Agenda Item No. 4

IMPORTATION BY RAIL AND DEPOSIT OF INERT RESTORATION MATERIAL TO RESTORE FORMER CLAY AND CHALK QUARRY

AT: Barrington Quarry, Haslingfield Road, Barrington, CB22 7RQ

LPA REF: S/0204/16/CW

FOR: Cemex Materials Ltd

To:	**Planning Committee**
Date:	**6 September 2018**
From:	**Assistant Director Environment & Commercial**
Electoral division(s):	**Gamlingay; Sawston & Shelford**
Purpose:	**To consider the above planning application**
Recommendation:	*That planning permission be granted subject to the completion of a S106 planning obligation and the conditions set out in paragraph 9.1*

Officer contact:	
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1.0 BACKGROUND

1.1 The cement works at Barrington was established in 1918 and the plant substantially extended in 1962. The Barrington Light Railway (BLR), built to connect the cement works to the main line at Foxton opened in 1927. Land to the north of the cement works was for many years quarried for chalk for use in the cement manufacturing process. Planning permission for quarrying the chalk was first granted in 1948 with planning permissions for extensions in 1950 and 1957. The quarrying permissions were subject to conditions imposed following statutory reviews in 1993 and 1997 and are only extant insofar as they include restoration obligations. Parts of the quarry void have been infilled with cement production wastes, capped by overburden (rock or soil which overlay the mineral deposit) and soils with two areas now restored to arable agricultural use.

1.2 Cement manufacture and associated quarrying stopped in November 2008 when the applicant company decided to concentrate its UK production at other sites. Small amounts of chalk known as clunch were still being quarried for use in building restoration projects.

1.3 In August 2011 planning permission ref. S/01080/10/CW (the 2011 permission) was granted for the importation by rail of inert and non-hazardous restoration material to partially infill the void to provide for the restoration of the western part of the quarry to a combination of agriculture and nature conservation (see agenda plan 1). The permission also allowed the refurbishment of the BLR. The development was to be completed within 5 years and the planning permission will expire on 31 December 2018. Cemex had estimated that it will take until September 2019 to achieve the restoration profiles approved under the 2011 permission. However, due to the short remaining duration of the current planning permission Cemex are finding it difficult to secure contracts and operations were suspended in mid-July.

1.4 In October 2016 South Cambridgeshire District Council (SCDC) granted outline planning permission (ref. S/2365/14/OL) for the demolition of the cement plant and buildings and the redevelopment of the cement works site to provide up to 220 residential units and associated works including a cycle and pedestrian link alongside the BLR to Foxton station. It is proposed that houses will be built on both sides of the railway line within the former cement works area (see agenda plan 1). Applications for the approval of the reserved matters are currently being considered by SCDC.

2.0 THE PROPOSAL

2.1 It is proposed to import only inert construction and demolition material to the site by rail, to provide a source of material to complete the restoration of the quarry (see agenda plan 4). The scheme includes most of the 2011 permission area and would extend the area that would be filled across most of the remaining quarry void. The 2011 scheme would have restored the western part of the quarry to some way below original ground level. The current application proposes that the pre-quarrying contours would be reinstated and the land restored primarily to chalk downland with, amenity/meadow grassland, woodland and hedgerows. A small area at the northeasternmost part of the quarry would remain in its existing condition to preserve

access to the geological Site of Special Scientific Interest (SSSI) which features the last remaining exposure of Cretaceous "Cambridge Greensand". The railway tracks would be removed.

2.2 Infilling the quarry with imported inert construction, demolition and excavation waste

- Site area: 69.3 hectares (171 acres)
- Void space: 8.5 million cubic metres
- Annual throughput of waste: 1.08 million tonnes
- Duration of importation of waste: 15 years + 2 years restoration
- Transport: by rail via the BLR
- Rail wagon off-loading: by excavator into dump truck between 0600 – 2200 Monday to Friday (excluding bank and public holidays)
- Infilling operations and restoration work: 0600 – 2200 Monday to Friday (excluding bank or public holidays)
- Phased working with progressive restoration starting north of North Pit, working clockwise and finishing at the end of railway line (see agenda plan 2)

2.3 Train movements

- Maximum 4 in and 4 out of the quarry per day (not weekends or bank or public holidays)
- Average no more than 3 in and 3 out per day (calculated over working days in a calendar month)
- No trains enter Foxton sidings from the mainline at any time before 0530 hours
- No trains enter Foxton sidings from the mainline between 0530 and 0700 hours until noise mitigation measures have been agreed with the WPA
- No locomotives older than Class 59 (1985 – 1995) will enter Foxton sidings before 0700 hours
- 0700 to 2000 hours Monday to Friday (except bank holidays) trains will use the BLR
- 2000 to 2200 hours – trains may not use the BLR but may leave Foxton sidings to enter the mainline
- After 2200 hours – No train movements
- The locomotive will not operate on idle for more than 30 minutes

2.4 Quarry Restoration

- Importation by road of 1,200 tonnes (60 HGV loads) of organic restoration material
- Completed within 2 years of cessation of importation of waste
- Creation of 43.4 hectares (107 acres) of calcareous grassland
- Creation of 7.1 hectares (17.5 acres) of native woodland and 2.6 hectares (6.42 acres) of scrubby woodland
- Creation of 3,210 metres (3,510.5 yards) of hedgerow
- Aftercare for 20 years
- New permissive footpath to link the proposed Barrington to Foxton cycleway with existing public footpath along the northern boundary of the quarry
- Retain geological SSSI exposure to provide access for future study

3.0 PROCESS AND PUBLICITY

3.1 The application was submitted on 23 December 2016. The scale, location and potential impacts of the proposed development are such that it is environmental impact assessment (EIA) development and the application was accompanied by an by an environmental statement (ES) under the Town and Country Planning Environmental Impact Assessment Regulations 2011. The application was advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 by means of a notice in the Cambridge News on 16 January 2017 and 5 notices erected around the site. The occupants of the houses closest to the site and BLR were notified by letter.

3.2 During 2017 the applicant addressed concerns raised by consultees relating to surface water drainage, ecology and noise and on 5 June 2018 submitted further information on those aspects of the proposed development. This information was advertised in accordance with the Town and Country Planning Environmental Impact Assessment Regulations 2011 by means of a notice in the Cambridge News on 15 June 2018 and notices in the same 5 locations around the site. Organisations and individuals who had commented on the original proposal were invited to give their views.

4.0 THE SITE AND ITS LOCATION

4.1 The village of Barrington is 10 kilometres (6.21 miles) southwest of Cambridge between the A603 and the A10. The eastern edge of the village forms part of the outer boundary of the Cambridge Green Belt. The village is within the East Anglian Chalk Countryside Character Area. The quarry is to the north of the village. It is a large site, the area that was covered by the planning permissions for mineral extraction being 135 hectares (334 acres). The former cement works is situated at the south east of the site but the northernmost quarry faces are closer to the villages of Harlton and Haslingfield than Barrington. The cement works and quarry void are surrounded by agricultural land. There are public footpaths along the northern and western perimeters of the quarry.

4.2 Access to the site is from the C class Haslingfield Road. The village of Barrington is served by C class roads from the A603 at Orwell and the A10 at Shepreth and Foxton. The quarry and cement works have been served by the BLR, which has linked the site to the main line at Foxton, since 1927. For part of its 2 kilometre (1.24 mile) length the BLR is bordered by the houses on Bendyshe Way, Malthouse Way, Heslerton Way and Glebe Road. There are level crossings at Haslingfield Road, Glebe Road and Foxton Road and a viaduct carries the railway over the river Rhee which is the boundary between the parishes of Barrington and Foxton.

4.3 The closest existing residential property to the proposed development area is Wilsmere Down Farm, 230 metres (251.53 yards) to the south west of the first phase of proposed landfill. The houses on Haslingfield Road north of the church are approximately 900 metres (984.25 yards) from the southernmost areas of proposed landfill. The closest of the proposed new houses would be approximately 200 metres (218.72 yards) from the nearest (final) phase of the proposed landfill.

4.4 The Eversden and Wimpole Woods Special Area of Conservation (SAC) is approximately 3.6 kilometres (2.24 miles) west of the proposed development area.

The northern part of the quarry and adjacent land to the west and east is designated as the Barrington Chalk Pit SSSI. The River Rhee which is crossed by the BLR is a County Wildlife Site (CWS). The northernmost part of the Barrington Conservation Area is around the church and Barrington Hall some 900 metres (984.25 yards) from the proposed landfill area. There are 8 listed buildings in this part of the conservation area including Barrington Hall, the church and the war memorial. The closest scheduled monuments are in Haslingfield, north of Harlton and between Foxton and Harston.

5.0 CONSULTATIONS

South Cambridgeshire District Council (Environmental Health) (9 August 2018)

5.1 Since originally commenting on this application there have been a number of clarifications to the standards to be applied with regard to establishing noise limits applicable to the operation of the quarry infilling and operation of the trains associated with this work. It has now been established that the Planning Practice Guidance Minerals (PPGM) applies to the site and development. As such it is now confirmed that BS4142: 2014 does not apply and is expressly excluded by the Standard itself.

5.2 The use of the HS2 train noise limits are not considered suitable to be used for this site as the noise from train passes is likely to be of a different character and frequency (dictated by the speed) and not comparable. There remains concern about the reliance on operational controls, such as turning off locomotive engines at the sidings and these mitigation options cannot be relied upon.

5.3 The use of the noise limits proposed in Section 5.1 of Appendix A of the ES for the permitted housing i.e. 45 dB LAeq 1 hr as the Lowest Observed Adverse Effect Level and 55 dB LAeq 1 hr as the Significant Observed Adverse Effect Level is agreed. The evening and night time quarry noise limits are 42 dB LAeq 1 hr.

