

# TRIMLEY ESTATE



A major investment by  
Trinity College Cambridge

## Trimley Estate, Land off Howlett Way, Trimley St Martin

**Statement of Community Involvement**  
**Prepared by MPC on behalf of the Trimley Estate**

**May 2020**

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# 1 . Introduction



**This Statement of Community Involvement (SCI) has been prepared by MPC on behalf of the Trimley Estate. It sets out the public and stakeholder engagement accompanying the planning application for a residential led scheme for the Land off Howlett Way.**

The document details how Trimley Estate have informed and involved the local community about the plans, in accordance with Suffolk Coastal District and East Suffolk District Council's Statement of Community Involvement and national planning guidance.

Trimley Estate has demonstrated a commitment to early stakeholder engagement and endeavoured to ensure that the community were made aware of the proposals. Trimley Estate welcomed and invited feedback on the proposals to establish if any amendments could be taken on board prior to the submission of a planning application.

## TRIMLEY ESTATE



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Trinity College Cambridge

Owned by Trinity College, Cambridge, Trimley Estate is the custodian of a rich and varied area of Suffolk. The Estate encompasses local farmland, homes, commercial operations and services for Felixstowe Port. Trimley Estate works on an ongoing basis with local stakeholders to identify how its land can be allocated for sustainable development, to meet the commercial and/or residential needs of the community.



MPC was established in 2006 and we are now one of the leading public relations companies specialising in consultation around planning issues. We have worked with a wide range of house builders, retailers and commercial developers. Our experience is across England and Wales and we are experienced in reaching out and positively engaging with local residents when it comes to planning applications.

## 2. Requirements of the consultation



Community involvement is at the forefront of national planning policy and is noted in National Planning Policy Framework (February 2019). The NPPF (paragraph 39) states that **“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”**

Planning Policy Statement 12 (Para 4.21) required local planning authorities to produce a Statement of Community Involvement (SCI) as part of their Local Development Frameworks. The principle objective of the SCI is to ensure that all sections of the community, including local groups and organisations, are given an opportunity to engage in the planning process.

Suffolk Coastal District Council adopted its Statement of Community Involvement in September 2014. It applied to both the preparation of local planning policy documents and to planning applications. Section 3 of Suffolk Coastal District Council SCI contains information with regard to what is expected of applicants by way of consultation and community engagement for significant planning applications.



“

**“Suffolk Coastal District Council encourages people to get involved within planning decisions, as more feedback leads to greater understanding of local requirements which in turn allows the Council to make stronger decisions to improve your local area.”**

**“The Council also encourages applicants to undertake pre-consultation with the community, particularly for large scale schemes.”**

Section 3, Suffolk Coastal District Council, Statement of Community Involvement, September 2014

”

Under the Local Government (Boundary Changes) Regulations 2018 (Party 7), any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council. This document therefore applies to that part of East Suffolk Council area covered by Suffolk Coastal Local Planning Authority until such a time as it is replaced.

## 3. We have responded to this by...



### Involving local representatives

Seeking to involve local councillors, groups and organisations in the consultation process and ensuring this consultation continues beyond submission to help further develop the application. Updates on the proposal have been given to local representatives at regular Local Authority Liaison Committee meetings.

### Involving residents

An invitation was sent to 1,516 addresses around the site. The invitation gave details of the proposals for the site and invited residents to a near neighbour drop-in session held at Trimley Sports & Social Club, 95 York Rd on Tuesday 17 July 2018, 16:00 – 20:00. This event was also widely publicised through a press release and bulletins sent to parish councils. Subsequently a near neighbour consultation was held on the proposal for public car parking on part of the site in December 2019 to test their response to an issue raised as part of the broader consultation.

### Encouraging feedback

A feedback form accompanied the invitation to the consultation and feedback forms were distributed at the consultation event itself, welcoming the community's thoughts and insights. All forms could be filled out and returned at the event or returned later via Freepost. Engaging online

A consultation website – [www.trimley-howlettway.co.uk](http://www.trimley-howlettway.co.uk) – was set up to provide information about the proposals. The website was publicised through the newsletter and visitors were encouraged to visit the website, ask questions at the event or via a freephone information line and submit feedback via the website or email on all consultation materials.



# 3. Involving local representatives



**Trimley Estate recognised that it was important to engage local representatives early in the consultation process. As part of the consultation local political and community stakeholders were invited the near neighbour consultation, held on 17 July 2018.**

Attendees included

- ▶ Cllr Graham Harding (SCDC, The Trimleys)
- ▶ Cllr Stuart Bird (SCDC, Felixstowe West)
- ▶ Cllr Yvonne Smart (Trimley St Martin Parish Council, Chairman)
- ▶ Cllr Robert Parker (Trimley St Martin Parish Council, Vice-Chairman)

The project team also attended separate meetings with Trimley St Martin Parish Council and Suffolk Coastal District Council in order to discuss the proposals in detail.

First Stakeholder Meeting

On 19 June 2018 a meeting took place between members of the project team, Cllr Graham Harding (SCDC, The Trimleys) and Cllr Yvonne Smart (Trimley St Martin Parish Council, Chairman). Topics discussed included:

- ▶ Early Years Centre
- ▶ Access
- ▶ Parking
- ▶ The former poultry farm
- ▶ Near neighbours
- ▶ Need for green space and play area within the parish
- ▶ The Howlett Way roundabout
- ▶ Speed along the Howlett Way and traffic calming measures
- ▶ Landscape management on the A14 embankment
- ▶ Upcoming public consultation event and ways to publicise.

