

SUDBURY STEERING GROUP

Working towards a shared vision for Sudbury: "A local destination town, providing leisure, shopping, cultural experiences and a night time economy"

AGENDA

FRIDAY 4TH SEPTEMBER 2015

4.00 PM – 6.00 PM

THE MAYOR'S PARLOUR, SUDBURY TOWN HALL

1. Welcome **Simon Barrett – Chair**
2. Apologies
3. Notes from 2nd July 2015 meeting and matters arising
4. Hamilton Road Quarter Regeneration context - why the exhibition was hosted
5. Feedback from the Exhibition
 - HRQ – Wider Regeneration
 - Bus concepts
 - Options for going forward
 - Consensus
6. Heritage and Cultural Tourism Strategy
7. Wider Vision for Sudbury
8. Adjoining Parish representation
9. Date and venue of next meeting

**SUDBURY STEERING GROUP MEETING,
FRIDAY 4TH SEPTEMBER 2015
MAIN NOTES AND ACTIONS**

In Attendance

Steering Group Members:

Simon Barrett (SBa) - BDC Ward Member
David Holland (DH) – BDC Ward Member
Nigel Bennett (NB) – Sudbury Town Council
Lorna Hoey (RD) – Sudbury Society
Chris Storey (CS) – Chamber of Commerce
John Sayers (JS) – Suffolk County Council
Mark Bills (MB) – Gainsborough’s House
Suzanne Buck (SBu) – Suffolk County Council
Lesley Ford Platt (LFP) – Sudbury Market Town
Partnership

Advisory / Support Officers.

Lindsay Barker (LB) – BDC/MSDC
Sue Dawes (SD) - BDC/MSDC
Jacqui Howells (JH) STC
Melanie Yolland BDC/MSDC

Items under Part 1
1. Welcome by Chair.
2. Apologies None.
3. Notes from 2nd July meeting agreed. No matters arising.
4. Hamilton Road Quarter Regeneration Context. LB provided context on why the exhibition had been hosted, the viability constraints to the regeneration of Hamilton Road Quarter with the bus station in its current location. This being the key driver to find an alternative solution for Sudbury within the town centre which is viable and deliverable.
5. Feedback from the Exhibition for Steering Group consideration. HRQ wider regeneration – Presentations on the key findings and bus concepts was provided by SD and SBu and can be accessed on the following links Key findings SCC bus concepts Public comments A 30 minute session was provided for public comments. A summary of the questions raised and responses provided can be found at the end of this document Chair thanked members of the public for their comments. Options for going forward A discussion followed on how to move options forward; this was informed by the accepted position from all levels of local government that to deliver a commercially viable and deliverable regeneration scheme at Hamilton Road the bus station would need to be moved.

Key considerations included:

- The accepted position in respect of the current bus station location
- Feedback received from the public/bus users for a single site bus station.
- Connectivity (split option)
- The need to ensure a solution is found which is deliverable and viable
- Impact on car parking.
- Impact on local business
- Impact on Kingfisher Leisure Centre and car parking Option 4
- Land ownerships/land assimilation

Following full consideration and balancing issues the Steering Group via majority consensus determined Option 6 Girling Street Car Park is the option that best fits the views put forward by the public at the engagement event and at the town hall. As such it proposed further interim assessments on this option along with the preferred option (7) split site Girling Street and Gt Eastern Road should be undertaken by SCC, this together with the car park survey and analysis will inform the impacts for both options.

Actions:

SCC:

To commission interim work for the options outlined above and provide feedback to the steering group.

Further discussions with bus operators particularly around connectivity (split site)

BDC:

To undertake a car park capacity study and analysis for all car parks in Sudbury and provide feedback to SCC and Steering Group.

Chamber of Commerce/BDC

Future engagement with businesses (North Street)

6. Heritage and Cultural Tourism Strategy

MB provided an update on Gainsborough's House lottery funding bid which is expected to be submitted 10 December and the need for a strategy to support the bid and for Sudbury in its wider vision work.

MB referred to New Anglia Local Enterprise Partnership (NALEP) which is committed to Cultural Tourism for Norfolk and Suffolk, however, West Suffolk appears to be left out, there is a need to ensure they are involved in future consultation for Sudbury and suggested that some specialist support would be beneficial at this early stage to help create a Vision for Sudbury's Heritage and Cultural Offer" which will support the Strategy work.

Agreed this is wider than just the Steering Group and that MB should liaise with Spring Consultancy with the October meeting focussing on this single issue.

Action:

MB to liaise with Spring to facilitate a workshop session for Friday 4th October.

LB advised Tracey Brinkley had now been appointed as tourism officer for Babergh and Mid Suffolk Council's to work with tourism businesses in establishing Destination Management Orders, this will link into the wider strategy work, planning framework and other tourism and heritage work.

7. Wider Vision for Sudbury

This item deferred to a future meeting.

8. Adjoining Parish Representation

Full consideration was given to the letter from Great Cornard Parish Council sent to SBa and copies sent to Sudbury Town Council and District Council in respect of them having a seat on the steering group.

Concerns were raised that should this be supported bordering parishes would want the same and the Steering Group have said in the past that if projects affect other parishes including Gt Cornard they would invite them to the table for that item, in addition as the meetings are generally held in public provides the opportunity for them to attend.

