

## **SUDBURY TOWN COUNCIL**

### **MINUTES OF THE PLANNING DEVELOPMENT AND HIGHWAYS COMMITTEE MEETING HELD IN THE TOWN HALL ASSEMBLY ROOM ON MONDAY 21<sup>ST</sup> JUNE 2021 COMMENCING AT 6.30 PM**

Committee members present: Mr N Bennett - in the chair

Mrs S Ayres  
Mr T Cresswell  
Mr S Hall  
Ms E Murphy  
Mr A Osborne  
Miss A Owen  
Mr J Thomas

Mr C Griffin – Town Clerk  
Mrs J Budd – Deputy Town Clerk

1. **Substitutes and Apologies**

Councillor J Sayers was absent but no apologies had been received.

Councillor Ms Murphy substituted for Councillor Sayers.

2. **Declarations of Interest**

**Mrs S Ayres, Mr T Cresswell and Miss A Owen declared that they were Babergh District Councillors.**

3. **Declarations of gifts and hospitality**

There were no declarations of gifts or hospitality.

4. **Requests for dispensation**

No requests for dispensation had been received.

5. **Minutes**

**RESOLVED**

**That the minutes of the meeting held on Monday 24<sup>th</sup> May be approved. These had been adopted at the June meeting of the full council.**

6. **Local Development Order – Great Notley**

Members were requested to discuss the Local Development Order (LDO) for the creation of a Business and Innovation Park at Horizon 120, south of the A131, Great Notley, south of Braintree.

**RESOLVED**

**That the report be noted.**

7. **Kelvedon Parish Council Draft Neighbourhood Plan**

Members were requested to consider commenting on the draft Neighbourhood Plan for Kelvedon Parish Council.

**RESOLVED**

**That members did not wish to comment.**

8. **Chilton Woods Construction Environmental Management Plan**

Members discussed the Chilton Woods Construction Environmental Management Plan and the Construction Traffic outputs.

Comments and questions were raised regarding the route the construction traffic proposed to take. Many of these questions had been asked at the Chilton Woods Working Group on 16<sup>th</sup> June, but answers had not yet been received.

**RESOLVED**

**That members wait for the response to the questions asked at the Working Group before commenting on the document.**

9. **Flood alleviation basins adjacent to Aubrey Drive**

Members were asked to consider making any further response to the Suffolk County Council's proposals to construct flood alleviation basins adjacent to Aubrey Drive, Sudbury.

**RESOLVED**

**That no further comments be made.**

10. **Planning applications**

DC/20/01094 **Proposal:** Outline Planning Application (some matters reserved, access to be considered) – Erection of up to 166 residential dwellings, a purpose built care home for up to 60 bedrooms, and associated infrastructure including landscaping, public open-space, car parking and means of access off Churchfield Road, Sudbury.

**Location:** Land on the North Side of Churchfield Road, Chilton Industrial Estate, Sudbury.

**RESOLVED – REFUSE – As before. In the current Local Plan this whole site is designated employment land, therefore this application is against planning policy. Sudbury Town Council would like to reiterate their views within the forthcoming Local Plan that this land should remain as designated employment land.**

**The Council welcomed the recommendations within the Reptile and Bat reports.**

DC/20/05270 **Proposal:** Discharge of Conditions Application B/15/01718 – Condition 9 (Surface Water Drainage Scheme), Condition 10 (Implementation, Maintenance and Management) and Condition 28 (Foul Water Drainage Strategy).

**Location:** Chilton Woods Mixed Development to North of Woodhall Business Park, Sudbury.

**RESOLVED - APPROVE**

DC/21/02764 **Proposal:** Reserved Matters application for Residential Phase 1 (matters relating to Appearance, Landscaping, Layout and Scale) comprising erection of 200 no. dwellings, residential amenities, open space, parking and associated development and Discharge of Conditions 9 (Surface Water Drainage Scheme), 10 (Drainage Maintenance and Management), 11 (SuDS Components and Piped Networks), 18 (Waste Disposal Strategy), 22 (EV Charging Points), 28 (Foul Water Drainage Strategy), 29 (Site Levels), 38 (Hard and Soft Landscaping Scheme) and 43 (Open Space Scheme) pursuant to Outline Planning Permission B/15/01718 dated: 29/03/18 (Outline application (with all matters reserved except for access) - Erection of up to 1,150 dwellings (Use Class C3); 15ha of employment development (to include B1, B2 and B8 uses, a hotel (C1), a household waste recycling centre (sui generis) and a district heating network energy centre); village centre (comprising up to 1,000m<sup>2</sup> Gross Floor Area (GFA) of retail floor space (A1, A2, A3, A4 and A5), village hall (D2), workspace (B1a), residential dwellings (C3), primary school (D1), pre-school (D1) and car parking); creation of new vehicular access points and associated works; sustainable transport links; community woodland; open space (including children's play areas); sustainable drainage (SuDS); sports pavilion (D2) and playing fields; allotments; and associated ancillary works)

**Location:** Chilton Woods Mixed Development Land, North of Woodhall Business Park, Sudbury.

**RESOLVED – Members commented on the following reports:**

**Suffolk County Council Highways – Support the comments/concerns raised within their report – especially items 1 Cycle Routes and 2 Parking Layout.**

**Ecological report – Support the concerns raised within this report that insufficient ecological information is available for determination.**

DC/21/02940 **Proposal:** Full Planning Application – Erection of entrance canopy.

