



SUDBURY TOWN

NEIGHBOURHOOD PLAN

JULY 2015

THE

**SUDBURY
TOWN**

NEIGHBOURHOOD PLAN



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Sudbury Town Residents Association

July 2015

Our vision is:

“A GREENER, CLEANER, SAFER
SUDBURY TOWN, WITH A HIGH
STREET AT THE HEART OF THE
COMMUNITY THAT WE CAN ALL
BE PROUD OF”



Sudbury Town Neighbourhood Plan

Neighbourhood Planning (General) Regulations 2012

July 2015

neighbourhood
planning

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FOREWORD

Residents commuting together from work to home through the streets of Sudbury refused to let their community and high street slide further into decay with streets peppered with red stains of paan spitting and litter. The overwhelming response was to form a residents' association to bring about a much needed change to Sudbury.

The Sudbury Town Residents' Association (STRA) was formed over three years' ago with just eight local residents. They worked hard to encourage other like-minded residents to come together to form a community association and drive forward a plan to improve the area. STRA now has over 150 members. The first meeting was held in February 2011 where officials were appointed and sub-committees were formed to tackle key issues, and by June 2012 they had organised a huge party to celebrate the Queen's Diamond Jubilee. It brought the community together as thousands of people walked behind a military band through Sudbury High Street to the party in Barham Park.

Although this was the first visual opportunity to showcase STRA's commitment to the community, the executive committee and members have been working tirelessly behind the scenes to improve the problems of litter, paan spitting, rubbish dumping and anti-social behaviour around our streets, liaising with local councillors, the Safer Neighbourhood team and council services.

By December 2012, the hard working committee, supported by London Borough of Brent, achieved the Neighbourhood Forum status and was awarded funding to help prepare a neighbourhood plan. STRA was the first Residents' Association in Brent and one of the very few in the London Boroughs, to be awarded this accolade.

One of the first assignments to be achieved in the consultation period (which members participated in), was to be part of the implementation of upgrading the high street which included the removal of excess street furniture, the laying of new pavements and the inclusion of beautiful trees which has already made a difference to the feel of the high street for residents, shopkeepers and visitors alike.

We hope to encourage local businesses to come on board and be involved with the process of improving Sudbury.

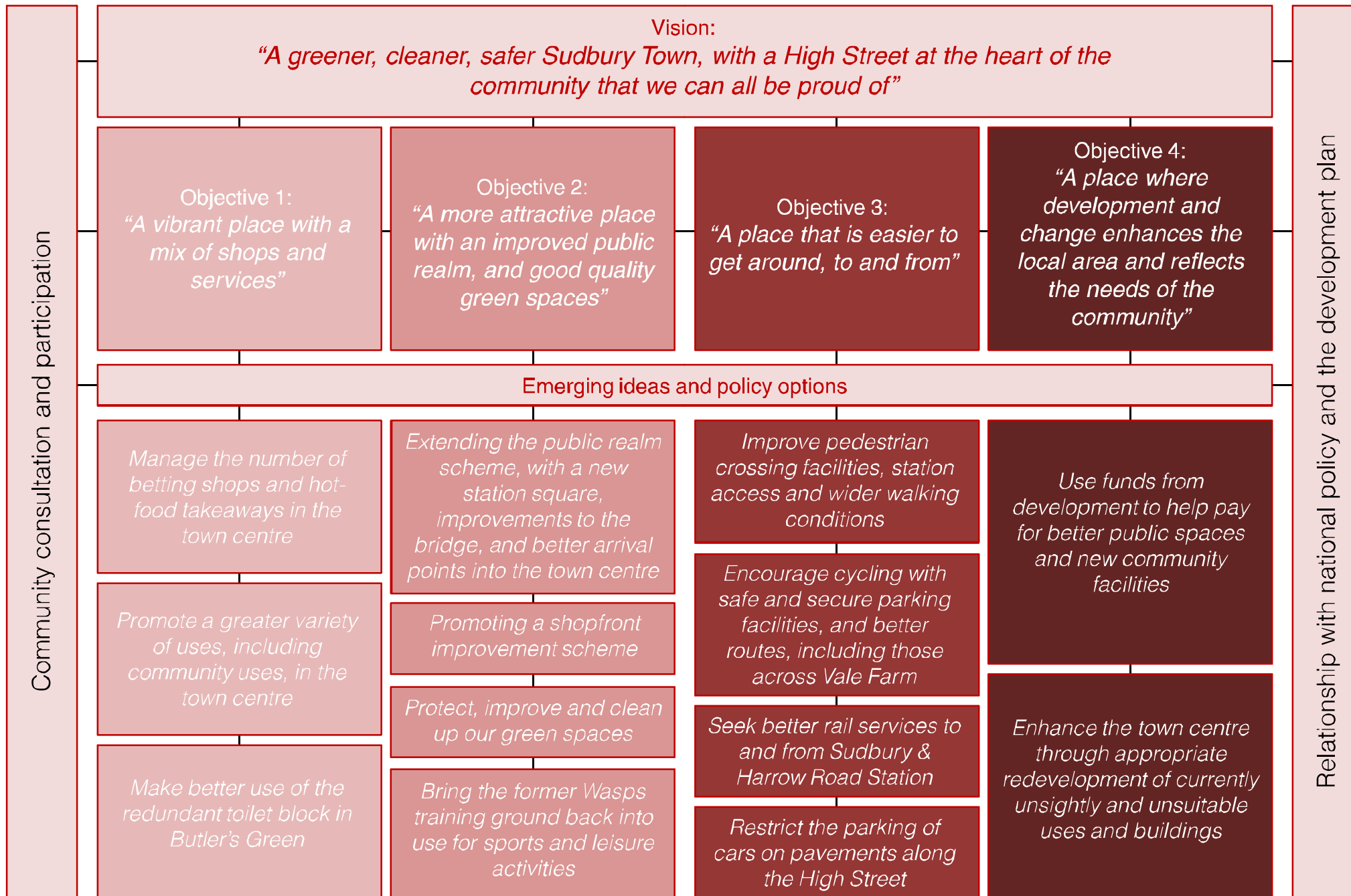
STRA is pleased to present our Neighbourhood Plan which has been prepared with the input from STRA members, local residents and businesses within the Sudbury Town Neighbourhood forum area.

Our thanks go to all those who gave up their time to make their voice heard in this plan to bring positive change to Sudbury, especially Renu Kaul Vice Chairperson of STRA for her determination to see Sudbury not only a place that is greener, cleaner and safer but also complete with top quality High Street with further development potential.

We are also grateful to London Borough of Brent's Planning Department for their invaluable support and guidance in this journey.

Join us, make your voice heard and help bring change to Sudbury Town.

STRA
July 2015





EXECUTIVE SUMMARY

The neighbourhood plan

Neighbourhood planning provides an excellent opportunity for us, the local community, to shape the future of Sudbury Town. It can help us **influence what changes and improvements we think are necessary to make Sudbury Town a better place to live and work**. It puts us in the driving seat.

For over a year and a half residents and businesses have come together at a series of events to discuss ideas for the neighbourhood plan. We have turned these ideas into draft policies presented in this document. Now we would like your feedback on these policies which will eventually be used to shape and determine future planning proposals and applications for the area.

The neighbourhood plan is being led by the Sudbury Town Residents' Association (STRA), who in December 2012 was formally designated as the neighbourhood forum for the area. Through this, STRA is recognised by Brent Council as being an appropriate body to develop a new plan, being representative of the community. This represents a major step for the area and for Brent Council: STRA was the first neighbourhood forum to have been designated in Brent, and Sudbury Town is one of only a handful of areas in London where a neighbourhood plan is being prepared.

The focus of the neighbourhood plan is on the town centre: essentially that area between Barham Park and Butlers Green. The plan area is wider than this though: it includes Vale Farm and Sudbury Town tube stations for example (see figure 1). We would encourage everyone who lives in the area to view the plan and let us have their comments: it really is an exciting opportunity for the community to collectively make a positive change for the future.

Vision and objectives

Through the consultation events undertaken we have developed a vision, objectives and series of ideas for change and improvement. These include improvements to the quality of our streets and spaces, a better mix of shops, improved green spaces, better conditions for pedestrians and cyclists, and promoting the redevelopment of existing inappropriate town centre uses to enhance the High Street and provide better facilities for local people. The intention is to deliver these objectives by 2026, which is the timeframe for the Council's Local Plan.

These ideas are summarised below, with more detail presented in the main report. The main report includes a series of policies relating to our ideas: please do let us have your thoughts on these.

It is only by working together that we can make a stronger plan for Sudbury Town, one that can really influence a positive future for the area.

We want as many people as possible to be involved in the neighbourhood plan – and to be as excited by it as we are. This is an excellent opportunity for us to make a real difference in Sudbury Town.

Our policies and aspirations

Objective 1: Shops and services



We would like to see a better mix of shops, and other community uses on the High Street. The community has raised concerns with regard to the number of betting shops and hot-food takeaways in the High Street. Although difficult to change what is there at present, we propose a policy to better manage what uses are allowed in the future.

Objective 2: Public Realm

The street and pavement improvement works that have recently been undertaken along the High Street are an excellent start for Sudbury Town. They have really made a difference: the town centre is now looking a more attractive place to be, to spend time and money. We think more can be done though.

The gateways to the town centre could be improved, with better landscaping, lighting and maintenance, particularly at the roundabouts and the railway bridge.

The quality of the shop fronts on the High Street could be improved, with a consistency of approach to signage and materials enhancing the quality and attractiveness of the town centre.

Our green spaces are real assets and we wish to protect them for the future, but think they could be made even better. The toilet block at Butlers Green could be reused for a market, cafe or events space. Buildings in Barham Park could be used for community facilities, such as a library and adult education. The local ecology and habitats for local wildlife in the park could also be improved.

In Vale Farm we have one of the largest cluster of sports facilities and playing fields in north London. But the facilities are a little dated: Vale Farm could be promoted and transformed into a regional centre for sports excellence, building on the Olympic legacy.

We would also like to see the former Wasps training ground open again for sports and leisure use. This is part of the lease, but it is currently off-limits and becoming overgrown.

Finally, we think the land to the rear of the houses on Chilcott Close needs to be better managed: it is currently a location for fly-tipping. It may be possible for ownership be transferred to the neighbouring residents to take responsibility for it.

Objective 3: Access and movement

We think it is important to promote better walking and cycling conditions, improving access for everyone in society. Better pedestrian conditions should be provided through the public realm works, including better crossings – particularly across to the green spaces - new arrival spaces and squares outside the tube and railway stations, and a better environment under the railway bridge.

New cycle routes and facilities should be provided in Sudbury Town too, across Vale Farm and through the town centre, including possible changes to the size and configuration of the Bridgewater Road roundabout to make it safer for pedestrians and cyclists.

We will also campaign for improved services from the railway station and look to ensure that any proposals for new development fully consider car parking provision.

Objective 4: Development and change

New development can help meet our objectives for the area, contributing funds to public realm improvements, shop fronts and provision of new community facilities.

We think that over time existing uses in the town centre that are not considered traditional town centre uses, such as the car showrooms, could be reused for a more appropriate set of uses for the high street, including retail and community uses and, on the upper floors, new homes or offices. Where development does take place it should respect the existing scale of buildings in the area and contribute to a better environment for everyone.

1. INTRODUCTION

Welcome to the Sudbury Town neighbourhood plan

The Sudbury Town Neighbourhood Plan sets out the local community's aspirations for Sudbury over the period to 2026. It establishes policies in relation to land use and development. It is these policies that will influence future planning applications and decisions in the area. But the neighbourhood plan is much more than this. It represents the communities manifesto for the area, bringing together more than just traditional planning matters. The focus of the neighbourhood plan is the town centre, though it extends to include Barham Park, Sudbury Town underground station, Butlers Green and Vale Farm (see figure 1).

The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places they live and work should change and develop over time. Neighbourhood planning is designed to give local people a very real voice in deciding the look and feel of an area, from determining the location of shops, offices and schools for example, to identifying sites and development standards for new housing.

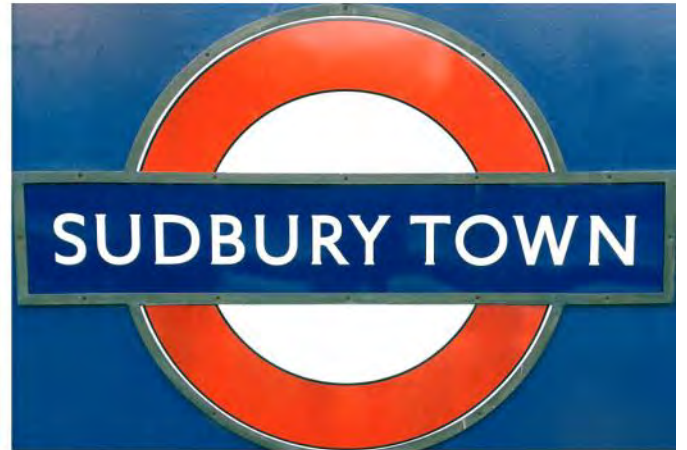
The neighbourhood plan for Sudbury Town is helping to bring us together as a stronger, more inclusive community. We have spoken to many people through the process of making this plan. We have real pride in the way the community has come together. We are passionate about Sudbury Town and hope the neighbourhood plan will influence change that makes it a better place to live, grow up, work and do businesses. We hope the neighbourhood plan will help us achieve these goals.