5.4 It has been shown that the impacts from train noise now affecting existing housing are within existing limits except for Wilsmere Down Farm, which are significantly higher although this will be for a limited duration and only when activities are occurring near the boundary of the site. It is accepted that the provision of a bund to screen from the noise may introduce more issues due to its construction compared to the actual impacts likely to be experienced at this location in the long term.

5.5 The comments made in the 10dB Acoustics, Environmental Statement Review dated 3rd July 2018 produced by Gordon Brown regarding the significance of impact from the proposal as a result of the branch line are noted and supported. This is in line with previous correspondence provided by SCDC. Claims of "unreasonable burden" have not been adequately demonstrated in relation to the provision of the screening or cost benefit of other mitigation required, to provide protection to nearby residential properties as a result of train movements at the Foxton sidings.

5.6 Without mitigation significant noise impacts will also result at the proposed housing development. The applicant’s noise assessment makes reference to the proposed housing development and assumes the initial development and Phase 1A of the

extended infill will be completed prior to the occupation of the nearest houses. However, there is no guarantee this will occur in reality. SCDC is concerned that adequate mitigation cannot be provided for the permitted housing development and therefore about the practicality of allowing the residential development to be occupied whilst the quarry infill activities are still ongoing. The layout of the houses has not been decided. Cemex state that they will collaborate with the housing developer and suggest that the required noise levels will be met. However, there is a "chicken and egg" situation developing where it is also suggested that the proposed layout will be dependent upon the noise levels and mitigation required for the railway noise.

5.7 In view of the above, there is concern over this proposal particularly given the length of time this activity is proposed to last i.e. 15 years. This will impact on existing residential properties and also the proposed housing development once occupied.

Barrington Parish Council (20 July 2018)

5.8 Barrington Parish Council considers that:

- Current planning conditions that apply to the rail operations between Foxton Siding, through Barrington and to the site should be properly enforced and future conditions in relation to noise should be no less onerous and should have a view to preserve the amenity of residents along the track. Reaching the SOAEL [significant observed adverse effect level] is unacceptable.

- Strict adherence to the agreed number of movements, no stopping alongside residential properties, adherence to speed limits, and adherence to air quality and noise standards is required.

- The negative impact of planned operations upon the amenity of Barrington residents and likely future residents at the Redrow housing site on Haslingfield Road is a major concern. Consideration should be given to further restricting, not relaxing the timing and number of train movements.

- The viability of the applicant / operator's proposed long-term approach to restore the former quarry and the need for a re-assessment. Consideration should be given to reviewing the agreed timescale for restoration. In other words, a longer, but better planned and operated filling and restoration may be required.

- BPC recognises the importance of the quarry as a local, regional and national resource. The County Council should ensure that it secures access to a supply of clunch for local restoration works on significant historic buildings.

Foxton Parish Council (27 June 2018)

5.9 No objections to this application but make the following comments. The CCC Planning Officer has stated that this application does not include proposals to increase the number of trains beyond that proposed when planning application S/0204/16/CW was initially submitted. Currently the quarry is restricted to accepting no more than three loaded trains per day. The Company does not, as part of the

development proposed, seek to deviate from this as a calendar monthly average, but does seek to accept no more than four trains per day on any given day. This additional flexibility will allow the Company to better manage peaks and troughs in demand. Will the 4th train be running outside of peak hours i.e. 22.00 to 0600?

Haslingfield Parish Council (26 January 2017)

5.10 Are concerned about the proposal for the following reasons:
• The proposal to run waste water directly into the River Cam could possibly raise the water levels in the low-lying areas of Haslingfield, particularly affecting the houses off Harston Road that back onto the river. Could this also pollute the river?
• The timing and frequency of the trains was a concern, and allowances must be made for Haslingfield villagers using this route to get to, particularly, Foxton, Shepreth and Royston Railway stations during commuter times.
• That 1,200 tonnes of topsoil are to be brought in by road rather than rail.
• Dust control proposals which only cover the internal haul road but not the actual tipping and spreading of waste.
• The nature of what 'inert restoration materials are.

Harlton Parish Council (no comments received)

Environment Agency (24 January 2017 & 25 June 2018)

5.11 Has no objection in principle to the proposed development but has the following recommendations and informatives.

5.12 *Flood risk* - As this site is located entirely in Flood Zone 1 there is no objection, in principle, to this proposal on flood risk grounds. However, the applicant should be aware that a Flood Risk Activity Permit will be required for the installation of a larger outfall (physical structure or flow rate m3) into the River Cam/Rhee, and may be required for other works near the river. Under the terms of the Environmental Permitting Regulations (EPR), a permit may be required from the Environment Agency for any proposed works or structures within the floodplain or in, under, over or within 8 metres (8.75 yards) from the top of the bank of the River Cam, which is designated a 'main river'.

5.13 *Environment Management* - Any new discharge of surface water from settlement ponds to the watercourse may require an environmental permit or need to be incorporated into the existing environmental permit for the site. The issue of water quality from the discharge can be considered as part of the pre-app discussion relating to the permit and the site boundary. The following condition is recommended:

Condition 1. The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

5.14 *Conservation* - It should be ensured that the December 2016 Restoration and Outline Aftercare Scheme is followed. This should include ecological monitoring to

ensure that wildlife is thriving and appropriate action to be taken if any issues are found. Connectivity between the site and the wider countryside should be ensured where possible. This will create wildlife corridors encouraging species to move through the countryside and allowing populations to expand. Article 10 of the Habitats Directive stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats and promote the expansion of biodiversity. Further opportunities for habitat creation and enhancement should also be sought. The National Planning Policy Framework paragraph 109 [now at paragraph 170 of the July 2018 NPPF] recognises that the planning system should aim to conserve and enhance the local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

5.15 The assessment of the discharge of water into the River Cam does not take into account potential effects on the fish present in the river. The fish species include brook lamprey, brown trout and eels. Although if the discharge water is clear of suspended solids, as required, there may not be adverse effects on these species. They should still be considered and assessed in the ecological impact assessment.

5.16 *Installations* - The proposed activity is an extension of that already being undertaken to restore the site which includes an environmental permit for the importation and deposit of inert waste material by landfilling. The planning application boundary, as submitted, exceeds the current permit boundary. The proposed activity will require either a variation to the existing permit to accommodate the additional area of landfill or a new separate permit to cover this area.

5.17 *Groundwater* - The applicant should be aware that appropriate Construction Quality Assurance (CQA) proposals, supervision and validation will be required for construction of the new phases and restoration. The Applicant is advised that the CQA plan should include details which will need to be approved by the Environment Agency of the methodology to demonstrate the physical and chemical suitability including chemical testing for all material to be reused (i.e. overburden) or imported before placement onto the site, particularly in the construction of the artificial geological barrier.

5.18 *Waste Planning* - The use is for imported inert material consisting of non-hazardous [whilst the 2011 permission allowed the importation of non-hazardous waste, the current proposal is for inert waste only] construction and demolition material, currently sourced from North London. It is to be used in the restoration of the quarry to create a chalk down land landscape, whilst retaining and enhancing a section of full quarry face exposure as is stated in the consultation. The Company is already importing inert restoration material by train to effect the partial restoration of the former quarry (planning permission ref. S/01080/10/CW).

5.19 If the applicant is successful in their application it is imperative that the use of imported inert waste should not contain contaminants that can cause environmental harm. It is noted that the applicant has stated that the customer will need to sign a form declaring that the material is suitable for use. Therefore the inert waste should be subject to testing to ensure that it is fit for purpose and that the sources of waste are from legal sites and transported by licensed waste carriers. Records should be maintained so as to log all sources. The applicant has stated that samples will be

taken from the receiving waste and any unsuitable material will not be accepted and the material removed for disposal at an appropriate facility. They have also stated that they will take no more loads from that source until further testing has been undertaken. To this end it is essential that all loads should be monitored and checked with contaminated loads being rejected and removed off site to permitted disposal sites. The applicant should be aware of the Duty of care with regard to waste materials and should ensure that they would fully comply with this.

Natural England (1 February 2017, 19 June 2018 & 15 August 2018)

5.20 *European sites – Eversden and Wimpole Woods Special Area of Conservation (SAC)* - Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on the Eversden and Wimpole Woods Special Area of Conservation and has no objection to the proposed development. Eversden and Wimpole Woods is designated as a SAC under the EC Habitats Directive (as amended) as it supports a maternity roost of barbastelle bats, an Annex II species. Barbastelles are known to forage up to 20 kilometres (12.43 miles) from their roosts, hence any impacts on suitable foraging habitat must be considered in the context of the potential for this to provide supporting habitat to SAC species. The EcIA (Andrews Ecology, December 2016) has considered the net effect of the proposed infilling and restoration scheme on potential suitable bat foraging habitat, based on previous bat survey work carried out for this proposal. This has identified no residual negative impact in respect of barbastelle and the Eversden & Wimpole Woods SAC & SSSI, noting an overall net gain of 2.99 hectares (7.39 acres) foraging habitat for the species.

5.21 *Barrington Chalk Pit Site of Special Scientific Interest* - The site is notified for its nationally important geological interest, being the last remaining exposure of the famous Cretaceous 'Cambridge Greensand'. Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection. Natural England is generally satisfied with the proposals for the geological features as these reflect details of discussions with the applicant in 2015. An extensive and physically accessible exposure will remain after restoration, and a stockpile of Cambridge Greensand will also be available. Detailed proposals for re-establishment of geological exposures, drainage and access arrangements should be submitted and agreed though a suitably worded planning condition.

