

# Hackbridge & Beddington Corner



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### **“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 2015-2025. 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 all the community of Hackbridge and Beddington Corner will vote on whether to accept the plan. 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.

**Hackbridge and Beddington Corner Neighbourhood Development Group (H&BC NDG)**

## Introduction

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### What is Neighbourhood Planning?

In 2011 the Localism Act devolved more decision making powers to local communities from central government. One of the new powers to be 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'

### Why do we need a Neighbourhood Plan?

Hackbridge is currently the subject of imminent and 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 to ensure a positive impact in Hackbridge and Beddington Corner.

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, such as Felnax, 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 approximately 1,000 new homes and associated rise in population.

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.

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

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

**Section 2 – Our neighbourhood plan** – the community voice – a summary of the challenges and opportunities facing Hackbridge as identified by local people

**Section 3 – Our Vision and Objectives** – our ambitions for the neighbourhood which reflect the story of our area and address these challenges and opportunities

**Section 4 – Neighbourhood planning policies** – our policies for the neighbourhood area

**Section 5 – 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.

## Hackbridge - a sustainable suburb

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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.

### Sustainable Development

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

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.

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

And 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.

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?

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.

### Sustainable Suburb

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 1). 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.

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.

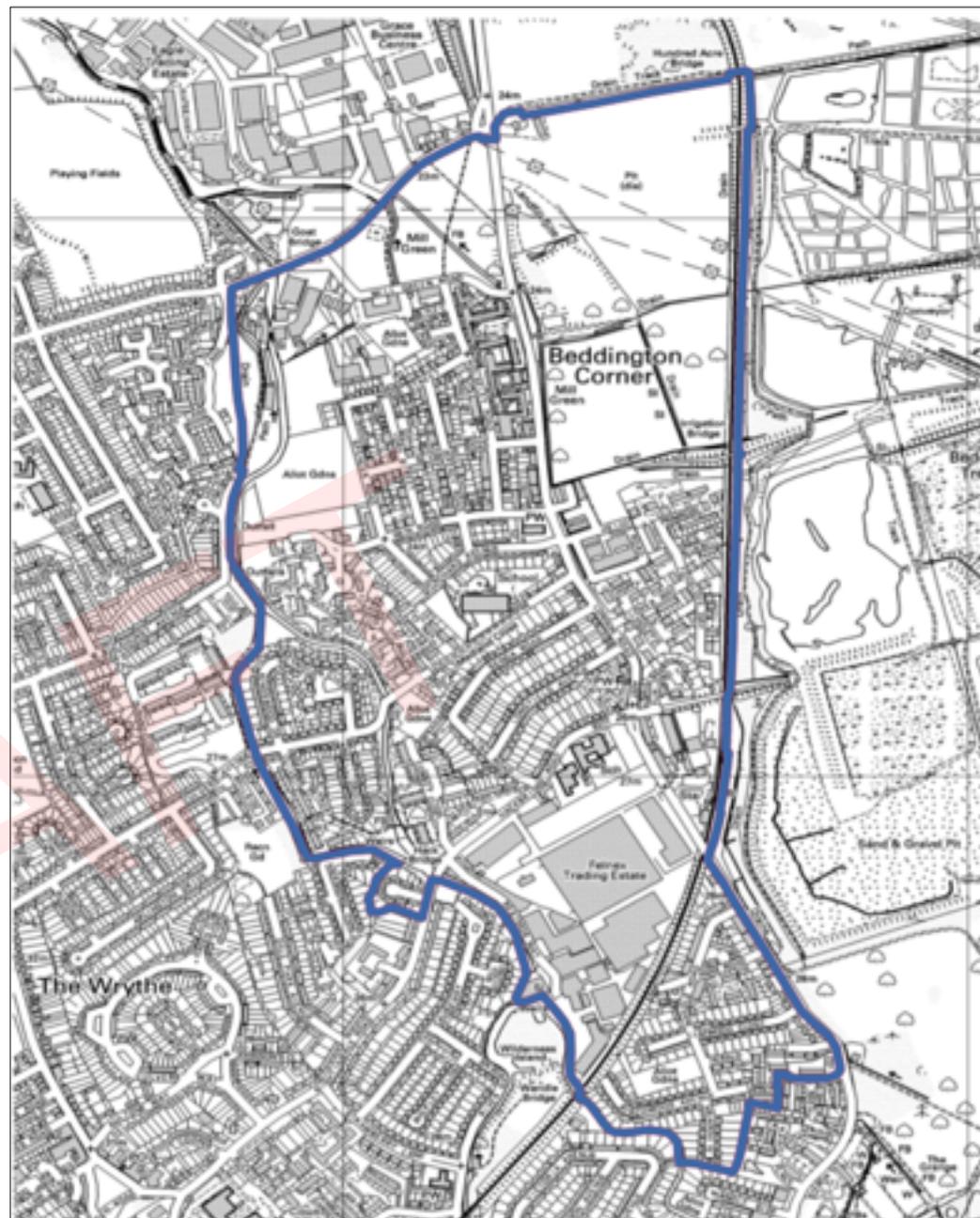
## Hackbridge & Beddington Corner Neighbourhood Development Group (H&BC NDG)

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



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Map 1. Defined boundary of H&BC NDG

# Section 1

A place called Hackbridge

## Section 1 - A place called Hackbridge

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Hackbridge is located 25 minutes by train from the centre of London, in the north east corner of the London Borough of Sutton.

It is nestled between the River Wandle to the west and the unfolding Wandle Valley Regional Park (WVRP) to the east.

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.

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.

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.

## Hackbridge and Beddington Corner – 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.

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.”

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 survive in Hackbridge today.

The River Wandle also provided water for cultivation of watercress where production peaked in the 1920s. Old watercress beds form some important ecological areas, such as the Spencer Road Wetlands.



Fig 1. The Hack Bridge c.1895 made out of Cast Iron, replaced in 1912



Fig 2. Culvers Lodge – local heritage asset



Fig 3. Irrigation Bridge



Map 2. Map of Hackbridge circa xxx

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.

The development of the suburb was slow but as can be seen in Map 2 by xxxx, Hackbridge had become a thriving community.

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'.

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.

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.

## Beddington Corner

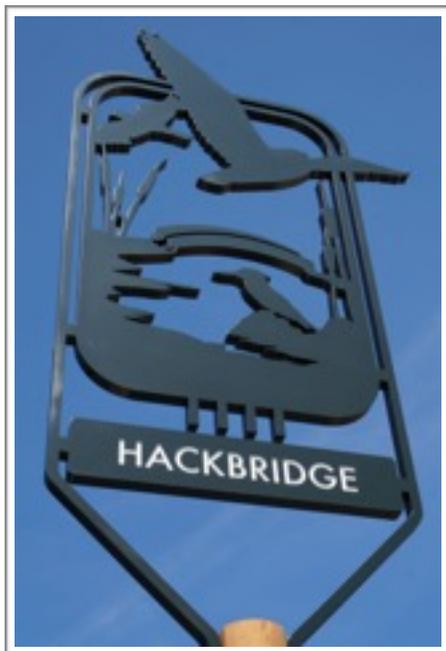
In the book 'Discovering Sutton's heritage: The Story of Five Parishes', published in November 1995, Douglas Cluett wrote the following in relation to Beddington Corner: "In common with Hackbridge, the area of Beddington Corner never had a separate official administrative authority. It is where the parish 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.



Fig 4. Photograph of Wood Street and people working on the Watercress Beds

"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."

## Hackbridge Today



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

The residential community of Hackbridge is located on either side of the main A237 London Road, which runs from south west London into Surrey.

This road forms a significant barrier to east/west movement of pedestrians and cyclists and 'severs' the community.

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%

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).

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.

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.

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. There are currently four mixed employment hubs situated across Hackbridge:

- Restmor Way
- Wandle Valley Trading Estate
- Site adjoining Hackbridge rail station

Felnex developed as a service and distribution centre, but today the premises within the estate are in the process of being demolished. The current owners gained outline planning permission for redevelopment of the site in 2012. The development of the site will be undertaken in phases.

Restmor Way is a thriving industrial area with a wide range of small and medium-sized businesses, including the Sutton Business Centre.