The neighbourhood plan

This plan has been informed by extensive consultation with the community on the issues and opportunities in the area, people's vision for the future of the area, an Options Report identifying what and how people would like to see aspects of Sudbury Town improved and a Consultation Draft Report which set out the policies and proposals for the area.

Figure 2: Consultation on the options report at Vale Farm, November 2013





Structure of the neighbourhood plan

This document comprises five sections. Following this introduction it comprises four more chapters. These are:

- Chapter 2: The neighbourhood plan area. This presents an overview of the extent of the study area and key features or areas of focus within it.
- Chapter 3: Sudbury Town Today, or, 'The Issues'. This chapter reports on the consultation undertaken and what we have been told so far.
- Chapter 4: Sudbury Town Tomorrow, or, 'The Policies'. This presents a vision, objectives and policies for Sudbury Town.
- Chapter 5: What happens next? This runs through the next steps in the production of the plan.

Chapter 4 groups the neighbourhood plan policies by the community objectives. Each sub-section includes some introductory and explanatory text followed by one or both of the following:

POLICY BOX

The neighbourhood plan establishes land use and development management policies for Sudbury Town. These are identified in policy boxes, like this one.

ASPIRATIONS BOX

The Neighbourhood Plan covers more than just traditional planning matters as it presents the community's vision for the area. Items that the community are seeking, but that cannot be delivered through planning policy are identified in aspiration boxes, like this one.



Who has developed the plan?

Work on the plan has been led by the Sudbury Town neighbourhood forum with support from Brent Council.

The Localism Act 2011¹ gave communities the power to develop neighbourhood plans, to be progressed by Parish Councils or neighbourhood forums as opposed to the local authority. In areas where there is no Parish Council, neighbourhood forums should be set up to prepare the plan. The forums should be representative of the community. In Sudbury Town, the Sudbury Town Residents' Association (STRA) was formally approved as the neighbourhood forum in December 2012.

STRA was established in February 2011 with its mission statement a Safer, Greener and Cleaner Sudbury, which clearly puts across what STRA wishes to achieve. STRA ensures that every member has the opportunity to be informed on the process and progress of the Neighbourhood Forum and have endeavoured to encourage and invite local businesses to become part of this movement for change and productive use of land.

Sudbury Town is leading the way

In advance of the Localism Act being granted royal assent, central Government invited bids from communities to act as pilots and test this new approach to plan making. These pilot areas are known as the 'frontrunners'. Each of the frontrunners was awarded £20,000 by the Department of Communities and Local Government (DCLG) to contribute towards preparing a neighbourhood plan. Sudbury Town is one of the frontrunners. It is one of only a handful of frontrunners in London and the only one in Brent.

This funding paved the way for the local residents and the business community in Sudbury Town to work together in preparing a neighbourhood plan. Upon being awarded funding, STRA Chair said:

'STRA are delighted to win this joint bid with Brent Council. We can now set about delivering a neighbourhood plan for Sudbury Town that reflects the desires and wishes of both the residents and businesses living and working in the community.'

'To win the funding allows the STRA to continue its efforts in placing the community in the driving seat and sets a future direction for generations to come in making our neighbourhood more responsive to our community needs.'

¹ See: <http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>

What is in the neighbourhood plan?

Neighbourhood plans can take many different shapes and forms. They can set out detailed policies and allocate sites for development, they can present generic principles for an area and they can focus on a particular theme or issue. There is no prescribed format.

This Sudbury Town Neighbourhood Plan has been informed by the community through engagement and consultation exercises.

In Sudbury Town, we think there are opportunities to improve the look and feel of the town centre, the shops and services within it, to enhance the quality of green spaces and, should proposals come forward, to promote development that contributes towards improving the area. Locally specific policies and proposals in the neighbourhood plan will direct what change should happen where.

“...changing the image of the town centre must be a priority...”

How does the plan differ from existing planning policy?

Existing planning policy for the area is set out through a combination of national planning policies (see the National Planning Policy Framework: NPPF²), the London Plan³ and the Brent Core Strategy⁴.

These provide strategic policy directions, but, there is very little planning policy at present that is specific to Sudbury Town. The neighbourhood plan will present locally-specific policies and proposals that will help shape the future of Sudbury Town.

The neighbourhood plan needs to have regard to national policy and be in general conformity with the strategic objectives of the development plan. For Sudbury Town, the development plan comprises the London Plan and Brent Core Strategy.

The neighbourhood plan has been subject to an independent examination. The inspector found the neighbourhood plan to be in general conformity with the London plan and the Brent Core Strategy, and recommended it progress to a referendum.

At the referendum, all people of voting age residing within the plan area will be able to cast a vote on whether they think the neighbourhood plan should be brought into force. If more than 50% of people vote yes, it will then be used to shape planning decisions and applications in Sudbury Town. It will sit alongside the Brent Core Strategy.

² DCLG, March 2012, National Planning Policy Framework (NPPF)

³ GLA, October 2013, The London Plan: Spatial development strategy for Greater London

⁴ Brent Council, July 2012, Core Strategy (See: <http://www.brent.gov.uk/services-for-residents/planning-and-building-control/planning-policy/local-plan/>)

What is the process for preparing the neighbourhood plan?

There are a number of stages involved in preparing a neighbourhood plan. Broadly, they include:

- a) Initial consultation to identify issues, concerns and areas of focus for the neighbourhood plan.
- b) Collection of 'evidence' on the issues and potential options, ideas and strategies to be progressed through the Plan.
- c) Production of and consultation on the 'Issues and Options'.
- d) Drafting and consultation on a preferred strategy for the neighbourhood plan.
- e) Review the neighbourhood plan to see whether it is general conformity with the strategic objectives of the development plan and prepare a version for pre-submission consultation (current stage).
- f) Submit and test the neighbourhood plan through an independent examination process.
- g) Subjecting the neighbourhood plan to a local referendum.
- h) Adopting ('making') the neighbourhood plan as a policy document – if more than 50% of people vote 'yes' at the referendum.

More information on the neighbourhood planning process can be found on the DCLG website⁵. The Sudbury Town neighbourhood plan is now ready to be reviewed by Brent Council to confirm general conformity with the development plan. A statement to this effect has been prepared by the STRA in the form of the Basic Conditions Statement which sits alongside the neighbourhood plan.

⁵ See <https://www.gov.uk/neighbourhood-planning>





2. THE NEIGHBOURHOOD PLAN AREA

Boundary

The boundary of the Sudbury Town neighbourhood plan runs along East Lane at its northern most point, down Sudbury Avenue to the east, along Harrow Road to the south, where it kinks down along Bridgewater Road to the Piccadilly tube line. It then follows this up to The Rise, whereupon it follows Maybank Avenue and Elms Lane to form the western boundary (figure 1).

This boundary was drawn for the purposes of the bid to DCLG for frontrunner funding. It has since been formally approved by Brent Council as being appropriate for plan making purposes.

The boundary has been used for consultation purposes and, if and when the neighbourhood plan progresses to a referendum, will be used as the area within which residents and businesses will be invited to vote on the plan.

The drawing of the boundary does not mean that the neighbourhood plan will address all planning matters within it. Matters such as residential extensions for example will still be subject to normal planning procedures set out in the Council's Core Strategy. What the boundary does do is place the town centre at the heart of the plan area. This is the primary focus of the neighbourhood plan.

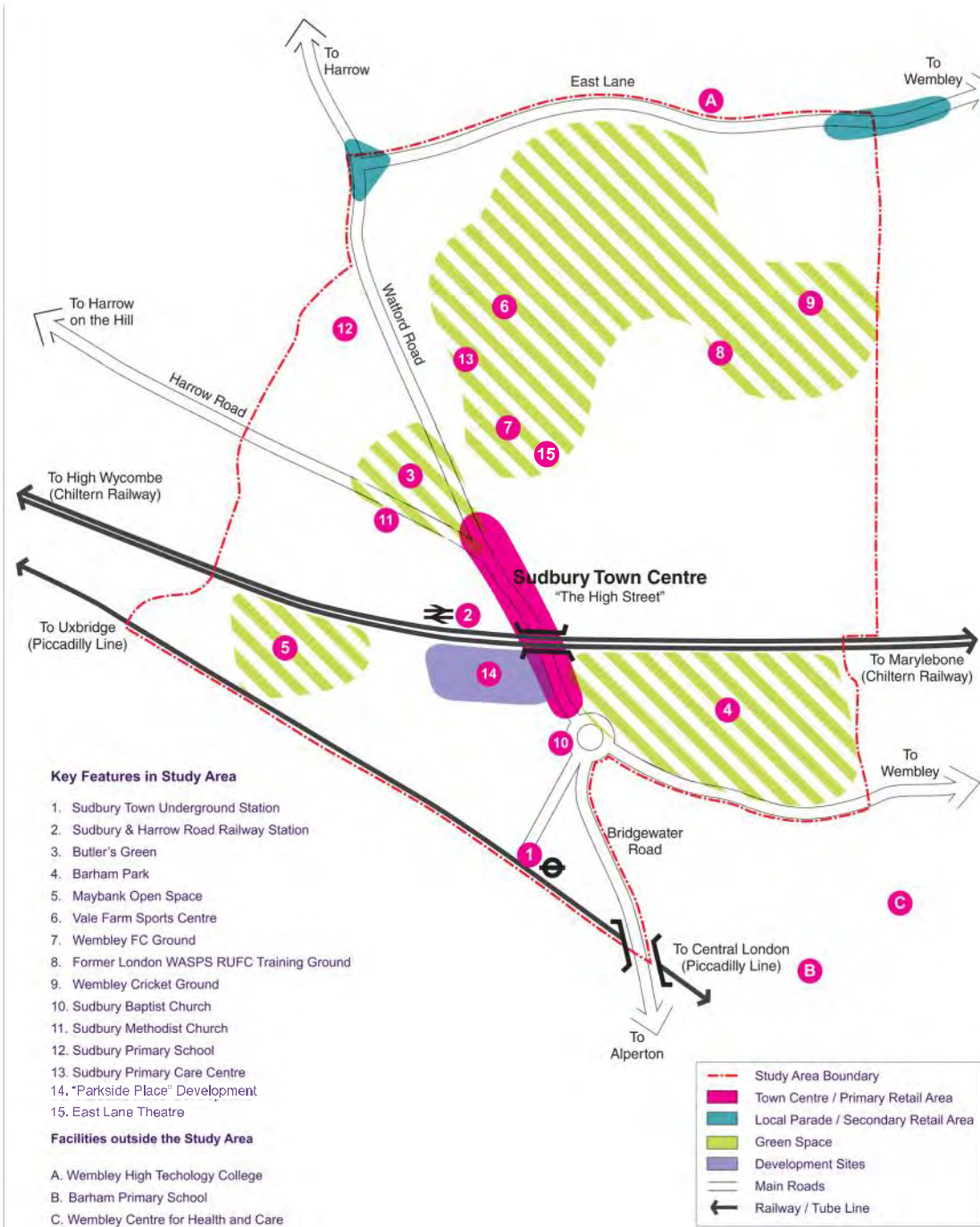
The town centre

The town centre is on the Harrow Road and includes a mix of high street activities, such as shops and cafes, as well as betting shops, hot-food takeaways and several car showrooms. It is bookended by the green spaces of Butlers Green to the north and Barham Park to the south.

Most of the shops and retail premises along the High Street are in the order of two to three storeys high. Some are converted residential properties, others are purpose built shop units with flats above. There are few vacant properties along the High Street, and few high street chain stores.

Harrow Road is the main north south route through the study area. Watford Road and Harrow Roads come together at the Butlers Green end of the High Street. At the Barham Park end, Harrow and Bridgewater Roads come together. The High Street thus acts as a funnel, with all movement routes and activities coming together at this point.

Figure 3: Uses within the neighbourhood plan area



Uses and connections

In addition to the mix of activities along the High Street, the study area benefits from the presence of a mix of social and community facilities, including schools, and the Baptist and Methodists churches. It also benefits from extensive areas of green space. In addition to Butler's Green and Barham Park, the study area also includes the Vale Farm sports and leisure area, as well as the Maybank open space (figure 3).

The area is well served by public transport. Sudbury Town underground station provides regular services into central London, and numerous bus routes operate through the town centre. Sudbury & Harrow Road railway station is also found on the High Street. This provides train services into Marylebone, although these are infrequent. The railway line crosses Harrow Road and acts to cut the High Street in half.

