

CROSS BOUNDARY PARISH COUNCIL GROUP

MATTER 2 POSITION STATEMENT

Issue D: ECONOMY

Refs are to Core Documents in the Examination Library

Issue: Is the overall strategy and provision for employment development effective and justified?

1. As a general introductory point, the Group considers that the overall strategy and provision for employment development in the SCLP is not effective or justified. The approach to supporting the Port and the specific issue of how much port-related employment land is required should be set out in a strategic policy and addressed at the same time as policies that deal with existing employment areas, existing employment sites and new employment development, rather than merely being dealt with separately in a specific site allocation policy without any overarching strategic policy. The approach of the Council whereby there are four different policies all of which are relevant to port-related development is disjointed and ineffective and does not provide clear policy direction on how future proposals for any port-related employment development will be dealt with.

Question 2.22 Is the proposed provision of land for new employment development 'significantly above' the baseline employment land requirement justified and is it consistent with national policy?

2. It is clear from reading page 4 of the LPA's Response to the Inspector's Questions (Ref. H4, May 2019) that the LPA agree that the 84.92ha of additional employment land proposed for allocation is significantly above the baseline requirement (the SCLP baseline requirement for the period 2018-2036 being established within the context of this document and by the LPA, as 11.7ha).

3. Such an over-provision of employment land is not justified within the context of the evidence base that has informed the preparation of the draft SCLP.
4. The Ipswich Economic Area Needs Assessment, produced by Lichfields (ref. D3, September 2017) (“the Lichfields IEA Needs Assessment”) is the key document relied on by the Council to identify the employment land requirement (see the LPA Response Ref. H.4 on page 4). This does not support the extent of the ‘precautionary uplift’ ultimately adopted by the LPA when allocating additional land over and above its identified requirement. The scope of the Lichfields IEA Needs Assessment clearly covered the need for port-related employment land. It included within its scope the transport and logistics and distribution sectors. Under the transport and logistics chapter it does expressly recognise the “opportunities” to develop a haulage and logistics park to support the Port of Felixstowe (page 183), but stops short of concluding that there is any requirement for additional land to be allocated for this opportunity to be met (see page 186).
5. Rather, the Lichfields IEA Needs Assessment leaves any ‘uplift’ in employment land provision to the LPA’s discretion. The level of ‘uplift’ pursued by the Council is not considered proportionate or justified having regard to the available evidence.
6. It should be noted that the IEA Needs Assessment itself, in any event, references out of date East of England Forecasting Model (“EEFM”) figures. It used the 2016 EEFM (see for example D.3 page 1) rather than the latest EEFM forecasts for 2017. The same out of date 2016 figures are referenced in the Local Plan (see the Group’s Representation on Policies SCLP 2.1 and 4.2). The evidence base could and should have been updated to take into account the latest data available, which showed much lower forecasts than those used in the 2016 EEFM.
7. It should also be noted that in the response to the Inspector’s questions (Ref H4), the Council have misrepresented the analysis in the IEA Needs Assessment. The Council has stated that “At the time of the Economic Sector Needs Assessment (Document D3) being undertaken, the 2014 EEFM figures were the most up to date to use.” This is incorrect. Document D3 repeatedly references 2016 EEFM data. This 2016 EEFM data which D3 uses estimates Suffolk Coastal Warehousing/B8 land use declining from 489.5 thousand sqm in 2018 to 473.8 thousand sqm in 2036. B1c/B2 declines from

150.8 to 119.3 thousand sqm over the same period. It is troubling that the Council have failed to recognise this trend in the EEFM data and have failed to understand their own evidence base.

