

TRIMLEY ST MARTIN PARISH COUNCIL

You are hereby summoned to attend the meeting of Trimley St Martin Parish Council **Planning Committee** to be held at the Trimley St Martin Memorial Hall on Tuesday 17 January at 2 p.m.

Caroline Ley, Parish Clerk
11 January 2017

Public Session

Please Note:

Members of the public are welcomed and invited to give their views at this stage of the proceedings (**i.e., before the start of the formal part of The Planning Committee Meeting**) and to question the Parish Council Planning Committee on issues **on the agenda**.

Members of the public may stay to observe, but may not take part or speak in the formal part of the Parish Council Planning Committee meeting that follows the Public session.

Trimley St Martin Planning Committee Meeting

AGENDA

- 1. Apologies for Absence**
To receive apologies for absence
- 2. Declarations of interest and dispensations**
 - 2.1 To receive declarations of interest from councillors on items on the agenda
 - 2.2 To receive requests for dispensations for disclosable pecuniary interests (if any)
 - 2.3 To grant any requests for dispensation as appropriate
- 3. To Confirm the Minutes of the Meeting of the Planning Committee held on 20 December 2016**
To confirm and sign the minutes of the meeting of the Planning Committee held 20 December 2016
- 4. To Agree a Response to the Following Planning Application:-**
DC/16/5015/FUL: Proposed single storey side, rear and front extension including proposed detached cartlodge at 125 Kirton Road, Trimley St Martin, IP11 0QL
- 5. To Agree a Response to the request for a Scoping Opinion for Proposed Logistics Facility at Innocence Farm**

To agree a response to the scoping opinion request for a proposed logistics facility at Innocence Farm, land on the north east side of A14 Trimley St Martin East Bound. The request is for comments in relation to the scoping opinion only. SCDC have confirmed that no application has yet been submitted but it is understood that it is the intention of the landowner to progress plans. Scoping is the process of determining the content and extent of matters to be covered in the environmental impact assessment of a proposal, so what is happening here is that Bidwells, acting for Trinity College, have identified a range of issues that they will need to address in relation to the environmental impact of their proposals and they are asking for an advance view on whether they have omitted anything.

Members will see from the papers that Trinity are exploring wide ranging options which go beyond the proposals which were considered previously. The opportunity afforded by this stage of the process is to ensure that all potential environmental impacts are identified and addressed.

A copy of the Scoping Opinion request letter from Bidwells to Suffolk Coastal District Council and a copy of a letter dated 22 August from Bidwells providing information which they describe as being “a forerunner to a pre application submission” for a proposed logistics facility at Innocence Farm” are attached with this agenda. The full set of supporting documents can be accessed online via the following link:

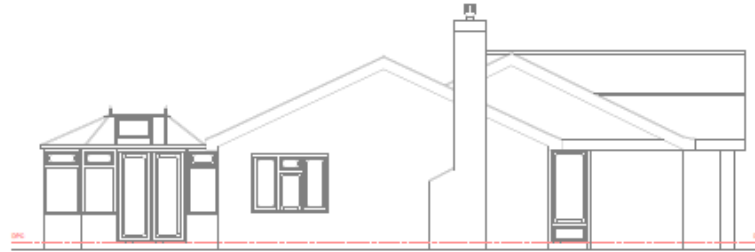
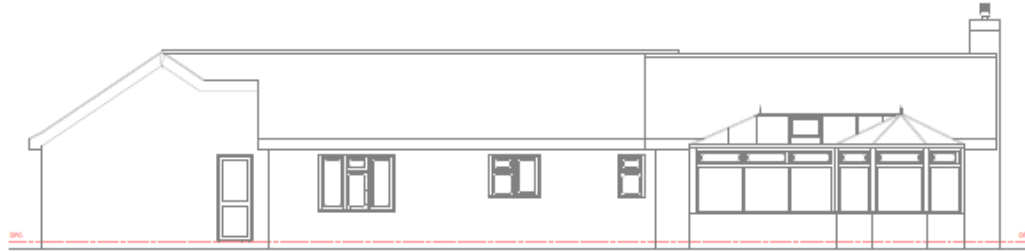
<http://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OJ7MREQX06O00>