**Location:** The Vineyard Centre, Tudor Road, Sudbury. CO10 1NW.

**RECOMMENDED - APPROVE**

DC/21/03135 **Proposal:** Householder application – Erection of single storey side and rear extension.

**Location:** 226, Parkwood Drive, Sudbury. CO10 1LX.

**RESOLVED - APPROVE**

**11. Speed Limits in Sudbury**

An email received from County Councillor Ms Carter regarding speeding in Sudbury was discussed.

Ms Carter advised that the issue of speeding seemed to be the biggest concern with residents. The main areas that were negatively affecting residents appear to be Melford, York, Clarence, Tudor, Humphry and Stanley Road, Cats Lane, East, Cross, Kings, Church and Ballingdon Streets along with Ballingdon Hill.

Councillor Ms Carter asked if other Councillors were receiving similar complaints and requests for lower speed limits. She offered to raise any issues with Suffolk County Council.

**RECOMMENDED**

**That Waldingfield Road and Newton Road be added to the list of ‘problem’ areas for speeding.**

**That 20mph limits were appropriate around all schools and could be extended a little to include the immediate residential area.**

**That the Town Clerk pass all traffic speed data to the Police and then ask them to discuss how speed limits could be better enforced in Sudbury.**

**12. Suffolk County Council Levelling Up Fund**

Members discussed the Suffolk County Council Levelling Up Fund for the Sudbury Sustainable Bus Station Improvements. A copy of the document is shown at minute page 419.

The committee had only been made aware of this document through County Councillor Ms Carter. Concern was raised as to why it had not been issued to the Town Council for discussion.

**RECOMMENDED**

**That the following questions and proposed changes be sent to Suffolk County Council;**

**Description of works:**

**A1/A2 All fine**

**A3 Paragraph 4 – Members would like to see the Western Bypass remain open as an option.  
Paragraph 5 – Members would like to see the population within a 3-mile radius of the centre of Sudbury used for traffic calculations, so as to include Great Cornard and local villages.**

**The scheme:**

- 1. East Street - Does the Bus Priority on East Street mean no public vehicle access?**
- 2. Gt Eastern Road - Approve the requirement to improve this junction. How many car parking spaces will be taken? Should the bus stop opposite Roys be positioned closer to the Kingfisher Leisure Centre?**
- 3. Girling Street - The layout of the existing car park is intended to prevent cars from queuing on the one-way system. Removing this could cause an issue with traffic flow. Why is this bus stop required when one already exists a few feet up the road outside Aldi Supermarket?**

**20:26pm**      **Members agreed a 15 minute extension.**

- 5.      Ingram's Well Rpoad - Approve this proposal, but concerned over the pedestrian access to the rear of Belle Vue Park from Cornard Road. How will buses manage the turn in from Cornard Road?**
- 6.      King Street - No problem with the location of the stops, however concern was raised that the road might be too narrow to let traffic pass freely if a coach was parked in one of these stops. Would a coach bay be better?**

**That an Officer from Suffolk County Council be invited to attend the next Highways Committee to discuss this document and answer any questions that members have as well as explaining what formal consultation process would take place with the Town Council.**

**13.      Highways Matters**

Councillor J Thomas had received a request from a resident to extend the double yellow lines from the junction of Newton Road and Chelsea Road on both sides up to his driveway entrance, as cars parked on either side of the road make it difficult for large vehicles to turn into his drive.

**RECOMMENDED**

**That members support this request, but note that the cost is likely to make this unaffordable until the lines are due to be repainted. Officers should submit this recommendation to Suffolk County Council.**

**The remainder of the Highways list was noted.**

The meeting closed at 8.45 pm

Signed .....  
Chairman

# Levelling Up Fund

## Expression of Interest – Sudbury Sustainable Bus Station Improvements

### SECTION A – Description of works

**A1. Name of proposal:** Sudbury Sustainable Bus Improvements

**A2. Geographic area:**

Please provide information about the location of the proposal (in no more than 50 words)  
**Sudbury is a strategic town in the Suffolk's Local Transport Plan and a key market town within Babergh DC. The A131 primary route passes through the town, which experiences congestion and has an AQMA. It provides a key centre for employment, retail, services and facilities for a wide rural area.**

OS Grid Reference: **TL 87420 41333**

Postcode: **CO10 2ET**

You might wish to append a map showing the location (and route) of the proposal, existing transport infrastructure and other points of particular interest.

**A3. Description of existing problems and how the proposal would address them. Please set out which other options have been considered:**

Sudbury is a strategic town in Suffolk's Local Transport Plan and a key market town providing employment and key services to the town and a wider rural area. The town has a historic street layout with a one-way system around the historic core to accommodate traffic flows. The town is at the convergence of two Major Road Network routes, the A131 and the A134 providing connectivity to the A120 at Braintree, the A12 at Colchester and the A14 at Bury St Edmunds, the A131 is also the strategic lorry route for the area. The town is bounded by the River Stour to the south and west and is close to the border of Essex. There is an AQMA in Cross street, on the strategic lorry route.

