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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



Andrew Blackwell
Partner

CC **Tim Collins, Bidwells**
 Jane Stanbridge, Port of Felixstowe

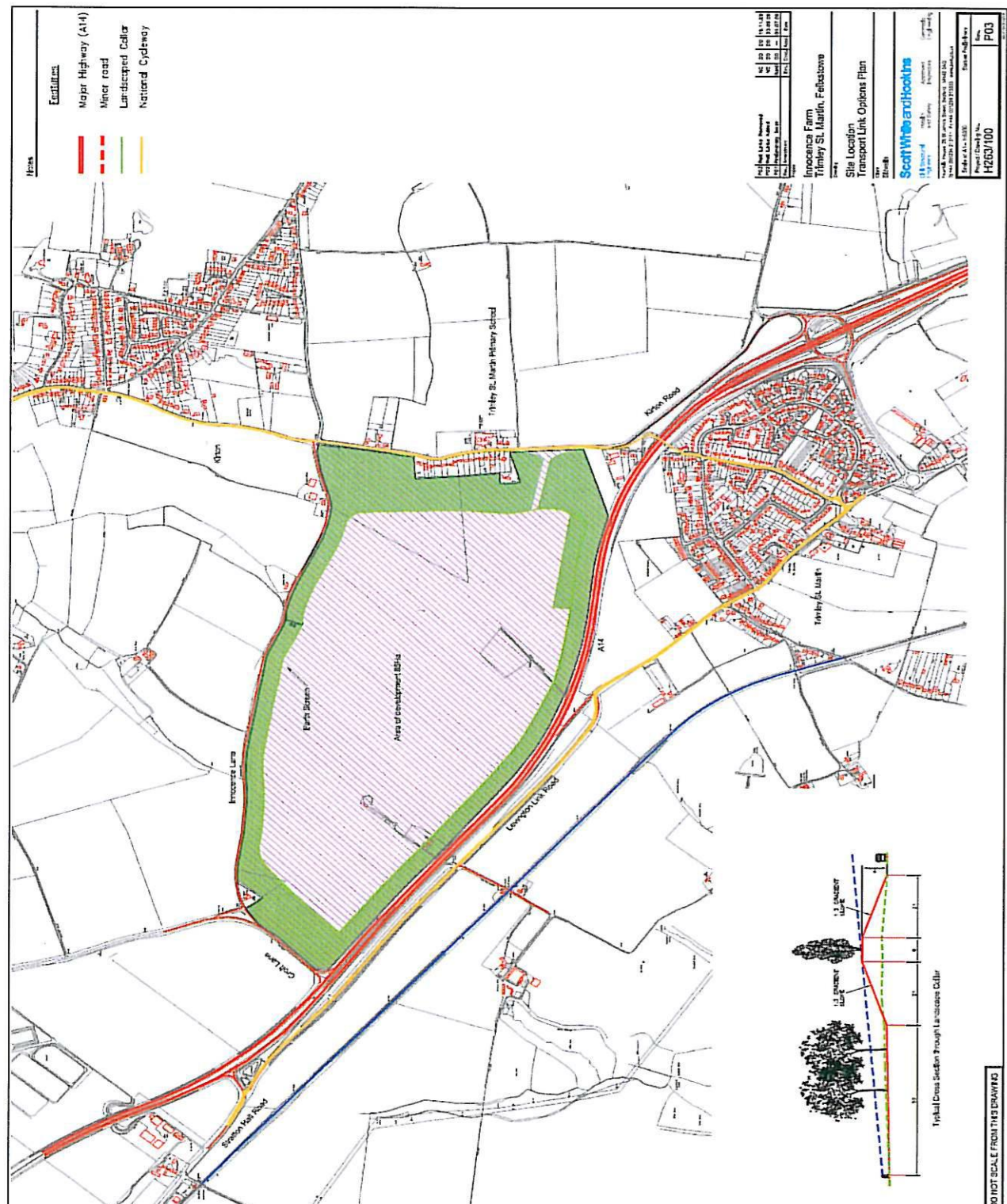
Enclosures **Appendix 1** **Location plan and an indicative site layout**
 Appendix 2 **Constraints plan**
 Appendix 3 **Indicative cross sections**
 Appendix 4 **Highways plans**
 Appendix 5 **Third party logistics area**
 Appendix 6 **Core port operations area**
 Appendix 7 **Port related land uses trend**
 Appendix 8 **Indicative phasing plans**

