

Minutes of Great Barton Parish Council Planning Committee
on Tuesday 24th February 2026



Members Present:

Chair Maggie Dunn
Vice Chair Elaine Read
Cllr Andy Baker
Cllr Jenny Stone
The Clerk

10 Members of the public were present.

1. No apologies received
2. No Declarations of Interest and written requests for dispensation and/or requests that have been received prior to the meeting
3. The Chair advised the meeting could be recorded.

The Chair apologised that the meeting had to be held under emergency lighting. However, due to the village-wide power cut there was little option other than to cancel the meeting entirely. Given the level of public interest and the number of residents in attendance, it was agreed that the meeting should continue.

Planning Applications to be considered:

DC/26/0057/FUL - Land North East of Bury St Edmunds- temporary construction access

An open session was held during which members of the public were invited to comment.

Councillors reviewed the amended plans.

It was resolved that Great Barton Parish Council would object to the application, with the final wording of the response to be agreed outside the meeting. All in favour.

(please see final submission on page 2)

Meeting closed at 20:18.

Maggie Dunn
Chair
Great Barton Parish Council

Submission to planning:

Great Barton Parish Council object to the application for a Temporary Construction Access on the following grounds:

- The proposed temporary construction access is fundamentally different from that proposed when the Hybrid Planning Consent was granted. Construction traffic would enter the site in the vicinity of the proposed southern roundabout and would not travel up the A143 to towards The Avenue. An up-to-date Construction Environmental Management Plan needs to be submitted before permission is granted.
- Adverse impact on Highway Safety on the A143 and local roads.
- Adverse Impact on the give way junction on The Avenue/A143.
- Lack of mitigation proposals to protect residents from construction vehicles using local roads.
- A 5-year duration for the temporary access junction is unnecessary.
- Deliveries to and from the site as well as working hours need to be strictly controlled to protect the amenity of local residents.
- It is unclear if the removal of the temporary access road will include reinstatement of kerbing to ensure there can be no vehicle access to the cycleway and pedestrian footway as set out in the planning approval for Phase 1.

The Framework Construction Environment Plan submitted when the Hybrid Planning Application was granted stated the sequence of construction would be

- 1)Fencing off of the site
- 2)Commencement of construction of the Northern Roundabout for residential access and construction of a temporary access in the vicinity of the southern access. This would permit separation of the construction traffic along the route described as Phase 1A from residential traffic for the first 150 dwellings. The temporary southern access point would also serve as an emergency link before the 150th dwelling was completed.
- 3)Earthworks would commence etc.

It would appear that the Developer is proposing to fundamentally change the Construction Environmental Plan for this development. Instead of construction access being provided to Phase 1 via a southern temporary access point at the location of the proposed southern roundabout, the Developer wishes to access the site at a junction near the Northern roundabout close to the Avenue. This will result in two access points to the site in close proximity.

The Developer states that this temporary access road is required to commence construction of phase 1 and to enable the construction of the northern roundabout, but provides no explanation why the site can no longer be accessed by the southern route as originally envisaged (Phase1A). The Parish Council believes that it would be preferable to locate the construction access road in the vicinity of the southern roundabout as originally envisaged. The Planning Consent for Phase 1 states that prior to first occupation of any of the dwellings the Northern roundabout as shown on drawing 70055213-SK-011 Rev H shall be available for use by all forms of traffic. Therefore, if necessary, construction traffic could use the Northern roundabout once constructed. The Southern roundabout has to be available for all traffic prior to the occupation of the 150th dwelling so that too could be used as an access road for construction traffic.

The Parish Council is concerned that inadequate information has been provided for a proper assessment to be made of the implications for road safety of this fundamental change. The previous Developer stated that there would be about 45 two-way HGV movements into the site. The present developer initially stated that there would be 300 two-way HGVs, 40 LGVs and 160 private motor cars accessing the site. The developer then reduced these two way numbers to 40 HGVs, 20 LGVs and 80 cars. Subsequently the Developer amended these numbers and are now reporting two-way traffic flows of up to

80 HGVs
40 LGVs
160 private cars

The Construction Environmental Management Plan accompanying the Hybrid Planning Application stated that measures would be put in place to minimise construction vehicle movements into the site and discourage the use of

private vehicles by encouraging cycling to work etc. However, it would appear that those measures will no longer be put in place and there will be nearly double the number of HGV movements and a significant number of LGVs and cars.

Given that none of the dwellings can be occupied prior to the construction of the northern roundabout, the Parish Council believes that the option of constructing the northern roundabout as soon as possible has not been properly considered. If the northern roundabout provided the main access for construction of Phase 1, the temporary access road would only be required for a limited period to enable the construction of the roundabout. The traffic flows using the temporary access would therefore be significantly reduced.

Given that the Southern roundabout also has to be constructed prior to the 150th dwelling being occupied in Phase 1, access to the site could also be provided from the Southern roundabout. The Parish Council is concerned that the Developer intends to use the temporary construction access road for construction of all phases of the site instead of utilising the two roundabouts. The Parish Council is also concerned that the developer will use the existence of the temporary access road to seek to withdraw the planning condition that requires the construction of the southern roundabout prior to occupation of the 150th dwelling.

The proposed temporary junction would be sited very close to the existing A143 junction with The Avenue. The visibility for traffic turning south from The Avenue is already poor and will be made worse by construction traffic queuing on the A143 to access the site compound. Given that the majority of the private cars will be workers cars these will be concentrated on the morning and evening peak hours flows and will cause considerable disruption both on the A143, The Avenue and surrounding local roads.

A condition (R) of the Hybrid Planning Consent is that a scheme showing two lane segregation by means of hatching on the A143(S) approach to the A143/A134 roundabout shall be submitted, agreed and completed prior to occupation of the 150th dwelling – secured by Condition 72. This hatching is to ensure the satisfactory operation of the Northern roundabout. It is not clear whether this could be implemented if the proposed temporary access road remained operational.

The Developer claims that most of the traffic entering the site will come from the A14 and the south. But it is clear from the information provided that vehicles including HGVs will be able to access from the North. The Parish Council is concerned that unless prohibited construction vehicles will use local roads to access the site due to the delays on the A143. Great Barton Parish Council request a ban on construction traffic using the C735 (Fornham Road), Livermere Road, The Avenue & Mill Road and East Barton Road. Construction traffic should adhere to designated lorry routes i.e. Compiegne Way, A143, A134 and A14.

The Parish Council is also concerned that the Developer may be seeking to provide an additional long term access point to the site that was not envisaged when planning consent was granted for Phase 1. Conditions should be imposed to ensure that the original plans for a pedestrian/cycleway for Phase 1 are implemented and that the access is narrowed accordingly.