8. The Port of Felixstowe Growth and Development Needs Study Final Report produced by Lichfields (“the Lichfields Study”) (ref. D1, July 2018) likewise does not support the significant over provision of employment land proposed in the SCLP. The Lichfields Study recommended that the *Central Case* figure of 67ha should be used as the port-related land requirement (and identified a minimum of 26.3ha). The Council therefore has provided for a level of employment land contrary to its own evidence base. This is entirely unjustified and renders the plan unsound.
9. This *Central Case* figure of Port related need of 67 ha is in any event widely considered a high-end figure and excessive. We would draw the Inspector’s attention, as an example, to Claire Mills’ (Savills) independent examination of the Port’s employment land requirements set out in the Lichfields Study as submitted at the SCLP First Draft consultation stage (Comment ID 3032). Savills’ analysis concluded that the proposed 116ha allocation of port-related activities and ancillary uses at Innocence Farm at this time was unfounded and more than 5 times larger than their own ‘independent’ calculated requirement of 22.3ha to be planned for within a 10-mile radius of the Port. In their consultation response, Savills conclude (among other) that growth assumptions contained within the study require modification and the ‘precautionary uplift’ has not been applied in a reasonable manner. In calculating the need for growth the Lichfields Study incorporates a 20% ‘safety margin’ to the land requirement, as well as a further 15% allowance for ancillary facilities and operations.
10. The Lichfields Study contains several inconsistencies and assumptions which undermine the LPAs use of the findings to justify the need for further port related land. Several examples are illustrated below:
 - a. It states that for the High Central and Low cases the ‘The assumption for Felixstowe is that the Port will retain its historical market share of the UK container throughput.’ (ref D1, July 2018, para.2.41, p.21). This statement of assumption of retention of market share is repeated in the document. This

conflicts with its later claim that the 'Low case assumes that Felixstowe's market share declines as a result of the introduction of Liverpool 2.' (para 4.5, p.34).

- b. The Study only acknowledges that threat to market share will originate from Liverpool 2. It ignores the information from the Port of Felixstowe itself, presented to Local Authorities, insofar as 'market conditions remain tough with both London Gateway and Southampton competing with Felixstowe vigorously' (Port of Felixstowe Local Authority Liaison Committee Meeting Minutes, 26 April 2018, p.3, Appendix A).
 - c. It states that 'The terms of reference for this study do not require specific consideration of the implications of future growth at the Port of Felixstowe upon rail freight cargo capacity' (para 1.17 p. 4). However, the Study then contradicts this assumption in Table 2.2 (p.13) where it identifies the rail freight expansion, which is currently being implemented and which will reduce road HGV movements significantly.
 - d. It states that '*The 2008 Felixstowe Port Logistics Study assumed the impact of on-port activities would be held constant, and the same approach has been adopted in this study for consistency*' (para 4.15 p.37). The continued adoption of this assumption which is now 11 years old is questionable, when AI and remote working within cranes and warehousing, as well as high bay structures and rail capacity improvements, are moving forward apace.
 - e. The Study fails to analyse the reasons for the lack of commercial interest in the Port of Felixstowe Logistics Park and the Clickett's Hill warehousing site, both of which have yet to be developed over four years after permission was granted, and which together amount to 32Ha.
11. In terms of the location of employment land provision and within the context of its Response to the Inspector's Questions (ref. H4, May 2014) the LPA cite the outcomes of the series of IPSA board meetings as being fundamental in their chosen strategy of meeting the specific needs for off-port land requirements within the East Suffolk (former Suffolk Coastal) District. However, there is no objective evidence (whether or not

commissioned by the IPSA board itself) that suggests that all the Port's needs had to be met within the Council's area.

12. As set out in the Group's Matter 1 Position Statement, although the scope of the Lichfields Study (ref. D1, July 2018) is on available land within Suffolk Coastal District, the study recognises that the growth of port-related activities may have implications for other local authorities beyond the boundaries of Suffolk Coastal District and therefore the key study findings may be relevant to strategic planning matters elsewhere across the Ipswich Economic Area and beyond (para. 1.19). It is apparent that that these recommendations were largely overlooked by the IPSA board and LPA themselves within the context of the SCLP's preparation. This renders the LPA's 'preferred' strategy unjustified and not proportionate having regard to the available evidence.

Economy Policies: SCLP 4.1: Existing Employment Areas, Policy SCLP 4.2 New Employment Development and Policy SCLP4.3 Expansion and Intensification of Employment Sites

2.24 Are Policies SLCP4.1, 4.2 and 4.3 consistent with national policy set out in paragraphs 85 and 86 of the Framework and would they be effective in regards to the sequential approach to the location of Use Class B1 offices (a main town centre use)?

Policy SCLP4.1 (Existing Employment Areas)

13. As highlighted in the Group's Regulation 19 Representation in relation to this policy, the draft SCLP fails to reference (at paras. 4.10-4.15) or recognise sites with extant planning permission that could make a vital contribution to meeting Felixstowe Port's employment land requirements, or the requirements of the District/sub-region in more general terms. These sites include the 28ha Felixstowe Port Logistics Park granted an 'appropriate' B8 use in 2015 (DC/15/2576/FUL) and the high bay distribution unit (Use Class B2 and B8) with a footprint of 47,000m² (4.7ha) on land at Clickett's Hill Road, Felixstowe, (DC/15/1047/DRC), also granted permission in 2015.

