



Summary of discussion at the  
**Community Workshop** on the draft  
Hackbridge Masterplan

All Saints Community Centre,  
New Road, Beddington Corner

**18 March 2009**

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## 1. Introduction

This report provides a summary of the community workshop held at All Saints Community Centre, New Road, Beddington Corner on 18 March 2009, to discuss the draft Hackbridge Masterplan.

The community workshop formed part of the wider public consultation on the draft Hackbridge Masterplan carried out over a 6-week period between 11 February- 25 March 2009. The public consultation also included:

- A summary leaflet distributed to all residents and businesses within Hackbridge, and to other stakeholders, through libraries and Council Offices;
- The draft Masterplan document made available for inspection at nearby local libraries and the Council's offices at Civic Centre and at Denmark Road, Carshalton;
- Advertising the document through local newspapers and on the Councils Website as well as making copies of the document available online at [www.sutton.gov.uk/hackbridge](http://www.sutton.gov.uk/hackbridge);
- A public exhibition at the All Saints Community Centre, with Council officers on hand at set times to provide advice on the document.

A Consultation Report is currently been prepared on the wider public consultation which will include details of all responses received and Council considerations. This report will be made available to the public from June 2009.

In addition to the consultation on the draft Hackbridge Masterplan, the Council is also consulting on the Site Development Policies Preferred Options Document during the same period. This document identifies proposed sites for future development outside Sutton Town Centre, including five major sites in Hackbridge, and policies to be used to decide planning applications.

### **Structure and Purpose of the Workshop**

The workshop provided an opportunity to exchange local knowledge and ideas on key elements of the draft plans.

The feedback will be compiled with that received through the wider public consultation. The responses received will greatly assist the development of future plans for Hackbridge as part of the Local Development framework for the Borough.

The main topics discussed at the workshop event included review of the draft masterplan on key themes such as the overall approach/ the Sites/ the new

district centre, new homes/ jobs, transport and getting around, and open space and parks.

The workshop was well attended with 54 participants registering at the event, with a mix of local residents, businesses, schools, community groups, and Council representatives. Details of those that attended are provided at the end of this report.

The **Workshop Format** was as follows:

18:30	<b>Introduction</b> , format and purpose of workshop Planning Aid for London (Anthony Wilson)
18.35	<b>Project Background</b> London Borough of Sutton (Paul McAleer)
18:40	The <b>Draft Hackbridge Masterplan</b> : The Key Themes Tibbalds Planning and Urban Design (Sue Rowlands)
19:00	Small <b>Group Sessions</b> <ul style="list-style-type: none"><li>• Table 1: The Overall Approach/ A New Centre</li><li>• Table 2: New Homes and Jobs</li><li>• Table 3: Getting Around</li><li>• Table 4: Open Space and Parks</li></ul>
19:40	<b>Feedback</b> from groups
20:20	<b>Summary</b> of discussion/ <b>Next Steps</b>
20:30	<b>Close</b>

## 2. Presentations

### **Introduction, format and purpose of workshop**

Anthony Wilson from Planning Aid for London (PAL), appointed by the Council to facilitate the event, commenced proceedings by clarifying PAL's role as facilitator and detailing the above format and event timetable for the evening's workshop.

Anthony introduced PAL is an independent body that provides town planning advice to individuals and groups of people, particularly who may not feel confident in using the planning system.

The key objective of PAL is to make sure that the local community is actively involved in planning process.

## **Project Background**

Paul McAleer from the Council discussed the project background advising that the draft plans built on the considerable prior public consultation on the future of Hackbridge over the last 2-3 years, and noted that this consultation would continue as plans further developed.

He advised that feedback had been supportive with a consensus from the community to date to on progress towards developing Hackbridge as a flagship environmental sustainability and regeneration project.

It was explained that the draft Hackbridge Masterplan document was intended to provide a basic framework and guidance for the future development of the Hackbridge area. The preparation of the draft document had assisted in informing policies put forward for Hackbridge in the Core Planning Strategy and Site Development Policies.

