

BABERGH DISTRICT COUNCIL

FROM: Head of Natural and Built Environment

REPORT NUMBER: **J106**

TO: STRATEGY COMMITTEE

DATE OF MEETING: 8 October 2009

HAMILTON ROAD QUARTER (SUDBURY TOWN CENTRE BUS STATION SITE) - PUBLIC CONSULTATION STAGE FOR DEVELOPMENT BRIEF

1. PURPOSE OF REPORT

- 1.1 This report provides an update in respect of the Hamilton Road Quarter Development Brief (which is to become a new 'Supplementary Planning Document' (SPD) upon its formal adoption). It provides a summary of the outcome of the Stakeholder consultation during July / August. It seeks agreement to proceed to the next stage of formal public consultation and indicates the details proposed for that consultation.

2. RECOMMENDATIONS

- 2.1 That authority be given for consultation on the draft SPD - Hamilton Road Quarter Development Brief to proceed in accordance with the details set out in paragraph 5.8 of this report.
- 2.2 That the public consultation includes the presentation of the 3 options shown in paragraph 5.4 (Appendices C, D and E) of this report, together with the suggested summary of advantages and disadvantages of each option (Appendix F). In addition the consultation exercise offers a proposed draft Supplementary Planning (text-based) Document for public comment, which also covers and explains issues about the wider context.

The Committee is able to resolve this matter.

3. FINANCIAL IMPLICATIONS

- 3.1 The progression of the Public Consultation on the Hamilton Road Quarter Development Brief raises no direct financial implications and the work is being paid for by external central government Funds (via the Haven Gateway Partnership). Whilst the project involves a substantial call upon Babergh staff resources, the work has been planned for and programmed within existing resources. It is also included within the 3-year Medium Term Plans, as approved by Committee.

4. RISK MANAGEMENT

- 4.1 This report is most closely linked with the Council's Significant Business Risk No. (5 - capacity). Key risks are set out below:

Risk Description	Likelihood	Seriousness or Impact	Mitigation Measures
Risk that prolonged timescale would result in the project not being delivered	C- Significant	2 - Critical	Progress with public consultation to move forward with the preparation of a Development Brief for the site.
Risk that delay in delivery will result in losing the Haven Gateway Partnership Funding allocated for this project	C- Significant	2- Critical	Ensure that the Development Brief is prepared in accordance with timescale to secure funding to assist with implementation
Risk that Suffolk County Council will go ahead with a minimal upgrade of the existing Bus Station which would provide limited improvement and hinder the opportunity for comprehensive re-development of the site.	D- Low	2- Critical	Ensure a comprehensive Development Brief is prepared in Partnership with SCC and in accordance with the timescale.

5. **KEY INFORMATION**

Background

- 5.1 Following the 18 June 2009 Strategy Committee, Officers at Babergh and Suffolk County Council have been working together to progress work on the SPD. As part of the preparation of the draft SPD, the key Stakeholders were consulted during July / August. This included Sudbury Town Council, Sudbury Market Town Partnership, Sudbury Society, Sudbury Chamber of Commerce and Industry, Landowners, and the Bus Companies / operators. A number of options were discussed with these stakeholders and further work and details have been revised as a result of some of the issues raised. A summary of the responses from these Stakeholders is shown in Appendix A. The key issues raised are discussed in more detail below.
- 5.2 The Hamilton Road Quarter Development Brief SPD covers the Local Plan Policy area SD06 shown in Appendix B. The report in June referred to the need to proceed with detailed proposals in a phased way, to ensure that early progress can be made on the key redevelopment area within the site. In addition, this enables the future bus station redevelopment / improvements to be considered comprehensively. Early progress is important to contribute towards achieving Babergh's Strategic Objectives, in particular "A strong and sustainable economy". The SPD for the site will therefore provide a small-scale framework for development in the locality, including the following;

- Set out the policy context, nationally, regionally and locally;
- Describe the area's characteristics and history
- Provide clear guidance in respect of the redevelopment opportunities around Hamilton Road;
- Provide design guidance for any subsequent development affecting the area which will be informed by the scheme to be adopted for the redevelopment area;
- A reference to Bank gardens, explaining the constraints and acknowledging potential opportunities at a later stage;
- An indication of the likely contributions required by Section 106 Agreements, from development within the site. (Again the details will be informed by the scheme to be adopted for the redevelopment area.)

