



SUDBURY TOWN COUNCIL

LONG TERM PLAN

Revised February 2012

This Plan forms the basis of Sudbury Town Council's approach to Babergh District Council and Suffolk County Council and should lead to a more integrated approach to decision making.

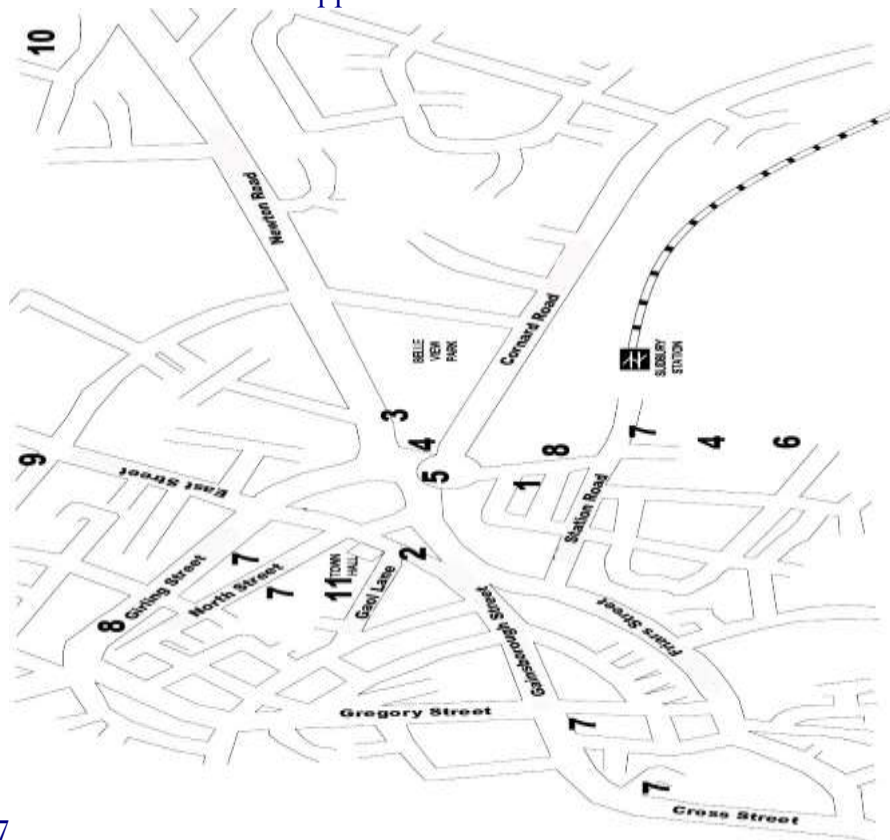
The Plan will be seen as flexible and on-going. It should be reviewed annually and adapted and altered as outside influences demand.

Page

CONTENTS

3	1	Hamilton Road old Bus Station site & surrounding area (SD06)
	2	Market Hill
4	3	Belle Vue House & Park
5	4	Belle Vue junction
6	5	Bus terminal
7	6	Parking: Lorry and Car Parks
8	7	Target areas: Girling Street & Great Eastern Road
9	8	Open Spaces: Peoples Park
	9	Public Waste Disposal Site
10	10	Gaol Lane Site
11	11	Allotments
Appendix A		BDC Local Plan & Supplementary Planning
Appendix B		Phased Improvements – Town Centre
Appendix C		Belle Vue Park Proposed Improvements

Appendix D



PP17

1. HAMILTON ROAD/OLD BUS STATION SITE / BACK OF BOREHAMGATE PRECINCT (SDO6)

1.1. At present this area is scruffy and dilapidated. But it represents the only remaining area within the town centre available for large retail development which would allow Sudbury to attract the bigger retail chains into the town.

1.2. As a consequence, shoppers will remain in town rather than travelling, which will continue to support the success of existing smaller retailers. It will allow the core of the town to remain in the centre rather than increasing further edge of town development.

1.3. A well-designed link to the Market Hill will ensure that the two areas become the new central hub, and ensure that the railway station becomes less isolated.

