Referendum
Version
November
2018

HACKBRIDGE

YOUR HAND IN HACKBRIDGE

THE RED LION

Hackbridge & Beddington Corner
Neighbourhood Plan 2017 - 2027

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CONTENTS

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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 Masterplan 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 2017-2027. 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.

The Plan has been through several informal and two formal consultations, in which residents, businesses and other key stakeholders had the opportunity to comment on the proposals. More recently it was subject to independent examination. It is now at the stage where the whole community of Hackbridge and Beddington Corner will have the opportunity to vote on whether to accept it, by means of a local referendum. If the majority support the Plan it will become part of the formal Development Plan for the area and will be used by Sutton Council when determining planning applications.

We - anyone who lives or works in Hackbridge and Beddington Corner – have the power to help shape our area as we want. The aspirations of this Neighbourhood Plan are that we should work collaboratively towards making Hackbridge a happy, healthy place to live and work.

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01 INTRODUCTION

What is Neighbourhood Planning?

1.   In 2011 the Localism Act devolved more decision-making powers to local communities from central government. One of the new powers introduced was a new community based process called 'neighbourhood planning', giving local communities opportunities to plan for their areas. One of the main outputs of this process is the 'Neighbourhood Development Plan'.

Why do we need a Neighbourhood Plan?

1.1   Hackbridge is currently the subject of extensive regeneration. This regeneration will significantly impact on the existing residential and business community. Accordingly, local residents and businesses wish to be fully involved, by consulting, engaging and working with various stakeholders, such as developers, Sutton Council and other local partners.

1.2   Sutton Council's Local Plan (2018) seeks to promote the development of Hackbridge as a district centre, through Policy 5. The proposed expansion of Hackbridge as a district centre involves the redevelopment of a number of key sites, including Felnex Trading Estate, to provide a mix of uses. This will require careful planning to ensure that all of the people who live and work in Hackbridge feel included in this major change, as new developments will result in a significant influx of residents and new businesses into Hackbridge, with 1,000+ new homes and associated rise in population.

1.3   Developments, whether residential, commercial, educational, leisure, or other are required to be designed and built in full consultation with local residents and having regard to the effect on the local economy.

1.4   This Plan has been informed throughout its preparation by consultation and engagement with the Hackbridge and Beddington Corner community, including residents, businesses, developers, landowners and Sutton Council. Details of this engagement are available on our website: www.hackbridgendg.com.

What does this Neighbourhood Plan cover?

1.5   This plan is divided into five sections, which are supplemented by additional information in a selection of Appendices.

Section 1: Introduction

Section 2: A place called Hackbridge
A brief history of Hackbridge from past to the present day

Section 3: Our Neighbourhood Plan
The community voice – a summary of the challenges and opportunities facing Hackbridge as identified by local people

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

Section 5: Neighbourhood Planning Policies
Our policies for the neighbourhood area

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

01 INTRODUCTION

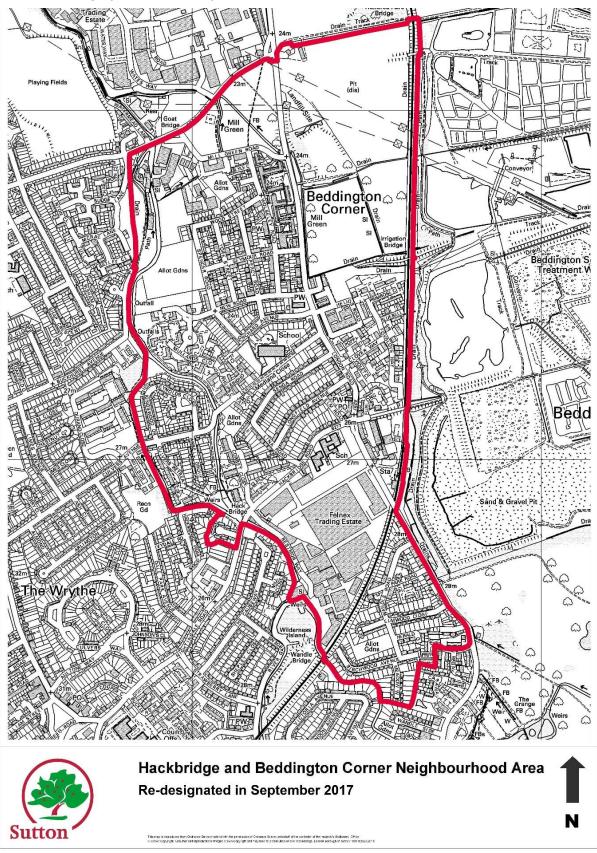1.6 **Hackbridge – a sustainable suburb:** The natural environment and sustainability are the two jewels in the crown of our neighbourhood plan. During the compilation of this Neighbourhood Plan, a number of people asked for a definition of what constitutes a sustainable suburb.

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

> Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It contains within it two key concepts:
>
> - the concept of needs, in particular the essential needs of the world's poor, to which overriding priority should be given; and
> - the idea of limitations imposed by the state of technology and social organisation on the environment's ability to meet present and future needs.

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

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

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

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

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

1.13 The aspiration for Hackbridge, as set out in this neighbourhood plan, 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 which is one planet living (Appendix 5). This aligns with the National Planning Policy Framework ('NPPF'), which introduces a presumption in favour of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

1.14 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.

Map 1- Defined boundary of Hackbridge & Beddington Corner Neighbourhood Development Group ('H&BC NDG')

Hackbridge and Beddington Corner Neighbourhood Area
Re-designated in September 2017

The H&BC NDG was designated by Sutton Council as a neighbourhood forum, with a defined neighbourhood boundary in September 2012. The area was re-designated in September 2017.

Section 2

A place called Hackbridge

Culvers Lodge

The Hack - Bridge c.1895

Irrigation Bridge

Felnex Industrial Estate

Restmor Way Industrial Estate

Wandle Valley Trading Estate

Soho Mills

The Wave Flats (Hackbridge Road)

BedZED

Saxon House

Beddington Corner

Watercress Bed (Wood Street)

02 A PLACE CALLED HACKBRIDGE

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

2.1 It is nestled in the boundary of the unfolding Wandle Valley Regional Park (WVRP), with the River Wandle running to the west.

2.2 It has its own railway station, an existing small retail centre, a number of listed buildings, two primary schools, three business parks and a variety of types of housing, dating from 1700 to the present day.

2.3 Hackbridge is a great place to live with an active community keen to see the area develop, while at the same time retaining a sense of identity with its past. Having experienced a prolonged period of lack of investment in both the economy and built environment, Hackbridge is now the subject of much interest from a range of stakeholders, including Sutton Council, residents and developers.

2.4 Our vision for this neighbourhood plan has been to empower residents and businesses in Hackbridge by giving them their voice in shaping development to meet the aspirations of the community.

2.5 **Our Past:** As Cluett, 1995 uncovered, "Hackbridge takes its name from 'The Hackbridge', the bridge which carries the Carshalton-to-London road over the River Wandle. The origin of the name, which goes back to the Middle Ages is obscure, but may relate to 'hog' as meaning 'stone' (one medieval version is 'Hogbridge'); therefore, perhaps, a stone packhorse bridge."

2.6 "The position of the bridge has shifted slightly over the centuries, but here the river was a single stream; whilst back upstream, the Carshalton and Croydon Wandles merged. This, therefore, was a convenient place for the bridge. The name eventually came to be applied to the immediate area, merging with

Beddington Corner to the north."

2.7 In the 18th and 19th centuries the district was one of mills and large riverside estates: the owners of the estates often owning the mills as well. Like many places, Hackbridge initially grew up around a river, which was key to the River Wandle's industry. There was an average of one mill every 300 yards of the river in the 18th century. Little evidence of these mills survives in Hackbridge today.

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

2.9 Hackbridge Station opened in 1868. The railway line includes part of what was the Surrey Iron Railway, which ran from the Thames at Wandsworth to Croydon, with a spur to Hackbridge constructed in 1804.

2.10 Hackbridge became home to a wide variety of industry as well as housing. A significant employer, Mullards, was located in the central part of the suburb. The site was redeveloped for housing in the mid-1990s. All that remains is the name: 'Mullards Close'.

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

2.12 A number of railway bridges were also 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 and 100 Acre Bridge** were demolished in 2017.

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

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

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

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

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

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

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

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

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

2.21 Hackbridge has two primary schools. Hackbridge Primary School was built in the 1930s close to the local centre and Culvers House Primary School was built more recently.
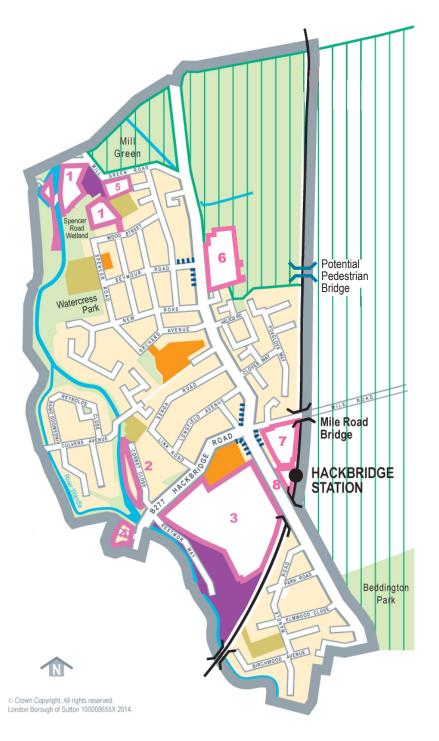
02 A PLACE CALLED HACKBRIDGE

2.22   Planning permission has recently been granted for Hackbridge Primary to extend their school onto a separate site off London Road near BedZED.

2.23   At the time of drafting this plan, there are just two remaining mixed employment hubs in Hackbridge:
- Restmor Way
- Site adjoining Hackbridge Station

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

2.25   There is small mixed industrial site adjoining Hackbridge rail station to the east of London Road. The land here is owned by a number of different individuals and hosts a number of businesses, including a security firm and a service garage.