Meeting with Trimley St Martin Parish Council

On 3 July 2018 a meeting took place between members of the project team and Trimley St Martin Parish Council. Topics discussed included:

- ▶ Need for a primary school
- ▶ Need for open space and larger play area
- ▶ The Early Years provision
- ▶ Parking
- ▶ Trimley Estate's land ownership
- ▶ Provision of Bungalows
- ▶ The poultry farm
- ▶ The location of the access road
- ▶ The level of parking per house
- ▶ Building heights.

Meeting with Trimley St Mary Parish Council

On 4 July 2018 a meeting took place between members of the project team and Trimley St Mary Parish Council. Topics discussed included:

- ▶ Pedestrian crossing and signalised crossing
- ▶ Pedestrian refuge
- ▶ Parking issues on Church Lane
- ▶ Green space
- ▶ Car parking
- ▶ Primary School
- ▶ Construction traffic
- ▶ Speed along Howlett Way
- ▶ Nursery spaces.

Local Authority Liaison Committee (LALC)

Updates on the proposals for Howlett Way have been given at the regular LALC meetings where local representatives and other stakeholders meet to discuss issues relating to the Trimley Estate and Port of Felixstowe. Following each report, local representatives have taken the opportunity to ask questions about the proposal and its progress.



# 4. Involving residents

**A newsletter was sent out to 1,516 home addresses in and around Trimley St Martin. The letter invited people along to the near neighbour public consultation and notified people about the website as an alternative way of getting information and responding to the consultation. The Freephone information line, email and website were all identified as part of the newsletter.**



**Total Number of newsletters sent: 1,516**

# 5. Engaging online



The dedicated website – [www.trimley-howlettway.co.uk](http://www.trimley-howlettway.co.uk) – was created in support of our consultation with residents and local stakeholders. This website gives details of the proposals and allows visitors to submit feedback electronically and via email. This website will be further developed as the application progresses. It hosts:

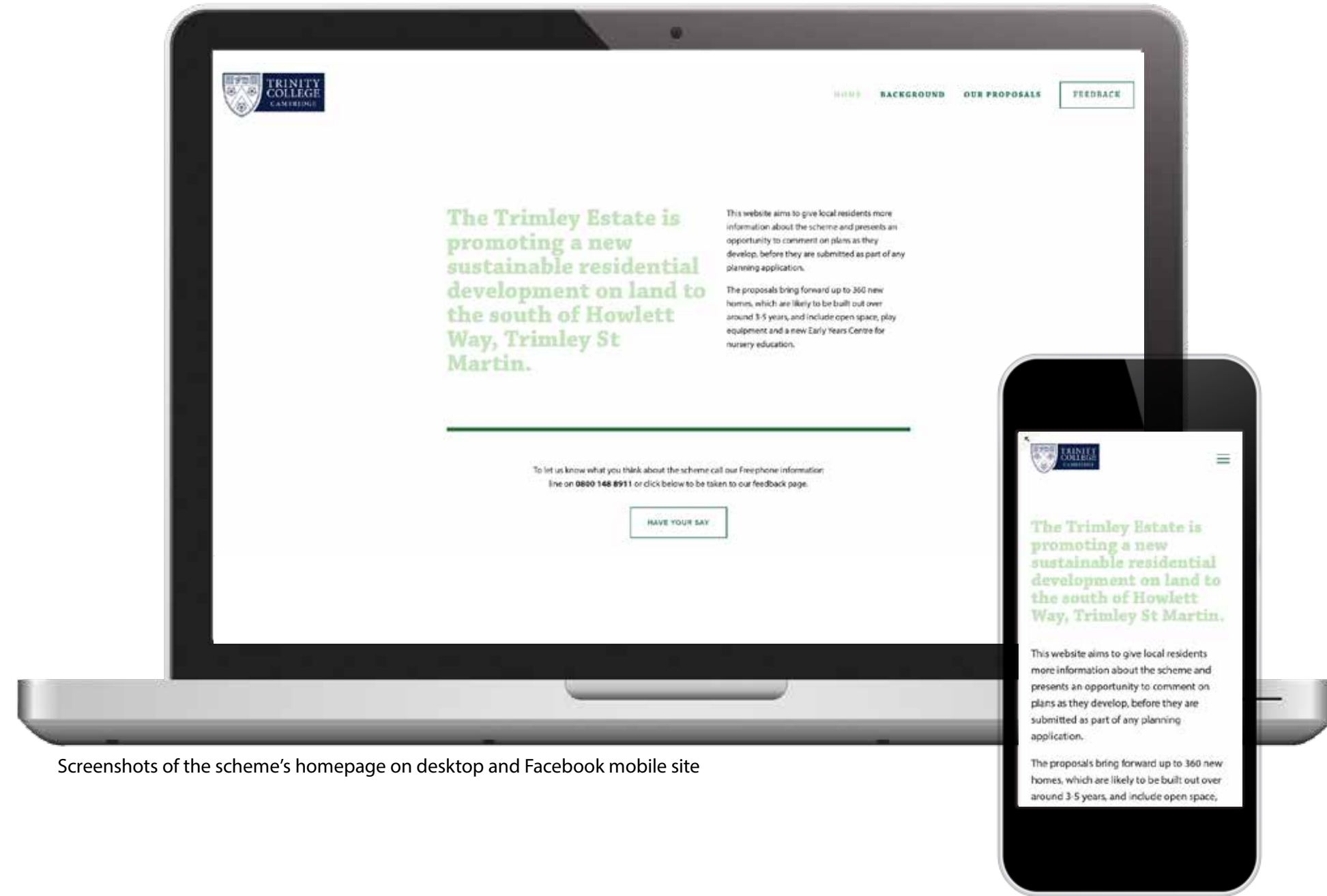
- ▶ Images of the site
- ▶ Layout plans
- ▶ An online comment form
- ▶ Contact details for questions and other information