Sudbury experiences congestion and delay at junctions and on links across the town around the core, see figure 1 below. It has long been recognised that there is a need to address the congestion and delay in Sudbury.

An investigation into the case for a western bypass was undertaken in 2002, this was turned down by the Secretary of State on the grounds of environmental impacts.

A review of the environmental impacts was undertaken in 2015, following which an SOBC was developed and in 2018 work commenced on an OBC. The OBC concluded that the costs of mitigating the impact on the environment, together with the reduction in the value of time for HGV's and commuting, resulted in the cost of a scheme outweighing the

benefits. Work on a western bypass was therefore stopped. This option will not be considered further.

The current population of Sudbury is 13,266, of which 54% are of working age and 25% of retirement ages. The current local plan review has identified additional growth to 2036 of over 40%. The 2011 census identified that over 50% of journeys for work start and end in Sudbury. Parking within Sudbury is plentiful with a total of 1669 space which are either free for up to 3 hours or £2 for 24 hours. The impact to 2026 of the level of traffic on the one-way system around the town core will increase between 17% and 22% over 2016 levels.

54% of the Sudbury population is of working age and 25% are of retirement age. Reducing local trips, especially during peak periods is therefore a key factor to reducing congestion and delay and modal shift is key to delivering this. A strong passenger transport service is also essential to support those over 65 years.

There are two parts to deliver more sustainable travel, the first is to increase use of buses. The second is to address demand; Babergh District Council has committed to review its parking strategy including its policy on charging. This scheme will deliver improvements to the bus services.

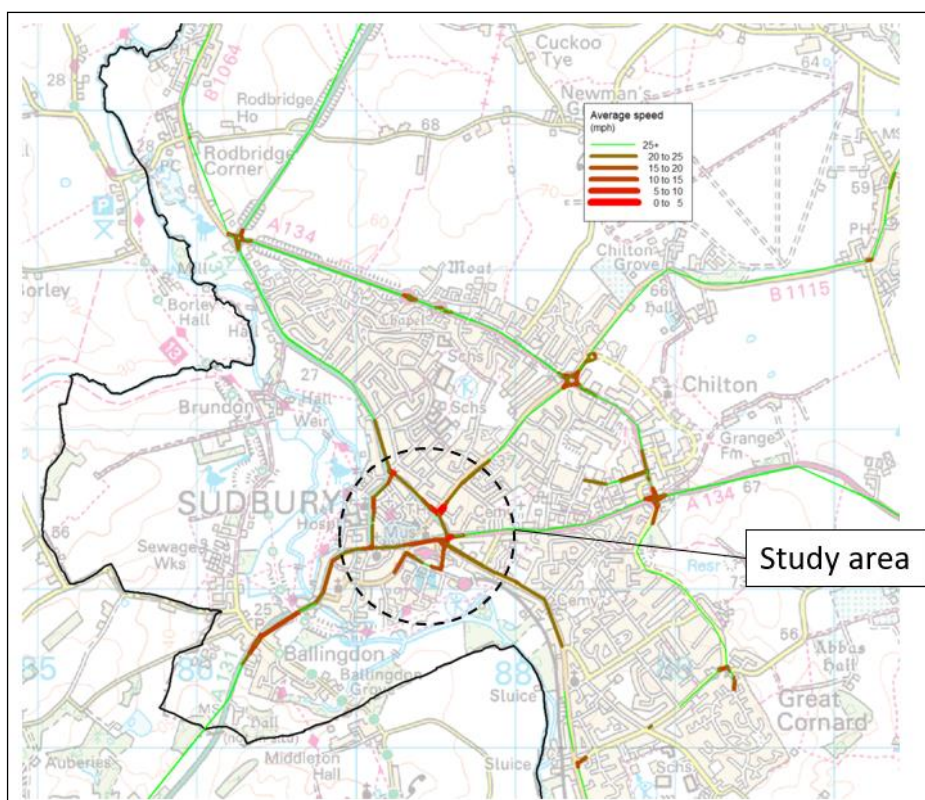


Figure 1 Delay during

peak periods

To improve use of bus services the current remote bus station, which is unattractive, Figures 2 & 3 and away from the town centre, will be replaced by on-street stops in the town centre with junction improvements and bus priority to improve the bus visibility and reduce excess route lengths and journey times. This approach will also free up the

Hamilton Road Quarter for mixed use retail/leisure and housing redevelopment to provide a catalyst for jobs and the visitor economy in Sudbury.