6. Close

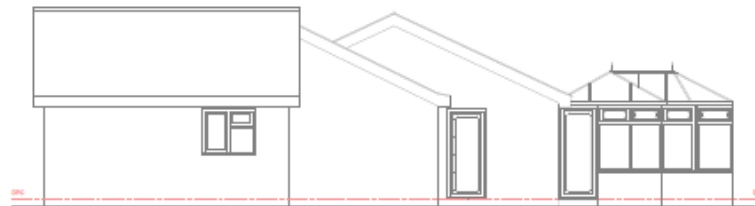
125 Kirton Road, existing elevations



1 Existing Front Elevation

2 Existing Side Elevation
1.00

3 Existing Rear Elevation



4 Existing Side Elevation

Can not access from this viewing

This drawing has been prepared based upon survey and other information supplied by others.

All dimensions and details are to be checked on site by contractors and immediately reported to the Construction Planning Services prior to work being undertaken.

Contributors agree to ensure that all works under their responsibility or the responsibility of their sub-contributors are original and not manufactured to comply with all relevant national and / or local authority statutory requirements and in accordance with local building codes and codes of practice.

This drawing is to be read in conjunction with all other relevant drawings, specifications, schedules and so forth, relating to the project or projects for which this drawing has been prepared.

This drawing is to be read in conjunction with all other relevant drawings, specifications, schedules and so forth, prepared by others, and which are relevant to the project or projects identified on this drawing.

This drawing is for planning application only and is not to be used for construction or site.

Effect of feeding on egg production and survival of the next generation

[illegible]

100
MR. BLOOMSBELL
100
125 KERTON ROAD
TREMBLY ST. MARTIN
FELICITONE
100 100
EXISTING ELEVATIONS

DATE	TIME	LOCATION	STATUS
10/02	10:00	101	AT
10/03	10:00	101	AT
10/04	10:00	101	AT
10/05	10:00	101	AT
10/06	10:00	101	AT
10/07	10:00	101	AT
10/08	10:00	101	AT
10/09	10:00	101	AT
10/10	10:00	101	AT
10/11	10:00	101	AT
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10/13	10:00	101	AT
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10/30	10:00	101	AT
10/31	10:00	101	AT

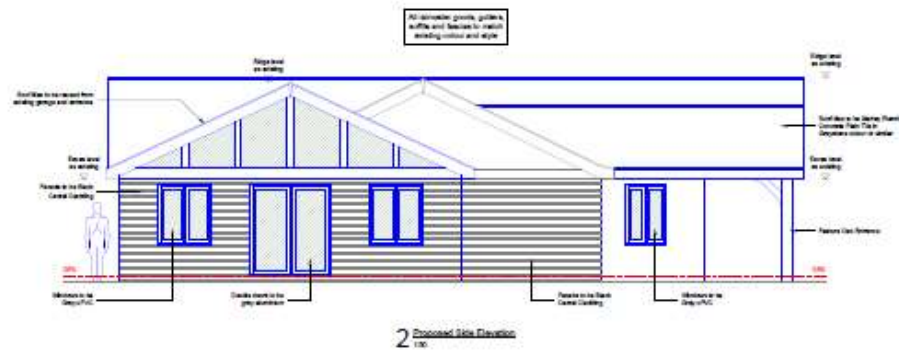
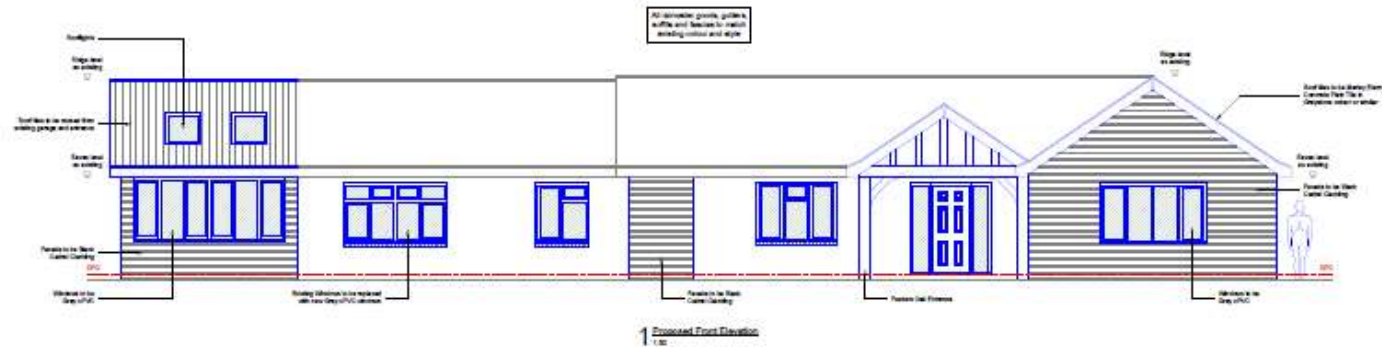
REFERENCES