5.3 The public consultation exercise will aim to achieve the following objectives;

- Provide all the required supporting / background for the SPD and a Sustainability Appraisal
- Highlight and explain other key issues including Bank gardens and the Highways improvements associated with redevelopment in the area;
- Consult the public on their views and preferences among 3 outline options for the main redevelopment area of the site around Hamilton Road
- Consult the public on the issues associated with the options and the future of the bus station in Sudbury;
- Illustrate / explain the advantages and disadvantages of each option
- Provide an explanation / response to address key issues already raised by stakeholders;
- Indicate the wider context for the options as part of a Development Brief SPD for the policy area SD06 and associated guidance that will be informed by the redevelopment concept;

5.4 As noted above, the consultation draft proposes 3 options for the key redevelopment area around Hamilton Road. These are described below;

Option 1 – Bus Station Located North East corner of the site, off Great Eastern Road, the Plan is shown in Appendix C

This option locates the bus station to the north of the site, along Great Eastern Road. It provides a spatially efficient arrangement for the bus station, providing for 7 bus bays. It allows for redevelopment on the south of the site and in the north west corner, the latter could incorporate facilities for a bus station including public toilets, ticket office and waiting areas. The ground floor uses could be retail (2000sqm), with upper floors having the potential to be a mix of leisure, commercial or residential uses. The access for the buses remains as for the current arrangement, with the entrance off Hamilton Road and exiting onto Great Eastern Road. It provides opportunities to enhance crossing places along Great Eastern Road.

Option 2- – Linear Bus stops along Great Eastern Road – The Plan is shown as Appendix D

This option is based on the concept that the site itself should not accommodate a bus station, but instead buses can stop along Great Eastern Road, and a layover and additional stops can be provided elsewhere as necessary. This frees up the whole site area for development, it is estimated this could provide a maximum of 2250sqm of retail uses on the ground floor, and a mix of leisure, commercial and residential uses on the upper floors could be appropriate. It provides the opportunity to remove traffic from Hamilton Road and allows for pedestrian priority through this part of the site. In order for this option to work, buses would stop at defined lay bys along Great Eastern Road. This could provide for 2 buses to stop at any one time. A layover area for buses to wait would be required. Sites for this purpose have been suggested by various stakeholders during the early consultation, including the existing lorry park, land off Station Road within the existing car park and land at Girling Street Car park. The operation of this option also requires significant improvement of the junction between Great Eastern Road, Station Rd and the entrance to Waitrose and the Kingfisher car park. Options considered for this include a roundabout and traffic signals. The road width for Great Eastern Road would require a 2 stage crossing for safety reasons, which would need to have the necessary safety barriers in the central island.

Option 3- Bus Station located on the South East Corner, off Great Eastern Rd. The plan for this site is shown as Appendix E

This option locates the bus station on the south east corner of the site alongside Great Eastern Road. Access for the buses can be in and out from Great Eastern Road. Facilities including toilets can be located within this part of the site. 7 bus bays are provided for, with acceptable operational standards for bus movements required. This provides the opportunity to remove traffic from Hamilton Road and allows for pedestrian priority through this part of the site.

It allows for redevelopment on the remaining 3 areas of the site and could accommodate retail uses on the ground floor (2000sqm) with a mix of leisure, commercial or residential uses on the upper floors. Enhanced pedestrian crossing can be provided across Great Eastern Road. Junction improvements are likely to be required to support this scheme at Great Eastern Road, Station Road. Bus access for this option could include a right hand turn off Great Eastern Road, or turning at an improved Junction Great Eastern Road / Station Road.

Advantages and Disadvantages of the Options

- 5.5. Each of the options has a number of advantages and disadvantages which are shown in the table in Appendix F.

Highway Improvements

- 5.6. The junction of Great Eastern Road, Station Road and the Waitrose Car park would benefit from improvement, based on its existing use. The options set out all use this junction. There is a general consensus that improvements to the junction are required irrespective of the option pursued for redevelopment. All of the options are required irrespective of the option pursued for redevelopment. All of the options therefore illustrate the area with potential highways improvements shown as a roundabout. Alternatives to a roundabout have been explored, including signalling the junction. There are a number of constraints associated with this including significantly increased cost, loss of Protected Trees and the loss of car parking spaces. The options are all shown with a roundabout, but the final decision on the details of this can be made at a later date.

Bank Gardens

- 5.7. The walled garden is shown on the map in Appendix B, it forms part of the curtilage to 30 Market Hill, which is a Grade 2* listed building. The Civic Trust Vision report, illustrated this area as an enhanced public open space, offering a significant opportunity to enhance the enjoyment of public space in this location. However, in considering this concept in more detail, its delivery is complex and problematic, raising issues which can not easily, or quickly be overcome. Firstly, as a wall within the curtilage of a grade 2* listed building, its retention is paramount, and although it may be acceptable to achieve some openings into the "garden", it is considered by English Heritage to be unacceptable to fully open up the area. Properties around the garden currently turn their backs on it. Thus, it has no natural surveillance, made worse by the limitations of opening up the area. This currently makes it difficult to see advantages in promoting public use of such an area. Without other development outside of the SD06 area, it would be impossible to provide surveillance of the open space. English Heritage has been consulted and indicates that the retention of the wall and the trees surrounding it is essential. The wall has historic significance, which needs to be protected. English Heritage supports the approach that this should be considered further at a later phase, if other redevelopment opportunities come forward beyond the site.

