

Trimley St Mary Parish Council

Response to the Suffolk Coastal Local Plan, 1st Draft (July 2018)

Members of the Parish Council have had an opportunity to study the Local Plan, have attended briefing sessions, drop-in sessions and a meeting with planners to discuss the Local Plan.

The Parish Council was then able to discuss their response at the Parish Council meeting on 5th September 2018 to agree this final draft.

Our agreed response to the Local Plan is as follows:

3.44 Housing Delivery We are delighted to note that there is no further housing allocation for Trimley St Mary. We acknowledge footnote 15 which correctly indicates that a small part of the North Felixstowe Garden Suburb lies within the parish.

It is to be pointed out, however, that a significant part of site 12.462 also lies within the parish of Trimley St Mary. We will consider this further under the site specific comments.

7.8 Vehicle Parking. We are pleased to note that the Local Plan is committed to *“provision of safe, secure and convenient parking”* This is an important part of the plan for Trimley St Mary, which currently has no public parking spaces in the old village, with the result that those visiting the Church, Arts Centre, Shop, Village Hall, Pub etc. park on the road, frequently ignoring parking restrictions such as yellow lines. This results in a high degree of congestion and inconvenience for residents, with reports of residents being unable to leave their homes because of cars being parked across their driveways. The significant further development planned for the area is likely to further aggravate these parking problems as people drive from the local housing to the village centre. We would ask that the local plan takes seriously its commitment to provide safe, secure and convenient parking for our village.

8.11 Open Space and recreational facilities. We are delighted that the Local Plan supports the provision of open space and recreational facilities, and that the plan notes the national standard of 2.4 hectares per 1000 population. In Trimley St Mary we fall well short of this provision and seek that the Local Plan addresses this deficit. We have a suggestion to address this under SCLP 12.62, below.

SCLP 12.61 Land off Howlett Way, Trimley St Martin. This area is entirely in Trimley St Martin, however, it will have a direct impact on Trimley St Mary as it abuts our parish boundary and has direct pedestrian access into the village. It would make sense to provide a pedestrian crossing in this area of the High Road, to allow pedestrians from the development to cross the road safely. We are pleased to note that the only vehicular access is via Howlett Way. However, we believe it is likely that residents in this area are likely to drive to the village centre, rather than to walk. We already note the tendency to drive to the village shop on the High Road, to drive to the school and to drive to the Sausage Shop, rather than walk. This is simply an observation of peoples' behaviour. This is likely to continue as the developments become populated. We would ask that an area of this development, abutting Church Lane, be allocated as a public car park, accessed only from Church Lane, in order to ease this congestion.

SCLP 12.62 Land adjacent to Reeve Lodge, High Road, Trimley St Martin. As already stated in 3.44 above, a significant proportion of this land actually lies within the parish of Trimley St Mary, which has no new housing allocation. We note that this area is to provide approx 150 dwellings. The 2011 census states that average occupancy at that time was 2.3 persons per household. Even at average rates this will mean a population increase of 345 people. This will require approx .83 hectares of recreational open space. This represents approx 11.7% of the total parcel of land. We believe that this is in excess of any green space dedicated for sole use by the proposed primary school.

Under previous plans for the area, it has been held as important that a green area should be maintained between the villages of Trimley St Martin and Trimley St Mary in order that the parishes retain their separate identities. This has meant that contiguous development has been avoided.

In 8.11 above, we have already identified a significant deficit in recreational green space. We propose that that part of the land within the parish of Trimley St Mary be designated recreational green space. This is the land south and east of Gun Lane (the parish boundary). If a school was to be located behind Reeve Lodge, then the school would also have access to the recreational green space we have proposed – we suggest that this is a very sensible example of joined up thinking.

SCLP 12.3 North Felixstowe Garden Neighbourhood. It has already been recognised that a small area (possibly as much as 10% of the housing) within this development lies within the parish of Trimley St Mary. We recognise the importance of this masterplan and welcome the possibility of a development being well planned with full account taken of the infrastructure need, as opposed to the scattergun approach previously taken. Taking this into account we would expect to be fully involved in any consultations, discussions or working groups set up to discuss the future of this particular development.

SCLP 12.30 Innocence Farm. We note that this land is entirely outside our parish boundary, however, it is to be noted that the parish holds in trust part of this land, Scotland Field. However, our primary concern is the potential increase in freight traffic caused by problems of access. Currently, the only access would be from the A14 Eastbound carriageway. This means that traffic from the Port will have to travel westbound to Seven Hills before returning eastbound to Innocence Farm. Traffic leaving Innocence Farm would then have to travel eastbound to Dock Spur Roundabout in order to turn around to continue their journey westbound. We regard this as a nonsensical idea, effectively tripling the number of lorry journeys on this busy stretch of the A14. We believe that Felixstowe is the only major port in Western Europe that does not have motorway standard access. We were informed at a recent meeting with Highways England that repairs to the A14 will be required annually. Because the A14 is not of motorway standard, it is not possible to use traffic contraflow during roadworks, and traffic is diverted through our village, at significant disruption to the lives of residents. The idea of trebling this traffic is unacceptable.

We do not believe the cost of a new junction could be justified when there is land unused within the port area, and land further afield which has better access. Therefore we feel strongly that this development should not proceed.

Trimley St Mary Parish Council. 5th Sept 2018.