11 Concept Design	11 Tender Issues
11 Planning Application	11 Contract Issues
11 Building Regulations	11 Working Drawings

由于本书篇幅有限, 本书只选取了部分案例进行讲解, 希望读者能够举一反三, 触类旁通。



125 Kirton Road, Proposed front elevations

[illegible]

Please do not supply information to the media without the author's consent				
1	2	3	4	5
Author	Title	Summary	Doc.	Ref.

STUDIES

14
MR. BLISSFULL
1-1-1
126 KENTON ROAD
THIRLEY ST. MARTIN
FILLISTON
14.10
PACIFIC FRONT AND NEW BLISSFULL

Genotype	Genotype	Color	Genotype
TR_002	TR_003	A	A1
TR_004	TR_005	B	B1
TR_006	TR_007	C	C1
TR_008	TR_009	D	D1
TR_010	TR_011	E	E1
TR_012	TR_013	F	F1
TR_014	TR_015	G	G1
TR_016	TR_017	H	H1
TR_018	TR_019	I	I1
TR_020	TR_021	J	J1
TR_022	TR_023	K	K1
TR_024	TR_025	L	L1
TR_026	TR_027	M	M1
TR_028	TR_029	N	N1
TR_030	TR_031	O	O1
TR_032	TR_033	P	P1
TR_034	TR_035	Q	Q1
TR_036	TR_037	R	R1
TR_038	TR_039	S	S1
TR_040	TR_041	T	T1
TR_042	TR_043	U	U1
TR_044	TR_045	V	V1
TR_046	TR_047	W	W1
TR_048	TR_049	X	X1
TR_050	TR_051	Y	Y1
TR_052	TR_053	Z	Z1

EXERCISE 1

11 Curriculum Design	11 Tender Issues
11 Planning Applications	11 Contract Issues
11 Building Regulations	11 Working Drawings

doi:10.1017/S0022292412001607 Printed in the United Kingdom



Scoping request



Your ref:
Our ref: AB/ncb
DD: 01245 505080
E: andrew.blackwell@bidwells.co.uk
Date: 03/01/2017

Philip Ridley
Head of Planning Services
Suffolk Coastal District Council
Melton Hill
Woodbridge
Suffolk
IP12 1AB

Dear Mr Ridley

TOWN & COUNTRY PLANNING (ENVIRONMENTAL ASSESSMENT) REGULATIONS SCOPING OPINION FOR A DEVELOPMENT BRIEF ON LAND AT INNOCENCE FARM, TRIMLEY ST MARTIN/KIRTON

The site lies between the A14 and Kirton and the information attached in Appendix 1 (letter to Suffolk Coastal District Council dated 22 August 2016) provides details of the location and nature of intended uses.

A Scoping Opinion is requested in respect of a proposed development brief for a logistics area at Innocence Farm Trimley St Martin/Kirton. This follows discussions with Suffolk Coastal District Council where the principle of allocating land for such use has been discussed but where a prerequisite will be a need for a development brief that will set out key principles to guide a future planning application. In turn it will also serve to assist the strategic environmental assessment of the draft allocation. The brief will be jointly prepared to satisfy all stakeholders required for its preparation.

To progress the brief, and be part of the Local Plan process, it would need to be informed by matters typical of an environmental assessment for a planning application. The development brief would not, however, require a full environmental assessment for the purposes of guiding more detail from an eventual planning application.

The following is outlined as matters to which the brief should address prior to its formulation and publication as part of the review Local Plan. The following take their lead from a previous opinion offered by the District Council, and in respect of Christmasyards Woods in the interest of consistency of approach.