Website analytics	2019	2018	Total
Unique visitors	179	410	589
Page views	296	704	1,000

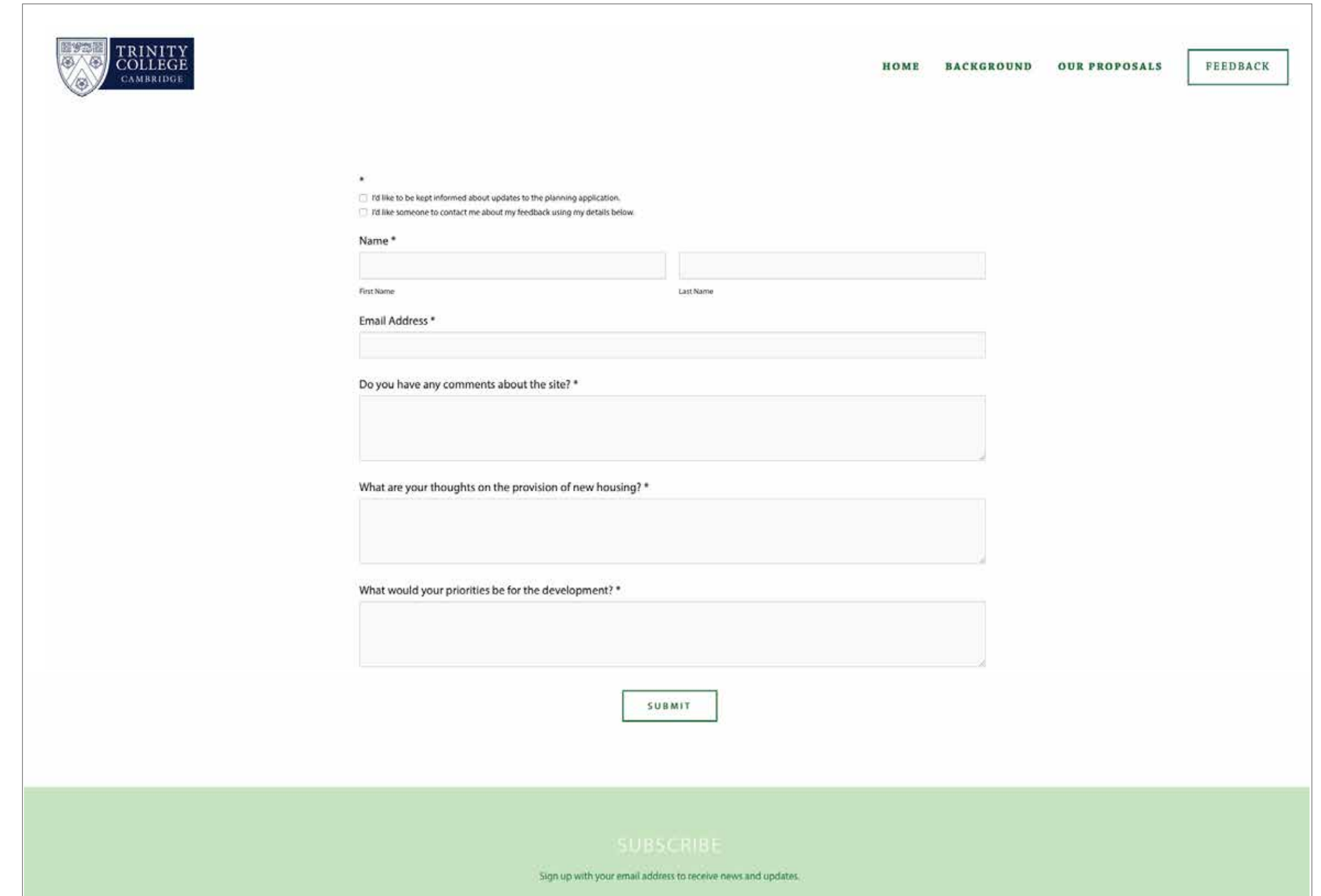
Visits by source	2019	2018	Total
Desktop	105	175	280
Mobile	29	121	150
Tablet	18	72	90

Total page views: 1,000

Total number of unique visitors 589



Screenshots of the scheme's homepage on desktop and Facebook mobile site



Screenshots of the scheme's feedback form on desktop

## 6. Public Exhibition

Residents around the site were invited to a drop-in session at Trimley Sports & Social Club, 95 York Road on Tuesday 17 July 2018, 16:00 – 20:00.

- ▶ The exhibition was held on a weekday and in the evening, to accommodate those who may be busy at the weekend or who wanted to attend after work;
- ▶ Local residents were invited to the exhibition via a letter which was sent to 1,516 homes;
- ▶ Local political representatives and other interested parties were invited to the consultation by letter, phone and email;
- ▶ A feedback form was given to every attendee of the event and they were invited to share their opinions regarding the proposals. The forms could be filled out and returned at the event or returned later via Freepost;
- ▶ Members of the project team were present to answer questions and talk residents through the plans;
- ▶ Materials, such as a model and display boards, were on hand to focus and facilitate meaningful conversations;
- ▶ All consultation materials were made available on-line on the day of the exhibition;
- ▶ 103 people attended the near neighbour consultation event.