5.22 The Geological Conservation Issues report (Richard Small, 11 November 2016, for CEMEX) notes the need for a groundwater sump within the conservation void. The report states that it may be feasible to sustainably pump out such ponded water, by utilising solar and/or wind power generation. It is clear from section 9.3 Hydrogeology) that groundwater levels will rise since de-watering will have ceased. The need for pumping is also recognised at 4.2 of Appendix G. Given the apparent ambiguity with regard to the proposed treatment of any significant ingress of water from groundwater sources within the conservation void, we advise that you request further detail from the applicant to clarify how this will be satisfactorily addressed.

5.23 *Wider biodiversity* - The EcIA has been used to inform Chapter 8 Flora and Fauna of the ES and draws on previous detailed survey work undertaken for this proposal. It

provides a generally quantitative assessment focusing on habitat losses and gains and this is used to assess the likely impact of the proposal on species associated with those habitats. The EcIA is based on 'reasoned assessment' rather than detailed ecological surveys as it is believed that the presence of species can be managed within the scheme proposed. Given the potential for adverse impacts on a number of protected species, Natural England advises that the applicant be required to submit further detail regarding proposed mitigation measures.

5.24 The EcIA suggests there will be some direct negative impact (mortality/injury) on bat roosts (in addition to foraging habitat), badger, nesting birds and other species. Detailed measures to address impacts have not been provided hence it cannot be determined whether these can be adequately mitigated. Natural England advises that the applicant be requested to submit detailed mitigation measures, including details of any licensing requirements, sufficient for your authority to determine that the development will not have an adverse effect on protected species. This information should be sought prior to the application being determined.

5.25 A number of surveys have been undertaken for Red Data Book species, including fairy shrimp, a Wildlife and Countryside Act 1981 (as amended) Schedule 5 species. The surveys did not record the presence of these species within the site hence the need for further consideration has been scoped out of the EcIA.

5.26 It is acceptable that details of all ecological mitigation, compensation and enhancement are to be provided through the Ecological Management Plan (EMP), prior to commencement, as stated in the ES. Natural England advises that this should include a detailed programme of ecological monitoring. The Ecological Management Plan (Andrews Ecology, December 2017) appears to include adequate safeguards, including requirements for pre-commencement survey /mitigation, to ensure no adverse impact to bats, badger, nesting birds and other species. It is helpful to know that the Council's ecology officer is satisfied that wider biodiversity measures have been satisfactorily addressed.

5.27 Natural England is generally supportive of the proposed restoration scheme detailed in the submitted plans and the Restoration and Outline Aftercare Scheme (December 2016). Creation and restoration of a number of UK and local BAP priority habitats, including chalk grassland, will deliver significant biodiversity enhancements and benefit a range of locally important species. However, the scale and nature of this proposal should aim to deliver greater benefits for ecology and should seek to provide net biodiversity gain in accordance with paragraph 109 of the NPPF [now paragraph 170]. The applicant should consider how the proposed development can contribute additional areas of priority habitat creation and connectivity to off-site habitat, to further benefit people and wildlife. We advise that the applicant be requested to provide an extended aftercare programme for the site, beyond the currently proposed five year period. Confirmation of the site's long-term contribution towards a high quality environment for people and wildlife should be sought. Details of the revised restoration scheme, aftercare strategy, ecological monitoring scheme and long-term management should be provided and agreed with relevant parties through an appropriately worded planning condition.

County Wildlife Trust (8 February 2017 & 15 August 2018)

5.28 The thorough quantitative assessment of habitat losses and gains and impacts on protected species in the EcIA report is welcomed as are the restoration proposals including the creation of large areas of priority habitat. The Restoration Outline Aftercare Scheme is supported in general and there are no specific comments on protected species or habitat creation methods.

5.29 The proposed 5 years of aftercare management currently proposed is not long enough. It is noted that restoration of the adjacent area to agricultural grassland was approved with a 5 year aftercare plan. However, research shows that significantly more time is required in order to create high quality priority habitats that will persist in the long term. For example, a summary in the Defra technical paper on biodiversity offsetting (March 2012, see appendix 2) states that timescale to restore chalk grassland is 50 -100 + years (as compared to 1-20 years for eutrophic, i.e. agricultural, grasslands). As existing areas of priority and locally important habitats would be lost through the proposals, a robust aftercare scheme with clear management, monitoring and reporting arrangements will be required to ensure the new habitat creation is successful and to ensure the proposals deliver a net gain in biodiversity, in line with local and national planning policy. We therefore suggest a fully funded aftercare scheme (including management, monitoring and reporting arrangements) covering 25 years, is secured through the use of appropriate planning conditions and if necessary a S106 planning agreement.

Network Rail (21 February 2017)

5.30 No objection or further observations to make.

University of Cambridge (No comments received)

Cambridge Airport (No comments received)

10dB Acoustics (independent noise and vibration consultant for CCC) (3 July 2018)

5.31 *Conclusions* - Following the advice of Counsel it is clear that the noise impact of the quarry site should be judged against the standards in PPGM, as the guidance used in assessing the original application for infilling has either changed or been superseded.

5.32 Comparing the predicted noise levels with the limits contained in the PPGM it is concluded that the noise impact of activities within the quarry is not likely to result in significant adverse impacts to the majority of existing dwellings. One property, Wilsmere Down Farm, is likely to experience adverse noise impacts from infilling activity for at least part of the restoration scheme, but this will be for a limited duration and it is likely that the construction of a mitigation bund would cause a greater degree of disturbance.

5.33 The issue of noise affecting the permitted residential development requires consideration by the SCDC planning authority as they will determine the reserved matters application.

5.34 Judged against the limits given in PPGM, noise from train movements on the branch line is likely to cause a significant adverse noise impact for those dwellings that are adjacent to the line for the duration of the infilling operation, and there will be adverse impacts at other properties.

5.35 Activities at Foxton Sidings during the night have the potential to cause adverse impacts and require control.

5.36 Groundborne vibration levels will increase to a marginal extent if the maximum number of trains using the railway line is increased from 6 to 8, but the limits imposed in the original infilling consent will be met. As these limits are based on a current British Standard they are considered to be the correct limits for this development.

The full report prepared by Gordon Brown of 10dB Acoustics is included as Appendix 1.

CCC Transport Assessment Team (24 July 2017)

5.37 This application is for extending the importation of restoration material at Barrington Quarry for an additional 15 years. The application shows that there may be an additional train movement, up to 4 per day instead of the existing maximum of 3. However the overall average of 3 trains per day per month will not change. The TA looks at the associated traffic impact and demonstrates that this will not have a severe impact on the local highway network.

5.38 This application must not prevent or hinder the construction of the pedestrian/cycle route from the approved 220 dwelling application site. This route is under the terms of the Section 106 Agreement to be provided prior to the first occupation of any dwelling and its construction and use is a key element in the process of making the proposed housing development acceptable on sustainability grounds.

5.39 In conclusion having reviewed the transport assessment information attached to the application there is no objection to this development subject to the above.

CCC Highways Development Management (11 January 2017)

5.40 The Highway Authority seeks that within the application documentation that it is made explicit that the proposed importation of material over the fifteen year period will not prevent or hinder the construction of the pedestrian/cycle route from the approved 220 dwelling application site. This route is under the terms of the Section 106 Agreement to be provided prior to the first occupation of any dwelling and its construction and use is a key element in the process of making the proposed housing development acceptable on sustainability grounds.

5.41 No details of why the last 1,200 tonnes of organic material cannot be imported by rail is given and such information should be provided.

Peterborough City Council Wildlife Officer (27 July 2018)

5.42 The Environmental Management Plan (December 2017 v.2), Final Restoration Plan (November 2017) and Aftercare Scheme (Rev A November 2017) adequately address concerns previously raised including those raised by Natural England relating to wider biodiversity. The development should be carried out in accordance with these documents and with drawing no. BARRIT24 "Outline Woodland, Shrubby Block and Hedgerow Planting Details Plus Conservation Headland Strips" (June 2017) along with the supporting document in respect of the benefits to Turtle Dove, detail of plant species lists, clarification on the volume of restoration material, and a commitment to a longer 20 year aftercare period.

5.43 It will also be important to ensure there is a mechanism in place to require an annual ecology meeting with the applicant (November is suggested in the EMP) to agree all protected species measures required in the coming year, and that any revisions to the EMP are submitted to the planning authority for approval prior to their implementation the following year.

5.44 It is noted that water discharge into the River Cam CWS will be monitored in accordance with the Environment Agency discharge permit and based on this fish are unlikely to be negatively affected by the development.

CCC Flood and Water Team (28 June 2017 & 18 June 2018)

5.45 With the submission of additional details to clarify the drainage proposals the applicant has addressed the matters raised on 8 February 2017. The discharge rate to the River Cam has been reduced to an acceptable rate, infiltration testing has been undertaken at Catchment 5 and all modelling has been updated to incorporate a 40% climate change allowance. Based on the above there is no objection. The following condition is recommended.

Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed Technical Note: MicroDrainage modelling results June 2017 prepared by CEMEX UK Operations Limited in addition to the Flood Risk Assessment (FRA) prepared by JBA Consulting (ref: 2015s3432 Final Report V3) dated 20th December 2016, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details before the development is completed.