Environmental assessment will cover the matters set out below and distinguish between those impacts associated with construction phases and those associated with the operational phases. I set these out but then differentiate the level of detail required for the Development Brief. This differential is made through the terms "full" and "summary" to signify either a level of detail commensurate with a planning application submission or high level i.e. enough to provide an essential understanding but where more detail would be required for a planning application. Where it would appear, for the purpose of the brief, no action is required prior to the submission of an application, I refer to "not required for the brief".

- The need for the development (full)
- Details of the alternatives that have been considered (full)
- The need to import/export material from the site (summary)
- Access to the site for construction plant/equipment/machinery (summary)
- HGV/plant movements associated with construction phase (summary)
- Surface water drainage/flood risk (summary)
- Foul drainage (summary)
- Impacts from construction and operational lighting (summary)
- A Transport Assessment covering trip rates; numbers of vehicles entering and leaving the site; distribution flows and the impact at peak times (and others) on the trunk and local road networks (summary)
- The site lies close to the Orwell Estuary SSSI; the Stour and Orwell Estuaries SPA; Ramsar Site and the Suffolk Coast and Heaths AONB. The ES will set out the environmental effects of the proposal on the above and the measures taken to mitigate impacts (summary)
- The ES will assess the ecological impacts of the development including potential loss of habitat for birds, insects and amphibians with comprehensive records check and surveys to support the preparation of an Appropriate Assessment if this is required (summary)
- A comprehensive landscape and visual impact assessment will be provided for the construction and operational phases of the development to assess local impacts and more distant views from within the AONB (summary)
- The ES should include:
 - an archaeological desk-based assessment; (full).
 - a systematic field-walking survey across the development area; (not required for the brief).
 - Geophysical survey; (not required for the brief).
 - Trial excavation (a 5% sample of the development area) (not required for the brief).
- The ES should include an assessment of the impact that the construction and operational phases of the development would have on public rights of way, both directly and in terms of their impact on the amenity value of the individual rights of way and the network generally (summary)
- The ES should include assessments of the impacts of the construction and operational phases on air quality, dust and noise (including noise from piling) and vibration (summary)
- Impact of loss of agricultural land (full)

I hope this reflects the basis of our last discussions and that progress can be made upon it. I welcome your response at the earliest opportunity so that instructions to consultants can be confirmed and budgets set. You will appreciate these instructions represent a risk to Trinity College but one it is willing to bear with the context of confirmed, agreed action.

Yours sincerely



Letter Dated 22 August



Your ref:
Our ref: ABL/nt
DD: 01245 505080
E: andrew.blackwell@bidwells.co.uk
Date: 22 August 2016

Philip Ridley
Head of Planning Services
Suffolk Coastal District Council
Melton Hill
Woodbridge
Suffolk
IP12 1AB

Dear Mr Ridley

INNOCENCE FARM, TRIMLEY ST MARTIN FOR FUTURE LOGISTICS USE

Please find attached information to serve as a forerunner to a pre application submission for a proposed logistics facility at Innocence Farm. A site plan is attached (appendix 1) as part of a suite of enclosures within the appendices that accompany this letter. This is taken from the 2009 Scott White Hookins report which was commissioned to explore capacity and impacts.

This logistics proposal follows on from the meeting held at The Port of Felixstowe in April this year and when the principle of the proposal was aired as part of wider discussions centred on the future of the Port and the capacity of land to serve allied logistic uses.

At that meeting the principle of joint working with the District Council to test evidence in respect of environmental impact was considered. The view was that this should be done concurrently with the preparation of the Local Plan. While this remains an ambition of Trinity College, nonetheless there is such growing pressure for more logistics capacity that it is anticipated that preparations for a planning application be considered now and that principles of common ground be established through a precursor to a formal pre-application process.

Strategic Case

The past growth in core port operation area has risen by 200 Ha in the past 40 years (see graph in appendix 7). Core Port Operations areas are illustrated on plan (appendix 5). This together with the requirement to handle ever larger vessels places intense pressure to source new areas for 3rd party logistics in and around Felixstowe. Fresh areas for this are essential for the continued prosperity of the Port, its core activity and the employment that it generates.