Figure 2 – Existing bus station



Figure 3 – Current bus station

location

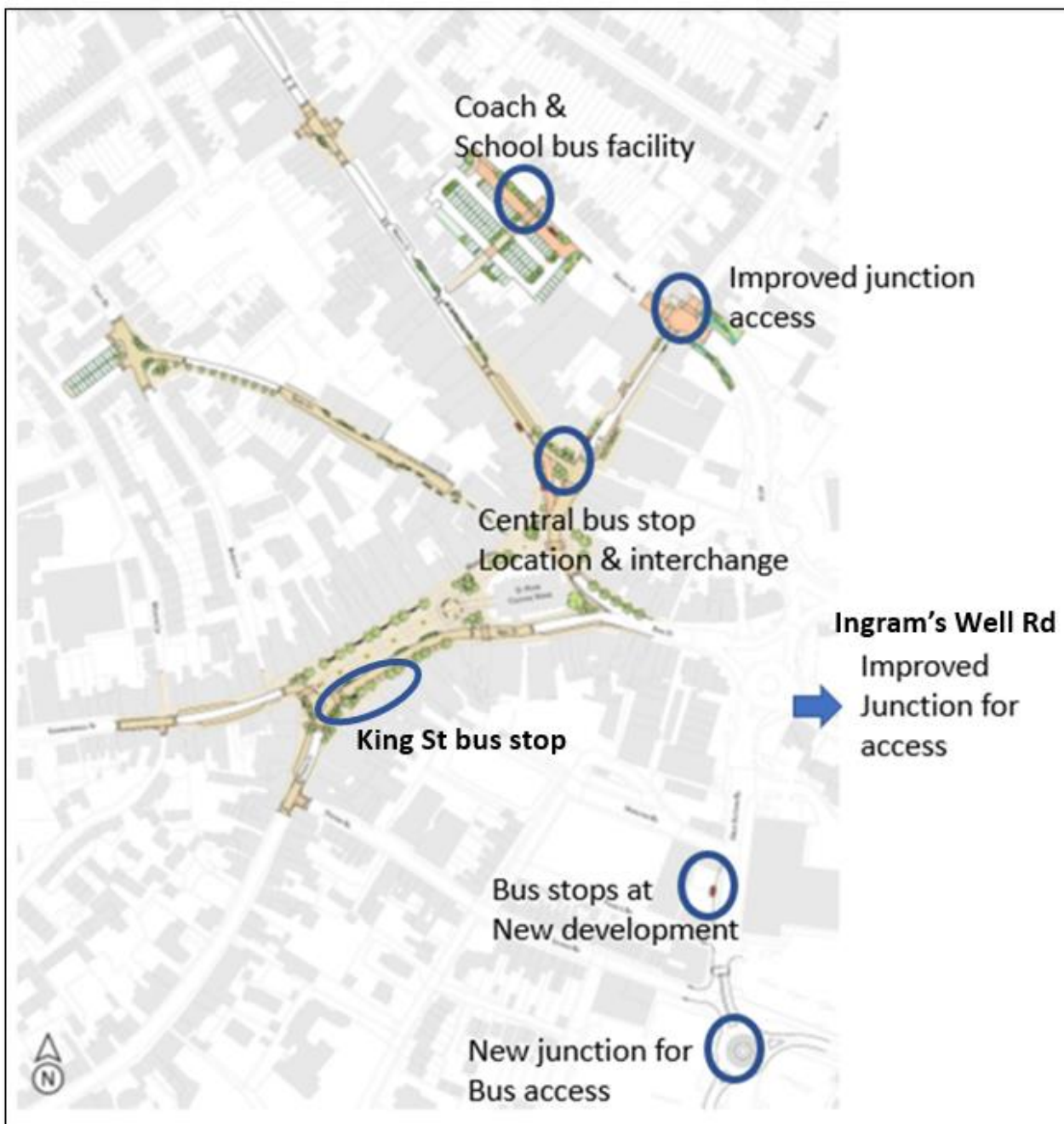
In 2019 WSP were commissioned to undertake a study of options for on-street bus stops to replace the current bus station. The outcome of this work was presented at a Sudbury Vision Engagement event in January 2020. Two options were considered, with the main differences being the provision of a northbound bus route up North Street with a bus gate and the provision of on-street facilities on King Street, with the preferred option being North Street. However, there was public concern about this route and following



discussions with the main bus operator in the town, this scheme for this bid now includes the King Street option.

