
	H&BEP4	Housing needs for Hackbridge residents	
<b>Environment</b>	EP1	Access to Wandle Valley Regional Park	
	EP2	Local Green Space Designation	
	EP3	Management of current public green spaces	
	EP4	Management of new public green spaces	
	EP5	Green infrastructure	
	EP6	Better use of soft landscaping and materials	
<b>Energy, Waste and Water</b>	EW&WP1	Zero carbon building	
	EW&WP2	Construction waste	
	EW&WP3	Water efficient appliances	
	EW&WP4	Rainwater harvesting	
	EW&WP5	Water efficient landscape design	
<b>Movement</b>	MP1	Pedestrian and cycle networks	
	MP2	Transport	
	MP3	Air quality	
	MP4	Car clubs & electric cars	
<b>Conservation Community, Wellbeing &amp; Identity</b>	CCI1	Safeguarding and enhancing heritage assets and areas of special local character	
	CCI2	Community infrastructure	

# 05 POLICIES

## HOUSING AND BUILT ENVIRONMENT POLICIES

### **Objective 1.1: Strengthen the character of our neighbourhood and deliver sustainability best practice**

We consider this an opportunity for well-designed distinctive developments, such as BedZED, to shape our community, by improving community interaction and facilitating behaviour change.

### **Objective 1.2: Create a better pedestrian environment and public realm experience**

Improving the pedestrian environment and public realm experience through good design will create a better local character, better sense of place and encourage people to be more active.

### **Policy H&BEP1**

#### **Local character and sense of place**

All development shall make a positive contribution to the character of Hackbridge and Beddington Corner. Proposals shall:

- respect the scale of the suburban setting of the neighbourhood's buildings, areas of special local character and other heritage assets
- use sustainability to inspire designs which contribute to the sustainable suburb
- support innovative solutions to achieve low carbon sustainable design
- adopt design principles which maximise access to natural light and the use of green walls and roofs
- improve the character and quality of the public realm, including through public art and use of colour
- utilise locally sourced materials where possible; and
- demonstrate how they have addressed these requirements in the details provided with a planning application

### **Justification**

- 5.10 Good quality design has an important role to play in achieving sustainability and can result in locally distinctive developments that help foster the idea of a sustainable suburb.
- 5.11 We value our built environment and heritage and seek to ensure that the future character of our neighbourhood is shaped in a way that addresses the issues identified in Section 3 of this plan.
- 5.12 A recent development in the centre of Hackbridge has contributed little to the character of Hackbridge. This development has not been sensitive to the existing local housing and environment. By contrast, the BedZED development has provided a distinctive structure within a green setting creating a living and working environment which is neither harsh nor in conflict with neighbouring buildings.
- 5.13 The BedZED design has achieved a higher density of residential units whilst remaining only 3 storeys high with the majority of residential units having access to a garden or roof garden. The development integrated housing with employment use and green spaces. It should also be noted that a village square had been created in the centre of the development, free of cars, which is well used by residents, particularly children. Any future scheme proposals that apply the same considered approach as BedZED to urban design, density and scale, would be encouraged and supported.

# 05 POLICIES

- 5.14 Developments need to include well-designed street furniture that is integrated into the design of a place to avoid clutter and confusion. Within Hackbridge and Beddington Corner this would include public art in the streetscape to enhance the identity and sense of place and improve the public realm.
- 5.15 The design of new buildings needs to be sensitive to any historic buildings and the Beddington Corner area of special local character. H&BC NDG will continue to review development proposals after this plan is adopted and submit comments to Sutton Council as part of the planning application process. To assist this, we have developed a set of questions to facilitate this and assess the urban design performance of developments. *These criteria are set out in the highlighted box below.* They are based on Building for Life 12 (Design Council CABE).

- What materials are being incorporated in the design and are they sourced from local suppliers?
- What is the rationale for locating employment facilities?
- Is there a positive network of pedestrian routes; linking to the surrounding context and with routes lined by building frontages that accord with secure by design principles?
- Does parking provision dominate?
- How adaptable and robust are the buildings – have they been future proofed?
- Are there play spaces with toddler play spaces overlooked by nearby homes?

### Urban Design Performance Criteria to be used post plan adoption to inform comments on applications:

- How does the development's design help to engender a sense of neighbourliness?
- How does the development respect the character of the place and how does this relate to the site's history?
- How are buildings orientated to create positive frontages, in terms of active frontages between buildings and adjacent public spaces, ensuring buildings front on to other building fronts (with back to back gardens), avoiding rear fences, wall and blank end gables exposed to adjacent streets and spaces?
- Is there an attractive strategy for the riverside that combines building frontages, attractive landscaping for amenity and biodiversity?
- What are the environmental standards for the buildings?
- How has the layout been influenced by solar orientation and other environmental factors?

### Policy H&BEP2 Sustainable design for sustainable living

To assist developers, a 'One Planet Living' Action Plan (**Appendix X**) should be completed as part of the planning application submission as part of the Design and Access Statement. Developers should create this plan at the earliest stages of design, working with the H&BC NDG and other local residents. This has already worked well in two new developments in the area at the time of writing.

In particular, this plan places emphasis on four important areas, often forgotten, which have an impact on behaviour, and these are:

#### Cycle storage

- residential development schemes should exceed the minimum cycle standards set out in the Site Development Policies DPD
- should be of sufficient size for the anticipated number of occupants of the dwelling
- allocated inside and in a separate room or cupboard adjacent to the main entrance as a presumption
- in flatted developments should be located adjacent to the main entrance of the block as a separate room inside, with access directly off the main entrance lobby at ground floor level, in accordance with Secured by Design guidance
- developments that provide cycle storage with direct outside access to the public domain will be supported

# 05 POLICIES

## Recycling facilities

- provide space for segregated bins for waste located within the kitchen
- provide composting bins or wormeries for all new dwellings with gardens
- provide onsite communal facilities for items not recycled as part of the standard service, i.e. shoes, clothes etc

## Outdoor drying

- provide screened secure area for outdoor drying of clothes

## Allotments

- residential development schemes will be expected to provide space for residents to grow food,
- should be located in individual garden spaces or communal spaces,
- should include some raised garden beds to enable people with limited physical mobility to join in,
- should be located in spaces that face south, south/east or south/west,
- In flatted developments this could include roof gardens,
- all existing allotments in Hackbridge are to be protected and retained for use as allotments.

Where a Design and Access Statement is required this shall demonstrate how the development will provide for the essential elements of sustainable living.

## Justification

- 5.16 Evidence suggests that the design of the built environment and buildings can be a positive influence. For example, people are more likely to ride their bikes or recycle their rubbish if they have easy access to such facilities.
- 5.17 Current adopted cycle standards are set out in Appendix 4 of Sutton's Site Development Policies DPD. These are expressed as minima and developers are encouraged to exceed them where appropriate.
- 5.18 Given the growing propensity towards cycle use, secure cycle storage needs to be addressed at an early stage in the design process of new developments, ensuring that cycles are easily accessible and can be protected from theft.
- 5.19 This policy calls for cycle storage requirements to exceed Sutton's requirements to make it as easy as possible for people to cycle in Hackbridge and Beddington Corner in line with our desire to see a reduction in the use of motor vehicles.

### Objective 1.3: Encourage sociability through design of the built environment

Hackbridge and Beddington Corner has a very active community, representing different groups and organisations. Hackbridge and Beddington Corner need an environment that strengthens and encourages interaction between different members of the community.

# 05 POLICIES

## Policy H&BEP3 Design for sociability

All development proposals shall demonstrate that the design will encourage sociability and community interaction by, wherever possible:

- designing spaces between and around buildings to encourage activities such as children's play and interaction between neighbours
- creating spaces through natural landscaping enhancements to the green infrastructure
- creating a positive relationship between the buildings and open space, particularly; green spaces; the River Wandle; and key routes of movement such as the railway bridges
- ensuring developments address or improve connectivity to adjacent existing residential estates/areas
- ensuring new streets are permeable and well connected to the existing network
- designing attractive streets that meet the needs of all users, giving priority consideration to pedestrians and cyclists
- providing a safe cycling network; and
- providing places which encourage community interaction, such as outside seating

Where a Design and Access Statement is required this shall demonstrate how the development meets the requirements of this policy.

### Justification

- 5.20 For reasons, such as increases in population and car ownership, the streets of our neighbourhood have become conduits for traffic, dominated by motor vehicles. Our neighbourhood is cut in two by the busy London Road while a disconnected network of local streets, which serve only the estates in which they were built, further exacerbates the sense of isolation between different residential areas across the neighbourhood.