Public Consultation Exercise

- 5.8. The public consultation exercise will comply with the Statutory requirements under the Planning Regulations. In addition, publicity material will be included in accordance with the Communications and PR Plan, to encourage as wide participation in the consultation as possible. The consultation period is scheduled to run for 6 weeks from 26th October until 4th December 2009. The following details are proposed;

- **Consultation with Statutory Consultees** (this will also include the Parish Councils within the Western Area LSP and adjoining Parish Councils, close to Sudbury located within the Braintree District)
- **Web site consultation**
- **Deposit Points for the public to view the consultation information**
- **Staffed public exhibitions on 29/10/09 (Market Event), 31/10/09 (Town Hall), 14/11/09 (Town Hall), 27/11/09 (Christmas event)**
- **Publicity and advertising** in accordance with the Comms and PR Plan, including an article in Babergh Matters

The costs for the consultation exercise and publicity are all covered within the Haven Gateway Partnership funding awarded for progressing with a Development Brief for this site.

6. APPENDICES

- (A) Summary of Responses from the key Stakeholders
- (B) Map of Policy Area SD06
- (C) Plan of Option 1
- (D) Plan of Option 2
- (E) Plan of Option 3
- (F) Advantages and Disadvantages of the Options

7. **BACKGROUND PAPERS REFERRED TO:**

Babergh Local Plan Alteration No.2 Adopted June 2006.
Integrated Development Programme Haven Gateway Partnership
Communications and PR Plan Hamilton Road Quarter 2009.

CONTACT: Sandra Scott
Senior Planning Policy Officer

EMAIL: sandra.scott@babergh.gov.uk

Stakeholder Responses – Hamilton Road Quarter July / August 2009

Stakeholder	Comment /Issue	Officer Response
Sudbury Town Council	<ul style="list-style-type: none"> • The Town Council debated the options thoroughly and following a casting vote indicated formal support for Option 3 (referred to on an earlier drawing as option 2a). • The Long Term Plan supports Option 2 (The Civic Trust Scheme), however, concerns are now expressed about the pollution and pedestrian safety for this option. 	Comments noted
Sudbury Market Town Partnership	<ul style="list-style-type: none"> • Opposed to simply refurbishing existing Bus Station. • Support Option 2 (Great Eastern Road Bus Stops). • State that 7 bays provided for buses would not be sufficient for future growth. It is only Option 2 which allows for flexibility and growth for increased bus services in the future; • Buses should not go round Bank Buildings; • Pedestrians have not been considered as part of any of the proposals. A better pedestrian link should be created between Roys/Waitrose; 	<p>Noted</p> <p>Noted</p> <p>This is based on SCC Assessment of current and projected need. No alternative evidence submitted to compare with this assessment.</p> <p>Understood, Options 2 and 3 both remove this route</p> <p>Pedestrian access has limited opportunity for improvement in Option1. Option 2 and 3 provide for opportunity to create pedestrian priority. Opportunities to improve pedestrian crossings considered for all options.</p>

Stakeholder	Comment /Issue	Officer Response
	<ul style="list-style-type: none"> <li data-bbox="443 256 1104 321">• The Local Plan provides for the Bus Station to be relocated along Station Road; <li data-bbox="443 427 1104 565">• Alternatives to a roundabout at the Junction Great Eastern Rd and Station Road should be considered. Shared space or traffic lights would be preferable; <li data-bbox="443 703 1104 768">• Consider establishing an entrance to the Car parks from Cornard Road <li data-bbox="443 914 1104 1011">• Consider locating the bus station or layover in Girling Street(former site of North Street school); <li data-bbox="443 1125 1104 1222">• No one scheme should indicate the likelihood of a cinema as it is for a developer to provide and could apply to any of the schemes; <li data-bbox="443 1295 961 1328">• Bank gardens should be included; 	<p data-bbox="1136 256 1963 386">Acknowledged, SD10 provides an alternative. Paras 10.35 and 10.37 of the Local Plan link an alternative to additional parking at station Road, possible decking and state “if it cannot be accommodated within SD06 redevelopment site”.</p> <p data-bbox="1136 427 1974 662">Signals have been considered and the following constraints are associated with this -Loss of Protected trees; -Loss of Car parking; -Significant costs to implement. More investigation to alternatives may be required - decision to be made at a later date.</p> <p data-bbox="1136 703 1963 833">Other options are progressing for improving the Roys car park entrance (relocating it to Station Road). This idea not precluded from exploring separately if appropriate at a later date, not essential, or linked to any of the options.</p> <p data-bbox="1136 906 1942 1044">All alternatives for a layover including this will be shown. Listing and consequential issues and constraints associated with bringing them forward, including need for additional bus stops and parking;</p> <p data-bbox="1136 1117 1963 1182">Agreed. The opportunities for alternative uses will apply to all options and this will be stated clearly.</p> <p data-bbox="1136 1287 1974 1417">The complexities of the opening up Bank gardens, due to the listed status and the different levels suggest that this should be pursued at a later phase. English Heritage have been consulted and indicated support for this approach</p>