CCC Historic Environment Team (24 January 2017)

5.46 The site has been previously worked and no archaeological assets will survive within the development area.

Bendyshe Way Residents' Association (BWRA) – (14 August 2018)

5.47 Object to the application on the grounds of noise. They:

- challenge some of the data provided by WBM for Cemex;
- agree with most of 10dB Acoustics' analysis and his conclusion that the residents of dwellings adjoining the railway line will continue to be subjected to Significant

Observable Adverse Effect Levels (SOAEL) unless some form of mitigation is applied;

- question why mitigation is proposed for Wilsmere Down Farm but not the Bendyshe Way area;
- consider that train activity which commenced in July 2016 has been a distressing experience for residents of Bendyshe Way and, now that the period sought is essentially unlimited, greater consideration should be given to reducing the hourly limit to below the SOAEL, or to reducing the frequency of occasions on which SOAELs take place.
- consider careless shunting activities to be the principal cause of brake squeal and consequent noise levels far above those envisaged by CCC;
- believe that CCC should apply some sort of recourse against incidents which produce excessive noise. The affected residents are willing to keep a log of extreme events and to report them to officers directly. Such a log would note both braking events and also excessive speed;
- believe that the project will not be complete in the proposed 15 years;
- ask that the project be limited to 2 loads per day to reduce the number of occasions on which the trackside residents of Bendyshe Way are subjected to SOAEL events and the number of occasions when vehicles travelling on the A10 at Foxton will be subject to the delays caused by the freight train movements; and
- ask that either the allowable hourly noise is reduced to WHO recommendations or the number of occasions on which residents are subjected to SOAELs is reduced.

5.48 The BWRA has submitted a petition signed by all 27 households on Bendyshe Way, 44 households on Glebe Road, 8 households on Heslerton Way and 5 households on Malthouse Way strenuously opposing the proposal to increase the number of train movements to a maximum frequency of 8 per day under any circumstances.

Individual representations

5.49 Representations have been received from 8 local households, the locations of which are shown on agenda plan 3. One included a petition signed by 6 further households on Barrington Road (one of which has also made separate representations). The greatest concern is about disturbance from trains arriving at Foxton sidings before 7 am and then sitting with the locomotive engine running for long periods. There is also concern that increasing the number of trains will result in additional delays to traffic on the A10 at the level crossing. Residents also report unacceptable levels of noise in the Glebe Road area particularly when the train stops at the level crossing instead of being able to pass non-stop into and out of the quarry. Odour from emissions has also been raised as a problem.

5.50 A copy of the full representations will be placed in the Members' lounge one week before the date of the meeting.

6.0 PLANNING HISTORY

6.1 The principal historical permissions are set out below. There are many others for ancillary buildings etc.

1948 Winning and working of chalk marls and clay

SC/50/104 The working of minerals
SC/57/36 Excavation of chalk marl for the purposes of cement manufacture
SC/55/25 Erection of new kiln and chimney
SC/57/174 Erection of 1,756 foot replacement chimney
SC/62/118 Extension of cement works
S/0245/75 Disposal of domestic refuse & restoration to amenity use – granted 27-11-1975 but not implemented
S/0696/87 Landfilling with controlled waste & restoration to agricultural use – granted 02-12-1987 but not implemented
S/00445/92 New conditions on 1948 permission granted 17-09-1993
S/01240/97 New conditions on 1950 & 1957 permission granted 06-11-1997

6.2 S/01080/10/CW - Importation by rail of suitable restoration material over a period of 5 years to partially infill an existing quarry void to provide for the restoration of the western and north-western areas of Barrington Quarry to a combination of agriculture and nature conservation after-uses and all associated works including railway refurbishment and the retention and continued use of existing weighbridge, office and workshop. Granted 5 August 2011. Expires 31 December 2018.

6.3 S/2365/14/OL – Demolition of all existing buildings and structures and redevelopment to provide up to 220 residential units, formal and informal open space including allotments, car parking for Barrington Primary School, new pedestrian and cycle links to Barrington village and Foxton Station, and associated works. Outline permission granted by SCDC 27 October 2016. Reserved matters applications currently being considered by SCDC.

7.0 PLANNING POLICY

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant policies from the development plan are set out in paragraphs 7.3 – 7.5 below.

7.2 The National Planning Policy Framework (July 2018), the National Planning Policy for Waste (October 2014) and Planning Practice Guidance (PPG) are also material planning considerations.

7.3 Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) (the MWCS)

CS2 Strategic Vision and Objectives for Sustainable Waste Management Development
CS9 The Scale and Location of Future Chalk Marl Extraction
CS14 The Scale of Waste Management Provision
CS15 The Location of Future Waste Management Facilities
CS20 Inert Landfill
CS22 Climate Change
CS23 Sustainable Transport of Mineral and Waste
CS24 Design of Sustainable Minerals and Waste Management Facilities

CS25 Restoration and Aftercare of Mineral and Waste Management Sites
CS26 Mineral Safeguarding Areas
CS27 Mineral Consultation Areas
CS29 The Need for Waste Management Development and the Movement of Waste
CS32 Traffic and Highways
CS33 Protection of Landscape Character
CS34 Protecting Surrounding Uses
CS35 Biodiversity and Geodiversity
CS39 Water Resources and Water Pollution Prevention
CS41 Ancillary development

7.4 Cambridgeshire and Peterborough Minerals and Waste Development Plan Site Specific Proposals Development Plan Document (adopted February 2012) (the MWSSP)

SSP M4 Chalk
SSP T2 Transport Safeguarding Areas

7.5 South Cambridgeshire LDF Development Control Policies DPD (adopted July 2007) (the SCDPD)

DP/1 Sustainable Development
DP/3(2) Development Criteria
DP/6 Construction Methods
GB/3 Mitigating the Impact of Development Adjoining the Green Belt
NE/4 Landscape Character Areas
NE/6 Biodiversity
NE/7 Sites of Biodiversity or Geological Importance
NE/8 Groundwater
NE/11 Flood Risk
NE/15 Noise Pollution
NE/16 Emissions
SF/8 Lord's Bridge Radio Telescope

7.6 Supplementary Planning Documents

The Location and Design of Waste Management Facilities Supplementary Planning Document (adopted July 2011)

South Cambridgeshire LDF

Trees and Development Sites SPD (adopted January 2009)
Landscape in New Developments SPD (adopted March 2010);
Biodiversity SPD (adopted July 2009)

7.7 Emerging South Cambridgeshire Local Plan 2011- 2031: Submission of Local Plan (SCLP)

The Inspector's Report on the Local Plan is expected imminently at the time of drafting this report. Once the Inspector's report is published, the policies in the

emerging Local Plan should then be accorded considerable weight. An update will provided on an Amendment Sheet/at Committee. The following planning policies are of relevance to this planning application:

Policy S/2	Objectives of the Local Plan
Policy S/7	Development Frameworks
Policy NH/2	Protecting and Enhancing Landscape Character
Policy NH/4	Biodiversity
Policy NH/5	Sites of Biodiversity or Geological Importance
Policy NH/8	Mitigating the Impact of Development in and Adjoining the Green Belt
Policy CC/7	Water Quality
Policy CC/8	Sustainable Drainage Systems
Policy CC/9	Managing Flood Risk
Policy SC/11	Noise Pollution
Policy SC/15	Odour and other fugitive emissions to air
Policy TI/7	Lord's Bridge Radio Telescope

8.0 PLANNING CONSIDERATIONS

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision-taking this means:

- *approving development proposals that accord with an up to date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:*

i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.

Principle of development

8.2 The development proposal is for the importation of inert construction waste by rail and its deposit in a void created by quarrying which ceased in 2008 and is highly unlikely to resume; to do so would require planning permission. It is a waste disposal operation which would result in the full restoration of the quarry. The application should, therefore, be assessed against policies relating to waste management although those relating to the restoration of mineral extraction sites also have some relevance.

8.3 National waste policy seeks to drive the management of waste up the hierarchy of reduction, re-use, recycling and composting, energy recovery and as a last resort, disposal. The proposed development is for disposal by landfill so is at the bottom of

the hierarchy. On the other hand the NPPF (at paragraphs 204 and 205) emphasises the need for mineral sites to be restored to a high standard at the earliest opportunity.

8.4 The proposed development, if completed, would result in the restoration of the quarry void to approximately pre-quarrying ground levels with the exception of an area in the north east corner that would be left to preserve access to the geological SSSI. The proposal would take 15 years to import the waste and further 2 years to complete the restoration. It must therefore be considered whether the case for importing waste to achieve the proposed restoration of most of the quarry void to near original ground levels is acceptable in planning policy and environmental terms.

Inert landfill

8.5 The application was advertised as being for development which does not accord with the provisions of the development plan. The proposal is the landfill of inert waste imported from major construction projects in London and potentially elsewhere such as HS2. MWCS policy CS14 sets out the scale of waste management provision and identifies a need for 12.09 million cubic metres of inert landfill void to in order to meet Cambridgeshire and Peterborough's need over the Plan period i.e. to 2026. To achieve this an allocation was made at Block Fen / Langwood Fen of which 8.4 cubic metres would be available to 2026 in MWCS policy CS20. CS20 states that to deliver the remaining 3.69 cubic metres capacity will be made at mineral extraction sites requiring restoration and that the sites will be identified through the Site Specific Proposals Plan. MWSSP policy SSP W2 allocates sites for inert waste landfill and does not include Barrington Quarry.

Future mineral extraction

8.6 When the MWCS was being developed Barrington Quarry had significant reserves but due to a chemical imbalance in the permitted reserves policy provision (policy CS9) was made for around 10 hectares (24.7 acres) of chalk marl on land adjacent to Barrington Quarry for the production of cement. MWCS policy CS10 deals with minerals for specialist uses but does not include the clunch at Barrington Quarry. This is referred to in the supporting text (paragraph 6.57) as being worked in association with the chalk marl extraction and not as a standalone mineral (because of the significant depth of overburden that would need to be removed to expose it).