Fig x: Edible Bus Stop

- 5.21 The 'place' function of a street is essential as this is what differentiates a street from a road whose main function is to accommodate the movement of traffic. Therefore streets in Hackbridge and Beddington Corner should be designed as pleasant places to be as well as channels for movement. Currently there are few streets within our neighbourhood, particularly in the local centre, which the community would view as 'places'. As the majority of our public realm is made up of streets they need to be carefully considered when developments are being designed. A street designed as a place will not only encourage people to walk and cycle, but will also encourage greater social interaction in the community.
- 5.22 New developments must provide good movement between residential areas to aid the movement of pedestrians and cyclists who are currently forced to use the busy London Road. Creating a better interaction between public spaces in residential estates, and designing networks of attractive and safe pedestrian and cycle routes between them, should be pursued.

### Objective 1.4: Meet changing housing needs of our neighbourhood

There are concerns that the changing housing needs of the area are not being adequately addressed by current local authority policies.

# 05 POLICIES

## Policy H&BEP4 Housing needs for Hackbridge residents

All residential development proposals will be expected to:

- prioritise meeting local needs, particularly for affordable and family housing; and
- demonstrate how it has considered the opportunities provided by community-led housing projects.

**NEED TO DEFINE OUR IDEAS OF AFFORDABILITY (funding applied for to gather and assess evidence in respect of local housing needs) – CHECK LONDON PLAN**

### Justification

- 5.23 Sutton’s Core Strategy (2009) identifies Hackbridge as an area for growth and regeneration and, as such, directs 20% of the borough’s housing supply over the plan period to our neighbourhood.
- 5.24 Recently completed developments Saxon House and the Wave, together with developments built in the 1990’s (Flowers Estate and Mullards redevelopment) have been predominately flats. Whilst it is recognised that there is a need to optimise the potential of sites in terms of residential density, we would like to see a higher proportion of larger family homes delivered in Hackbridge and Beddington Corner, particularly affordable units, to ensure our neighbourhood has a mix of housing.
- 5.25 As identified in Sutton Council’s ‘Housing Needs Report’ **DATE??**, many households in the north of the Borough remain in cramped accommodation, unable to access larger accommodation.

5.26 In common with many neighbourhoods across the UK, we are concerned about the effect of economic pressures of rapidly increasing house prices and the changing demographic of the population, which are likely to have an influence on the availability of housing in Hackbridge and Beddington Corner.

5.27 Affordable homes, particularly larger family homes, would be welcome in Hackbridge and Beddington Corner. Equally important is how affordable homes are accommodated on housing developments. Affordable housing should not be segregated, but should be ‘mixed’ or ‘pepper-potted’ throughout developments, where practical, to avoid the feeling of ‘social exclusion’.

Household Tenure	Households in Hackbridge	%
All Households	2,322	100%
Owned outright	409	18%
Owned with mortgage	1,018	44%
Shared ownership	40	2%
Social rented	331	14%
Private rented	512	22%
Other	12	1%

These figures are taken from the 2011 Census – **under review as numbers seem low.**

5.28 A community-led housing project would be supported to respond to local needs and opportunities in our area and the growing support in national planning policy. We would like to engage in discussions with developers and architects early in the design process, to highlight our local housing needs.

# 05 POLICIES

## LOCAL ECONOMY POLICIES

### Objective 2.1: Protect and support existing employment land use

Employment areas should be retained for traditional B use classes (Research and Development, light industry, general industry, storage and distribution and upper floors may provide office space) to ensure sufficient opportunities for local employment.

### Policy LEP1 Employment land

All development of existing employment land should consider and provide the following:

- Local employment to be provided and sustained on the site, this could include training and apprenticeships.
- For mixed-use developments, provide additional employment opportunities by providing flexible spaces such as live/work units and or home office space.

### Justification

5.29 The redevelopment of the two major employment sites of Felnax and Wandle Valley Trading Estate has resulted in the loss of a significant element of employment land: no provision on Wandle Valley Trading Estate and only 25% retained on Felnax.

5.30 This plan has identified two other existing employment hubs: Restmor Way and the land adjacent to Hackbridge rail station. In the case of Restmor Way, which is predominantly office space (B class), there is concern that the Permitted Development Rights, instigated in May 2013, will see this employment base gradually eroded.

5.31 It is recognised that some land in Hackbridge and Beddington Corner previously or currently used for employment has already been released for housing. While it is accepted that the wider regeneration of Hackbridge and Beddington Corner brings significant benefits to the area, this should not result in the creation of a 'dormitory', where residential accommodation dominates to such an extent that people have to commute elsewhere to find employment.

### Objective 2.2: Improve opportunities for employment

Aspiration to become a gateway to the WVRP provides an excellent opportunity for delivery of employment opportunities. Create innovative working spaces to encourage small enterprises and business 'start ups'.

### Policy LEP2 Employment opportunities in Hackbridge

All employment development proposals should consider and provide the following:-

- Business opportunities that specifically cater for visitors to the Wandle Valley Regional Park,
- Flexible spaces for new start up enterprises that are integrated with the public realm spaces,
- Encourage jobs that support the local economy.

### Justification

5.32 It is vital that existing opportunities for employment are retained and enhanced. As well as improving individuals' sense of wellbeing, employment is vital to the economic sustainability of an area and reduces the need for people to travel.

# 05 POLICIES

5.33 The table below details the existing makeup of businesses represented in Hackbridge and Beddington Corner – **need to complete**

Business Parks	Retail	Other
<b>Restmor Way</b> Sutton Business Centre * * <b>Hackbridge Station</b> Test Station Toni Bridal SJB Recovery Security firm  <b>London Road</b> Soho Mills MOT Centre  <b>Mill Green</b> * *	<b>Hackbridge Corner</b> Hackbridge Café Hackbridge Cleaners Chemist Helen's Nails Howard's Hairdresser Asia Tandoori Hackbridge Newsagents Tile shop Post Office Hackbridge Wines Tuck In Londis Barbers William Hill Mega Kebab Fish and Chips Indian Takeaway Sainsburys Local  <b>Beddington Corner</b> Diamond Kebab China Garden A&J Mini Market  Seymour Road Nisa	<b>Hackbridge Road</b> Red Lion Pub  <b>London Road</b> BioRegional Zed Factory  <b>Park Road</b> Tyre Company

5.34 Linked to this are the aspirations expressed by local residents for the types of businesses they would like to see attracted into the area, providing opportunities for employment and variety of goods and services provided - **need to complete**

New business sought - feedback from residents
Coffee shop Italian restaurant Bakery Stationery

## Policy LEP2a

### Employment opportunities on and around Hackbridge Railway Station

All employment development proposals should provide the following:

- Adequate space allocated to employment, ensuring pressures for residential development do not bias the need for local employment opportunities.
- Business opportunities around the immediate area of Hackbridge Station, which focus attention on supporting the ideas and aspirations of the WVRP including cycling, walking and other forms of exercise and leisure activities.

5.35 Hackbridge is recognised as an opportunity area by Sutton Council. It is the location where a large number of people arrive into the neighbourhood and the northern most part of the Borough.

# 05 POLICIES

- 5.36 Hackbridge Station is the closest mainline station to the WVRP. As the masterplan progresses for transforming this area into the largest natural habitat in South London, large numbers of visitors are anticipated who will want to access the parklands. We recognise this economic opportunity for Hackbridge and all development proposals must support Hackbridge becoming a major gateway for the WVRP.
- 5.37 The current appearance of Hackbridge Railway Station and land uses of the surrounding area do not necessarily maximise the potential for this important site. While this site has already been designated by Sutton Council for mixed use, local residents are concerned that the employment opportunities currently offered will not be realised by intended redevelopment, which will perhaps be weighted in favour of the residential element.
- 5.38 Enhancing the public realm and providing facilities close to the transport hub, would help to encourage opportunities for employment. This already occurs in the station forecourt with coffee and refreshments being provided from a van, during the morning peak travel times, by Moh's Coffee, a well liked local enterprise.
- 5.39 We want to build upon this and other small enterprises such as a bicycle repair and hire shop, information centre and gallery should be encouraged and supported since they will add to the variety of goods and services currently provided in our neighbourhood.

## ENVIRONMENT POLICIES

### **Objective 3.1: Develop Hackbridge as a major gateway to the Wandle Valley Regional Park (WVRP)**

Work with the Wandle Valley Regional Park Trust and other relevant bodies to ensure Hackbridge (which sits right in the heart of a major section of the WVRP) has access to Beddington Farmlands and the River Wandle, and that associated land is maximised for the benefit of the neighbourhood.

### **Objective 3.2: Develop a new visitors centre as part of the gateway to the WVRP**

This neighbourhood plan supports the development of a visitor's centre within the neighbourhood area, subject to a suitable site being found that is compatible with other planning policies.

### **Policy EP1 Access to Wandle Valley Regional Park (WVRP)**

Hackbridge sits in the middle of the Wandle Valley Regional Park and thereby all development proposals shall be required to support improved access including:

- Retention, development and provision of public access to Beddington Farmlands and the wider WVRP via:
  - Mile Road Bridge
  - Irrigation Bridge
  - Hundred Acre Bridge
  - Mitcham Common Footbridge
  - Direct access from Hackbridge Station
- Please refer to Policy CCWIP1 which covers safeguarding and enhancing heritage assets

# 05 POLICIES

## Justification

5.40 Access via Irrigation Bridge, Mile Road Bridge and One Hundred Acre Bridge should be improved and where necessary made safe for public use.

