Minutes of the Port of Felixstowe Local Authority Liaison Committee Meeting

15 October 2018

Present

Clemence Cheng (CC) Port of Felixstowe
Paul Davey (PD) Port of Felixstowe
Martin Woor (MW) Port of Felixstowe
Rageenee Hope (RH) Port of Felixstowe
Tim Collins (TC) Bidwells
Darren Cogman (DC1) Bidwells
John Tweddle (JT) Bidwells
Anita Toye (AT1) Bidwells
Daniel Hayman DH) Bidwells
Sam Metson (SM) Bidwells
Jack Cade (JC) Kirton & Falkenham Parish Council
Graham Walker (GW) Kirton & Falkenham Parish Council
Caroline Ley (CL) Trimley St Martin Parish Council
Bob Parker (BP) Trimley St Martin Parish Council
Yvonne Smart (YS) Trimley St Martin Parish Council
Bryan Frost (BF) Trimley St Mary Parish Council
David Southgate (DS) Trimley St Mary Parish Council
Clive Minnican (CM) Trimley St Mary Parish Council
Debbie Cooper (DC2) Trimley St Mary Parish Council
Pat Pryke (PP) Levington & Stratton Hall
David Pryke (DP) Levington & Stratton Hall
Jan Garfield (JG) Felixstowe Town Council
Ash Tadjrishi (AT2) Felixstowe Town Council
Graham Newman (GN) Suffolk County Council
Mark Edgerley (ME) Suffolk Coastal District Council (SCDC)
Mike Deacon (MD) Suffolk Coastal District Council
Carolyn Barnes (CB) Suffolk Coastal District Council
Richard Kerry (RK) Suffolk Coastal District Council
Stuart Bird (SB) Suffolk County Council

Apologies

Mark Seaman Port of Felixstowe
Rory Landman Trinity College
Jane Stanbridge Port of Felixstowe
Helen Greengrass Suffolk Coastal District Council
Andy Smith Suffolk Coastal District Council
John Brien Harwich Haven Authority

1. Welcome
CC opened the meeting and welcomed everyone to the Port of Felixstowe.

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

General Update

CC informed the meeting that since the last meeting the port had implemented a new terminal operating system. The system implementation resulted in a number of challenges; not uncommon with such major new system upgrades. The project is being supported by colleagues based in Hong Kong, some of whom have been at the port since the system went live. There had been a significant improvement in the performance of the new system since it was introduced in June.

Road haulier turnaround times were now slightly better than prior to the new system. Rail volume was higher now than in the early part of the year, although it had been affected by network issues and cancellations due to train driver shortages recently. Reports suggest that this was due to freight train drivers leaving to become passenger train drivers for better pay. There are still more rail misses than would be liked, work continues to increase reliability in this respect.

A number of upgrades have been made to the system to improve its performance and continue to refine and improve both the system and the port’s own working practices. Shipside productivity is not far off previous levels. Despite strong performance seen on a number of vessels, particularly discharge vessels, the overall level of productivity is not yet where it needs to be. Further improvements in systems and processes are planned.

CC noted that there had been some unhelpful and at times inaccurate reporting in the trade press about the situation at the port. Customers of certain specific shipping lines have suffered delays and disruption in recent weeks and months. This situation is not however unique to the Port of Felixstowe and nor can it be attributed solely to issues at the port. Schedule reliability varies between lines and a significant proportion of vessels of certain lines have arrived off-schedule, leading to delays and congestion. A number of vessels have changed port rotation or chosen to ‘cut and run’ – leaving without completing load/discharge to regain schedule or meet a slot at a subsequent port, Hamburg in particular. Vessel schedule reliability has also been affected by weather across Europe and a pilot strike in Antwerp which caused or contributed to delays.

There has also been some disruption to rail services as mentioned and the road haulage market is currently very tight; at times taking several days for shippers to secure bookings with their haulage provider. This is a UK wide issue and is also significantly impacting other UK ports, making for a challenging operational environment.
The port is confident that the system changes made will deliver a reliable and more robust system than that which it replaced.

Work on the new container yard space behind Berth 9 continues apace, with the first two blocks now handed over and fully operational. Completion of the new yard is scheduled for early 2019 and will add a further 18,000 TEU to the existing 130,000 TEU storage capacity.

The crane heightening project on Trinity Terminal remains on target for completion May 2019, this will further improve the port’s ability to handle the world’s largest ships on those berths. The port’s first 2 gantry cranes with remote-control capability are still being commissioned.