It was also highlighted that the policies and proposals arising from the masterplan form an integral part of the wider 'Hackbridge Initiative', which include the preparation of the Hackbridge Sustainability Action Plan, and work on a number of other studies on renewable energy, climate change & flood risk, biodiversity, transport & infrastructure, community/ health, employment, that will assist with realising the Hackbridge vision.

The consultation feedback on the draft Masterplan, together with further detailed studies and considerations will eventually feed into the preparation of a Hackbridge Supplementary Planning Document, providing detailed planning guidance on the future development and delivery of the Hackbridge 'Sustainable Suburb'.

## **The draft Hackbridge Masterplan: The Key Themes**

Sue Rowlands from Tibbalds Planning and Urban Design then provided a broad summary of the masterplan vision, highlighting the criteria necessary to make Hackbridge truly sustainable. Sue briefly covered the existing site and surrounding conditions, opportunities and constraints, development potential and key design principles.

The key elements of the draft Hackbridge Masterplan included:

- An overall urban design framework for Hackbridge as a whole, dealing with land use, movement, landscape and open space and public realm improvements.
- Design principles and development opportunities for the five strategic sites identified in the Site Development Policies: Felnax Trading Estate, former Kelvin House site, Land North of Hackbridge Station, Land North of BedZed and the Wandle Valley Trading Estate.

### 3. Small Group Workshops

#### Summary of Discussion

The workshop then split into smaller groups of 10-12 people to discuss proposals. Each group was asked to focus initially on one key topic before progressing to general discussion on the remaining topics. The questions that were asked to promote discussion were as follows:

#### Topic 1

##### The Overall Approach (The Sites/ A New Centre)

- 1 We want Hackbridge to be a great place to live and work. There are a number of important sites that can be redeveloped to help achieve this and we've suggested some possible uses for them.
  - What do you think of these?
  - Are there any other sites or buildings we should be looking at?
- 2 We want to create a new centre for Hackbridge that will be an asset for the community in the future.
  - Should it only be a place where people shop or should it have a wider role?
  - How can we make it an attractive place for the community to use?
  - What facilities does the community need?

#### Topic 2

##### New Homes/ New Jobs

- 3 The masterplan shows that new apartments would be built close to the district centre and station. We would also want to provide homes for families (to the west side of the Felnex Estate and on the land north of BedZED). There would also be a mix of apartments and family homes to the north of the Wandle Valley Trading Estate.

We think that a balanced mix of housing is important in making Hackbridge a successful community.

- Do you agree with our plans to provide new housing?
  - Are there any other types of housing you think should be provided?
  - Are there any other places you think new housing should be built?
- 4 The masterplan identifies some areas for new employment uses. These would mainly be for small and medium sized firms.
    - What sorts of jobs are needed in Hackbridge?

### Topic 3

#### Getting Around

- 5 Is traffic on London Road a problem to you? If so, what sort of problems does it cause?
- 6 Do you think it could be managed better? If so, what's your view on:
- Reducing traffic speed
  - Improving safety for pedestrians
  - Improvements for cyclists
  - Car free areas
  - Shared surfaces
- 7 How could we encourage more people to walk and cycle in Hackbridge?
- 8 We want to create a neighbourhood that gives people easy, convenient and safe routes. We want everyone who lives in Hackbridge the opportunity to choose walking and cycling as real alternatives to using the car.
- What are the places that you need to get to?
  - What can we do to make these routes better?
  - Are there any other routes or paths that you think should be improved?
- 9 We would plan to reroute the 127 and 151 bus services through the redeveloped Felnex Site to provide better bus links to the station.
- Do you agree with this?
  - What other public transport improvements can you suggest?

### Topic 4

#### Open Spaces and Parks

- 10 What could be done to improve the River Wandle corridor and open spaces in the north so that they would be better used?
- 11 We are planning to create a number of new open spaces at sites such as Hackbridge Station, Felnex, Wandle Valley Trading Estate and Land North of BedZed).
- Do you agree with the proposed strategy?
  - Do you have any views on what other types of open space or outdoor activity that Hackbridge needs?