5.41 Hackbridge is very important in the WVRP for the following reasons:

- It lies at the heart of the Park and its largest expanse of open land
- It provides a gateway to Beddington Farmlands
- There are excellent public transport and pedestrian links
- The two arms of the River Wandle converge in Hackbridge
- There are areas of high ecological importance within or adjacent to the neighbourhood area - Beddington Farmlands, Spencer Road Wetlands Local Nature Reserve, Wilderness Island Local Nature Reserve, Watercress Park, Wandle Park, Mill Green, Culvers Park, Hackbridge Green, Culvers Way and the River Wandle
- Hackbridge provides the single most significant area of opportunity for public access and nature improvement in the Park.

5.42 The neighbourhood area is adjacent to Beddington Farmlands, which is being developed into a 182 hectares site for nature conservation, the most important area for biodiversity within the Wandle Valley Regional Park. There is significant potential in Hackbridge to develop access, information, interpretation, education and visitor facilities to this important area and to the wider Park, with leisure employment opportunities.

5.43 Whilst it is recognised that Beddington Farmlands, immediately to the east of the railway line, falls outside the designated neighbourhood area, it will form the largest parcel of land in the WVRP, and as such will be an important asset for Hackbridge and Beddington Corner.

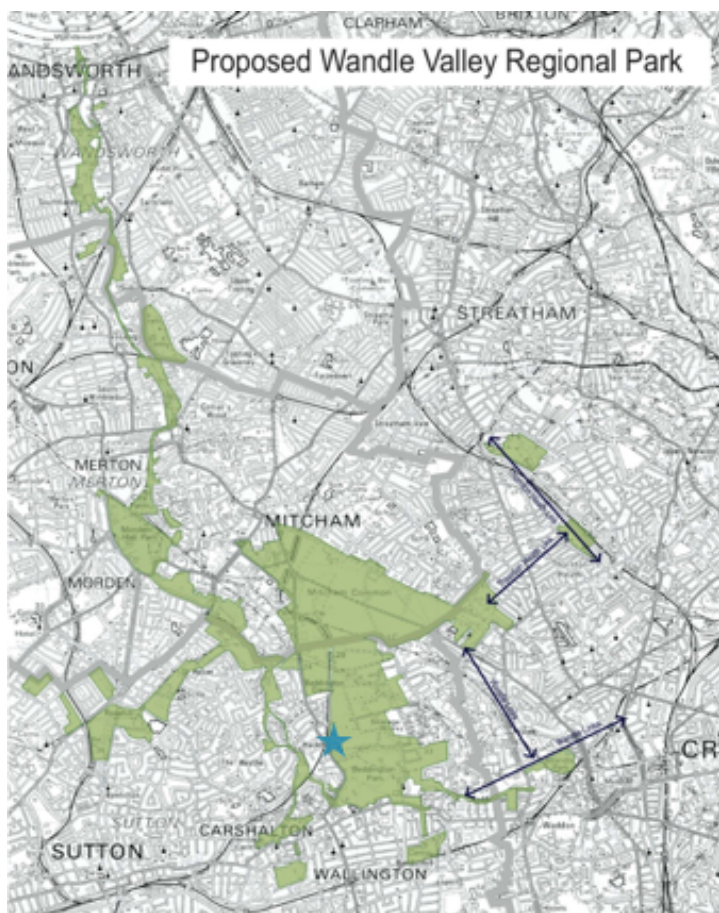
5.44 There are, however, areas of existing open spaces that are located within Hackbridge and Beddington, which will form part of the WVRP, including a number of areas of MOL, such as Mill Green that provides an important gateway to the neighbourhood.

5.45 The proposals set out in this plan for the WVRP would also strengthen links between Beddington Farmlands and the River Wandle and protect and enhance MOL.

5.46 These policies apply to all development within or adjacent to the WVRP and to development elsewhere in the neighbourhood which should contribute through planning obligations and/or the Community Infrastructure Levy ('CIL').

**Add a map where the WVRP land is onto map (NPIERS recommendation)**

# 05 POLICIES



★ Map XX  
Hackbridge – Major gateway to the Wandle Valley Regional Park

**Objective 3.3: Protecting/safeguard/ Improve and open up public access to existing green spaces, including MOL for the benefit of the people and wildlife.**

## Policy EP2 – Local Green Space Designation

Local Green Spaces in accordance with the *NPPF* paragraph 76-78 should only be used:-

- Where the green space is in reasonably close proximity to the community it serves;
- Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- Where the green area concerned is local in character and is not an extensive tract of land.

The following green spaces in Hackbridge and Beddington Corner meet these criteria:-

- Hackbridge Green
- Mill Green
- Watercress Park
- Spencer Road Wetlands Local Nature Reserve
- Field within BedZED

## Justification

- 5.47 **Hackbridge Green** dates back at least 300 years and provides a rare area of historic open space in the heart of the Hackbridge community. It is a registered green of approximately 0.15 hectares.
- 5.48 Its significance has been recognised in the public engagement underpinning this plan and it fulfils all the requirements for designations as a local green space with equivalent protection to MOL.
- 5.49 Hackbridge Green is surrounded by Grade II Listed buildings, including the Red Lion Pub and Goad Cottages, which date back to the early 1700's.

## 05 POLICIES

- 5.50 **Mill Green** is approximately 6 hectares, located to the north of the Hackbridge boundary and borders with Merton. In the 17th Century, it was known as Cranmarsh and once sat in Merton, but when the boundaries were redefined in the late 19th Century, it came under Sutton Council. It was clearly shown in the Ordinance Survey Map in 1868 that it was part of Mitcham Common. By 1895, it was shown as a separate entity. Up until the early 1990's Sutton Council managed the land on behalf of the Mitcham Common Conservators.
- 5.51 The Mitcham Common Conservators are constituted as a statutory corporation by virtue of a scheme in The Metropolitan Commons (Mitcham) Act 1891, which was put in place to protect what was left of Mitcham Common. In 1995, Mill Green was adopted into the management plans written by The Mitcham Common Conservators.
- 5.52 The River Wandle flows down a concrete channel through the middle of Mill Green with a tributary flowing off when it reaches Goat Road. There is an open expanse of grassland and a further area that has a massing of trees and shrubs.
- 5.53 Mill Green is a 'Site of Borough Importance for Nature Conservation' and allocated as Metropolitan Open Land. It will also form part of the unfolding WVRP.
- 5.54 **Watercress Park** is approximately 2 hectares. This local area runs alongside the River Wandle and provides an important recreation and play area, as well as allotments. It is on the western edge of the Hackbridge Neighbourhood Area boundary and can provide a starting point for additional green corridors to spread from west to east, dissecting the residential areas towards the WVRP.
- 5.55 Watercress Park is in the centre of a built up area and provides essential recreational facilities, especially to the flats overlooking the park. Consultation with local residents provided a useful insight into how this area could be better integrated.
- 5.56 **Spencer Road Wetlands Local Nature Reserve** covers approximately 1.15 hectares. The land is owned by the London Borough of Sutton and has been managed by the London Wildlife Trust, under licence, since 1991.
- 5.57 The site was once commercial watercress beds that have since been left to grow wild, creating a matrix of reed swamp, willow car, open water and mature trees. This provides important habitat for numerous species of wildlife, including kingfishers.
- 5.58 The site has had extensive works to create water vole habitat. This is to support the reintroduction of water voles on the adjacent River Wandle, as part of the London Water Vole project.
- 5.59 The reserve is promoted as an educational resource and is opened to the public on a regular basis. Access to the reserve is provided by a wheelchair friendly walkway, which has recently been upgraded.
- 5.60 The **Field within BedZED** is of importance to the local community and existing wildlife. It provides a different experience from the more formalised, urban green spaces. It can be used for exercise and facilitates adventurous imaginative play and more complex experiences for younger people.
- 5.61 Encouraging biodiversity on this site has brought together Orchard Hill College for students with learning difficulties and local residents.

# 05 POLICIES

5.62 The site is used for barbecues, festivals, outdoor gym, gardening etc. It is an important link to Irrigation Bridge which (when open) provides access to Beddington Farmlands.

5.63 **Land North of BedZED (MOL):** While recognising MOL by its very nature has a protected status, pressures across Sutton and indeed the wider UK for land to be used for a number of different purposes, particularly housing has led us to reference the area of MOL contained within our boundary area for further protection.

5.64 NPPF 77 states “Local Green Space designation of MOL can help identify areas that are of particular importance to the local community”.

5.65 **Studies** have found that there is a lack of play and open spaces in this particular part of the Borough. A large area of social housing sits opposite Mill Green and the other MOL land and it is beholden on this plan to make this area accessible to those residents, none of whom have individual gardens or shared green space.