2.26   **Recent developments:** Hackbridge has been identified by Sutton Council as a centre for sustainable regeneration and growth within the Borough. Significant levels of development are underway across Hackbridge with the intention of moving from a local to a district centre. This will deliver 1,000+ new homes, more shops, community facilities, employment opportunities, transport links and open space enhancements.

2.27   In 2012, Hackbridge saw the arrival of a new social housing development on Hackbridge Road, locally referred to as 'The Wave'. This replaced the vacant Ministry of Defence housing, and is generally viewed as a welcome improvement to the area, which appears to have taken into account the surrounding area as part of its design.

2.28   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.

Section 3

Our Neighbourhood Plan
The Community Voice

03 OUR NEIGHBOURHOOD PLAN

Map 2 Development Sites

1 WANDLE VALLEY TRADING ESTATE
Planning permission granted for redevelopment for Mixed Use: Residential, Business, Retail and Open Space

2 CORBET CLOSE
Redevelopment of existing Housing Estate for residential use

3 FELNEX TRADING ESTATE
Planning permission for redevelopment for Mixed Use: Residential, Business, Retail and Community uses

4 NIGHTINGALE CLOSE
Planning permission for redevelopment of existing housing for affordable homes

5 MILL GREEN BUSINESS CENTRE
Permitted development granted with separate planning permission given for changes to building to allow sgnificant increase in number of dwellings

6 HACKBRIDGE PRIMARY SCHOOL
Planning permission granted for a two form entry primary school

7 LAND NORTH OF HACKBRIDGE STATION
Site allocated for Mixed Use: Residential and Town Centre Uses

8 HACKBRIDGE STATION & CAR PARK
Site allocated for Mixed use: Residential and Town Centre Uses

Residential
Employment Zone
Retail
School
Open Space
Allotment
Metropolitan Open Land
River Wandle

03 OUR NEIGHBOURHOOD PLAN

3. A wealth of data and information has been used to inform this Plan. A baseline was taken from the draft Hackbridge Masterplan compiled as a result of consultation across Hackbridge in 2008/2009.

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

3.2 From that event, the following six themes were identified as being an important framework on which to take forward proposals for a neighbourhood plan:

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

3.3 These themes were used to inform a number of further consultation events, including the Hackbridge Carnival in July 2012 and follow-up events at Hackbridge Station and Hackbridge Corner in late 2012.

3.4 The Map 2 on page 10 shows details of the Hackbridge boundary, including development sites, existing pedestrian and cycle access and public open space. It shows a potential location for a new bridge across the railway line in approximately the same position as the former Irrigation Bridge. Although the delivery of a new pedestrian bridge across the railway cannot be confirmed at present, it is a strongly held aspiration which has the support of the London Borough of Sutton. The Wandle Valley Forum has been invited to take the lead, along with interested community groups, on securing external funding for a replacement bridge.

3.5 **Working with developers:** As part of the consultation process to produce this plan, H&BC NDG engaged with a number of developers who had either submitted a planning application or were in the early stages of drawing up pre-submission material for developments in Hackbridge.

3.6 H&BC NDG was consulted on the proposals for the redevelopment of Corbet Close and Nightingale Close, two Council owned housing estates within Hackbridge, due for demolition and rebuild within the next 5 years. The NDG used a framework of questions against which to evaluate proposals for these developments. These can be found in Section 5 of this plan, under Housing and Built Environment. These questions should be used to inform all future plans for development when engaging with developers.

3.7 In addition, H&BC NDG engaged at an early stage (in advance of submission of a formal planning application) with the owners of the Wandle Valley Trading Estate. Both this experience and the engagement with Sutton Housing Partnership, in respect of Corbet and Nightingale Close, proved positive and productive for all concerned and resulted in changes being made to planning applications and ensured the voice of local residents was heard when proposals for new development were at an early stage.

3.8 In drafting of this plan, it was important to ensure that our proposals for developments were aligned with existing strategic policy for the Borough. Sutton Council's Local Plan (2018) (please refer to Appendix 4 for an extract of the relevant document) identifies and allocates five sites within the Hackbridge and Beddington Corner Neighbourhood Area, four of which are for mixed use redevelopment and one safeguarded for education and open space.

3.9 These sites are Saxon House, Felnex Trading Estate, Wandle Valley Trading Estate, Land north of Hackbridge

Station and Land north of BedZED. There has been considerable progress on a number of these sites and their development has run ahead of this neighbourhood plan. H&BC NDG will continue to work with the developers and landowners to secure the best possible outcome for the area

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

What you said:

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

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

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

03 OUR NEIGHBOURHOOD PLAN

Housing and Built Environment: 'a place a quality and character'

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

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

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

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

3.16 The approach by Sutton Council's Local Plan of providing social rented and shared ownership is too narrow to meet the changing housing needs of Hackbridge and Beddington Corner. Their Strategic Housing Market Assessment (2015) identifies a borough-wide need for larger family homes (3 or more bedrooms) and smaller affordable units (1-2 bedrooms).

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

Site	Net Dwellings	Status
Saxon House	68	Completed Nov 2012
Hackbridge Road 'The Wave'	19	Completed Sept 2012
Felnex Trading Estate	805	Planning Granted
Suffolk House	15	Completed 2015
Park Road/ Wandle Road	5	Completed 2015
Nightingale Close	9	Planning granted
Corbet Close (replacing 72 flats)	-18	Planning granted
Wandle Valley Trading Estate	124	Planning granted
Land north of Hackbridge Train Station	174	Site for site development
Mill Green Business Park	48	Permitted development
Mill Green Business Park	41	Planning granted
Queen's Head Pub	8	Completed

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

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

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

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

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

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

in their plans.

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

Local Economy – 'a vibrant and sustainable economy'

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

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

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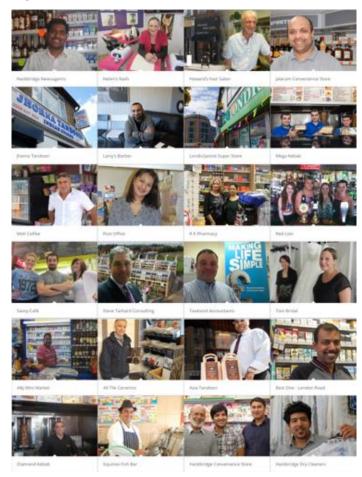hasises the importance of retaining Hackbridge Corner as the heart of the community. Its role as the local centre should not be adversely affected by the arrival of redevelopment schemes, particularly Felnex.

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

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

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

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

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

Figure 1. Local Traders

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

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

Environment – 'great open spaces for people and wildlife'

3.35 **Recognise the existing ecological and biodiversity importance of our neighbourhood in the context of the 'unfolding' Wandle Valley Regional Park:** The WVRP has a 1.6km boundary (or 20 mins walk) either direction of the River Wandle. The Park is being developed by the Wandle Valley Regional Park Trust. (The Lea Valley Regional Park is an example of an existing Regional Park in North London.) The future WVRP incorporates parcels of land and green corridors across the London Boroughs of Wandsworth, Merton, Sutton and Croydon.

3.36 The green spaces and Metropolitan Open Land (MOL) adjacent to Hackbridge will form a major part of the WVRP. We need to build on our geographic importance and establish Hackbridge as a major gateway to the heart of the Regional Park.

3.37 With this in mind we would support the establishment of an environmental centre, which would facilitate and promote the WVRP, biodiversity and visitor experience. This would provide economic importance to Hackbridge.

3.38 It should be noted that Hackbridge falls under National Character Area Profile 114: Thames Basin Lowlands.

3.39 **Integration of our neighbourhood to its green environment:** Hackbridge is surrounded by large areas of open space such as Beddington Farmlands, but suffers from poor access and linkages. The River Wandle remains a hidden gem for many in the neighbourhood.

3.40 We need to improve the links from Hackbridge to both the River Wandle to the west and the WVRP to the east. Significantly, this integration would necessitate the further development of connective links of the existing green corridors linking Beddington Farmlands with the River Wandle across Hackbridge.

3.41 **Management and enhancement of green spaces:** The need for well-managed public green spaces is important, as an improved and expanded green infrastructure has great benefits to wildlife and society. Benefits include:-

- Better managed green spaces encourages improved social behaviour.
- Access to nature contributes to overall health and happiness of a society.
- An increase in biodiversity for the benefits to wildlife.
- An improved green environment creates a more desirable location, increasing demand and effectively increasing the economic value of the area.

3.42 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
- All Saints Church grounds

3.43 We would wish to see these spaces protected and enhanced, the starting point being local designation. Please see map 3 for current green spaces

3.44 **Risk of flooding within parts of Hackbridge:** Due to the proximity of the River Wandle, flooding is a risk in our neighbourhood. Sutton Council has already formulated policies to mitigate such risk. Namely, adopted Policy 32 and Policy 33 of Local Plan.

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

3.46 **Protect and enhance MOL in Hackbridge and Beddington Corner:** Consultation with residents and businesses stressed the importance of safeguarding MOL. This is particularly pertinent given the recent decision to grant planning permission for the siting of an Energy Recovery Facility (ERF) on MOL in Beddington and an extension to Hackbridge Primary on the land north of BedZED.

Map 3 Current Green Spaces

CURRENT GREEN SPACES

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

03 OUR NEIGHBOURHOOD PLAN

Energy, Waste and Water – 'using resources wisely'

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

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

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

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

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

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

3.53 **Improve water management:** The Environment Agency state that 'Hackbridge is one of Sutton's key surface water flood risk areas'. It 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.

3.54 Policy and guidance relating to flooding across Sutton can be found in Sutton Council's Local Plan evidence base library - Strategic Flood Risk Assessment 2014 – 2020 and Surface Water Management Plan (2010). Mitigation measures are discussed in more detail throughout the plan.