To the north west of Hackbridge is an area of older established workshops within the Wandle Valley Trading Estate. Planning permission granted in October 2013 will see this site redeveloped in favour of family homes and improved and extended green space, with some employment space.

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.

## Recent developments

Hackbridge has been identified by Sutton Council as a flagship 'one planet living' (see Appendix 1 for details) community and as a 'centre for sustainable regeneration and growth' within the Borough. Significant levels of regeneration are planned in Hackbridge to create a sustainable suburb, whilst enabling the growth of the centre from a local to a district centre. There are plans to deliver over 1,000 new homes, more shops, leisure and community facilities, employment opportunities, sustainable transport links and open space enhancements.

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 MOD 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.

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.



Fig x. Felnax Trading Estate



Fig x. Saxon House (Centrale)



Fig x. 'The Wave' flats, Hackbridge Road



Fig x. BedZED



Fig x. Soho Mills Business Park



Fig x. Wandle Valley Trading Estate

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Section 2  
Our Neighbourhood Plan  
The Community Voice

## Section 2 - Our Neighbourhood Plan - The Community Voice

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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](#).

All of the information captured in the Hackbridge Masterplan was initially re-visited in November 2011, during a first public consultation event.

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](#)
- [Community, Culture and Identity](#)

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.

The map on page 15 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.

It highlights Hackbridge Corner where H&BC NDG has been working on improving Mile Road access as part of a green corridor in preparation for Hackbridge becoming a major gateway to the WVRP.

It also shows the local centre where work has recently completed to redefine the public realm, including changes to traffic. This has been made possible from the Mayor's Outer London Fund and Sutton Council.

## Working with Developers

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As part of the consultation process to produce this draft plan, H&BC NDG was 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.

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 on which to evaluate proposals for these developments. These can be found in Section 4 of this plan, under Housing and Built Environment. It is the intention of the NDG to use these questions in the future when engaging with developers to inform responses to proposed development schemes.

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.

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 6](#) 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. These sites are Saxon House, Felnex Trading Estate, Wandle Valley Trading Estate, Land adjoining 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.

This is the correct base map on which all other maps in this plan build on



## 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

## Challenges and Opportunities

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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

This section will now move on to look at these under the six themes identified earlier:

- [Housing and Built Environment](#)
- [Local Economy](#)
- [Environment](#)
- [Energy, Waste and Water](#)
- [Movement](#)
- [Community, Culture and Identity](#)

# 1. Housing and Built Environment - 'a place of quality and character'

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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. The estates are bounded by impenetrable fencing. 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.

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.

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.

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 and that the approach by the Sutton Core Strategy of providing social rented and shared ownership is too narrow to meet the changing housing needs of Hackbridge and Beddington Corner. LB Sutton '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.

Protect and conserve the suburban character of our neighbourhood

Approximately 1,000 new homes are being 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	Planning permission granted
Nightingale Close	9	Planning permission granted
Corbet Close	54	Planning permission granted
Wandle Valley Trading Estate	126	Planning permission granted

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.

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 precedent on site for building to this height, the new building is fronted directly on to London Road and is opposite a parade of two storey shops and Victorian cottages, towering over them in scale.

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.

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.

### Lack of public places for people to interact in Hackbridge

Communities benefit if streets are designed as places and not traffic conduits. Sustainable 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.

The streetscapes of Hackbridge do not currently express that our neighbourhood is an emerging sustainable suburb and this neighbourhood plan seeks to redress this.

### 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.

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.

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

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### 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.

### 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.

### Supporting the role of the local centre

In common with the proposals in the draft Hackbridge Masterplan 2009, this draft plan reemphasises 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.

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

### Foster new business and trade within Hackbridge

Retail shops and small business enterprises are fundamental to enable growth of the local economy in Hackbridge.

Building on our aspiration to become a sustainable suburb, Hackbridge is keen to attract and retain businesses that share and support that expectation. Hackbridge is already home to innovative businesses including world renown architects ZED factory.

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

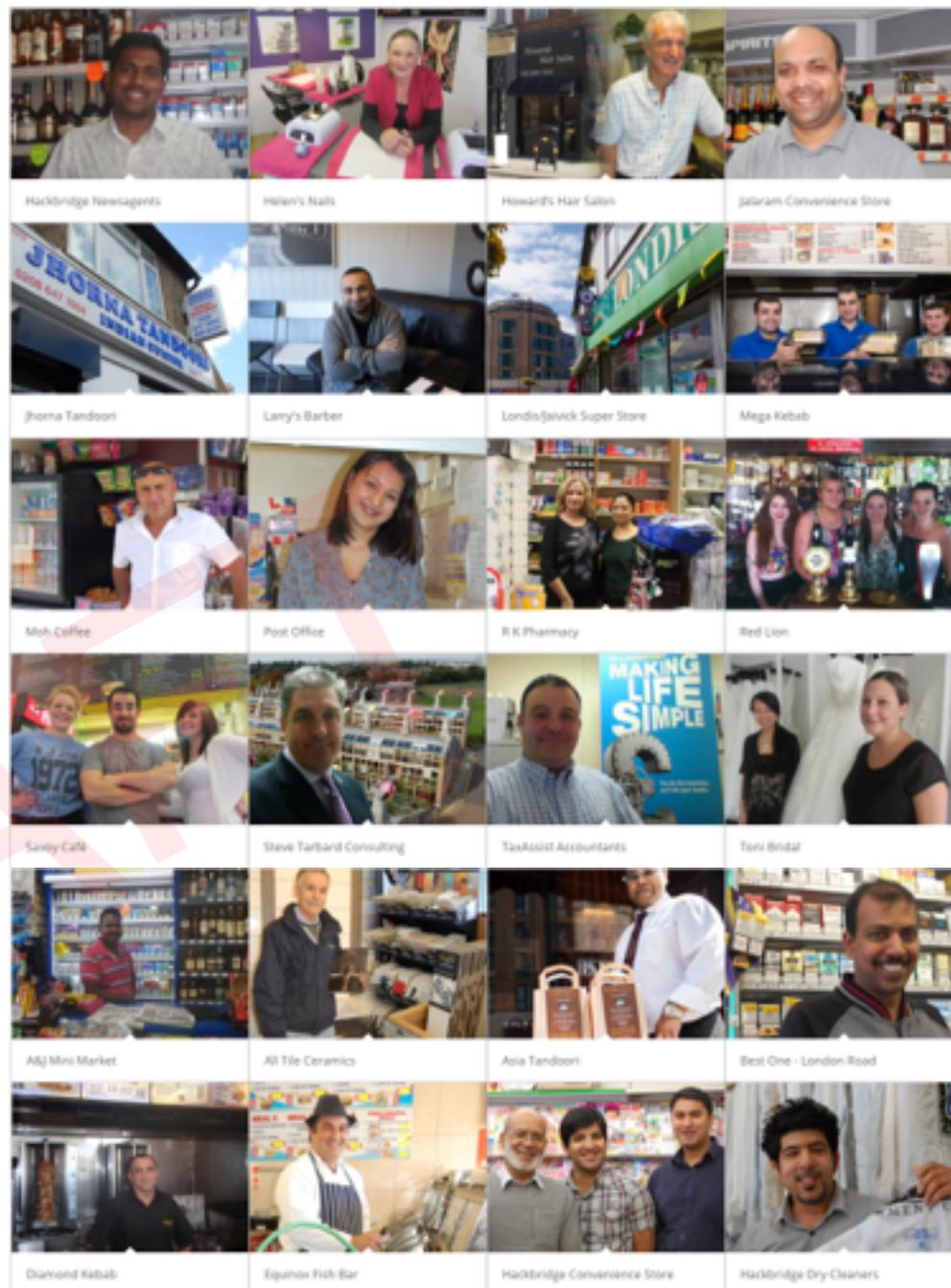
Promote community-run shops and other local social enterprises, and local supply chains

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.

A frequent and 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.

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, the recently opened Rhubarb and Bramley greengrocers in Carshalton Village and The Village Bike shop at Green Wrythe Lane.

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



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

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Recognise the existing ecological and biodiversity importance of our neighbourhood in the context of the 'unfolding' WVRP

The green spaces and Metropolitan Open Land adjacent to Hackbridge will form the core 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.

With this in mind we would support the establishment of an environmental centre which would facilitate and promote the WVRP, biodiversity and visitor experience.