5.66 This area of designated MOL is a large percentage (1/5th or 1/6th) of the Hackbridge neighbourhood boundary and important for the green links to the new WVRP from the residential areas.

5.67 The planning system should contribute to and enhance the natural and local environment by protecting the valued landscapes within the neighbourhood boundary.

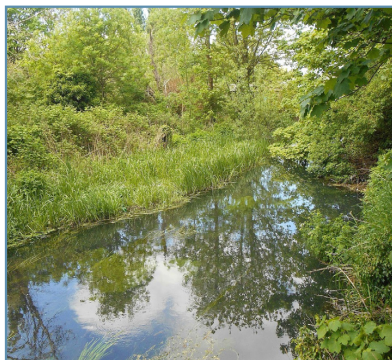
5.68 The National Planning Policy Framework (NPPF), Section 9 (Protecting Green Belt land), paragraph 81, states “Local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to improve access; provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.”

5.69 In the London Plan (2012) Policy 7.17 clarifies the point that MOL should be given the same level of protection as Green Belt and that national policy guidance on Green Belts applies equally to MOL. This plan makes the assumption that the guidance in the NPPF on Green Belts is equally applicable to MOL too



**ADD AREA OF MOL & GREEN SPACES TO MAP**

# 05 POLICIES



Spencer Road Wetlands



Field north of BedZED (MOL)



Watercress Park



Hackbridge Green



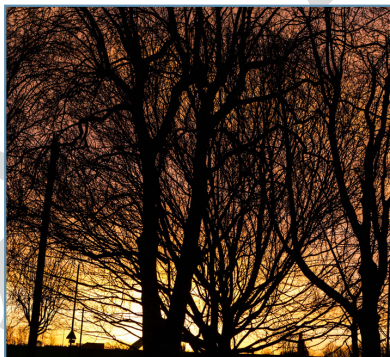
Days & Son (MOL)



Field within BedZED



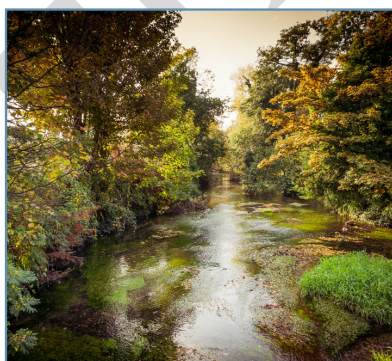
Verges (London Road)



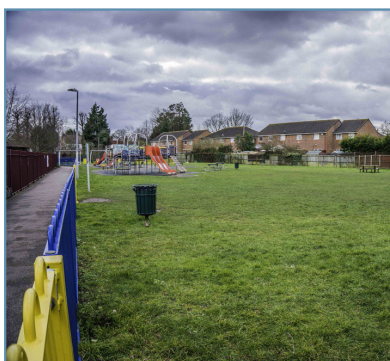
Old Plane Trees (Hackbridge Green)



Mill Green (MOL)



River Wandle (Goat Road)



Orchard Avenue Rec



River Wandle (The Hack-Bridge)

# 05 POLICIES

## Objective 3.4: Manage green spaces for the benefit of people and wildlife

Ensure all public green spaces benefit people and wildlife throughout Hackbridge and Beddington Corner and are managed in an effective and ecological way.

## Policy EP3 Management of current public green spaces

Public green spaces to be managed in a way that enhances the WVRP, increases potential for biodiversity and the welfare of children and adults.

### Justification

5.70 This plan sets out a suggested green network, supported by a green audit of Hackbridge now incorporated into Appendix 7, seeking to reinforce the importance of the ecology and biodiversity in our neighbourhood.

5.71 The need for well managed public green spaces is important as an improved and expanded green infrastructure will provide benefits to wildlife and society in general. These benefits are many and include:

- access to green spaces and nature, which plays a key role in reducing stress, and contributes to improved well-being
- access to nature for children has a positive influence on behaviour
- access to nature contributes to overall health and happiness of a society
- an improved green environment creates a more desirable location, increasing demand and the economic value of the area
- the economic benefits contribute to the overall well-being of society; strengthening the local economy and community
- job creation as a result of the implementation of green infrastructure improvements
- an increase in biodiversity.

5.72 The successful implementation of this policy is envisioned by utilising the skills, resources and networks that are available within the local community. These would include for example:

- H&BC NDG | Sutton Council | Developers
- Residential management companies
- Local Groups e.g. Beddington Farmlands Bird Group, London Wildlife Trust
- Local volunteers and businesses

## Policy EP4 Management of new public green spaces

As new developments are brought online integration into the existing green space should be seen as paramount. To assist developers and Council Officers a green space management guideline is detailed below.

The need for well managed public green spaces is important as an improved and expanded green infrastructure has great benefits to wildlife and society.

The management of new green spaces in Hackbridge and Beddington Corner shall adhere to the following guidelines:-

- Take the spirit of the locality into consideration. 'Bringing the Wandle Valley Regional Park into Hackbridge'.
- Take the growing history of lavender, mint and watercress into new design concepts.
- Consideration of native and non-native species of plants should be used, as it has been proven to extend the season for biodiversity.
- Provide areas to 'grow your own' in new developments both for houses and flats.
- Use recognised planting and management guidelines to increase habitat and plants that can cope with the change in climate, i.e. soggy, mild winters and dry, hot summers.

# 05 POLICIES

RSPB Conservation Advice - Managing Urban Green Space for Wildlife. [www.rspb.org.uk](http://www.rspb.org.uk)

- Creating and managing flower-rich grassland in parks and green spaces
- Formal and informal grass
- House sparrows
- Wildlife seed mixes for parks and gardens

British Trust for Ornithology - [www.bto.org](http://www.bto.org)

- Managing habitat for birds and other wildlife in urban green spaces

Butterfly Conservation - [www.butterfly-conservation.org](http://www.butterfly-conservation.org)

- Guide for managing urban habitats for butterflies.

Buglife - [www.buglife.org.uk](http://www.buglife.org.uk)

- Managing priority habitats for invertebrates

Plantlife - [www.plantlife.org.uk](http://www.plantlife.org.uk)

- See appendix 8 for lists of recommended plants
- Use roof space of new developments to create either roof gardens, green roofs or water harvesting
- Give sufficient space for off street car parking (using SUDS) so front gardens are not paved over, exacerbating the issue of flood water run off
- Provide mixed hedges instead of fences to continue the green corridors within gardens and public spaces, which will increase biodiversity and help with storm water run off
- Use green walls to enhance blank canvases and extend the green corridors
- Use different mowing techniques to increase biodiversity and aesthetic quality, i.e. mowing in paths instead of completely mowing an area flat
- Use newer initiatives of Bioswales and rain gardens to help cope with flash flooding
- All green spaces currently managed by Sutton Council, should consult with the NDG, to ensure that it conforms with the management plan.

## Justification

- 5.73 All development proposals shall be required to include plans for the positive management of any open space within the site and expected to contribute to the enhancement of the wider green infrastructure in the neighbourhood through on-site measures.
- 5.74 Where a Design and Access Statement is required this shall demonstrate how the development will meet the requirements of this policy.
- 5.75 Any development on existing green space must be offset elsewhere within the designated neighbourhood boundary.
- 5.76 Green space is a valued amenity for people and wildlife and the existing percentage of green space in Hackbridge should not be reduced. As the population increases, this becomes more important.
- 5.77 The importance of green spaces to people and nature is one of the primary values of this neighbourhood plan. With Hackbridge being developed as a major gateway to the Wandle Valley Regional Park, green spaces and nature define Hackbridge and sets it apart from other neighbourhoods.
- 5.78 On brown field sites it is preferable that new green spaces are created and these are designed and managed in a way to provide public amenity, recreation and also to increase biodiversity (see guidelines in appendix).

### Objective 3.5: Develop and improve green links/corridors

The biodiversity and amenity value of the surrounding open spaces should be promoted and extended through Hackbridge and Beddington Corner via green corridors.

# 05 POLICIES

## Policy EP5 Green Infrastructure

All development shall be required to extend the biodiversity and amenity value of surrounding open spaces through the neighbourhood via new and enhanced green infrastructure linkages through on-site measures. This shall include:

- provision of three principal green corridors improving west-east links between the River Wandle and Mitcham Common/Beddington Farmlands sections of the proposed Wandle Valley Regional Park.
- additional measures will be used to improve north-south links along the River Wandle and London Road. Please refer to map (two) xx

This policy applies to all development within or adjacent to existing or new green corridors where it shall be integral to their design and implementation.

### Justification

5.79 Green Corridors are defined in Sutton Council's RPG3 as extensive contiguous areas of trees and open land that straddle the major road, rail and river/canal routes into London. The Council recognises that such corridors of natural green space can:

- conserve and enhance biodiversity;
- conserve and enhance the physical environment, landscape and cultural heritage;
- maintain air quality; and
- provide for recreation (where appropriate).