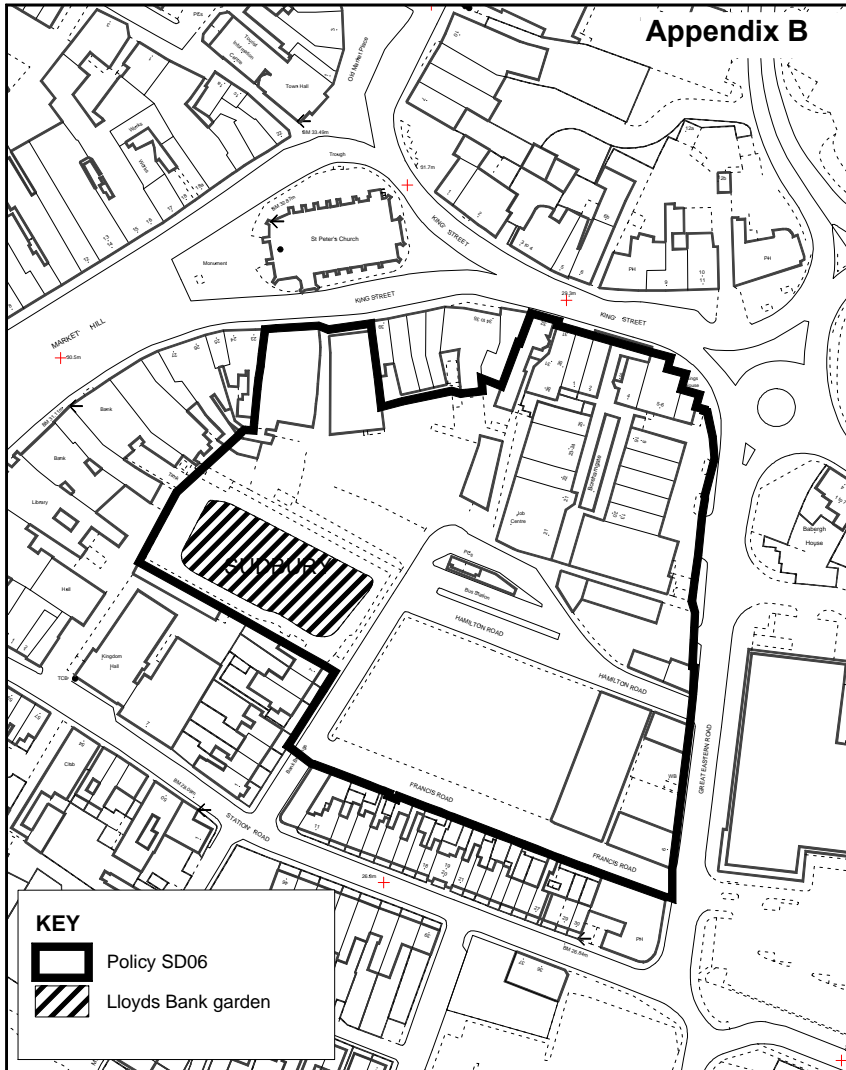
Stakeholder	Comment /Issue	Officer Response
	<ul style="list-style-type: none"> • Must benefit Sudbury and its traders; • Needs to fit the existing townscape of Sudbury (not look like a conurbation (e.g. Bury St Edmunds or Chelmsford)); 	<p>Agreed</p> <p>Agreed. Design will ensure it is appropriate</p>
Sudbury Society	<ul style="list-style-type: none"> • Support Option 2- Bus stops Great Eastern Road; • Object to Option 3- setting of the bus station and the proposed roundabout; • Completely opposed to Option 1 • Consider more imaginative options for the junction such as shared space; • Economic assessment of the options should be undertaken, using part of the site for non productive use will make development unviable; • 7 bus bays are inadequate for the future; • Question whether options 1 and 3 could make adequate provision for accessible bus use as required by Disability Discrimination Act (Option 2 could); 	<p>Noted</p> <p>Noted. Comments about roundabout as above</p> <p>Noted</p> <p>The pedestrian crossings are considered as shared space. Alternatives to a roundabout have been investigated. See comment above.</p> <p>It will be for developer to undertake detailed economic viability. The market at the time will indicate viability.</p> <p>See comment above</p> <p>All options have been designed to operate within statutory requirements, including the DDA</p>