The highest concentration of shops and activities are to the north of the railway line, although there is a small parade of shops fronting the Harrow Road roundabout to the south of the railway line. The recent redevelopment of the Classic Cars dealership, including flats and a Tesco food store, is helping to link the two sides of the High Street together. This development ('Parkside Place') is the first phase in the planned regeneration of the Barham Park Estate. The current street and pavement improvements being carried out along the High Street will also help unify the area.

Much of the remainder of the study area is residential in nature, although there are some local shopping parades at the junctions of East Lane and Watford Road, and East Lane and Sudbury Avenue.

Heritage

There are a number of heritage assets within the plan boundary, including the underground station, parts of Barham Old Court and Butler's Green. There are also some heritage assets outside the

plan area but whose setting may be affected by works within the plan area, such as the Sudbury Cottages Conservation Area.

Sudbury Town Underground station - an architectural gem on our doorstep:

"The first of Charles Holden's tube stations for Frank Pick was Sudbury Town, on the Piccadilly line, opened in 1931. There had been nothing like this distinctly modern yet well-crafted building in Britain before. With typical modesty, Holden, a retiring, teetotal, vegetarian Quaker draper's son from Bolton, Lancashire, chose to describe his first modern masterpiece as "a brick box with a concrete lid". Possibly, just possibly, Holden meant something more.

*I can't help thinking that this truly great and still under-rated English architect was thinking of Inigo Jones (1573-1652), who had instigated a revolution in British architecture in the reign of James I when he designed the country's first truly classical buildings. When his client Francis Russell, Earl of Bedford, asked Jones to add a chapel "as cheap as a barn" to his smart residential development built around the new Covent Garden piazza, the architect replied "then you shall have the handsomest barn in England". **Sudbury Town station is surely transport design's equivalent of St Paul's, Covent Garden.**"*

Jonathan Glancey, Guardian architectural correspondent

(The station was awarded Grade II-listed status on 19 February 1971 and upgraded to Grade II*-listed status on 20 July 2011.)

The NPPF, Council's saved UDP policies BE24 Locally listed Buildings, BE25-28 Conservation Area Development Issues and BE31 Archaeological Sites afford protection to heritage assets, as does emerging Development Management Policy 13 on Heritage. Any applications impacting on heritage assets will be considered against these policies in addition to the policies in the Neighbourhood Plan.

Figure 4: Selected images: Sudbury Town today
How can we improve the quiality and appearance of the town centre, the public realm, shopfronts, mix and type of uses?





3. SUDBURY TOWN TODAY (THE ISSUES)

Consultation

Over the course of the past two years we have run a series of consultation exercises. These have included:

- A walk around of the town centre (called a Placecheck) to find out what people like and don't like about Sudbury Town, and what should happen in the area.
- A briefing and Q&A with residents, at which people volunteered to act as 'community champions' to help raise awareness of the plan and contribute their time and skills.
- A presentation to and drop-in surgery for residents and businesses.
- A workshop event to explore opportunities for change and improvement in the town centre.
- A mail-shot to all residents, businesses and organisations in the study area (more than 3,000 questionnaires and briefing notes were sent out).
- Printing and placement of banners in Sudbury Town to raise awareness of consultation events.
- A media campaign to raise awareness, including an article in the Harrow Times.
- Creation of an active twitter feed to seek peoples' views, and regular updates, including questionnaires, on the STRA and Brent Council websites.
- Discussion with people at events such as the Big Lunch in Barham Park and at the Diamond Jubilee parade through Sudbury Town.

- Preparation and consultation on an Options Report, including a series of exhibitions around Sudbury Town and representatives speaking to people in the local area. Approximately 300 questionnaires were completed during this consultation.
- Preparation and consultation on a Regulation 14 Consultation Draft Neighbourhood Plan, including an exhibition in Sudbury Town. 103 questionnaires were completed during this consultation.

Responses to the Consultation Report demonstrated that the vast majority of people agree with the proposals that were presented. This draft final neighbourhood plan now includes minor amendments following comments received from the previous consultation.

Comments have been made at various consultation events and we would encourage people to continue contacting us with your thoughts and ideas. You can contact the STRA direct, become a member or volunteer to help. Details can be found on the STRA website. We look forward to hearing from you.

>> STRA website: <http://www.stra.org.uk/>

>> STRA Facebook page: www.facebook.com/SudburyTown

>> STRA Twitter feed: [@sudburyplanning](http://www.twitter.com/SudburyPlanning) hashtag [#sudtwnNP](https://twitter.com/hashtag/sudtwnNP)



What you told us

Many people have been involved in production of the plan to date, contributing ideas and participating in consultation events. We have spoken with residents, businesses, our local councillors, voluntary organisations, the guides, cadetes and council officers.

Feedback received through the consultation exercises pointed to a series of issues and concerns for consideration in the neighbourhood plan. These are summarised below:

- A poor variety of shops in the town centre and, in particular, there are too many betting shops and hot-food take-aways.
- There is a lot of street clutter in the town centre, comprising a mix of advertising boarding related to shops and other businesses, as well as road signage. The number of satellite dishes on building frontages contributes to this problem. Closely related to this is the issue of litter, overflowing bins and general dumping of rubbish. These all detract from the look and 'feel' of the town centre.
- Although recent work has been undertaken to improve the quality of the pedestrian environment, it was commented that it was still poor in many places and this gives an impression of neglect.
- The poor quality and appearance of the environment beneath the railway bridge on Harrow Road, lighting, graffiti and presence of pigeons.
- Poor quality and dangerous pedestrian crossings, particularly across Harrow Road and District Road, linking with Barham Park.
- A lack of cycling parking facilities and good cycle routes.
- Infrequent rail services from Sudbury and Harrow Road station.

- Car parking is too expensive, particular for short-term visitors. However, it was also noted that commuters are parking at Barham Park and this should be restricted.
- Some people expressed concern about the height of the new residential development to the south of Sudbury & Harrow Road station.
- Concern about the disused toilet block in Butlers Green.
- There is a wide-spread concern about paan spitting⁶, its appearance and generally negative impact on the appearance of the town centre.
- Some people mentioned safety and, in particular, noted issues associated with groups of men loitering in the area, drinking and harassing women.
- Neglected front gardens and little greenery in the actual town centre. But also a need to protect and enhance Butlers Green and Barham Park.
- The lease of the former Wasps RUFC training ground is not being fulfilled and should be enforced so it can be used by all.
- Land to the rear of properties on Chilcott Close is being used as a location for fly tipping and vandalism.

The potential for the neighbourhood plan to identify sites for change and development was also discussed during consultation events. We think the neighbourhood plan is an opportunity, not a threat. Although no sites are formally allocated in this document, the Plan promotes the redevelopment of inappropriate town centre uses, such as car showrooms, to provide development that enhances the High Street, such as new shops, community facilities and new homes.

⁶ Paan is a mixture of tobacco, nuts and spices wrapped in a leaf. When chewed and spat on to the street, it dries and leaves a dark red, blood-like stain that is both difficult and costly to remove.



4. SUDBURY TOWN TOMORROW (THE POLICIES)

Vision and objectives for Sudbury Town

Feedback received through the consultation exercises has led to the following vision statement:

“A greener, cleaner, safer Sudbury Town, with a High Street at the heart of the community that we can all be proud of”

Following from this are a series of objectives. These break the vision into topic areas and will allow for policies and projects to be identified. They are:

>> Objective 1:

A vibrant place with a mix of shops and services

>> Objective 2:

A more attractive place with an improved public realm, and good quality green spaces

>> Objective 3:

A place that is easier to get around, to and from

>> Objective 4:

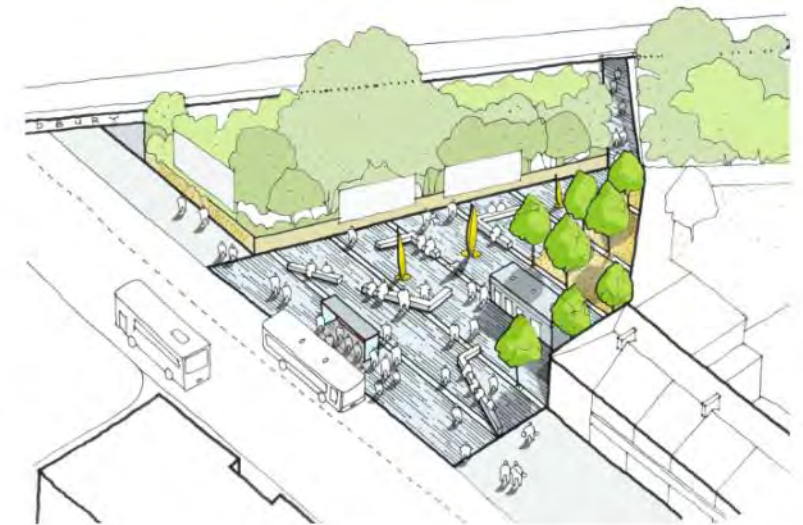
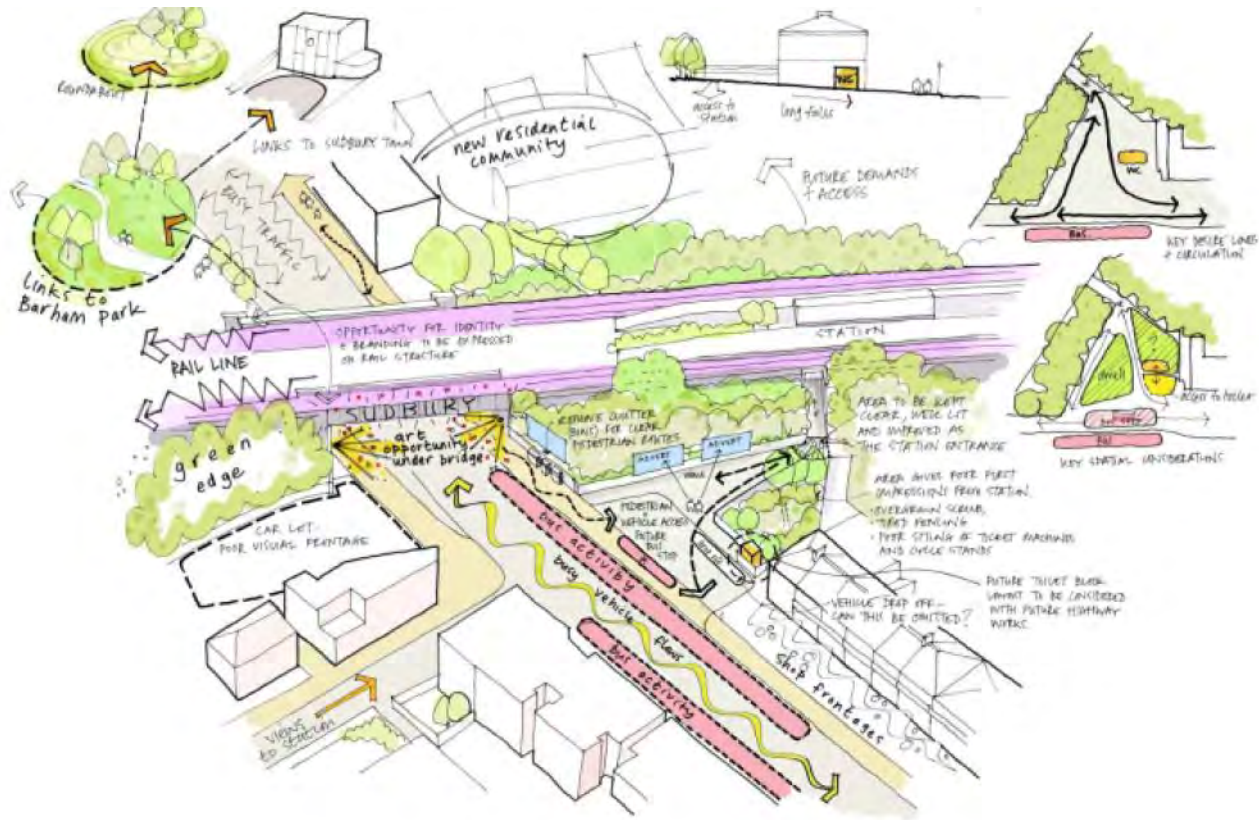
A place where development and change enhances the local area and reflects the needs of the community

Policies and projects

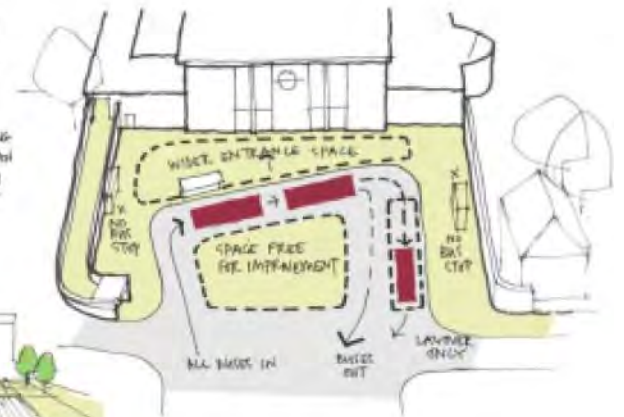
Flowing from the objectives we have identified policies and projects for inclusion in the neighbourhood plan. They are presented in the following section. Where policies are not directly land-use planning related we have included a set of aspirations that we will continue to work towards. These include, for example, lobbying Chiltern Railways for a better and more frequent train service from the railway station.