03 OUR NEIGHBOURHOOD PLAN

Movement – 'getting around our neighbourhood'

3.55 **Hackbridge lacks a sense of 'place':** Currently people see Hackbridge as a place they drive through, primarily via the main London Road (A237) that links southwest London and Surrey and not generally seen as a destination in itself. During consultation on this plan, residents desired a better experience in moving across Hackbridge and Beddington Corner, creating an area that people will see as a destination

3.56 **The London Road 'barrier':** The section of the A237 that runs through Hackbridge is a significant east to west barrier for pedestrians and cyclists within the neighbourhood, effectively cutting the area in two. Pedestrians and cyclists find crossing the London Road, at all points, a difficult and unpleasant experience. This plan seeks to reduce the barrier effect.

3.57 **Our railway bridges:** There were three bridges over the railway line, which offered access to Beddington Farmlands and the unfolding WVRP. However, two of them have been demolished. This has resulted in the loss of west to east pedestrian links to this area of open green space. It is still an aspiration of the local community, and the London Borough of Sutton, to provide a new bridge but until feasibility and/or viability studies have been undertaken a precise and favoured location for a new pedestrian bridge cannot be identified with any certainty. Map 2 identifies a potential location for a bridge.

3.58 **Interchange between different methods of getting around:** The co-ordination between rail and bus facilities in Hackbridge is poor, making it difficult for those who need to use multiple modes of transport; and narrow, unattractive and unpleasant pavements discourage walking. There is no cycle hire provision. This plan considers how best to ensure ease of movement for all.

3.59 **Hackbridge Station** is an important gateway into the neighbourhood but currently suffers from a poor environment and gives an uninspiring first impression of Hackbridge. The design and layout of the forecourt is completely orientated towards cars, and does not consider the needs of pedestrians and cyclists, which can often make it a dangerous experience.

3.60 **Cars and car parking dominate our neighbourhood streets:** Car parking needs to be planned more sensitively than in the past, with the aim of ensuring that the car doesn't dominate. The heart of each development should be for people. It is recognised, however, that parking provision in the centre of Hackbridge is already a significant issue and this plan attempts to offer a number of solutions to address this.

3.61 **Inadequate provision for cyclists and pedestrians:** Pedestrians, cyclists and drivers are all competing for safe movement within and across Hackbridge. Vehicle movement currently dominates and has a disproportionate use of the space to the detriment of both pedestrians and cyclists. In fact, cyclists and pedestrians using the footpaths, frequently present a hazard.

3.62 **Poor signage across the neighbourhood:** Signage of routes and information is poor. The NDG has identified funding opportunities to address this and this is covered in Section 6.

3.63 **Air Pollution:** It is not known to what extent air pollution levels are currently monitored in Hackbridge, but as we move to a significantly increased population (bringing their cars behind them) this is the point at which appropriate monitoring processes are reviewed and a rigorous system of monitoring is put in place.

3.64 We also expect this monitoring to include the effect the Beddington ERF will have

on local residents and to ensure this is set up before the ERF becomes operational.

Community Infrastructure – 'a place of community, culture and wellbeing'

3.65 **Evidence of the history of Hackbridge and Beddington Corner has largely disappeared:** There are only a few remaining buildings in Hackbridge that tell the story of its past. Consultation with residents and businesses confirms that buildings and structures with an historical value or with a link to our traditions and past should be recognised and retained.

3.66 In the same way that present day Hackbridge is known for the distinctive world-leading architecture exemplified at BedZED, it has previously taken pride in being at the forefront of pioneering engineering advances in the 20th century, and for the industrial enterprises which were powered by the Wandle in previous centuries. This local history has recently been the subject of a collaborative project between Hackbridge Primary School and the developers of the Felnex site to provide 39 posters for the hoardings.

3.67 **Community infrastructure needs to be improved:** While it is important to protect our heritage assets, it is also important to ensure the present day community is adequately catered for. The predicted influx of 1,000+ new homes will result in a significant increase in the population of the neighbourhood that will place inevitable pressure on the demand for education and health resources.

3.68 **Play areas for children:** Existing play areas for children are few in number within the neighbourhood plan area. Felnex will provide a much needed Local Equipped Areas of Play (LEAP) and the Land North of BedZED will include a primary school and associated opportunities for Neighbourhood Equipped Areas of Play (NEAP).

3.69 Recent discussion with Sutton Council has highlighted the need for more primary school places, over and above the existing provision. Hackbridge Primary will expand onto the 'Land North of BedZED'. Planning permission has been granted.

3.70 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 Felnex includes provision for a medical centre. We would wish to see this used to expand the existing medical practice into new premises to be able to also provide minor surgery (mole removal), blood tests etc.

3.71 Hackbridge has an active community with many people volunteering their time to support their neighbourhood. There are two church buildings (used by several church denominations) and two community centres, both of which are extensively used. Additional community facilities will also be provided by the proposed new primary school. However we have some concerns that the needs of all of our community are not being met, particularly those of our young people and the elderly and as the neighbourhood grows and changes as the new developments are completed, additional facilities will be needed. It will be important to build on the existing community spirit, for the benefit of all, ensuring Hackbridge builds and engenders a sense of place.

3.72 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.

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

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

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

3.76 **BedZED:** We wish to see BedZED and the field given recognition for its

architectural significance, as supported by the Twentieth Century Society.

3.77 **Hackbridge Train Station:** We understand that this Victorian station does not warrant local listing by the Local Authority. However, as one of the last few remaining Victorian buildings within Hackbridge, we wish its retention.

Section 4

Our Vision and Objectives

04 OUR VISION AND OBJECTIVES

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

4.1   Hackbridge will:

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

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

Theme	No.	Objective	Policy No.
Housing & Built Environment 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
Local Economy A vibrant, sustainable economy	2.1	Protect and support existing employment land use.	LEP1
	2.2	Improve opportunities for employment.	LEP2
Environment Great open spaces for people and wildlife	3.1	Develop Hackbridge as a major gateway to the WVRP.	EP1
	3.2	Develop a new visitors centre as part of the gateway to the WVRP.	EP1
	3.3	Protecting/safeguard/Improve and open up public access to existing green spaces, including MOL for the benefit of the people and wildlife.	EP2
	3.4	Manage green spaces for the benefit of people and wildlife	EP3, EP4 EP5
	3.5	Develop and improve green links/corridors	EP6
	3.6	Minimise the impact of climate change.	EP7, EP8 EP9

04 OUR VISION AND OBJECTIVES

Theme	No.	Objective	Policy No.
Energy, Waste and Water A place that uses resources wisely	4.1	All new buildings to consider future issues such as climate change and fuel poverty.	EW&WP1
Movement 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 at EU standards. See Appendix 10 for the EU Ambient Air Quality Directives Standards.	MP2 MP3 MP4
	5.4	Improve and promote the use of public transport for the benefit of residents.	MP2 MP3 MP4
	5.5	Seek to reduce the impact of car parking across Hackbridge and Beddington Corner.	MP2 MP3 MP4
Community Infrastructure A place of Community, Culture & Wellbeing	6.1	Improve community infrastructure provision, which meets local needs, facilitated through CIL monies as appropriate	CI1
	6.2	Conserve and enhance the historic environment and heritage assets	CI1

Section 5

Policies

05 POLICIES

5. **Hackbridge - 'The Place':** The first impression when arriving at Hackbridge railway station is that Hackbridge is predominantly an area of light industry flanked by the railway and the vast open expanse of Beddington Farmlands. Where you have arrived at is uncertain. This plan attempts to address this by locating Hackbridge firmly in both its past and how we wish it to inform its future.

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

5.2 "So much industry inhibited the builders of London's sprawling suburbs from building too close to the river and what with the remaining riverside estates of local entrepreneurs, left a string of attractive parks linked by wilderness and the Wandle Trail." (See Wandle Valley Regional Park website for more details).

5.3 The best way to describe Hackbridge, within its green setting, is a village that has the potential to be a major destination stop as it is situated in the heart of the WVRP. It has already been acknowledged by the Wandle Valley Regional Park Trust as being a major gateway.

5.4 At the heart of our neighbourhood, Hackbridge Corner, there are a few glimpses of our green spaces. In addition the open green spaces, trees and public areas are not following a particular order or a planned/landscaped design.

5.5 Hackbridge is a mixture of types of buildings, historical, industrial and modern with pockets of character such as Beddington Corner with recognised status as an Area of Special Local Character. In compiling this plan, it is clear that other areas within our defined boundary could also achieve special status i.e. Hackbridge Green.

5.6 The vernacular of Hackbridge, despite recent planning decisions resulting in

Saxon House, remains located in 2-3 storey houses. The existing buildings have a common use of traditional materials such as bricks, plaster, tiled/slated roof, timber/brick and sometimes an inconsistent use of concrete fences. Industrial estates are organised in the same island fashion adjacent to the residential areas.

5.7 Our consistent feedback from the local community is a desire to see new housing recognise and be sympathetic to the surrounding area as clearly defined in the NPPF. This neighbourhood plan recognises the influx of 1,000+ new homes within the term of this plan and the policies we have written attempt to facilitate this increased population but not at the expense of sacrificing an existing well defined community that is Hackbridge.

5.8 Sutton Council's Local Plan (2018) seeks to promote the development of Hackbridge as a District centre, through Policy 5. It is not clear however what benefits Hackbridge will gain by moving to this status, a comment frequently raised during consultation.