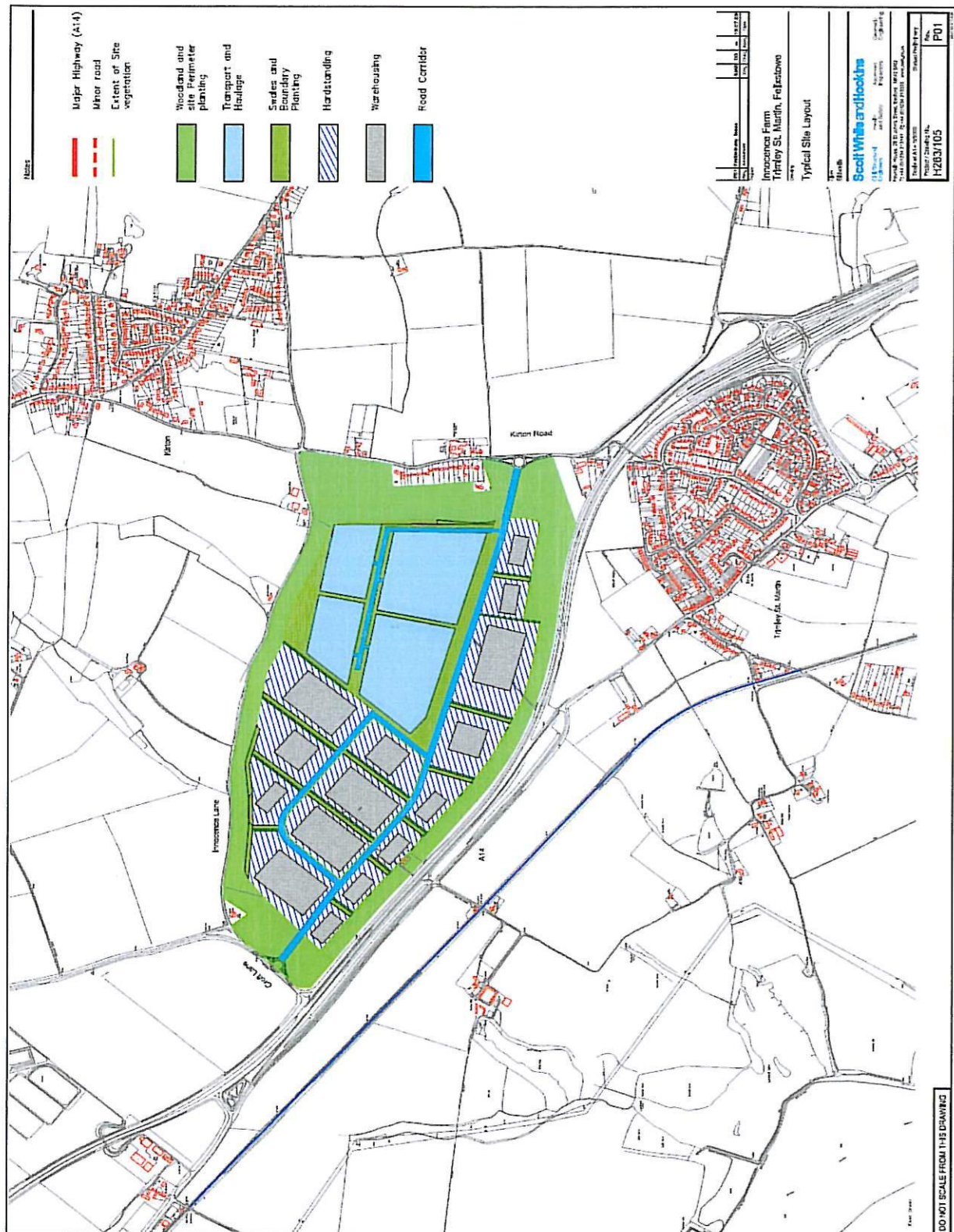
APPENDIX 1

LOCATION PLAN & INDICATIVE SITE LAYOUT

Location Plan

Appendix A





APPENDIX 2

CONSTRAINTS PLAN

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- LEGEND
- Site boundary
 - Existing solar farm
 - Area of Outstanding Natural Beauty
 - SUSTRANS National Cycle Route with open views towards site when adjacent to A14
 - Public Rights of Way
 - Listed Building
 - I
 - II*
 - II
 - Vegetation in surrounding landscape that breaks up longer distance views
 - Existing planted mounding
 - Existing hedgerow along site boundary to be retained where possible
 - Property enclosed by vegetation
 - Intermittent views towards the site from A14
 - Open to intermittent views towards site to be addressed by scheme design
 - Relatively open views from residential properties to be addressed by scheme design
 - Very limited views towards site
 - No views from residential properties
 - Screening required

LD&A DESIGN

PROJECT TITLE
INNOCENCE FARM

DRAWING TITLE
Opportunities and Constraints

ISSUED BY	Peterborough	T: 01733 310 471
DATE	August 2016	DRAWN RK
SCALE @A3	1:20,000	CHECKED
STATUS	Draft	APPROVED

DWG. NO. 5306_002

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Area measurements for indicative purposes only.

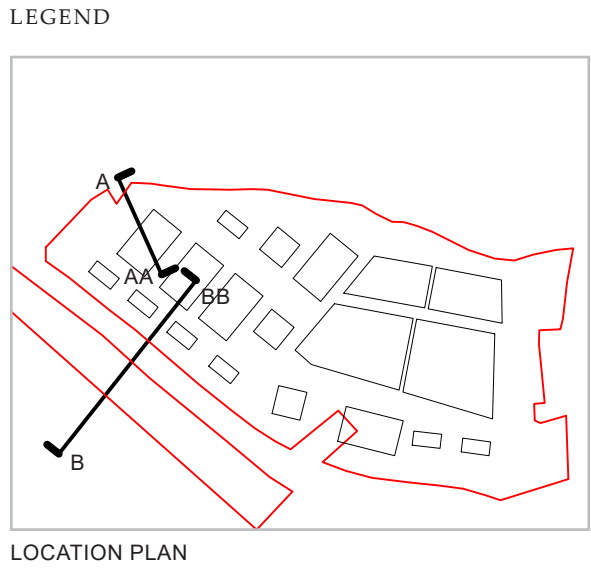
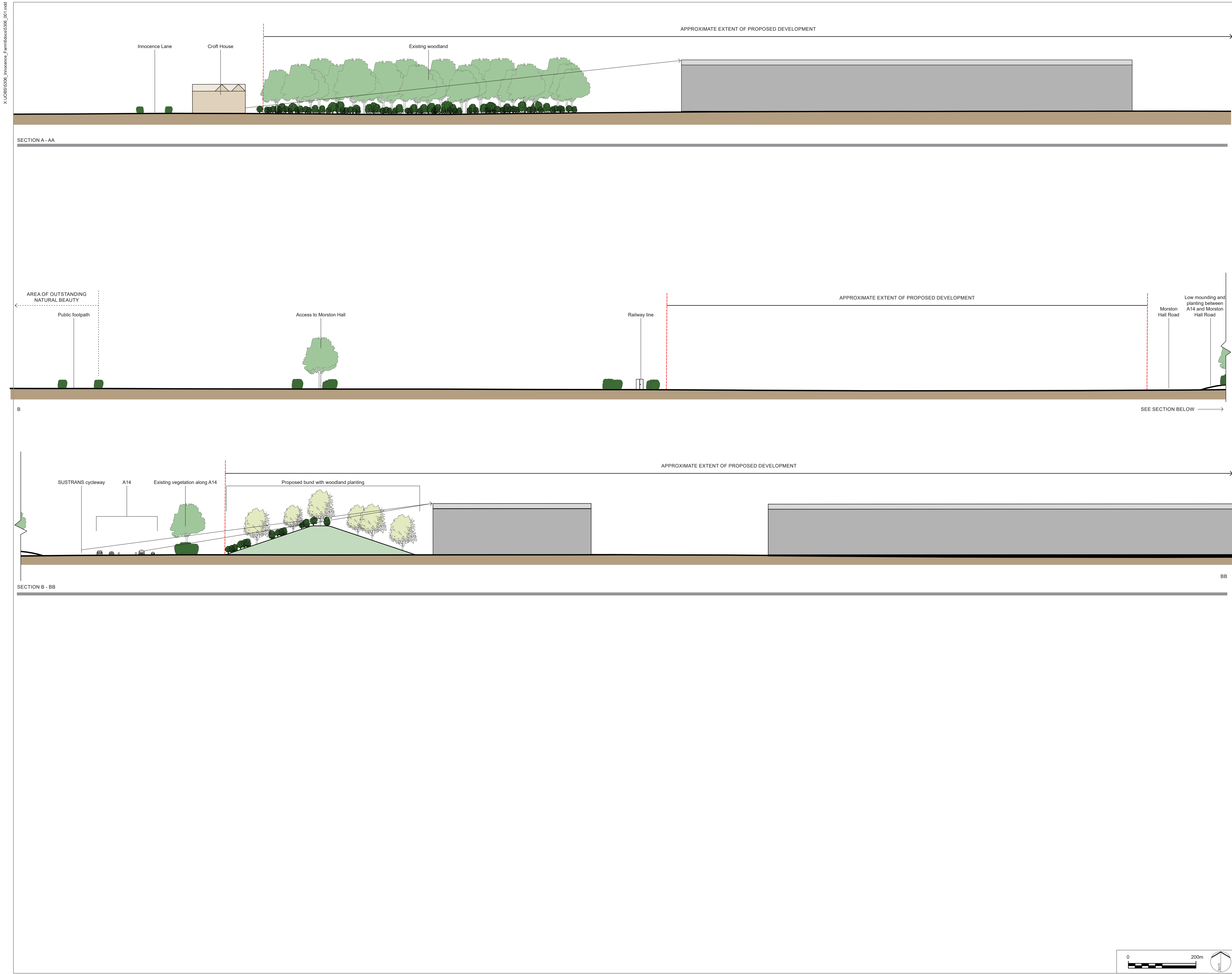
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Sources: Ordnance Survey, Natural England, Historic England, Esri, SUSTRANS, Suffolk Coastal District Council