Stakeholder	Comment /Issue	Officer Response
	<ul style="list-style-type: none"> • Suggest an Option 4 to include the site in Local Plan SD10- Decision not to include it will need to be justified at public consultation; • Consider Bank Gardens should be included as in the Civic Trust Scheme- need to fully justify why it is not to be included; • Clear guidance on delivery- how will development be secured and guidance on what developers must provide and details requiring highest quality design; • Pedestrian movement through the whole site from Market Hill has not been considered positively; • Solution is being pursued in isolation without any analysis of projection of future bus use within and beyond the town; • Concerned about reference to a cinema on the site as it may influence fair public assessment of the overall proposals; 	<p>Agree a justification is necessary, this will be based on points set out above.</p> <p>The complexities of the opening up Bank gardens, due to the listed status and the different levels suggest that this should be pursued at a later phase. English Heritage have been consulted and indicated support for this approach</p> <p>Agreed. This will for part of the SPD- development Brief</p> <p>Pedestrian access has limited opportunity for improvement in Option1. Option 2 and 3 provide for opportunity to create pedestrian priority. Opportunities to improve pedestrian crossings considered for all options.</p> <p>This is based on SCC Assessment of current and projected need. No alternative evidence submitted to compare with this assessment.</p> <p>Agreed. The opportunities for alternative uses will apply to all options and this will be stated clearly.</p>

Stakeholder	Comment /Issue	Officer Response
Sudbury and District Chamber of Commerce and Industry	<ul style="list-style-type: none"> • Cannot see how proposals help with public transport improvements. Bus services targeted at pensioners, unemployed and students • More retail space is required with an anchor store such as Next / Debenhams; • Reduction in the size of the site by including any other use including the bus station will make the site unviable; • Object to the proposed roundabout unsightly and impact on pedestrian movement between town centre and Roys/Waitrose • The only viable option is for an integrated rail/bus HUB interchange near the rail station, with pick up points for all routes in Market Hill; • Establish a link from Cornard Road to existing car parks • A plan for future expansion of public transport should be prepared including options for future expansion of bus services • More consideration to be given to the wider impacts of development options on this site 	<p>Any improvements to the facilities will provide opportunities to enhance the public transport generally. The options are about the facilities, rather than the service, and opportunities to enhance the service have the potential to improve following an enhanced facility. Improvements such as real time information, may encourage wider use and then enhance service provision.</p> <p>All options provide a minimum of 2,000sqm</p> <p>Refer to comment above</p> <p>See comment above regarding roundabout</p> <p>The issues about locating the bus station more remotely from the town centre will be addressed, in the consultation, including a justification for it being located on a town centre site.</p> <p>See comment above</p> <p>An assessment has been made and service review is an ongoing management of public transport provision.</p> <p>This is all part of the consultation process</p>

Stakeholder	Comment /Issue	Officer Response
Bus Companies /Operators	<ul style="list-style-type: none"> <li data-bbox="443 253 1115 318">No comments received and consultation event not attended by any representatives. 	Consideration to alternative ways successfully contact Bus operators / Companies will be explored during the public consultation, including existing forums etc.

H:\DOCS\Committee\REPORTS\Strategy\2009\081009-HamiltonRd-AppendixA.doc



KEY

 Policy SD06

 Lloyds Bank garden



BABERGH DISTRICT COUNCIL
 Corks Lane, Hadleigh, Ipswich, IP7 6SJ
 Telephone : 01473 822801
 minicom : 01473 825878
www.babergh.gov.uk