05 POLICIES

Planning Policies

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

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

Theme	Policy No.	Description
Housing and Built Environment	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
Local Economy	LEP1	Employment Land
	LEP2	Employment opportunities in Hackbridge
Environment	EP1	Access to the Wandle Valley Regional Park
	EP2	Local Green Space Designation
	EP3	Trees
	EP4	Management of Current Public Green Spaces
	EP5	Management of New Public Green Space
	EP6	Green Infrastructure
	EP7	Urban Greening
	EP8	Water Efficiency
	EP9	Water Efficient Landscape Design
Energy, Waste and Water	EW&WP1	Better Buildings for the Future
Movement	MP1	Pedestrian and Cycle Networks
	MP2	Transport
	MP3	Air Quality
	MP4	Car Clubs & Electric Cars
Community Infrastructure	CCI1	Local Infrastructure

05 POLICIES

HOUSING AND BUILT ENVIRONMENT POLICIES

Objective 1.1: Strengthen the character of our neighbourhood and deliver sustainability best practice
We consider this an opportunity for well-designed distinctive developments, such as BedZED, to shape our community, by improving community interaction and facilitating behaviour change.

Objective 1.2: Create a better pedestrian environment and public realm experience
Improving the pedestrian environment and public realm experience through good design will create a better local character, better sense of place and encourage people to be more active.

Policy H&BEP1

Local Character and Sense of Place

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

- respect the scale and density and appearance of the suburban setting of the neighbourhood's building, areas of special local character and other heritage assets. Within the 'Area of Taller Building Potential' higher buildings are acceptable in principle.

- where appropriate use innovative solutions to achieve good quality design and reduce the environmental impact of the development .

- adopt design principles which maximise access to natural light .

- maximise access to green spaces and for high density developments, use green walls and roofs to achieve this (see Policy EP7 – Urban Greening).

- improve the character and quality of the public realm, including through public art and use of appropriate colour .

- include proportionate evidence that is material to the proposal in question which demonstrates that these requirements, where relevant, have been satisfactorily addressed.

Justification

5.10 The H&BC NDG would like to speak to developers as early as possible, including at the pre-application stage, to share information with them and to understand the intent of their design. This worked well with other developments and below is a number of questions that have facilitated this process. They are based on Building for Life 12 (Design Council CABE).

Urban Design Performance Criteria to guide early discussions with developers:

- How does the development's design help to engender a sense of neighbourliness?

- How does the development respect the character of the place and how does this relate to the site's history?

- How are buildings orientated to create positive frontages, in terms of active frontages between buildings and adjacent public spaces, ensuring buildings front on to other building fronts (with back to back gardens), avoiding rear fence, 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?

- Are gardens / green space commensurate with the size and type of development?

- What are the environmental standards for the buildings?

- How has the layout been influenced by solar orientation and other environmental factors?

- 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 route lined by building frontages that accord with secure by design principles?

- Does parking dominate the development and is there adequate parking for new residents?

- How adaptable and robust are the buildings – have they been future proofed?

- Are there play spaces with toddler play spaces – will these be overlooked by nearby homes

05 POLICIES

5.11 Good quality design has an important role to play in achieving sustainability and can result in locally distinctive developments that helps foster the idea of a sustainable suburb.

5.12 We value our built environment and heritage and seek to ensure that the future character of our neighbourhood is shaped in a way that addresses the issues identified in Section 3 of this plan.

5.13 A recent development in the centre of Hackbridge has contributed little to the character of Hackbridge. This development has not been sensitive to be existing local housing and environment. By contrast, the BedZED development has provided a distinctive structure within a green setting creating a living and working environment which is neither harsh nor in conflict with neighbouring buildings.

5.14 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.

5.15 The design of new buildings needs to be sensitive to any historic buildings and the Beddington Corner area of special local character.

5.16 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.

Policy H&BEP2

Sustainable Design for Sustainable Living

Residential development proposals should provide the following requirements where feasible and practical.

Where appropriate and possible, locally sourced materials should be utilised.

Cycle storage

- residential development schemes should at least meet the minimum cycle standards set out in the Local Plan (2018).
- should be of sufficient size for the anticipated number of occupants of the dwelling.
- 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 and Outdoor Drying

In flatted developments appropriate facilities for recycling and outdoor drying should be provided.

Allotments

- Where feasible and practicable 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.

05 POLICIES

Justification

5.17 Evidence suggests that the design of the built environment and buildings can be a positive influence. For example, people are more likely to ride their bikes or recycle their rubbish if they have easy access to such facilities.

5.18 Current adopted cycle standards are set out in Appendix 11 of Sutton's Local Plan (2018). These are expressed as minima and developers are encouraged to exceed them where appropriate.

5.19 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. Focused

5.20 This policy calls for cycle storage requirements to at least meet Sutton's requirements to make it as easy as possible for people to cycle in Hackbridge and Beddington Corner in line with our desire to see a reduction in the use of motor vehicles.

5.21 In order to improve the sustainability credentials of the area it is important that some emphasis is placed on recycling, outdoor drying and allotment provision – all of which have support of local people. Communal areas for recycling and outdoor amenity space will be sought for flatted development.

Objective 1.3: Encourage sociability through design of the public realm

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 development proposals shall demonstrate that sufficient consideration has been given to ensuring that the design will encourage sociability and community interaction by:

- 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 green space is commensurate with the size and type of development;
- 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; 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

05 POLICIES

Justification

5.22 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.

Figure 2: Edible Bus Stop

5.23 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.

5.24 Currently there are few streets within our neighbourhood, particularly in the local centre, which the community would view as 'places'. As the majority of our public realm is made up of streets they need to be carefully considered when developments are being designed. A street designed as a place will not only encourage people to walk and cycle, but will also encourage greater social interaction in the community.

5.25 New developments must provide good movement between residential areas to aid the flow of pedestrians and cyclists who are currently forced to use busy

London Road. Creating 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 residential development proposals will be expected to give priority to meeting local needs, particularly by providing affordable and family (for example 1 bed flats and 3 bed+ family housing). Applications for community-led housing projects will be supported where they meet identified local needs and optimise housing provision.

Justification

5.26 The NDG commissioned AECOM to produce a Housing Needs Assessment specifically for the neighbourhood area. Full details and references to text below can be read in Appendix 11.

05 POLICIES

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

5.28 Average household income for London (collected 2012/13) was £51,770, compared to a far lower rate of £43,827 for the neighbourhood area. Based on standard mortgage calculations the maximum mortgage available would be £154,000.

5.29 Average market price for housing in the neighbourhood area including CR4 (dated March 2016) was £343,064. This is unaffordable for local residents. Even with the new Starter Homes being offered at 20% reduction, this is still out of reach for many residents.

5.30 The supply of housing between 2001 and 2013 has been lower in Sutton than Outer and Greater London averages. This has resulted in many households in the north of the Borough remaining in cramped accommodation, unable to access larger accommodation.

	Hackbridge	Sutton
Population	5,748	190,146
Number of households	2,468	78,174
Owned outright	60.7%	68%
Shared ownership	1.7%	0.8%
Social rented	16.9%	14.6%
Private rented	20.1%	15.9%

Source: ONS, Census 2011. AECOM calculations.

5.31 New developments should provide in particular solutions for those people wishing to live locally, but who cannot afford market housing or Starter Homes i.e. housing explicitly designed as rented properties or those seeking to share ownership or community-led housing.

5.32 Sutton's Local Plan (2018) identifies Hackbridge as an area for growth and regeneration and, as such, directs 15% of the borough's housing supply over the plan period to our neighbourhood.

5.33 Recently completed developments Saxon House and the Wave, together with developments built in the 1990s (Flowers Estate and Mullards redevelopment) have been predominantly 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 houses, to ensure our neighbourhood has a mix of housing.

5.34 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'.

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

05 POLICIES

LOCAL ECONOMY POLICIES

Objective 2.1: Protect and support existing employment land use

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

Policy LEP1

Employment Land

The following existing and proposed employment sites shall be retained for employment use:

- Business Forest within the new Felnex development (New Mill Quarter).
- Island site for Wandle Valley Trading Estate (Riverside).
- Restmor Way.

Justification

5.36 The redevelopment of the two major employment sites of Felnex and Wandle Valley Trading Estate has resulted in the loss of employment land.

- Felnex has gone from 100% industrial to 25%. We understand that the Business Forest will provide for this and we would expect this to be realised.
- The loss of employment land for the island site of the Wandle Valley Trading Estate (Planning Ref C2016/74653) was offset by an approved planning application by giving this land back to public use. We expect this to be realised.

5.37 It should be noted that at the time of writing there is a degree of loss of employment in Restmor Way as a result of Permitted Development (Central Government Policy).

5.38 It is noted 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 benefits to the area, this should not result in the creation of a 'dormitory', where residential accommodation dominates to such an extent that people have to commute elsewhere to find employment.

Objective 2.2: Improve opportunities for employment

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

Policy LEP2

Employment Opportunities in Hackbridge

All employment development proposals should demonstrate that the following have been appropriately considered:

- business opportunities that cater for recreational visitors to the Wandle Valley Regional Park.
- the provision of flexible spaces for new start up enterprises and opportunities for training and apprenticeships.

05 POLICIES

5.39   Hackbridge is within the designation of the Wandle Valley Regional Park. In defining the Wandle Valley Regional Park it should be noted that this includes the whole of Hackbridge rather than specifically green spaces.

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

5.41   The table below details a selection of the existing types of businesses already operating in Hackbridge and Beddington Corner

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

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

New business opportunities – feedback from residents survey

These are just a few of the suggestions:

- Coffee shop
- Italian restaurant
- Bakery
- Fruit & Veg
- Butchers
- Stationers

---

05 POLICIES

ENVIRONMENT POLICIES

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

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

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

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

Policy EP1

Access to the Wandle Valley Regional Park (WVRP)

Hackbridge sits in the middle of the Wandle Valley Regional Park and thereby all development proposals shall be required to contribute to the provision of easy access to green spaces where justified, including:
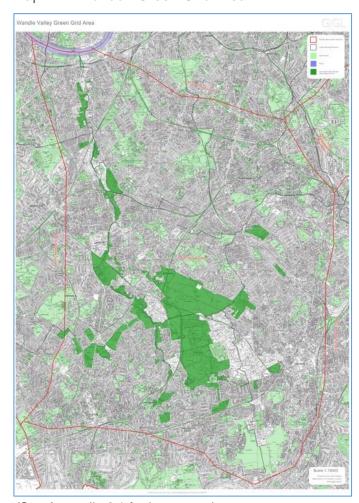
- the consideration of the needs of people with disabilities (DDA compliant), children and older residents to enable independent exploration of the park.
- retention, development and provision of public access to Beddington Farmlands and the wider WVRP. Please refer to Policy CIP1 which covers safeguarding and enhancing heritage assets.