The current areas for 3rd party logistics use are identified on plan reference B13 443 (appendix 5). The net increase in space in the last 40 years rose by 100 Ha (see the graph in appendix 7). As port activity will continue to grow, so will demand for logistics space. As no fresh areas are now available for future logistics use to serve the Port there is an urgency to resolve this issue with the identification of, and planning permission for, a location as close to the Port as possible. An assessment of possible reasonable

alternative locations confirms Innocence Farm is the most sustainable and commercially realistic location to consider. Indicative phasing plans for port related land are attached at appendix 8 by way of illustration as to future requirements.

The proposal

A hybrid planning permission seeking part outline and part detailed planning permission for a logistics park is proposed at Innocence Farm Trimley St Martin. The scheme would be phased.

Attached to this letter are enclosures which illustrate a gross development area of 133.5Ha. Appendix 1 provides a location plan and an indicative site layout that was originally considered in 2009. Note these proposals were to also anticipate potential rail and access infrastructure to the south between the A14.

However, at this stage Trinity wish to explore options for the land, informed by most recent understanding of port and logistics requirements. Hence while the site area and nature of uses remain the same as the 2009 scheme, more recent analysis points to a more significant bias for open logistics use with warehousing concentrated against the A14. A phased layout for this is provided in appendix 8.

That layout anticipates a detailed planning application element to the hybrid comprising:

- A hardened surface area occupying 16.2Ha for HGV haulage park and ancillary use. The total number of vehicles to comprise as follows:
 - 3200 container lorries / day
 - 600 associated cars / day
 - All vehicular activity operating 24 hours, 7 days a week (predicted traffic flows provided)
 - Lighting columns up to 10 metres high
- Associated buildings to comprise of:
 - up to 10,000 square metres, held within no more than 10 modular buildings and no higher than 5 metres to ridge height (2 storey)
- A landscaped earth bund constructed up to 10 metres high and up to 50 metres wide
- Road access works as illustrated in the plans attached
- Container storage up to 15% of net area to a maximum of 5 metres high

Drawn cross sectional details to reflect principle features anticipated by the 2009 SWH report are attached in the appendix 3. These still serve to demonstrate comparative scale for buildings and landscape bunding anticipated against the A14.

Before the ideas that inform the sketch layout are further progressed, with commissioned technical studies, Trinity welcome an early meeting with SCDC to explore scenarios that range from the 2009 scheme to the most recent. Upon mutual agreement on this matter, technical studies can then be advanced and the layout plan progressed in more detail.

Environmental Assessment

It is understood how the scale of the eventual proposal, irrespective of the final detail, will require an Environmental Impact Assessment and a scoping exercise will therefore inevitably be required with the District Council to satisfy all necessary evidence. Regard will therefore be had to key constraints.

A constraints plan is included in the attached appendices (appendix 2). This confirms the areas of sensitivity which the proposal will address. These include the following:

- Areas of Outstanding National Beauty
- Ramsar protection and other wildlife areas
- Adjoining residential areas

Measures to respect these sensitive areas and be scoped with the District Council include:

- Ecological protection
- Visual containment
- Artificial light containment
- Noise abatement
- Air quality abatement

Highways

The traffic appraisal which informed the 2009 report identified the limitations and opportunities within the local road network to serve the development. This confirmed the following essential features:

- Access will be served from Kirton Road (junction 59 off the A14) (see plan H263/102 and attached in appendix 4.1) with Croft Lane for heavy goods vehicles (drawing H263/101).
- Longer term access will be served by an underpass or grade separated junction serviced from the south of the A14 which includes space for a potential rail head. This will not feature in an immediate planning application but the potential will be safeguarded by the detail in the proposed planning application (see drawing H263/104 and also attached in appendix 4.2)
- No vehicular movements to carry through neighbouring villages

Current thoughts exclude Kirton Road having direct access although some emergency access to either Kirton Road or Innocence Lane may be required.

It is requested that this letter now be the start of a collaboration with the District Council. With agreement on the nature and technical support to inform detail of proposed use mix and its phased approach, we jointly progress with confidence towards the early strategic allocation of Innocence farm for port related logistics use and the earliest possible grant of planning permission. Trinity College look forward to the Council's response to this invitation and the opportunity for regular engagement from hereon in and up to the preparation of the review District Local Plan.

Yours sincerely