APPENDIX 3

INDICATIVE CROSS SECTIONS

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LOCATION PLAN

LDĀDESIGN

PROJECT TITLE
INNOCENCE FARM

DRAWING TITLE
Indicative Sections through boundary treatments
Sheet 1 of 2

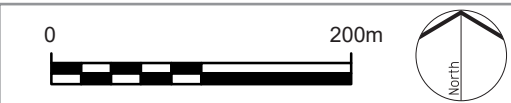
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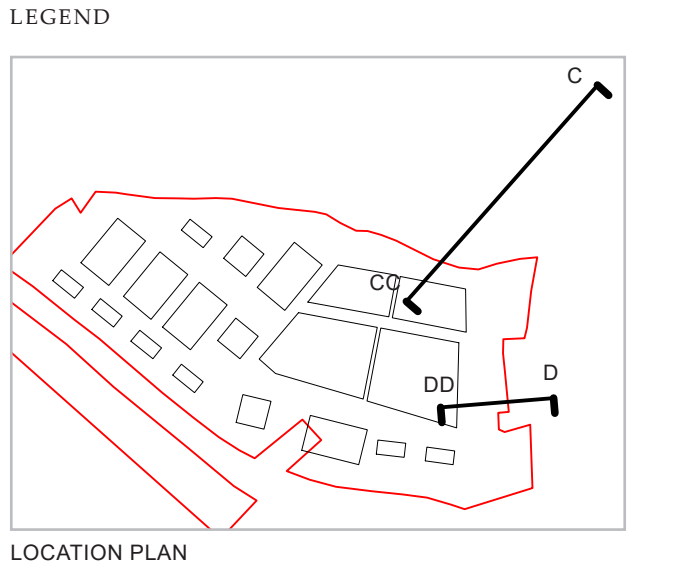
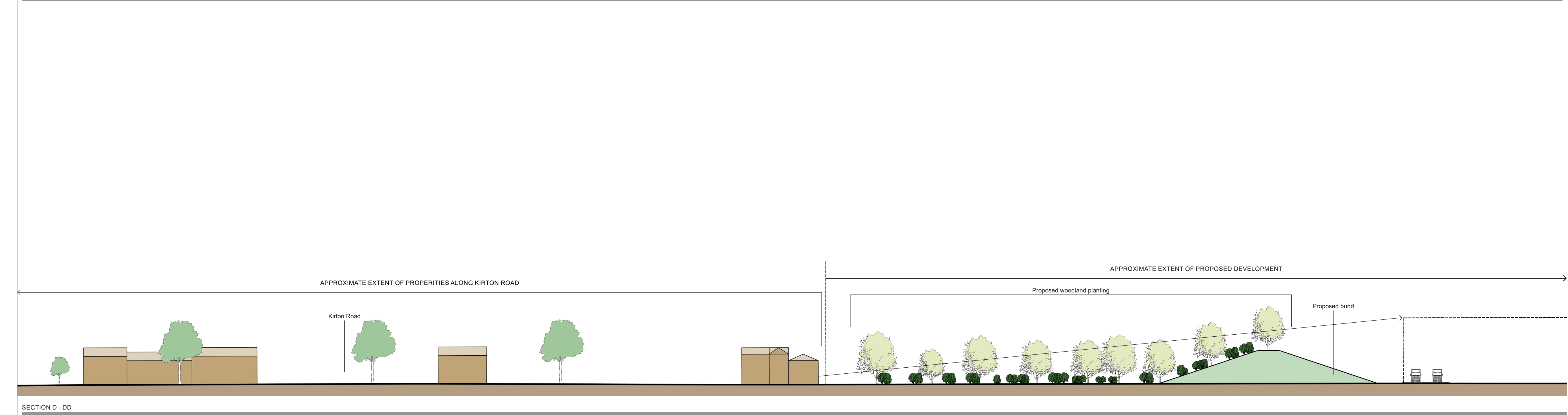
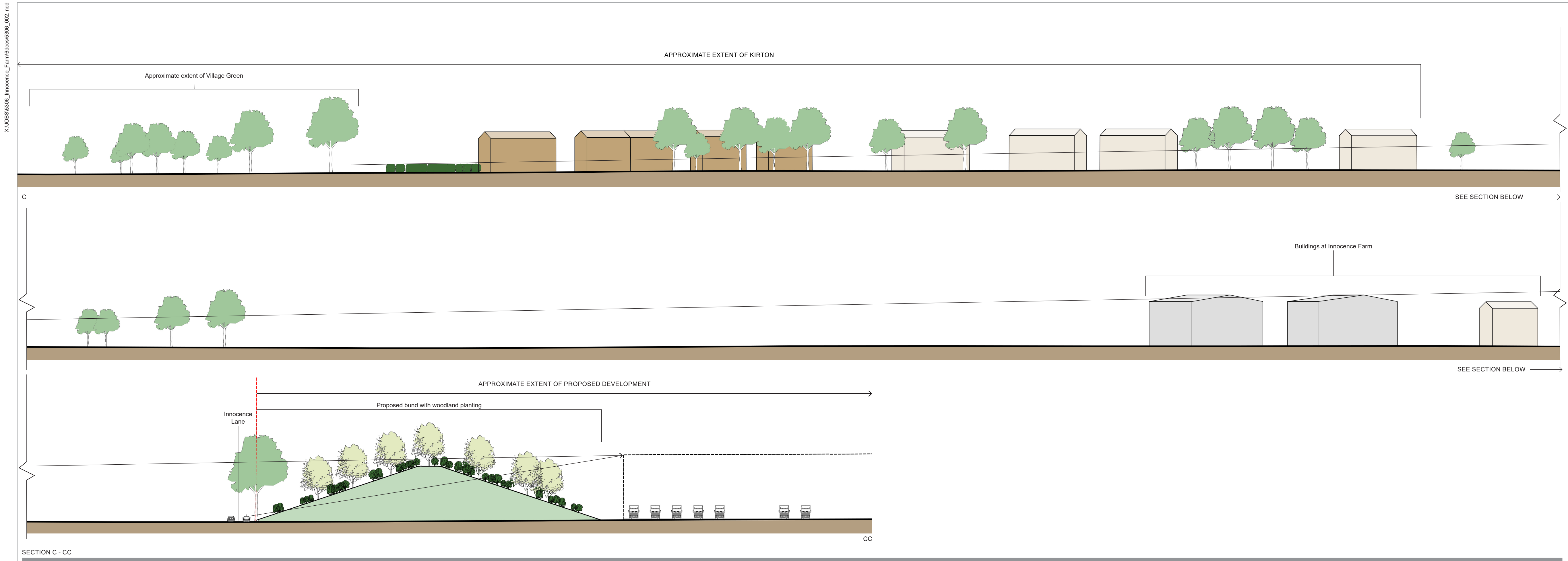
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Sources: Ordnance Survey