Support will be given to the principle of providing a suitable visitor centre within the WVRP.

Justification

5.43 The Wandle Valley Regional Park is outlined in the Mayor's All London Green Grid Supplementary Planning Guide (Area 8 Wandle Valley). Please see Map 5 below and Appendix 8 for further details. It is subject to the 'Strategy for the Wandle Valley Regional Park' which was published by the WVRP Trust in November 2016.
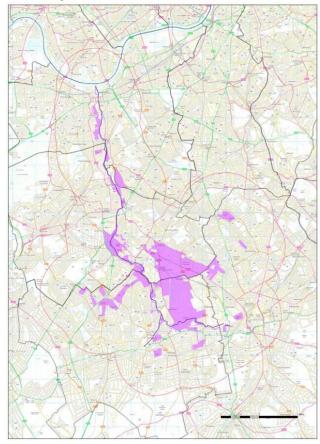
Map 4: All London Green Grid Area

(See Appendix 8.1 for larger map)

5.44 It is essential that a Masterplan is created for the WVRP as a whole, taking into account local needs for Hackbridge and Beddington.

5.45 Access via Mile Road Bridge should be improved and where necessary made safe for public use.

05 POLICIES

5.46 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, Orchard Rec, Hackbridge Green, Medland Close and the River Wandle
- Hackbridge provides the single most significant area of opportunity for public access and nature improvement in the Park.

5.47 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. Within this 90 hectares is leased to Viridor. 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 and employment opportunities.

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

5.49 There is a need to manage access to Beddington Farmlands, so that it is sensitive to the local wildlife.

Map 5: Wandle Valley Regional Park agreed boundary

(See Appendix 8.2 for larger map)

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

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

5.52 These policies apply to all development within or adjacent to the WVRP and to development elsewhere in the neighbourhood which should contribute through the Community Infrastructure Levy ('CIL'). Improvements to the Wandle Valley Regional Park are identified as one of the priorities for the spending of local CIL monies.

05 POLICIES

Map 6 Local masterplan of open green spaces

N

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Metropolitan
Open Land

Mill
Green

Beddington
Farmlands

Spencer
Road
Wetland

WOOD STREET

SPENCER ROAD

Watercress
Park

ROAD

Potential
Pedestrian
Bridge

NEW

ORCHARD AVENUE

FOXGLOVE WAY

CLOVER WAY

REYNOLDS

DOOMSDAY GROVE

CLOSE

CULVERS AVENUE

SENGA ROAD

LINK ROAD

LONGFIELD AVENUE

MILE ROAD

Mile Road
Bridge

CORBET CLOSE

HACKBRIDGE
STATION

River Wandle

RESTMOR WAY

PARK ROAD

WANDLE ROAD

ELMWOOD CLOSE

Beddington
Park

BIRCHWOOD AVENUE

KEY

UNFOLDING WANDLE VALLEY
REGIONAL PARK

POSSIBLE ECOLOGY PARK

ACCESS POINT TO WVRP

POSSIBLE PRIMARY SCHOOL

GREEN LINK

38

05 POLICIES

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

Policy EP2

Local Green Space Designation

Hackbridge Green is designated as Local Green Space.

Justification

5.53   Hackbridge Green dates back at least 300 years and provides a rare area of historic open space in the heart of the Hackbridge community. It is a registered green of approximately 0.15 hectares.

5.54   Its significance has been recognised in the public engagement underpinning this plan and it fulfils all the requirements for designation as a local green space with equivalent protection to MOL.

5.55   Hackbridge Green is surrounded by Grade II Listed buildings, including the Red Lion Pub and Goad Cottages, which date back to the early 1700s.

Map 7 Green Spaces for local designation

Metropolitan
Open Land

Mill
Green

Spencer
Road
Wetland

Beddington
Farmlands

Potential
Pedestrian
Bridge

Watercress
Park

Mile Road
Bridge

HACKBRIDGE
STATION

Hackbridge Green

Beddington
Park

N

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Spencer Road Wetlands

Field north of BedZED (MOL)

Watercress Park

Hackbridge Green

Days & Son (MOL)

Field within BedZED

Verges (London Road)

Mill Green (River Wandle)

Mill Green (MOL)

All Saints Church grounds

Orchard Avenue Rec

River Wandle (The Hack-Bridge)

05 POLICIES

Policy EP3

Trees

Development should protect trees in good health that add to the quality and character of the area.

Where possible and appropriate the equivalent number of new trees should be planted to replace any taken down using 'right plant, right place' principle.

Trees need to be commensurate to the development where appropriate. Large canopied trees will be looked upon more favourably.

All new planting needs adequate and appropriate provision for ongoing maintenance.

5.56   The London Plan (Policy 7.21) says "trees play an invaluable role in terms of the natural environment, air quality, adapting to and mitigating climate change and contributing to the quality and character of London's environment". The Mayor wants to see "an increase in tree cover with an additional two million trees by 2025".

5.57   The London Plan (paragraph 7.65): In terms of tree planting on development sites, cost benefit analysis that recognises future tree value should be used to support the case for designing developments to accommodate trees that develop larger canopies. It suggests using the advice of Trees and Design Action Group (www.tdag.org.uk) when determining planning applications.

Policy EP4

Management of <u>current</u> Public Green Spaces

Public green spaces should be protected and enhanced in line with the aspirations of the WVRP. The primary objective should be to increase biodiversity and improve leisure opportunities where appropriate.

Justification

5.58   Due to allocation of green space management to private subcontractors, the NDG aims to work in partnership with the stakeholder to ensure optimum management for people and wildlife

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

5.60   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.

05 POLICIES

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

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

Policy EP5

Management of New Public Green Space

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

With regard to the management of new green spaces in Hackbridge and Beddington Corner it must be satisfactorily demonstrated that the following factors have been taken into account:

- the growing history of lavender, mint and watercress.
- the inclusion multifunctional landscaping, utilising a mixture of native and non-native species of plants, to create and enhance wildlife opportunities, as well as providing aesthetic and landscape appeal.
- the use of 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.
- creating and managing flower-rich grassland in parks and green spaces.
- the use of formal and informal grass areas.
- the use of wildlife seed mixes for parks and gardens

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

- managing urban habitats for butterflies.
- managing priority habitats for invertebrates.
- use roof space of new developments to create either roof gardens, green roofs or water harvesting.
- give the provision of sufficient space for off street car parking (using SUDS) thus making the paving over of front gardens (which may exacerbate flood water run-off) less likely.
- The provision of mixed hedges instead of fences to continue the green corridors within gardens and public spaces, which will increase biodiversity and help with storm water runoff.
- The use of green walls to enhance blank canvases and extend the green corridors
- the use of newer initiatives of Bio-swales and rain gardens to help cope with flash flooding.

Justification

5.62 All development proposals shall be required to include plans for the positive management of any open space within the site and expected to contribute to the enhancement of the wider green infrastructure in the neighbourhood through on-site measures.

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

5.64 Green space is a valued amenity for people and wildlife and the existing percentage of green space in Hackbridge should not be reduced. As the population increases, this becomes more important.

5.65 The importance of green spaces to people and nature is one of the primary values of this neighbourhood plan. With

05 POLICIES

Hackbridge being developed as a major gateway to the Wandle Valley Regional Park, green spaces and nature define Hackbridge and sets it apart from other neighbourhoods.

5.66 On brownfield sites it is preferable that new green spaces are created and these are designed and managed in a way to provide public amenity, recreation and also to increase biodiversity (see guidelines in appendix).

Objective 3.5: Develop and improve green links/corridors

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

Policy EP6

Green Infrastructure

All development shall be required, where appropriate, 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 links 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 8.

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

Justification

5.67 Green Corridors links can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable modes of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.

5.68 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).

05 POLICIES

Map 8 Green Links

Legend:

- Future Green Link
- Proposed Green Link
- Current Green Corridor
- Blue Ribbon Corridor (River Wandle)
- Railway Corridor / Green Chain

Map labels: Metropolitan Open Land, Mill Green, Beddington Farmlands, Spencer Road Wetland, Watercress Park, Potential Pedestrian Bridge, Mile Road Bridge, HACKBRIDGE STATION, Beddington Park, Wood Street, Seymour Road, New Road, Orchard Avenue, Helios Rd, Clover Way, Foxglove Way, Reynolds Close, Kingswood Drive, Culvers Avenue, Corbet Close, Senga Road, Link Road, Longfield Avenue, Hackbridge Road, Restmor Way, Wandle Road, Park Road, Elmwood Close, Birchwood Avenue, River Wandle, Mill Green Road, Mile Road, B277

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05 POLICIES

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

5.70 In consultation in the early stage of this plan, it was clear that the principal corridors as shown in Map 8 shows a number of 'gaps' and as a result, not fulfilling the role as a green links.

5.71 To address this, we have identified a number of further key green links, which are shown on Map 8. 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 unfolding WVRP to the River Wandle.

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

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

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

Objective 3.6: Minimise the impact of

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

Policy EP7

Urban Greening

Development proposals where appropriate, should use soft landscaping in an innovative way to combat climate change. Consideration should be given to:

- establishing a multi-functional landscape, for example by providing the ability to grow food, increase biodiversity and mitigate flooding;
- Installing green roofs and green walls improves the thermal efficiency of buildings and reduces the use of conventional heating and cooling systems, whilst also alleviating flood risk. They also contribute to the wider landscape character and increase biodiversity by providing wildlife habitats. www.livingroofs.org
- Minimising, where possible, the paving over of front gardens as this adds to storm water run-off and use SUDs. (See EP9 for further detail.)
- Replacing fencing with hedges not only increases habitat, but also helps to soak up rain.
- Providing large canopy tree planting to help cool the climate and produce oxygen (see EP3 for further detail).

