

Date: 23rd November 2021

Our Reference: SJC/SUD/DC/21/05017

Mrs. Samantha Summers
Principal Planning Officer
Babergh and Mid Suffolk District Councils
Endeavour House,
8 Russell Road,
Ipswich
IP1 2BX

Dear Samantha,

RE. DC/21/05017 - Former Lorry Park Station Road Sudbury CO10 2SS

Following on from our recent discussions in connection with the above application, I wanted to set out our responses in relation to the request for S106 contributions from

Suffolk County Council.

Consultee: Suffolk County Council PROW Team

Subject: Public Rights of Way and Access Response

Date: 22 September 2021

- Sudbury Public Footpath 14 is diverted to align with the walked route on the ground. This requires legal order making and must be provided as a Section 106 Contribution of £5,000.
- The development should fund the development of new promotional material and interpretation panels to encourage use of The Valley Trail and locally promoted walks. A Section 106 contribution of £5,000 is requested for this.

Applicant Response

The S106 contributions requested above are accepted. It is also accepted that the monetary contributions should be documented via a S106 agreement.

Consultee: Suffolk County Council Highways

Consultee Reference: SCC/CON/4227/21

Subject: Travel Plan and Highways

Date: 30 September 2021

Travel Plan Officer Comments:

- If a Section 106 Agreement is going to be produced to support this application a £1,000 per annum Travel Plan Evaluation and Support is payable for five years from occupation of the development, as overseeing the implementation and monitoring of the Travel Plan is a discretionary function of the County Council and chargeable in

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accordance with Section 93 of the 2003 Local Government Act and Section 3 of the 2011 Localism Act.

Applicant Response:

The S106 contributions requested in relation to the ongoing monitoring of the Travel Plan for the proposed medical centre is accepted and we also accept that this requirement be documented via a S106 agreement.

Highways

- Upgrade FP14 from Corporal Lillie Close to FP15 (150mx3m) to Cycle Track, with sealed surface, diversion to match the walked route.
- Upgrade FP14 and FP13 from FP15 to rail crossing (400mx3m) to Bridleway/ Cycle Track with unsealed surface and 2 new Bridleway bridges
- Dedicate section between rail crossing and Conard Road (50mx3m) to Bridleway and sealed surface.
- Resurface FP12 between rail crossing and rail station (150mx2m).
- Estimated total cost = £156,000 (Section 106 contribution requirement).

Applicant Response:

S106 contributions sort in respect of the upgrading footpaths and cycle tracks is not accepted as these are deemed onerous and not particularly beneficial to patients of the proposed new medical centre. It should also be noted that following a site visit, the condition and surface of the surrounding footpaths were considered in generally good condition. The response provided mirrors our comments raised within a meeting with SCC Highways on the 10th of November where it was accepted by SCC that the request for s106 contributions relating to these items would no longer be pursued.

- **Pedestrian Route Improvements:** The proposed minor improvements to the pedestrian route from Great Eastern Road to the site shown on drawing C-105 P01 are welcomed, however, the most northern section of footway suffers from overhanging vehicles from the neighbouring car park spaces, that can potentially reduce the useable width down to as little as around 1 metre wide. This is not acceptable for vulnerable road users over this distance (as detailed in the Government's Inclusive Mobility document). Therefore, measures are required to ensure that a suitable width facility is maintained when the spaces are occupied.

Applicant Response:

Following a meeting with SCC Highways dated the 10th of November. Furthermore, it was raised in the meeting that any technical solution to this would either result in the narrowing of the path, or reduction in the size of nearby parking bays. In the case of the latter, it was respectfully pointed out that this would involve undertaking work on land that is not within the control of the applicant and this would also likely lead to a complete re-ordering of the layout of parking bays which would seem onerous. It was agreed that this issue would not be pursued on the basis that the pathway in question was deemed adequately wide enough for pedestrians to use safely.

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- **Lorry Signage:** There are several existing Lorry Parking direction signs on the approach to the existing lorry parking area and at nearby junctions. These will need to be amended to suit the new proposal to avoid lorries being unnecessarily directed to the development, resulting in excessive HGV waiting and manoeuvring, that may be detrimental to the safety of users of the development. It is envisaged that a suitably planning condition requiring a survey and revision of this signage may be able to address this comment.

Applicant Response:

The request to remove lorry park signs from the local highway network as part of the development is rejected on the basis that the applicant is not responsible for the closure and re-location of the lorry park. SCC have requested that the requirement to undertake the removal of lorry park signs rests with the applicant but our discussions to date have not provided us with sufficient information to provide any comfort in relation to either the process or cost for removing the lorry park signs if the onus is placed on the applicant to progress the works. On this basis, we cannot accept the proposed planning condition.

We trust that the LPA finds our responses acceptable. Please do not hesitate to contact us should you have any further questions in relation to the above.

Yours sincerely,



Stuart Clarke
Development Manager
For Apollo Capital Project Developments (an Assura PLC Company)

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