

Great Barton Parish Council Objections to DC/26/0906/VAR

The Severals Development/North East Development has been going on since 2014 and went to a public enquiry in September 2022 when the plans for Phase 1 were agreed as part of this. The site was being developed by Berkley Homes and their subsidiary St Joseph were the developers; in 2025 they sold the site to Vistry Homes who are now the developers.

It is noted that West Suffolk Private Housing and Environmental Health have put a Holding Objection on this due to the noise levels that could be generated by the Pumping Station and Electricity Substation once they are in place.

Suffolk County Council Development Manager has stated that the Section 106 Payments as set out in the judgement must be adhered to.

This development has been sold all the way through as being pedestrian and cycle friendly both around the site and through to both Bury St Edmunds and the rest of Great Barton, having read how Vistry want to make changes to Phase 1 this doesn't appear to be the case. We will now Bullitt Point the changes that we object to-

- The footpath that runs inside the hedge line parallel to the A143 towards Bury St Edmunds and back towards Great Barton has been removed and has been incorporated into the estate footpath which doesn't entice people to use it. The Inspector for the Appeal stated in the opening paragraph of the decision "that it should afford new foot and cycleway links".
- Paragraph 41 of the decision goes on "works and facilities to improve pedestrian and cycle links to and from Bury St Edmunds and link to BR6 (Bridleway 6) – field edge path to link to Recycling Centre footpath. This was not envisaged as a footpath through the estate. This was to lessen the impact of the development on the surrounding road networks.
- 42(J) calls for the completion RB4 Byway crossing on the A143, these crossings are down as Tiger crossings incorporated in the Northern and Southern roundabouts which are crossings like Zebra crossings but for pedestrians and cyclists. They each have their own dedicated lane on the crossing. 42(K) says about the upgrade to BR5 Bridle way along the A143 and also a crossing across the A143. The crossing should be a Pelican or Toucan crossing for safety reasons.
- 42(M) there are no details of the works to be undertaken to reopen the underpass which must be completed during Phase 1.

- 42(O) Completion of the Walking and cycle link from the Northeast corner of the site to Great Barton, including a crossing on the A143 again this needs to be a proper crossing not a tiger crossing. The walking cycling should be field side not on the A143 footpath as pedestrians will not use it.
- 42(S) Signage Strategy for pedestrians and cyclists to be submitted and agreed prior to 1st occupation and retained thereafter.
- 42(T) Travel Plans relating to Residential, Non-Residential and Primary School/Early years Facilities.

The Changes they are making as at Table 3 of their letter.

- The removal of the walkway to the side of Plot 9 means that plots 10,9, and 8 don't have the ability to access their front door from the rear parking area only by the rear garden, not as important for plot 10 as they have a front parking space.
- Plot 22 footpath changed when it led from driveway to front door now removed so they have to go in via the back door or walk back down the drive and up the path to the front door.
- Verge would be better than hedging by plots 29-34.
- Footpath by plot 190 which is called a secondary footpath removed for tree planting puts pedestrians beside the road thus putting them in danger, Highways
- Removal of visitor parking spaces and placing them near the LEAP (play area), it means that cars will park near to where they are visiting and that means they will park in residents' spaces or on the road.
- Where the cycleway has been widened from 3.00 m to 3.7 m outside plots 4-10 is a hazard unless fitted with removable bollards as cars will use and it will become a danger to pedestrians and cyclists.