

TRIMLEY ST MARTIN PARISH COUNCIL

You are hereby summoned to attend the meeting of Trimley St Martin Parish Council **Planning Committee** to be held at the Trimley St Martin Memorial Hall on Tuesday 22nd November at 7.30 p.m..

Caroline Ley, Parish Clerk
15 November 2016

Public Session

Please Note:

Members of the public are welcomed and invited to give their views at this stage of the proceedings (**i.e., before the start of the formal part of The Planning Committee Meeting**) and to question the Parish Council Planning Committee on issues **on the agenda**.

Members of the public may stay to observe, but may not take part or speak in the formal part of the Parish Council Planning Committee meeting that follows the Public session.

Trimley St Martin Planning Committee Meeting

AGENDA

- 1. Apologies for Absence**
To receive apologies for absence
- 2. To Receive Declarations of Interests**
For Councillors to declare any interests in matters on the agenda.
- 3. 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
- 4. To Confirm the Minutes of the Meeting of the Planning Committee held on 1st August 2016**
To confirm and sign the minutes of the meeting of the Planning Committee held on 1st August 2016
- 5. To Consider and Agree a Response to the consultation by the Secretary of State for Transport on the request by Network Rail for a scoping opinion in relation to the Gun Lane Bridge.**
To consider and agree a response to the consultation by the Secretary of State for Transport on the request by Network Rail for an opinion on whether their Scoping Report forms a satisfactory basis for an environmental impact assessment and, if not, what further or different information will need to be included.

6. To Consider and Agree a response to the consultation by Network Rail on the Proposed Network Rail (Felixstowe Branch Line Improvements) Order

To consider and agree a response to the initial consultation by Network Rail on the Proposed Network Rail (Felixstowe Branch Line Improvements) Order. Network Rail intend to submit their application during the first quarter of 2017 at which point a period of at least 42 days will be allowed for the submission of representations and objections to the Secretary of State. The opportunity at the present time is to comment on the proposals in advance of the formal application. The deadline for comments is 2 December.

7. To Consider a Response to The District Council in Relation to the Proposed Removal of the BT Pay Phone at the junction of Old Kirton Road and Cavendish Road

To Consider a Response to The District Council in Relation to the Proposed Removal of the BT Pay Phone at the junction of Old Kirton Road and Cavendish Road. The questions on which answers are sought by the District Council are whether the Council supports or objects to the proposal and whether the Council would be interesting in adopting the call box to use for another purpose.

8. Close

Note on item 5

The matter for consideration is the Environmental Impact Assessment Scoping Report produced for Network Rail. Scoping is the process of determining the content and extent of matters to be covered in the environmental information that has to be submitted to – in this case – the Department for Transport, so what is happening here is that Network Rail and others working on their behalf, have identified a range of issues that have to be addressed and they are asking for an advance view on whether they have omitted anything.

A summary of the report in tabular form is attached (Annexe A), the full report has been sent to you under cover of a separate email. Note that the scoping report relates to the construction of the bridge the stopping up of level crossings and the changes to the public rights of way. It does not touch on the environmental impact of the Trimley Loop Work. These works, which are included within the existing Transport and Works Act Order, will, they say, be considered within the “In-Combination and Cumulative Effects” chapter of the Environmental Statement for the new Transport and Works Order.

Members who are concerned about the noise impact of trains idling in the loop may consider that there is a danger here that this problem will be lost sight of and thus they may wish to identify it as an issue within the context of the scoping report, even though it is not fully within the scope of the exercise. Aside from this, the other issue to which they have given little consideration is the impact on the residents of Cavendish Grove of the temporary site access road.

Note on item 6

The documents provided by Network Rail are attached (Annexe B) and members may also have seen the exhibition displayed at Trimley Sports & Social Club at the consultation event on 3 November and had the opportunity there to speak to Network Rail staff.

Notes on item 7

This telephone box is one of the more modern type, not a traditional red box, and appears shabby and dirty. It has been used 24 times in the past year. When a telephone box is taken out of commission is possible for a parish council to adopt the box for a nominal sum of £1 however in this case the style and location might not be considered ideal for the sort of alternative uses which have been applied elsewhere which include:

- Defibrillator location
- Book exchange
- Tourist information

5.12 Assessment Summary Matrix

5.12.1

Table 5.27 summarises the preceding specialist sections in order to provide an overview of the proposed scope of assessment.