## 4. Feedback from Groups

The following notes provide a summary of comments and detailed responses from the groups at the event.

### Summary of Key Comments

- Storey heights should be restricted particularly around the station and Felnax sites.
- Care needed when mixing uses particularly residential and employment.
- Density of development should not be too high.
- A preference for larger family homes rather than flats and one and two bedroom units.
- The new district centre should have a full range of shops and facilities, including supermarket, independent shops and cafes.
- New community, health, leisure and recreation facilities welcomed.
- Land north of BedZED questioned whether this would be better left as open space.
- New jobs could be created in green industries improving the skills base for retrofitting existing houses and buildings, and applying these skills to new development.
- Safety along the full length London Road is a major issue and in need of urgent response
- London Road and the railway are significant barriers to movement, improved linkages and crossings encouraged.
- Pedestrian/ cycle environment poor and in need of enhancement.
- Improvement of the station and rail services should be a priority, lengthen trains/ platforms, increase frequency of trains.
- Support for integration of 127 and 151 bus routes and a new public transport interchange close to the station.
- More open space and parkland encouraged, particularly within development sites.
- Appropriate measures should be applied to protect and enhance local biodiversity.
- Maintenance seen as a major issue along the Wandle with many parts derelict and in disrepair. Enhancements along the full length of the Wandle River corridor encouraged.
- Educational notification boards/ signposting suggested along the Wandle Trail detailing wildlife/ tree species/ habitat facts.
- Leisure and recreation opportunities in Beddington Farmlands should be developed as soon as possible, particularly along the ped/ cycle path.
- A clear definition needed for 'sustainability'.



## Detailed Responses

### Topic 1- The Overall Approach (The Sites/ A New Centre)

#### New District Centre

- The centre should have a continental market square atmosphere, with small shops, cafés and seating area to raise civic pride and provide focus.
- Needs to be a place where people feel safe and which doesn't just close down in the evening, thus potentially becoming a gathering place for groups of disaffected youth.
- A small supermarket, not another Tesco Express or Sainsburys Local. Selling locally produced organic food was suggested. Could a fruit and vegetable store be provided as a sub-divided part of a commercial premises?
- Are there ways of encouraging the independent shops? What creative economic approaches are available such as subsidised retail units? Would there be the possibility of affordable rents for commercial properties?
- Urgent need for a shop that sells fresh fruit and vegetables, look at other examples where this has been successful (eg. recent pilot scheme Rochdale).
- A 'village feel' should be created for the civic centre.
- Possibility of setting up Farmers' markets in the district centre.
- Are there any specific facilities planned for elderly, young and disabled people?
- A Library and gym facilities could be provided.
- A new doctor's surgery was welcomed close to the station. Could this include complimentary health/ a "Wellness Centre"?
- The existing doctor's surgery at BedZED was highlighted as vacant and never used.
- What will happen to the existing shops on both sides of London Road? Existing businesses should be protected.
- What are the plans for the businesses that are currently located to the north of the station?

#### The Sites

##### Kelvin House

- Concerns raised about the Kelvin House site, and the 7 storey mixed use development that currently holds Council planning approval. There was concern over height being inappropriate in the area and overlooking potential from windows facing the adjacent school.
- There was concern with the current application that was in with Council for the site, which proposed more units at a higher density.

##### Felnex Trading Estate

- Several proposed buildings seem to be disproportionately high on the perspective plans and out of context with the surrounding area.

- Confusion about the illustrative drawings with some thinking that these were already set in stone and would be built.
- Would the buildings on the west side of London Road and on the Felnex site be as high as 7 storeys? This would dominate the landscape when first arriving at Hackbridge Station.
- The principle behind the redevelopment of the Felnex estate and the land directly to the north of the station was questioned. How the site could be redeveloped for both residential and industrial use and how the two uses would work being adjacent to each other, particularly with lorries driving down residential roads all day.
- How attractive would the redeveloped Felnex site look if there was going to be industrial development on the site?
- Why are higher densities concentrated to the south of Hackbridge around Felnex/ Station sites and lower densities proposed on northern sites? Felnex site is too dense, why can't it be more like the density of BedZED?
- There should be more green space provided to Felnex
- The question was posed as to 'why propose housing on the Felnex site'? Why can't we deliver open space and ponds next to the centre?
- There was a suggestion from an individual that employment use may be better located elsewhere such as Land North of BedZed.

