

## **Trimley St Martin Poor's Allotment Charity – Interim Report September 2023**

### **Background**

The land, now known as the Trimley St Martin Poor's Allotment Charity, was originally gifted to the people of Trimley St Martin in 1807 and subsequently approved by the Charity Commission under the Charities Act in 1996. The charity is administered and managed by a body of 5 trustees: the Rector of the parish, 2 Nominative and 2 Co-optative.

The allotments cover an area of approximately 4.6 acres, and are situated behind Mill Close and Heathfields, in the village of Trimley St Martin. There are currently 30 strips that each measure approximately 20 rods in length (1 rod is slightly over 5m). Of those 30 strips, 13 are currently being worked as full 20 rod plots, 16 strips have been divided into 2, 10 rod plots and 1 irregular plot has now been divided into 3 plots. This currently makes a total of 48 workable plots.

### **Now**

Currently, of the 48 workable plots, 16 have been worked for more than 2 years by the same people, 10 for more than 5 years and 12 for more than 10 years.

There are currently 2, 10 rod plots available for rent, both unfortunately were taken on by new residents to the village and both have found that the time required to effectively maintain and work their plots was severely restricted by the time required to establish their new houses and gardens.

We do not, at the moment, have a waiting list. Residents who are interested in registering for an allotment are asked to email the Trustees. The allotment contact details are displayed on the Parish noticeboard, can be obtained from the Parish Clerk, or if Trimley St Mary allotments are inadvertently contacted, Lyn Beal is always happy to pass details on.

In order to increase awareness of the allotments, the trustees are currently planning an Open Day in October where village residents who may be interested in taking on a plot can find out more information and if they wish, register an interest. Any vacancy enquiries should be directed via one of the contact methods mentioned previously. In order to maintain the security of the allotments, cold or casual callers are actively discouraged. This is unfortunately, even more relevant now as the plots were recently the victim of a blatant act of vandalism.

The Trustees are required to apply income generated from the allotments in a way that benefits 'those in need' residing within the Parish, either individually or for the benefit of the Parish as a whole. Examples of help previously given include –

Hospital taxi fares, Clothing for job interviews, General financial assistance to the schools for the direct benefit of pupils, Domestic equipment, medical equipment, Study items for university students.

Any requests for assistance either from individuals or groups, should be directed either to the Rector of the Parish or directly to the Trustees, all requests are treated with absolute discretion.

### **Next**

Moving forward, the new pedestrian access path from the Mill Close green is finished, courtesy of Flagship, for which we are very grateful. The final stages of the land transfer for the path are currently with the Trust's solicitors. Over the last year there have been multiple reports of deer intrusion, in order to attempt to prevent this the Trustees were given sufficient Heras fencing panels from Aspen Builders, following completion of the Lilacs, to be able to secure the whole length of the

allotment boundary adjacent to the A14. This boundary has suffered significantly in recent years as a result of overgrowth of the allotments boundary planting but more significantly the ingress of vegetation from the Bidwell's side of the boundary. The Trustees are currently engaged with Bidwell's regarding the removal of this vegetation so that the new fencing can be erected in the Autumn/Early winter with as little disturbance to plot holders as possible. Over the coming winter the Trustees also plan to address the conditions of the access track which runs up through the allotments. As the number of plots increase as do the vehicles using the track and this has caused a high camber and deep ruts and potholes, although this does tend to mean that to a certain extent the speed of vehicles using the track is kept low!