**Customer & Competitor Developments**

CC informed the meeting that the AE2/Swan service would be temporarily suspended from week 43 until the New Year to address seasonal downturn in market demand.

Cosco has received approval from the Chinese anti-trust authorities for their takeover of OOCL, the Hutchison Ports Group has become a minority shareholder of the newly listed OOCL shipping line. Both companies will continue to operate independently and will work together under a dual brand strategy to help improve efficiency and logistics. Both lines will maintain their existing operational models and management channels. Schedules, routes and networks will remain unchanged and all current agreements will be honoured going forward.

The Seago SLA service has returned to Felixstowe following a temporary diversion to Southampton. A number of other, relatively small, services were diverted away from the port but ongoing discussions with the operators should bring them back soon.

DP World has acquired Unifeeder Group, a feeder operator that calls at Felixstowe amongst other ports, and the acquisition is expected to close during the 4th quarter of 2018.

DP World London Gateway (LWG) has opened a new 21,000sqm package sorting and delivery facility and the Solent Stevedores have also opened their new 5-acre off dock empty container depot which will offer an empty container handling and storage service at LWG. In a joint venture, CMA GM and LGW have started construction of a temperature controlled warehouse due to open 2020.

**Rail Update**

MW reported that rail volumes have started to pick-up, but overall volume was slightly down on the same period last year. The replacement service for the DB Cargo service to Burton which was awarded to GB Railfreight following due process, is still due to commence. Additionally, the port’s largest rail provider, Freightliner, which operates 23 of the 33 daily services have been experiencing a driver shortage, this has recently led to a number of service cancellations. Wider network issues, notably a derailment at Hams Hall, also resulted in a number of cancellations.
Felixstowe Branch Line and F2N Capacity Improvements

MW reported that Network Rail’s (NR) construction of the 1.4km passing loop in the Trimley area continues to progress. NR has informed the port that the detailed design and the core embankment works are now complete. The first sleepers have been laid ready for the new track and piling is set to begin for the Bridleway Bridge and signalling structures. The scheme remains on schedule for completion towards the end of 2019. 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.

Following a Public Inquiry the Secretary of State has approved the TWAO relating to the construction of a new equestrian bridge and the closure of a number of crossings and footpath diversions.

It should be noted that 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. It remains 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.

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 by all stakeholders.

Port Development

MW reported that the project to introduce remote controlled quay cranes and RTG yard cranes is progressing well. The project 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. Currently, the cranes are operating in manual mode on the quay but over the next few weeks will have the software and systems installed to enable operation in semi-automatic remote operation. A training programme has commenced with trainers from Felixstowe visiting the Hutchison terminal in Rotterdam. This is an exciting advancement in technology for the port and for the future competitiveness.

Q. RK – Do Rotterdam get more Government funding than you do?

A. CC – Rotterdam is structured very differently, it’s a Port Authority therefore gets Government funding. As we are a privately owned company, we do not get Government funding. In the past we successfully applied and received TEN-T funding from the EU for the new North Rail Terminal, but not directly from the UK Government.

MW – reported that 8 RTGs (Rubber-Tyred Gantry cranes) will be delivered early in 2019 which will 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, and port employees have visited this installation to ensure best practice is adopted across the Group and any ‘lessons learned’ are shared.
Port of Felixstowe Logistics Park

Discussions are ongoing with potential occupiers for the Port of Felixstowe Logistics Park. The proposed scheme offers up to 1.4 million square feet of modern warehousing located within the port. A significant amount of ground investigation work has been undertaken to date. The reports on the remediation strategy for the ground contaminants uncovered have been shared with Suffolk Coastal District Council (SCDC) and with the Environment Agency (EA). Following a meeting with the EA at the end of September it was agreed to undertake further ground investigation work to verify the findings and to inform the final remediation strategy. MW reported that the EA was pleased with the quality of the investigative work that has been undertaken to date.

Q. CD – What is actually holding up the logistics park; is it the EA and investigation works or is it that the occupiers are not in a position to commit?
A. MW – There have been a number of discussions with interested parties but these matters are complex, with typically long lead times, hence these discussions have not yet come to fruition. PD added that Brexit has also had an effect on development in this sector as well as others, companies were not committing to capital investments until they have a clearer picture of the impact of Brexit.

MW reported that the port has requested a non-material amendment to the planning conditions and this was currently being discussed with SCDC. The port continues to participate in the discussions surrounding the greater Felixstowe area to review the future need for port-related employment land as part of the Local Plan renewal process.