### **Hackbridge Station**

- No need for a big landmark building at Hackbridge station
- A suggestion that the mix of uses proposed may not work and that the land may be more suitable with more residential.
- Proposal to build flats on the south side of Mile Road would directly affect those living in houses immediately opposite in terms of visual impact and sunlight.
- Concern about employment-related vehicles accessing the site via access on Mile Road;
- Would the bus interchange not be better located on existing station car park, bring buses right up to the station entrance?
- A pedestrian bridge suggested over London Road connecting the station and Felnex/ district centre
- Drainage problems highlighted on and near to London Road, the station and where the new district centre is proposed. This should be resolved before any development is approved

### **Land north of BedZED**

- Would the size and type of housing proposed be appropriate on this site? There was a general dislike for flats and one- and two-bedroom units. Some participants were sceptical about the assertion that the site would include much family housing. Appropriate guidance should be in place to ensure housing is largely family homes.

- How high would the buildings be? This should be better clarified with restrictions applied so as in keeping with adjacent development.
- Development should integrate with the existing built form character of the wider area, with some citing BedZED as failing to achieve this.
- Some questioned whether the loss of open land was the right approach. How is it sustainable if we build on MOL land north of BedZED? Should this not be left as open space? Was this contradictory to the concept of a sustainable suburb?
- Gravel extraction once proposed on this site with this being replaced by a pond and open space?
- This land has electricity pylons. Would there be health risks for future residents and students at the 'new' primary school?
- Houses would be extremely close to a wildlife area, what measures would be made to protect local habitats.
- More housing on land north of BedZED will put pressure on the existing road network.
- Reduced car parking ratios could result in possible lack of parking in the area. Reduced parking provision was viewed as an admirable concept though had been tried at the BedZED development and this had resulted in BedZED residents parking in surrounding streets.
- One participant suggested that Sutton should adopt the Essex County Council model (bigger garages and more driveways and parking areas).

### **Wandle Valley Trading Estate**

- There was general support for retaining the existing businesses on site. One participant commented: "If Wandle Valley works, why change it?" Another asked: "Will you be closing these factories down?"
- The proposal to create a mixed-use development on the site was questioned. "If you're talking about employment, why are you getting rid of employment?" Another said: "You are just dressing up the housing quotas", while a third said: "I object strongly to getting rid of employment, building houses and putting employment elsewhere."

### **General Comments**

- What does sustainability mean? The eventual guidance document should have a clear definition of sustainability.
- The word 'suburb' was not welcomed, could another more inspiring word be used.
- Needs to be a great deal of thought on how Sustainable Hackbridge is to be marketed to make it attractive to visitors and interested residents.
- What is the timeline in terms of phases for this project? How much would it cost?
- This will take several years. What would happen if is a change there of Council during that period?

## Topic 2- New Homes/ New Jobs

### Housing

- One group asked about the Borough's housing target and how the total number of homes to be built in Hackbridge fitted in with this? Is the Council just using Hackbridge to make up the housing quota?
- How many of these new residences will comprise social and affordable housing? With so many new houses due to be built so close to Hackbridge Station, this will inevitably result in a big rise in house prices, so there needs to be consideration for those who cannot afford them. Needs to be starter homes.
- Are there any grants creating incentives for householders to be more green? Individual home owners are unlikely to install solar panels unless there is some incentive. Could there be an economy of scale with a programme of upgrading existing dwellings at the same time as constructing new ones?
- Could the existing shops be upgraded through a grant scheme so that they don't look tatty in comparison to new development?
- "They are trying to tell us we have no community but we do."
- One existing estate was accused of being 'full of people who don't participate in the local community', with many residents just using Hackbridge as a place to commute to London.
- What can we do to improve the sense of community in Hackbridge for these and future developed areas.