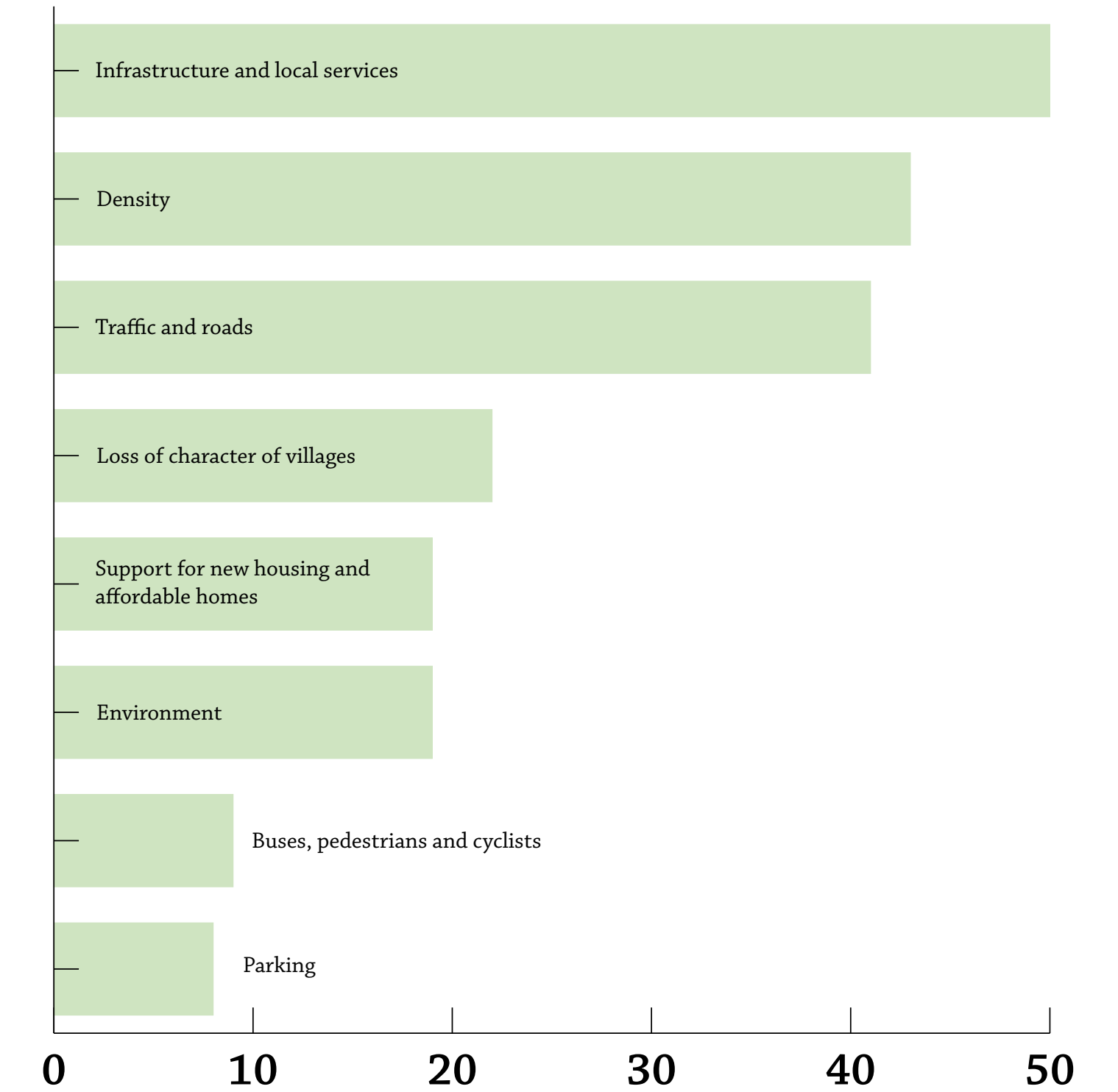
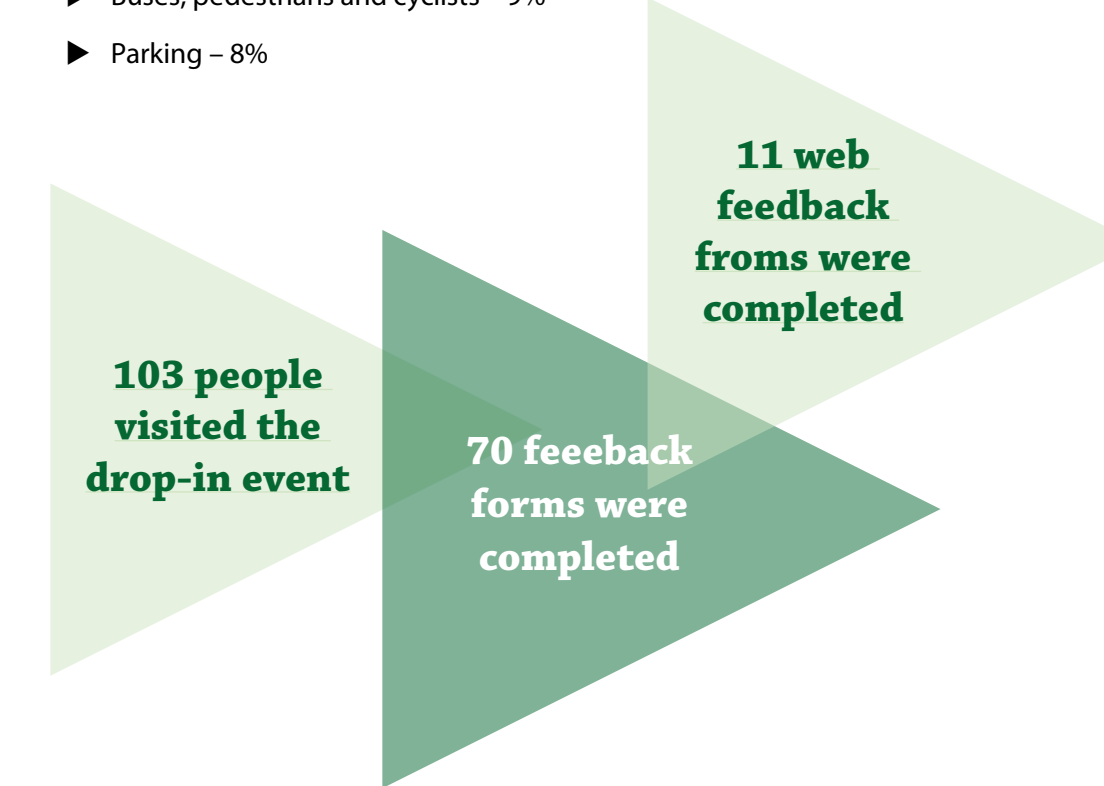