Environmental Issues

PD reported that the port had purchased two Nissan leaf electric vehicles in March this year which are now in everyday use. In 6 months, the vehicles have been used around the port, the local area and between London Thamesport and Harwich International Port. The port has plans to purchase another two vehicles in 2019 to expand its fleet.

At the end of 2017, an uptick was seen in the port’s Nitrogen and Sulphur dioxide levels, although still well within all statutory limits, they were at a 6 year high. This was as a result of a greater number of boxes being handled than the previous year and an increase in containers being run from Trinity terminal to Berths B&9. PD reported that the levels are once again decreasing and that ambient air quality levels are back to that of 2014.

Once the Berth 9 yard project is completed, it will reduce the impact of cross-dock movements which will contribute to reduced emissions; a top priority for the port. PM10 (the largest size of diesel particulate) concentrations continue to show a decreasing trend, this is attributed to the port’s rolling vehicle replacement programme and the newer Euro 6 class of engines used by HGVs entering the site.

The port’s eRTG (Electric Rubber-Tyred Gantry) project has to date converted 34 blocks on Trinity terminal to support electric plant and 40 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. A further 8 new eRTGs will be delivered in March 2019 to be put into service on Berth 9.

So far in 2018, 10 ship-to-shore cranes have been converted to LED lighting, a further 6 quay cranes will have their core lighting systems upgraded to efficient LED by 2019. The
move to LED lighting will provide a significant energy saving to the business, result in a better working environment, and lower levels of light pollution for the port’s neighbours. The high mast lighting tower LED upgrade project is ongoing.

A focus for the port this year is to reduce single use plastics port wide and to work with suppliers to reduce the amount of plastic that is brought onto the site. A roadmap has been created and implemented by the employee environment group to set a framework for exploring alternative materials. This was introduced at the port’s annual World Environment Day event, held on the 05 June, 11 local businesses, wildlife groups and charities had stands at this event.

The port has purchased a Seabin. It was delivered at the beginning of October and will be put into the estuary to recover floating litter. This project will be used to help educate children from local schools during environmental visits to the port.

Road Update

PD reported that the RIS2 process – the update of the Government’s Road Investment Strategy remains ongoing and the port is continuing to support its partners at Suffolk County Council and Suffolk Chamber of Commerce as they make their case for further investment regionally and on the A14 in particular.

In that regard, Mark Pendlington, previously Chairman of the New Anglia LEP has taken over as Chair of the A14 Strategy Board from Jo Churchill MP who has stepped aside due to Parliamentary responsibilities.

PD reported on the recent media report about the suspension of the Upper Orwell Crossings project pending a review of possible additional funding by Suffolk County Council. The understanding being that the review is necessary because of higher than expected cost forecasts. It had been forecast that the new crossing could remove up to a third of cars from the Orwell Bridge at peak times so its benefits would be considerable.

Operation Stack

PD reported that there was little to report on Operation Stack. The port’s Vehicle Booking System (VBS) continued to be an effective tool for managing traffic levels, and has proven to significantly reduce the necessity to implement Operation Stack, which had not been used since the last meeting.

Brexit

PD reported that the port is continuing to meet with officials from a number of government departments. Most discussions at the moment were focussed on the ‘No Deal’ scenario. The meetings were mostly as members of the Border Delivery Group, which is covered by a non-disclosure agreement and so there were limitations in terms of what could be shared with members.

A number of the 107 Technical Notices that have been shared by Government are relevant to the border, particularly those on Trading with the EU, Import/Export of Animals and Plants and Road Haulage.
The port is also involved in discussions with Defra about a project focused on the future imports regime for animals, plants and their products. Import controls are currently set at EU level. There are currently no border checks and limited controls on trade in animals and plants between the UK and the EU. This is in contrast to imports of regulated products from third countries.

This project is to determine the long-term ambitions for import regimes after exit and beyond any implementation period. They may well be different to those that will apply on Day 1. The objective is to deliver a future UK import regime, which will protect biosecurity and public health while minimising barriers to trade.

There has also been a meeting with Border Force as part of the Location Assessments exercise to assess facilities at all ports and their suitability for possible future scenarios. The meetings involved agreeing on a set of assumptions and a discussion around potential issues. This is expected to be an ongoing process.