### Employment

- The group asked whether the borough had to meet Mayoral employment targets for employment? How many new jobs are planned to be created?
- What type of jobs would the Council want attracted to Hackbridge?
- Where would existing businesses go (especially those on land north of the rail station)? Would the Council assist with relocation?
- There are many people unemployed in Hackbridge. Some of these new jobs could be in making existing houses and buildings more energy-efficient, so training to apply these skills will be necessary. The training could be carried out in Hackbridge School (evening classes) or possibly in BedZED pavilion.
- Some questioned recent success and appropriateness of offices with "hundreds of empty offices around the place".
- The van hire business currently located north of the station was highlighted as an 'ideal use' if we're trying to reduce reliance on private vehicles and should remain in Hackbridge.

## Topic 3- Getting Around

### London Road and local streets

- Safety along London Road is a major issue that needs urgent attention particularly for pedestrians and cyclists. Crossing London Road is incredibly dangerous
- Traffic speeds a problem, support 20mph limit
- Signals would be useful at the main intersections
- More creative traffic calming treatments needed, not road humps
- Need for measures that make turning right safer especially into the station
- Footways too narrow in places and too close to the road making walking unpleasant/ unsafe
- Widen the road to provide more space for pedestrians and cyclists. Cycle lanes would be useful.
- A number of motor vehicle accidents have happened and will continue to if something is not done.
- HGV traffic is a problem with lorries using Hackbridge as a shortcut, using the A237 as an alternative to the A23. SatNavs may be sending vehicles that way. Signage may help, or width/ weight restrictions, but that might stop legitimate HGVs/buses
- Treatments should be applied to eliminate/ control parking along London Road.
- New houses will create additional traffic on London Road
- Pollution from traffic is a problem.
- When will the London Road bridge work start and will it be widened? This is much needed, as the current bridge is unsafe.
- A new east-west road connecting to Beddington Lane would be useful (but would generate extra traffic in Hackbridge)
- What about a bypass for Hackbridge, along Beddington Farmlands?

### Pedestrian and cycle access

- People need convenient access to shops/ town centres, schools etc. Hackbridge does not have a supermarket so people have to travel, usually by car. Improvements of facilities on offer and services nearby including a supermarket will encourage people on to foot/ bikes.
- Better east-west links are needed. There are also few north-south routes only the A237 and the Wandle trail west of the railway. The railway is a significant barrier to movement, improving connections encouraged.
- The path east of the railway needs improving and opening formally to cyclists, as well as the Mile Road and Irrigation bridges, and links to Beddington Lane and Mitcham Junction
- Restrict parking in new developments/ but make sure there isn't overspill parking
- Make footways and cycleway safer and more pleasant
- Provide more direct routes, including links across open space.
- Re-open Mile Road/ Beddington Lane link for pedestrians and cyclists

- Improved and safer routes should be provided to the station
- Safer routes provided to schools
- Make sure new developments are fully accessible to pedestrians and cyclists
- Home Zones supported. Shared surfaces to reduce vehicle speeds (5mph). Support for the principle of shared surfaces on some surrounding streets, as long as they are acceptable to the blind and other disabled people. Low speeds should make the roads safer for all

### **Public Transport**

- Many of the new residents and employees will need to travel by train. The current trains at peak hours stopping at Hackbridge are standing room only. What allowances will be made for improving train services?
- Improvement of the station and rail services should be a priority, lengthen trains/ platforms, increase frequency of trains, provide toilet/ coffee shop facilities and improve the station car park area/ make it more pedestrian-friendly.
- Dissatisfaction with bus services. The current bus routes (in particular the 80 Belmont to Hackbridge) are very slow.
- Need for an easy way of getting to Croydon. Train/ tram links to Croydon and the possibility of additional services direct from Hackbridge?
- There should be better linkages between bus services and the tram at Mitcham Junction needed.
- Support for integration of 127 and 151 bus routes
- Bring back the S1 to Hackbridge
- Bus interchange would be better located on existing station car park. Clear the station car park and bring buses right up to the station entrance (as at Mill Hill East)
- Improve frequency of buses, particularly on Sundays
- Improve bus timekeeping
- Provide shopping buses to supermarkets
- Reduce car parking standards to encourage public transport use