8.7 MWSSP policy SSP M4 makes an allocation at Barrington Quarry containing approximately 20 million tonnes of chalk marl. The permitted reserves and the allocation are protected by a mineral safeguarding area (MSA). The purpose of the MSA is to ensure that proven resources are not needlessly sterilised by non-mineral development. MWCS policy CS26 states that development will only be permitted where it has been demonstrated to the mineral planning authority that one of 4 criteria are met. This matter was raised with SCDC when Cemex submitted the application for residential development in 2014. At that time it was Cemex's view that decommissioning the cement plant means that the mineral is no longer of any economic value. The 1993 and 1997 quarrying permissions are only extant insofar as they include restoration obligations. Further mineral extraction would therefore need a new planning permission. In 2006 Cemex was considering replacing the

cement plant and creating a new access road from the A603. This project was not pursued and Cemex have been withdrawing from the site since the cement work closed and quarrying ceased almost 10 years ago. They have sold the cement works site to housing developer Redrow who have started to demolish it and the land to the west of the quarry void which contained much of the permitted reserve is now no longer in the company's ownership.

8.8 It is considered that there is little likelihood of the quarrying of chalk marl and cement manufacture being resumed within the current application area. If in the future there was an overriding need for cement and a source of mineral to make it, it would probably be possible, subject to planning permission, for the resource to the west and northwest of the current void to be worked as a new quarry with new access arrangements. For these reasons it is considered that at least one of the criteria in MWCS policy CS26 has been met.

8.9 Barrington Quarry and the allocation area are subject to a mineral consultation area (MCA). MWCS policy CS27 has a similar theme to CS26 and states that development will only be permitted where it is demonstrated that this will not prejudice existing or future mineral extraction. For the reasons given in paragraph 8.8 above, it is considered that the proposed development would comply with CS27.

Transport of waste

8.10 MWCS policy CS2 encourages the long distance movement of waste by rail. CS23 states that "Sustainable transport of mineral and waste by rail, conveyor and pipelines will be encouraged" and that "Transport Zones will be defined and they will be protected through the designation of Transport Safeguarding Areas shown in the Site Specific Proposals Plan and defined on the Proposals Map. SSPT2 identifies a Transport Zone and Transport Safeguarding Area at Barrington Cement Works railhead. It is, therefore, the County Council's intention that the BLR be protected for future use for the transportation of minerals and / or waste from or to the quarry. It is considered that the proposed development, which is to import waste by rail, would comply with MWCS policies CS2 and CS23.

8.11 The potential for rail freight movements to cause disturbance to nearby residents is acknowledged. In the current case the potential disturbance has been identified by both the technical assessment of the County Council's independent noise adviser (see paragraphs 5.30 – 5.36 above and Appendix 1), by the environmental health officer (see paragraphs 5.1 – 5.7 above) and by the concerns raised by residents themselves as set out in paragraphs 5.47and 5.49. The County Council as waste planning authority must, therefore, consider whether, with the proposed mitigation measures, the identified adverse effects of the proposed use of the BLR would have an unacceptable impact on the amenity of local residents. If it would, the waste planning authority will need to consider if there are any other material considerations which should be given more weight in the decision-making process.

8. 12 The following aspects of the project need to be considered: the impact of running the trains and the landfill operation itself.
Traffic and highways

8.13 MWCS policy CS32 states that minerals and waste development will only be permitted where:

a. it is demonstrated that opportunities for the use of alternative methods of transport have been evaluated and the most appropriate pursued where practicable;

b. access and the highway network serving the site are suitable or could be made suitable and able to accommodate any increase in traffic and / or the nature of the traffic associated with the development;

c. any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity; and

d. binding agreements covering lorry backloading, routeing arrangements and HCV signage for mineral and waste traffic may be sought. In Cambridgeshire this will be informed by the Cambridgeshire Advisory Freight Map.

8.14 The waste would be imported by rail which would be in accordance with MWCS policy CS32 (a). It is proposed that 1,200 tonnes of organic restoration material would be brought to the site by road. This would amount to 60 loads (120 HGV movements) and due to the phasing of the restoration works would be needed in years 4, 8, 13 and 15. The 15 loads would be likely to occur over about one week a rate of 2 (4 HGV movements) per day. The organic restoration material would be different in nature to the inert waste that would be imported to fill the void. It would come from different sources and it would not be practicable or economic to deliver such small quantities by rail. It is considered that this low level of HGV traffic would be accommodated safely on the highway network and if subject to an agreement that they use the A10 the proposal would comply with MWCS policy CS32 (b-d).

Impact on A10 Foxton Station Level Crossing

8.15 The arrival and departure of waste-carrying trains will increase the total duration of time that the level crossing is closed for the passage of trains. This has been raised as a matter of concern by Barrington Parish Council and some local residents. Network Rail has been consulted on the proposals and has no objections to the proposal.

8.16 The applicant's transport statement included the results of a survey of traffic queuing on the A10 at the Foxton level crossing. It acknowledges that the barrier closures associated with a train serving Barrington Quarry are typically longer than for National Rail services so theoretically should result in longer queues of traffic. However, they have found no evidence of increased vehicle queuing to accommodate the Barrington Quarry trains. The maximum queuing is when the peak period for passenger trains combines with the peak period for road traffic. It is unlikely that there would be rail capacity for an additional train at peak periods.

8.17 The County Council's transport assessment team has noted that whilst there may be an additional train movement in a single day the overall average of 3 trains per day will not change and agrees with the findings of the applicant's transport statement which demonstrates that the traffic impact associated with the proposed

development would not have a severe impact on the local highway network including on the A10 at the Foxton level crossing. Using survey data from early 2016, i.e. less than 3 years old, is considered acceptable to the transport assessment team.

Train operations on the BLR

8.18 Historically the train operations on the BLR were dictated by the operational needs of the cement works; trains were used in the importation of fuel for the cement kilns, receiving supplies of minerals for admixture in the manufacture of cement and the onward transport of finished cement in powder or bagged form. However, in more recent years, the railway was primarily used for the importation of fuel (petroleum coke) for the rotary cement kilns. Fuel deliveries by rail were not continuous, no more than approximately one train of fuel per week.

8.19 The 2011 permission allowed the BLR to be upgraded to a standard that could accommodate mainline locomotives with up to 23 wagons. It restricts train movements on the branch line between the Foxton Road and Haslingfield Road level crossings to no more than 3 loaded trains in and 3 empty trains out per day between 0700 and 2000 hours Mondays to Fridays. Train speeds are limited to 10mph in Foxton exchange sidings, 15mph on the branch line and 5mph within the quarry.

8.20 Manually operated level crossing gates were provided at Glebe Road crossing and new active road warning signs (flashing lights) were provided at Foxton Road and Haslingfield Road level crossings. There is an operational protocol involving "shunters" who open the level crossing gates so that the trains can pass from the Foxton sidings to the quarry or vice versa without sounding the warning horn or stopping when passing through the residential area.

8.21 The current application proposes that the frequency of deliveries of waste be increased to a maximum of 4 trains per day i.e. 8 train movements but that over a calendar month the average would not exceed 3 trains (6 movements) calculated on working days. There would therefore be no overall increase in the total number of train movements per month.

Foxton Exchange Sidings

8.22 The 2011 permission allows trains to enter the sidings from the mainline before 0700 hours which is counted as night time for the purposes of setting a noise limit. A noise limit was set based on Cemex's consultant's measurements of the background noise level at representative locations near houses closest to the sidings. Monitoring has shown that this limit has been exceeded and complaints have been received from local residents who have had their sleep disturbed by trains in the sidings, particularly when the engines are left idling for periods in excess of the 15 minutes that is specified in the BLR Management Plan which forms part of the S106 agreement.

8.23 The current application proposes a higher more realistic noise limit for the period before 0700 hours which could be complied with if the locomotive is stabled at specific points with the engine switched off until 0700 hours. Cemex also propose that no trains would enter the sidings before 0530 hours and trains would not be

accepted between 0530 and 0700 hours until noise mitigation measures are in place. Stabling locations have been identified for use during the day depending on whether the engine is at the front or rear of the train.

8.24 Whilst mitigation measures could be required by condition, the condtition must be reasonable and the waste planning authority must consider its enforceability, two of the tests of a planning condition. Some of the proposed mitigation measures are operational controls and would rely on the management of third party train operators. A 5 metre high, 60 metre long acoustic barrier at locomotive stabling point X (shown on Figure 1 below) has been proposed by Cemex as a mitigation option. This would provide a barrier between the sidings a short distance from the mainline and the properties on Foxton Road. Figure 2 below is an example of what an acoustic fence could look like.