“...become a more connected, cohesive and locally active community...”

Figure 5: Potential areas for street and space improvement, as presented by WestTrans



SPACE ALONG
 BUSES TO DEPART
 IN FRONT OF STATION
 THEN MOVE TO SIDE
 FOR LOADING + ONT
 SPACE IN FRONT OF
 STATION EXTENDED
 FEELS AS BUSES PARKING
 THROUGH A RESTRAINED
 SPACE FURTHER THAN
 OPPOSITE + CURRENT
 SITUATION.



Above: issues and options plan for the railway station and High Street gateway
 Above right: concept sketch for enhanced railway station square
 Below right: concept sketch for enhanced public realm at underground station

Objective set 1: Shops and services

“A vibrant place with a mix of shops and services”

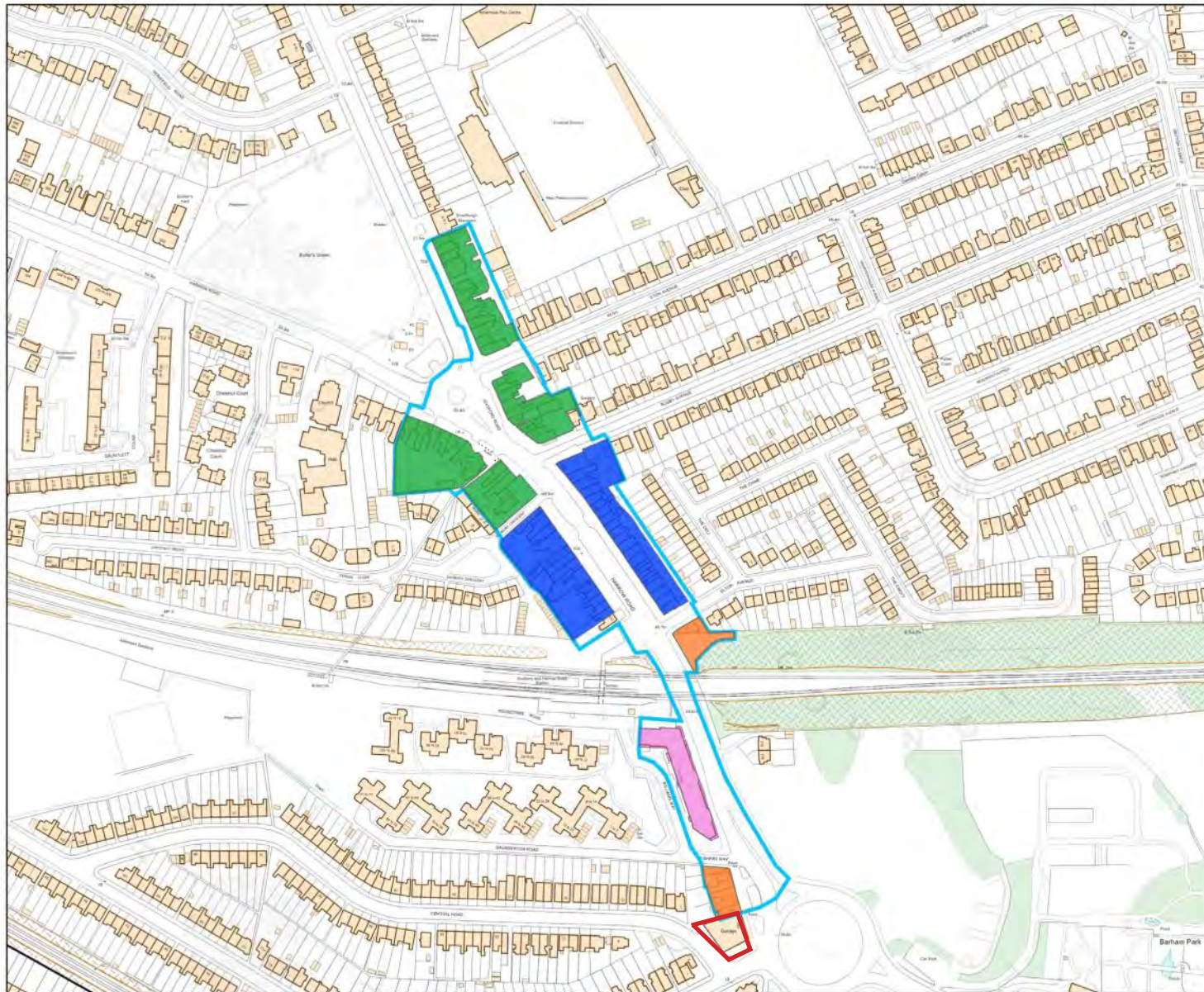
At the heart of Sudbury Town is the High Street, which provides a variety of retail and other services to meet local needs. The Neighbourhood Plan uses the term “High Street” to define the area identified in figure 6. This area is greater than the primary and secondary shopping frontage identified in the Brent Adopted Proposals Map (2011) as it represents the full extent of largely continuous active ground floor uses in this area, which extend further south than the existing allocation. We note that the Council is currently consulting on extending the town centre boundary for Sudbury town to include much of the active frontage to the south of the railway bridge. We welcome this, however would recommend this is extended further still in order to include the garage unit on the junction of Harrow Road and District Road, which acts as a natural conclusion to the High Street.

The High Street (as defined in this neighbourhood plan) currently comprises approximately 77 ground floor units excluding residential properties. It includes a diverse range of retail and other services with relatively low vacancy rates. The composition of the High Street is shown in Table 1. The mix is illustrated in figure 7.

Table 1: Mix of uses in Sudbury town centre (July 2014)

Activity	No. units	% of all units	Length of frontage (m)	% of frontage
Retail (Use Class A1)	24	31%	137.9	28%
Professional services (including solicitors, accountants, insurance brokers, hairdressers and estate agents, but excluding betting shops) (Use Class A2):	16	21%	99.8	20%
Betting shops (Use Class A2)	3	4%	24.2	5%
Hot food takeaway (Use Class A5)	11	14%	48.9	10%
Car sales, car hire and car repair (Use Class Sui Generis):	7	9%	93.5	19%
Restaurants, cafes and pubs (Use Classes A3 and A4)	7	9%	44.6	9%
Various other (Use Class Sui Generis and A4)	3	4%	8.5	2%
Vacant	6	8%	34.4	7%
Total	77	100%	491.8	100%

Figure 6: Brent Council Town centre boundary / Sudbury Town neighbourhood plan High Street boundary



Extent of existing and proposed Town Centre boundary established by Brent Council:

- Primary Shopping Frontage
 - Proposed
 - Existing
- Secondary Shopping Frontage
 - Proposed
 - Existing
- Proposed Town Centre Boundary

The High Street area used for the purposes of the neighbourhood plan is based upon the proposed Town Centre boundary outlined in blue plus the coloured extension to this labelled below:

- Extended High Street area

Brent Council's Town Centre Background Report⁷ recommends that no more than 40% of the primary frontage in town centres should be occupied by non-retail services. In Sudbury Town non-retail uses account for 69% of all activities on the High Street and 72% of the total frontage. It is considered that in Sudbury Town the non-retail uses, such as professional services, add to the diversity of and provide local employment opportunities as well as acting as attractions to the High Street.

However, concern was expressed during consultation with regard to the presence of betting shops and excessive number of hot-food takeaway outlets along the High Street, some of which are clustered together (see spread: figure 7). Consultation responses pointed towards support for any potential measures that will help control further increases of betting shops and hot-food takeaways in the future. The High Street also has a relatively high proportion of professional services in Use Class A2 (21% of total units and 20% of frontage, excluding betting shops) which, under current legislation set out in the Town and Country Planning (General Permitted Development) Order 1995, could change to a betting shop without the need for planning permission. However, recently the Department for Culture, Media and Sport has published a report on Gambling Protections and Controls (April 2014), which includes recommendations for all new betting shops to require a planning application to give local authorities more control over the number of betting shops on high streets. The Government will launch a formal consultation on the details of this proposal in summer 2014.

It was suggested through consultation on the neighbourhood plan that a diverse range of shops and facilities should be encouraged to locate along the High Street and that the clustering of particular uses, such as betting shops and hot-food takeaways, should be avoided where possible. This is support by London-wide and emerging local planning policy and the need to control such uses is also being

⁷ Unknown date (prepared by Brent Council as evidence for the Draft Development Management Policies Document, February 2014)

recommended at a national level, as considered further in the following paragraphs.

The National Planning Policy Framework encourages the use of planning to support “strong, vibrant and healthy communities” and improve the vitality and competitiveness of town centres. There is growing concern in recent years over the impact of the proliferation of hot-food takeaways and betting shops on high streets nationwide. The London Assembly Economy Committee's report on London's High Streets in 2012 noted there is an increasing amount of particular services on London's high streets, including betting offices and hot-food takeaways, which is causing concerns over a lack of diversity on high streets. In particular the need to restrict the amount of betting shops was highlighted in the Portas Review (2011).

The proposed further alterations to the London Plan (January 2014) note in policy 4.8 that clusters of activity should be managed and in the supporting text to this notes that the over-concentration of betting shops and hot food takeaways can give rise to concern.

Figure 7: Uses and activities along Sudbury Town High Street

The High Street: West side

South

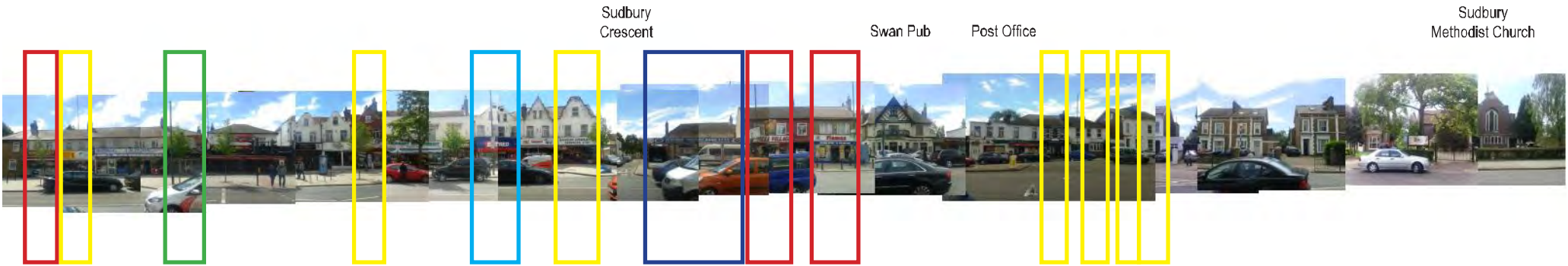


The High Street: East side

North



North



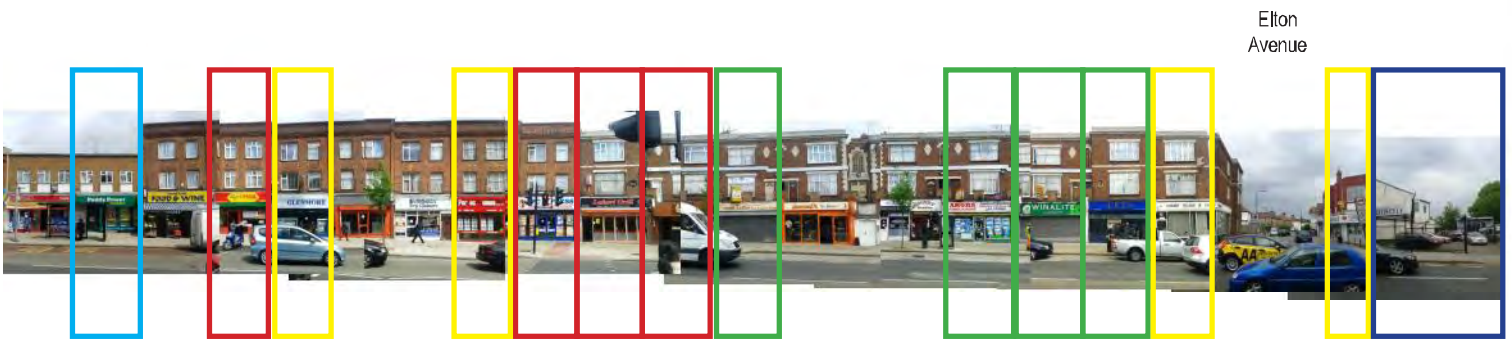
Sudbury Crescent

Swan Pub






Post Office

Sudbury Methodist Church

South



Elton Avenue

Key	
	Hot food take-away 11 in total 14% of High Street units
	Betting shop 3 in total 4% of High Street units
	Other A2 use classes 16 in total 21% of High Street units
	Car sales, hire and repair 7 in total 9% of High Street units
	Vacant 6 in total 8% of High Street units

Brent has recently published a *Draft Hot Food Takeaways in Brent Policy Evidence Base*⁸ note to support the emerging town centre policy in the Brent Development Management Policies document. This demonstrates that of the sixteen identified town centres in Brent, Sudbury has the second highest proportion of takeaway units. Furthermore the number of takeaways far exceeds the number of general food stores, butchers, grocers, fishmongers and bakers, which means that “*residents have greater access to takeaways than fresh food*” (p.6). In light of rising health concerns in Brent associated with poor diet, the ease of access to takeaways is a significant concern in Sudbury.