5.80 The purpose of the green infrastructure policy is to ensure this definition is realised in Hackbridge.

5.81 In consultation in the early stage of this plan, it was clear that the principal corridors as shown in map (one) XX shows a number of 'gaps' and as a result, not fulfilling the role as a green corridor.

5.82 To address this, we have identified a number of further key green corridors, which are shown on map (two) XX. This builds on the proposal of the Mayor's Green Grid and enhances the visual amenity and ecological aspects of the landscape and will improve public access and promote the identity of green links from the proposed WVRP to the River Wandle.

5.83 These new links will not only benefit the environment and biodiversity but will assist movement across the neighbourhood by making walking and cycling more attractive and also help climate control and alleviate flood risk in some areas.

5.84 Equally important is the desire to see increased wildlife potential for Hackbridge which improvement in green corridors could quite easily facilitate. To enable this we need to:-

- Identify opportunities for new green spaces
- Improve the ecology of existing green spaces
- Blend and intermingle the boundaries of green spaces with the built environment where possible
- Promote public wildlife gardening
- Foster strong relationships with allotment groups and encourage a more natural and wildlife friendly approach to growing crops
- Encourage sensitive and appropriate tree planting
- Promote the value of existing mature trees
- Establish Tree Preservation Orders

# 05 POLICIES

. Merton



## North Corridor

Metropolitan Open Land - Mill Green - New Riverside Wandle development - Spencer Road Wetlands







## Middle Corridor

Unfolding Wandle Valley Regional Park - Irrigation Bridge - BedZED, Primrose Close - Medland Close - The River Wandle

## South Corridor

Unfolding Wandle Valley Regional Park - Mile Road Bridge - Hackbridge Primary School - The Green - New Felnex development - Wilderness Island

## GREEN CORRIDORS

-  Green Corridor
-  Footpath / Cyclway
-  Footpath only
-  Public Open Space
-  Residential
-  Hackbridge Neighbourhood Area boundary

## North/South Corridors

are currently formed by the River Wandle and the Railway Line. London Road is marked as a green corridor needing improvement

### PLEASE NOTE MAP NEEDS AMENDING

Footpath needs amending  
Corridors to show existing and proposed

# 05 POLICIES

## Objective 3.6: Minimise climate change through soft landscaping

Using soft landscaping in innovative ways can help reduce the impact of climate change, e.g. storm water run off.

### Policy EP6

#### Better use of soft landscaping and materials

Development proposals should use soft landscaping in an innovative way to combat climate change. The following measures will be encouraged:-

- Bioswales and rain gardens – allows the designated area to become flooded when needed to collect storm water run off and creates habitat when dry.
- Minimise the paving over of front gardens as this adds to storm water run off and often the cars still overhang on to the pavement. Ensure that Sustainable Urban Drainage Systems (SUDS) are used.
- Replacing fencing with hedges not only increases habitat, but also helps to soak up rain.
- Installing green roofs and green walls, thereby improving the thermal efficiency of buildings and reducing the use of conventional heating and cooling systems, whilst also alleviating flood risk. They have potential to contribute to the wider landscape character and increase biodiversity by providing wildlife habitats, particularly in urban areas.
- Please also see Policy EW&WP5 - Water efficient landscape design.

#### Justification

- 5.85 A definition of sustainability used by the Association of Professional Landscape Designers (APLD) in North America is 'Living today without degrading tomorrow'.

- 5.86 The Local Authority needs to work with residents and businesses to both provide a practical solution to issues around climate change, including storm water run off. In addition soft landscaping provides a more pleasing environment, which further enhances the earlier policy seeking to implement green corridors.

- 5.87 A number of forecast scenarios have been established for the coming century based upon different future emission trends. These include:

- hotter, drier summers
- warmer, wetter winters
- an increase in the frequency of some extreme weather events
- Studies have proven that the use of soft landscaping can help minimise the impact.

- 5.88 The Environment Agency recently funded rain gardens in the centre of Hackbridge, which have been well received.

## ENERGY, WASTE AND WATER POLICIES

### Objective 4.1: Achieve zero carbon emissions in all new developments through energy efficient design and renewable energy

A core priority for the Neighbourhood Plan is to bring about the Vision of achieving 'zero carbon' for all new developments in Hackbridge. In seeking to minimise emissions from new developments, the policies and proposals of this plan closely reflect the 3-step approach embodied in the Mayor's energy hierarchy and Sutton's existing planning policy framework (1) Be lean: use less energy (2) Be clean: supply energy efficiently, and (3) Be green: use renewable energy.

The local community will work with the Council, developers and other stakeholders to ensure that these principles are applied rigorously in all planning decisions.

# 05 POLICIES

## Policy EW&WP1 Zero carbon building

All development should seek to achieve zero carbon emissions by promoting energy efficient designs and layouts and using renewable energy. All planning applications should demonstrate how the zero carbon targets will be met.

### Justification

- 5.89 Energy use in the home accounts for 25% of a person's carbon emissions; and rising energy bills, energy security and comfort in the home are a leading concern. It is Government policy for all new homes to be zero carbon from 2016 and new commercial buildings from 2019.
- 5.90 The first and most effective approach for reducing carbon emissions from new buildings is to maximise energy efficiency and minimise heat demand wherever possible. Well-insulated buildings, which take advantage of passive solar gain and natural ventilation, together with efficient lighting and appliances, can significantly reduce the energy needed to maintain a comfortable living environment.
- 5.91 Developers should give consideration to on-site renewable energy technologies such as solar photovoltaic (PV) panels, solar water heating (solar thermal), ground source heat pumps and air source heat pumps (ASHPs). Community energy projects may offer further potential for carbon savings in both new and existing developments.

## Objective 4.2 – Reduce Waste and increase recycling rates from 36% to 70%

Hackbridge's location near to a landfill site and proposed incinerator has raised awareness amongst local residents of the negative impacts of producing waste, and the need to reduce, re-use and recycle more of our waste which can reduce costs and create jobs.

Policy H&BEP2 requires new developments to encourage recycling.

## Policy EW&WP2 Construction waste

All residential and non-residential development should aim to ensure that no construction, demolition or evacuation waste is sent to landfill and divert at least 95% from landfill as a minimum.

All planning applications for development should be accompanied by a site-wide strategy for waste reduction and re-use on the construction site as part of a Site Waste Management Plan (SWMP). This should include targets for waste recovery and commitments to minimise waste generated on site, minimise waste to landfill and promote the re-use, segregation, recycling and composting of waste arisings.

All proposals for new non-residential development shall be required to meet the 'exemplary level' standards as defined under criterion Wst 01 of the BREEAM New Construction 2014 scheme on 'construction waste management'. This should be demonstrated through the submission of a BREEAM Pre-Assessment report in support of the planning application.

# 05 POLICIES

## Justification

- 5.92 In seeking to achieve a 70% diversion of household waste from landfill or incineration our objective 4.2 goes well beyond the 50% target established in the Joint Municipal Waste Management Strategy for South London and supports the Borough target to reduce waste from households by 5% per household (equivalent to 4,000 tonnes) by 2017.
- 5.93 Apart from reducing consumption of primary resources and the quantity of construction waste sent to landfill, SWMP have benefits for improving efficiency and profitability by promoting reuse, recycling and recovery of waste, rather than disposal; reducing fly-tipping by keeping a full audit trail of waste removed from sites and complying with the waste 'duty of care' regulations; and increasing environmental awareness amongst the workforce and management.

### **Objective 4.3 – Promote a water aware community that will reduce the use of treated mains water, encouraging the use of rainwater as an alternative**

Clean drinking water is in short supply in southern England so we must use water wisely. In Sutton 85% of our water supply comes from groundwater abstraction, with the remaining 15% coming from Bough Beech reservoir. The south east is already an area of severe water stress.

### **Policy EW&WP3 Water efficient appliances**

All development should demonstrate the highest standards of water efficiency and seek to ensure that internal potable water consumption is limited to 100 litres per person per day (l/p/d) in residential developments and to 15 litres per full-time employee (FTE) per day in commercial developments.

### **Policy EW&WP4 – Rainwater harvesting**

All residential or non-residential development should seek to achieve further reductions in mains water use by giving consideration to the following rainwater harvesting measures from the earliest stages of project planning and design:

- incorporating appropriate rainwater harvesting measures in all developments where feasible e.g. water butts;
- using rainwater harvesting measures for watering gardens, topping up ponds or maintaining wetland habitat, using automatic drip irrigation systems that provide regular watering as required;
- using reclaimed and recycled water (grey water recycling) for other non-potable uses such as for flushing toilets, car washing, cleaning large surfaces and water recovery systems for high water consuming activities e.g. swimming pools;
- using groundwater from boreholes for closed loop cooling and heating systems; and
- taking particular care with the siting and design of rainwater collection measures in relation to historic buildings.

