

Trimley St Martin Parish Council:
Comments on Planning Application DC/20/5279/OUT
Land Adjacent to Reeve Lodge

Objection

1. The Planning Committee of Trimley St Martin Parish Council considered this application at their meeting on 20 January. Their comments are as follows:

Site Layout: Housing

2. Policy SCLP12.65 relates specifically to this allocation within the Local Plan. The policy calls for a mix of housing including housing for older people, but this application reflects a lack of clear provision for the elderly. It is understood that the plans provide for 13 one-bedroom flats within the affordable mix, but only 6 of these will be ground floor units. Of the 4 market rent flats, 2 will be ground floor units. No commitment is given to ensuring that these ground floor flats will be designed with the elderly in mind. Aside from the flats there are just two bungalows. These are three-bedroom, wheelchair accessible dormer bungalows and appear to be geared more to the needs of families with a disabled member rather than the needs of the elderly. From the proposed layout it appears that within the 139 dwellings the reality is that no specific provision has been made for the elderly. Although it is recognised that the proposed layout is indicative, it would seem sensible to factor in the provision of bungalows at the outset as their larger footprint would surely render them more difficult to allow for later.

Site Layout: Open Space

3. The developer estimates the total number of occupants of the dwellings at 312, but, if one applies the occupancy density set out by the Housing Strategy & Enabling Manager in her comments on the application, the total number of occupants can be expected to exceed 600. The open space requirement based on the figure of 312 is 0.75ha and the proposed open space allocation is a fraction larger at 0.8 ha, however when set against the more realistic figure of 600 the open space allocation is only a little more than half of what is required. It follows that significantly more open space is needed than has been provided.

4. The area of land which has been identified for open space is also shown as the location of the SuDS attenuation ponds, and it is bisected by a public right of way. Although it may be suitable for limited activities, it certainly would not be capable of meeting all the needs associated with open space such as the opportunity for young people to play ball games. The Parish Council recognises that the area of land on the other side of Gun Lane, originally intended to form part of this site, is now to be retained as agricultural land. To meet the needs of the community this plot should be allocated for open space, this would be possible to meet the needs of the community whilst at the same time addressing the need to avoid the coalescence of Trimley St Martin and Trimley St Mary.

Site Layout: Parking

5. The provision for parking by residents and their visitors is inadequate. The development is accessed off a roundabout and there is no street parking available nearby. Inevitably residents will park on the road in front of their houses rather than using the limited parking provision available to them, a scenario which is clear to see at other developments nearby. In this instance problems will be exacerbated by parents and carers parking on the development to drop children off at the school. In addition, parents who have dropped off their children will have to exit via the narrow residential roads as there is no turning circle provided at the end of the main entrance road.

Transport – Impact of Increased Number of Dwellings and Relocation of the Primary School

6. As this application is one of four which are at various stages of progression through the planning process, the view of the Parish Council is that the combined impact of all developments must be examined; a piecemeal approach is not acceptable.

7. The transport assessment is included with the EIA screening application DC/20/5239/EIA. Parish Councillors have been advised that figures relating to traffic volume, projected forward to 2027 and 2036, have been calculated to reflect the impact of all committed scheme sites. It is difficult to see how this can be so. The number of dwellings in Trimley St Martin alone will increase by more than 50% and yet the figures presented suggest that traffic flow will increase by a very small % indeed. In the circumstances the basis on which the calculations have been made must be questioned.

8. The Parish Council would like to see a clear explanation, setting out the assumptions underlying the traffic flow calculations and the projections relating to air quality. In particular, they take the view that the number of trips which will be generated by the school has been vastly under-assessed. As can be seen clearly from the parking around the school in its existing location large numbers of parents choose to drive their children to school. Parking is a very real problem and it will continue to be a very real problem when the school relocates. The vehicular entrance to the school is located off a roundabout, inevitably parents and carers will park on the main access road or on the roads within the development itself. It is difficult to see how this can result in anything other than chaos.

Transport – Safety Issues

9. The site is allocated for a two-form entry primary school and an early-years unit. To make it safe for children to walk to school it will be essential to provide controlled crossings on **all** approaches to the site so that children can cross Howlett Way and the High Rd safely. These need to be in place before the school opens. By the same token '20's Plenty' and 'School Ahead' signs will be needed on all approaches.

10. Some cyclists and pedestrians will enter or leave the site via Gun Lane. The intention appears to be that they will use the residential roads on the development to travel between Gun Lane and the school. This is not a workable solution on grounds of safety – the use of tandem parking on the development means that residents will either opt for roadside parking or be faced with the need to make frequent manoeuvres, especially if the driver

parked furthest from the road needs to leave before the driver parked at the rear. Inevitably drivers will be reversing into the path of children who are walking or cycling to school in a situation where kerbside parking reduces visibility. It follows that dedicated footpath/cycleway provision should be entirely separate from the pedestrian access.

11. Within the wider area, all cycleways must be fit for purpose. This development is one of four which will increase the number of children cycling to the primary school, and to Felixstowe Academy. The cycleway which runs along the High Rd towards Felixstowe is poorly defined and cannot be used safely because drivers park across it. Cycleways must be very clearly defined and parking across them must be prohibited. Without these simple provisions children will not be able to cycle safely to school. There must also be clear provision for children cycling from Kirton who will cross the A14 via the footbridge ready to remount their cycles in Old Kirton Road.

Unmet Community Needs

12. There is no provision on this site for additional community facilities, the same is true of the other committed sites in the village. The vast increase in the population of the village will increase the demand for community meeting space and members call for this to be addressed. The school cannot fulfil this need, even though space may be available for hire in the evenings, there will still be an unmet need for facilities during the day.

Sustainable Energy

13. The Parish Council objects to the proposal to heat the dwellings by gas. A new build offers opportunities for innovative solutions such as the use of heat pumps which are much more expensive and troublesome to fit retrospectively – the opportunity should not be set aside. Members expect to see a real and demonstrable commitment to sustainable energy including the use of solar panels where appropriate.