1.4. Sudbury Town Council supports the proposals, to develop the whole site as a mixed use development. This is in line with the Local Plan and BDC Supplementary Planning Guidance and is awaiting a developer. (see Appendix A)

1.5. There is garden land behind Lloyds Bank that could potentially form part of a new green space for public use. This could include a children's play area, a fountain, seating etc.

1.6 Opportunities to provide suitable budget or middle grade hotel and community facilities should continue to be identified and promoted

2. MARKET HILL AND OLD MARKET PLACE

2.1. This pivotal area is seen to be crucial to maintaining the current attractive qualities of the market town. Its character should be retained whilst enhancing features to create a highly attractive area for both visitors and the community.

2.2. An holistic plan for the whole area surrounding Market Hill, extending from the bottom of North Street, including King Street and Old Market Place to the entrance to Friar Street, should be developed incorporating areas of shared space. The town councils preferred phasing of this work is detailed on Appendix B

2.3. In particular, measures should be undertaken to create the north side of Market Hill into a more pedestrian friendly space, where visitors and shoppers can take time to fully appreciate the environment and shopping experience and at the same time ensuring enhancement and protection of this conservation area.

2.4. Road and pedestrian safety needs improvement and for this reason we propose some reduction of parking on the Market Hill itself and identifying alternative parking areas.

2.5. The landscape should be softened with sympathetic planting (potted trees, tubs, baskets, etc.), whilst at the same time bearing in mind the twice weekly market requirements.

2.6. The night-time economy can cause anti-social behaviour and ways to encourage use by a wider customer base should be sought.

2.7 Reducing the number of inappropriate or superfluous signs and street clutter, and introducing more appropriate lighting, could enhance the appearance without detracting from the existing character.

2.7. Measures should be taken to improve the visual impact of the Thursday and Saturday markets as well as providing a pleasant environment for those using the market.

2.8. Toilet facilities should be available for longer periods to cater for evening users.



2.9. When linked together with the developed SDO6 site, this will form a retail area with more to offer shoppers and therefore attract visitors to the town.

3. BELLE VUE HOUSE AND PARK

3.1. Sudbury Town Council wishes to retain Belle Vue House as an integral part of the park for future use by Sudbury residents (a joint press release was issued in 2011 pledging to safeguard the future use of the park and house. The town council supports BDC's 10 year proposals for the improvements to Belle Vue Park , which included locating the BMX track within the park and providing new toilet facilities. Full details are shown in Appendix C.

3.2. Recommendations for additional uses might include:

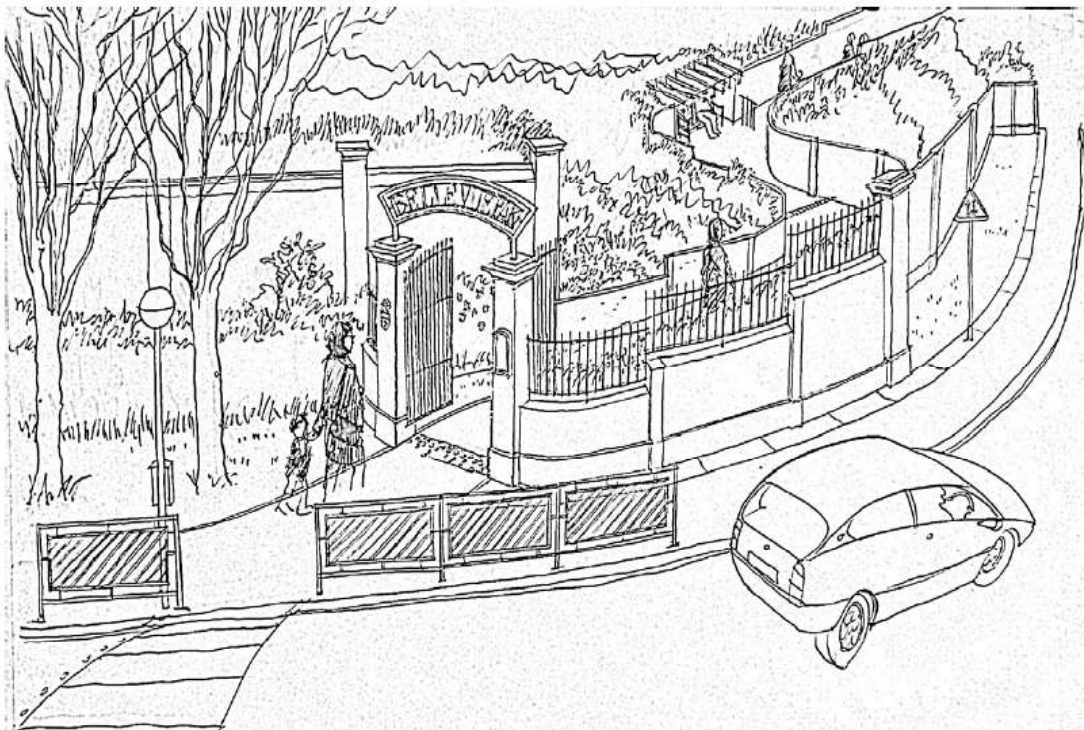
1. Youth clubs / youth facilities
2. Services for older residents