Table 5.24: Topics to be scoped in and scoped out in the ES

Effects	Construction	Operation	Comments
Air quality			
Air quality and dust	x	x	Proposed mitigation measures would ensure that no significant effects are likely to arise.
Ecology			
Designated sites	✓	x	There are three designated sites within 1km of the works.
Protected species	✓	x	Walkover surveys have identified potential for protected species (badgers, bats, dormice, and great crested newts). Assessment will address potential impact of the works and identify appropriate mitigation.
Flood risk and the water environment			
Surface water quality and quantity	x	x	There are no significant surface water bodies in the close vicinity of the proposed works. Standard construction site mitigation measures will be adopted to ensure effects are negligible. As no significant effects on surface water features have been identified, no significant effects on abstractions or discharges are predicted.
Groundwater quality and quantity	x	x	Assuming there is no significant existing contamination in the footprint of the piling works, it should be possible to mitigate construction effects to the extent that no significant effects will be predicted. The potential effects from the mobilisation of existing contaminants are considered in the Ground Conditions and Contamination chapter.
Flooding	x	x	The bridge is not located in any flood risk zones and the operation of the bridge will not result in any regular or planned discharges that may affect flood risk
Ground conditions and contamination			
Human health	✓	x	Details of potential construction impacts on human health, soil quality and groundwater will be assessed in the EIA.
Geology	✓	x	There are no recorded statutory geological sites or regionally important geological sites on or adjacent to the site.
Soil quality	✓	x	Ground conditions will not present any significant environmental impacts during the operation of the works
Groundwater	✓	x	

Effects	Construction	Operation	Comments
Historic environment			
Built heritage assets	x	x	Any construction impacts on the setting of designated built heritage assets in the vicinity of the works are likely to be temporary, small-scale changes. Installation of the bridge will bring a new element to the historic landscape, however the feature remains within the context of the existing rail corridor and will not change the character of the historic landscape. The proposed landscape restoration will provide visual screening for the bridge from designated heritage assets, therefore it is not considered likely that the setting of any of the features will be changed.
Archaeology	✓	x	There may be potential for as yet unknown archaeological remains to be uncovered. It is uncertain until further research has been carried out as to the extent of any potential impacts and the effect on any archaeological remains present.
Historic landscape	x	x	As the feature remains within the context of the existing rail works, the construction or presence of the bridge is not considered to be a significant impact as it will not change the character of the historic landscape
Landscape and visual amenity			
Visual Impact	✓	✓	Construction of the proposed works will result in a loss of landscape features (mainly woodland) and visibility of construction activities from surrounding receptors.
Landscape character areas	✓	✓	Whilst the proposed bridge will introduce a new element to the landscape, the features remains within the context of the existing railway. Adoption of a landscape restoration plan will provide visual screening from the bridge.
AONBs	✓	✓	
Noise and vibration			
Noise	x	x	Due to the large distance between the main bridge construction area and the nearest receptors, the proposed construction activities and equipment at the main bridge construction area and the minimal work required at the level crossings, there are no anticipated significant construction noise impacts. The nature of the works is such that no significant operational noise impacts would be expected.
Vibration	x	x	Given that the closest sensitive receptor to the proposed location of piling works is located at a distance of 300m, significant construction vibration impacts are not anticipated. The nature of the works is such that no significant operational vibration impacts would be expected.

Effects	Construction	Operation	Comments
People and communities			
Land use and agriculture	x	x	The area of land to be taken will be small, and the land will be restored on completion of the works to enable future agricultural use.
Community facilities	x	x	Due to the distance of community facilities from the proposed works, no significant direct or indirect impact on these is expected during construction or operation.
Amenity	✓	x	The amenity of residents in the area may be affected during construction, depending on construction traffic routes and details of construction activities.
Local businesses (including agricultural)	✓	✓	There may be a temporary impact on local agricultural businesses as a result of temporary land take of land currently in agricultural use, and potential operational impacts relating to level crossing closures.
PROW users	✓	✓	There is potential for significant construction and operational impacts in respect of PROW closures and diversions.
Employment/socio-economics	x	x	Any socio-economic benefits associated with the works are not expected to be significant.
Traffic and transport			
Traffic and Transport	✓	x	Significant construction effects may include fear and intimidation, severance and pedestrian / cyclist facilities and amenities; driver delay and accidents and safety; dust and dirt; access; and journey disruption or timetable amendments. It is unlikely that there will be permanent traffic or transport impacts relating to highway use as a result of the works. Note that impacts associated with changes to PROW will be assessed under the People and Communities topic.
Waste Management			
Waste	x	x	It is not anticipated that significant waste quantities will be generated during construction or operation, therefore there will be no significant impact on the waste management needs of the area