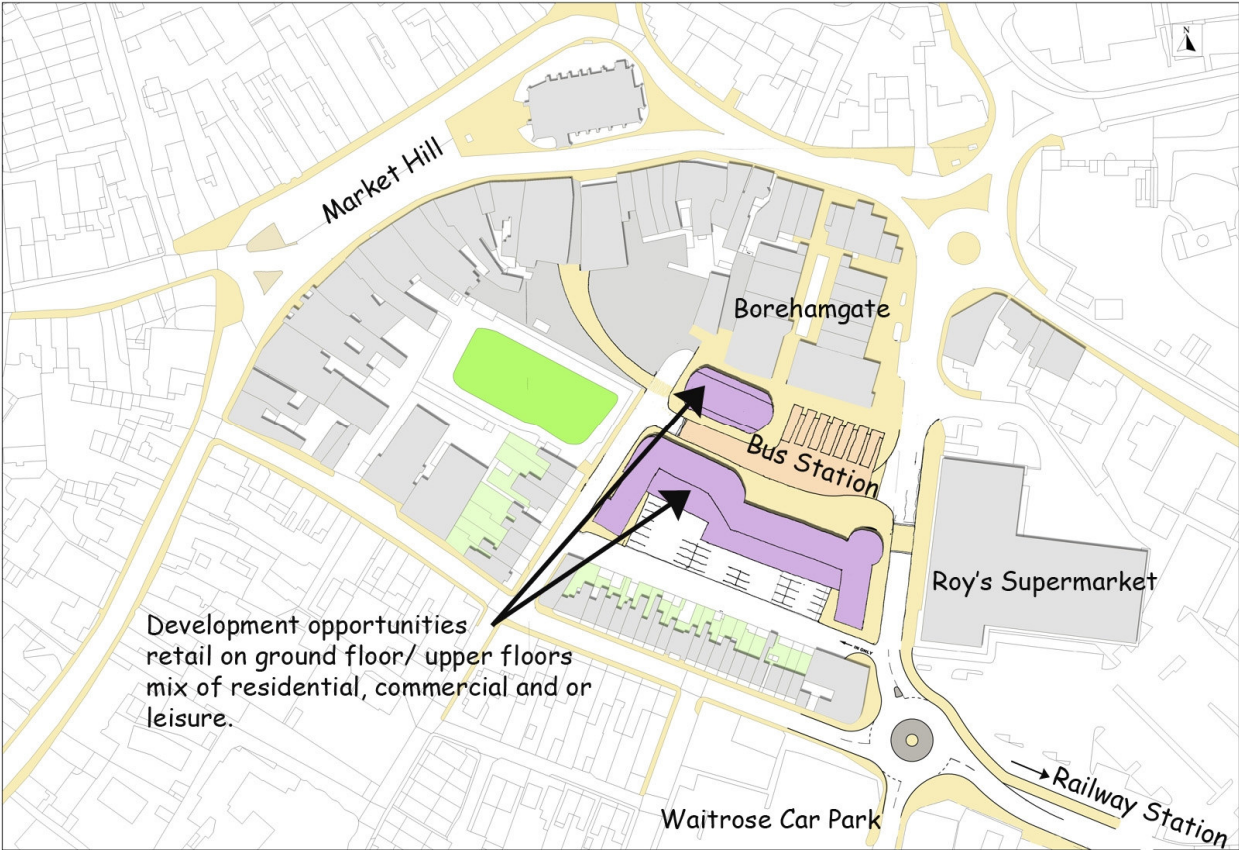


SCALE 1:1250

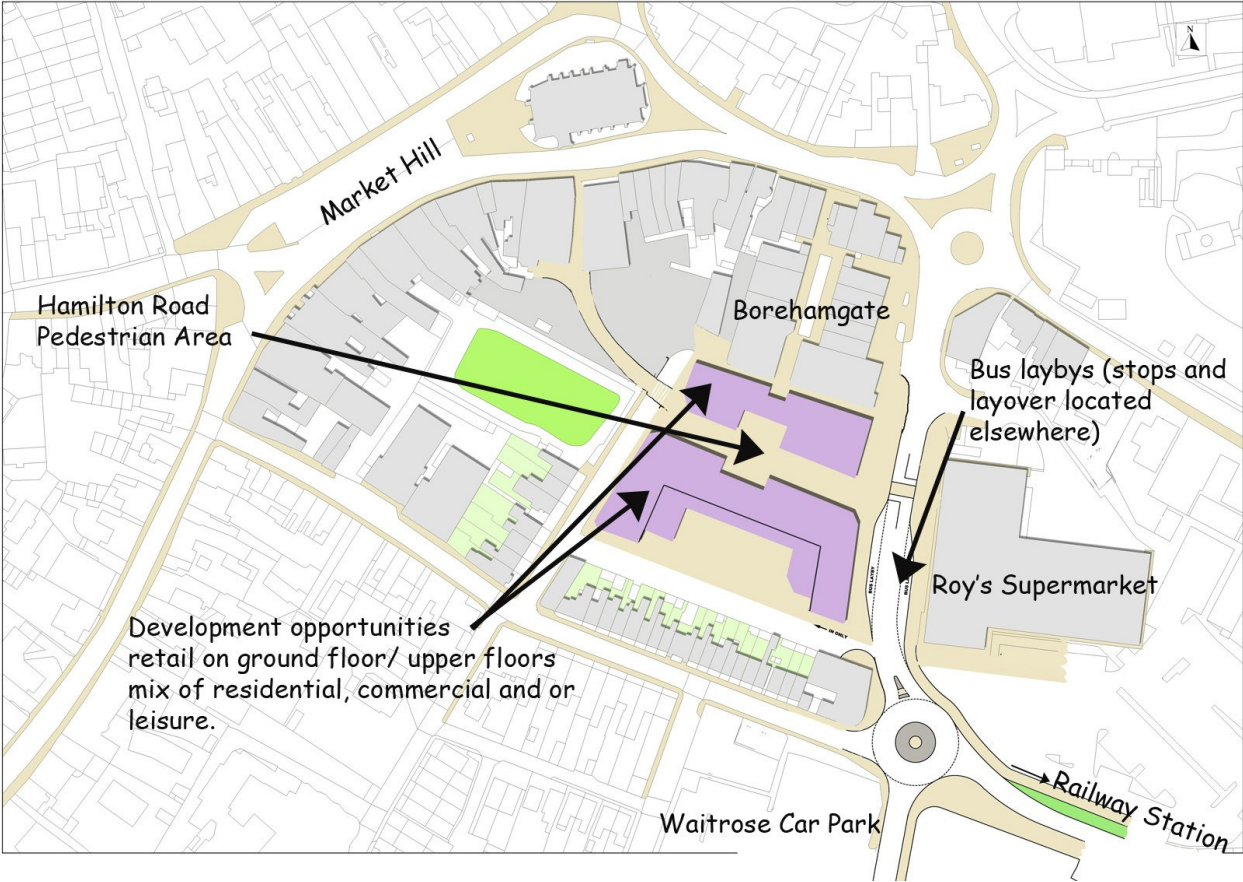
This map is based on Ordnance Survey mapping with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Babergh District Council Licence number : 100023274 2009