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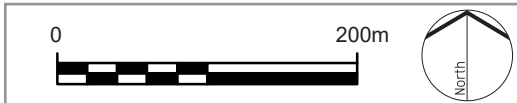
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INNOCENCE FARM

DRAWING TITLE
Indicative Sections through boundary treatments
Sheet 2 of 2

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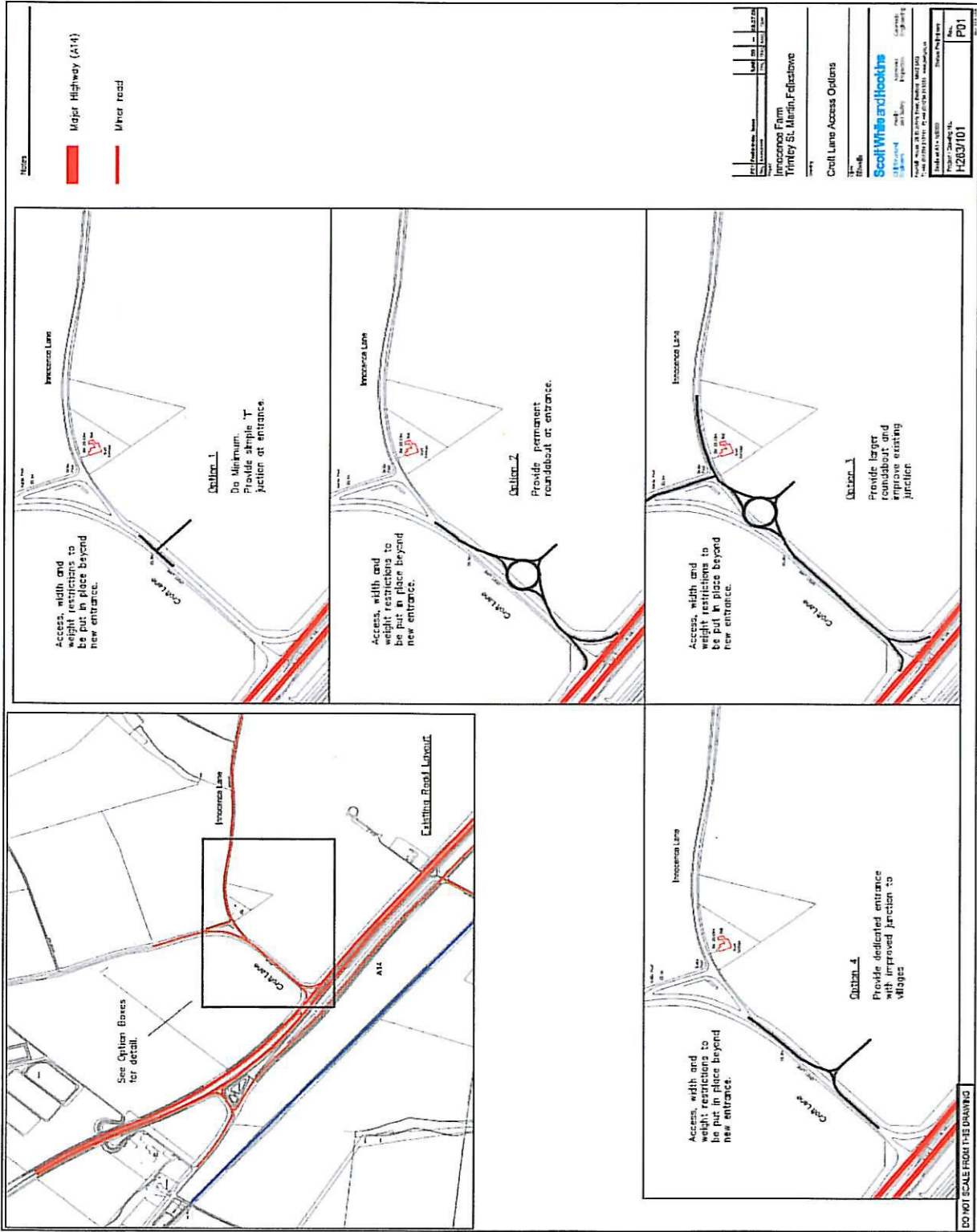