## 7. Summary of feedback

During our consultation, neighbours expressed concerns regarding various aspects of the scheme. While some recognised the need for the delivery of homes in the area, concerns were expressed about the potential pressure on local infrastructure, density and loss of character of The Trimleys.

### Percentage of residents who raised concern regarding:

- ▶ Infrastructure and local services – 50%
- ▶ Density – 43%
- ▶ Traffic and roads – 41%
- ▶ Loss of character of villages – 22%
- ▶ Support for new housing and affordable homes – 19%
- ▶ Environment – 19%
- ▶ Buses, pedestrians and cyclists – 9%
- ▶ Parking – 8%



## 8. Responding to feedback



### The case for new housing and affordable homes

Some 20% of respondents said there was a need for more homes in the area. In particular they voiced support for affordable homes and homes for young people. Other suggestions included building more bungalows for elderly people near the bus stop.

Other respondents voiced concern that the green buffers between the villages and Felixstowe/Walton/Port would soon disappear. Several commented on the amount of development which is already taking place locally – pointing to the developments at Old Mushroom Farm, Thurmans Grove and “land the other side of the dockers club”. There was a common wish to retain the ‘village feel’ of the area and not make the Trimleys into an urban centre. Many respondents believed that this development would lead to further development in the area.

*“I accept that new housing is required however I question the numbers required.”*

### Response

The principle of developing the site has been established in the adopted Local Plan, which has been prepared to respond to the needs of the area and has been subject to extensive public consultation and independent scrutiny. Nevertheless, the application recognises that the scale of development anticipated by the Local Plan (around 360 dwellings) is difficult to achieve on this site without compromising the quality of the scheme that is delivered. On this basis, the amount of development has been reduced to a maximum of 340 dwellings and the scheme has been designed to respond to the character of the area, as explained in the Design and Access Statement.

### Character of village

Some respondents were concerned that the Trimley villages would lose their historic significance and character due to overdevelopment. Several felt the development was “not suited to a quiet village,” others pointed to the need to preserve the unique significance of the Trimley Villages (e.g. its Pre-Roman and post Doomsday highway routes and settlements).

*“Trimley St Mary and Trimley St Martin are villages and we do not want them turned into a town.”*

### Response

The Howlett Way Masterplan has strived to achieve a balance between retaining the existing sense of place and creating a new settlement and community identity. It is based on a traditional network of streets interspersed with new green open spaces and retained walking routes on the perimeter of the site. The scale of development on the edges of the site has been limited specifically to provide a ‘village edge’ character of development. This will help integrate different land uses and offers a variety of distinctive routes which are fronted by urban form – a network which echoes the surrounding urban pattern of the Trimleys.

The development has been set back from the historic buildings which are central to the identity of the Trimleys, such as Trimley St Martin and Trimley St Mary parish churches to create a landscape ‘buffer’ of public open space.

The development has also been set back further from Church Lane which is retained in its historic form and not used for vehicle access. The new village green has been enlarged to provide a more sympathetic setting for Trimley Old Rectory.

The siting of buildings to the front on to open space and hedgerows will help reinforce an appropriate sense of place.

### Concern about the housing density

Forty three percent of respondents complained about the number of homes and the overall density of the proposals.

*“This many homes will destroy our tranquil village environment.”*

### Response

There is not a consistent local vernacular in terms of architectural style, but the scale of development fronting Howlett Way has been reduced from predominantly three storeys to two and two-and-a-half storeys, to provide a less prominent, softer frontage to the development. This mirrors the surrounding urban form which is one and two storey homes and better reflects a more village edge character. The amount of development proposed by the application has been reduced from around 360 to up to 340 dwellings.

### Environment, loss of green space/need for open space

Nineteen percent of respondents were concerned about the impact the development would have on the environment. Several respondents lamented the loss of agricultural land and green space. Two respondents asked for more green space and better protection for wildlife within the plans; the need for more playing space for children was also raised. Two respondents voiced the need for more green separation than was proposed. One resident suggested the loss of pedestrian crossings on the A14 and railway line would cut off access to the countryside for villagers.

Several praised the proposal for attempting to tackle the need for more open space and recreational areas in the Trimleys, however, there was some scepticism as to the deliverability of this open space. One respondent said they did not care how much green space was provided; they would still oppose the development.

*“No matter how ‘green’ you make it, it is not wanted.”*

### Response

A network of smaller green spaces throughout the development ensures that all homes have access to local green space within two minutes walking distance. Existing hedgerows, trees, historic lanes and woodland planting have been retained which will help make the development look and feel more established.