#### 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.

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.

#### 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

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

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.

#### Risk of flooding within parts of Hackbridge

Due to the proximity of the River Wandle, flooding is a risk in our neighbourhood. LB Sutton has already formulated policies to mitigate such risk. Namely, adopted policies BP7, DM7 and DM8.

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.

# Current Green Spaces



## Changes needed to map

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

## 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		

## Protect and enhance Metropolitan Open Land ('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 Energy Recovery Facility on MOL in Beddington Farmlands.

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." 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.

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

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### 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 contribute to greenhouse gas emissions.

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.

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.

This is also a task for developers of new sites in the area. Government policies require zero carbon homes by 2016, Sutton policies require zero carbon in Hackbridge and our plan makes further policy proposals.

### 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 presents an opportunity to capture this resource to provide heat to either homes or local businesses in the neighbourhood.

An Energy Recovery Facility (ERF) 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 planning application has been granted by the London Borough of Sutton and the London Mayor. The plant will generate electricity which will be sold to the National Grid, and there is an opportunity for the waste heat to be used locally to heat homes and buildings. Should the facility go ahead then H&BC NDG would like to see all the heat used and the community to benefit from low cost heat in line with the UK Government's Waste Strategy.

### 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.

## Sustainable 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).

## 5. Movement - 'getting around our neighbourhood'

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### 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 south west London and Surrey and is 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.

### 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. The plan seeks to reduce the barrier effect.

### Our railway bridges

There are three railway bridges over the railway line, which offer access to Beddington Farmlands and the unfolding WWRP. 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.

### The Hackbridge Station forecourt

Hackbridge Station is an important gateway into the neighbourhood but currently suffers from a poor environment and gives an unpleasant 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.

### 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.

### 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.

### 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.

## 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 5.

## Air pollution

It goes without saying that sitting on an 'A' road inevitably brings concerns about 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) perhaps this is the point at which appropriate monitoring processes are reviewed and a rigorous system of monitoring is put in place.

We also expect this monitoring to include the effect the proposed ERF will have on local residents and to ensure this is set up before the ERF is completed and starts burning waste.

ADD PICTURES FOR MOVEMENT IE BAD CYCLE LANES, PINCH POINTS ON NARROW PAVEMENTS, CARS PARKED ON PAVEMENTS

## 6. Community, Culture and Identity - 'a place of community, culture and wellbeing'

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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.

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 20<sup>th</sup> 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.

### 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.

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.

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.

Play areas for children - existing play areas for children across the neighbourhood are limited with little in the way of facilities.

Community spirit in Hackbridge is strong but tends to be compartmentalised, 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.

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
- 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.

They also voice 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.

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# Section 3

## Our vision and objectives

## Section 3 - Our vision and objectives

Hackbridge and Beddington Corner aspires 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.

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
- harness locally produced heat and energy and 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.

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 EP2
	3.2	Develop a new visitors centre as part of the gateway to the WVRP.	EP1 EP2
	3.3	Protect and enhance the status of MOL.	EP3 EP4
	3.4	Improve and open up community and public access to the Land North of BedZED.	EP3 EP4
	3.5	Safeguard and manage green spaces for the benefit of people and wildlife.	EP5 EP6
	3.6	Develop and improve green corridors.	EP7
	3.7	Minimise climate change through soft landscaping.	EP8
	3.8	Green space for development.	EP9

Theme	No.	Objective	Policy No.
<b>Energy, Waste and Water</b> A place that uses resources wisely	4.1	Enable zero carbon emissions in building energy use through energy saving and renewable energy projects.	EW&WP1 EW&WP2
	4.2	Achieve zero carbon emissions in all new developments through energy efficient design and renewable energy	EW&WP1 EW&WP2
	4.3	Establish a community stake in the proposed district heating network in order to deliver zero carbon and low-cost heat-to serve new and existing developments within Hackbridge	EW&WP1 EW&WP2
	4.4	Reduce Waste and increase recycling rates from 36% to 70%	EW&WP3
	4.5	Promote a water aware community that will reduce the use of treated mains water, encouraging the use of rainwater as an alternative	EW&WP4 EW&WP5 EW&WP6
<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).	MP1
	5.4	Promote and improve the use of public transport for the benefit of residents.	MP2 MP3 MP4

Theme	No.	Objective	Policy No.
<b>Movement</b> Getting around the neighbourhood	5.5	Introduce a transport interchange that values sustainable methods of travel.	MP2 MP3 MP4
	5.6	Seek to reduce the impact of car parking across Hackbridge and Beddington Corner.	MP2 MP3 MP4
<b>Community</b> A place of Community, Culture & Wellbeing	6.1	Retain and conserve the historic environment and heritage assets.	CCW11 CCW12
	6.2	Improve community infrastructure provision which meets local needs and develops local identity	CCW13

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# Section 4 Policies

## Section 4 - Policies

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### 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 that is informing its future.

Our neighbourhood is strongly defined by the River Wandle and the open green spaces nearby.

*"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>

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.

At the heart of our neighbourhood, Hackbridge Corner, there are 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.

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.

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

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

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.

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 1000+ 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.

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 what benefits of moving to this status will provide Hackbridge with.**



## Planning Policies

**A number of policies in this Plan apply to ‘significant 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. These thresholds will ensure that the opportunities to manage development and change across the neighbourhood to achieve our sustainable suburb aspirations can be effectively delivered.**

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>Local Economy</b>	LEP1	Employment land	
	LEP2	Employment opportunities in Hackbridge	
<b>Environment</b>	EP1	Wandle Valley Regional Park	
	EP2	Access to Wandle Valley Regional Park	
	EP3	Protect Metropolitan Open Land	
	EP4	Improve the quality of and access to the Land North of BedZED	
	EP5	Local Green Space Designation	
	EP6	Management of current public green spaces	
	EP7	Green Infrastructure	
	EP8	Better use of soft landscaping and materials	
	EP9	Green space design and management	
<b>Energy, Waste and Water</b>	EW&WP1	Zero carbon building	
	EW&WP2	Neighbourhood heating network	
	EW&WP3	Construction waste	
	EW&WP4	Water efficient appliances	
	EW&WP5	Rainwater harvesting	
	EW&WP6	Water efficient landscape design	
<b>Movement</b>	MP1	Pedestrian and cycle networks	
	MP2	Sustainable and public transport	
	MP3	Air quality	
	MP4	Car clubs & electric cars	
<b>Conservation Community, wellbeing &amp; Identity</b>	CCWI1	Safeguarding and enhancing heritage assets and areas of special local character	
	CCWI2	Conservation Areas	
	CCWI3	Community infrastructure	

# 1. Housing and Built Environment Policies

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## **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, which will contribute towards the realisation of a 'sustainable suburb'.

## **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**

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All significant development shall make a positive contribution to the character of Hackbridge and Beddington Corner including its vision to be a sustainable suburb.

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**

Good quality design has an important role to play in achieving sustainability and can result in locally distinctive developments that help foster a 'sustainable suburb' reputation.

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 2 of this plan.

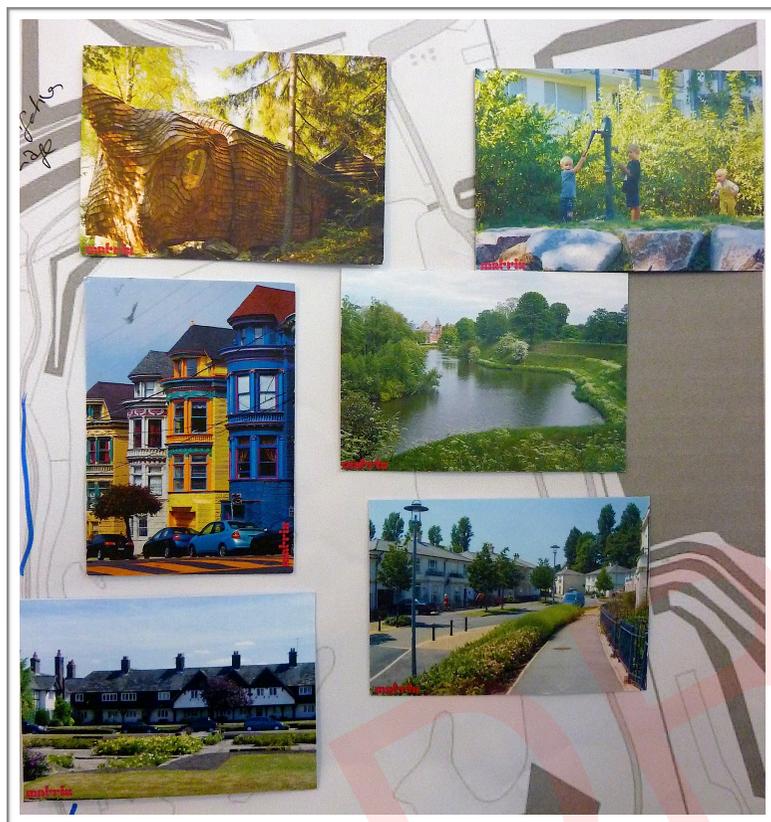
A recent development in the centre of Hackbridge has contributed little to the character of Hackbridge. This development has not been sensitive to the existing local housing and environment and detracts from our sustainable reputation. By contrast, the BedZED development has provided a distinctive structure within a green setting creating a living and working environment which is neither harsh nor in conflict with neighbouring buildings and conveys the area's sustainability aspirations.