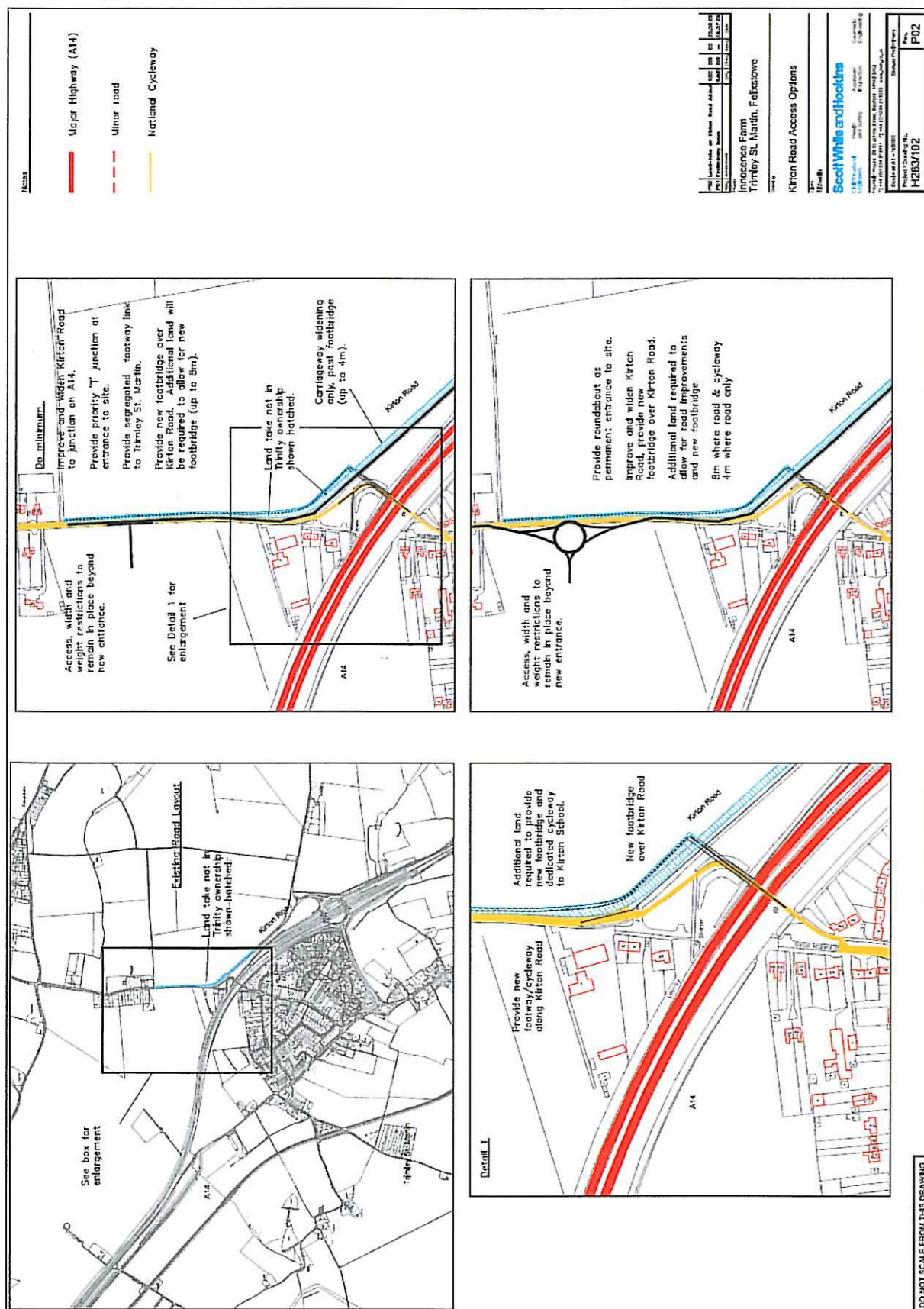
APPENDIX 4

HIGHWAY PLANS

Access Options

Appendix C



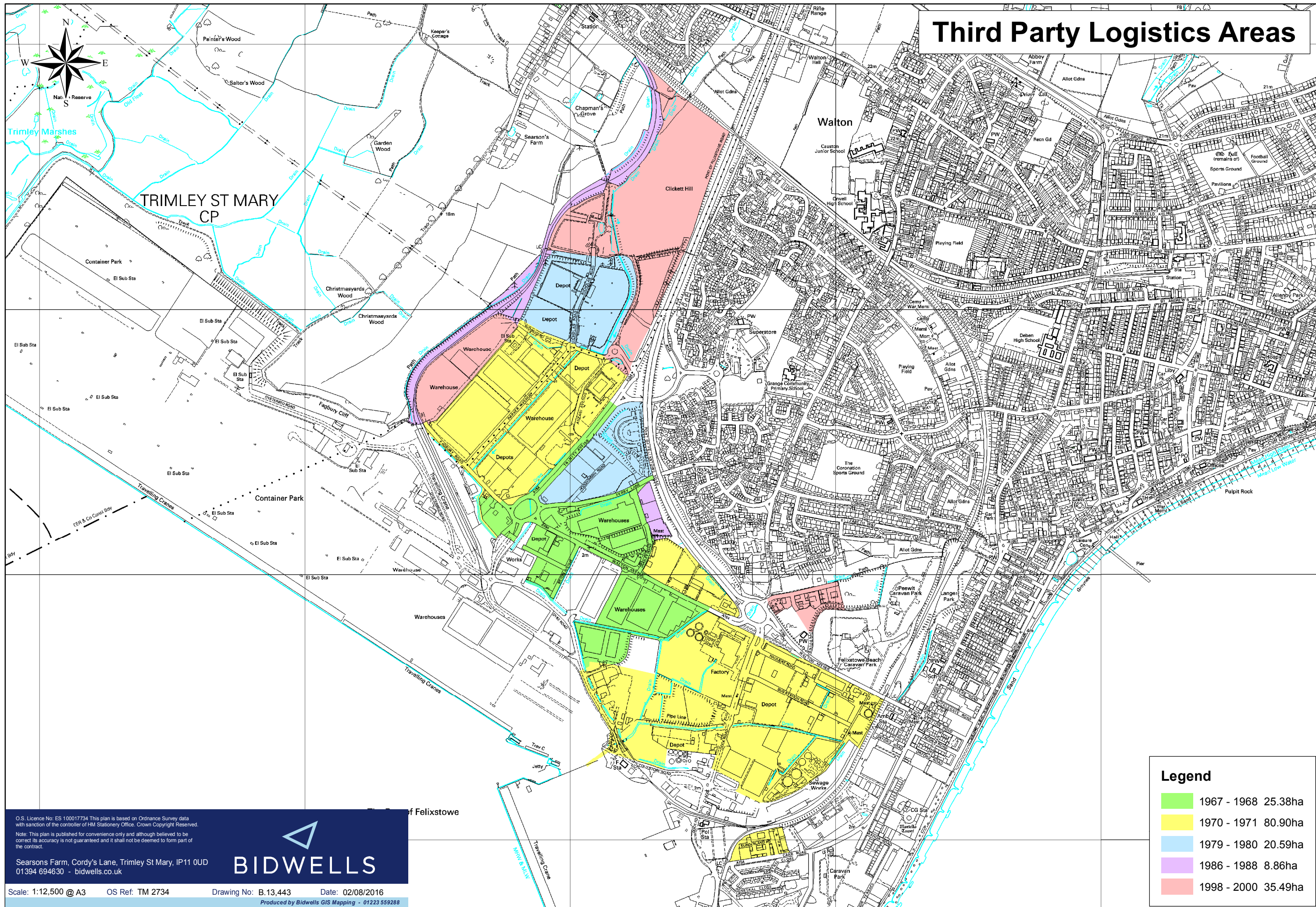




APPENDIX 5

THIRD PARTY LOGOSTICS AREA