### **Policy EW&WP5 Water efficient landscape design**

Developers should seek to maintain sufficient water supplies under drought conditions while reducing flood risks during heavy rainfall by giving consideration to the following flood storage and drought resilience measures from the earliest stages of project planning and design:

- maintaining or restoring natural floodplains and maximising the flood storage role of rivers, watercourses, ponds, aquifers and other water features;
- promoting the benefits of sustainable urban drainage measures (known as 'SUDS') for water storage and groundwater recharge, thus increasing soil moisture levels for vegetation, sustaining evaporative cooling and reducing flood risks. Surface water run-off should be directed back to the watercourse rather than to the foul water drainage system; and

# 05 POLICIES

- reducing demand for irrigation by working with existing natural vegetation on site and using drought resistant planting to create public and private landscapes that are more resilient to higher summer temperatures. Low water use gardens and landscapes can be achieved by imitating the conditions and attributes of London's vegetated brownfield sites or by working with the existing natural vegetation;
- ensuring that proposed water features such as fountains operate 'closed systems' in order to recycle the water; and
- considering the cleaning needs of large surfaces, as this could result in significant water use.

## Justification

- 5.94 Over the next few decades London is expected to experience increasingly warmer, wetter winters and hotter, drier summers.
- 5.95 Drier summers will lead to drought conditions and low flow rates in rivers. Heavier winter rainfall will mean that a greater proportion of the rain runs off the ground into rivers, increasing flood risk, rather than being absorbed and adding to the groundwater that provides the baseflow for the following year. Hotter weather is also likely to result in increased water use and increased losses through evaporation.
- 5.96 The average rate of domestic water consumption within the Hackbridge area is around 169 litres per person per day, up by about 50 litres per person per day since the 1970s. Water efficiency measures and behavioural change are therefore essential to ensure there are sufficient water supplies for all, including the environment, now and in the future. Saving water will also save energy costs and reduce CO2 emissions.

- 5.97 The UK Government's water strategy proposes average water consumption of 120-130 litres per person per day by 2020 in existing homes. However, with the introduction of water efficient appliances and behavioural change, new homes should be able to achieve water consumption rates of less than 100 litres per person per day.
- 5.98 Consideration should be given to the following measures:
- dual flush toilets (4 or 2 litres per flush);
  - waterless urinals;
  - minimum flow rates for showers (minimum flow rate of at least 7 litres per minute);
  - low-flow or spray taps; and
  - water meters with pulsed output for each dwelling/ building.

# 05 POLICIES

## MOVEMENT POLICIES

### Objective 5.1 Reduce the impact of London Road as a divisive barrier across the community

Introduce further traffic calming measures on the A237 as it flows through Hackbridge.

### Objective 5.2 Increase proportion of journeys by cycle and on foot and improve access and links for pedestrians and cyclists throughout Hackbridge and Beddington Corner

The environment for non-car use needs to be greatly improved and alternative modes of transport need to be made more attractive to the Hackbridge and Beddington Corner community. Residents and visitors should be provided with clear direction to the relevant transport routes and various points of interest across the area.

### Policy MP1 Pedestrian and cycle networks

Developers and public bodies will be expected to invest in the development of new networks of pedestrian paths and cycle routes on site, facilitating:-

- The designing of schemes that connect to existing networks and provide pedestrian and cycle linkages between schemes and surrounding roads, residential areas, and when in close proximity, to the River Wandle and the Wandle Valley Regional Park.
- The encouragement of walking, and other modes of transport to reduce emissions from road vehicles.
- Improvement in east-west movement, wherever possible, for pedestrians and cyclists in the neighbourhood area to the River Wandle, Wandle Valley Regional Park and across London Road.

- The provision of secure and safe 'parking' for bicycles within the public realm of new developments.
- The provision of appropriate signage to footpaths and cycle ways within developments.

### Justification

5.99 Sutton is rated the second worst borough in London for cycle routes (**need reference**) and this is something we would like to see improved upon by efforts made in Hackbridge. The A237 London Road which bisects our neighbourhood is a main road into London with high traffic volumes and is intensively used by heavy lorries accessing the industrial estates by Mill Green in Mitcham and in nearby Croydon. This makes it extremely dangerous for cyclists and pedestrians. **Do we need reference?**

5.100 Here we make some specific proposals to **cycle and walking route improvements** and set out the justification for them in order to enable Hackbridge and Beddington Corner residents, and people passing through the area, to travel safely and easily on foot and by bicycle.

5.101 **Mitcham Common & Beddington Park Cycle & Pedestrian Path:** The A237 London Road is a commuter cyclist road. It could be replaced by a fast cycle route combined with a safe pedestrian path along the parallel Mitcham Common to Beddington Park cycle path as set out on TFL and Sutton Council cycling maps (TFL map number 12). This would have the additional benefit of addressing the disappearing cycle path at the south side of the Hackbridge station railway bridge and integrate with other cycle routes via Mile Road Bridge and Irrigation Bridge as proposed in the 2009 Hackbridge masterplan, which was not adopted.

# 05 POLICIES

- 5.102 Improvements to signage and access are needed in any case to justify the path's current inclusion on TFL and council maps as a cycle route. The route would act as a cycle feeder to the Hackbridge Primary schools. Issues remain to be resolved with regard to the adoption of the Bridges over the railway lines and the status and development of the route given that it is only a permitted path. This path would be an integral part of the forthcoming Wandle Valley Regional Park Development.
- 5.103 **Cycling Boulevard:** Conditions for cyclists will be improved if the London Cycling Campaign Cycling Boulevard is adopted on London Road (reference: [action.space4cycling.org/data/ward/1290](http://action.space4cycling.org/data/ward/1290))
- 5.104 **Cycle Route through Felnex Development:** Hackbridge Road by the school is a narrow road used by buses and full of parked cars. This could be avoided by creating an alternative cycle route through the Felnex development, for those coming from the south.
- 5.105 **Permissive path extension:** Continuation of the permissive cycle path on the east of the A237 from opposite Medland Close to Mile Road Bridge. The route needs completion to design standards (ref London Cycling Design Standards June 2014 draft) and a twenty metre extension from the Hackbridge Corner bus stop to Mile Road Bridge. At this point currently vulnerable cyclists are forced on to the busy road.
- 5.106 **Crossings and paths at the Goat:** The dangers to pedestrians and cyclists posed by the current layout of Goat Road and Mill Green are evidenced by the accident records of these locations (ref?) Pedestrians and cyclists are particularly exposed to the dangers of heavy vehicles and narrow roads at these busy junctions. Therefore we propose that there is a case not just for safety improvements at these road junctions, but also a segregated cycle path across the Green.
- 5.107 **Widen pedestrian footpaths:** Some areas of Hackbridge have very narrow pavements or other obstacles that make it unsafe for pedestrians. Main areas of concern are:
- London Road - Hackbridge Station approaches at both sides of the railway bridge
  - London Road - From BedZED to the Goat on the eastern side
  - Hackbridge Road - from Hackbridge Primary School through to the Felnex Development. (Currently dangerous at peak times due to bollards by the Red Lion Pub and not wide enough at signalised crossing, leaving pedestrians on the road when the lights have changed.)
- 5.108 **Address safety and ease of movement for cyclists at road crossings**
- The cycle paths are good but it is where paths are discontinuous due to road crossings these need to be brought in line with the London Mayor's cycling design standards.
  - The Wandle Path crossing Hackbridge Road at the Hack Bridge
  - Cyclists joining from Beddington Park on to the A237 at the south end of our plan
  - The layout at all points around Mill Green
  - Completion of the cycle path from London Road at the front of BedZED to over the Irrigation Bridge to meet the Mitcham Common & Beddington Park Cycle & Pedestrian Path
  - There is a need to enhance east-west connections and create a permeable network of attractive, safe pedestrian and cycle routes serving the neighbourhood area. This plan seeks to provide safe, pleasant paths and cycle routes that will encourage and enable people of all ages and abilities to walk and cycle safely and easily around our Plan area.

# 05 POLICIES



Mitcham Common - Beddington Park path indicated on both the TFL maps and the Council website for cycle paths. This is the South entrance obstructed by kissing gate, no signage of otherwise indication that this is a cycle route.



The map shows a red line tracing a path through Mitcham Common, starting from the south and heading north. It passes by a kissing gate. Road labels 'A237' and 'B277' are visible on the map.



You wouldn't know it from the obstructions and absence of infrastructure but this is the busy interchange of four cycle paths



The map shows a green line representing a cycle route. A red circle highlights a specific location where the route changes, with a red arrow pointing to it from the left. Labels on the map include 'MILNERS BRIDGE', 'BEDDINGTON', and 'ROAD'.

# 05 POLICIES

		
<p>Narrow pavement by crossing on London Road near Mill Green</p>	<p>Bollards obstructing pavement outside Red Lion Pub</p>	<p>Cars dominate street scene Front gardens paved over</p>
		
<p>Cycle path suddenly ends</p>	<p>Obstacles in way on pavement</p>	

# 05 POLICIES

## **Objective 5.3 Ensure that air quality and the impact of this on the health of residents is improved to (EU standards - what is Measure)**

Air quality monitoring in an area of high air pollution will allow the council and residents to make informed decisions to reduce air pollution and reduce the impact of it on residents. We can improve air quality through reducing reliance on cars, and by low emission vehicles such as bicycles and electric vehicles.