Play and ‘trim-trail’ equipment has been built into the landscaping proposal for the scheme on the perimeter of the site, to provide recreational opportunities and encourage active lifestyles for new and existing residents of all ages.

## 8. Responding to feedback



### Access

Four respondents criticised the choice of having only one access point into the development.

### Response

The proposed roundabout off Howlett Way provides excellent access to the site and from the site on to the A14. It avoids unnecessary journeys onto the High Road. Church Lane is a narrow historic lane, a cul-de-sac without footpaths, street lighting or adequate width at the point of egress on to the High Road. The use of Church Lane is excluded as an option both practically and in planning policy.

### Road safety on Howlett Way

Several respondents felt that cars coming off the A14 entering Howlett Way at speed would arrive at the new roundabout too suddenly. Two respondents suggested speed bumps for Howlett Way.

One respondent expressed concern that the location of the open space would force residents to cross the busy Howlett Way, suggesting that the land adjacent to Goslings Nurseries and Thorpe Lane would be preferable.

### Response

The design of the access to the scheme, via a roundabout on Howlett Way, has been designed specifically to reduce the speed of traffic entering the Trimley villages from the A14 in response to the concerns raised about speeds on Howlett Way.

A pedestrian refuge has been proposed on Howlett Way close to its junction with the A14 roundabout, to allow for safer crossing of pedestrians using the existing right of way.

Improved pedestrian crossing facilities have also been proposed as part of minor amendments proposed to the junction of Trimley High Road and Howlett Way.

### Traffic and roads/Road safety of High Road

Traffic was a prominent concern expressed in the feedback. 41% of respondents argued that the development would cause traffic to build up on the High Road. Several voiced their belief that this would create a dangerous situation.

### Response

The pedestrian and cycle access/egress from the development onto Church Lane means that the shortest and most attractive route to the High Road is on foot or on a cycle which should reduce unnecessary car journeys to the High Road.

A pedestrian crossing has been added on the Trimley High Road between The Mariners Public House and St Martin’s Church, close to the end of Church Lane.

### Buses, Pedestrians and cyclists

Respondents generally supported the inclusion of pedestrian, bicycle and bus routes.

### Response

Every opportunity has been taken to offer attractive alternatives to the use of the private car, with linkages to bus and rail services and a safe network of footpaths and cycleways.

### Parking

A number of responses focussed on parking. Two respondents highlighted the need to make sure residential parking was adequate in the new homes. Three respondents including Trimley St Mary Parish Council suggested that the open space off Church Lane should be used as a new public car park. Two respondents pointed to the need for new parking near the post office.

### Response

A proposal for 11 parking places to be created on the southern corner of the site fronting onto Church Lane was developed in response to the consultation and the residents on Church Lane, local businesses including the Post Office, and the Trimley St Martin and Trimley St Mary Parish Councils were consulted on the proposal.

### Impact on infrastructure and local services

Half of respondents voiced concern that local infrastructure and services would not be able to cope with the amount of new homes being proposed. Residents described local services, such as schools, doctor’s surgeries, dentists and shops as already oversubscribed. One resident cited the Felixstowe Peninsula Area Action Plan consultation as advising that the current infrastructure in the Trimleys should be improved before any further residential development is undertaken. 12 respondents asked for another secondary school to serve the local area. 8 respondents asked for more retail space to serve the new development (e.g. stores and cafés on the High Road). One resident asked for improved drainage for properties on the High Road.

*“Can you guarantee another school and doctor’s will be built?”*

### Response

Neither the adopted nor emerging Local Plans anticipate the delivery of a primary school on this site. The emerging Local Plan allocates land for a mixed-use development including a new primary school to the south of the High Road, behind Reeve Lodge (policy SCLP12.66).

The Howlett Way proposal includes provision for an Early Years Centre as required by Suffolk County Council and as specified in the Local Plan.

Trinity College Cambridge are committed to making further substantial contributions towards the Council’s Community Infrastructure Levy and will be guided on requirements for other contributions via planning obligations by the Local Planning Authority and relevant consultees, subject to negotiation.

# 9. Parking on Church Lane

Following on from responses received a further consultation was held in December 2019 involving residents and businesses who might have an interest in car parking on Church Lane. While there was some support for additional parking provision amongst businesses and other organisations, there was strong opposition from residents of Church Lane to parking places being located where the footpath had been intended.

Representatives of the Trimley St Martin Parish Council accepted that there was a need to address parking problems on the High Road but objected to this car parking proposal on the grounds that Church Lane was unsuited to additional traffic. The proposal had originally been suggested by representatives of the Trimley St Mary Parish Council who continue to support the idea. We also engaged with highways officers and planners at East Suffolk who were of the view that the proposals were not likely to resolve the villages' public car parking issue.

The following comments summarise the views expressed by the 14 businesses and residents interviewed:

### Congestion on Church Lane

- ▶ "The idea is 'silly' as cars already cannot get past each other when they drive up Church Lane, more cars would make it worse."
- ▶ "Church Lane is already busy."
- ▶ "When people park along Church Lane to go to Church it is scary – and these proposals are unlikely to reduce that problem."
- ▶ "Church Lane is too congested already and Emergency vehicles will find it difficult to pass along it if they were needed". "It is difficult enough for me and I only have a small car."
- ▶ "If you encourage more cars onto Church Lane it will just get more congested."