Appendix C

Plan of Option 1 – Bus Station Located North East corner of the site, off Great Eastern Road

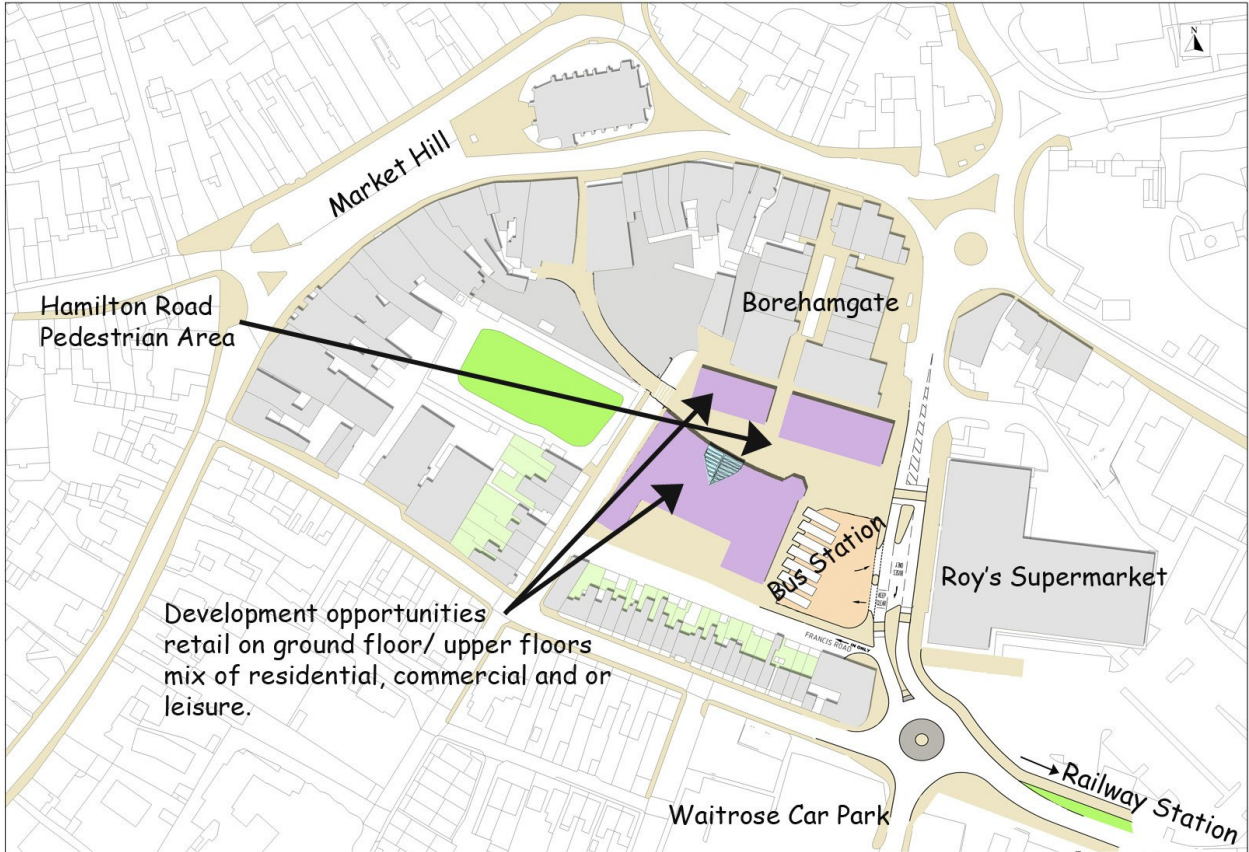


Plan of Option 2 - Linear Bus stops along Great Eastern Road



Appendix E

Plan of Option 3 - Bus Station located on the South East Corner, off Great Eastern Road.



Advantages and Disadvantages of the Options- Hamilton Road Quarter SPD.