05 POLICIES

Policy EP8
Water Efficiency

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

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

Policy EP9
Water Efficient Landscape Design

Where appropriate developers should seek to maintain sufficient water supplies under drought conditions while reducing flood risks during heavy rainfall by providing detailed flood storage and drought resilience measures from the earliest stages of project planning and design, including sustainable urban drainage ('SUDS'), bio-swales, rain gardens etc:

- maintaining or restoring natural floodplains and maximising the flood storage role of rivers, watercourses, ponds, aquifers and other water features:
- promoting the benefits of measures 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;

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

Justification

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

5.75   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 links.

5.76   Refer to Sutton Council's 'Hackbridge Climate Change adaptation Action Plan (Aug 2011)'.

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

05 POLICIES

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

5.78 Drier summers will lead to drought conditions and low flow rates in rivers. Heavier winter rainfall will mean that a greater proportion of the rain runs off the ground into rivers, increasing flood risk, rather than being absorbed and adding to the groundwater that provides the baseflow for the following year. Hotter weather is also likely to result in increased water use and increased losses through evaporation.

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

ENERGY, WASTE AND WATER POLICIES

> **Objective 4.1: All new buildings to consider future issues such as climate change and fuel poverty.**
>
> Where it is an issue it is essential that adequate water supply and sewerage infrastructure exists or can be provided to serve the development satisfactorily.
>
> Developers should demonstrate in their planning applications how they will minimize waste of water and energy to reduce the impact of these future issues on our local residents.
>
> To confirm how this will be achieved, a One Planet Action Plan is to be carried out, where appropriate, and submitted with the planning application

> **Policy EW&WP1**
>
> **Better Buildings for the Future**
>
> All new developments are to minimize, as far as possible, energy and water consumption and waste produced by the occupied buildings.

Justification

5.80 In 2009, ten London boroughs won funding to develop Low-Carbon Zones. Hackbridge was one of these zones. This was in recognition of the work done to improve the quality of buildings in the area, resulting in the creation of the ground-breaking Beddington Zero Energy Development (BedZED). The NDG want to continue to build upon this legacy, supporting exemplar innovative buildings to be created in our area.

5.81 We also recognise and support Policy 31 of the Sutton Local Plan, which contains many measures for reducing consumption of energy and water.

5.82 Conducting a One Planet Action Plan will communicate in a direct and clear manner to our local residents how this will be achieved. Information and tools to write a plan can be found on www.oneplanet.net.

05 POLICIES

MOVEMENT POLICIES

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

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

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

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

Policy MP1

Pedestrian and Cycle Networks

Where appropriate development proposals will be expected to facilitate:

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

- The provision of appropriate signage to footpaths and cycle ways within developments.

Justification

5.83 It is important that councils work together, with the move to shared services.

5.84 Sutton has the sixth highest household car ownership of all the London Boroughs. (Health Impact of Cars in London 2015 – http://content.tfl.gov.uk/technical-note-12- how-many-cars-are-there-in-london.pdf)

5.85 "Sutton has relatively low levels of cycling at present with only 1% of all journeys made by bicycle. This compares to an Outer London average of 2%. While the same figure for Inner London is 4%. 1.5% of journeys to work are made by bicycle, which is around the same as the Outer London average". From Sutton Cycling Strategy – November 2015 – Section 221, page 11

5.86 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.

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

05 POLICIES

5.88 **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

5.89 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. The delivery of a new pedestrian bridge over the railway is a strongly held aspiration which has support of LB Sutton. This path would be an integral part of the forthcoming Wandle Valley Regional Park Development.

5.90 **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)

5.91 **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. However there are concerns after seeing these proposed plans that they leave a lot to be desired meaning cyclists have to dismount or keep swapping between road and pavement.

Example of new cycle route:

New Toucan Crossing has a short bit of shared pedestrian and cycle path opposite the Felnex Site providing no benefit to either user

5.92 **Permissive path extension:** Continuation of the permissive cycle path on the east of the A237 from opposite Medland Close to Mile Road Bridge. The route needs completion to design standards (ref London Cycling Design Standards June 2014 draft) and a twenty metre extension from the Hackbridge Corner bus stop to Mile Road Bridge. At this point currently vulnerable cyclists are forced on to the busy road.

5.93 **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. 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.

05 POLICIES

5.94   **Pedestrian footpaths:** Some areas of Hackbridge have very narrow pavements or other obstacles that make it unsafe for pedestrians. Wandle Road, Longfield Avenue and Senga Road can be a bad experience for pedestrians due to cars half parked on the pavement or hanging over driveways.

5.95   **Flooding:** There are many areas of Hackbridge that cause issues for pedestrians with flooding:- London Road outside Saxon House & car park entrance; Orchard Avenue; Helios Road; London Road opposite the takeaways; pedestrian cross and lowered pavement nearby on Hackbridge Road; outside Red Lion and carpark. Many garden conversions where SUDs have not been used or proper drainage, result in pooling of water on the edge of the public realm.

London Road - Hackbridge Station approaches at both sides of the railway bridge

Obstacles obstructing narrow pavement

London Road - Hackbridge Station approaches at both sides of the railway bridge

Pavement too narrow for people to pass

Hackbridge Rd - from Hackbridge Primary School through to the Felnex Development.

Bollards obstruct pavement

The centre of Hackbridge has seen lots of changes resulting in poor and dangerous public realm

Badly finished levels of landscaping outside Saxon House

Controversial Heart of Hackbridge changes public realm

Many conversions of front gardens to driveways are too small for owner's car, causing obstructions to pedestrians

05 POLICIES

5.96   **Address safety and ease of movement for cyclists**

5.97   Although there are cycle routes in Hackbridge, they are not continuous and do not address particularly narrow roads and the dangerously busy A237 road.

5.98   The cycle paths need to be brought in line with the London Mayor's cycling design standards.

5.99   Disjointed cycle paths and bad design:

- London Road north up to Mitcham Junction is scarily narrow but is the only main cycle route north into the City.
- London Road south of the railway bridge is particularly narrow with the cycle lane coming to an abrupt end. This should continue up to the gates into Beddington Park by widening the pavement providing a new welcoming entrance.
- The new shared short bit of pavement opposite the Felnex site.
- 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 a potential new 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.

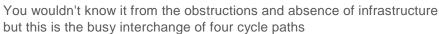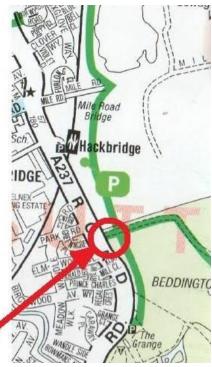*Cycle path on London Road opposite station suddenly ends before bus stop*

Cycle path suddenly ends on London Road

Poorly placed lampposts

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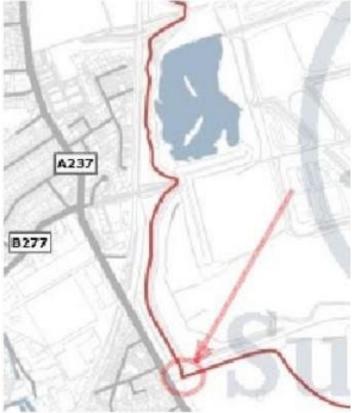

Mitcham Common - Beddington Park path indicated on both the TFL maps and the Council website for cycle paths. This is the South entrance obstructed by kissing gate, no signage of otherwise indication that this is a cycle route.

05 POLICIES

Objective 5.3: Ensure that air quality and the impact of this on the health of residents is improved to EU standards. See Appendix 10 for the EU Ambient Air Quality Directives Standards.

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

Wandle Road – bad experience for pedestrians and drivers

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

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

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

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

Cars dominate street scene obstructing public realm
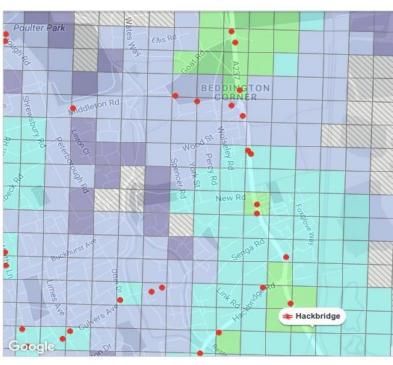
Policy MP2

Transport

Where appropriate development proposals should demonstrate how they would integrate with existing transport infrastructure, for example in terms of road use, public transport provision, cycling, walking and car parking.

Justification

5.100 While it is accepted that Local Plan (2018) Policy 36 and the London Plan's Policy 6.3 have an overarching view, we feel that our policy is addressing the huge regeneration project that is happening across Hackbridge and concerned that the current policy does not adequately address increasing demands.

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

05 POLICIES

PTAL ratings for Hackbridge from Transport for London website

You can click anywhere on the map to change the selected location.

5.102 The PTAL rating for our designated area ranges from 0 (Mullards housing estate) to 3 (by Hackbridge Train Station). 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 although designated Hackbridge final stop, does not come into the local centre, stopping at Reynolds Close. Bus routes are not well connected to Hackbridge Station or each other resulting in a poor interchange.

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

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

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

5.105 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. Cars dominate the street scene and this will be exacerbated by new developments and residents bringing their cars.

05 POLICIES

5.106 Parking has finally been recognised as a problem across Sutton and the Council are currently carrying out trials for suitable solutions. This Plan acknowledges the Council's efforts and awaits confirmation of what is likely to be introduced based on comments from residents. Parking problems in Hackbridge could also be alleviated by:

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

Policy MP3

Air Quality

Air quality needs to be monitored in Hackbridge for the reassurance of future and existing residents.