### The need for car parking

- ▶ "The Arts Centre has a capacity of 60 not 11."
- ▶ "11 is not enough spaces to help when the Church or Arts Centre need them."
- ▶ "We wouldn't object but that location and size just doesn't solve any of the parking problems."
- ▶ "Church Street doesn't need parking people have their drives."
- ▶ "The parking problem is on the High Road – that's where you need more parking places."
- ▶ "It's too far from the shop – people already park on the yellow lines and block Church Lane, why would they come all this way?"
- ▶ "It's too far to be much use to the pub or the shop."
- ▶ "It might help the shop but people mostly just risk it on the yellow lines."

### Misuse by residents on Howlett Way

- ▶ "We were promised no access from the new development onto Church Lane – this will end up as a new vehicle access, first with motorbikes, then the 4x4s will drive across churning up the mud, then you'll build them a road..."
- ▶ "This will just become a route onto the new estate."
- ▶ "Those bollards won't last five minutes."
- ▶ "What is to stop the residents on Howlett Way parking there and along Church Lane to save driving all the way round? You shouldn't encourage them."

### Impact on wildlife

- ▶ "What would a car park do for the wildlife on the green space around the development?"
- ▶ "The less you disturb the existing hedge the better."
- ▶ "Extra traffic is already eroding the banks as they try to pass each other."



Illustrative view of car park in relation to Church Lane

### Safety of pedestrians on Church Lane

- ▶ "Church Lane is unsafe for pedestrians as it is and when people cross at the High Road end they don't look. More cars would make matters worse."
- ▶ "Church Lane is dangerous for pedestrians because of the number of cars already using it."
- ▶ "This was meant to be a pedestrian entrance, now it has disappeared under a car park."

### Anti-social behaviour

- ▶ What's to stop the cars being broken into – it will attract car thieves."
- ▶ "We already have unsavoury characters hanging around."
- ▶ "You'll turn it into a dogging spot."
- ▶ "If you have parking it will need to be much better lit – are you planning to improve the lighting on the whole of Church Lane?"
- ▶ "If you light the car park up then my house will never be dark."

### Conclusion

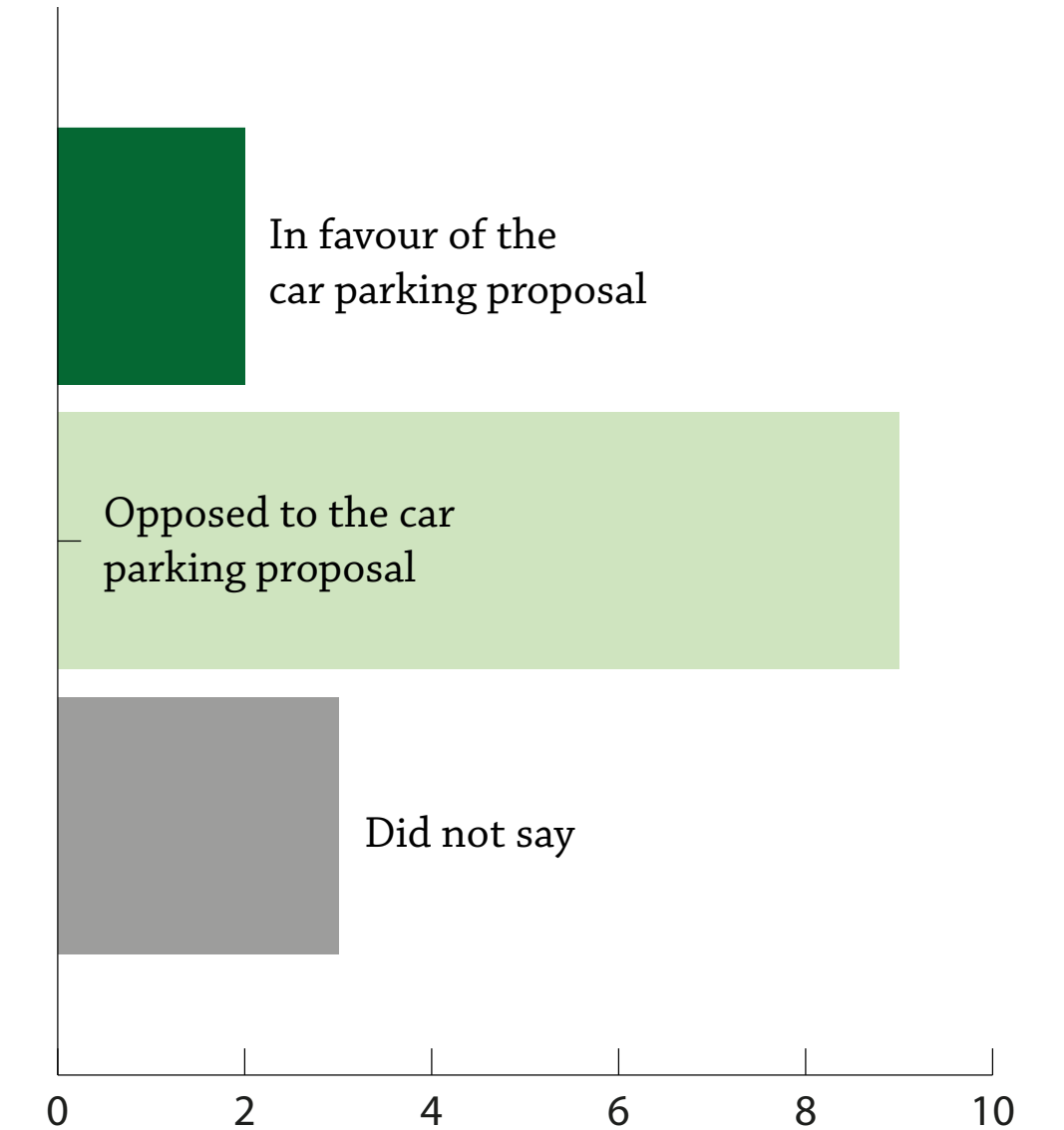
In the light of the comments made by residents and other stakeholders about the suitability of the location, the additional traffic and nuisance it might cause, and to allay concerns that new parking places on Church Lane might lead to unintended vehicular access/egress from Howlett Way, anti-social behaviour and road safety issues, this proposal will no longer be pursued as part of the application. We will continue to explore other options to address High Road parking issues in concert with the Parish Councils.