Option	Advantages	Disadvantages
<p>Option 1 - Bus Station to the North of the Site</p>	<p>The location of the bus station requires no change for the movement of buses entering and exiting the Bus Station;</p> <p>The scheme provides for some enhancement of the area providing the opportunity to reduce conflicts between pedestrians and buses or other traffic to some extent;</p> <p>Provides 3 separate areas for redevelopment which could provide retail, leisure, commercial and residential (upper floors);</p> <p>The bus station has the capacity for 7 bays which is considered to be adequate for current and predicted requirements;</p> <p>Pedestrian access through the site towards Market Hill (through Winch and Blatch) and Borehamgate is retained and the delineation is improved a little, but not significantly.</p>	<p>Pedestrians and buses will still need to share the same space;</p> <p>The buses will continue to enter and exit the bus station using existing routes, including along Bank buildings;</p> <p>The opportunity to create a new quarter for Sudbury is limited, as the public space beyond buildings is limited, and bus access through the site would hinder this opportunity;</p> <p>The scheme does not provide the opportunity to pedestrianise Hamilton Road.</p> <p>The scheme has a potentially negative impact on more of the wider area, than alternative options;</p> <p>This option is significantly dominated by the bus station and bus movement to and from it.</p> <p>This option is likely to be less attractive for many retail operators, due the dominance of the bus station, (Frontage is less attractive)</p>
<p>Option 2 – Linear Bus stops along Great Eastern Road</p>	<p>The whole site area has the potential for redevelopment;</p> <p>The site is likely to be attractive to developers as it has most opportunity for development of land area;</p> <p>Providing for the buses will not require land assembly or purchase;</p>	<p>The bus stops would need to be provided as lay-bys to remove waiting buses from the highway, and this scheme will only have the capacity for 2 buses to stop at any one time. Based on Suffolk County Council’s Assessment of required need and projected future requirements, this is inadequate;</p>

Option	Advantages	Disadvantages
	<p>The scheme provides the opportunity to remove bus movement from within the Hamilton Road area and reduce conflict between pedestrians and buses.</p> <p>The scheme provides the opportunity to establish a new quarter for Sudbury around Hamilton Road;</p> <p>This option allows for the opportunity to pedestrianise Hamilton Road and strengthen links through Winch and Blatch and Borehamgate.</p> <p>There is potential to attract a mix of uses on the site, including significant retail footfall, leisure use, commercial use and residential on upper floors</p> <p>A strengthened route between the site and Market Hill can be achieved on the site</p> <p>Buses no longer would need to use Bank Buildings</p> <p>Access would be in and out from Great Eastern Road.</p>	<p>A site for a permanent bus layover, is essential for this scheme to operate, and although a number of sites have been suggested, no sites for this use are currently available. Sites suggested for this purpose all have consequential implications, including relocation of the lorry park, or replacement of lost car parking</p> <p>The operation of this scheme would depend on additional bus stops around the town centre. In some cases this may result in bus stops in different locations for an onward journey, if Sudbury is not the destination (Additional stops may be desirable, however, in the historic core of the town centre, these cannot easily be located and consequential implications would need to be considered (eg parking, need for bus shelter etc)</p> <p>The introduction of bus stops in the town centre, would lead to need for bus shelters and specified pavement widths, which may be difficult to achieve or unacceptable in some parts of Sudbury Town Centre, given its historic and environmental qualities;</p> <p>Congestion is a potentially a serious likelihood, as traffic will build up if additional buses arrive;</p> <p>Traffic congestion caused by buses waiting to get into a lay-by to pick up or drop off will cause increased pollution</p>

Option	Advantages	Disadvantages
		<p>It is difficult to achieve a safe pedestrian crossing, of Great Eastern Road, as the road would need to be widened and barriers would need to be situated at the central island. This would do little to enhance the environment or create a safer link for pedestrians from Roys or Waitrose car parks.</p> <p>This scheme does not provide a bus station with the associated facilities, simply a pick up and drop points. This may be confusing and difficult for some users and particularly if passengers need to changeover, as stops may need to be located elsewhere in the town.</p> <p>The lack of a Bus station would mean that travel to Sudbury by Bus has no sense of arrival/ destination.</p>
<p>Option 3 – Bus Station located on the South East Corner Great Eastern Rd</p>	<p>Provides a bus station as a destination as a clear place of arrival close to the town centre;</p> <p>Provides the opportunity to create a new quarter for Sudbury Town centre;</p> <p>Allows for pedestrianisation of Hamilton road, which will enable significant environmental enhancement of the public spaces;</p> <p>The bus station has the capacity for 7 bays which is considered to be adequate for current and predicted requirements, based on Suffolk County Council’s Assessment.</p> <p>It will enable links between the car parks, through the site to Market Hill to be</p>	<p>Land assembly is required to allow for the bus station to come forward;</p> <p>The corner of the site would be the area of bus bays, in order to respect the townscape in his location careful design and landscaping will be required;</p> <p>Safety barriers will need to ensure pedestrians do not use the area reserved for bus movement, particularly where they may need to reverse</p>

Option	Advantages	Disadvantages
	<p>significantly enhanced</p> <p>A safer, clearer pedestrian crossing for Gt Eastern Road can be established</p> <p>Buses no longer would need to use Bank Buildings, access would be in and out from Great Eastern Road.</p> <p>This scheme allows for the redevelopment of the remaining 3 areas of the site, allowing for a mix of uses including retail, leisure, commercial and residential (on upper floors).</p>	