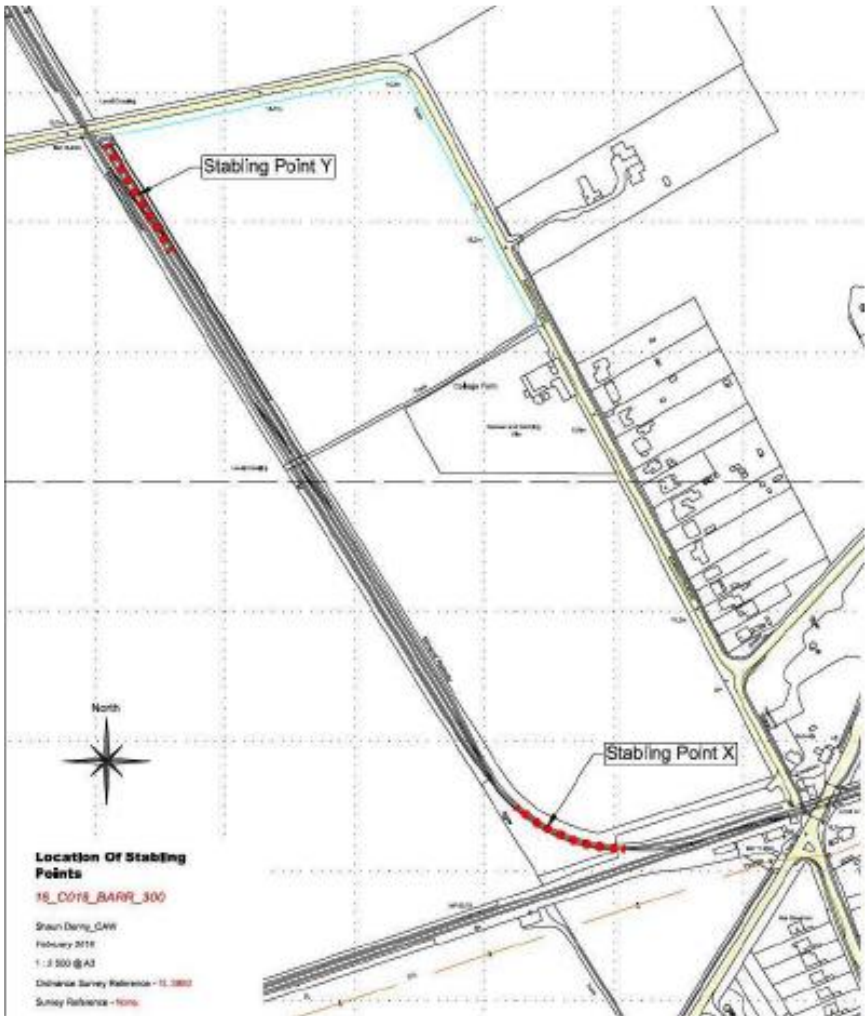


Figure 1: Proposed locomotive stabling points

Figure 2: Example of an acoustic fence alongside a railway line

8.25 The mitigation relates to trains received into the siding between 0530 and 0700 hours. Cemex is proposing that no trains would be received prior to 0700 without the submission, approval and implementation of mitigation measures. It is considered that this be secured by a condition precluding the acceptance of any train into Foxton Sidings before 0700 hours unless a noise mitigation scheme has been submitted and fully implemented.

Foxton Road level crossing to Haslingfield Road level crossing

8.26 This is the area where houses on Glebe Road, Bendyshe Way, Malthouse Way and Heslerton Way abut the BLR. The 2011 permission is subject to a noise limit for daytime train movements on the branch line of 62dB LAeq,1hr. Train noise levels are currently generally within the limits given in the 2011 permission but changes are proposed to the operation of the trains and the effects of these changes have been considered. Measurements of train noise at Barrington undertaken by Cemex's noise consultants, WBM, indicate that this limit is currently being achieved for 1 train event per hour, provided brake squeal does not occur.

8.27 Due to the nature of the railway line it is not possible to operate more than 2 trains engaged in delivering waste in any one hour and allowing for a maximum of 2 train events per hour, the noise limit of 62 dB LAeq,1h at 10 metres (10.94 yards) from the head of the nearest rail would still be achieved. Allowing 4 trains per day (i.e. 8 train events) would still result in a maximum of 2 trains in any one hour, therefore this change would not result in a breach of the current noise limits.

8.28 The current permission allows for a maximum of 3 loaded trains and 3 empty trains in any one day on the branch line between 0700 and 2000 hours. This is an upper limit per day. Cemex are seeking permission to increase this to up to 4 loaded trains and 4 empty trains on the branch line between 0700 and 2000 hours but with an overall limit of 3 loaded trains and 3 empty trains per day as a calendar monthly average. If this change is permitted the averaging should be made over the working days contained in any calendar month to avoid any ambiguity. Operating 4 loaded trains and 4 empty trains on the track would not give rise to any breach of the current noise limits, based on monitoring results, but the overall noise emission level over the period from 0700 to 2000 would increase by approximately 1dB. Such an increase in noise level would normally be regarded as insignificant.

8.29 When the 2011 permission was being considered it was acknowledged that noise

from trains would be very significant at existing residential properties and the limit was in excess of both the World Health Organisation noise limits and the limits in MPS2 (the minerals guidance in force at that time). The limit therefore does not in the opinion of the council's acoustic adviser, Gordon Brown, represent the lowest observed adverse effect level (LOAE) as suggested by the applicant's noise consultants; it is at the very least the significant observable adverse effect level (SOAEL). In 2011 Gordon Brown and the SCDC environmental health officer were very concerned that predicted railway noise levels at existing houses would exceed 55dB LAeq,1h and this exceedance was not in their view acceptable. The decision to allow the 62dB level was made on the basis that any consent granted for the operation would be limited to 5 years and the County Council specified the limit in order to exercise some control over the train activity.

8.30 Meeting the 62dB level is dependent on the train being operated in accordance with the BLR Management Plan which requires there to be 2 "shunters" to ensure that the level crossing gates at Foxton Road, Glebe Road and Haslingfield Road are open so that the train can pass along the branch line without stopping. The noise of braking worsens the impact on local residents and has resulted in the 62dB noise limit being exceeded, 67dB having been measured.

8.31 Given that the predicted daytime noise from the operation of the railway line exceeds the PPGM upper limit of 55dB LAeq,1h at existing houses immediately adjacent to the railway line the conclusion must be that the noise associated with the operation of the Foxton to Barrington railway is likely to have a significant adverse impact on a number of residential premises. This conclusion was reached in respect of the original infilling application and remains the same for the current application. However, the current application, if approved, would allow the significant adverse impact to continue over a very much longer period, potentially 15 years. The options for mitigation are very limited.

8.32 The provision of noise barriers between the railway track and the existing adjacent houses was considered in 2011. To be effective such barriers would have to be located on both sides of the track and be approximately 5 metres (16.4 feet) in height. The erection of the barriers would have a severe impact on the outlook from adjacent housing and could result in shading of gardens. On balance, it was considered that any beneficial impacts on amenity from reduction to noise would not outweigh the significant visual impact of such structures especially given the occasional nature of the train movements being proposed. Clearly it would not be feasible to erect any noise barriers across Glebe Road in any event.

8.33 The passage of full length main line trains along the branch line has the clear prospect of causing noise and disturbance to people living close to the railway, albeit that the duration of such exposure will be limited to a few minutes potentially up to a maximum of eight times during the daytime on weekdays only. It needs to be considered whether these impacts are sufficient to justify refusing planning permission or whether there are other planning considerations to be taken into account which would carry more weight. This "planning balance" will be discussed later in this report.

Proposed houses on the cement works site

8.34 WBM have considered the impact of the proposed infilling of the quarry on the occupiers of the permitted houses, some of which could be approximately 200 metres (218.72 yards) from the closest waste deposition area. The mitigation options discussed comprise limitations on the setback distances for working at specified times and the provision of earth bunds at the infill edge. WBM have calculated that by using the proposed mitigation there should be no adverse impacts during the evening or night time. There would be some adverse impact during Phase 3 operations close to the infill boundary at one location, but this is not predicted to exceed the PPG Minerals upper noise limit of 55dB LAeq,1hr and physical mitigation is not likely to be effective.

8.35 In Gordon Brown's opinion, overall, the mitigation proposed by WBM in respect of the permitted dwellings appears to be satisfactory. It is noted that the SCDC environmental health officer has concerns about the compatibility of the new houses and the landfill operations (see paragraphs 5.6 and 5.7 above. It is also noted that the housing developer, Redrow, has not made any comments on the application to extend the landfill operation. It would ultimately be for the environmental health officers to advise their colleagues when SCDC is considering the reserved matters application for a noise insulation and mitigation scheme for the new houses.

Wilsmere Down Farm

8.36 Wilsmere Down Farm is the closest existing residential property to the proposed development area, 230 metres (273.4 yards) to the south west of the first phase of proposed landfill. It has been calculated that noise levels at Wilsmere Down Farm would exceed the LOAEL of 10dB above background for at least some portion of the life of the development so mitigation must be considered in order reduce the adverse impact.

8.37 WBM have calculated that the noise from infilling operations would exceed the noise limits when working occurs within approximately 85 metres (92.96 yards) of the working edge and this time taken to complete the works within this distance would be approximately 27 working days. However, the noise levels would still be below 55dB LAeq,1hr, which is the overall limit given in PPGM. The provision of a 2 metre high bund along the boundary would reduce the exceedance to 1dB, which is regarded as a minor issue, but the construction of the bund would itself generate relatively high noise levels for a significant period. Temporary works such as bund construction are subject to a higher PPGM noise limit of 70dB LAeq,1hr and this higher noise impact must be offset against the extent of mitigation provided by the bund.

8.38 WBM have proposed a schedule of operational controls that would avoid adverse noise impacts during the more sensitive evening and night time periods. On balance, given the relatively short duration of the potential daytime noise limit exceedance, the construction of the bund may cause more disturbance that it mitigates and it is considered that the provisional of operational controls is sufficient.

Vibration

8.39 The waste planning authority has received complaints from occupiers of houses close to the Glebe Road level crossing that vibration from trains has caused

structural damage to their properties. Monitoring in accordance with the approved scheme has shown that vibration from the trains was well below both the limit set out in the planning condition and the level at which even cosmetic damage would occur.