## **Objective 5.4 Improve and promote the use of public transport for the benefit of residents**

To support a modal shift towards the use of public transport, including improving interchange between trains, buses and other modes of transport, with Hackbridge Station acting as a 'Gateway' into the neighbourhood.

## **Objective 5.5 Seek to reduce the impact of car parking across Hackbridge and Beddington Corner**

New parking spaces should be provided in a sensitive manner that makes a positive contribution to the character of the area.

## **Policy MP2 Transport**

All development proposals must demonstrate how new development will impact on existing transport infrastructure and detail how this will be either an improvement or mitigated.

### **Justification**

5.109 The projected and significant increase in the resident population, and in people travelling to and from the neighbourhood will have a pronounced impact on the public transport system. Having a system that can deal with this increase will be crucial.

5.110 Hackbridge Corner is currently served by two main bus routes; the route 127, linking Purley-Wallington-Hackbridge-Mitcham-Tooting and route 151, linking Wallington-Hackbridge-Carshalton-Sutton-Cheam-Worcester Park. The route 80 also serves Hackbridge but does not come into the local centre, stopping to the west of the River Wandle at Reynolds Close. Bus routes are not well connected to Hackbridge Station or each other resulting in a poor interchange.

5.111 As sites are redeveloped, it is imperative that the additional demands placed on what is an already overloaded transport system that our Local Authority guides developers during the planning process to take into account how their proposals will:-

- impact on the existing transport infrastructure and
- how their proposal will mitigate this

5.112 Transport information and options should be easily available, enabling people to make an informed decision regarding their journey. Such information may include information on service provision, personal travel plans, school travel plans, employer travel plans and residential travel plans.

5.113 Parking problems in Hackbridge could be alleviated by:

- improving public transport
- increased cycling and walking
- increasing availability of car club vehicles
- improving local facilities to reduce the need to travel
- introduction of a controlled parking zone.

## Policy MP3 Air quality

To ensure that development offers a suitable level of amenity to future residents, air quality and noise reports will be required in support of any proposal for new residential units (including conversions and sub-divisions) adjacent to the following transport corridors:-

London Road A237  
Hackbridge Road B277  
Goat Road

In the event that an adverse impact on amenity is identified, proposals will only be supported if appropriate mitigation can be provided eg soft landscaping in the form of big canopy trees and limited development of single aspect accommodation.

### Justification

- 5.114 LBS Air quality action plan 2013 is not clear about how Hackbridge with its 'A' road is monitored and action taken.
- 5.115 As well as monitoring air quality on the busy roads, it also needs to be monitored in respect of an incinerator due to be built and the additional traffic associated with this. This needs to be put in place before the incinerator is commissioned. (Section 5 of this plan seeks to apply for the necessary funding.)
- 5.116 The area needs to be designed to reduce exposure to air pollution for vulnerable residents such as children alongside busy roads.
- 5.117 Future development of the area should ensure all design proposals, factors in the need to reduce exposure to air pollution.

## Policy MP4 Car clubs and electric cars

All development will be required to provide designated space(s) for car club cars and provide charging points for electric vehicles.

### Justification

- 5.118 The continued increase in car use and demand by residents, commuters and shoppers competing for road use and parking space places emphasis on the need to identify suitable strategies that will alleviate this demand and also the consequential issues of air pollution and impacts on health and the environment.
- 5.119 The neighbourhood plan acknowledges the need to control the amount of car parking provided at new developments as a means of reducing car use. However, the neighbourhood plan also recognises that reducing dedicated car parking spaces as a part of any new developments before realistic alternative modes of travel are available may lead to further on-street car parking.
- 5.120 Most people need access to a vehicle from time to time and car clubs can provide for that occasional use reducing the need to own a car. An aspiration would be to increase the number of car club places currently available so there are car club cars sited within a five minute walk of anywhere in Hackbridge.
- 5.121 It can also save residents money if they do not need to own and maintain a car. Sutton's Car Clubs Supplementary Planning Document states that "UK experience suggests the for each car club vehicle, about five private cars are taken off the road" (2005). This would also help achieve other plan objectives and policies in striving to reduce the dominance of car parking on the street scene.

# 05 POLICIES

5.122 Sutton has been at the forefront of innovation in low emission vehicles, with some of the Council fleet being electric, and a series of public use electric plug-in points available in Sutton. It would be appropriate for electric charging points to be provided at development sites and key points within Hackbridge and Beddington Corner.

## CONSERVATION, COMMUNITY AND IDENTITY POLICIES

### Objective 6.1: Retain and conserve the historic environment and heritage assets

Ensure that the historic environment and heritage assets in Hackbridge are protected and, where possible, enhanced.

### Policy CCIP1 Safeguarding and enhancing heritage assets and areas of special local character

Development that enhances and preserves existing heritage assets in Hackbridge and the area of special local character of Beddington Corner will be supported.

While little remains of Hackbridge's industrial past, railway bridges give a hint to the key part Hackbridge played in a location for the Surrey Iron Railway.

#### Justification

5.123 During our engagement with the community one common theme was coming through - the desire to retain the heritage of Hackbridge and enhance its quality and character, and thus its identity and continuity.

5.124 The community of Hackbridge is concerned that some of the interesting heritage structures have already been lost. We would like to see the use of local listings where criteria are met, and a comprehensive heritage review and proper assessment of Hackbridge and Beddington Corner, developing a model of collaboration between the community, local authority, Sutton Archive and local associations to carry out research on local heritage.

5.125 In particular, we expect to see the heritage assets detailed in the map on [page XXX](#) continue to receive protection and enhancement.

5.126 During the term of this plan, we would wish to work with Sutton Council to achieve the retention, repair and re-use of existing buildings and structures of merit. This was recently demonstrated as a result of public support for the retention of Culvers Lodge and its local listing at the beginning of 2015.

### Policy CCIP2 Protecting and maintaining access across bridges

Bridges already exist across the railway line, enabling access to the WVRP.

Mile Road Bridge  
Irrigation Bridge  
100 Acre Bridge

These bridges should be acquired, protected and maintained and be included on Sutton Council's Local List

#### Justification

Consultation with local people expressed concern about the protection of the railway bridges given their importance in terms of both their history (link to the past) and as important, their use to provide a link to the future WVRP.







# 05 POLICIES

## B. Merton



**PLEASE NOTE MAP NEEDS AMENDING**  
 use base map (remove BedZED name as none of the others are named on the actual map)  
 add to map and key, Hackbridge Green and BedZED as 'Potential conservation areas'  
 remove Dale Park

### HERITAGE ASSETS

- |   |   |  |
|---|---|--|
|  | Beddington Corner Area of Special Local Character | <b>1</b> Riverside, Middleton Road                   |
|  | Beddington Park Conservation Area                 | <b>2</b> 40-48 (even) Mill Green Road 'Villas'       |
|  | Grade II Listed Building                          | <b>3</b> 9-15 (odd) and 19-25 (odd) Hackbridge Green |
|  | Potential Additions to the Local List             | <b>4</b> The Old Red Lion, Hackbridge Road           |
|  | Residential                                       | <b>5</b> 258 London Road. 19th Century Mill Building |
|  | Public Open Space                                 | <b>6</b> BEDZED                                      |
|   |   | <b>7</b> Hackbridge Station                          |
|   |   | <b>8</b> Culvers Lodge                               |

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FILE

## **Objective 6.2: Improve community infrastructure provision, which meets local needs and develops local identity**

It is vital that the growing community in Hackbridge and Beddington Corner balances building development with additional infrastructure and builds up community cohesion and identity.

### **Policy CCIP2 Community infrastructure**

During a period of significant regeneration involving disruption to everyday life of local residents in Hackbridge & Beddington Corner, the following adequate infrastructure should be provided:-

- access to regular public transport
- access to health services
- access to educational facilities

### **Justification**

- 5.127 With the arrival of 1,000+ new homes it is imperative that developments including Felnax, Wandle Valley Trading Estate and other smaller developments are coordinated in terms of impact on existing infrastructure.
- 5.128 Pressures on commuter trains, places in schools, access to health care are already an issue in Hackbridge and this needs to be addressed during the whole planning process.