Policy SCLP4.2: New Employment Development

14. Policy SCLP 4.2 is not positively prepared primarily because at para. 4.22 of the draft SCLP it proposes the allocation of new sites for employment development including

Policy SCLP12.35 (Land at Innocence Farm). For the reasons set out in relation to that specific policy (addressed in detail under Matter 3) SCLP 4.2 is also rendered unsound and requires modification.

Policy SCLP4.3

15. Policy 4.3 is rendered unsound for the reasons considered in some detail in our Matter Statement 3 as this relates to the potential allocation of land at Innocence Farm in particular (Policy SCLP12.35). Consequently, Policy SCLP4.3 requires modification also. The allocation of Innocence Farm as a site for port-related uses on greenfield land in circumstances where there is adequate brownfield land already available is entirely unjustified and contrary to the NPPF. There is no convincing evidence as to why the sites below (by way of example) have not been prioritised over Innocence Farm:

- a. The area given planning permission for ‘Port of Felixstowe Logistics Park’ within the port boundary; size 20.85 ha.
- b. The derelict Anzani house office block site adjacent to the port.
- c. The derelict Routemaster Hotel site adjacent to the Port.
- d. The area of the old ‘Calor gas plant’ within the port boundary.

16. Furthermore, other undeveloped sites with existing planning permissions should have been prioritised over Innocence Farm, in particular:

- a. Land at Clickett’s Hill Road and South of Railway Line Nicholas Road Trimley St Mary Suffolk , adjacent to the port boundary, size 11.91 ha.
- b. Ransomes, Nacton Heath, known as Orwell Crossing, port side of Orwell Bridge, size 26.58 ha.

Appendix A – Minutes of the Port of Felixstowe Local Authority Liaison Committee Meeting –
26th April 2018

PFL LALC Minutes 26-05-18

Minutes of the Port of Felixstowe Local Authority Liaison Committee Meeting

26 April 2018

Present

Rory Landman (RL)	Trinity College
Tim Collins (TC)	Bidwells
Darren Cogman (DC)	Bidwells
John Tweddle (JT)	Bidwells
Jane Stanbridge (JS)	Port of Felixstowe
Rageenee Hope (RH)	Port of Felixstowe
Martin Woor (MW)	Port of Felixstowe
Derek Jacobs (DJ)	Kirton & Falkenham Parish Council
Jack Cade (JC)	Kirton & Falkenham Parish Council
Susan Harvey (SH)	Kirton & Falkenham Parish Council
John Bailey (JB)	Levington & Stratton Hall Parish Council
Caroline Ley CL)	Trimley St Martin Parish Council
Bryan Frost (BF)	Trimley St Mary Parish Council
Philip Ridley (PR)	Suffolk Coastal District Council (SCDC)
Ash Tadjrishi (AT)	Felixstowe Town Council
Jan Garfield (JG)	Felixstowe Town Council
Stuart Bird (SB)	Suffolk County Council
Peter Freer (PF)	Suffolk County Council

Apologies

Clemence Cheng	Port of Felixstowe	
Mark Seaman	Port of Felixstowe Paul Davey	Port of Felixstowe
Richard Kerry	Suffolk Coastal District Council	
Helen Greengrass	Suffolk Coastal District Council	
Mike Deacon	Suffolk County Council	
Graham Newman	Suffolk County Council	
Andy Smith	Suffolk Coastal District Council	
Carolyn Barnes	Suffolk Coastal District Council	
Debbie Cooper	Trimley St Mary Parish Council	
John Brien	Harwich Haven Authority	

1. Welcome

LR opened the meeting and welcomed everyone to Trinity College.

2. Minutes of the last meeting

The minutes of the previous meeting, 05 October 2017 were approved as an accurate account of the meeting.

3. Matters Arising

There were no matters arising not covered elsewhere on the Agenda.

4. Verbal report from Port of Felixstowe

1

General Update

MW reported that the port has been a hive of activity since the last meeting. The port continues to upgrade its facilities and equipment on multiple fronts.

It is pushing ahead with the creation of new container yard space behind Berth 9. The port was honoured to have the Secretary of State for Transport, the Rt Hon Chris Grayling, perform a ground-breaking ceremony for the project in January this year. Completion of the new yard is scheduled for early 2019 and will add a further 18,000 TEU to our existing 130,000 TEU storage capacity.