**The scheme will;**

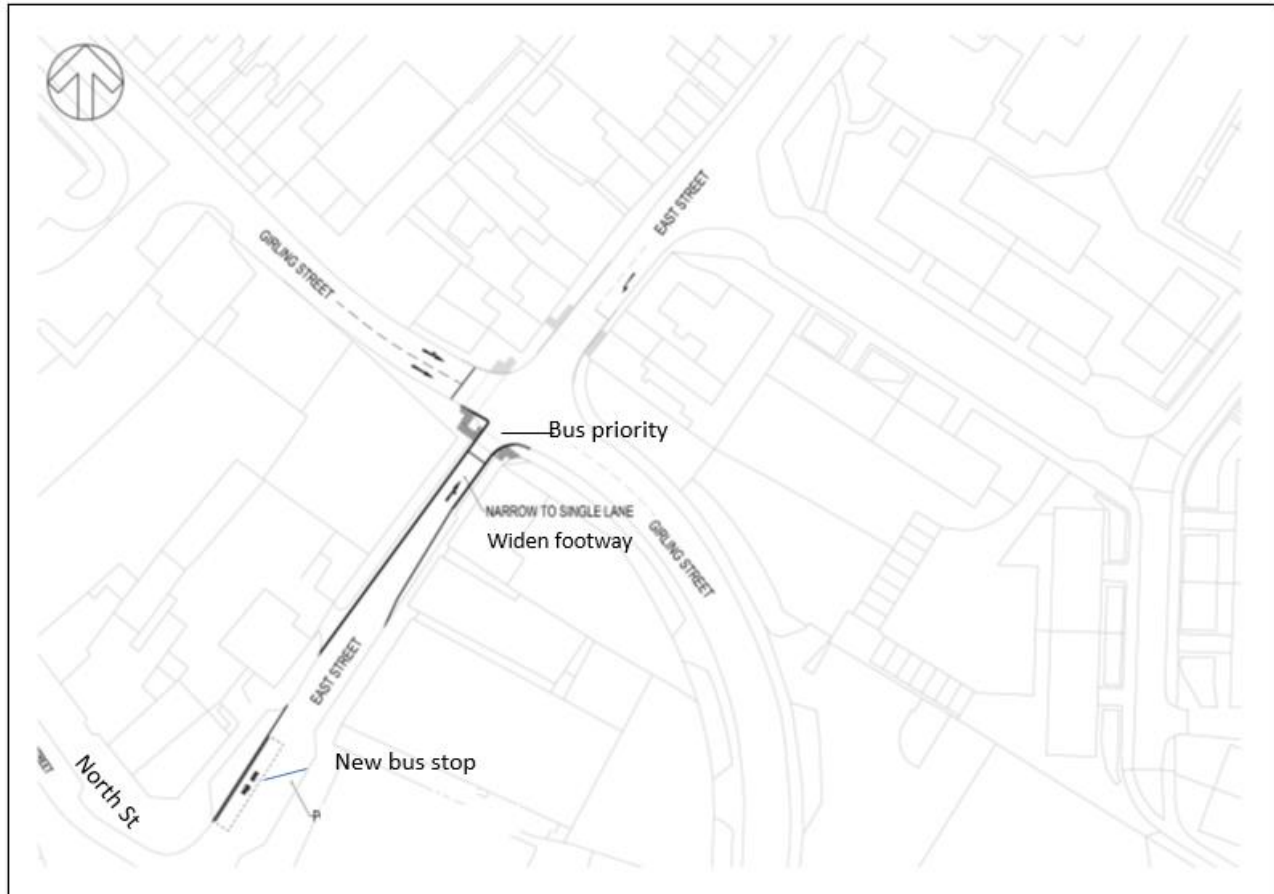
- accommodate current bus services in the town centre;
- provide capacity for future expansion of services;
- retain bus stop provision close to the train station, leisure centre, supermarkets and a new health centre;
- school bus pick up and drop off:
- coach and visitor pick up and drop off:
- improved junctions for access:
- improved junctions for new routes:
- improved journey time and reliability by delivering bus priority: and
- pedestrian crossing improvements.

**Figure 4 . Location of improvements**

## The scheme.

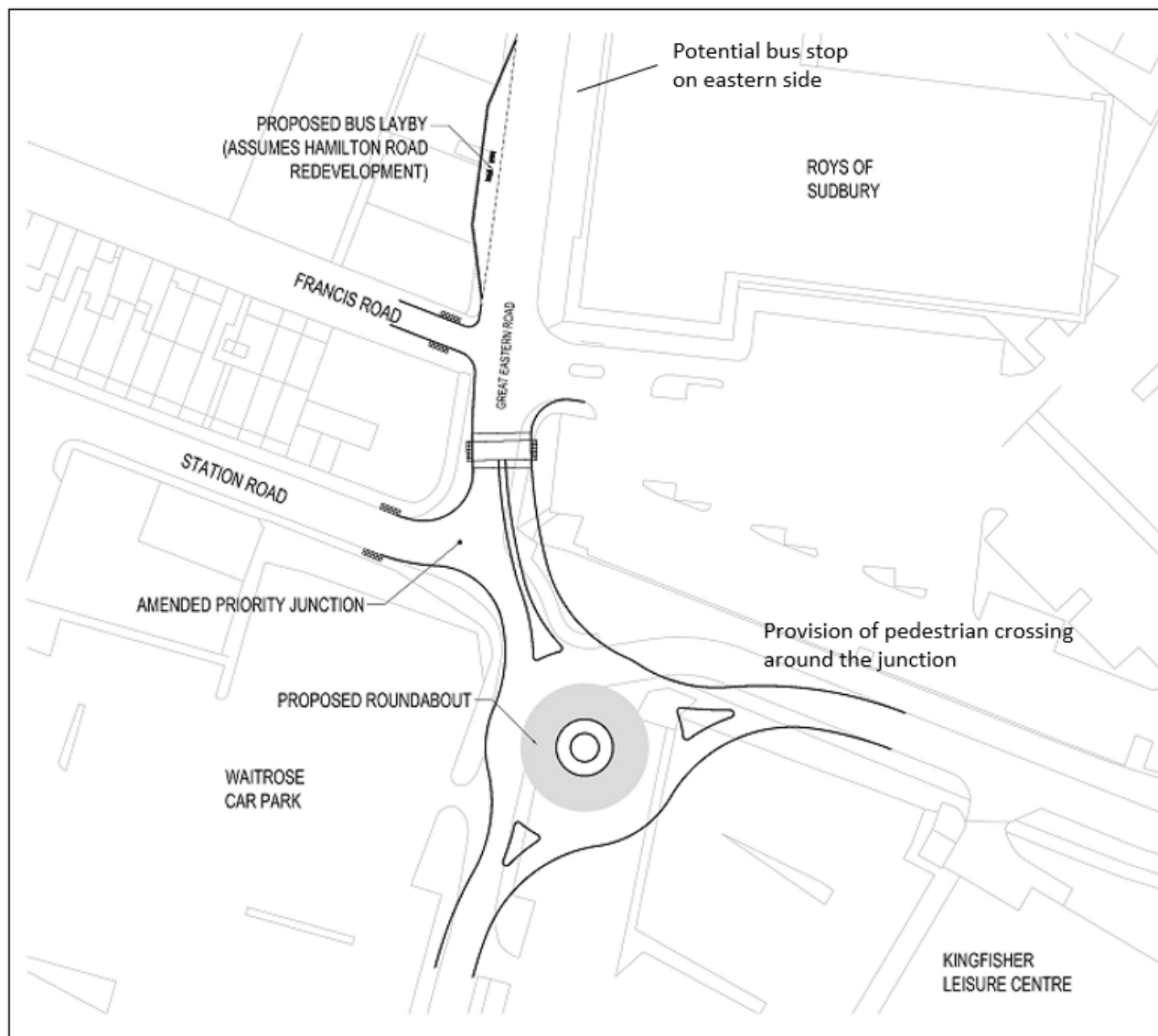
1. New bus stop in the town centre, on **East Street**. The stop is very central and enable easy interchange between services. **East St / Girling St** junction improvement will enable buses and larger vehicles to turn right from East St into Girling St, providing the opportunity for new bus routes. Currently larger vehicles are required to go straight over into the northern section of East St. Reducing the approach to one lane will also widen the existing narrow footway at this junction.