# Section 6

## Hackbridge Community Action Plan



# 06 HACKBRIDGE COMMUNITY ACTION PLAN

- 6 Community Action Plan - Section 6 of our neighbourhood plan sets out some wider community aspirations that go beyond the planning system but are still considered important to the future of Hackbridge and Beddington Corner.
- 6.1 These projects form an important appendix to this neighbourhood plan and seek to provide a platform for putting forward ideas and aspirations for a place called Hackbridge, which with the right funding and support, will help to facilitate not form part of the development plan and have been called 'Neighbourhood Projects'. They will be delivered in a variety of ways, including developer contributions from section 106 agreements and the Community Infrastructure Levy.
- 6.2 H&BC NDG has already been instrumental in undertaking small projects across Hackbridge, which have involved working with developers, local business and the Council. Here are a few examples of what the NDG has already been instigative in terms of 'projects' since forming as a group in 2011.
- 6.3 **Wildflower meadows - 2012 to 2014** Working with LBS Parks Department, wildflower strips have been sown along the verges outside the 'Flowers' estate on the London Road and BedZED. An element of trial and error was the initial experience but 2014 delivered an impressive array of mixed flowers, lasting well into the late summer.
- 6.4 **Spring bulbs on The Green – 2012** A small green with huge plane trees, surrounded by listed cottages was the subject of a challenge to plant 3000 bulbs donated by Sutton Council. This challenge was taken up by the children of Hackbridge Primary School and local residents. A member of the H&BC NDG, organised the event over three days where The Green saw up to 500 young children planting daffodil and crocus bulbs. Every child at the school had the opportunity to plant some bulbs. Despite the damp and foggy weather, it was wonderful to hear the merriment of the children, the odd scream when they found a worm and their new daffodil dance when putting the soil back over the bulbs!
- 6.5 This proved a great initiative for getting the local children involved in horticulture. The children planted their legacy in this small historical part of Hackbridge and saw the results of their efforts in late Spring, as they walked to school.
- 6.6 **Biodiversity Survey - May 2013** The NDG arranged for the two local schools, Hackbridge Primary and Culvers House to work together with their eco teams to do a biodiversity survey of Mile Road, with the help of Sutton Ecology Centre.
- 6.7 **Mile Road – 2013** The NDG were successful in applying for a small amount of funding from the Mayor's Outer London Fund. This provided the opportunity to work with various organisations, including the youth offenders, Sutton Council, Sutton Ecology Centre, Network Rail, local residents, clearing what will eventually become an access to the Wandle Valley Regional Park. Further funding is required to completely enhance this area.
- 6.8 **Spring bulbs on London Road verge and The Green - 2014** The NDG applied for bulbs through the Metropolitan Gardens Public Association in association with Taylor Bulbs. These were planted on the grass verge along London Road nearest Hackbridge Corner and also on The Green, enhancing the bulbs already planted by the NDG in 2012.
- 6.9 **Felnex Development Hoardings** The NDG arranged for the school children of Hackbridge Primary to illustrate posters to be put up on the hoardings about the history of Hackbridge. Not only was this an opportunity to learn about the place they go to school, but the school was also awarded funds for art materials by the developers and we arranged discounted printing with local firm Dakota Print

# 06 HACKBRIDGE COMMUNITY ACTION PLAN

## List of proposed Neighbourhood projects

<p>Identification and retention of heritage assets          Redesign corner of Hackbridge Green          Green audit          Installation of air pollution monitoring          Edible bus stops</p>	<p>Controlled parking zone          Community-led Housing Development          Green Business and Green Business Network          Community Shops          Local Supply Chains</p>	<p>Local Employment          District heating network          Retrofitting          Environmental Behaviour Change          Healthy Hackbridge and Beddington Corner</p>
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PROPOSED PROJECT	SUPPORTING STATEMENTS	PROPOSED FUNDING STREAM
Installation of air pollution monitoring	Hackbridge has a major 'A' road running through its centre. Proposals for 1000+ new homes will inevitably bring an increase in traffic to the area. Currently it is not known what the levels of pollution are in Hackbridge in terms whether they are in EU guidelines. Adding to this will be the arrival of two incinerators also likely to bring additional traffic and air pollution. It is therefore imperative that the installation of monitoring is put in before the aforementioned are realised.	Sutton Council  St Helier, Wandle Valley & The Wrythe Local Committee
<p>Identification and retention of heritage assets</p> <p>Heritage Trail</p>	We would like to support and promote local history projects including the designation of important local sites and the development of a Hackbridge heritage trail, including production of an information pack. We have identified buildings, structures and areas which have a value for the community and we consider important for our local heritage and identity. See supporting Heritage Trail map.	St Helier, Wandle Valley & The Wrythe Local Committee
Heritage booklet	Following the success of the History of Hackbridge posters put up on the hoardings around the Felnax site, many people have asked for this to be made into a booklet form.	St Helier, Wandle Valley & The Wrythe Local Committee
Redesign corner of Hackbridge Green	Since the telephone box was removed from Hackbridge Green, this has enabled a bigger paved area which is often used for cars to park illegally. The area should be redesigned to promote an area within keeping of the heritage and wildlife of the local area with suggestions of putting up a town sign, notice board with heritage information, raised beds or other type of planting to enhance wildlife, brighten up the corner and stop cars being parked on it.	St Helier, Wandle Valley & The Wrythe Local Committee
Green Audit	<p>Initial review of what exists in Hackbridge and what we would like to see improved was undertaken in 2012. This highlighted a number of existing areas for improvement in addition to new suggestions for planting and better use of green spaces.</p> <p>The audit undertaken would now benefit from a review but represents a good indication of areas for improvement requiring not just initial funding but also maintenance. For ease of reference, the list of projects under this heading is attached.</p>	<p>Sutton Council</p> <p>St Helier, Wandle Valley &amp; The Wrythe Local Committee</p>

# 06 HACKBRIDGE COMMUNITY ACTION PLAN

Edible bus stop	The Edible Bus Stop first started in Brixton, South London and has been enthusiastically met by volunteers, residents and public transport users. This is now a high profile community group who has demonstrated how disused spaces can be transformed, giving a benefit to people and wildlife. This is the underlying moto for the NDG and we have a suitable space in mind which is on London Road near Hackbridge Corner where the 127 bus stops.	St Helier, Wandle Valley & The Wrythe Local Committee  Local businesses  Capital Clean-up Grant
Controlled parking zone	Hackbridge already has a major problem with parking, in particular the high volume of commuters who take the train from Hackbridge railway station, parking in nearby side streets. The street scene is now dominated by cars and this can only get worse as new developments attract more new residents to the area. To address this, existing local residents have expressed an interest in the introduction of a controlled parking scheme, across the whole of Hackbridge.	Sutton Council
Hackbridge train station	Green up Hackbridge train station, ensuring the building becomes a flagship for sustainability, including solar panels, green roof, green walls, water harvesting, display of energy use - take Morden Hall Park as an example	Network Rail Sutton Council
Community-Led Housing Development	Community housing should help drive the localism agenda. Conduct a survey of housing needs in Hackbridge and Beddington Corner and use the findings to plan for development of affordable homes. This need is urgent: as Treasury support for affordable housing is withdrawn, developers will have less incentive to build affordable homes, and rents will tend to go up. Alternative forms of tenure should be considered.	Sutton Council NDG
Community Shops & Local Supply Chains	One way for Hackbridge and Beddington Corner to demonstrate its commitment to sustainability might be for local volunteers to open a community shop. Normally associated with rural communities where the traditional village store has shut down, we feel there is a place for this kind of co-op in Hackbridge. We'd also like to see proposals for a farmer's market, and for all the local shops to buy their stock from local producers.	Proposed partners - Eco Local, Sutton Community Farm?
Apprenticeship opportunities	Nearly half the unemployed people in Hackbridge and Beddington Corner have insufficient skills. Local colleges should be encouraged to provide training, working with developers and other employers.	Carshalton College? Sutton Council
Energy efficiency	There are many ways homes can be made more efficient, such as: improving insulation; installing energy-efficient lighting and appliances; encouraging recycling and composting; and eliminating wastage of water.	Sutton Council Eco Local BioRegional
Environmental Behaviour Change	We need to change our attitudes to our environment and the way we care for it. This can only be achieved through education, starting in the schools. From the way we interact with others on roads and pavements, through respect for wildlife in our gardens and parks, to considerate disposal of waste (in the recycling or compost bin where appropriate), there is scope for change in our behaviour. Making that happen is a big educational challenge.	Community groups Sutton Council

# 06 HACKBRIDGE COMMUNITY ACTION PLAN

<p>Healthy Hackbridge and Beddington Corner</p>	<p>We want to encourage healthy lifestyles in Hackbridge and Beddington Corner for all residents, particularly healthy lifestyles towards food (takeaways dominate Hackbridge Corner and we wish to see a more diverse retail choice). The promotion of outdoor activity is to be encouraged and we would wish to see an extension of ideas including outdoor gyms and enhanced walking and cycling provision across our neighbourhood.</p>	<p>Sutton Council St Helier, Wandle Valley &amp; The Wrythe Local Committee</p>
<p>Transport</p>	<p>S1 and night bus to serve Hackbridge 127 to continue to St George's Hospital National Express coach stop in Hackbridge. Supporting a public transport and cycling interchange, located near Hackbridge Corner, with good connectivity to the station</p>	<p>Transport for London</p>

FINAL DRAFT