With regard to betting shops, a recent report published by Brent, *A Fair Deal: Betting Shops, Adult Gaming Centres and Pawnbrokers in Brent*⁹, demonstrates the proportion of frontage occupied by betting shops in Sudbury is the second highest in the borough. Not only does this high concentration impact the diversity and potential vitality of the town centre, but betting shops are also associated with negative impacts on wellbeing. Problem gambling is an identified health disorder, and disproportionately affects vulnerable groups in society, such as the unemployed and people in bad or very bad health¹⁰. In addition, betting shops are often associated with anti-social behaviour which can effect perceptions of safety and fear of crime in areas¹¹. It is important to the community to mitigate the potential negative impacts of high concentrations of betting offices.

These reports are informing the production of Brent Council’s emerging Development Management Policies Document (DMPD). As part of this policies are being prepared that seek to restrict the proportion of betting shops and hot food takeaways in town and neighbourhood centres. Draft Policy DMP 2 proposes limiting the

⁸ Brent Council (unknown date), *Draft Hot Food Takeaways in Brent Policy Evidence Base* (prepared as evidence for the Draft Development Management Policies Document, February 2014)

⁹ Brent Council (unknown date), *A Fair Deal: Betting Shops, Adult Gaming Centres and Pawnbrokers in Brent* (prepared as evidence for the Draft Development Management Policies Document, February 2014)

¹⁰ *ibid.*

¹¹ See for example commentary in the Wembley Area Action Plan prepared by Brent Council (July 2013)

proportion of frontage within the town centre consisting of betting shops to 4% and of takeaways to 6%.

In Sudbury High Street, the proposed maximum proportion of frontage occupied by betting shops (5%) has already been reached (see Table 1). In addition, the proportion of High Street frontage occupied by hot-food takeaways (10%) far exceeds the recommended threshold (6%). The DMPD also includes policies that seek to restrict the clustering of betting shops and hot-food takeaways by specifying that these use types should not be located next to each other and that a certain number of alternative uses should be located between each betting shop or hot food takeaway. These policies will be consulted on from May 2014 but the final document is not expected to be adopted until November 2015.

We will watch how the emerging planning policies and proposals unfold and thus how they can help influence change in Sudbury Town. In the meantime, our policy seeks to promote a diverse range of uses along the High Street and a better balance between retail and non-retail activities, avoiding over concentration and or clustering of betting shops and hot food takeaways. We also endorse the thresholds identified in the emerging DMPD is appropriate for Sudbury as it would restrict the provision of anymore of these types of uses in along the High Street.

Concern was also expressed during consultation about the closure of the library and lack of community facilities within the town centre. It was suggested that beyond day-to-day necessities, there were few reasons to visit and spend time in the town centre and so a greater range of shops should be provided along with new cafes. It was further suggested that other non-traditional high street activities that encourage people to visit the town centre at all times of the day and which have spin-off benefits for other businesses could be promoted. This might include for example a new library or educational facility.



In line with the NPPF and in response to the community's desire to create a more diverse High Street it is important to ensure future development on the High Street increases the variety of the offer and meets local needs. In particular, we will encourage more retail uses, cafes, restaurants and community uses

POLICY TCU1: Town Centre Uses

Proposals for new development and changes of use within the town centre, as shown on the Policies Map, should provide active ground floor uses that contribute to the diversity of the High Street and enhance the vitality and viability of the area. On upper floors, uses that complement the function of High Street will be supported, including residential use (C3 use).

Retail (A1 use), cafes (A3 use), drinking establishments (A4 use) and community facilities (D1 or D2 uses) will be permitted along the High Street. Proposals that result in the loss of active frontage on the High Street will be resisted.

Proposals for new hot food takeaways (A5 use) and betting shops (currently A2 use¹²) will be assessed in terms of their impact on the diversity of the High Street and local amenity.

The proportion of units occupied by hot-food takeaways (A5 use) along the defined High Street area should not exceed 6%. The total proportion of High Street units occupied by hot-food takeaways (A5 use) currently exceeds this threshold. Proposals for new hot-food takeaways will not be permitted whilst this threshold is exceeded. Should the number of hot-food takeaways and associated High Street frontage fall below the threshold in the future then proposals for new hot-food takeaways will be considered on their merits in accordance with policies established in the neighbourhood plan,

wider national and local policies.

The proportion of development frontage occupied by betting shops along the defined High Street area should not exceed 4% of the total frontage. The total High Street frontage currently occupied by betting shops is 5%. Proposals for new betting shops will not be permitted whilst this threshold is exceeded. Should the number of betting shops and the associated High Street frontage fall below the threshold in the future then proposals for new betting shops will be considered on their merits in accordance with policies established in the neighbourhood plan, wider national and local policies.

Proposals that result in fewer than two non-A5 units between takeaways will not be permitted. Proposals that result in fewer than four units in non-betting shop use between betting shops will not be permitted.

¹² Should the use class for betting shops change this should be read as the new Use Class as appropriate.



Objective set 2: Public realm

“A more attractive place with an improved public realm, and good quality green spaces”

The public realm is defined as all the spaces between buildings to which the public has access. The Brent Placemaking Guide¹³ states that:

‘a well designed and high quality public realm is essential to creating good places and strong communities....’

During early consultation events many people expressed concern about the quality of the public realm, the state of the pavements (including potholes), the lack of greenery along the High Street, lack of places to sit, and the unwelcoming nature of the pedestrian environment under the railway bridge.

In parallel to our work on the neighbourhood plan, the Council, in partnership with Transport for London, designed a public realm improvement scheme¹⁴. We supported that.

The improvement works are now complete. We believe the scheme has made a vast improvement to the quality of the High Street. It is a nicer place to walk, to visit and spend time in. It is now easier to cross the road. New street trees have been introduced. New toilets have been installed next to Sudbury and Harrow Road station. The High Street feels and looks both cleaner and fresher. It is somewhere that we enjoy spending time in.

¹³ Brent Council, 2011, The Brent Placemaking Guide, Achieving excellence in the design of the public realm

¹⁴ This scheme was prepared in accordance with the London Mayor’s Transportation Strategy and Brent Council’s Local Implementation Plan (LIP) for transport. It also accords with policy 6.1 of the London Plan. Funding for the scheme has been made in full by TfL

The aim of the improvement scheme was:

*‘to provide a new road layout for Sudbury Town centre which will benefit all road users. The scheme specifically targets reducing pedestrian and vehicle accidents, improving bus facilities and movements, improving parking and loading, reducing congestion, and improving the streetscene’.*¹⁵

We think it has achieved many of these things and that it represents an excellent start for Sudbury Town. However, we think it can be extended further.

Proposed additional public realm improvements

The scheme that has been implemented addresses many of the issues and concerns expressed in the earlier consultation exercises. It has reduced street clutter along the High Street, increased pedestrian space and safety at crossing points, introduced trees and greenery, linking the High Street with Butlers Green and Barham Park, and resolved some of the conflicts between pedestrians, busses and other traffic.

Overall, it has contributed to an enhanced and improved environment for all – which has emerged as one of the key objectives for this neighbourhood plan. This is an excellent start for Sudbury Town and should be further expanded.

¹⁵ See Brent Council public consultation document, March 2011, Ref.: TP880 – JP (<http://www.bmgresearch.co.uk/brent/UploadedFiles/Signed%20-%20TP880%20Delegated%20Report.pdf>)



The public realm improvements that are prioritised are as follows:

- Improving the quality of the pedestrian environment and experience under the railway bridge, including the installation of feature lighting and or public art (see examples in figure 8).
- Further enhance the quality of the space outside Sudbury and Harrow railway station, creating a safer and more pleasant environment. This could be a new town square, with seating, cycle parking and an improved station entrance.
- Relocate the no. 18 bus stand further north to both reduce congestion in the High Street and the visual impact of standing buses. The relocation of the bus stand would be dependent on further discussion with Transport for London.
- Improve the pedestrian environment around and access to the Sudbury Town underground station, reconfiguring the bus stop and waiting areas outside the front of the station, and enhancing the pedestrian entrance to the rear of the station.
- Expand the urban realm scheme to include improvements to pedestrian crossing facilities at the Harrow Road and Bridgewater Road roundabout, making them more direct and easier for pedestrians to cross to Barham Park. Consideration could be given to a reconfigured road junction here, potentially replacing the roundabout.
- Expand the urban realm scheme to include the former toilet block at the apex of Butlers Green, integrating this space with the High Street.
- Landscaping of the mini-roundabout at the apex of Butlers Green, improving the welcome to the town centre.
- Cleaning up the rubbish behind the fences next to the railway bridge, and removal of advertising hoardings which contribute to visual clutter.
- Exploring whether the sale of paan can be regulated and whether behavioural attitudes can be changed to reduce the amount and impact of paan spitting and stains on the quality of our streets and spaces.

Figure 8: Example images showing how the bridge environment could be improved with the use of lighting and artwork, making a better 'gateway' into the High Street



**Top: Mural, Kilburn
Bottom: Lighting, Southwark Street**



Above: Artwork, Southwark Street



Above: Lighting and place naming, Acton



WestTrans¹⁶ has explored a number of the priority public realm schemes, including improved pedestrian space outside the main entrance of Sudbury Town underground station, creation of a pocket park to improve the pedestrian entrance to the rear of the station, improving areas of paving and crossing facilities over the Bridgewater Road roundabout, improving the experience under the railway bridge, and creating a new landscaped park outside the Sudbury and Harrow Road railway station. Longer term, it is also suggested that a secondary access to the Sudbury and Harrow road station, through the redevelopment of the Barham Park estate, might be created. Together, these can help transform the quality of Sudbury Town Centre. In order to progress the priority public realm schemes, further liaison will be required with the Council, Transport for London, Network Rail and Chiltern Railways.

ASPIRATION 1

We will promote further public realm improvements in Sudbury Town. The priority areas for improvements are listed in the "Proposed additional public realm improvements" section above. Funding will be sought from relevant sources, including CIL funds from new development in the Neighbourhood Plan Area.

POLICY PR1: Public Realm

Any further public realm works in Sudbury Town should be of the same quality of and follow the style of work already undertaken along the High Street, providing a consistent and unified appearance across the town centre. Public realm schemes should also be prepared in accordance with the guidance and principles set out in the Brent Placemaking guide, or any other appropriate good practice

¹⁶ WestTrans is a partnership of the six West London boroughs of Ealing, Brent, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. It works with Transport for London to identify, develop and implement transport projects to the benefit of the subregion. See example images in Figure 5.

guidance.

Shopfronts

The quality of the shop fronts along the High Street has an influence on the appearance and attractiveness of the town centre. During consultation the visual appearance of buildings in the town centre was raised: many people thought that the upkeep and maintenance of the buildings could be improved, and that a consistent approach to signage and shopfronts would make an improvement to the experience of the town centre.

The recent transformation of Leyton High Street (see figure 9) demonstrates what can be achieved¹⁷. New shop fronts, signage, materials and facade treatments have enhanced the quality and appearance of the town centre. This was funded through the Government's 'Working Neighbourhood's fund'¹⁸. It provides an example of how the shop fronts in Sudbury Town could be enhanced¹⁹. We will discuss with the Council what grants and funding might be available to help pay for shop front improvements. This might include various Mayoral programmes, such as the Outer London Fund, which has helped contribute to high street improvements elsewhere in London.

It was also suggested during the consultation exercises that landlords of properties fronting the High Street should be required to maintain their properties in line with the aspiration for an improved town centre.

¹⁷ For more information, see, for example: <http://www.guardian.co.uk/sport/2012/jun/22/london-olympic-leyton-council-makeover?newsfeed=true>

¹⁸ See

<http://webarchive.nationalarchives.gov.uk/20120919132719/www.communities.gov.uk/communities/neighbourhoodrenewal/workingneighbourhoodsfund/>

¹⁹ Other examples are presented by Design for London in their publication 'The London High Street Possibilities Primer', September 2011

Figure 9: Example images of shopfront improvements along Leyton High Street



Brent Council's Shopfront and Shop Sign supplementary planning guidance²⁰ is a material consideration for applications and should be referred to by individuals and businesses proposing the installation of new shopfronts and signs in Sudbury Town. It includes guidance on architectural features, fascia's, projecting signage, awnings, security shutters, cash dispensers, highway safety and illumination. The guidance establishes what would be considered acceptable or not within individual planning applications.