**Port of Felixstowe Community Initiatives**

PD reported that the port again supported the Marine Conservation Society’s ‘Beachwatch’ event this year. On the 15th September port staff and their friends and family cleaned the area of beach at the John Bradfield Viewing Area. The port has been taking part in this event for over ten years and was delighted to report that the level of litter over this period has diminished considerably.

Hutchison Ports’ globally, have an annual Go Green initiative, this year Hutchison Port’s business units collected and recycled either aluminium cans or old mobile phones. The Port of Felixstowe decided to collect mobile phones and donated them to a local charity, *Plastic Free Felixstowe*. At an event held on Friday 14th September, Plastic Free Felixstowe attended with information on their various initiatives to reduce plastic in Felixstowe. The port donated 57 phones for the charity to sell and raise funds. Based on the condition and types of phones collected, it is estimated that they could fetch close to £1000 for this very worthy cause.

The Port Community Fund (PCF) continues to be the main mechanism through which the port directs its support for local causes.

At the last round of grants for 2018 the Port Community Fund awarded six grants totalling £11,369.00, details of the charities that benefitted from grants include Fresh Start – New Beginnings, Activelives and Suffolk Cruse Bereavement Care (a complete list can be found below).

PD advised members that the Fund still sought new members, and asked members to direct any businesses wishing to explore becoming a member of the Fund to the Suffolk Community Foundation. Also, members were asked to communicate the work of the Fund whenever possible, directing local causes needing support to the Fund via the Suffolk Community Foundation.

Full List of Grant Recipients:
## 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 has been a matter of ongoing concern, this is being addressed through the District Council's local plan review for the period to 2036, the draft plan now being out on consultation and including a proposed allocation for the Innocence Farm site (c.250 ac).

**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](http://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.

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

Anzani House office complex: good progress in recent months over ongoing discussions 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 is being followed by cabling down the Searsons 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 construction project for improvements to the rail corridor by Q2 2019 is currently underway. The NR programme of works also confirm 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.

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 has 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. **Members Question**

Q. RK – What benefits do remotely controlled cranes bring to the port’s operations and would the wind speed restrictions stay the same?

A. PD – There are a number of benefits; driver safety, comfort, there are no real disadvantages. The wind speed factors will remain the same.

Q. CM – Eventually, would the driver not be required, will it become fully automated?

A. PD – The nature of jobs will change with the physical requirements for the job being different, an aptitude to use a computer will become more important but the need for people would not disappear, it would just change.  
CC - An example is ECT Rotterdam which was the first business to apply automation technology but still employs 2600 people. Although some jobs would change, there would still be the need for stevedores to lash and do twist-locks etc. Other advantages of remote control cranes would be the end to lone working and it would also address a gender re-balance in this industry for this role. In Saudi, they have a number of female crane drivers.

Q. JC – Regarding wider land issues, the draft local plan containing a large number of planning permissions that were granted in Suffolk that had not yet been implemented under the category Port Related Use, Container Storage and Warehousing. The Parish calculated that this was 185 hectares from Stowmarket to Bury. It has been noted that there are various warehouses being built in the surrounding areas but this does not get mentioned when discussing warehousing requirements for the port, why is this?

A. PD – The port cannot speak on behalf of any other developers, what the port has said in response to the Local Plan review is that, it is vital that there is sufficient employment land allocated within the environment of the port to support port activity. As indicated before, the port is in a highly competitive position and it is crucial that we are in a position to deliver on our customers’ needs. Modern state-of-the-art warehousing is being constructed by the port’s competitors, in comparison in and around the Felixstowe area there has been no new warehousing facilities erected in this area since 1994. None of the warehouses currently in the Felixstowe area are modern or state-of-the-art. The term ‘Port related use’ as a planning category may lead to confusion regarding port involvement. ‘Trade related’ would be a better term to use as planning permission is not given for the port but to support the UK’s international trade, the Port of Felixstowe is not the client.

Q. BP – Why is the land that is available on the other side of the Orwell Bridge and will not add to the congestion of the Orwell Bridge not being considered for use?

A. TC – Suffolk Coastal commissioned the Lichfield report which looked at the space available in the wider region. Bidwells Agency which specialises in dealing with warehouse enquiries have indicated that it is clear from the enquiries received for warehousing, Felixstowe cannot meet these demands, as the sites simply do not exist. When offered sites in Stowmarket, Bury or the wider area, clients were not interested, they wanted sites in close proximity to the port only. There is a significant amount of stock, but it was not fit for purpose, this includes warehouses, haulage yards and other support services.
Q. CM – Will the evidence base for the Plan take into account issues wider than the economic climate?