3. Rooms to be available for hire to local clubs and groups

(in addition to existing use by Sudbury and District Citizens Advice Bureau)

3.3. Meetings will be arranged with Babergh District Council to discuss all options, including the feasibility and funding opportunities, to permit Sudbury Town Council to take a more active role in the future of this area.

3.4, Belle Vue Park is recognised as a special asset enjoyed by townspeople and visitors of all ages; it should be further enhanced by the provision of an appropriate entrance and approach, visible from the Town Centre.

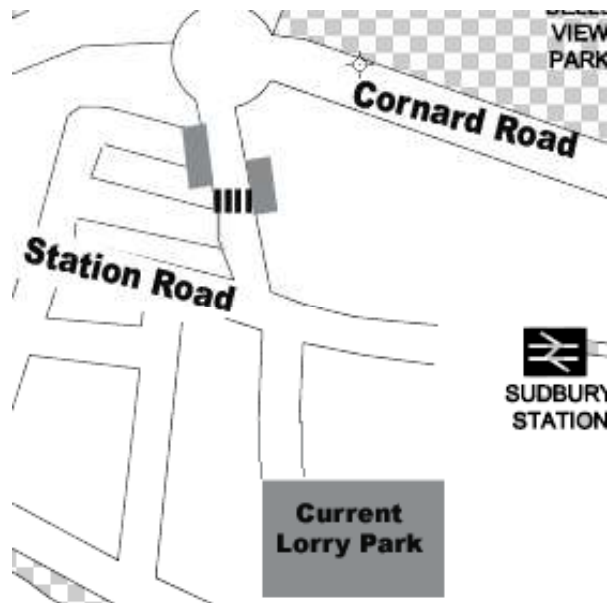
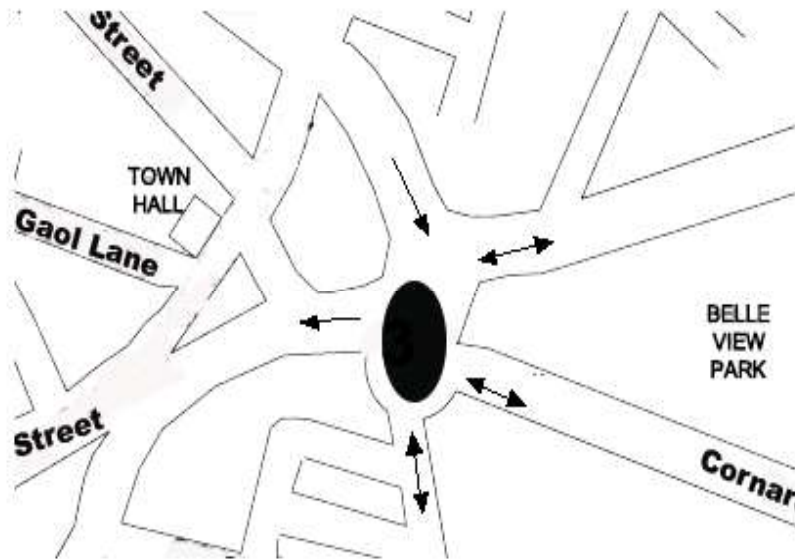


4. BELLE VUE JUNCTION

4.1. In order to reduce the amount of traffic that travels around the town centre, the junction at Belle Vue should allow traffic to turn right up Newton Road from Great Eastern Road and Cornard Road. This will also allow for safer access to/from a developed SDO6.