The project to raise the height of 10 gantry cranes on Trinity Terminal continues apace. This will improve the port's ability to handle the world's largest ships on those berths. In April 2 new remote-controlled gantry cranes were delivered to Berths 8 & 9. These are the first gantry cranes at Felixstowe capable of remote working albeit there are remote controlled cranes already in operation at other terminals within the Hutchison Ports group. The drivers will sit in an office in Tomline House, providing them with better working conditions as well as delivering safety and communication benefits.

Operationally, it has been a difficult start to 2018. The country was hit by any number of storms in the first 3 months as well as the worst snow recorded for a number of years. The port has worked closely with customers to minimise the impacts on their operations but some impact was unavoidable. April has been much better and, hopefully, the worst of the weather appears to be gone for the year.

On a positive note, the port was one of only five east of England civil engineering projects that made a list of the 'Top 200 Projects that Shaped the World' compiled by the Institute of Civil Engineering (ICE). Throughout 2018, to mark the Institute's 200th anniversary, it is highlighting 200 projects from around the world nominated by its members and selected by an expert panel which illustrate the breadth and depth of civil engineering's impact.

Gender pay reporting legislation now requires employers with 250 or more employees to publish statutory calculations every year showing how large the pay gap is between their male and female employees. As an organisation that strives to be fair the port is proud to report that its pay gap, at 2.5% mean and 1.0% median, is significantly below the average for all organisations and is one of the best in the shipping and transport sector.

Customer & Competitor Developments

Since the last meeting, the merger of the three main Japanese lines, K-Line, MOL and NYK shipping lines has been completed. The Ocean Network Express, or ONE as it is known, became operational on the 1st April. The lines have used Southampton as their main UK hub for many years but, locally, Felixstowe will welcome ONE cargo via the India Pakistan service on Trinity.

London Gateway may get most of the headlines, but, Southampton remains the UK's second largest container port. DP World Southampton continues to upgrade the port and has received the first parts for two new large ship-to-shore gantries which are expected to become operational by mid – 2018.

Maersk's new WAF, West Africa service, which will operate outside the 2M alliance, commenced operations at the port at the end of February and will carry both import/export cargo. The port continues to work with Maersk to provide support of UK import cargo that was previously shipped from Southampton.

Market conditions remain tough with both London Gateway and Southampton competing with Felixstowe vigorously. The port remains focused on delivering excellent service and, as discussed before, being flexible and able to deliver the service when it is needed.

Last year saw a continuation of the trend of the annual increase on containers on fewer vessels. The number of ultra-large mega ships calling at the port continues to increase, 166 last year, and whilst it is great that Felixstowe is established as the leading UK port for these huge ships, they do impose some operational challenges.

Rail Update

Rail has had a difficult start to the year with significant service disruption caused by bad weather and a level crossing incident just outside Ipswich which completely closed the branch line for a number of days. Positively the 32nd train recommenced operation in January following an extended period of suspension. The non-running DB Cargo service to Burton will shortly be replaced by an alternative train.

Felixstowe Branch Line and F2N Capacity Improvements

Network Rail has commenced work on the construction of the 1.4km passing loop in the Trimley area with the scheme scheduled for completion towards the end of 2019. As reported previously, when complete, it will provide for a minimum of 45 intermodal freight paths per day whilst also increasing the resilience of the line which should in turn see an improvement in the reliability of the passenger service. The scheme is being funded via Network Rail's Strategic Freight Network Fund together with a significant contribution from the Port of Felixstowe.

The Public Inquiry relating to the construction of a new equestrian bridge and the closure of a number of crossings and footpath diversions was held in January with a decision expected in the summer. It's important to note that the public inquiry relates only to the footpaths, not to the construction of the loop itself.

Further significant enhancements across the length of the wider Felixstowe to Nuneaton route still need to be secured to allow full utilisation of the Branch Line upgrades and to deliver passenger franchise promises such as an hourly Ipswich to Peterborough service. In this respect it is encouraging that critical enhancements such as the doubling of Haughley Junction and addressing the bottleneck at Ely feature as high priorities within Network Rail's FNPO (Freight and National Passenger Operators Route) CP6 strategic business plan.