## **Topic 4- Open Spaces and Parks**

### **General Comments**

- Open spaces should work as a network. Connecting open spaces improves capability to enhance biodiversity
- Need to remove or reduce perceived barriers so that open spaces are readily available
- We need to create destinations where people want to go to and spend time
- Sports fields for children- football, hockey, netball etc to address obesity of the young and build self-esteem and teamwork.
- More children's playgrounds needed.
- More green spaces/ parks should be provided

- Balance between housing and green space needed
- Possibility of community allotments being set up. No mention is made in the plan concerning locally produced food. For each of the proposed residential developments there should be a community allotment.

### **Northern 'Green Spaces'**

- The MOL land to the north-east corner of the suburb needs improvement.
- How can we ensure enhancements to these spaces? Can we rezone to leisure and recreation?
- Could there be a city farm located here which could be an exciting attraction particularly for children?
- How can we ensure enhancements to the MOL land to the north-east corner of the suburb if it is privately owned (Thames Water) and Mill Green to the north, west of London Road (owned and managed by Mitcham Common Conservators)?
- The draft masterplan highlights the value and potential these significant parcels of land could have in contributing to the wider network and the eventual Wandle Valley Regional Park.
- These large green spaces offer significant leisure, recreation and biodiversity opportunities.
- Most green space is in the north, little in the south
- The funding from developer contributions can assist with seeing through enhancements to these spaces. Council would need to work with owners of these sites.

### **Wandle River Corridor**

- Maintenance seen as a major issue along the Wandle with many parts derelict, in disrepair and in need of a facelift.
- Paths should be improved along the Wandle River along its full length
- Ped/ cycle paths along the Wandle in disrepair. Paths disjointed/ difficult to read, stopping and starting at road crossings. More signposting needed at junctions to improve legibility
- Existing bridges in poor condition and could be better maintained
- Educational notification boards/ signposting suggested along the Wandle Trail detailing wildlife/ tree species/ habitat facts. Great for local kids/ schools to build up knowledge on local environment.
- Improvements to water quality critical to improving biodiversity.
- Reintroduce more trout to the watercourse. Waterfowl currently being reintroduced to existing wetlands east of river opposite Spencer Road Wetlands.
- The green peninsula opposite Mullards Estate noted as a place where pedestrian access could be limited so as to protect existing habitats. Excavate channels to protect habitats.
- Could some of the renewable energy/ power come from the Wandle? The Old Mill north of Wilderness Island where water currently banks up

- suggested as possible source of hydropower. Water wheel micro/ macro generation.
- Make the water course a 'place of delight'/ further build up sense of community pride.
  - Flood problems highlighted in particular along the section of river immediately downstream from Hackbridge Road bridge
  - Flood barrier currently controls water levels at the Wandle Valley Trading Estate.

### **Beddington Farmlands**

- Access to Beddington Farmlands is currently poor and feels unsafe. Supportive of opening access to Beddington Farmlands from Mile Road and north of BedZED and improving links. Improve approach/ gateway to the park. Create a friendly/ attractive/ inviting access.
- Timing? When will the land at Beddington Farmlands be handed over from landfill to open space? Likely to be approx 15 years. Can we do something to the area proximate to the railway in the interim? Leisure and recreation opportunities in Beddington Farmlands should be developed as soon as possible, particularly along the ped/ cycle path.
- Welcome the creation of the Wandle Valley Regional Park
- A bird sanctuary/ wildlife area (something similar to the Wetland Centre in Barnes) could be developed. A wildlife centre would fit in well with the area and would provide a magnet for both locals and visitors to enjoy.
- Improve the environment / reduce smells. Smell from landfill is not good for image of area.
- Use old sewage / landfill to generate heat and power



## 5. Next Stages

### Public Consultation Report

A significant number of comments have been received by the Council as a result of the workshop and the 6 week consultation process. Council officers are currently compiling the responses received.