Action:

SD to provide a response to the PC declining their request for a seat on the Steering Group advising that the Sudbury Steering Group information is published and if there is something specific to Gt Cornard they will be made aware ahead of time, or if there was something specific Gt Cornard were aware of and wanted to raise, then they could attend the meeting.

Signed as true record

Dated

**Hamilton Road / Bus Station Public Engagement
The Assembly Room, Sudbury Town Hall
Friday 4th September 2015 (4:00pm – 6:00pm)**

Questions from the Public

Q. Do we have a timetable for plans to be progressed and if a plan is agreed, when will construction work commence?

A. The plan is to engage with the public throughout the process. Following a planning application, there will then be a consultation, so realistically, not before 2 years. Girling Street option could be sooner because the land is Babergh owned but it would still need to go through the planning process.

Q. Were you aware that it takes 6 ½ minutes to walk from Girling Street to Gt Eastern Road crossing 2 roads and that is if you're a fit person? It takes longer if you add heavy shopping bags, are less mobile and if you have young children or a push chair. If you persist with a split option, will you be providing shelters, seats and public toilets at both sites? Currently there is a lack of public toilets in Sudbury.

A. SCC Highways advised that it is recognised that bus services are important both to residents and for economic growth in the area. They have looked at and focused on the sites where there is space for toilets, shelters, seats etc. The concept drawings for the areas are not detailed; such detail will be added at the next stages and will include all the facilities mentioned.

Q. The idea for 2 bus stations for a small town centre like this does not make sense. What other areas can you compare Sudbury to which has split bus stations?

A. Harrogate was mentioned as an example. SCC Highways highlighted Ipswich which has 2 bus stations and services different movements and areas of one way. There is also now a move to downgrade bus stations to have an on-street location with provision for toilets and other facilities such as Real Time Passenger Information. This was looked at as an option for Sudbury but is less attractive because the need for regeneration in the town centre has also to be considered.

Q. Suffolk Local Transport Plan (LTP). The key focus was on redevelopment of the bus station to improve it. WPS were commissioned and produced 2 recommendations; redevelopment of the old site and Option 3, Gt Eastern Road. Why if WPS were commissioned to do this, have the recommendations been ignored?

A. That report was based purely on the operation of the buses but this process is also about the regeneration of the Hamilton Road area so bus station location is being looked at from a different starting point. If the bus station were to remain where it is, it takes up a third of the site and redevelopment of the area would not be economically viable.

Q. You say it is about the regeneration of the site and the comment made that there is a request for retail sites. Can you please tell us who these retailers are that are asking as shops are closing all the time? (Reference was made to the recent closure of 2 national retailers and one which currently has a closing down sale).

A. The size of the retail units available are not of a standard size and do not fit the requirements of retailers who are looking for a larger offering. A 2015 retail study has been carried out and a number of retailers who have expressed their interest in coming to Sudbury will be included within the report which is likely to be finalised in October. In addition, a study in 2012 also identified retailer need for larger units than those currently available.*

** NB: The 2015 Retail Study has now been published and can be [accessed via this link](#)*

Q. Has the Steering group been looking at the Harrogate as a solution and the amount of space the buses would take up?

A. Harrogate has a long bus park in one road. Option 4 (off Station Road, next to leisure centre) would give you that but then it would be over 400 metres from the centre of town. The distance from Town Centre to Girling Street is 200m metres, from the Town Centre to Gt Eastern Road also 200 metres.

Q. How many people use the bus? If Steering Group members used the buses they would know what problems bus users experience. Message to the Council was the bus station should remain where it is. Consensus of opinion was that not many people are in favour of a split station.

A. All levels of local government from Town Council to County Council have agreed that in order to enable redevelopment of the Hamilton Road area, the bus station must be relocated elsewhere.

Q. Do we need to use Girling Street; can we not look at Gt Eastern Road and Francis Street as an option?

A. Francis Road is Town Council owned. We need to consider the options that are on the table and move the bus station away from the Hamilton Road area.

Q. If the scheme showed the redevelopment plans for the area, people maybe more acceptable to the bus station move.

A. We must remain flexible if we are to stand the best chance of getting a developer to regenerate this site and it would be too limiting to show a scheme for the area at this stage. There are a number of other considerations for the Hamilton Road quarter including multiple occupants, existing users, market interest for the site and ideas including a cinema. A scheme cannot be proposed and drawn up until we know we have feasibility for the site.

Q. How many towns have lorry parks in them? For bus parking outside the Kingfisher Leisure Centre, move the lorry park and put in more parking.

A. The lorry park is essential for the turning and parking of lorries. The Anglia Water Pumping Station is also located in the lorry park and they need access to it at all times and it cannot be located in a car park. Lorries need to park there on market days, including market traders; Buses also use it to turn round and park. Lorry drivers also use local facilities when parked overnight. You cannot offer a separate site because of access. Given the location of the lorry park it is only used by those who need to be in the town centre.

Q. Bury St Edmunds bus station is a good example as it has good facilities, supports a good service which links up and is in a good location which is only 300 yards from the middle of town.

A. There are issues at Bury St Edmunds bus station which have been highlighted to SCC Highways. The stands are too small and there are capacity issues. The bus station area is about to be reviewed. It may be suitable for out of town access but not for people who live in the area, for example, access to hospital is out to hospital, into town and out again.