The Secretary of State, Chris Grayling, has given an assurance that the Ely works will be undertaken in CP6 but the funding has not yet been secured. Whilst some funding has been made available for both Ely and Haughley to enable feasibility work to commence, securing further funding to enable physical work to commence in CP6 will require continued lobbying from all stakeholders.

Port Development

JS reported that Volker Fitzpatrick commenced construction activities on the Berth 9 yard project on the 2 January this year and are making good progress against programme. The project includes the creation of an additional 18,000 TEU storage capacity behind Berth 9. Construction

commenced with removal and re-processing of redundant paved areas, all materials removed will be re-used within the scheme. Dredging also commenced on schedule in advance of return wall piling, with the first pile being driven to level on 26 February. With the exception of the 3 tie-in piles, the tubular piles for the return wall have been installed and driven to level. The import and stockpiling of reclamation fill has been successfully completed and large stockpile of sandy material can be seen from the viewing area. This material is to be placed behind the piled return wall, and this was scheduled to be undertaken by the end of April but may take place in May due to the need to remove silt which has run-in behind the new wall and for which an amendment to the MMO Licence has to be made to dispose of it by pumping it back into the river. Drainage, ductwork and electrical diversions have generally progressed in accordance with the programme.

The contractor remains on target to meet the contractual completion dates for the scheme in early 2019.

The works to raise 10 Trinity ship2shore cranes began in July 2017, and is due for completion next year.

The project to introduce remote controlled quay cranes and RTG yard cranes is progressing well. This took a significant step forward with the delivery in March of, two, new ship to shore quay cranes to Berths 8 & 9. These are the first cranes with the capability of being operated remotely. In addition, 8 RTGs will be delivered early in 2019 that will also be operated by drivers from an office based location; this is a significant step forward in terms of safety for drivers and productivity of some of the port's key assets. Sister port, Hutchison Ports Thailand is also undertaking a similar programme at its Laem Chabang Terminal D, Felixstowe engineers are on site there, working closely with colleagues to ensure best practice is adopted across the Group.

Port of Felixstowe Logistics Park

There has been a significant amount of ground investigation work undertaken in 2017 on the site to satisfy some of the Planning Conditions. The engineering reports are now drafted and the next step is to discuss the findings and agree any remediation works with the planning officer and the Environment Agency to enable implementation of the consent.

Discussions are ongoing with potential occupiers for the Port of Felixstowe Logistics Park. Marketing of phase 1 has been on-going since planning permission from Suffolk Coastal District Council was granted on the 1st December 2015. The proposed scheme offers 1.4 million square feet of modern warehousing delivered in two phases.

The port continues to work closely with a team of consultants working for Suffolk Coastal who are undertaking a review of the future need for port-related employment land as part of the Local Plan renewal process.

Environmental Issues

Routine air quality sampling indicates that the port's NO₂ (Nitrogen Dioxide), SO₂ (Sulphur Dioxide) and PM10 (the largest size of diesel particulate) concentrations on site are all within the legal limits and scope of the national air quality objectives. The port saw an increase in site wide NO₂ and SO₂ levels through 2017 due to more boxes handled than the previous year and an increase in containers being run from Trinity terminal to Berths 8&9. The Berth 9 yard project will reduce the impact of cross-dock movements and contribute to reduced emissions, a top priority for the port.

The port's eRTG (electric rubber-tyred gantry) project to date has converted 38 machines from diesel to electric power. In total, 54 machines will be converted to draw electricity from the grid rather than use diesel fuel when handling containers. Again, this will increase the local standard of the port's air quality; the project is on track to complete mid-2018. A further 8 brand new eRTGs have been ordered as part of the Berth 9 expansion and redevelopment.

So far this year, 7 ship-to-shore cranes have been converted to LED lighting, a further 8 quay cranes will have their core lighting systems upgraded by mid-2018. The move to LED lighting will provide a significant energy saving to the business and will also result in lower levels of light pollution, having a positive impact for local residents and also for neighbouring wildlife. There is a rolling LED replacement programme for the high mast lighting towers on site too, which will provide a better and cleaner working environment, and further reducing light pollution.

The Port of Felixstowe Environmental Award, now in its second year, was presented by Therese Coffey MP in January to the 'Glove Use Reduction Project'. The project has already seen significant reduction in wasteful glove use port-wide, one pair of gloves is dispensed at a time by strategically placed vending machines in key communal areas instead of boxes of gloves being taken from stores and wasted. Encouragingly, applications for the 2018 Award have already been received from most areas of the business.