**Figure 5. East Street / Girling Street.**



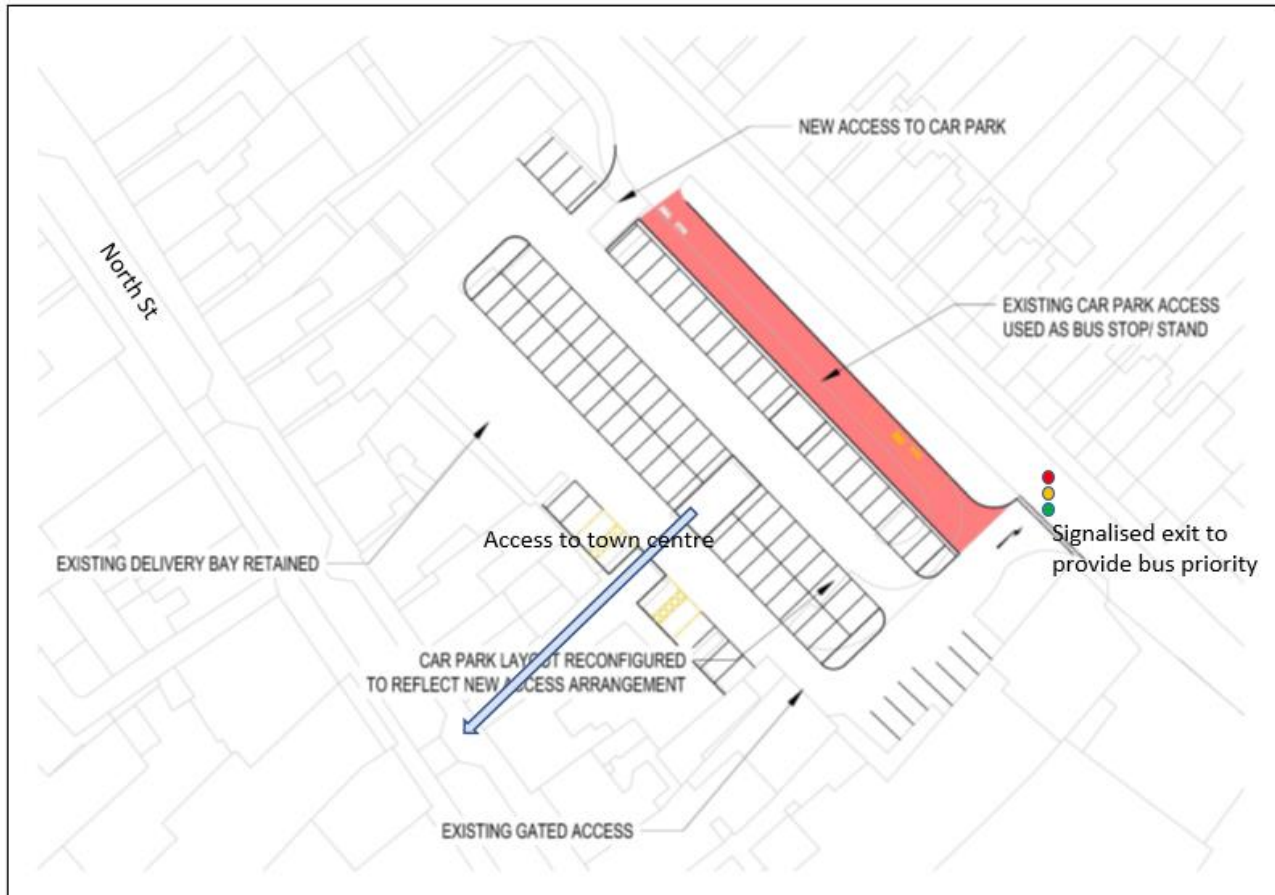
**2. Gt Eastern Road** bus layby and stops introduced to the redeveloped site to provide access to local retail, the leisure centre, the rail centre and a new health centre. A new junction will be provided to enable buses to turn, to access the new stops and improve pedestrian access to key services in the area. The land for the roundabout is owned by Babergh District Council who are partners in the project. Improved pedestrian access across Gt Eastern Rd and the new roundabout to improve accessibility.