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.

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. Public art that would reinforce the 'sustainable suburb' vision would be supported in principle.

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 on the right.* They are based on Building for Life 12 (Design Council CABE).



Pic x: Images selected from visioning workshop portraying what people would like to see as a sense of place.

### 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?
- 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?
- How is it proposed that the scheme integrates with CHP/ Smart Grid Proposals?
- 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?

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

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All significant residential development proposals shall be required to consider and provide evidence of how they intend to integrate essential elements 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

### Recycling facilities

- provide space for segregated bins for waste located within the kitchen; and
- 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.

To assist developers, it is recommended that a 'One Planet' Action Plan be completed as part of the planning application submission. This should be provided as part of the Design and Access Statement. A template for the action plan can be found at [Appendix 1](#).

### **Justification**

A sustainable suburb should be a place where it is easy for residents to adopt a sustainable lifestyle. 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.

Current adopted cycle standards are set out in [Appendix 3](#) of Sutton's Site Development Policies DPD. These are expressed as minima and developers are encouraged to exceed them where appropriate. 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. In particular, 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 recognition of its aspirations as a sustainable suburb.

This plan acknowledges that developers have already incorporated sustainable design into new developments planned in Hackbridge and Beddington Corner, in particular the redevelopment of Wandle Valley Trading Estate and the planning application for the Cadet Hut on Corbet Close. Both have demonstrated a desire to achieve a high standard of sustainable design in the planning applications submitted to LBS.

### **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 needs an environment that strengthens and encourages interaction between different members of the community.

### **Policy H&BEP3 – Design for sociability**

All significant 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.



Pic x: Edible Bus Stop

### **Justification**

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.

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.

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.

#### Policy H&BEP4 – Housing needs for Hackbridge residents

All significant 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.

#### Justification

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.

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.

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.

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.

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.

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’.

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 designers, early in the design process, to highlight our local housing needs.

## 2. Local Economy

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### **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**

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All significant development of existing employment land should consider and provide the following, particularly in respect of the land adjacent to Hackbridge railway station:

- Consult established businesses and, where appropriate, accommodate them in the proposed scheme,
- 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,
- Provide positive active frontages facing on to the Hackbridge Station forecourt,
- Provide pedestrian and cycle links to Hackbridge Corner,
- Innovative design is to be used to conform to sustainable principles during build and for on-going use,
- Incorporate well designed public realm that improves the security of users in the area,

### **Justification**

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 needs of people to travel.

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 provide 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**

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All significant development proposals should consider and provide evidence of how their plans will facilitate employment opportunities through:

- Recognition of the continued strategic importance of Hackbridge Railway Station, and the surrounding employment area
- Business opportunities that specifically cater for visitors to the Wandle Valley Regional Park,
- Effective pedestrian and cyclists links to the Wandle Valley Regional Park as a priority,
- Enhancements of the existing public realm and create new public realm spaces such as a square,
- Flexible spaces for new start up enterprises that are integrated with the public realm spaces,
- Incorporation of well designed landscaping, particularly mature trees, see section XX for preferred plant species for public realm environments,
- Incorporation of art to create local distinctiveness.
- Support and encouragement of local sustainable jobs
- Incorporate well-designed public realm that takes account of the impact of business developments on residents' and visitors' experience of the neighbourhood.

## Justification

The redevelopment of the two major sites of Felnex 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 Felnex. 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.

Hackbridge is recognised as an opportunity area by Sutton Council. It is the location where a large number of people arrive into the neighbourhood area and the northern most part of the Borough. The current appearance of Hackbridge Railway Station and land uses of the surrounding area are not compatible with the aspiration for Hackbridge to become an exemplar sustainable suburb. While this site has already been designated by Sutton Council for mixed use, local residents are concerned that the employment opportunities currently offered on this site will not be realised by intended redevelopment, which will perhaps be weighted in favour of the residential element.

In addition the station is the closest mainline station to the Wandle Valley Regional Park. 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 Wandle Valley Regional Park.

Enhancing the public realm and providing facilities close to the transport hub, would help to achieve this, such as a public square with appropriate and well located retail, food and drink provision. 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.

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.



Pic x: Hackbridge Train Station & environs

## Current employment areas

List of current employment areas within Hackbridge (needs completing!)

Business Parks	Retail	Other
<b>Restmor Way</b> Sutton Business Centre * *	<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>Hackbridge Road</b> Red Lion Pub  <b>London Road</b> BioRegional Zed Factory  <b>Park Road</b> Tyre Company
<b>Hackbridge Station</b> Test Station Toni Bridal SJB Recovery Security firm	<b>Beddington Corner</b> Diamond Kebab China Garden A&J Mini Market	
<b>London Road</b> Soho Mills MOT Centre	<b>Seymour Road</b> Nisa	
<b>Mill Green</b> * *		

## New business sought - feedback from residents

Coffee shop  
 Italian restaurant  
 Bakery  
 Stationers

### 3. Environment policies

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#### **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**

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

#### **Policy EP1 – Wandle Valley Regional Park**

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All significant development proposals shall be required to contribute to the conservation and enhancement of the areas of open space that form part of the Wandle Valley Regional Park located within the Hackbridge and Beddington Corner neighbourhood.

#### **Policy EP2 – Access to Wandle Valley Regional Park (WVRP)**

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All significant development proposals shall be required to support improved access to WVRP 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

#### **Justification**

The Wandle Valley Regional Park 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.

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

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.

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.

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.

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 which provides an important gateway to the neighbourhood.

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.

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').