A. TC – All the different aspects will have to be taken into account to pass the application process.
   JC - I was disappointing that the aspects of pollution, be it light, sound or environment will not be addressed at the policy stage but at the application stage and was not part of the assessment criteria for the Lichfield Report.
   ME - More detail will be required around the social, environment as well as the economic aspects for the Local Plan and this will come from the consultations.

Q. BP – Why is the port not utilising the 72 acres of land it already has planning permission for?

A. CC – There is an ongoing dialogue with potential tenants to get the right partners for the port.

Q. MD – If the Uniserve development was realised plus the port’s Logistics Park would that be sufficient to meet the port’s needs for the future?

A. CC – This is not easy to say as there are lots of elements still to be determined, for example, what impact Brexit will or will not have on short-sea operations. A current development project not mentioned yet, is the DFDS roll-on roll-off traffic which has seen a 6% growth over the year. DFDS requires more space close to the quay, some warehousing is having to be pulled down to accommodate this.

Q. DP – In light of the announcement from Network Rail (NR) that they will be closing the Stratton Hall level Crossing between May and August 2019, this would cause utter chaos and cannot happen. The Parish Council is speaking to NR but could MW also take this up with them?

A. MW – NR have said that whilst the work on the line is taking place the level crossing poses an ‘unacceptable risk’. Other solutions are actively being looked at to keep that crossing open at the period mentioned, it is an ongoing debate.

Q. GN – If that is true of Stratton Hall, how about Morston Hall or Thorpe Lane?

A. MW – Those two crossings are also subject to investigations to come up with a suitable alternative plan to make it work. Action: MW to raise this matter at the next Programme Board meeting chaired by NR.

8. Verbal reports from members (if any)
   There were no reports from other members.

9. Any other business
   There was no other business to report.

10. Date of next meeting
Next meeting to be held at the Port of Felixstowe, a date will be circulated in due course.
1. COMMERCIAL REPORT FOR TRINITY DISTRIBUTION PARK

Strategic Planning
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2. NON COMMERCIAL REPORT FOR THE TRIMLEY ESTATE

Walton North

The scheme is for up to 385 dwellings and incorporates proposals for a spine road linking High Street Walton with Candlet Road with roundabouts at both ends, a new linear park, enhancements to the curtilage of 362 High Street (The Lodge) and the conversion of curtilage listed stables north of Walton Hall to B1 use.

Current Planning Status: Hybrid planning application and listed building consent application submitted July 2016. Residential element submitted in outline with all matters reserved except access. Adopted Local Plan allocation in Felixstowe Area Action Plan. The Council granted planning permission. The planning documentation requires construction of the link road to base course level before 40% of the housing units are occupied. Various other matters are likely to be conditioned in due course as part of any approval of reserved matters.

Number of Housing Units: Up to 385 including affordable homes.

Affordable Housing Provision: 24%. Total Acreage: 14.3 hectares/35.3 acres (13.7 hectares residential and 0.6 hectares employment) including open space, excluding highway land.

Promotion Strategy: Self-promotion. Marketing to commence following completion of a site wide design code which the College has commissioned.

Q Is the intention that access to Walton North will be from the new Candlet Road roundabout?
A The intention is that all work access will be from Candlet Road. A condition attached to the planning permission requires a Construction Management Plan to be agreed with the Council prior to commencement of any development on the site. This will cover access by construction traffic.

Q Will the spine road specification be impacted by the proposed Felixstowe Garden Neighbourhood site?
A We will be looking at high level master planning issues to address compatibility between WN and the Felixstowe Garden site. The intention is that the new Candlet roundabout proposed as part of the WN scheme would be used to access both sites, with the addition of a fourth arm. The WN spine road specification is set at 6.7m wide which is a relatively wide two-way traffic road.

Felixstowe Rifle Club

Full planning consent having been previously received for the provision of a new facility North of the Blofield Track the College and FRC are now undertaking final design checks with a view to firming up the construction / relocation programme and the possibility of an initial earthworks contract being placed later this year. There is no requirement in the planning consent to upgrade the vehicular access via the Blofield Track.

Walton South

Current Planning Status: this site has been sold to Barratt and construction is now underway.

The Tollgate Stables area fronting the High Road has been excluded from the preferred developers acquisition, and the College is now reassessing their option for that area having allocated part of the site as a short-term construction compound for the Walton South developer, which includes the provision of a temporary construction access to service the Walton South site to the rear.