2018 has been declared as 'a year of action on plastic' at the port, a public plastic pledge will shortly be released. A roadmap has been created by the employee environment group to reduce single use plastics on port and to set a framework for exploring alternative materials. The port will be working with colleagues, tenants, vessels that call here and 3rd party contractors on site to also influence their plastic habits.

As part of the plastic focus, there are plans to purchase two seabins. These will be deployed at Felixstowe and at Harwich ports respectively. The seabins will aid in the removal of plastic from the marine environment, another priority focus for Felixstowe in 2018.

Finally, with a view to reducing vehicle emissions and particulates for improvement of air quality, the port has purchased two new Nissan Leaf electric vehicles. These are being trialled for wider roll-out on site.

Road Update

MW reported that the port continues to work with a number of regional partners to help influence the next iteration of the Government's Road Investment Strategy. Since the last meeting, Highways England has published what it calls its SRN Initial Report which sets out its vision and priorities for the second road period (RIS2 2020-2025). It represents initial advice to Ministers who will have the final decision on schemes for inclusion in the second road programme.

There are a number of positive schemes that will benefit Felixstowe in the initial report. Top priorities are the major schemes already in construction and planning (including A14 Cambridge-Huntingdon, A12 Chelmsford-A120, and the A428 west of Cambridge). Priorities for development in RIS2 include two on the A12 (Colchester bypass and Chelmsford-M25) and the Lower Thames Crossing.

In addition, the report covers Government plans to introduce Expressways. These will be a halfway house between a current strategic dual carriageway and a motorway. The A14 between Cambridge and Huntingdon is to be the first Expressway in the country. The rest of the route will be updated at a later date but work continues to urge Government to be more ambitious and to extend it to the full route from day one.

As reported at the last meeting, the case continues to be made for a sub-national transport body for the East. SNTBs are becoming increasingly influential in steering national transport spending and if the East doesn't have one it could likely be increasingly difficult to attract Government funding for regional priorities.

Fortuitously, the message got through and in December the port – and a number of the authorities here – attended the first meeting of Transport East, a nascent SNTB covering Suffolk, Norfolk and Essex. There has been progress between the officers of the councils since then but still some work to be done to secure a fully-fledged regional body.

There are a number of other Government initiatives with which the port is engaging and which will help influence future transport investment for both road and rail. The importance of port connectivity is recognised in the DfT's Port Connectivity Study which will be published in the next couple of weeks, as well as the Government's Industrial Strategy and Transport Investment Strategy. The National Infrastructure Commission is undertaking a study into freight transport and visited the port recently as part of their evidence gathering. The CBI published its Shaping Regional Infrastructure report which also highlighted the importance that business in virtually all regions of the UK attaches to port connectivity. The Brexit debate has also focussed attention on trade. There is, therefore, plenty of attention at Government level being paid to port-related infrastructure.

The Government has also launched its Maritime 2050 initiative to look at what future strategies may be required to keep the whole range of UK maritime industries competitive over the next 30 years or so. The review is wide ranging and will cover possible economic, environmental, technological and social developments. The port will be responding and Clemence Cheng is one of a small number of industry leaders who have been invited to discuss the initiative with senior Government officials over the coming weeks.

Operation Stack

Despite the weather experienced over the winter, VBS remains a very effective tool for managing traffic levels and Operation Stack has not been implemented since the last meeting.

Brexit

JS reported that further to the Brexit discussed at the last meeting, there is not much to add to what was said then. Talks continue with HMRC about post-Brexit border arrangements and the port is hosting a visit by the House of Lords External Affairs sub-committee in May as part of a future inquiry into post-Brexit border arrangements.

Port of Felixstowe Community Initiatives

The port has again renewed its membership to the Port Community Fund (PCF). The Fund works well as a mechanism to direct much of its support given to local causes in the local community.

At the last round of grants for 2017 the Port Community Fund awarded five grants totalling £9,007.17, details of the charities that benefitted from grants are outlined in the table below. The PCF continues to support key community organisations such as Felixstowe Town Pastors, Inspire Suffolk and more.

The port held a 'Charity Day' in December and raised a further £1,145.30 for the Port Community Fund.

The Fund continues to seek new members and is very pleased to announce that Maritime Transport, one of the original founding members has recently re-joined. As ever, if members know of any businesses wishing to explore becoming a member please direct them to Paul Davey. Also, please communicate the work of the Fund whenever possible and direct local causes needing support to the Fund via the Suffolk Community Foundation website, www.suffolkcf.org.uk

A group of port staff took part in the national 'Great British Spring Clean' in March, helping to clean an area of the seafront promenade. The port will be supporting the Marine Conservation Society's national initiative, 'Beachwatch' again this year in September.