### Enforcement

- ▶ "A free parking sign will attract too many cars."
- ▶ "Will you put a sign post up and attract more traffic or not and potentially leave it unused?"
- ▶ "If you put up a sign it will be overused, if you don't it'll be hardly ever used."
- ▶ "Who will enforce the parking restrictions? Who will stop people dumping cars there?"
- ▶ "Will you be putting double yellow lines on Church Lane – because you'll have to stop people parking all along it."

### Other

- ▶ "I have an old wall (approximately 100 years old) on the boundary of my property. It's not listed but if there is more traffic, the lane is so narrow it is likely it will be at risk."
- ▶ "A car park would simply disturb residents that live on Church Lane. It's a peaceful environment and it would cause noise and add to the congestion on Church Lane."
- ▶ "I would object."





# Appendix A: A4 Invitation newsletter



# Appendix B: A5 feedback card



# Appendix C : Exhibition banners



### Land off Howlett Way Trimley St Martin

**Welcome to our exhibition**

The Trinity Estate is promoting a new sustainable residential development on land to the south of Howlett Way, Trimley St Martin. We'd like to know what you think.

The proposals bring forward up to 360 new homes, which would be built over around 3-5 years, and include open space and a new Early Years Centre for nursery education. The site has been allocated in the Hillsborough Area Action Plan.

To let us know what you think about the scheme, complete our feedback form or call our Telephone Information Line on 0300 148 8971.

[www.trimley-howlettway.co.uk](http://www.trimley-howlettway.co.uk)

### Land off Howlett Way Trimley St Martin

**About the scheme**

- Allocated in Hillsborough Area Action Plan and PFI Box structure
- Retention of existing trees, hedgerows and PFI Box structure
- Up to 360 new homes in a range of sizes and styles
- New public open space
- Up to 120 of the new homes available for below market rent or shared ownership
- Additional crossing points on Howlett Way and new pedestrian connections to existing footpaths
- New Early Years Centre
- A new gateway to Trimley St Mary and Trimley St Martin when approaching from the A14
- Single vehicle roundabout access from Howlett Way

[www.trimley-howlettway.co.uk](http://www.trimley-howlettway.co.uk)

### Land off Howlett Way Trimley St Martin

**Our proposals for the land to the south of Howlett Way include:**

**New homes**

- Up to 360 new homes, in a range of styles and sizes. The look and position of these homes would be set at a more detailed planning stage (called Reserved Matters) when a housing developer is on board and looking to deliver the new homes.
- Up to 120 of the new homes would be a mix of below market rent and shared ownership, allowing people to get onto the housing ladder and access affordable housing on low incomes.
- Parking spaces will be provided in accordance with standards set by Suffolk County Council.

**A well designed, green scheme**

- Existing hedgerows and trees will be retained where possible, providing strong site boundaries and enhanced habitats for wildlife. New trees and landscaping will be provided across the site to enhance its biodiversity.
- A carefully designed landscaping scheme will help to maintain and retain the existing PFI Box structure at the centre of the site to create an interesting historic feature.
- A new series of green spaces will thread through the site, creating pleasant walks and opportunities for significant landscaping.

[www.trimley-howlettway.co.uk](http://www.trimley-howlettway.co.uk)

### Land off Howlett Way Trimley St Martin

**A connected development**

- A single vehicular entrance onto Howlett Way.
- Pedestrian links will be provided through the site to existing rights of way as well as onto Church Lane.
- The proposals are within a short walk of the local shops and bus services.
- A new 32 place Early Years Centre.
- Financial contributions will be provided towards the Council's Community Infrastructure Levy which is used to fund new school places, enhanced health infrastructure, road improvement schemes, libraries, sports facilities and other infrastructure improvements in the local area.

**Next steps**

- Outline planning application to be submitted late Summer
- Suffolk Coastal District Council will then review
- The site would need to be marketed and a reserved matters application submitted by a developer before development could begin
- This process could take around two years

**What do you think?**

Do you have any comments about the proposals?

What are your thoughts on the provision of new housing?

What would your priorities be for the development?

**Complete our feedback form today.**

[www.trimley-howlettway.co.uk](http://www.trimley-howlettway.co.uk)

# Appendix D: A4 Handout with feedback form



The handout includes a site plan, a background section, and a feedback form. The feedback form asks for comments on the provision of new housing, priorities for the development, and thoughts on transport, parking, and cycle routes.

**Feedback form**  
Tell us what you think!

Please fill in details which help us to understand your views on the development. Adding a title and your name and address is optional. We will not share your details with anyone else. We will contact you if we need more information.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Postcode: \_\_\_\_\_  
Telephone: \_\_\_\_\_

What are your thoughts on the provision of new housing?

Do you have any thoughts on the layout, access and landscaping being provided?

Do you have any thoughts, regarding highways, public transport, parking and cycle routes?

**FREEPOST MPC Feedback**

# Appendix E: Photos from exhibition