Number of Housing Units: Up to 190 including affordable homes.

Affordable Housing Provision: 33%.
Total Acreage: 5.2 hectares / 12.8 acres (all residential) including open space.

Hand in Hand (Trimley St. Martin)
Current Planning Status: Outline planning consent now received.
Number of Housing Units: Up to 70 including affordable homes.
Affordable Housing Provision: Policy compliant (Up to 33%).
Total Acreage: 2.45 hectares; 6.05 acres (residential) including associated open space.
Promotional Strategy: Self Promotion. Land expected to be sold on the open market and following completion of a site wide design code which the College has commissioned.

Q Will there be pedestrian crossings for Hand in Hand and Howlett Way?
A With regards to Hand in Hand, there is a requirement for provision of a crossing in the planning permission. With regards to Howlett Way, the College will be looking at proposing a pedestrian crossing.

Thurmans Lane (Trimley St. Mary)
Current Planning Status: Outline planning consent now received.
Number of Housing Units: Up to 50 including affordable homes.
Affordable Housing Provision: Policy compliant (Up to 33%).
Total Acreage: 1.7 hectares; 4.2 acres (residential) including associated open space.
Promotional Strategy: Self Promotion. Land expected to be sold on the open market.

Howlett Way (Trimley St Martin)
Number of Housing Units: Up to 360.
Affordable Housing Provision: To be advised.
Total Acreage: 10.64 hectares (26.29 acres).
Promotional Strategy: Self Promotion. Land expected to be sold on the open market.

Q Discussion on where education need would be met, in particular why this could not happen on the Howlett Way site?
A Mark Edgerley from SCDC replied that SCC have not yet completed their formal consultation on Primary School provision but that the local plan has included a draft allocation on 2.2 hectares of land for a primary school and early years provision behind Reeve Lodge (Emerging Policy SCLP12.62). Tim Collins confirmed that the College has been involved in ongoing consultation with the Education authority about potential site provision across the peninsular and that this discussion was being led by the local authorities.

Q Observation that there was some disquiet locally at the promotion of the Howlett Way site.
Trinity College is responding to the Local Plan requirement for housing provision as have other land owners.

Call for further sites for SCDC Local Plan review / Felixstowe Leisure Vision & Northern Fringe

The LPA are consulting on a Local Plan review to 2036 and have put forward a draft plan which includes potential allocations on Trinity College land at Innocence Farm for Employment use (see commercial report) and on land north of the Candlet Road for a mixed-use scheme as part of their Felixstowe Garden Neighbourhood (FGN) proposal. The College is supportive of the principles behind the Council’s FGN concept which includes a leisure centre, residential and other facilities, and is liaising with them as the consultation progresses.

The College has maintained an ongoing dialogue with SCC as to the County's educational requirements on the peninsula.

Peter Freer from SCC Education team provided the previous meeting with an update as to the County Councils current policy and needs, confirming that public consultation was due to take place this year over primary school requirements for Trimley St Martin.

Concerns were raised that there is currently one way in and one way out of Felixstowe which causes many issues.

Phasing and delivery of sites cannot be confirmed at the moment but the College as with other land owners will be required when promoting sites to provide a sound evidence base in connection with any planning applications.

Concern was raised that infrastructure is not growing in proportion to housing developments.

All sites will have detailed technical plans and issues will be addressed through the planning process.

Searsons Farm Buildings

The process of renewal on the Searsons Farm site continues as the College carries on with its refurbishment programme. Barn F has now been refurbished and occupied by a new business tenant. Barn H is programmed for refurbishment later this year subject to detailed design / costings and consents.

Grimston Hall Farmhouse and buildings

The College is currently considering the business case to modernise the farmhouse and adjoining barn for holiday letting use.

Farming / Environmental

On the farming side, the Estate is now primarily an in-hand farming operation working in conjunction with our farming contractor Home Farm Nacton.

Discussions are ongoing in a variety of areas including assessment of water resources, renewables, future farm access, infrastructure needs, tenancy structures, woodland resources and game management as we move to accommodate those changes.

Renewables

Nothing to report.
UKPN wayleaves / access tracks
See commercial report as to current programme. At the same time, new access tracks have been installed which will help to service the in-hand farming operation.

Network Rail
See commercial report.

Game Management
The College has put in place an appropriate management regime to deal with deer on the estate which cause crop and woodland damage.

Adopted Highways / Public Rights of Way
Nothing to report

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