Felixstowe Branch Line Project
Network Rail
One Stratford Place
Montfichet Road
London
E20 1EJ

24th October 2016

Dear Sir/Madam,

TRANSPORT AND WORKS ACT 1992 (THE "1992 ACT")

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

Introduction

I am writing to inform you of Network Rail Infrastructure Limited's ("**Network Rail**") intention to apply for the above-mentioned Proposed Order under the 1992 Act.

The Proposed Order would enable Network Rail to close six pedestrian level crossings and provide a replacement bridleway bridge as part of works to upgrade the Felixstowe Branch Line near Trimley St. Martin and Trimley St. Mary (near Felixstowe, Suffolk).

As a Statutory Consultee under the Transport and Works Rules 2006, I am writing to inform you of Network Rail's intention to submit an application for the Proposed Order and to provide you with the opportunity to comment on the proposals.

Background

The Felixstowe Branch Line serves the Port of Felixstowe, which, as the largest container port in the UK, is of major importance to the economy, not only to Suffolk but also the East of England region and nation overall. Network Rail is planning to build an additional track to increase capacity on the line and to close six level crossings in the Trimley area, replacing them with a bridleway bridge and other diversions.

The Proposed Order relates to the closure of the level crossings only. Authorisation to construct the additional track was secured by the Felixstowe Dock and Railway Company in 2008 (by way of the Felixstowe Branch Line and Ipswich Yard Improvement Order 2008 and the Felixstowe Branch Line (Land Acquisition) Order 2014). As you may be aware, Network Rail has submitted a separate Transport and Works Act Order application to enable the relevant powers to be transferred to Network Rail. This application was submitted on 28th

September 2016 and is currently being considered by the Secretary of State.

The construction of the additional track will help increase the capacity of the Felixstowe Branch Line from 33 freight trains per day to up to 47 freight trains per day. However, more trains on this line may mean a greater risk to level crossing users in the Trimley area, so Network Rail intend to close the level crossings and replace them with a brideway bridge.

The Proposal

To continue to keep people safe and to reduce delays, Network Rail is planning to close six level crossings, build a public brideway bridge over the railway and divert some of the existing Public Rights of Way routes, the details of which can be seen on the enclosed plan (Indicative Permanent and Temporary Works Areas).

It is proposed that the replacement Brideway Bridge be located at Gun Lane, where one of the level crossings will be closed. Gun Lane is approximately 500m west of St. Mary's Church and Centre in Trimley.

These proposed works, together with the works already authorised by the 2008 Order, will:

- Increase capacity on the Felixstowe Branch Line and in doing so, reduce the number of lorries travelling on the A14.
- Improve performance and reliability of the railway including for passengers travelling between Ipswich and Felixstowe.
- Improve safety in the area.
- Include proposals for replacement ecological habitats and visual screening of the brideway bridge.

Next Steps

Network Rail intends to submit the Proposed Order application in the first quarter of 2017. The application will be publicised and those directly affected will be notified. Following submission of the application, there will be a period of not less than 42 days during which representations or objections may be submitted to the Secretary of State.

Network Rail is also holding a Public Information Event on Thursday 3rd November at Trimley Sports and Social Club, High Road, IP11 0RJ, between 14.00 and 19.00 where further information regarding the proposals will be available. An invitation to the event is enclosed.

You can also send any comments you may have on the proposals no later than 2nd December 2016 to: felixstowebranchlineproject@networkrail.co.uk.

Yours sincerely,



Alex Kirk
Senior Development Manager
Network Strategy & Capacity Planning
Network Rail Infrastructure Ltd