8.40 The submission for the current application in respect of vibration considers the potential effects of groundborne vibration on buildings and on occupiers, and from groundborne noise on occupiers. The conclusions are that the level of vibration would be below recommended limit levels in respect of even minor damage to buildings and that there would be no significant effects on occupiers from either groundborne vibration or groundborne noise. Even with the increase in the number of train movements on a single day from 6 to 8 the current daily vibration dose value (VDV) (16-hour) limit would be met.

8.41 The vibration limits in force for the current infilling operation are likely to be met in respect of the permitted housing development. However, the scope of the existing vibration monitoring scheme should be extended to include the permitted housing development if any are to be occupied during the operation of the railway line.

Air quality

8.42 It is acknowledged that the use of mainline locomotives on the BLR gives rise to exhaust fumes and that there will be an impact on air quality for short periods during passage of the train. The S106 agreement linked to the 2011 permission requires Cemex to use reasonable endeavours to source “low emission” locomotives. These would be Class 66 (built 1998 – 2015) or more modern. Cemex has proposed that no locomotives older than Class 59 (built 1985 – 95) would be accepted after 12 months of the implementation of a new planning permission.

8.43 Whilst it is acknowledged that residents close to the railway line experience emissions from the trains, the exposure is for a few minutes and would be for a maximum of 8 times per weekday. The impact on air quality is therefore unlikely to be significant.

8.44 The most likely source of dust is from the transportation of waste by dump truck on the internal haul road. A dust mitigation scheme was approved for the 2011 permission and could be secured by condition for any new permission. Principally this involves the use of a water bowser on haul roads and limiting vehicle speeds. Haslingfield Parish Council is concerned that the dust mitigation measures are limited to the haul roads. Dust from the waste deposition area would be regulated by the Environment Agency through the environmental permit. With this mitigation in place it is considered that the proposed development would be compliant with MWCS policy CS34 and SCDPD policies DP/3(2) and NE/16.

Flood risk and risk of pollution

8.45 MWCS policy CS39 seeks to protect the quantity and quality of ground and surface water; the quantity and quality of existing water abstraction; and the flow of groundwater. NPPF paragraph 163 states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

8.46 Some concerns have been raised about the nature of the waste and the risk of pollution to surface and groundwater. The application is to import only inert waste. This can be controlled by planning condition (recommended no. 46) and is also regulated by the Environment Agency through the environmental permit. It is, therefore, considered that the risk of pollution to the water environment is very low and that the proposal is in accordance with MWCS policy CS39 and SCDPD policy NE/8.

8.47 The Lead Local Flood Authority has asked that the detailed design of the surface water drainage scheme be secured by condition (see recommended condition 47). This would ensure that the development would comply with NPPF paragraph 163 and SCDPD policies NE/9 and NE/11.

Lord's Bridge radio telescope

8.48 The northern part of the application site is within the Lord's Bridge Restricted Area referred to in SCDPD policy SF/8 which states that planning permission will only be granted for development that would not result in any risk of interference to the Mullard Radio Astronomy Observatory at Lord's Bridge. It is also within Lord's Bridge Consultation Area 1 which requires consultation with the University of Cambridge on development proposals which could adversely affect the operation of the observatory. The proposed development is not dissimilar to the quarrying which previously took place in terms of the plant and machinery which would be used. No concerns were raised when the 2011 proposal was being considered and no comments have been received from the University of Cambridge on the current proposal.

8.49 For the reasons given in the previous paragraph it is considered that the proposed development would not have an adverse impact on the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge so would comply with SCDPD policy SF/8.

Historic environment

8.50 The NPPF requires planning authorities to consider the impact of the proposed development on designated and non-designated heritage assets. The heritage setting of the proposed development site is describe in paragraph 4.4 above. The site has been previously worked and no archaeological assets will survive within the development area. The proposed development is sufficiently separated from the village to impact on the Barrington Conservation Area or the listed buildings within it for there to be no harm to the designated heritage assets. It is considered that the proposed development complies with MWCS policy CS36 which seeks to protect the historic environment and with the NPPF.

Visual impact

8.51 The NPPF at paragraph 170 states that planning decisions should contribute to and enhance the natural and local environment by, amongst other things:

- protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils;

- recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services;
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land.

8.52 MWCS policy CS33 requires mineral and waste management development to be assimilated into its surroundings and local landscape character. SCDPD policy N/4 states that development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the individual Landscape Character Area in which it is located. The site is within the National Character Area: East Anglian Chalk, positioned on the side of a hill, with a southerly aspect. The most prominent features in the landscape are the cement works, particularly the chimney. These buildings and structures are outside the current application area and will be demolished to allow the redevelopment of the land for housing. It is proposed that the works would be undertaken in a phased manner, working from south to north which would screen most of the operations from views from the south and the proposed new residential area.

8.53 Most of the landfilling operation within the quarry void would not be readily visible from publicly accessible viewpoints outside the application area. When the works are undertaken at higher levels and during the restoration phase they would be more apparent. The landfill and restoration activities would be similar visually to quarrying activities at the same land level.

8.54 The environmental statement was accompanied by a landscape and visual impact assessment. It concludes that there would not be a significant adverse effect on landscape features, landscape character or visual amenity during the landfilling and restoration operations. This is not disputed. It also concludes that there would be significant beneficial effects on landscape character, landscape features and visual amenity from restoration of the site as proposed in that “the landform would be vastly improved by the infill works so that it would marry in with the surrounding topography”. The site if restored as proposed would create 43.4 hectares (106 acres) of lowland calcareous grassland together with woodland/scrubby blocks, hedgerows with trees dividing the fields, drainage gullies and ponds. In the applicant’s opinion, the positive contrast between the proposed restoration landscape with the current large, unrestored quarry void would be immediately obvious and would also offer many benefits to biodiversity and nature conservation.

8.55 It is considered that the proposed development whilst being undertaken would not have a significant impact on the landscape and that the restored site would be assimilated into its surroundings and local landscape character area having a positive impact on the landscape. For these reasons it is considered that the proposal complies with the NPPF, MWCS policy CS33 and SCDPD policies NE/4 and DP/3(2).

Cambridge Green Belt

8.56 The northern boundary of the quarry and current application area is adjacent to the Cambridge Green Belt. SCDPD policy GB/3 requires account to be taken of any adverse impact on the Green Belt. For the reasons set out in paragraph 8.55 above it is considered that the proposed development would not have an adverse impact on the Green Belt so complies with policy GB/3.

Ecology

8.57 MWCS policy CS35 states that minerals and waste development will only be permitted where it has been demonstrated that there will be no likely significant adverse impact on sites of local nature conservation, such as County Wildlife Sites. SCDPD policies NE/6, NE/7 and DP/3 (2) also seek to protect sites of local importance.

8.58 The Wildlife Officer is satisfied that the conservation interests of River Rhee (Cam) CWS will be protected by the discharge permit. The applicant's supplementary ecological information has addressed concerns raised by the Wildlife Officer and Natural England. Provided the mitigation measures set out in the Ecological Management Plan are secured by condition it is considered that the development would comply with MWCS policy CS35 and SCDPD policies NE/6, NE/7 and DP/3 (2).

Designated sites

8.59 The Eversden and Wimpole Woods SAC is approximately 3.6 kilometres (2.24 miles) west of the proposed development area. Based on the advice of Natural England (see paragraph 5.20 above) it is considered that the proposed development will not have significant effects on the SAC. The requirements of the Habitat Regulations have therefore been met.

8.60 As well as paragraph 170 (referred to in paragraph 8.49 above) the NPPF at paragraph 175 states that when determining planning applications, amongst other things:

- development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it, should not normally be permitted; and
- opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

8.61 MWCS policies CS2, CS25 and CS35 promote the enhancement of landscapes and biodiversity. SCDPD policy NE/6 states that development should aim to maintain, enhance, restore or add to biodiversity. NE/7 seeks to protect sites of biodiversity or geological importance, in this case the Barrington Chalk Pit SSSI.

8.62 The northern part of the quarry and adjacent land to the west and east is designated as the Barrington Chalk Pit SSSI. Natural England is generally satisfied with the proposals for the geological features and concludes that the proposed development

would not damage or destroy the interest features for which the SSSI has been notified. However, they consider that more detail should be sought in respect of access and drainage. This could be sought by condition (see recommended condition 50 and would ensure that the proposed development would comply with paragraph 170 of the NPPF and SCDPD policies NE/6 and NE/7.9

Restoration of the quarry

8.63 The County Council has a duty to seek to further protect and enhance the conservation of designated sites and priority species under the Natural Environment and Rural Communities Act 2006 and the Countryside and Rights of Way Act 2000 (as amended).

8.64 Natural England considers that the proposed restoration scheme would create and restore a number of UK and local Biodiversity Action Plan priority habitats, including chalk grassland and would deliver significant biodiversity enhancements and benefit a number of locally important species. This would be in accordance with the NPPF, MWCS policies CS2, CS25 and CS35 and SCDPD policies DP/3(2), NE/4, NE/6 and NE/7. In addition, the proposed permissive path linking the northern end of the site with the southern end would be a positive addition to the local public right of way network. This would be in accordance with MWCS policy CS37.

8.65 Whilst the restoration outcome would comply with national and development plan policies relating to landscape character and biodiversity so is on the face of it desirable, it would not meet the NPPF policy that mineral sites should be restored at the earliest opportunity. There is material within the site which could be used to restore the base of the quarry albeit to a different landform from what is proposed and which could be achieved a lot quicker than 17 years. It is likely that this option would require water from the base of the void to be pumped in perpetuity. It would be difficult to argue that the proposal which is the subject of the current application is the *only* practical option for achieving a beneficial afteruse.