4.2. This will also increase pedestrian safety as traffic will no longer need to cross lanes immediately after the roundabout (splitting on either side of St Peters Church) – particularly important in line with point 2 allowing for pedestrian access to Belle Vue park.

4.3. Safety measures are required for pedestrians at the top of Cornard Road; these should be integrated with arrangements for the proposed cycleway in Cornard Road.



5. PARKING

LORRY PARK

The lorry park is owned by Babergh District Council.

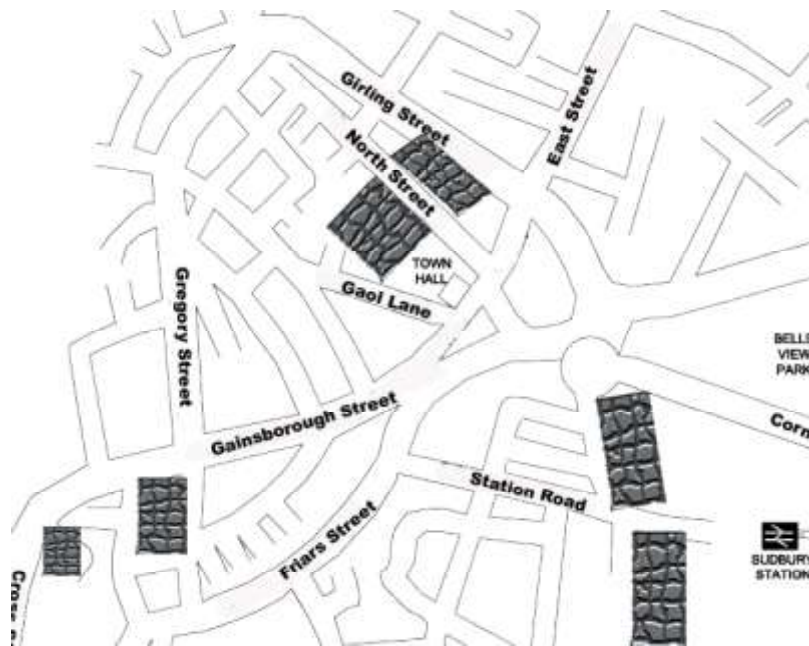
5.1. The possibility of moving the lorry park away from its existing site should be seriously considered. The area can then be used for bus layover and turning, market traders' vehicles and for lorries making deliveries to Waitrose.

5.2. Alternative sites should be considered on Chilton Industrial Estate and Woodhall Business Park. Discussions are ongoing with the appointed contractor to have an area designated for a lorry park alongside the new proposed business park area within the Chilton Woods development.

CAR PARKS

5.3. Sudbury Town Council wish to ensure that short term parking in Sudbury's car parks remain free. These include: North Street, Girling Street, Cross Street, Stour Street, Roys and the Kingfisher. The town council would not wish to see increases in the long term parking charges to ensure the viability of the current train services.

5.4. It is important to identify additional parking spaces in order to mitigate loss of any parking on Market Hill. Sudbury Town Council requests that Babergh District Council looks to identify suitable sites to accommodate extra long/short term car parking in Sudbury such as Babergh District Council is investigating the use of land behind Roys for additional long-term parking.



6. TARGET AREAS

GIRLING STREET

6.1. Sudbury Town Council has identified this as an 'eyesore', which is seen constantly as it forms part of Sudbury's one-way system. The council recommends looking at ways to enhance this area, including planting schemes, signage and street furniture.

GREAT EASTERN ROAD

6.2. Another 'eyesore' area is where shops in Borehamgate back onto Great Eastern Road, this will be greatly improved following development of the current bus station area into a new retail / residential area.

