

TRIMLEY ST MARTIN PARISH COUNCIL

You are hereby summoned to attend the meeting of Trimley St Martin Parish Council to be held at the Trimley St Martin Memorial Hall on Tuesday 3rd January 2017 at 7.30 p.m.

**Caroline Ley, Parish Clerk
28 December 2017**

Public Session

Please Note: residents are warmly welcomed and invited to give their views at this stage of the proceedings and to question the Parish Council on issues on the agenda, or raise issues for future consideration at the discretion of the Chairman. Members of the public may stay to observe, but may not take part in the Parish Council meeting that follows.

- County and District Councillor Reports (items raised for decision at this time will be placed on the agenda for the next meeting).
- Public Question Time

Parish Council Meeting

- 1. To elect a Vice Chairperson for the Council following the election of Councillor Sills as Chairman**
- 2. To Receive Apologies for Absence**
- 3. To Receive Declarations of Interests**
For Councillors to declare any interests in matters on the agenda.
- 4. To Receive and Determine Requests for Dispensations**
To receive and determine requests from Councillors for dispensations enabling them to speak, or speak and vote, on matters on which they have a pecuniary interest
- 5. To Approve the Minutes of the Meeting Held 6th December 2016 (attached)**
To approve the minutes of the meeting held 6th December 2016
- 6. To note the response from Department for Transport to Eversheds LLP detailing the additional matters to be addressed in the Network Rail Environmental Statement**
Following consultation with Suffolk County Council, SCDC, Trimley St Mary Parish Council, Historic England, Natural England, the Environment Agency and, of course, Trimley St Martin Parish Council, the Department for Transport have written to Eversheds setting out the additional matters that should be addressed in the Environmental Statement relating to the Gun Lane Bridge. A copy of their letter is attached at Annexe A. Points 7, 13 and 14 are those raised by this parish council.
- 7. To record thanks to the Trimley Saints Players for leading the singing at the Reeve Lodge Christmas celebration**
To record thanks to Trimley Saints Players for the entertainment they provided at the Reeve Lodge Christmas Celebration and to approve a contribution of £50 towards their funds.
- 8. To Note the Position in relation to the Request for Financial Support towards Replacement Play Equipment at Trimley Sports & Social Club**
Representatives of the Sports & Social Club & District Councillor Harding will be meeting staff from SCDC Active Communities Team in late January to discuss their aims and obtain guidance on issues of design and other matters. The Clerk has been invited to attend the

meeting. The Secretary to the Sports & Social Club will provide an update on progress at the February meeting

9. To Receive a Financial Statement to 25th December 2016 (includes bank statements and budget update)

To receive a Financial and Budget Statement to 25th December 2016

10. To Approve the Following Cheque Payments:-

To approve the following payments:

Date	Cheque No.	Payable to	In Respect of	Amount £	
03/01/2017	300127	Trimley Saints Players	Donation in recognition of services provided at Reeve Lodge	£50.00	
03/01/2017	300128	Mr B Dunningham	Cleaning of Bus shelter	£54.00	
03/01/2017	300129	G Mussett	Locum clerk's salary	£120.00	
03/01/2017	300130	Caroline Ley	Clerk's Salary	£384.28	
03/01/2017	300131	HMRC	Tax due on clerks' salary	£119.40	
03/01/2017	300132	Trimley Memorial Hall Corporate Trust.	Transfer of Funds	£1,000.00	
03/01/2017	300133	Trimley Memorial Hall	Hall Hire for Meetings	£115.00	
03/01/2017	300134	SALC	a)Local councils Explained b)Planning workshop c)Clerks Networking	£67.56	

11. To Consider offering comment on the Sizewell C Stage 2 Consultation see Annexe B

12. Close



**Department
for Transport**

Monica Peto
Eversheds LLP
One Wood Street
London
EC2V 7WS

Martin Woods
Head of the TWA Orders Unit
Department for Transport
Zone 1/14-18
Great Minster House
33 Horseferry Road
London SW1P 4DR

