

St Edmundsbury Core Strategy Submission Draft Document – Response of Braintree District Council

Portfolio Area:	Cllr Harley Cabinet Member for Enterprise and Culture
Report Presented by:	Eleanor Dash Planning Policy Manager

Background Papers:	St Edmundsbury Core Strategy Submission Document and its associated evidence base. Please refer to table at end of report.
Corporate Implications:	
Options:	<ol style="list-style-type: none"> 1. To approve the recommendations as set out at the end of this report. 2. Not to approve the recommendations
Risks:	That the Haverhill growth location proposed in the St Edmundsbury Core Strategy could have negative consequences for residents of Braintree District.

Executive Summary

The St Edmundsbury Borough Council Core Strategy Submission Draft document details the growth to be accommodated in that borough up to 2031. This includes over 5,000 new dwellings in Haverhill, partly within a newly proposed north-east growth location. Infrastructure to support this growth location includes a new north-east relief road linking the A143 and A1017. However the document produces no transport assessment on the need for the road or the traffic implications of this development on the village of Sturmer in particular and the north of Braintree District in general, or the route that this road might follow.

Decision

To agree to object to policy CS12 Haverhill Strategic Growth of the St Edmundsbury Core Strategy Submission Draft due to the lack of transport evidence provided about the impact of this development and the need for a proposed new north-east relief road and the route of this proposed road.

Background

1.1 St Edmundsbury Borough Council released its Core Strategy Submission Draft Document for an 8 week consultation between 12th August and 7th October 2009. Because of its position on the borders of the District, development in the town of Haverhill can have a significant impact on the rural

north of our District, in particular in the parishes of Sturmer and Helions Bumpstead. Both already have some industrial development land associated with Haverhill and parts of the western bypass road within their boundaries.

1.2 The document provides the vision for St Edmundsbury District until 2031. It provides for a total of 15,400 new homes between 2001 and 2031. 4399 have already been built or had planning permission by April 2008 and 1989 allocations will be rolled forward from the adopted Local Plan, including 1273 in Haverhill, mostly within the north-west growth location. This leaves a total of 9205 new dwellings to be provided. 2740 of these are to be provided in Haverhill, 5100 in Bury St Edmunds and 1365 in rural areas. However the figures for growth between 2021 and 2031 are subject to change. This is because housing and employment figures are based on the RSS East of England Plan which has not yet been rolled forward to 2031

1.3 The document summarises proposals for Haverhill in Policy CS12 Haverhill Strategic Growth which states that;

“An Area Action Plan DPD will be prepared for Haverhill that will provide a co-ordinated spatial planning framework for the whole town including the release of larger, strategic, greenfield sites.

Land north-west of Haverhill allocated in Policies HAV2 and HAV8 of the Replacement St Edmundsbury Borough Local Plan 2016 is confirmed by this Core Strategy, with the potential to deliver 1,100 new homes and other services and facilities and the north-west relief road. The development will be undertaken in accordance with the masterplan that was approved by the Council in June 2009.

In addition, it will be necessary to release a larger, strategic greenfield site at Haverhill to deliver the development strategy of the Local Development Framework. Subject to other relevant policies, in particular CS2, the site will be released in a phased manner, having regard to the need to develop previously developed land first and to ensure that all essential infrastructure in place before any development is occupied and that agreements are in place to deliver the desirable infrastructure required as a result of the development.

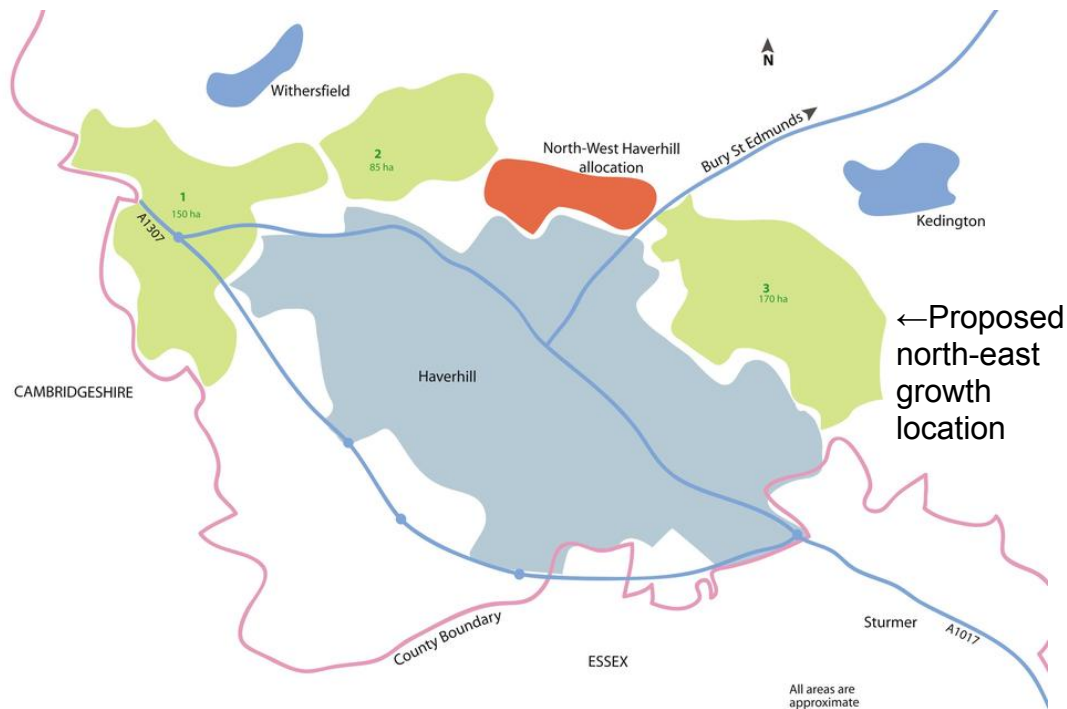
Land to the north-eastern edge of Haverhill will:

