

Council 30 June 2014

Schedule of Referrals from Cabinet and West Suffolk Joint Standards Committee

(C) Referrals from Cabinet: 24 June 2014

The following additional information shown in **bold and highlighted** is provided to clarify the wording contained in Policy CS11 in respect of the provision of an A143 Great Barton Bypass and how this relates to the reference in the Masterplan.

4. Bury St Edmunds North East Strategic Development Site - Masterplan

Decisions Plan Reference: Feb14/17
Cabinet Member: Terry Clements

**Report F47
(Sustainable
Development
Working Party
Report F37)**

RECOMMENDED:

That the Masterplan for development of the Strategic Development site at Bury St Edmunds North East, as contained in Appendix A of Report F37, be adopted as non-statutory planning guidance.

Land at Bury St Edmunds North East is allocated in Policy CS11 of the adopted St Edmundsbury Core Strategy to accommodate long term strategic growth for Bury St Edmunds which would deliver around 1,250 homes as part of a mixed use development. Additionally the Policy CS11 requires, amongst other things, that the identity and segregation of Great Barton is maintained and that a new high quality entrance to Bury St Edmunds is created, the provision of an A143 Great Barton Bypass is facilitated; and improved public transport, footway and cycle links to the town centre and south towards the A14 and strategic employment sites are provided. The allocation is developed further by Policy BV6 of the Bury St Edmunds Vision 2031 submission draft document.

Policy BV6 states that the location of uses, access arrangements, design and landscaping will be informed by a Masterplan for the site. A Concept Statement adopted by the Council in May 2013, which provides the

parameters and framework for the development of the site, is included as Appendix 9 to the Vision document.

The site is located to the north of the Ipswich to Cambridge/Peterborough Railway Line and south of the A143. Great Barton village is located to the North East of the site and is separated by undeveloped agricultural land. The settlement of Cattishall is located to the east of the site.

The draft Masterplan has been prepared by Berkeley Strategic and is a comprehensive document. Consultation by the developers has been undertaken in accordance with the Council's Statement of Community Involvement and the adopted Protocol for the Preparation of Masterplans.

In respect of facilitating 'the provision of an A143 Great Barton Bypass', the Masterplan would not prevent a bypass coming forward should it become deliverable in the future. Although the Suffolk Local Transport Plan identifies a bypass for Great Barton as "a long-term aspiration", it is not in the County Council's programme or identified as a deliverable project before 2031.

The Working Party and Cabinet had noted that at the time of preparing the Core Strategy a transport assessment had been commissioned by Suffolk County Council, as highways authority, to identify the potential impact of the growth of Bury St Edmunds on the strategic road network. In 2013 the County Council's consultants were asked to undertake junction assessments to identify possible solutions to increase the capacity of key junctions in the town to accommodate the planned growth. The results demonstrated that there were potential deliverable schemes to accommodate future traffic growth, including potential additional lanes on slip roads at the A14 junctions. Officers had also stressed that each development would be assessed at the time of the development to individually to assess traffic impact and that developers would be asked to make contributions, through s106 agreements, to mitigate the impact of their development on the network.