Third Party Logistics Areas



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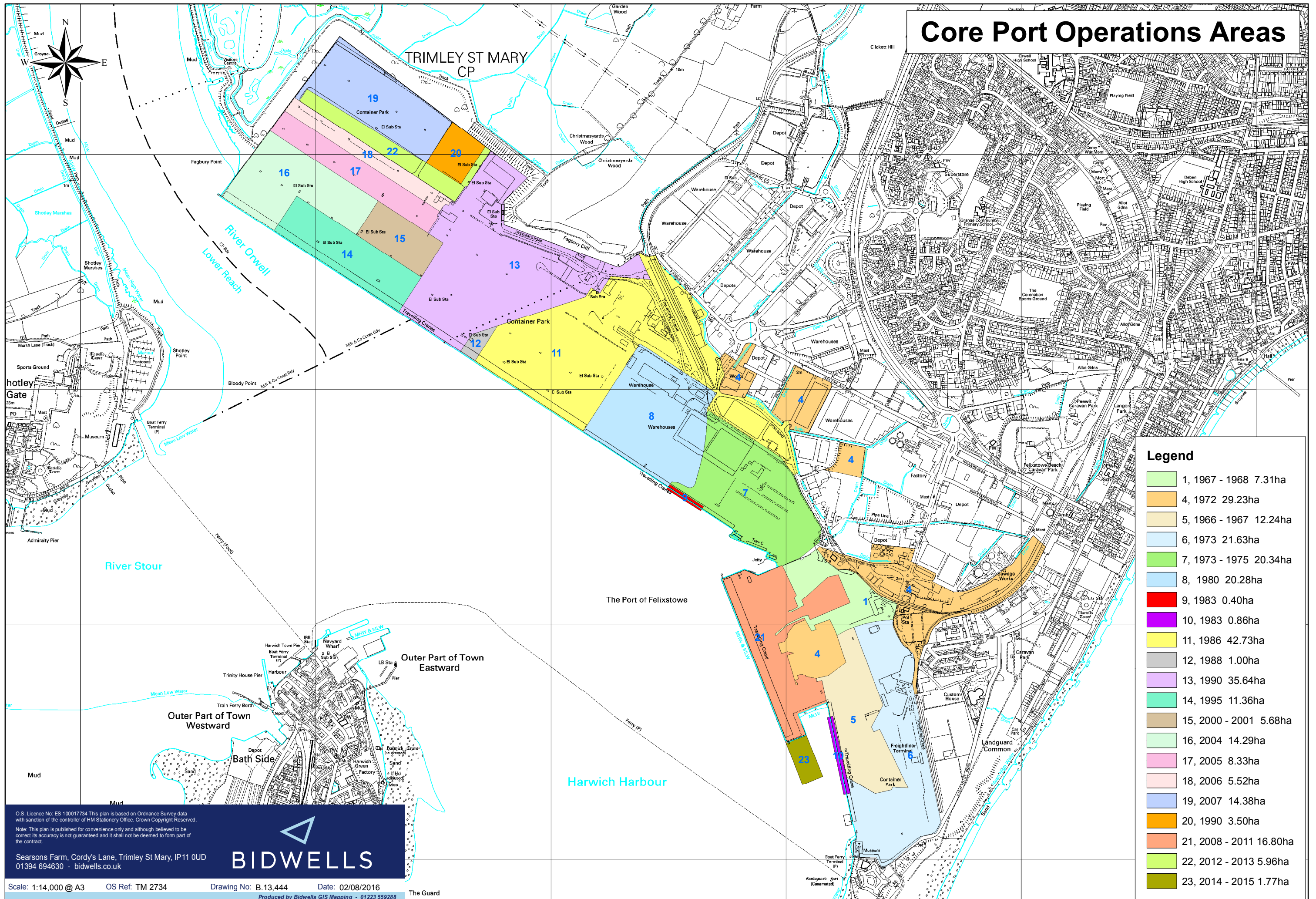
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APPENDIX 6