Direct Line: 020 7944 2488
Fax: 020 7944 9637

Email : transportandworksact@df.gov.uk

Web Site: www.gov.uk/df/twa

Our Ref: TWA 2/2/143

6 December 2016

Dear Ms Peto,

**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006: REQUEST FOR A SCOPING OPINION**

**PROPOSED NETWORK RAIL (FELIXSTOWE BRANCH LINE IMPROVEMENTS)
ORDER**

1. I refer to your e-mail of 24 October 2016 to Robert Fox requesting a scoping opinion under rule 8 of the above Rules.
2. You enclosed with your e-mail the "EIA Scoping Report" dated October 2016 (139989-ATK-EP-EEN-000004). The Scoping Report describes the proposed methodology for the Environmental Impact Assessment ("EIA") of Network Rail's Gun Lane Bridge scheme. This will be reported in the Environmental Statement ("ES") to accompany the application for the above proposed Order. The scheme involves the closure of six level crossings in the Trimley area (as a consequence of double-tracking this part of the Felixstowe branch line) and the construction of a new bridleway bridge in the vicinity of the existing Gun Lane Level Crossing to maintain pedestrian and equestrian access across the railway. The scheme also involves a number of alterations to the public rights of way network in the area.
3. We have considered your request for an opinion on the proposed scope of the EIA in accordance with rule 8 of the above Rules. In formulating the scoping opinion, we have consulted the following organisations and have considered their responses:-
 - Suffolk Coastal District Council
 - Suffolk County Council
 - Trimley St Mary Parish Council

- Trimley St Martin Parish Council
- Historic England
- Environment Agency
- Natural England.

4. The Secretary of State has considered the assessment of the potentially significant effects of the scheme set out in section 5 of the Scoping Report. Subject to the qualifications in paragraphs 7 to 16 below he agrees with the conclusions in the Scoping Report as to which topics should be scoped into the EIA – and reported in the ES – and which topics can be scoped out, as summarised in the Assessment Summary Matrix at section 5.12 of the Scoping Report (copy attached at the Annex to this letter).

5. Please note that the scoping opinion is given without prejudice to our consideration of any Order application which may be made for the scheme. The giving of this opinion implies no view on the Department's part about the merits or otherwise of the scheme.

6. We consider that the following matters should also be addressed in the ES.

General

7. The EIA should assess any significant effects during the construction of the scheme on the new housing development at Cavendish Grove, Trimley St. Martin, in particular from use of the proposed temporary access road from Trimley roundabout to the construction compound for the new bridge.

Ecology

8. The EIA should assess the potential for construction and use of the scheme to affect wintering birds which are designated features of the Stour and Orwell Estuaries SPA and Ramsar sites and which may use farmland adjacent to the development. The ES should include the information necessary to support a Habitats Regulations Assessment screening decision.

9. In addition to identifying mitigation measures for habitats and species affected by the scheme, the ES should consider options for including habitat creation and enhancement within the scheme.

Historic Environment

10. The ES should address the impacts of the scheme on the setting of scheduled monuments and listed buildings in the Historic Environment section, rather than in the context of impacts on Landscape and Visual Amenity. The assessment of impacts on heritage assets should use the tools and concepts in the Good Practice Advice Notes produced by Historic England – in particular Historic England Good Practice in Planning Note 3 "The Setting of Heritage Assets" (March 2015), and should consider the policies and guidance in "Conservation Principles" (2008).

11. The EIA should include consideration of the historic importance of the footpaths which criss-cross the area, including their relationship with the nearby heritage assets, and assess the impact of any closures and diversions on that significance.

12. As regards archaeological impact, if the area of the proposed construction compound is to be the subject of groundworks, levelling and installations such as crane foundations, the EIA should include field evaluation in the form of trial trenched evaluation.

Landscape and Visual Amenity

13. The EIA should include assessment of the visual impact of the bridge on users of the public right of way network and the new bridge.

People and Communities

14. The EIA should consider whether the new bridleway bridge is likely to have a deterrent effect on equestrians wishing to access the bridleway network and any consequential increase in safety risks should this lead to greater use of vehicular highways.

Traffic and Transport

15. The transport assessment should include consideration of the safety implications of sections of road that are to form diversionary routes and where there is no footway.

16. The threshold specified at paragraph 5.10.28 of the Scoping Report for assessing the effects of additional HGV traffic should be any junction that has experienced three or more personal injury accidents in the three year period ending 2014.

Distribution

17. Copies of the attached letter are being sent to those organisations which were consulted on the request for a scoping opinion, as listed in the beginning of this letter.