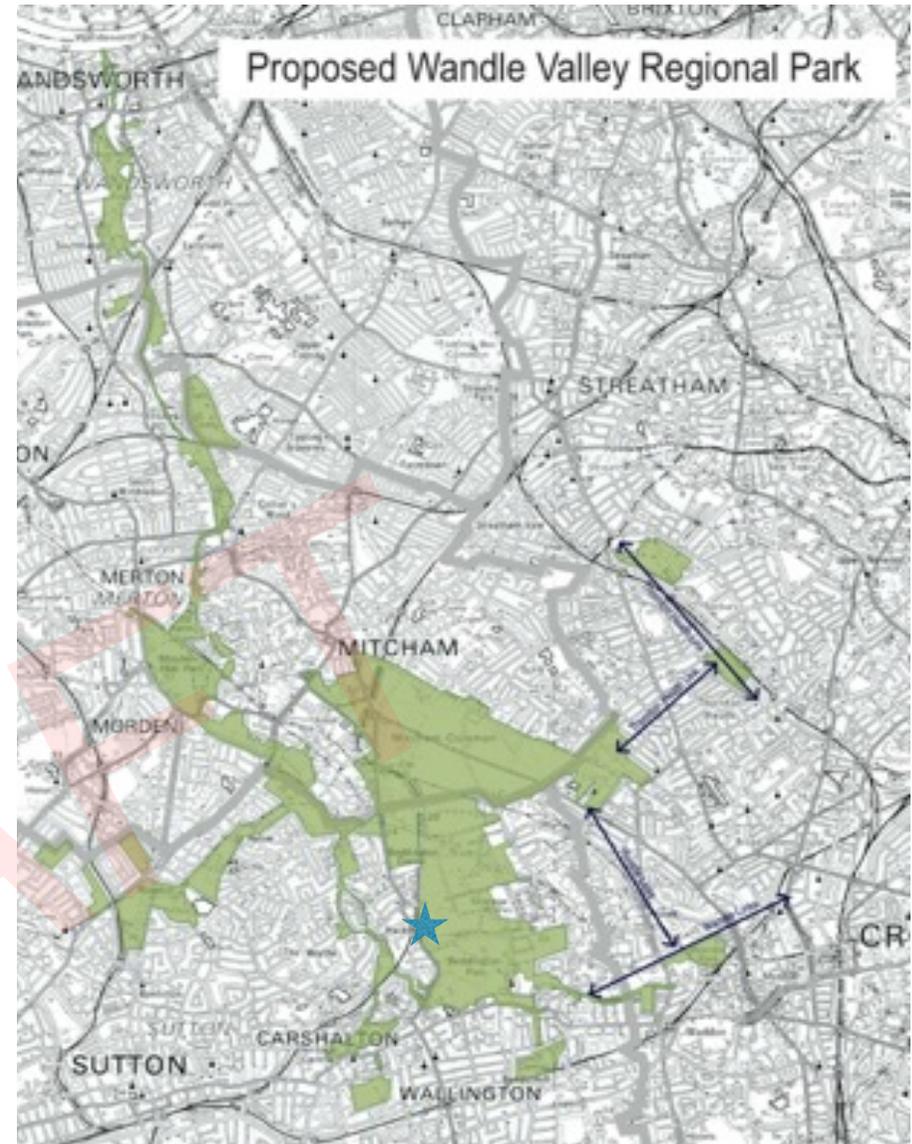
**Objective 3.3: Protect and enhance the status of Metropolitan Open Land**

Ensure that the MOL that falls within the Hackbridge and Beddington Corner neighbourhood is protected and enhanced within the framework of the London Plan and NPPF.

**Objective 3.4: Improve and open up community and public access to the Land North of BedZED**

The neighbourhood plan supports the development of a new ecology park on the Land North of BedZED, to create a hub for the major gateway of the WVRP.

It also accepts the need for additional primary educational facilities and supports the proposal of the expansion of Hackbridge Primary School on a section of this land, to be integrated as part of the ecology park.



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

## Policy EP3 – Protect Metropolitan Open Land

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Hackbridge contains four areas of MOL:-

- Land North of BedZED (7 hectares)
- Sita Site
- Field within BedZED
- Mill Green

The planning system should contribute to and enhance the natural and local environment by protecting the valued landscapes within the neighbourhood boundary. Planning applications will not be granted for development on open land in accordance with London Plan 7.17 and the NPPF XX

## Policy EP4 – Improve the quality of and access to the Land North of BedZED

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The Land North of BedZED has remained safeguarded for mineral extraction for many years. As of 2014, this is no longer the case as it is not economically viable to extract, thereby opening up the land for improvement.

This land will also be part of the wider WWRP and improvements will be in accordance with the London Plan XX and NPPF XX. Also see Policies EP1 and EP2.

The Ecology Park will provide the community with both a tangible and personal connection with the natural environment.

The improvements will provide enhancements to biodiversity and wellbeing, walking and cycle access through to the London Borough of Merton, Beddington Farmlands and MOL in the designated boundary of the Beddington Neighbourhood Forum.

## Justification

It is an important multifunctional resource for the local community including:-

- being able to provide a gateway and enhanced access to the Wandle and Beddington Farmlands sections of the wider WWRP
- creating and enhancing biodiversity and the surrounding landscape as an Ecology Park
- creating easy access links via public transport from the local train and tram stations at Hackbridge and Mitcham Junction
- amenity and recreation e.g. bird watching, photography
- health benefits through outdoor activities e.g. walking, cycling
- educational benefits e.g. nature workshops, guided walks, school groups, university research etc
- Economic benefits on-site e.g. major employment opportunities: visitor centre management, skilled ecologists, apprenticeships, reserve management etc
- Wider economic benefits - bringing visitors to Hackbridge to use local amenities, i.e. transport, shops.
- overall improvement to the value of the area.

Whilst the plan accepts the need for additional primary educational facilities and supports the proposal of the expansion of Hackbridge Primary School on a section of this land, if the GLA approve the application for this facility on the Land North of BedZED, the Site Allocations DPD should be amended at the next revision to remove designations from current Site Allocation BW14 – Open Land within BedZED ('Area A'), thereby sterilise it from future development.

### **Objective 3.5: Safeguard and manage green spaces for the benefit of people and wildlife**

Manage all public green spaces for the benefit of people and wildlife throughout Hackbridge and Beddington Corner in an effective and ecological way.

## Policy EP5 – Local Green Space Designation

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Designate Hackbridge Green, Mill Green, Watercress Park, Spencer Road Wetlands Local Nature Reserve and the Field within BedZED as Local Green Spaces in accordance with the NPPF paragraph 76-78.

Location of these areas can be seen on [Map xx on page xx](#)

### Justification

#### Hackbridge Green

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. 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. The area of Local Green Space shall incorporate any additional land provided as part of the redevelopment of the Felnax site.

#### Mill Green

Mill Green is approximately xx hectares and is mainly open grassland and scrubland, with a number of mature trees and is dissected by a culvert for the Beddington Farmlands treatment works outflow. It runs parallel to the MOL on the other side of the main dividing road through Hackbridge and provides a link in the northern area of the Hackbridge Neighbourhood Area boundary for green corridors to the west of the planned WVRP and the residential areas close by.

In conjunction with the MOL to the east of London Road, Mill Green serves as a very important Local Green Space due to its proximity to the WVRP and the green corridor it provides within our designation.

#### Watercress Park

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.

#### Metropolitan Open Land (MOL)

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

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

#### Spencer Road Wetlands Local Nature Reserve

The 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.

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 and water rails.

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.

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 is current being upgraded.

#### Field within BedZED

This area 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.

Encouraging biodiversity on this site has brought together Orchard Hill College for students with learning difficulties and local residents.

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.

## Policy EP6: Management of current public green spaces

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

### Justification

This plan sets out a suggested green network, supported by a green audit of Hackbridge now incorporated into Section 5, seeking to reinforce the importance of the ecology and biodiversity in our neighbourhood. To be implemented by green space management guidelines on [page x](#).

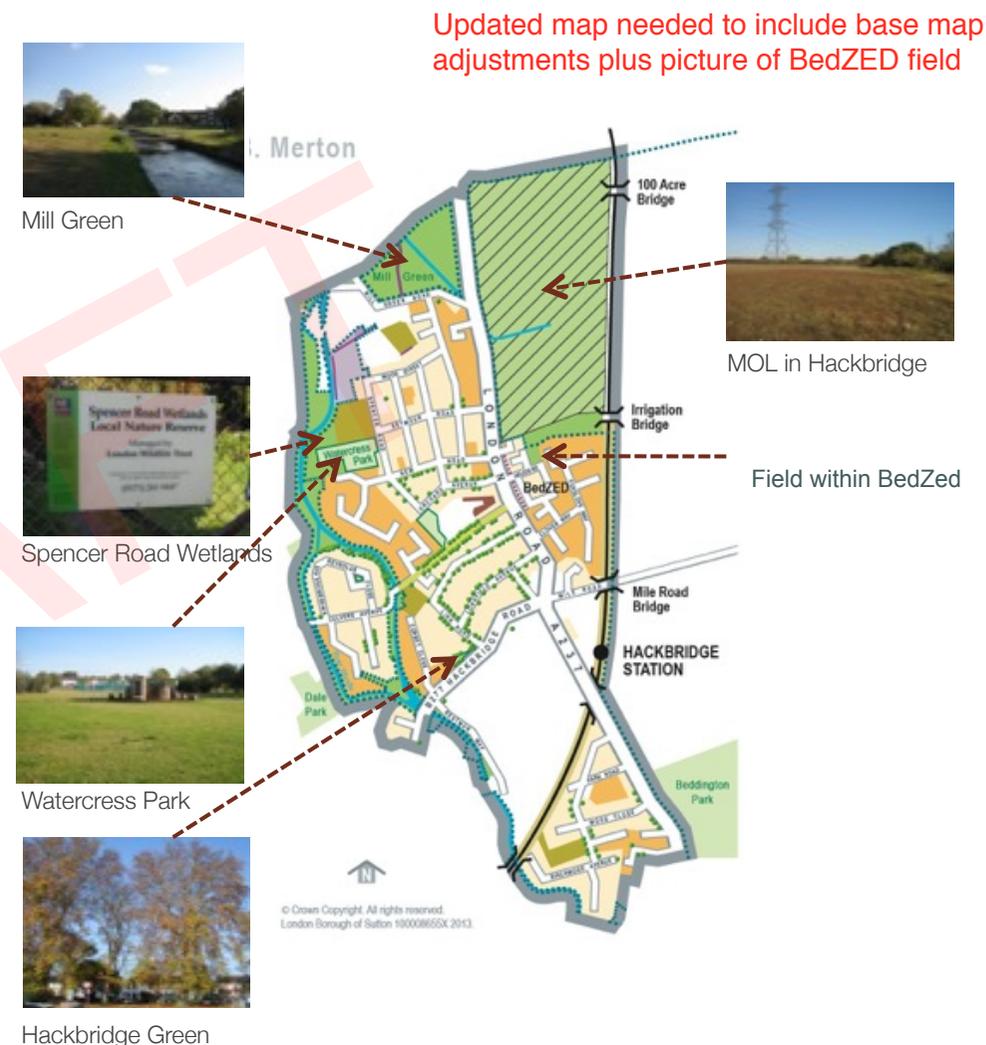
The need for well managed public green spaces is important as an improved and expanded green infrastructure will provide benefits to wildlife and society in general. These benefits are many and include:

- 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.

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

Map xx Local Green Space Designation Areas





# Hackbridge proposed green corridors



## 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

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

### Changes needed to map

- use base map
- change map name to 'Proposed Hackbridge Green Corridors'
- remove 'footpath / cycleway' from map and key
- remove 'footpath' from map and key
- add River Wandle to key
- remove Dale Park
- add green corridor along railway line
- add to key and reflect on map 'current green corridor' and 'proposed green corridor' two shades of green or two different colours? (look at new map below for defined areas for

## Green space management guidelines for current spaces and new developments

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 and existing 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.

**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 xxx** 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.

### Objective 3.6: Develop and improve green corridors

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

### Policy EP7: Green Infrastructure

All significant 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. It also applies to significant development elsewhere in the neighbourhood. In this case the developer will be required to make financial contributions.

Any money collected from CIL passed to the neighbourhood local forum should be used for the improvement of green corridors in these areas.

Sutton Council to confirm wording

### Justification

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).

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

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.

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.

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

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 sustainable and wildlife friendly approach to growing crops
- Encourage sensitive and appropriate tree planting
- Promote the value of existing mature trees
- Establish Tree Preservation Orders

### Objective 3.7: 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 EP8: Better use of soft landscaping and materials

Use soft landscaping in an innovative way to combat climate change. 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. Suggestions for taking this type of soft landscaping forward are:

- 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&WP6 - Water efficient landscape design.

### Justification

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.

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

### Objective 3.8: Green space for development

Developers are required to design, create and manage green spaces for new developments or proposed changes to existing green space in accordance with green space management recommendations on page xx.

### Policy EP9: Green space design and management

All significant 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.

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

Any development on existing green space must be offset elsewhere within the designated neighbourhood boundary.

### Justification

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.

The importance of green spaces to people and nature is one of the primary values of the Hackbridge Neighbourhood Plan. With Hackbridge being developed as a major gateway to the Wandle Valley Regional Park and with aspirations to be a leading sustainable suburb, the importance

of green spaces and nature defines Hackbridge and sets it apart from other neighbourhoods.

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](#)).



Pic x: Watercress Park (top) & River Wandle at Goat Road

## 4. Energy, waste and water policies

### Objective 4.1: Enable zero carbon emissions from existing buildings through energy saving and renewable energy projects

Saving energy and using locally generated renewable energy will reduce fuel bills and make homes warm and cosy as well as save the average 25% of our carbon footprint arising from building energy use.

Our Neighbourhood Plan proposes neighbourhood-wide energy retrofit programme delivered by local organisations, the Council and the community. Taking a neighbourhood wide approach should make it easier to secure investment and bulk discounts for community energy projects and for residents to join in, should they wish to, to get the benefit of this.

### Objective 4.2: 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. The proposed Sutton Decentralised Energy Network (SDEN) is an important long-term approach to delivering low or zero carbon energy to new and existing buildings in Hackbridge.

### **Objective 4.3: Establish a community stake in the proposed district heating network in order to deliver zero carbon and low-cost heat to serve new and existing developments within Hackbridge**

Hackbridge and Beddington Corner is adjacent to a large landfill site and proposed new Energy Recovery Facility (ERF) plant. The proposed Sutton district heating network (SDEN) seeks to use 15MW of zero carbon heat available from the planned (ERF) and 4.5MW of heat available from the existing landfill gas engines to supply heating and hot water to new and existing buildings throughout Hackbridge. A total of 118,200 MWh/yr of heat supply capacity is estimated to be available from the ERF with potential carbon savings of around 1,900 tCO<sub>2</sub> per year.

We want local residents to gain some benefit from living next door to the ERF and landfill site. To support this aim we want the community to have a stake in the district heating network and to be able to connect existing homes to the heat network with 10% lower cost heat in line with political promises made.

### **Policy EW&WP1 – Zero carbon building**

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All significant development should seek to achieve zero carbon emissions by promoting energy efficient designs and layouts, connecting to communal or district heat networks; and using renewable energy. All planning applications should demonstrate how the zero carbon target will be met.

#### **Justification**

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. As a sustainable neighbourhood Hackbridge and Beddington Corner needs to be ahead of this timetable. Hackbridge's status as the pilot area for One Planet Living and for delivering a truly sustainable suburb is reflected in Policy BP6 of Sutton's Core Planning Strategy which requires all new developments to achieve 'zero carbon' standards.

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.

Decentralised energy (DE) networks, including communal, site-wide or district heating and cooling systems served by combined heat and power (CHP), gas or biomass boilers, or energy from waste, also have significant potential to reduce CO<sub>2</sub> emissions in new and existing development. Although the envisaged Sutton Decentralised Energy Network (SDEN) has yet to be implemented, new developments within Hackbridge can be 'future-proofed' to enable future connection to the SDEN when it becomes operational.

Once opportunities for maximising built energy efficiency and connection to heat networks have been fully explored, 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.

Further guidelines for developers on reducing carbon emissions from new developments are provided in [Appendix xx](#)

### **Policy EW&WP2 – Neighbourhood Heating Network**

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All significant development shall be required to demonstrate how it addresses waste heat in contributing to zero carbon emissions, including through its connection to the proposed Sutton Decentralised Energy Network and the provision of lower cost, low and zero carbon heat to local residents.

## Justification

The first stage of the proposed SDEN will involve piping the heat one mile across Beddington Farmlands and the railway line to service the Felnex development (7.7 ha), which has outline planning permission for over 750 dwellings, a superstore, a community centre and commercial space. The energy centre at Felnex will be sized with additional capacity to distribute heat beyond the site to supply a wider strategic heat network serving new and existing developments across Hackbridge area. With annual heat demand from Felnex estimated at 7,155 MWh/yr, a heat supply capacity of 111,054 MWh/yr is available for further connections beyond the Felnex development.

It is usual for heat networks to be prioritised for new development or large commercial or public sector users. Our Neighbourhood Plan wishes to pursue a broader vision for the heat network, which would seek to supply zero carbon heat to existing homes and business premises. In addition we would like local people to have a stake in the heat network and benefit from at least a ten per cent reduction below the cost of gas. This would go some way to recompense the community for having to live next door to an ERF and landfill site, in line with the Government's waste strategy.

### **Objective 4.4 – Reduce Waste and increase recycling rates from 36% to 70%**

**Hackbridge's location near to a landfill site and proposed ERF 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&WP3 – Construction waste

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All significant 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 significant 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.

## Justification

Achieving a step change in reducing waste is central to the vision of a sustainable suburb and One Planet Living. In seeking to achieve a 70% diversion of household waste from landfill or incineration our objective 4.4 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.