**Figure 6. Great Eastern Road bus stops and junction improvement.**



**3.** The existing **Girling Street** car park will be redesigned to provide a space for school buses and coaches to drop off and pick up. The location will enable buses and coaches to stand for longer periods than possible on the main bus stops. Visitors will then access the centre of the town with easy access to historic sites and retail. It is proposed that the exit from the site will be managed by signals. The car park is owned by Babergh District Council who are partners for the project.

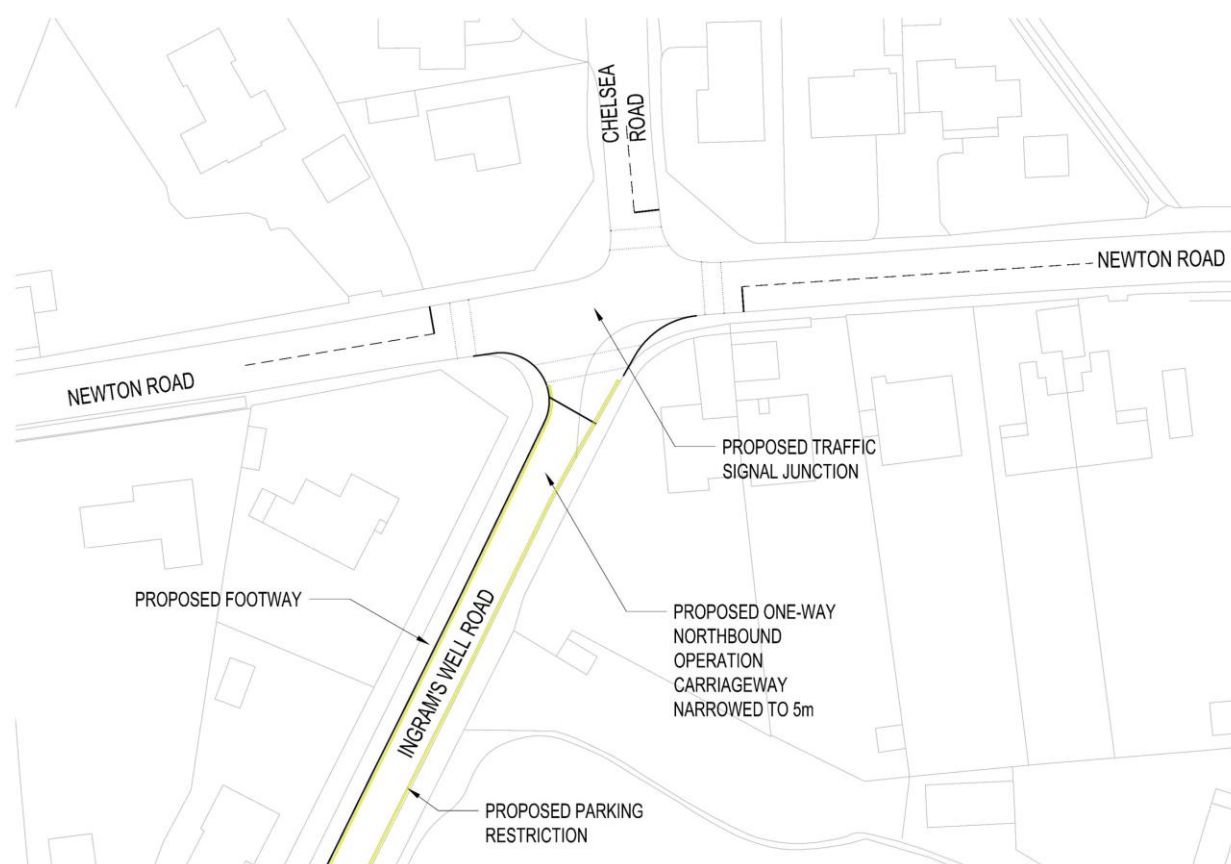
**Figure 7. Girling Street car part and bus/coach stop.**



**5. Ingram's Well Road** junction improvement will provide buses with the ability to travel from Gt Eastern Road eastbound on Newton Rd. Currently this movement would require buses to use the one-way system. The improvement will also provide an alternative route for all vehicles, reducing the need to travel on the one-way system or to use narrow residential streets.