- *Maintain the identity and segregation of Kedingham and Little Wrattling;*
- *Provide new high quality strategic public open space and recreation facilities;*
- *Protect by appropriate means the Scheduled Ancient Monument at Wilsey Farm*
- ***Deliver a north-east relief road for Haverhill between the A143 and the A1017 and the local distributor road network;***
- *Provide improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations;*
- *Deliver additional educational, community and leisure facilities to meet the needs of this development and the deficits of the wider area;*
- ***Deliver around 2,500 homes of mixed tenure and size, including affordable homes; and***
- *Provide opportunities for B1 use class local employment.*

It is unlikely that the development at the north-eastern edge will commence before 2021. The actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of detailed masterplans in which the local community and other stakeholders have been fully engaged.

Provision of affordable housing and, where appropriate, sites for gypsies and travellers should be made in accordance with Policies CS5 and CS6”.

1.4 The map below shows the location of the proposed growth location



1.5 The selection of a growth location on the north eastern edge of Haverhill has been made on sound principles and we are not recommending an objection to the principle of development in this location. However it is likely to cause a significant increase in traffic movements on this side of Haverhill which could impact on the A1017 in Braintree District and particularly as it travels through Sturmer village. Without a transport assessment we are unable to assess what those impacts may be in physical, environmental and social terms and what mitigation measures may need to be taken to address them.

1.6 The policy also states that this growth will deliver a north east relief road between the A143, A1017 and the local road network. It is stated that this road will provide environmental benefits by easing town centre traffic and traffic using the villages of Kedington and Calford Green to access the employment areas on the eastern side of town. However, no evidence is provided in the form of a transport assessment for the need for this road, its size, routing, junctions etc and what the impact would be for any existing roads in the area. St Edmundsbury recognise that a Haverhill Area Action

Plan will need to be prepared to make a detailed analysis and a site masterplan will need to be produced, which will be the subject of public engagement. However, as stated in paragraph 6.18 of the document; *“the Area Action Plan will need to have regard to the policies in this Core Strategy, in particular in relation to protecting the identity of settlements and the delivery of infrastructure”*.

1.7 Sturmer Parish Council have written to Braintree District Council reporting their considerable alarm at the proposed north east Haverhill growth location and the probability that any new relief road would be linked via a new arm at the Rowley Hill Roundabout which is within our District and less than 400m from the edge of the village development boundary at Sturmer. They have requested that Braintree District Council give these proposals full consideration and make a robust response.

1.8 Haverhill Golf Club, which is mostly within Braintree District, has also written to Braintree District Council expressing their concern that the north-east relief road proposed in the St Edmundsbury Core Strategy Submission Draft could pass through their golf course.

1.9 In addition there is a disused railway line which runs north of the A1017 between Haverhill and Sturmer. This has the potential to provide a green corridor footpath and cycleway link into Haverhill. Any north-east relief road proposal could sever this link.

1.10 Whilst St Edmundsbury Borough Council have recognised the need for further work on the proposals in the form of an Area Action Plan and masterplan, the justification and evidence for these proposals should be set out in the Core Strategy and not left to subsequent documents. Without the transport assessment, Braintree District Council is unable to make an assessment of the likely transport impacts that these proposals will have (if any) on Braintree District and examine the need for a new relief road which would likely be built partly within Braintree District. If Braintree District Council were to wait until this work had been completed as part of an Area Action Plan DPD this would mean that the principle of a 2,500 dwelling growth location and relief road in north east Haverhill will already have been accepted in the adopted Core Strategy.

Recommendation:

That Braintree District Council should submit an objection to Policy CS12 ‘Haverhill Strategic Growth’ in the St Edmundsbury Core Strategy Submission Draft document because a transport assessment which details the traffic impacts of the north-east Haverhill growth location and makes the case for the provision of a new north-east relief road has not been completed as part of the evidence base for these proposals. Without this evidence Braintree District Council is unable to make a clear assessment on whether the impacts of these proposals are acceptable and unable to support the creation of a new north-east Haverhill by-pass, which is likely to be partly built within our District.

Corporate Implications				
Financial:	There are no financial implications of this approach for BDC.			
Legal:	LDF Planning Policy Guidance and Regulations			
Equalities & Diversity:	N/a			
Customer Impact:	The report seeks the objection to the policy as the customer impact of the St Edmundsbury Core Strategy is not clear			
Environment & Climate Change:	Increased traffic levels and a new road are possible in the north of our District which could lead to an increase in carbon emissions.			
Consultation/Community Engagement:	Local Committees	✓	Partners	✓
	Public	✓	Staff	
Key Decision:	No			
Public/Private Report:	Public			
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