Air quality reports will be required for all major development proposals.

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

Justification

5.107 London Borough of Sutton is in an Air Quality Management Area as of 2013, however the Council's Air Quality Action Plan 2013 is not clear about how Hackbridge with its 'A' road is monitored and action taken.

5.108 As well as monitoring air quality on the busy roads, it also needs to be monitored in respect of an ERF soon to come into operation and the additional traffic associated with this. The NDG is endeavouring to have some form of

monitoring put in place before the ERF is commissioned. (Section 6 of this plan seeks to apply for funding).

5.109 The area needs to be designed to reduce exposure to air pollution for vulnerable residents such as children alongside busy roads.

5.110 Future development of the area should ensure all design proposals factor in the need to reduce exposure to air pollution.

5.111 During the term of this plan, the London Mayor is likely to introduce his Ultra Low Emission Zone (ULEZ). Although Sutton is currently not in the area, we believe that all London boroughs should adopt this.

Policy MP4

Car Clubs and Electric Cars

All developments of more than 35 dwellings will be required to provide designated space(s) for car club cars and provide charging points for electric vehicles.

Justification

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

5.113 The neighbourhood plan acknowledges the need to control the amount of car parking provided at new developments as a means of reducing car use. However, the neighbourhood plan also recognises that reducing dedicated car parking spaces as a part of any new developments before realistic alternative modes of travel are available may lead to further on-street car parking

5.114 Most people need access to a vehicle from time to time and car clubs can

provide for that occasional use reducing the need to own a car. An aspiration would be to increase the number of car club places currently available so there are car club cars sited within a five minute walk of anywhere in Hackbridge.

5.115 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 that 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.

5.116 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.

COMMUNITY INFRASTRUCTURE POLICIES

Objective 6.1: Improve community infrastructure provision, which meets local needs, facilitated through CIL monies as appropriate

It is expected that developers will make proportionate financial contributions towards infrastructure needs.

It is vital that the growing community in Hackbridge and Beddington Corner is provided with additional infrastructure

Objective 6.2: Conserve and enhance the historic environment and heritage assets

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

Policy CIP1

Local Infrastructure

Development in Hackbridge will be supported where evidence is provided to demonstrate how it would :-

- Contribute to the maintenance and enhancements of existing local services.
- Conserve and, where possible, enhance heritage assets and areas of special local character.
- Protect and where possible enhance the area's archaeological heritage.

Justification

Safeguarding and enhancing heritage assets and areas of special local character

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

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

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

5.120 In particular, we expect to see the heritage assets detailed in the Map 9 continue to receive protection and enhancement.

5.121 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.

Protect and where possible enhance the area's archaeological heritage and the potential for community engagement

5.122 In particular, we expect to see the archaeology assets detailed in Map 10 continue to receive protection and enhancement.

Protecting and maintaining access across the railway

5.123 There were three bridges over the railway line, which offered access to Beddington Farmlands and the unfolding WVRP. However, two of them have been demolished. This has resulted in the loss of west to east pedestrian links to this area of open green space. It is still an aspiration of the local community, and the London Borough of Sutton, to provide a new bridge but until feasibility and/or viability studies have been undertaken a precise and favoured location for a new pedestrian bridge cannot be identified with any certainty

Community services

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

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

5.125 With the arrival of 1,000+ new homes it is imperative that developments including Felnex, Wandle Valley Trading Estate and other smaller developments are coordinated in terms of impact on existing infrastructure.

5.126 Pressures on commuter trains, places in schools, access to health care are already an issue in Hackbridge and this needs to be addressed during the whole planning process.
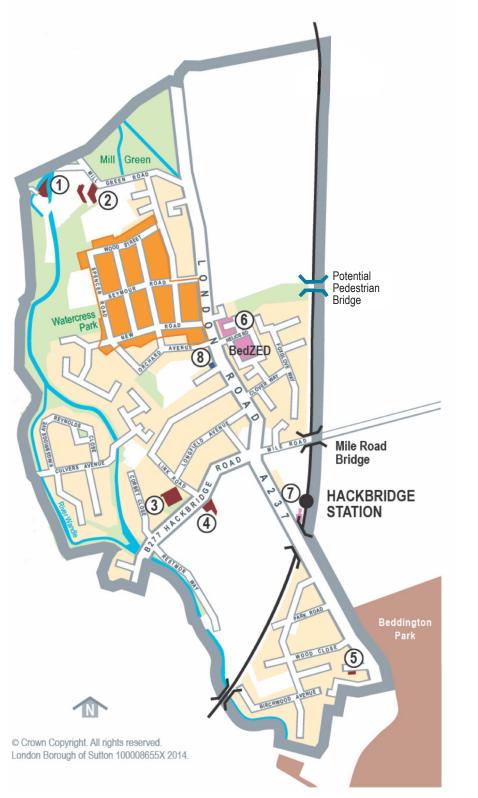
COMMUNITY INFRASTRUCTURE LEVY

5.127 At a time of significant regeneration, it is important that CIL money received from developers in the neighbourhood boundary contributes to the benefit of the local and future residents of Hackbridge and Beddington Corner.

5.128 Set out below are the main categories we wish CIL to be spent on and Section 6 lists our Community Action Plan which may benefit from applying for CIL money:

- Connectivity to and projects to enhance use of the Wandle Valley Regional Park
- Public realm
- Green links
- Movement – improvement of cycle routes and widening of pavements

- Schemes which reduce local flood risk as suggested by the Environment Agency
- River restoration – Mill Green

NEIGHBOURHOOD PLAN MONITORING

5.129   The London Borough of Sutton has a statutory requirement to monitoring the effectiveness of its Local Plan polices. As such the Council produces an 'Authority Monitoring Report' (AMR) on an annual basis and publishes it on the website www.sutton.gov.uk/amr.

5.130   As the Hackbridge and Beddington Corner Neighbourhood Plan forms part of Sutton Council's development plan it will be monitored through the AMR on an annual basis.
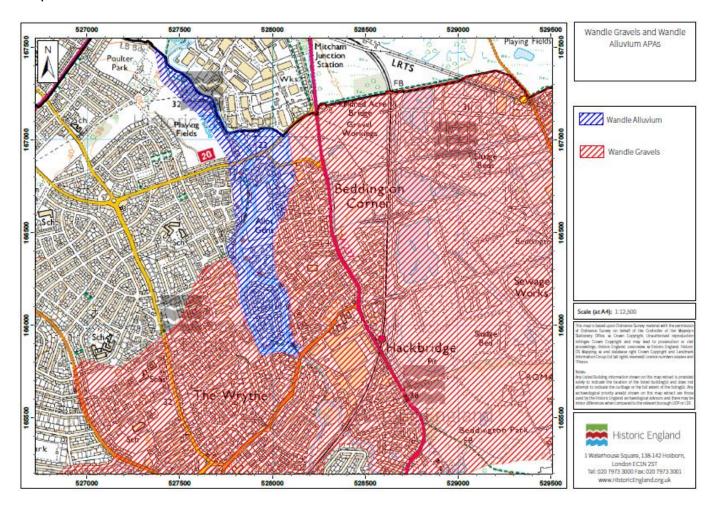
Map 9 Heritage Assets

HERITAGE ASSETS

- Beddington Corner Area of Special Local Character
- Beddington Park Conservation Area
- Grade II Listed Building
- Potential Additions to the Local List
- Residential
- Public Open Space
- Locally Listed

1 Riverside, Middleton Road

2 40-48 (even) Mill Green Road 'Villas'

3 9-15 (odd) and 19-25 (odd) Hackbridge Green

4 The Old Red Lion, Hackbridge Road

5 258 London Road. 19th Century Mill Building

6 BEDZED

7 Hackbridge Station

8 Culvers Lodge

Potential Pedestrian Bridge

Mile Road Bridge

HACKBRIDGE STATION

Beddington Park

Wandle Gravels and Wandle Alluvium Archaeological Priorty Area

Map 10 – Wandle Gravels and Alluvium APAs

5.131 See Appendix 12 to view a larger map

Section 6

Hackbridge Community Action Plan

06 HACKBRIDGE COMMUNITY ACTION PLAN

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

6.2 These projects form an important appendix to this neighbourhood plan and seek to provide a platform for putting forward ideas and aspirations for a place called Hackbridge, which with the right funding and support, will help to facilitate not form part of the development plan and have been called 'Neighbourhood Projects'. They will be delivered in a variety of ways, including developer contributions from section 106 agreements and the Community Infrastructure Levy.

6.3 H&BC NDG has already been instrumental in undertaking small projects across Hackbridge, which have involved working with developers, local business and the Council.   Here are a few examples of what the NDG has already been instigative in terms of 'projects' since forming as a group in 2011.

6.4 **Wildflower meadows (2012 to 2014)** Working with the Council's Parks Department, wildflower strips have been sown along the verges outside the 'Flowers' estate on the London Road and BedZED. An element of trial and error was the initial experience but 2014 delivered an impressive array of mixed flowers, lasting well into the late summer.

6.5 **Spring bulbs on The Green (2012)** A small green with huge plane trees, surrounded by listed cottages was the subject of a challenge to plant 3000 bulbs donated by Sutton Council. This challenge was taken up by the children of Hackbridge Primary School and local residents. A member of the H&BC NDG, organised the event over three days where The Green saw up to 500 young children planting daffodil and crocus bulbs. Every child at the school had the opportunity to plant some bulbs. Despite the damp and foggy weather, it was

wonderful to hear the merriment of the children, the odd scream when they found a worm and their new daffodil dance when putting the soil back over the bulbs!

6.6 This proved a great initiative for getting the local children involved in horticulture. The children planted their legacy in this small historical part of Hackbridge and saw the results of their efforts in late spring, as they walked to school.

6.7 **Biodiversity Survey (May 2013)** The NDG arranged for the two local schools, Hackbridge Primary and Culvers House to work together with their eco teams to do a biodiversity survey of Mile Road, with the help of Sutton Ecology Centre.