We will lobby for a shopfront improvement scheme in Sudbury Town as part of or in parallel to an expanded public realm scheme, ensuring consistency and coherence between the two.

We would like to develop a standardised shopfront, sign and pavement signage style to create a Sudbury Town brand that is unique and easily recognisable. We would also like to run a competition with local school children to develop an artwork scheme for shutters and vacant uses to make these aspects more attractive²¹.

²⁰ Brent Council, 2003, SPG7: Shopfronts & Shop Signs

²¹ Similar schemes have been promoted in Barking and Dagenham in the *Paint the Town Shopfront Improvement Project*, see <http://paint-the-town-barking.tumblr.com/> and <http://www.lbbd.gov.uk/News/PressReleases/Pages/PaintthetownBarking.aspx>

ASPIRATION 2

We will promote a shopfront improvement scheme and associated guide for Sudbury Town. Funding will be sought from appropriate sources, including CIL funds from development within Sudbury Town.

The Sudbury shopfront guide should further develop and update the existing Brent Council Shopfront and Shop Sign Supplementary Planning Guidance as appropriate for Sudbury Town. This should seek to create a unique Sudbury style that reflects and strengthens the character and qualities of the town centre. Should this be implemented, any proposals for new shopfronts, shop signs and pavement signs will be expected to replicate the established “Sudbury Style”.

POLICY SFS1: Shop Fronts and Signage

Well-designed improvements to existing shopfronts will be welcomed. Proposals for new shop fronts should be designed to be well proportioned and enhance the character of Sudbury Town.

Proposals for new or altered shop fronts should be prepared in accordance with the guidance and principles set out in Brent Council Shopfront Guidance, or any other appropriate good practice guidance.

The use of shop signage on pavements should be limited to reduce clutter within Sudbury Town. There is a presumption against general advertising on premises along the High Street unless it is directly associated with the business that takes place on the premise. Any new signage on pavements that is associated with the business of individual premises should have due consideration for the character and design of the street furniture in the wider area and should seek to enhance the public realm.

Figure 10: Example images: Shopfront shutters in Barking (top) and Wood Street (bottom)





Green spaces

The Council's Core Strategy recognises the importance of and seeks to protect areas of open space and local value. Through the neighbourhood plan, additional weight can be given to the protection of open space in Sudbury Town. At earlier consultation exercises, the value of Butlers Green and Barham Park were identified. Comments were also made with regard to making better use of these spaces and better integrating the quality and value of these green spaces with the High Street. Any new development that takes place in Sudbury Town should seek to enhance the quality of the green spaces and local ecological habitats.

It was also suggested that these areas should be protected as important local green spaces. The opportunity exists to do this through the neighbourhood plan. As national policy states:

*Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.*²²

²² See paragraph 76, National Planning Policy Framework

Butlers Green

Butlers Green is located at the heart of Sudbury Town and is an important local green space. There is the potential to enhance the value of this space through re-using or redeveloping the redundant toilet block for alternative community uses, enhancing the quality and safety of the space and improving access to the park.

Barham Park

In parallel to the production of this neighbourhood plan, approval has been granted for the Trustees of Barham Park to develop an option appraisal, project management plan and feasibility study for future uses of the Park buildings and options for improving the public space²³.

The two strands of work will be taken forward together, with the neighbourhood plan (and the Council's Core Strategy), presenting the policy framework for the park. Options that are currently being explored by the Trustees include:

- Advertising vacant space within the existing complex of buildings for reuse and investigating whether any adaptations or other work is required to make the existing space more attractive for reuse and leasing out.
- Restore, repair and improve existing landscaping in the Park.
- Create enhanced eco-habitats for wildlife and educational purposes.

²³ See LB Brent, Item 4, Minutes of the Executive, Monday 12 March 2012

The neighbourhood forum would like to see a long term sustainable use of the Park and the buildings within it. The results of the consultation demonstrate that there is strong support for the provision of community uses in the park, such as a library space or an adult education and training centre. The provision of these uses will be dependent on funding, and as a starting point the potential for funding to be provided from S106 contributions or CIL funds will be investigated.

In the meantime, and subject to discussions with the Trustees, temporary library provision might be accommodated. This could potentially take the form of a 'pop-up' library²⁴ or a 'meanwhile use'²⁵.

The Park currently contains a limited amount of sports facilities and play equipment. The consultation demonstrated there is a demand for improving and expanding the range and amount of sports and play facilities, and CIL funds will be sought to provide this.

Any improvements to Barham Park and Butlers Green should be considered alongside an extension of the public realm scheme outlined above. This would help integrate the green space with the High Street but also, importantly, look to enhance pedestrian crossing points across Harrow Road to better improve access to the Park.

²⁴ The library is currently being hosted in a pop-up in Wembley High Street. We would like to bring this back to Sudbury Town.

²⁵ A meanwhile use is a temporary use of an empty property, facilitated through special 'meanwhile' leases. They can be used by community groups (and others) for a short-time. Such use can help maintain buildings and make a place feel vibrant and active. More can be found at <http://www.meanwhile.org.uk/> or <http://www.meanwhilespace.com/>. The recent London Plan draft Supplementary Planning Guidance on Town Centres encourages the use of meanwhile uses.

ASPIRATION 3

We will seek to enhance public open spaces to make them safer and provide further community uses. Pedestrian crossing points across Harrow Road will be promoted in order to better improve access to parks.

We will also promote an increase in the amount and range of sports facilities and play equipment in Barham Park.

Funding for such projects will be sought from appropriate sources including CIL funds from development in Sudbury Town.

Figure 11: Example image: a summer screen in the park



POLICY LGS1: Local Green Space

Sudbury Town Neighbourhood Plan designates Local Green Space in the following as shown on the Policies Map:-

LGS1 Butlers Green;

LGS2 Barham Park;

LGS 3 Vale Farm;

LGS4 Maybank Open Space.

These areas will be given long term protection and proposals for development which is not ancillary to the use of the land for recreational purposes will be resisted.

POLICY BG1: Butlers Green

Butlers Green is defined in Policy LGS1 as an area of Local Green Space. The reuse, or appropriate redevelopment, of the redundant toilet block on Butlers Green to provide a new community use will be encouraged. The preferred developments for the Butlers Green redundant toilet blocks are as follows:

- Refurbishing and using the existing buildings for alternative uses which complement the function of the open space, such as a cafe in the park (Use Class A3), or a pop-up shop²⁶ (Use Class A1) or a new community facility (Use Classes D1 and D2).
- Reusing the space for temporary activities, possibly including a

weekly farmers market or similar and summer events, including the screening of films at an outdoor cinema for example.

Should the redundant toilet block be demolished and redeveloped, any replacement development should be a high quality design that enhances the character of Butlers Green and Sudbury Town. The development should take into consideration the open character of the wider public space and should not exceed the footprint of the existing buildings.

Any improvements to Butlers Green should be considered alongside an extension of the public realm scheme in order to help integrate the green space with the High Street.

POLICY BP1: Barham Park

Barham Park is defined in Policy LGS2 as an area of Local Green Space. Proposals for the re-use of the existing Barham Park buildings to provide a new community facility (D1 or D2 Use) or any other use that would support and complement the function of the park will be supported. Any proposals for the re-use or redevelopment of park buildings for residential use (Use Class C3) will not be supported.

POLICY VF1: Vale Farm

Vale Farm is defined in Policy LGS3 as an area of Local Green Space. The Plan supports development that results in the strengthening of Vale Farm as a regional centre for sports excellence. Improvements to Vale Farm should not result in the loss of green or open space. Change of use and development other than for uses which support recreation, sporting and amenity use will not be permitted at Vale Farm.

²⁶ Empty or vacant space or buildings used on a temporary, short-term basis

Vale Farm sports centre

The sports facilities and playing fields at Vale Farm are a wonderful asset for Sudbury Town. Brent Council, in their Core Strategy Site Allocations document (adopted 2011) note that the facilities are reaching the limits of use and are in need of modernisation and improvement. The Site Allocations document goes on to say that improved indoor and outdoor sports and recreation facilities should be provided here, incorporating better cycle links through Vale Farm and improved public transport links.

We think that Vale Farm has the potential to become a regional centre of sports excellence. We fully support the Council's Site Allocation.

ASPIRATION 4

Proposals that result in the improvement and enhancement of Vale Farm Sports Centre facilities will be supported. This could include bringing un-used spaces into use for sport and recreation uses, extending and improving changing facilities, providing facilities for sports currently not provided for and providing facilities and services that improve accessibility for all members of the community regardless of age and to sport.

Figure 12: World cup winners England train at Wembley FC, Vale Farm, 1968





Former Wasps RUFC Training Ground and Club House

Up until the late 1990s London Wasps Rugby club were based in Sudbury, playing their home games at Vale Farm. The former ground has now been redeveloped for housing, but the club house and former training ground remain, though leased to new owners.

The Clubhouse and car park were sold freehold to the present owner by the Wasps Rugby Club. The adjacent fenced-off sports pitch is owned by the Council but has been leased to the owners of the former Clubhouse. The terms of the lease and the legal agreement that was attached to the planning permission for the redevelopment of the former Wasps ground requires that the pitch and Clubhouse be made available at certain times for public use²⁷. Unfortunately the pitch has fallen into disuse and has been allowed to become overgrown and the Clubhouse is not open to the public.

During consultation on the neighbourhood plan, comments were made that the lease should be enforced. The Council are currently exploring ways of ensuring that the pitch and Clubhouse is brought back into public use. Ideally this would be by working in partnership with the current owners of the Clubhouse and an appropriate community sports team. However, if this does not prove possible, other legal remedies may need to be considered.

²⁷ Set out in Schedule Two Paragraph 7(i) - (iv) of the lease dated 21/05/1999.

ASPIRATION 5

We will work with the Council in order to enforce the requirements of the deed for the former Wasps Training Ground and Club House specifically relating to:

- the public use of the Eastern Land between 4pm and 6pm on weekdays and Saturday mornings during school term time; and
- making the Clubhouse available for use by local community groups for meetings on two weekday nights for between two to three hours on each occasion.

Land to the rear of the Crowngate Estate

To the rear of the Crowngate Estate (Compton Avenue, Chilcott and Hastings Close) a strip of land, currently leased to the owner of the former Wasps RUFC Clubhouse, is poorly maintained and subject to fly-tipping.

This situation could potentially be improved by revising the lease and allowing home owners whose gardens back onto this strip of land to extend their gardens and take ownership and responsibility for it (should they be willing).

ASPIRATION 6

We will work with the residents of the Crowngate Estate and the Council to provide an appropriate approach to the management and ownership of the aforementioned strip of land currently leased to the former Wasps RUFC Clubhouse.



Objective set 3: Access and movement

“A place that is easier to get around, to and from”

A more vibrant Sudbury Town, with a good mix of shops, would help reduce the number of journeys residents make to other shopping areas by car and public transport. This is good for the environment and for local businesses.

The consultation raised a series of access related issues. We present draft policies for these below. In all instances, we would like to see better access for all.

Walking

The public realm scheme currently being implemented has made a significant improvement to the quality of the pedestrian environment in the town centre. However, as outlined in the policies relating to public realm (above), we think further improvements could be made to improve walking conditions even further. These include:

- Extending the public realm improvements all the way down to the Bridgewater roundabout.
- Improving conditions under the railway bridge.
- Improving crossing facilities, particularly across to Barham Park.
- Improving the quality of space outside the railway and tube station entrances.

We think that further consideration should also be given to the junctions that bookend the High Street (Harrow Road and Watford Road roundabout to the north, Harrow Road and Bridgewater Road roundabout to the south). These are the ‘gateways’ into the town centre and as such would benefit from an improved ‘welcome’ and

arrival into the town centre. Coupled with improved pedestrian crossing facilities to Barham Park, we think that the Bridgewater Road roundabout could be re-modelled. It is a large junction: scope exists to give some of this space back to the park for the enjoyment of all.

Concern has also been expressed with regard to safety in the area. The pedestrian link between Harrow Road, Perkin Close and across the railway line to Maybank Open Space is considered to be particularly unsafe, enclosed as it is between the backs of properties. A short term improvement could be to remove the wall between Sudbury Crescent and Perkin Close, opening up views and increasing the perception of safety.

ASPIRATION 7

We will promote the improvement of the pedestrian environment in Sudbury Town. These improvements will include:

- Improving conditions under the railway bridge by enhancing the quality of the environment to create a welcoming arrival point that is attractive and safe. This could include new lighting and art work under the railway bridge.
- Improving crossing facilities, particularly across the Harrow Road to Butlers Green and Barham Park.
- Improving the quality of space outside the railway and tube station entrances by creating an attractive and high quality environment that people enjoy being in, is safe and acts as a welcoming arrival point.

Funding will be sought from appropriate sources, including CIL funds from development in Sudbury Town.

Cycling

Consultation responses showed a desire to improve cycling conditions and facilities in and around the neighbourhood plan area. This aligns with current initiatives across London: the Mayor has recently launched his cycle vision for London and announced funding for new schemes in the outer London boroughs.

