



Coddenham Parish Council

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Simon Treacy – Brett Group
Brett Aggregates
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By email: planningdepartment@brett.co.uk

Dear Sirs

Coddenham - Sandy Lane/B1078

We refer to the exhibition undertaken by Brett Aggregates (Brett) in October 2025 in St Mary and St Peter's Church, Barham as a precursor to Brett submitting a planning application for the extraction of sand and gravel from a field adjacent to its Barham Quarry (quarry). We understand that Brett intends to submit a planning application for the extraction of sand and gravel as an extension to the existing quarry in Barham for an additional eight years with an additional two years for restoration of the site.

Coddenham Parish Council (CPC) is gravely concerned by the proposed application and intends to object to it in the strongest terms.

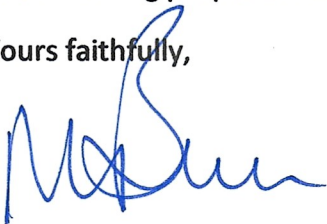
Current planning permissions for the quarry restrict the movement of HGVs to the section of Sandy Lane between the site entrance and Norwich Road and then Norwich Road to Shrublands Quarry. Notwithstanding these restrictions, over some months, HGVs from the quarry have been using a longer route along Sandy Lane and the B1078/Needham Road towards the A140 to access Shrublands Quarry. The use of this route - now and in any further planning application - is opposed by CPC for the following reasons:

1. Sandy Lane and B1078/Needham Road have narrow pinch points and are unsuitable and dangerous for significant use by HGVs. The top of Sandy Lane (where it joins the B1078) is a blind steep sided corridor that is impassable for two larger vehicles.
2. The road surface quality of both Sandy Lane and B1078/Needham Road is unsuitable for heavy HGV use (unlike Norwich Road which was formerly an A road and has a more robust surface) and is breaking up, with deep potholes appearing along the entire stretch of road and the edges of the road surface are disintegrating. This is leading to many flat tyres being suffered by other road users (and the subsequent disruption resulting from immobile vehicles).

3. The proposed route is longer and so results in greater emissions and a greater carbon footprint.
4. Current traffic management by the quarry is inadequate:
 - mud and dirt is being spread along Sandy Lane for some distance in both directions from the quarry, which turns into sludge in the rain, impacting all other road users.
 - seemingly little heed is paid to other road users and residents in scheduling HGVs to/from the quarry (sometimes every three minutes in peak periods).
 - there is seemingly patchy use of tarpaulins at time when entering/ leaving the quarry with a load which results in debris being spread.
 - there are a number of vehicles leaving the quarry empty when, with better planning, such could be avoided.
 - some HGV drivers leaving the quarry have adopted an aggressive driving style on Sandy Lane which, while not technically speeding, is unsuitable for that road. This is also true of many HGV drivers leaving the quarry and using the authorised route along Norwich Road between Sandy Lane and Shrublands Quarry.

CPC note that Brett have stated that by proposing a limited number of HGVs using the secondary route together with back-hauling where possible they are seeking to balance the impact to residents within the local community but this simply moves the problem. Moreover, the other mitigation measures mentioned by Brett such as briefing HGV drivers on routing and compliance and monitoring them, sheeting, wheel cleaning and physical improvements to the bridleway are all things that should have been done to minimise the current impact to residents and road users, not as something proposed as mitigation for the extension.

Yours faithfully,



Maggie Burt
Clerk to Coddendam Parish Council

cc by email:
County Councillor Matthew Hicks
SCC HIGHWAYS
District Councillors John Whitehead and David Penny