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 4.5 – 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 and it is predicted that the Sutton and East Surrey supply zone as a whole will have a deficit in supply by 2016.

**Policy EW&WP4 – Water efficient appliances**

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All significant development should demonstrate the highest standards or 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. 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.

**Policy EW&WP5 – Rainwater harvesting**

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All significant 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&WP6 – Water efficient landscape design**

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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
- 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

Over the next few decades London is expected to experience increasingly warmer, wetter winters and hotter, drier summers. 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.

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 CO<sub>2</sub> emissions. 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. Movement policies

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### 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 uses needs to be greatly improved and sustainable transport needs to be made more attractive to the Hackbridge and Beddington Corner community. Residents and visitors should be provided with clear direction to the sustainable transport routes and various points of interest across the area.**

### 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.**

### Policy MP1: Pedestrian and cycle networks

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Developers and public bodies will be expected to invest in the development of new networks of pedestrian paths and cycle routes on site, and improve existing ones by:

- Designing schemes that connect to existing networks (as identified on map x.x on previous page), 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.
- Encouraging walking, and other sustainable modes of transport to reduce emissions from road vehicles
- Improving 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
- Provide secure and safe 'parking' for bicycles within the public realm of new developments
- Provide appropriate signage to footpaths and cycle ways within developments

## Justification

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 if we are to become an exemplary sustainable suburb. 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?](#)

Here we make some specific proposals 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.

## Cycling and walking route improvements proposed include:

### 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.



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.

### **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))

### **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.

### **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.

### **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.

### **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.)



## Address safety and ease of movement for cyclists at road crossings

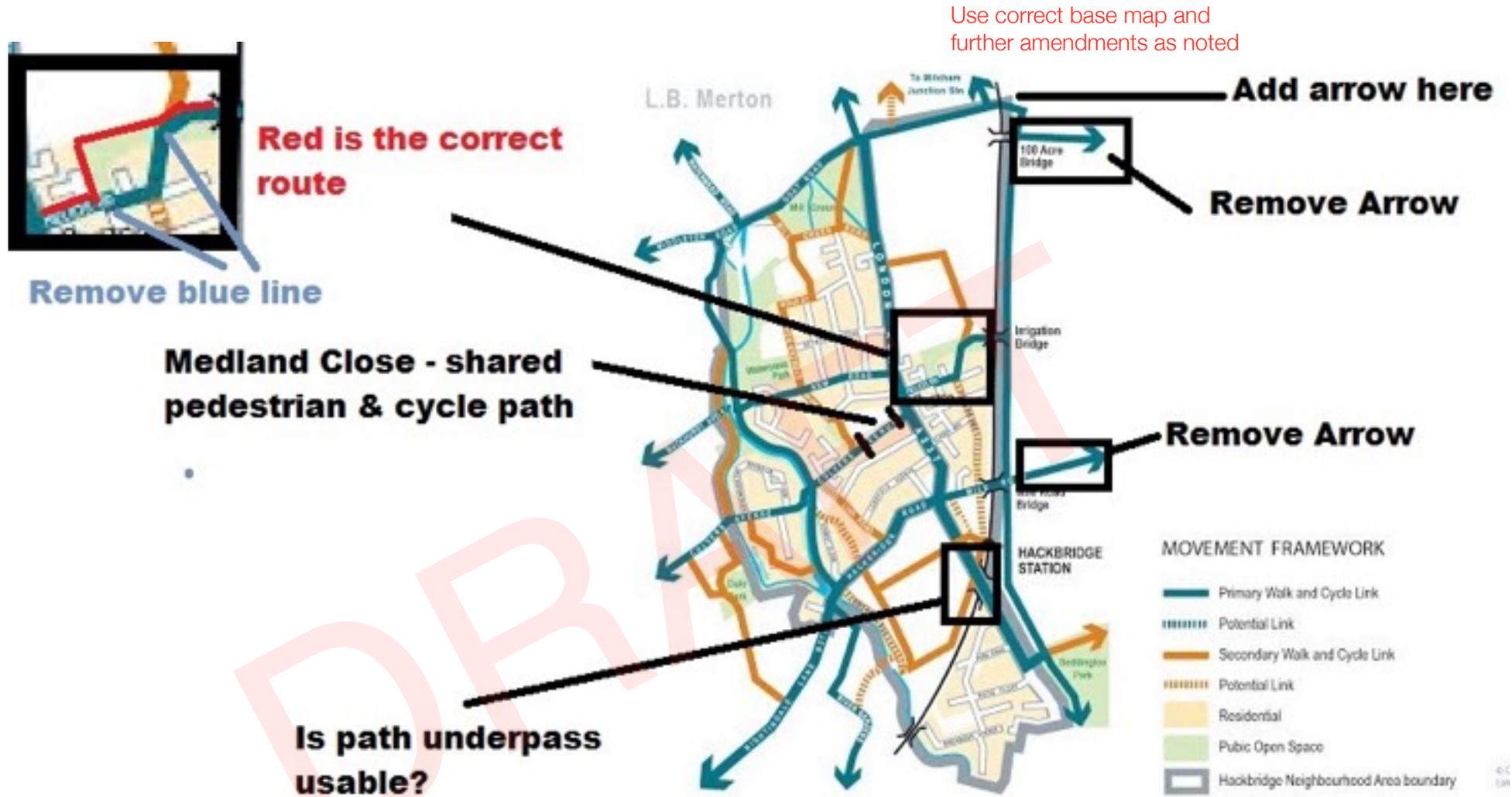
The cycle paths are good but it is where paths are discontinuous due to road crossings these need to be brought in line with the London Mayor's cycling design standards.

- 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.



Pic x: showing cycle paths ending onto busy 'A' road and obstacles



### Objective 5.4 Promote and improve the use of public transport for the benefit of residents

To support modal shift towards the use of public transport.

### Objective 5.5 Introduce a transport interchange that values sustainable methods of travel

Improve interchange between trains, buses and other sustainable modes of transport, with Hackbridge Station acting as a 'Gateway' into the neighbourhood.

### Objective 5.6 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.

Parking problems in Hackbridge could be alleviated by (a) improving public transport, (b) increased cycling and walking (c) increasing availability of car club vehicles, (d) improving local facilities to reduce the need to travel and (e) introduction of a controlled parking zone.



Pic x: cars dominate street scene and often extend passed paved over front garden onto public realm

## Policy MP2: Sustainable and public transport

All significant development proposals shall be required to support sustainable and public transport by providing finance to:

- Extending existing bus services specifically as follows:
  - 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
- (add Specific explanation of what we want to see with a drawing)
- 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.

### Justification

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

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 in the heart of Hackbridge

## Policy MP3: Air quality

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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.

### Justification

#### We want

- air quality monitoring now before the ERF is built – where – who has to do this? LBS Air quality action plan 2013 is not clear about how Hackbridge with its 'A' road is monitored and action taken.
- The area needs to be designed to reduce exposure to air pollution for vulnerable residents such as children alongside busy roads. This can include the effect of buildings on localised air pollution.

## Policy MP4: Car clubs and electric cars

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All significant development will be required to provide designated space/s for car club cars and to provide charging points for electric vehicles which supports availability throughout the neighbourhood.

- Increase the number of car club places so that there are car club cars sited within a five minute walk of anywhere in Hackbridge
- Provide fast electric car charging points in designated spaces in the Hackbridge town centre shopping area and at the station

## Justification

The continued increase in car use and demand by residents, commuters and shoppers competing for road use and parking space emphasises the need to identify sustainable strategies that will alleviate this demand and also the consequential issues of air pollution and impacts on health and the environment.

Air pollution is already high alongside the A237 London Road (do we need ref). It is likely to increase with more local residents moving in and bringing cars with them. The Environment Agency state that air pollution will also increase due to the new local Energy Recovery Facility.

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.

As an exemplar sustainable suburb, Hackbridge needs to reduce reliance on cars and encourage people to choose more sustainable modes of travel, particularly walking and cycling for shorter journeys. However, 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. 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.

Electric vehicles reduce local air pollution and, if using sustainable electricity, can also reduce carbon dioxide emissions. 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.

## 6. Conservation, community, wellbeing & identity

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### 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 CCWI1: 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.