ASPIRATION 8

We will promote the improvement of cycle facilities in Sudbury Town. These improvements will include:

- New, secure cycle parking facilities along the high street and at the railway and tube stations.
- Safer and more attractive cycle routes, including improved connections across Vale Farm, linking to the wider cycle network and helping to encourage more cycle use.
- Improved cycle routes incorporated into any extension of the public realm scheme, including a potential remodelling of the Bridgewater Road roundabout noted above, which should follow Dutch-style principles of cycle segregation (see figure 13) and be in accordance with the soon to be updated London Cycle Standards, to make cycling a safer and more attractive proposition for all people, of all ages and abilities.

Funding will be sought from appropriate sources, including the Mayor of London's Cycling Fund and CIL funds from development in Sudbury Town.

Figure 13: Example image: 'Dutch-style' roundabout with dedicated cycle provision





Public transport

Comments were made during consultation with regard to the frequency of services operating from Sudbury & Harrow Railway Station.

Although not strictly a planning issue, this is noted in the neighbourhood plan to reflect and support the community's desire to see improved services at the railway station, which the community will seek through continued lobbying of Chiltern Railways.

It was suggested during the consultation events that there should be a community notice-board in the town centre, and that the public space next to the Sudbury & Harrow Railway station might be a suitable location for this. It was suggested that this should be electronic, displaying real time public transport and travel information, as well as being used to display local information and upcoming events.

ASPIRATION 9

We will lobby Chiltern Railways to increase the frequency of services operating from Sudbury & Harrow Railway Station. Funding will be sought to provide a community notice board in the public space next to Sudbury & Harrow Railway Station.

Parking

Comments were made during consultation in regard to parking regimes, short and long term parking and parking costs.

Although it is not within the remit of planning policy to establish the cost of parking and the time that someone may park for, it can establish policies in regard to parking provision. In this regard, the London Plan establishes standards for car parking. Flexibility can be used, particularly in town centres 'where there are identified issues of vitality and viability'²⁸.

These standards relate to individual developments and planning applications and should be considered when applications for development or change of use are made in the area. In light of the existence of higher level policies relating to parking it is not necessary to provide an additional policy in this Neighbourhood Plan.

²⁸ See London Plan, 2011, Policy 6.13



Objective set 4: Development and change

“A place where development and change enhances the local area and reflects the needs of the community”

Through the neighbourhood plan we have the opportunity to be proactive about land use and development changes.

At present, the Council does not identify any sites for development in Sudbury Town. That does not mean to say that planning applications cannot come forward and be approved. Where they do, they will be judged on their merits against existing policies in the Council's Core Strategy.

The Neighbourhood Plan does not allocate any specific sites for development; however it does promote the redevelopment of existing inappropriate town centre uses, such as car showrooms (see Policy STNP6). Future decisions and applications will then be made in accordance with the plan, and thus our wishes for the area.

We also have the scope to use future development in the area to help lever funds to pay for improvements to infrastructure in Sudbury Town.

Developers are obliged to pay a 'Community Infrastructure Levy' (CIL) if and when planning applications are approved. This levy applies to development over 100 square metres.

The levy is determined in accordance with the Council's schedule of charges²⁹. If an application is approved for development in the area, 15% of the levy will be ring fenced for spending on projects in the neighbourhood plan area. When the neighbourhood plan is brought into force ('made'), that figure will rise to 25%.

²⁹ See <http://www.brent.gov.uk/services-for-residents/planning-and-building-control/planning-policy/community-infrastructure-levy/>

Through the neighbourhood plan, we can say what we think the CIL funds should be spent on. We have set out in Policy STNP 5 the priorities for the levy.

Community Infrastructure Levy

The Community Infrastructure Regulations state that:

Any monies received through the levy is meant "to support development" of the area, including funding towards "the provision, improvement, replacement, operation or maintenance of infrastructure" or "anything else that is concerned with addressing the demands that development places on an area".

In the neighbourhood plan we have identified proposals that we will seek CIL funds for. Policy STNP 5 outlines our priorities for CIL funding.

POLICY DC1: Developer Contributions

Funds collected under the provisions of the Community Infrastructure Levy (CIL) will be targeted at the following schemes, which are listed in order of priority:

1. Contributions to an expanded public realm scheme.
2. Contributions towards new community facilities, such as new library space.
3. Contributions towards road improvements, including new cycle routes and facilities, as well as safer pedestrian crossings and the potential remodelling of the Bridgewater Road roundabout.
4. Contributions towards a shopfront improvement scheme and associated guide.

Development opportunities

In light of the built up nature of Sudbury Town development opportunities are limited, and no sites within the area have been identified in the Council's Site Allocations document. However, it is acknowledged that there are a number of inappropriate land uses within the town centre, such as the car show rooms, where redevelopment or reuse would be welcomed. In line with Policy STNP 1, any new development within the town centre should comprise an appropriate town centre use at the ground floor, such as retail (A1 use), cafes (A3 use), drinking establishment (A4 use) or community facilities (D1 and D2 use) and residential (C3 use) at the upper levels.

As noted in previous sections, we also encourage:

- Strengthening Vale Farm as a regional centre for sports excellence.
- Reusing, refurbishing or redeveloping the vacant toilet blocks in Butlers Green.
- Reuse of buildings in Barham Park, to include community and educational facilities.

As noted above, density and design policies are established by the Core Strategy and London Plan, though we suggest that proposals for any new development be in the order of two to three storeys high. The type and mix of new homes to be provided should respond to local needs and be built to high standards of sustainability.

Policy TCD1: Town Centre Development

High quality new developments will be encouraged within Sudbury Town where appropriate. In particular, the redevelopment of inappropriate uses within the town centre will be encouraged. Inappropriate uses are those which aren't classed as main town centre uses in the NPPF³⁰ and have negative impact on amenity and are not included in the following list of main town centre uses:-

- retail development (including warehouse clubs and factory outlet centres);
- leisure;
- entertainment facilities;
- the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, indoor bowling centres, and bingo halls);
- offices; and
- arts, culture and tourism development including theatres, museums, galleries and concert halls, hotels and conference facilities).

Developments within the town centre should comprise an appropriate active town centre use at ground floor level, in line with Policy TCU1, and residential units (C3 use) or offices (Use Class B1) on upper floors.

³⁰ See NPPF, Annex 2: Glossary

What's not in the plan?

The primary focus of the neighbourhood plan is on improving the quality of the town centre. This recognises the importance of creating attractive, viable and vibrant centres at the heart of the community.

Where a particular issue or subject is not covered in the neighbourhood plan, the Council's Core Strategy will provide the policy framework for shaping and determining planning applications. For example, if an application is made to the Council for an extension to a private house, it will be determined in accordance with the Core Strategy.

Figure 14: The Jubilee Parade, Sudbury Town, 2012





5. WHAT HAPPENS NEXT?

Referendum

On Monday 27 July 2015 Brent Council's Cabinet approved for the Sudbury Town Neighbourhood Plan to progress to a referendum. The referendum took place on Thursday 10 September 2015.

At the referendum, those people of voting age residing in the neighbourhood plan area were able to vote on whether they want the plan to come into force or not. The Sudbury Town Neighbourhood Plan passed referendum, with an overwhelming 94% voting yes. The policies within the neighbourhood plan now form part of Brent's Local Plan and will guide development in the neighbourhood area alongside other Development Plan policies.

Together, we can make a stronger plan for Sudbury Town, one that can really influence a positive future for the area.

We want as many people as possible to be involved in delivering the neighbourhood plan – and to be as excited by it as we are. This is an excellent opportunity for us to make a real difference in Sudbury Town.

>> STRA website: <http://www.stra.org.uk/>

>> STRA Facebook page: www.facebook.com/SudburyTown

>> STRA Twitter feed: www.twitter.com/SudburyPlanning
[@sudburyplanning](https://twitter.com/sudburyplanning) hashtag [#sudtwnNP](https://twitter.com/sudtwnNP)



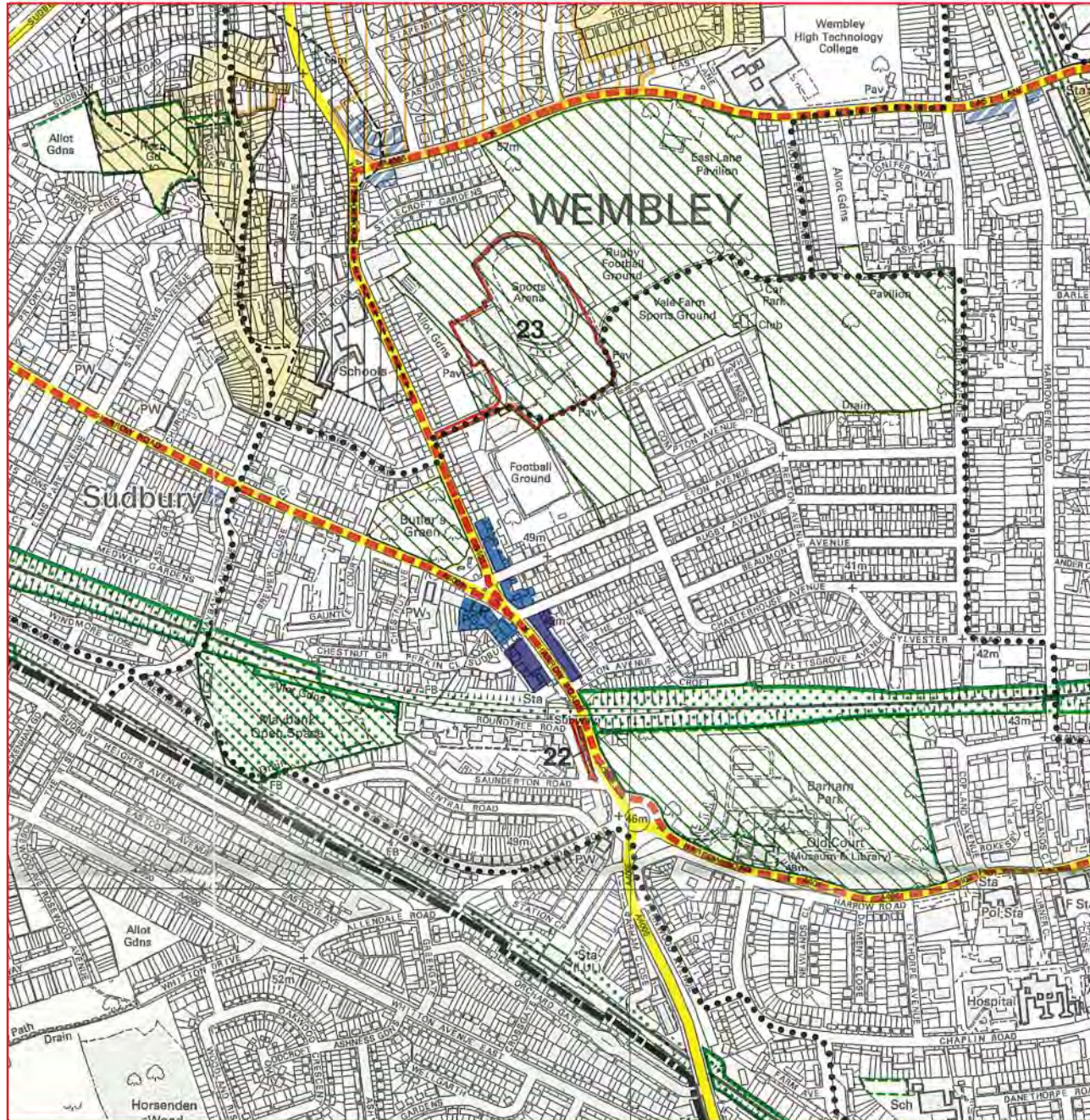
APPENDIX A: EXTRACTS FROM NATIONAL PLANNING POLICY FRAMEWORK

Selected neighbourhood planning extracts from the National Planning Policy Framework

Key neighbourhood planning extracts from the NPPF, including paragraph references:

- 1) *It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which **reflect the needs and priorities of their communities.***
- 2) *The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans*
- 16) *Neighbourhoods should:*
 - *develop plans that **support the strategic development needs set out in Local Plans**, including policies for housing and economic development;*
 - ***plan positively to support local development**, shaping and directing development in their area that is outside the strategic elements of the Local Plan*
- 17) *Planning should:*
 - *be genuinely plan-led, **empowering local people to shape their surroundings**, with succinct local and neighbourhood plans **setting out a positive vision for the future of the area***
- 58) *Neighbourhood plans should **develop robust and comprehensive policies** that set out the quality of development that will be expected for the area*
- 76) *Local communities through local and neighbourhood plans should be **able to identify for special protection green areas of particular importance** to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.*
- 183) *Neighbourhood planning gives communities direct power to **develop a shared vision for their neighbourhood and deliver the sustainable development they need.***
- 184) *Neighbourhood planning provides a powerful set of tools for local people to ensure that they **get the right types of development for their community.** The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan.... Neighbourhood plans and orders **should not promote less development than set out in the Local Plan or undermine its strategic policies.***
- 198) *Where a planning application conflicts with a neighbourhood plan that has been brought into force, planning permission should not normally be granted.*

Figure 15: Sudbury Town extract from the Brent Core Strategy Proposals Map



Town Centres and Shopping

- Primary Shopping Frontage SH6, SH7
- Secondary Shopping Frontage SH9
- Local Centres SH16
- Ealing Road Town Centre Boundary SH31

Open Space, Sport and Recreation

- Metropolitan Open Land OS1-OS3
- Green Chains OS5
- Public Open Space CP18
- Sites of Special Scientific Interest OS12
- Local Nature Reserves OS16
- Sites of Metropolitan Nature Conservation Importance & Sites of Borough (Grade 1) Nature Conservation Importance OS12
- Sites of Borough (Grade 2) Nature Conservation Importance & Sites of Local Nature Conservation Importance OS13
- Wildlife Corridors OS14
- Capital Ring (Metropolitan Walk) OS21

Waste

- Waste Management/Manufacturing Areas W1

Site Specific Allocations

- 15 Site Specific Allocations
- Borough Boundary

Growth Areas

- Growth Area Boundary CP7, CP8, CP9, CP10, CP11

Built Environment

- Conservation Area BE25-BE28
- Grand Union Canal Policy Area BE14, OS5
- Archaeological Priority Area BE31
- Areas of Distinctive Residential Character BE29

Environmental Protection

- Notifiable Pipeline EP8
- NB Areas at risk of flooding are not shown as flood zones are subject to change and re-modelling on a frequent basis. Latest Environment Agency flood map should be referred to.