6.8 **Mile Road (2013)** The NDG were successful in applying for a small amount of funding from the Mayor's Outer London Fund. This provided the opportunity to work with various organisations, including the youth offenders, Sutton Council, Sutton Ecology Centre, Network Rail, local residents, clearing what will eventually become an access to the Wandle Valley Regional Park. Further funding is required to completely enhance this area.

6.9 **Spring bulbs on London Road verge and The Green (2014)**. The NDG applied for bulbs through the Metropolitan Gardens Public Association in association with Taylor Bulbs. These were planted on the grass verge along London Road nearest Hackbridge Corner and also on The Green, enhancing the bulbs already planted by the NDG in 2012.

6.10 **Felnex Development Hoarding** 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.

List of Proposed Neighbourhood Projects

• Identification and retention of heritage assets • Redesign corner of Hackbridge Green • Green audit • Installation of air pollution monitoring • Edible bus stops	• Controlled parking zone • Community-led Housing Development • Green Business and Green Business Network • Community Shops • Local Supply Chains	• Local Employment • Retrofitting • Environmental Behaviour Change • Healthy Hackbridge and Beddington Corner

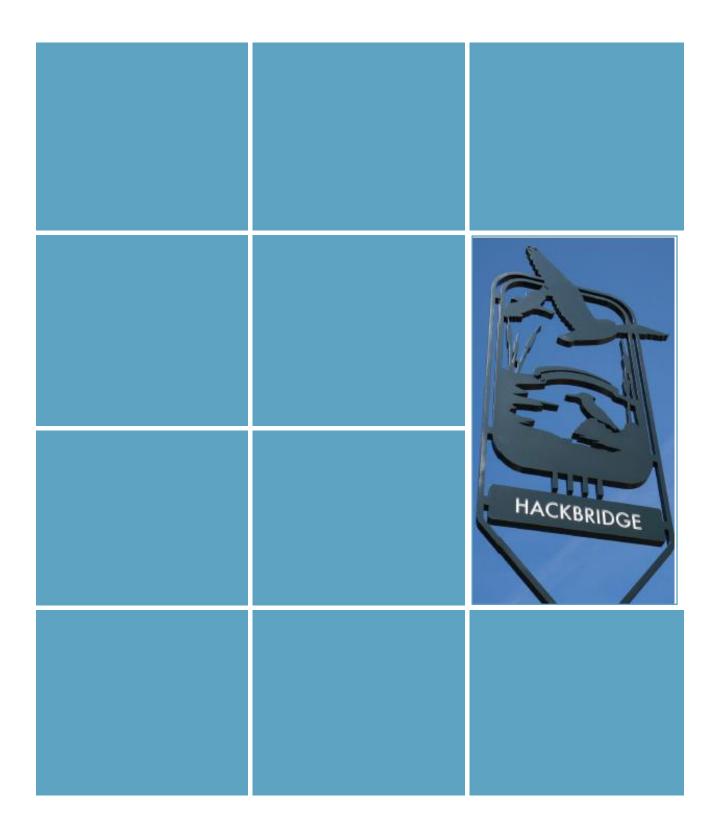| PROPOSED PROJECT	SUPPORTING STATEMENTS	PROPOSED FUNDING STREAM OR HELP WITH PROJECT
Installation of air pollution monitoring	Hackbridge has a major 'A' road running through its Centre. Proposals for 1000+ new homes will inevitably bring an increase in traffic to the area. Currently it is not known what the levels of pollution are in Hackbridge in terms whether they are in EU guidelines. Adding to this will be the arrival of the ERF, 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
Green Space Management improvements	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. Please see Appendix 7 for the audit and list of proposed projects. Funding would also be required for maintenance.	Sutton Council St Helier, Wandle Valley & The Wrythe Local Committee
Identification and retention of heritage assets Heritage Trail	We would like to support and promote local history projects including the designation of important local sites and the development of a Hackbridge heritage trail, including production of an information pack. We have identified buildings, structures and areas, which have a value for the community, and we consider important for our local heritage and identity. See supporting Heritage Trail map.	St Helier, Wandle Valley & The Wrythe Local Committee
Heritage booklet	Following the success of the History of Hackbridge posters put up on the hoardings around the Felnex site, many people have asked for this to be made into a booklet form.	St Helier, Wandle Valley & The Wrythe Local Committee
Redesign corner of Hackbridge Green	Since the telephone box was removed from Hackbridge Green, this has enabled a bigger paved area, which is often used for cars to park illegally. The area should be redesigned to promote an area within keeping of the heritage and wildlife of the local area with suggestions of putting up a town sign, notice board with heritage information, raised beds or other type of planting to enhance wildlife, brighten up the corner and stop illegal parking.	St Helier, Wandle Valley & The Wrythe Local Committee

PROPOSED PROJECT	SUPPORTING STATEMENTS	PROPOSED FUNDING STREAM OR HELP WITH PROJECT
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. 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
Mill Green - naturalisation of Wandle carrier	The main carrier of the treated effluent runs along a hard channel through Mill Green. If naturalised, this would not only enhance the area, but also attract and improve biodiversity.	Wandle Trust (South East Rivers Authority)
Ecology Park	The NDG supports Hackbridge becoming a gateway to the Wandle Valley Regional Park and the use of the land north of BedZED and the Sita site improved for wildlife and people. It must take into consideration the lack of children's recreational ground in this area as part of the development into an ecology park.	Wandle Valley Regional Park Trust, Wandle Forum, National Lottery, National Trust
Hackbridge train station	Green up Hackbridge train station, ensuring the building becomes a flagship for sustainability, including solar panels, green roof, green walls, water harvesting, display of energy use - take Morden Hall Park as an example	Network Rail Sutton Council
Community-Led Housing Development	Community housing should help drive the localism agenda. Conduct a survey of housing needs in Hackbridge and Beddington Corner and use the findings to plan for development of affordable homes. This need is urgent: as Treasury support for affordable housing is withdrawn, developers will have less incentive to build affordable homes, and rents will tend to go up. Alternative forms of tenure should be considered.	Sutton Council NDG
Community Shops & Local Supply Chains	One way for Hackbridge and Beddington Corner to demonstrate its commitment to sustainability might be for local volunteers to open a community shop. Normally associated with rural communities where the traditional village store has shut down, we feel there is a place for this kind of co-op in Hackbridge. We'd also like to see proposals for a farmer's market, and for all the local shops to buy their stock from local producers.	Proposed partners - Eco Local, Sutton Community Farm?
Apprenticeship opportunities	Nearly half the unemployed people in Hackbridge and Beddington Corner have insufficient skills. Local colleges should be encouraged to provide training, working with developers and other employers.	Carshalton College? Sutton Council

06 HACKBRIDGE COMMUNITY ACTION PLAN

PROPOSED PROJECT	SUPPORTING STATEMENTS	PROPOSED FUNDING STREAM OR HELP WITH PROJECT
Energy efficiency	There are many ways homes can be made more efficient, such as: improving insulation; installing energy-efficient lighting and appliances; encouraging recycling and composting; and eliminating wastage of water.	Sutton Council Eco Local BioRegional
Environmental Behaviour Change	We need to change our attitudes to our environment and the way we care for it. This can only be achieved through education, starting in the schools. From the way we interact with others on roads and pavements, through respect for wildlife in our gardens and parks, to considerate disposal of waste (in the recycling or compost bin where appropriate), there is scope for change in our behaviour. Making that happen is a big educational challenge.	Community groups Sutton Council
Healthy Hackbridge and Beddington Corner	We want to encourage healthy lifestyles in Hackbridge and Beddington Corner for all residents, particularly healthy lifestyles towards food (takeaways dominate Hackbridge Corner and we wish to see a more diverse retail choice). The promotion of outdoor activity is to be encouraged and we would wish to see an extension of ideas including outdoor gyms and enhanced walking and cycling provision across our neighbourhood.	Sutton Council St Helier, Wandle Valley & The Wrythe Local Committee
Transport	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	Transport for London
Interpretation Centre	Providing an environmental / visitors centre for the WVRP.	Wandle Valley Regional Park Trust, Wandle Forum
Bridge access to Wandle Metropolitan Park	Irrigation and Hundred Acre railway bridges were demolished in February 2017. A bridge that is DDA compliant is essential for access to this large area of Metropolitan Open Land.	Wandle Forum, National Lottery, National Trust

07 APPENDIX

These appendices can be viewed on the NDG's website www.hackbridgendg.com or by clicking the below links.

Appendix 1	Constitution
Appendix 2	Evidence base, guidance and bibliography
Appendix 3	Planning terminology
Appendix 4	Planning policy context
Appendix 5	One Planet Living
Appendix 6	One Planet Living Action Plan
Appendix 7	Hackbridge Green Space Management
Appendix 7.1	RHS plant list perfect for pollinators
Appendix 7.2	RHS wildflowers list perfect for pollinators
Appendix 7.3	RHS front gardens urban greening
Appendix 8.1	All London Green Grid SPG March 2012 (Page 104 – Green Grid Area 8, Wandle Valley)
Appendix 8.1	All London Green Grid map
Appendix 8.2	Wandle Valley approved boundary map
Appendix 9	Community Infrastructure Levy (CIL)
Appendix 10	EU Ambient Quality Air Directive 2008/50/EC
Appendix 11	Hackbridge & Beddington Corner Housing Needs Report by AECOM
Appendix 12	Wandle Gravel and Wandle Alluvium APAs
Appendix 13	Consultation Statement
Appendix 14	Consultation Statement Appendices
Appendix 15	Basic Conditions Statement
Appendix 16	Sutton Council's SEA Screening Statement
Appendix 16.1	Historic England's SEA Screening Statement feedback
Appendix 16.2	Natural England's SEA Screening Statement feedback

Hackbridge and Beddington Corner Neighbourhood Plan

Referendum Version
November 2018