A Consultation Report will be prepared providing details of all the comments and suggestions received during the consultation period and will advise the Council in developing its approach towards the future of Hackbridge as a sustainable suburb. The comments conveyed at the community workshop and Council's views will be included in this report.

The report on the Consultation Report will be made available to the public in June 2009.

### Draft SPD

The Council will then prepare a Supplementary Planning Document on Hackbridge, which takes account of the consultation responses and will provide detailed planning guidance on the future development of the Hackbridge 'Sustainable Suburb'.

It is intended to produce the draft Supplementary Planning Document in Autumn 2009, when the local community will again be consulted.

## 6. Attendees

The workshop was well attended with 54 participants registering at the event, with a mix of local residents, businesses, schools, community groups, and Council representatives.

**Attendees Signed in-** Community Workshop event, 18 March 2009,  
All Saints Community Centre, New Road, Beddington Corner

Surname	First Name	Organisation	
Alfrey	Peter	Local Resident	1
Barrowclough	Helena	Local Resident	2
Cave	Hugh	City & Provincial	3
Coronas	Steve	Local Resident	4
Din	Asif	Zedfactory	5
Dow	George	Local Resident	6
Dow	Jacqueline	Local Resident	7
Riddlestone	Sue	BioRegional	8
Duffy	Jim	Local Resident	9

Hart	Pat	Local Resident's Group	10
Hersey	Ken	Vice-Chair, Residents' Association	11
Kane	Paddy	Councillor, LBS	12
Marks	Anne	Local Resident	13
Norton	Katherine	Savills	14
Pearson	Leon	Project Manager, New Possibility Committee	15
Quemby	Colin	Cycling Touring Club	16
Robinson	Jackie	Hackbridge Christian Spiritualist Church	17
Todman	Barry	Sutton Link	18
Woolston	Helen	Local Resident	19
Yates	Elizabeth	Local Resident	20
Pepper	James	Sutton Guardian	21
Tanner	Sandra	Local Resident	22
Tanner	Robert	Local Resident	23
Hughes	Stanley	Local Resident	24
Reid	Chris	LB Sutton	25
Rowlands	Sue	Tibbalds	26
Wilson	Anthony	Planning Aid for London	27
Anderson	Patrick	Planning Aid for London	28
McLean	Michael	TCPA	29
Scott	Shelley	Local Resident	30
Carter	Chris	Local Resident	31
Bennett	Roy	New Possibility Committee	32
Mellish	Jeff	No 1 Car Hire	33
Ellson	John	No 1 Car Hire	34
Cook	Carol	Spencer Nursery	35
Cook	Gary	Spencer Nursery	36
Baughan	Angela	Spencer Nursery	37
Smith	Sue	Chair, Culvers House Primary	38
Harris	June	Local Resident	39
Taylor	Jan	Local Resident	40
Taylor	John	Local Resident	41
Matskevic	Karolina	Local Resident	42
Garner	Simon	New Possibility Committee	43
Prescott	Laurie	Local Resident	44
Prescott	Lonny	Local Resident	45
Blomfield	Sally	Principal Officer, Strategic Planning, LBS	46
Boerkamp	Belinda	Strategic Planning, LBS	47
Clarke	Duncan	Strategic Planning, LBS	48
Forrest	Alex	Strategic Planning, LBS	49
Fraser	Keith	Principal Officer, Strategic Planning, LBS	50
McAleer	Paul	Project Manager, Hackbridge Masterplan, LBS	51
McLaughlin	Mark	Strategic Planning, LBS	52
Wilson	Jeff	Manager, Strategic Planning LBS	53
Jones	Norman	Spencer Wetlands	54