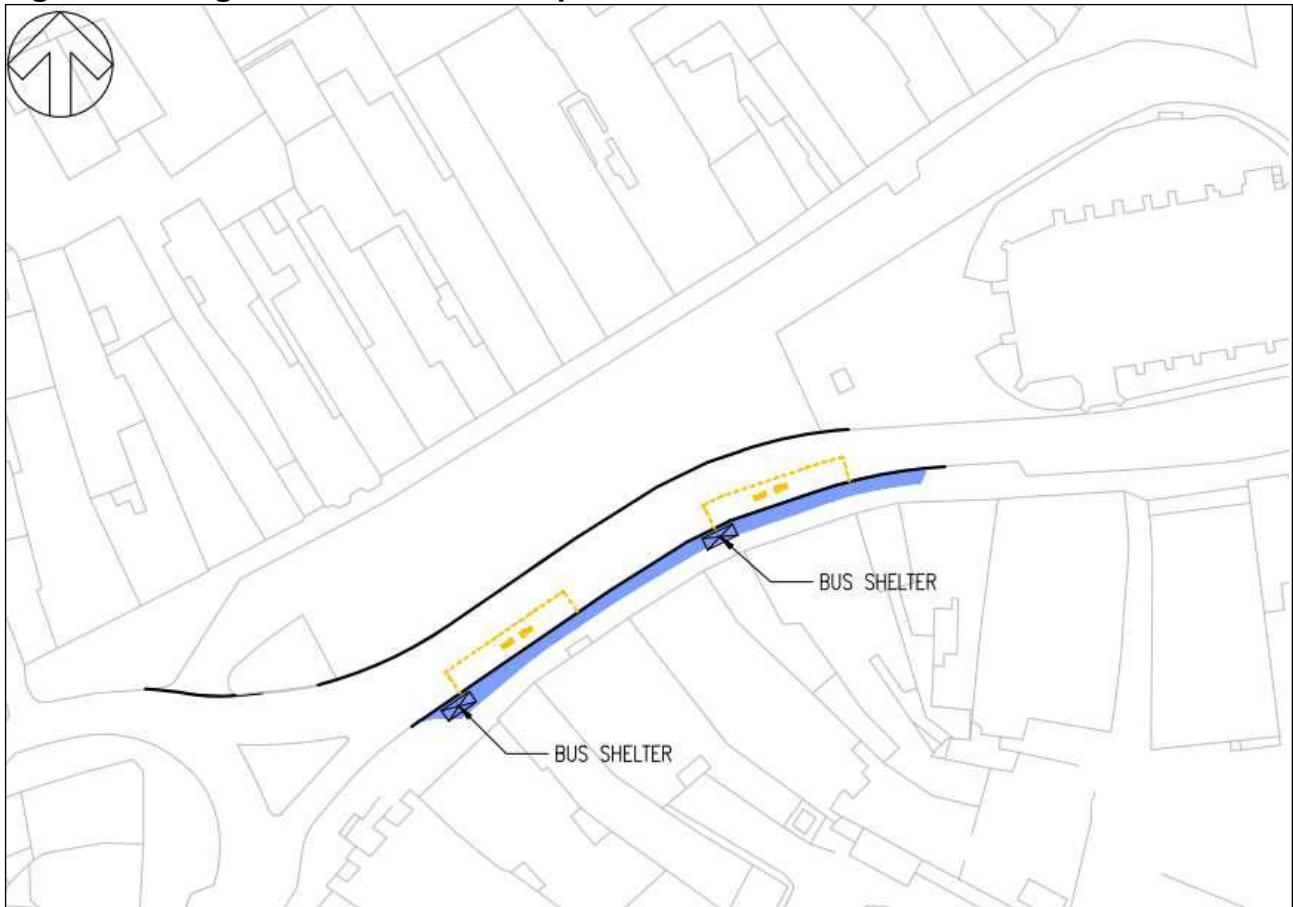
Ingram's Well Road will be made one-way northbound, allowing some parking to access Belle Vue Park and enabling a footway for the full length of the road providing access to the park entrance. The road is on a gradient and the junction with Newton Road has visibility issues. The junction will be signalised to enable same egress by buses and other vehicles, this provides a key route for an eastbound route from the rail station and other key facilities. The signals will have pedestrian facilities to link to the new footway, providing links to the park and all facilities off Gt Eastern Rd.

**Figure 9. Ingram's Well Rd/ Newton Rd junction**



**6. Kings Street** is central to the town with the Market Hill to the north. It will provide good visibility of the bus services and access to local shops and businesses. One of the spaces could also be allocated as a coach stop to support visits to the local cultural attractions.

**Figure 10. King Street bus/coach stops**



An analysis of all current bus routes indicates that the relocation of the bus stops will enable a saving of up to 45km a day, by removing unnecessary journeys around the one-way system.



The development of bus improvements has been in partnership with Babergh District Council.

All proposals are supported by Sudbury Vision Steering Group which has representation from Suffolk County Council, Babergh District Council, Sudbury Town Council, the Sudbury Chamber of Commerce and key stakeholders within the town.

The proposals formed part of a public exhibition of Sudbury Vision schemes on January the 29 and 30 2020.

This scheme will provide an improved public transport, enable a key mixed use development in the town and support the local business and tourist economy. Providing opportunities for significant reduction in unnecessary mileage will also reduce emissions and transport costs.

The **Hamilton Road Quarter** will be redeveloped to provide a mixed development close to the town centre and local amenities.



**Figure 11. Hamilton Road Quarter area**