In particular, we expect to see the heritage assets detailed in the map on page XXX continue to receive protection and enhancement.

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.

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.

#### **Bridges**

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 WWRP.

- Mile Road Bridge
- Irrigation Bridge
- 100 Acre Bridge

### Policy CCWI2: Conservation Areas

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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.

#### **Hackbridge Green**

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

#### **BedZED**

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

#### **Hackbridge Train Station**

We wish to see this important example of a Victorian building preserved.

#### **Justification**

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.

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.

# Heritage Assets

L.B. Merton



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London Borough of Sutton 100008655X 2014.

## Amendments needed to map

- 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<br>Area of Special Local Character | <b>1</b> Riverside, Middleton Road                   |
|  | Beddington Park<br>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<br>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                               |

**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 CCWI3: Community infrastructure**

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All significant development shall make provision where appropriate or contribute towards a wide range of public, social and community facilities to meet the needs of a diverse and growing population in Hackbridge. This shall be achieved by the provision of:-

- new school places particularly for primary pupils
- new primary care health facilities
- new community facilities

In respect of the provision of new school places, Sutton Council is already in consultation with local residents as Hackbridge has been identified as both a section of the borough with a growing need for primary school places and also with a suitable location to build a new school.

The London Plan (3.103) states that “land already in educational use should be safeguarded and new sites secured to meet additional demands or changes in provision. Boroughs should identify at an early stage the need for additional schools arising from development and regeneration, particularly where there are existing shortages”. The NPPF (72) says “local planning authorities should take a proactive positive and collaborative approach to meeting this requirement (for new schools), and to development that will widen choice in education”.

Nurseries in the area and facilities they provide should be protected. Space for new nurseries should be provided to meet the needs of a growing population and the increase in the number of young children in the area.

All significant development needs to factor in the impact of local infrastructure and in the case of Felnax, where 725 new homes are forecast, the inevitable pressure on existing health care facilities has been identified and this plan supports the provision of expanding the current facilities to be able to offer wider services for not just existing local residents, but new ones too.

Needs more work to support the aged population, leisure facilities, vulnerable groups, easy healthy choices i.e. no more takeaways!

**Justification**

Sutton Council has identified a lack of primary school places in this part of the borough. This issue will become more pressing as developments including the Felnax site and Wandle Riverside complete, resulting in 1,000+ new homes.

DRAFT

## Section 5

# Hackbridge Community Action Plan

## Section 5 - Hackbridge Community Action Plan

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Section 5 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.

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.

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.

### **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.

### **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. Lysanne Horrox, 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! 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.

### **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.

### **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.

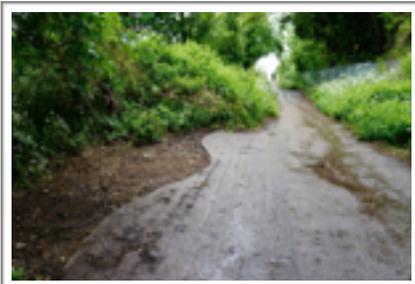
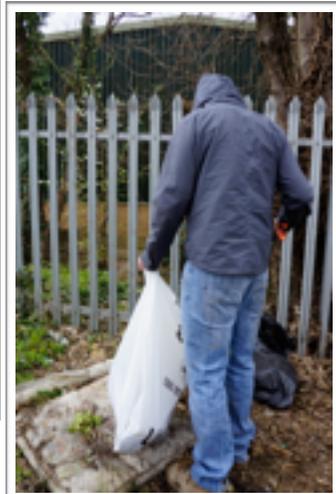
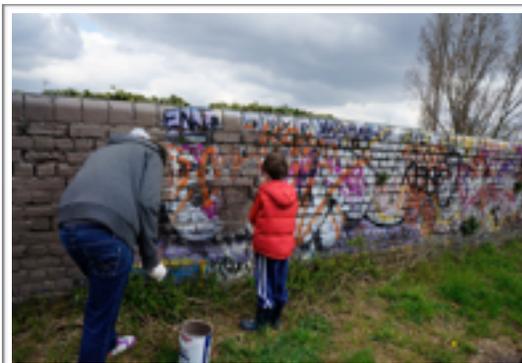
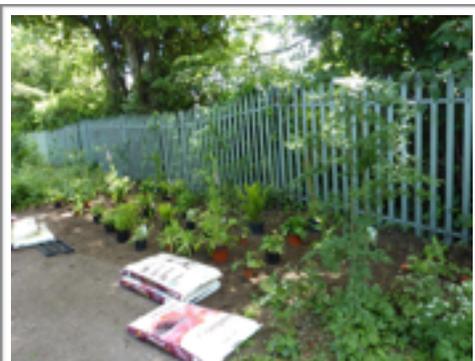
### **Spring bulbs on London Road verge and The Green - 2014**

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.

### **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.

# Images of some of our projects



## List of proposed Neighbourhood projects

<p>Identification and retention of heritage assets</p> <p>Redesign corner of Hackbridge Green</p> <p>Green audit</p> <p>Installation of air pollution monitoring</p> <p>Edible bus stops</p>	<p>Controlled parking zone</p> <p>Community-led Housing Development</p> <p>Green Business and Green Business Network</p> <p>Community Shops</p> <p>Local Supply Chains</p>	<p>Local Employment</p> <p>District heating network</p> <p>Retrofitting</p> <p>Environmental Behaviour Change</p> <p>Healthy Hackbridge and Beddington Corner</p>
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PROPOSED PROJECT	SUPPORTING STATEMENTS	PROPOSED FUNDING STREAM
<p>Identification and retention of heritage assets</p> <p>Heritage Trail</p>	<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.</p>	<p>St Helier, Wandle Valley &amp; The Wrythe Local Committee</p>
<p>Heritage booklet</p>	<p>Following the success of the History of Hackbridge posters put up on the hoardings around the Felnex site, many people have asked for this to be made into a booklet form.</p>	<p>St Helier, Wandle Valley &amp; The Wrythe Local Committee</p>
<p>Redesign corner of Hackbridge Green</p>	<p>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.</p>	<p>St Helier, Wandle Valley &amp; The Wrythe Local Committee</p>
<p>Green Audit</p>	<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> <p>Viridor Credits</p>

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 ERFs 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
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	The Green Deal Viridor Credits
Community-Led Housing Development	Community housing should help drive the localism agenda. We need to 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
Green business and Green Business Network	Sustainability is essential if we are to safeguard the world's resources for the next generation. Hackbridge and Beddington Corner should be a showcase neighbourhood, demonstrating that sustainability works: businesses should be encouraged to join the Green Business Network and comply with its charter; the Wandle Valley Regional Park is perfectly placed to demonstrate sustainability in the environment; Sutton Community Farm should be helped to supply vegetables locally; and the community would benefit from the introduction of a district heating network.	

PROPOSED PROJECT	SUPPORTING STATEMENTS	PROPOSED FUNDING STREAM
Community Shops	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 a sustainable suburb. 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?	
Local Supply Chains	Hackbridge and Beddington Corner should support local businesses such as the Sutton Community Farm – that's something both local residents and local shops can do. With the development expected in Hackbridge and Beddington Corner we would like to explore a community market.	
Local Employment	Nearly half the unemployed people in Hackbridge and Beddington Corner have insufficient skills. Carshalton College should proactively provide training, working with developers and other employers. Projects which could create job and training opportunities for local people include the Wandle Valley Regional Park and the development of a district heating network.	
District heating network	Hackbridge and Beddington Corner is perfectly placed to develop a district heating network: several sources of waste heat are available locally; and new offices, shops, homes and other buildings are to be developed over the next few years. It's an ideal time to capture the heat and pipe it into the new buildings. This should be a community project, with local residents involved in its management. Retrofitting existing homes to a district heating network would be expensive, but should be considered.	
Retrofitting	While connecting existing housing stock to a heat network may be ruled out on cost grounds, 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. Funding for this could be sourced through the Green Deal.	
Environmental Behaviour Change	Improvements to local infrastructure will take us some of the way to being a sustainable suburb. To hit the target, though, 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.	

Healthy Hackbridge and Beddington Corner	We want to encourage healthy lifestyles in Hackbridge and Beddington Corner for all residents, particularly healthy lifestyles towards food. This will include supporting schemes for locally grown/produced foods.	
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