6.3. From the railway station an attractive tree lined avenue leads visitors into the town and this should continue onwards to the heart of the town.

6.4. The layout of the busy junction at Great Eastern Road, Waitrose and Station Road needs to be reviewed. (Refer SD06)

7. PUBLIC OPEN SPACE

7.1. Sudbury Town Council is committed to maintaining and enhancing the provision of open space (which is currently below national norms for a town of this size; see 7.5 below)

PEOPLES PARK

7.2. SUDBURY TOWN COUNCIL'S PEOPLE'S PARK POLICY

The original policy was adopted by council in July 2003 and reads as follows:

Sudbury Town Council argue that, since People's Park was originally 6.4 hectares, and Babergh District Council have already given permission for the recent development of 1.9 hectares, the most that should be allocated for further housing is 1.3 hectares. This would leave half of the total site 3.2 hectares, instead of half the balance currently without permission: perhaps for the much needed playing fields that Babergh accepts are in short supply in Sudbury/Great Cornard.

The following supplementary policy was adopted by council in January 2008:-

That, in the case of a planning application being made in respect of "People's Park", the town council would support its current policy (as outlined above).

7.3. Sudbury Town Council's preference was to see the land kept as open space. However, we acknowledge the Inspectors findings.

If, as a result of this housing is now built, we would wish to see half of the original plot retained for open space. This should not just be small grassed areas, but one or more substantial areas (and see also 10.2. below).

7.4. However, with the implementation of the Localism Bill there is a Community Right to Buy possibility which should be explored for this site.

ADDITIONAL OPEN SPACE/PARKS

7.5. Sudbury Town Council requests that Babergh District Council ensures that continuous Areas of open space are allocated on all new building areas and that areas which could be used as open spaces or an additional park (similar to Belle Vue) are identified and secured for this purpose. Shortage of open space is identified in PP17 (Appendix D)

OTHER AREAS

7.6. The proposed route of the Sudbury-Cornard-Chilton Biodiversity Trail, and links from it to other footpaths should be safeguarded and its development should be promoted in partnership with Suffolk County Council, Babergh District Council and local councils.

7.7. Opportunities by the transfer of Valley Walk to Sudbury town Council should be explored and developed.

8. PUBLIC WASTE DISPOSAL SITES

8.1. Sandy Lane waste disposal site cannot support further demands. When additional housing is built at Chilton Woods (approx 750 houses) a second site must be identified on that side of town. It is not acceptable for people to be required to drive through the centre of town to dispose of their rubbish.

8.2. Possible sites could include: Chilton Industrial Estate or Woodhall Business Park. Previous developers (Ashwells Plc) had indicated a site may be available behind the proposed new business park development area of Chilton Woods.

9. GAOL LANE SITE

9.1. Sudbury Town Council's proposal is to gift the land to a housing association for them to build apartments with retail units below. The town council is in discussion with BDC regarding this. The town council may wish to use part of the ground floor space.



(Not to scale)

10. ALLOTMENTS

10.1. Sudbury Town Council will continue to try and identify areas within the town for additional allotments and is working with the local Garden Centre to provide Grow Your Own plots.

10.2. Some of the open space remaining at People's Park should be considered for allotment use.

10.3. The council will also monitor and encourage the progress of the provision of allotments at the Chilton Woods development.

11. TRAFFIC MANAGEMENT AND TRANSPORT LINKS

11.1. A holistic approach to traffic management within the Sudbury area should be developed, both for the period prior to the construction of a relief road and subsequently when the relief road has been built. This should consider pedestrian and cycle routes as well as arrangements for cars, lorries and public transport

11.2. Talks with the new railway operators regarding re-opening the railway link from Sudbury into Colchester Town need to take place.

11.3. Bus links to the new health centre will need to be operated.

12. KEY DEVELOPMENTS

12.1. Sudbury Town Council will be mindful of key developments affecting the town and wishes to encourage suitable national retailers and businesses to sites in the town centre, where these will supplement and support the variety of independent retailers which add vitality to the town

March 2012