CORE PORT OPERATIONS AREA

Core Port Operations Areas



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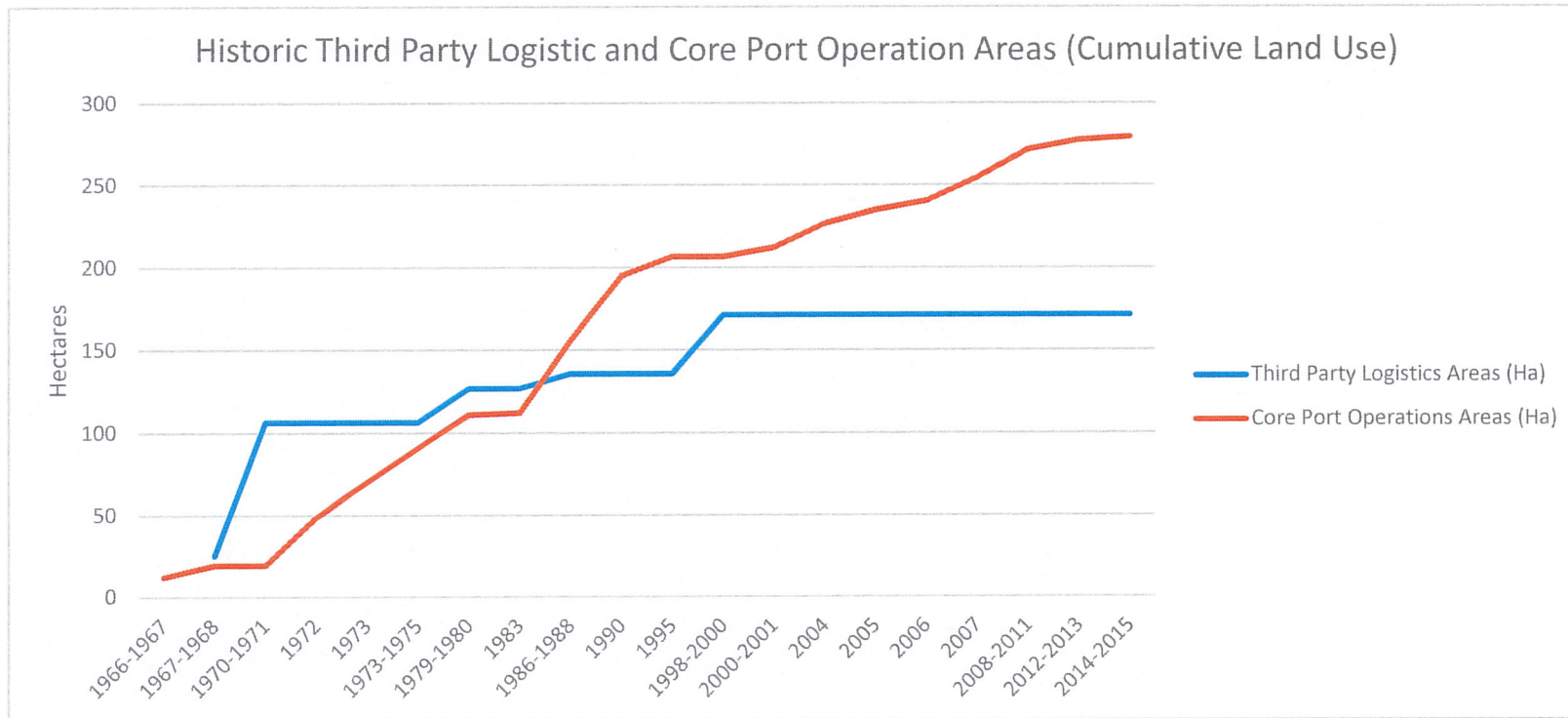
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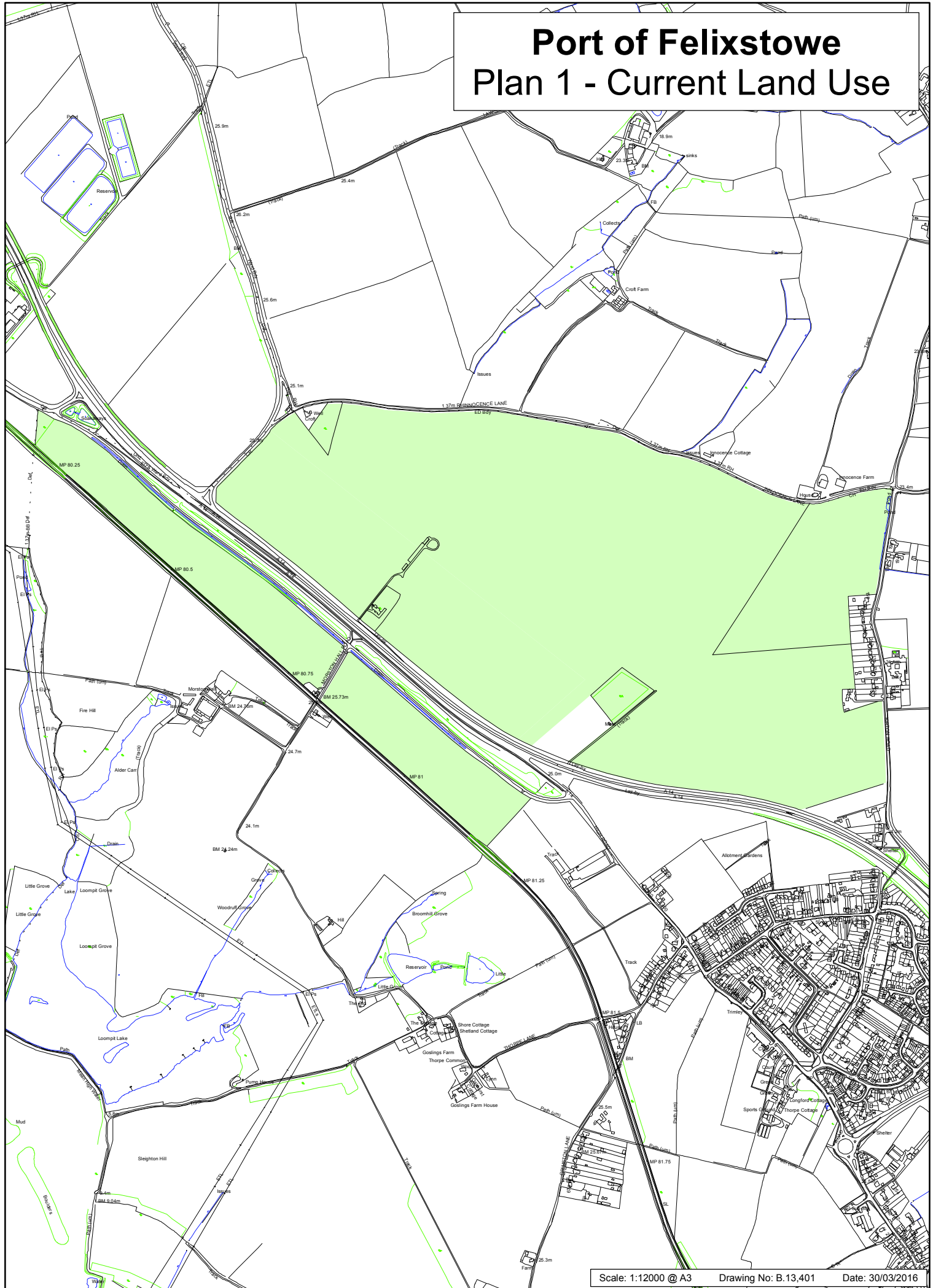
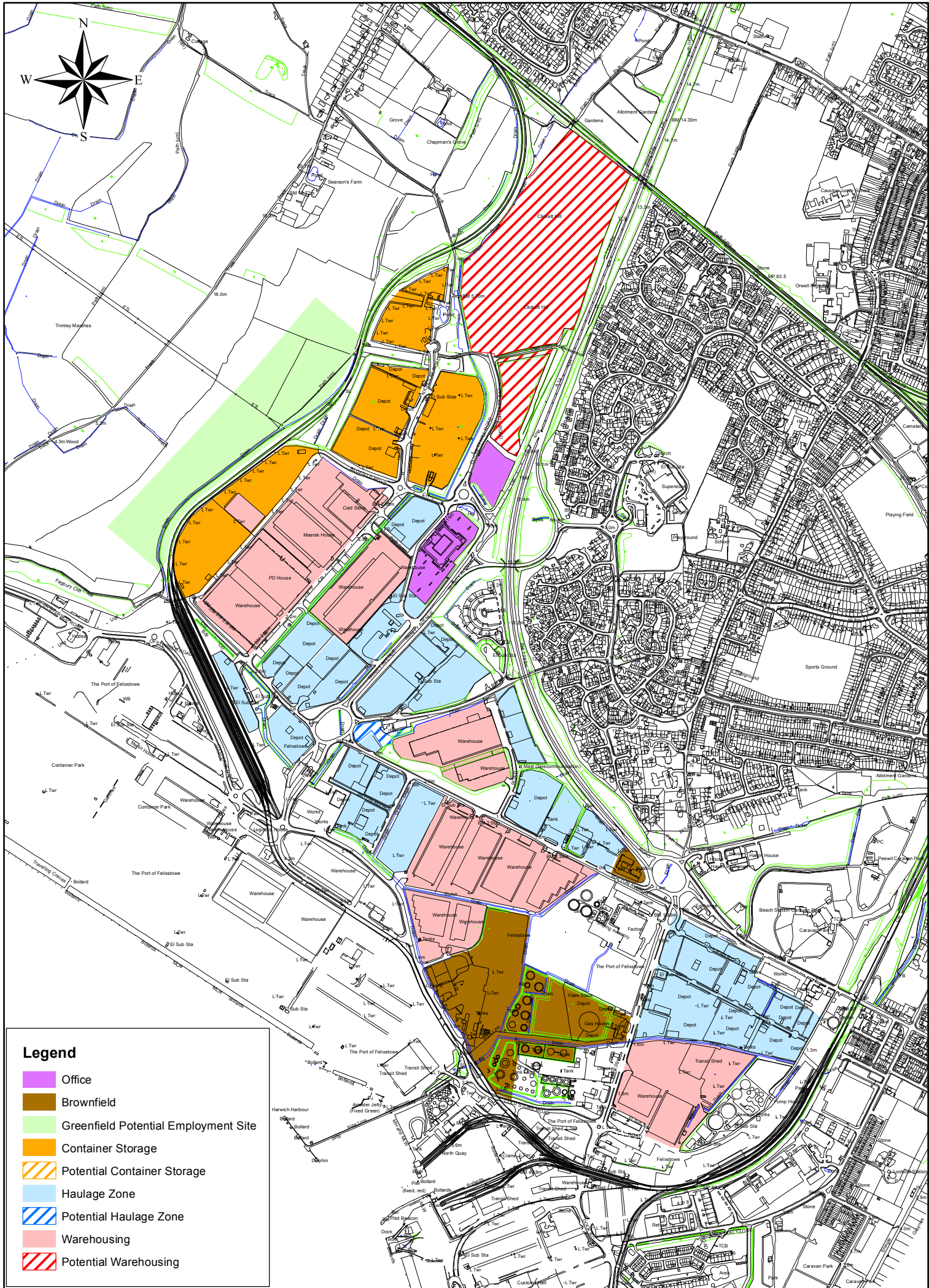
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APPENDIX 7

PORT RELATED LAND USES TREND



APPENDIX 8
INDICATIVE PHASING PLANS



Port of Felixstowe

Plan 1 - Current Land Use

Legend

- Office
- Brownfield
- Greenfield Potential Employment Site
- Container Storage
- Potential Container Storage
- Haulage Zone
- Potential Haulage Zone
- Warehousing
- Potential Warehousing