Members' Questions:

Q. BF enquired with regards the Ely North Junction works and the Transport Sub-Regional body as Ely whether Cambridgeshire would be involved?

MW responded that it was early days for the initiative and that involving Cambridgeshire was something that could be explored.

Q. AT reported that he had attended a session on port logistics hosted by SCDC and Savilles had made a point that operators were looking to create bespoke warehousing rather than using pre-built warehousing, was this the port's experience?

JS responded that port's development was customer driven and warehouses built would be bespoke to the customer.

Q. AT asked how the seabins worked and would they not also trap marine life?

JS responded that they were designed to capture floating matter and not marine life, further information on how it works can be found at <http://seabinproject.com/>

Q. JG asked what was to happen with land once the last gasometer was removed?

JS advised that the land did not belong to the port, she believed it was owned by National Grid.

6. Verbal report from Trinity Estates by Tim Collins

COMMERCIAL REPORT FOR TRINITY DISTRIBUTION PARK

Strategic Planning

The scarcity of employment land for third party logistics in close proximity to Felixstowe is a matter of ongoing concern which is being addressed through meetings with the key stake holders in tandem with the District Councils local plan review for the period to 2036

The potential Christmasyards and Innocence Farm schemes (approx. 30 and 250 acres respectively) continue to be re-examined as part of this exercise.

Q. In answer to questions, Philip Ridley from the SCDC discussed the District Council's local plan review and confirmed the next stages for public consultation, with further details to follow in due

course. Members spent some time discussing various matters including need and differentiation between differing types of 3rd party logistics requirements for site occupation. (As requested by JC please find attached Lichfield's brief to assist SCDC to deliver the new Local Plan and look at future land requirements for port activities.).

Trinity Distribution Park Occupancy

The Park remains at nearly full occupancy; individual sites currently being marketed can be viewed on the Trimley Estate website www.trimleyestate.co.uk.

In terms of current activity:

Plateau A/B (Uniserve) at Clickett Hill Road; Uniserve continue to appraise their development proposals/ programme for around 500,000 sq. ft. of warehousing. This includes a possible secondary access to the Plateau A/B site which would involve providing a circular link road connecting Clickett Hill Road at its current terminus with the current end to Nicholas Road.

Q. In answer to questions there was some debate about the lack of progress by Uniserve in developing out this site. Postscript; it now appears that Uniserve are currently considering options for a phased commencement of site construction later this year.

Routemaster site: protracted discussions ongoing with the tenant as to redevelopment options.

Anzani House office complex: protracted discussions ongoing with tenant as to potential demolition and redevelopment as a container storage yard.

6.21 Acre Walton/Bryon Avenue site: being assessed by the Port as a location for a possible new centralised employee facility.

Infrastructure / Environmental

UKPN electric supply network to the Felixstowe peninsula: UKPN have completed the next phase of work which is the laying of underground mains parallel to the rail corridor from the Levington end across to Keepers Lane / Cordys Lane. This will be followed by cabling down the Searson's Farm track and across to Shotley. The scheme is intended to replace the current overhead wires which run across the Trimley Marshes – which will be removed in due course.

Network Rail: NRs plans for improvements to the rail corridor by Q2 2019 are ongoing. The NR programme of works also envisage the planned closure of all public rights of way / farm vehicle crossings on the Estate between Thorpe Lane and Cordys Lane to be replaced by a modular non-vehicular bridleway bridge at Gun Lane. NRs rights of way proposals await the results of a public inquiry held earlier this year.

Traffic Management and Security

No issues to report.

Sustainability

Upgrading of the private street lamps on the Distribution Park to LED is planned for later this year.

A14 Litter Management

Responsibility sits with the District Council. The College have served two litter enforcement notices during the last 6-month period under the provisions of the Environmental Protection Act.

Charitable

The College supports the Port Community Fund as a way of coordinating its charitable contributions to the area, but this (the Port Community Fund) does not stop the College from making other donations.

7. Verbal reports from members (if any)

There were no reports from other members.

8. Any other business

There was no other business to report.

9. Date of next meeting

Next meeting to be held at the Port of Felixstowe, a date will be circulated in due course.