Yours sincerely,



Martin Woods

Sizewell C

The Parish council is invited by EDF Energy to comment upon aspects of their proposals for a new nuclear power station at Sizewell. The consultation period runs to 3 February 2017

The detailed consultation documents can be found at

<https://edfsizewell.dialoguebydesign.net/default.asp>

EDF summarise the position as follows:

EDF Energy 1 intends to submit an application for development consent to build and operate a new nuclear power station, Sizewell C, along with the associated development (such as an accommodation campus and transport proposals) required to enable construction and operation. Before submitting the application we are consulting on our proposals. In recognition of the amount of time that has passed, and in response to public feedback at stage one, our formal consultation programme now includes three formal public consultation stages, one more than originally proposed in 2012. This is Stage 2 of our pre-application consultation. At Stage 1, which ran from November 2012 to February 2013, we consulted on our initial proposals and options. Overall 1,298 responses were received to the Stage 1 consultation.

As well as considering feedback received at Stage 1, we have continued to engage and receive informal feedback from community groups, parish councils and other stakeholders since February 2013. In 2014, we undertook some informal engagement with local communities as we progressed our thinking on site options for the accommodation campus and park and ride sites. National and local planning policy, along with feedback from the first stage of consultation, on-going engagement and technical and environmental information from further studies, modelling and assessments, has helped shape our plans.

The Stage 2 strategies and proposals are summarised in this document and more detailed information is available in the Stage 2 Consultation Document. The Stage 2 consultation is open until 3 February 2017 and responses must be received by this date. Following Stage 2 we will consider all responses and use them to further inform the development of our plans. We will publish our preferred proposals alongside more technical and environmental information at a further stage of consultation, which will pave the way for the submission of an application for development consent. If necessary we will also undertake limited, focused stages of consultation if specific issues or significant changes arise. Further consultation will be promoted in advance. Before we began the Stage 1 Consultation, we prepared and published a Statement of Community Consultation (SOCC) explaining how we proposed to consult the local community about our proposals. Since then we have decided to include an additional stage of formal consultation. An 'Updated SOCC' was prepared to reflect the revised approach. We consulted the relevant local authorities and our 'Updated SOCC' is available online: www.sizewellc.co.uk. Development consent order Sizewell C is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. Following pre-application consultation, we will make an application to the Planning Inspectorate in the form of a development consent order (DCO). The Planning Inspectorate will process and examine the application before making a recommendation to the relevant Secretary of State, who will make the final decision on whether or not to grant consent for Sizewell C. More information on the NSIP planning process can be found at: <http://infrastructure.planninginspectorate.gov.uk> 1 NNB Generation Company (SZC)

A Joint Local Authority Group (JLAG) summit was held on 6 December to discuss plans for Sizewell C. The key areas raised by the community as part of the event related to accommodation, the impact on the community, construction, economy and skills, transport and the environment. The main concerns of those towns and parishes attending the event were around the planned construction of the temporary accommodation campus for the workforce (2,400 bed spaces) and the inevitable impact on roads and transport. As would be expected the attendees at the event were primarily those parishes and towns along the A12 corridor.

EDF say that have developed their plans with the aim of minimising the impact of the construction of Sizewell C on local communities. We are working to reduce the potential pressure on local roads caused by our workforce and the movement of construction materials by:

- building a

temporary accommodation campus (up to 2,400 bed spaces); • using park and ride facilities to reduce the number of worker car journeys; and • moving construction materials by sea and rail where possible.

- Rail - two options are now proposed: a rail extension of Saxmundham-Leiston branch using the green route identified at Stage 1 (preferred over the other two Stage 1 route options) and potential extension further into the site or a new rail terminal and freight laydown on land east of Eastlands Industrial Estate.
- Sea transport - in addition to the temporary jetty and the permanent beach landing facility (BLF) in Stage 1, we are proposing a narrower jetty and potential use of the BLF during construction as further options for marine delivery.

There seem not to be any impacts arising from the proposals that would be peculiar to Trimley St Martin. In broad terms there may well be job opportunities for local people, as well as a variety of business opportunities. This is a ten year project, inevitably over the course of this period the additional traffic on the A12 may well result in more general traffic congestion in the area.