Transport

- Strategic Routes of National or Regional Importance TRN18
- London Distributor Roads TRN20
- London Bus Priority Network TRN9
- London Cycle Network TRN11

Employment

- Strategic Industrial Location CP20
- Locally Significant Industrial Sites CP20

APPENDIX B: TESTING THE PLAN

The 'Basic Conditions'

For a neighbourhood plan to be brought into use it needs to meet a number of 'basic conditions'³¹. These are:

- the plan has regard to national planning policies;
- the plan contributes to the achievement of sustainable development;
- the plan is in general conformity with the strategic policies of the development plan for the area; and
- the plan is compatible with European Union law and human rights obligation.

This section presents a summary of conformity with the basic conditions. This is covered in full in the supporting document: Sudbury Town Neighbourhood Plan, Basic Conditions Statement, June 2014.

National planning policies

The emerging Sudbury Town neighbourhood plan, with its focus on the Town Centre, aligns well with the strategic policy direction.

The National Planning Policy Framework (NPPF) was published in March 2012. It promotes the delivery of growth, new homes and jobs. It is clear from the NPPF that the Government expects communities to plan positively to support local development. The

³¹ The legal source of the basic conditions is the Localism Act 2011 which inserted Schedules 4A and 4B into the Town and Country Planning Act 1990. Schedule 4B relates to neighbourhood development orders. Schedule 4A relates to neighbourhood development plans and applies parts of Schedule 4B to plans.

NPPF also establishes policies that support the vitality and viability of town centres.

Furthermore, recent reviews and strategies published at a national level have been prepared that focus on various ways and means of improving town centres. The Mary Portas Review³², and the Government's response to this³³, has raised the profile and importance of high quality town centres. The Government has launched 'Parades to be Proud of'³⁴. This identifies a range of strategies that could be considered in local areas to help support and enhance local parades and centres. Amongst these, it recognises the role that neighbourhood planning, and planning as a whole, has to play.

Sustainable development

Sustainable development is the 'golden thread' running through national policy objectives. It should be considered in all plan making decisions and applications. The NPPF makes it clear that

'sustainable development is about change for the better... is about positive growth – making economic, environmental and social progress for this and future generations.'

'planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives... This should be a collective enterprise.'

The NPPF goes on to say that:

³² <https://www.gov.uk/government/publications/the-portas-review-the-future-of-our-high-streets>

³³ <https://www.gov.uk/government/publications/high-streets-at-the-heart-of-our-communities-government-response-to-the-mary-portas-review>

³⁴ CLG, June 2012, Parades to be Proud of: Strategies to support local shops



Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure; and*
- *widening the choice of high quality homes.*

Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

We believe the emerging neighbourhood plan aligns well with the achievement of sustainable development.

The 'development plan'

The 'development plan' for the Sudbury town neighbourhood plan comprises the London Plan³⁵ and the Brent Local Development Framework³⁶, specifically the Brent Core Strategy³⁷. These are taken in turn below.

The London Plan

The London Plan is the overall strategic plan for London. The London plan establishes a range of strategic policies that need

³⁵ GLA, July 2011, The London Plan: Spatial development strategy for Greater London

³⁶ <http://www.brent.gov.uk/services-for-residents/planning-and-building-control/planning-policy/local-development-framework/>

³⁷ Brent Council, July 2010, Brent Core Strategy

considering within the neighbourhood plan. Policy 2.6 seeks, for example, to enhance the quality of the outer London neighbourhoods, such as Sudbury, and Policy 2.15 is focussed on creating a network of successful, accessible, diverse and attractive town centres. The focus of this neighbourhood plan thus aligns well with these policies.

More recently, the GLA has published draft supplementary planning guidance (SPG) to the London Plan focusing on town centres³⁸. This recognises the important role that town centres play in London, that *'they are at the heart of communities, providing a sense of place and identity'*.

The draft SPG has not yet been adopted but does indicate the likely policy approach to be taken. It provides further advice on policies in the London Plan³⁹ in relation to:

- Promoting the vitality and viability of town centres, including neighbourhood and local centres.

Strategic Environmental Assessment

The Government's Planning Practice Guidance states in some limited circumstances, where a neighbourhood plan could have significant environmental effects, a Strategic Environmental Assessment may be required (SEA). SEA is a requirement under the EU Directive 2001/42/EC to ensure the environmental implications of a plan or policy are taken into account. A Screening Opinion undertaken in July 2014 concluded a full SEA was not required for the plan. Historic England, Environment Agency and Natural England were consulted and concurred with the conclusion of the screening.

³⁸ GLA, January 2013, London Plan 2011: Draft Supplementary Planning Guidance, Town Centres

³⁹ The draft SPG provides further guidance on London Plan policies 2.15 (Town Centres) and 2.16 (Strategic Outer London Development Centres)

- Supporting a vibrant mix of uses in town centres including retail, leisure, culture, tourism, business, social infrastructure and housing.
- Accommodating growth in demand for new town centre floorspace within centres or in well integrated edge of centre development sites.
- Bringing back into use vacant or under-used premises.
- Promoting inclusive access by public transport, shopmobility, walking and cycling to the range of goods and services in town centres.
- Advancing the role of town centres in promoting safe, healthy, sustainable neighbourhoods with quality design and public realm, now and for the future.
- Developing the sense of place and identity of town centres, making them places that people will want to visit.

We think that the ambitions outlined in this neighbourhood plan align well with this policy direction.

Brent Core Strategy

The Core Strategy was adopted in July 2010. It contains twelve strategic objectives. They are listed below, with the neighbourhood plan response to these also shown. An extract of the Core Strategy proposals map, as it relates to Sudbury Town, is shown in figure 15.

Table 2: Relationship between the neighbourhood plan and strategic objectives of the Brent Core Strategy

Core Strategy objective		Sudbury Town neighbourhood plan response
01.	To promote economic performance and regeneration	<ul style="list-style-type: none"> ▪ Encouraging a more diverse mix of shops and activities in the town centre
02.	To meet employment needs and aid the regeneration of industry and business	<ul style="list-style-type: none"> ▪ Enhance town centre public realm and promote shop front improvements. ▪ Promote redevelopment of existing inappropriate uses in and around the town centre in order to enhance the quality and vitality of the town centre
03.	To enhance the vitality and viability of town centres	<ul style="list-style-type: none"> ▪ Enhancing the quality of the public realm, pedestrian environment and general streetscape ▪ Encourage a more diverse mix of shops and activities in the town centre
04.	To promote the arts and creative industries	<ul style="list-style-type: none"> ▪ Enhance the quality of the public realm ▪ Potential for public art to enhance the environmental quality beneath the railway bridge and on shutters and vacant shops in the town centre
05.	To meet social infrastructure needs	<ul style="list-style-type: none"> ▪ Promote a new / replacement library and education facilities and other community facilities ▪ Enhance quality of green spaces ▪ Promote more diverse range of uses within the Town Centre ▪ Promote public access and reuse of the former London Wasps RUFC training ground and Clubhouse
06.	To promote sports and	<ul style="list-style-type: none"> ▪ Strengthen Vale Farm as a regional

	other recreational facilities	<ul style="list-style-type: none"> centre for sports excellence Promoting the increase of sports and play equipment in Barham Park Promote better and safer cycle routes Promote public access and reuse of the former London Wasps RUFC training ground and Clubhouse
07.	To achieve housing growth and meet housing needs	<ul style="list-style-type: none"> Identifying appropriate development opportunities
08.	To reduce the need to travel and improve transport choices	<ul style="list-style-type: none"> Promote improved walking and cycling conditions Introduction of cycle parking facilities, particularly at the underground and overground stations Seeking to increase the frequency of stopping services at Sudbury & Harrow railway station Promote a vibrant high street with a mix of uses
09.	To protect and enhance Brent's environment	<ul style="list-style-type: none"> Protect and enhance the quality of the green spaces in Sudbury Town (Barham Park, Butlers Green and Vale Farm) Promote public access and reuse of the former London Wasps RUFC training ground and Clubhouse Clearing of litter and fly-tipping from the town centre and open spaces
10.	To achieve sustainable development, mitigate and adapt to climate change	<ul style="list-style-type: none"> Enhancement of the town centre, through public realm improvements and greater mix of shops and facilities, as well as appropriate new development

11.	To treat waste as a resource	<ul style="list-style-type: none"> N/A: detail to be provided by Core Strategy
12.	To promote healthy living and create a safe and secure environment	<ul style="list-style-type: none"> Improving the quality of the pedestrian environment in the town centre, streets and spaces Promoting a design-led approach to street improvements and new buildings that seeks to reduce crime and the fear of crime Promoting new cycle parking facilities and improved cycle routes Protecting green spaces and promoting new sports provision in Barham Park and at the former London Wasps RUFC training ground

APPENDIX C: ABOUT STRA

STRA was established in February 2011 with its mission statement a Safer, Greener and Cleaner Sudbury, which clearly puts across what STRA wishes to achieve. STRA ensures that every member has the opportunity to be informed on the process and progress of the Neighbourhood Forum and have endeavoured to encourage and invite local businesses to become part of this movement for change and productive use of land.

At the onset the Executive Committee with the eight lead positions, set down a clear constitution with defined reporting lines. Meetings are held on the third Tuesday of every month in a local church hall with a refreshment break to allow members and guests to interact with each other. The minutes and agenda are emailed to members and posted or delivered to those without access to the internet. Meetings are well attended with the occasional guest speakers on relevant subjects. Attendees are encouraged to ask questions and get involved. STRA ensures that every member has the opportunity to be informed on the process and progress of the Neighbourhood Forum and have endeavoured to encourage and invite local businesses to become part of this movement for change and productive use of land.

We have a web page which is regularly updated with current issues, events, planning applications, local history, street briefing and invitations to encourage residents to become actively involved. This page links into our Twitter and Facebook updates. We have instigated a bi-monthly e-newsletter which is also delivered to those without email, to keep our residents informed.

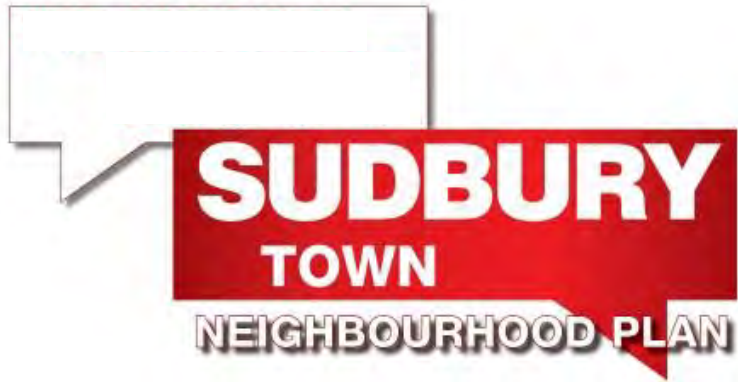
Our initial consultations for the Neighbourhood Forum were well attended by residents and businesses.

We have great support from our local Councillors and the Safer Neighbourhood Team.

Our role is to convince the residents and businesses of Sudbury to play take an active part in helping to enforce the positive changes and make Sudbury a pleasant place to live and work. The more people who join the Residents' Association the stronger is our voice.

Figure 16: STRA 'clear-up' campaign





**Sudbury Town
Neighbourhood Plan**

July 2015

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