8.66 In purely landscape terms it is considered that, on balance, restoring the majority of the quarry to pre-development contours would in the long term be a better outcome than partially filling the void with imported waste in accordance with the 2011 permission or using the material on site to restore effectively only its base. Both these options would leave the quarry face to a greater or lesser degree as a backdrop to the former quarry and the proposed new houses although this is not an uncommon situation elsewhere in the country where hard rock quarries are abundant. The proposed restoration would, as has already been noted, deliver significant biodiversity benefits which may not be achievable with restoration at a lower level. It would also remove the need for ongoing pumping of water so would be more sustainable in that respect.

8.67 If Barrington Quarry is to be restored to approximately the original contours there are a number of factors that lend weight to it being done now rather than revisited at a later date:

- There are a number of current and planned national infrastructure projects that would generate material of a suitable nature i.e. inert and in sufficient quantities to make transport by rail viable which may not be the case in the future;

- The BLR was upgraded under the 2011 permission to enable it to be used by modern locomotives. If not used it would either be taken up or there is a risk that it would not be maintained. Importing 8.5 million cubic metres of waste by road would be unacceptable; and
- If the proposed scheme is not implemented a low level restoration scheme would be carried out under the terms of the 1993 and 1997 mineral permissions which high level restoration would destroy.

Conclusions

8.68 If it is accepted that the proposed restoration of the quarry by importing 8.5 million cubic metres of inert waste is desirable, the benefits of this outcome need to be weighed against the impacts of doing so on the local community, particularly those living close to the railway line.

8.69 As discussed in paragraphs 8.22 – 8.33 above the passage of trains along the BLR is likely to cause noise and disturbance to people living close to the railway, albeit that the duration of such exposure will be limited to a few minutes up to a maximum of eight times a day on weekdays between 0700 and 2000 hours. The noise from idling trains, if not satisfactorily mitigated, could be experienced for up to 30 minutes.

8.70 In respect of activities in the Foxton Exchange Sidings it is considered that the proposed night time noise limit is realistic and appropriate and would be complied with if the proposed mitigation measures are put in place as described in paragraphs 8.23 -8.25 above. Principally these would limit the hours during which trains could use the sidings and potentially erecting an acoustic barrier at engine stabling point X if trains were to be accepted before 0700 hours. It is considered that these measures would satisfactorily mitigate the impact of trains using the sidings on the residents on Barrington Road.

8.71 There is evidence that operation of the railway over the last 3 years has caused disturbance to residents living near the Glebe Road level crossing and on Barrington Road from activities in the Foxton Exchange Sidings. The concerns about damage caused by vibration are not substantiated by monitoring which shows that the operation of the trains complies with the limit set in the planning condition and is well below a level that would cause even cosmetic damage to property. On the other hand there is evidence that the 62dB noise limit has been exceeded because of brake squeal when trains stop at the level crossing instead of passing along the whole branch line unimpeded which is a requirement of the BLR Management Plan.

8.72 Whilst the past performance of a developer should not be taken into account because the planning permission would go with the land not a specific operator, there is no escaping the fact that a noise limit of 62dB is above the upper limit of 55dB LAeq,1h set out in the PPGM. The erection of noise barriers has been considered (see paragraph 8.32 above). The 2011 permission was granted on the basis that the importation of waste would be completed and therefore train movements would be cease within 5 years. The current proposal is for 15 years which is significantly longer.

8.73 It therefore needs to be considered whether the benefits of restoring the quarry as

proposed in landscape and biodiversity terms outweigh the disturbance to those living alongside the BLR for a period of 15 years. The trains would pass along the BLR between 0700 and 2000 hours on weekdays only which should not affect the sleep of most people. The number of train passes in any one day would be between none and eight depending on the nature of Cemex's contract. The trains would not run to a timetable so it would be difficult for people to know with any certainty when one was due. It is considered that if trains are not operated in accordance with the BLR Management Plan and need to stop at the Glebe Road level crossing, the resulting noise (from brake squeal) would be an annoying and intrusive disturbance. If the trains are operated in accordance with the BLR Management Plan and pass along the branch line without stopping it is acknowledged that the noise they generate would be clearly noticeable and therefore affect the quality of life of some local residents to a greater or lesser degree depending on their location, lifestyle and sensitivity to the noise.

8.74 The past performance of a developer or operator is not a material planning consideration therefore is should be assumed that the trains would be operated in accordance with the BLR Management Plan. The level of noise that a continuously passing train would generate has been noted in the context of PPG Minerals advice. This would be for a maximum of 8 occurrences of a short duration on a single weekday and for an average of no more than 6 occurrences per working day over a calendar month.

8.75 The proposed restoration scheme is considered to be the best outcome for the site in terms of the final landform and its assimilation into the landscape. It would also achieve Biodiversity Action Plan targets and protect the geological interest of the SSSI. It would, once established be relatively low-maintenance with a sustainable surface water drainage scheme.

8.76 On balance, officers consider that overall the proposal is in line with the general principles of the NPPF and the objectives of both local and national policy. It is considered that the benefits of the proposed restoration of the quarry by importing inert waste using the BLR over a period of 15 years just outweigh the level of disturbance that would be experienced by local residents from the passage of trains.

9.0 RECOMMENDATION

9.1 It is recommended that planning permission be granted subject to the applicant entering into a planning obligation to secure the application of planning conditions to the part of the Barrington Light Railway which is outside the application area and the following conditions:

Commencement date

1. The development hereby permitted shall be commenced no later than three years from the date of this decision notice. Within seven days of the commencement the operator shall notify the waste planning authority in writing of the exact commencement date.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act and Section 51 of the Planning and Compulsory Purchase Act 2004 and in order to be able to establish the timescales for the approval of details reserved by conditions.

Site Area

2. This permission relates to the land outlined in red on drawing no. 16_C018_BARR_002_D Extent of Planning Application Boundary dated December 2016 (received 23 December 2016) and referred to in these conditions as "the site".

Reason: To define the permission for the avoidance of doubt.

Duration of permission

3. This permission shall be for a limited period expiring on 31 December 2035 by which time the site shall have been restored in accordance with the Written Restoration and Outline Aftercare Scheme – Revision A Dated November 2017 (received 5 June 2018) and the scheme referred to in condition 4. No waste shall be deposited at the site after 31 December 2033.

Reason: To define the timescale for the completion of the development and ensure the restoration of the site to a beneficial afteruse in accordance with the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) policies CS2, CS25, CS33 and CS35 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3, NE/4, NE/6 and NE/7.

Approved plans and documents

4. The development hereby permitted shall be carried out in accordance with the application form dated 16 December 2016, Supporting Statement dated October 2016, Environmental Statement dated October 2016 as amended by the Supplementary Submissions dated May 2018 (received 5 June 2018) and in accordance with the following drawings and documents (received 23 December 2016 unless otherwise specified), except as otherwise required by any of the conditions set out in this permission:

- 16_C018_BARR_001 Site Location Plan dated November 2016;
- 16_C018_BARR_002_D Extent of Planning Application Boundary dated December 2016;
- 16_C018_BARR_003 Phasing Summary dated 16/12/2016;
- 16_C018_BARR_004 Proposed Vibration Monitoring Locations dated October 2016;
- 16_C018_BARR_005_A Proposed Noise Monitoring Locations dated December 2016;
- 16_C018_BARR_007 Retained Structures dated November 2016;
- 16_C018_BARR_009 Area of Disturbance dated December 2016;
- 16_C018_BARR_010 Retention and Protection of Existing Vegetation dated July 2011;
- 16_C018_BARR_012 Initial Development Phase dated 16/12/2016;

- 16_C018_BARR_013 Phase 1A dated 16/12/2016;
- 16_C018_BARR_014 Phase 1B dated 16/12/2016;
- 16_C018_BARR_015 Phase 1C dated 16/12/2016;
- 16_C018_BARR_016 Phase 2 dated 16/12/2016;
- 16_C018_BARR_017 Phase 3 dated 16/12/2016;
- 16_C018_BARR_018 Phase 4 dated 16/12/2016;
- 16_C018_BARR_019 Final Restoration Phase dated 16/12/2016;
- 16_C018_BARR_020 Final Restoration Works 16/12/2016;
- 16_C018_BARR_021 Cross Sections dated 16/12/2016;
- 16_C018_BARR_022 Extent of Clay Seal dated 14/12/2016;
- 16_C018_BARR_023 Combined Noise Exclusion Zones dated 14/12/2016;
- 16_C018_BARR_025 Conceptual Surface water drainage dated 21st November 2016;
- BARRIT15 Rev A Fully Infilled Quarry: Final Restoration Plan dated November 2017 (received 5 June 2018);
- BARRIT17 Rev 0 Fully Infilled and Restored Quarry: Sections A-A' to E-E' dated October 2016;
- BARRIT19 Rev A Fully Infilled Quarry: Composite Restoration Masterplan dated November 2017 (received 5 June 2018);
- BARRIT22 Rev 0 Restoration Plan: Habitat Areas to be Created dated December 2016;
- BARRIT24 Rev 0 Outline Woodland, Shrubby Block and Hedgerow Planting Details plus Conservation Headland Strips dated June 2017 (received 28 June 2017);
- 16_C018_BARR_301_A Location of Potential Noise Attenuation Barrier dated May 2018 (received 5 June 2018);
- P4/1741/6 Siding Details Condition 18 & 36 [of S/01080/10/CW] dated Feb 2013 (received 19 September 2014 and approved by the waste planning authority 20 October 2014);
- Written Restoration and Outline Aftercare Scheme – Revision A Dated November 2017 (received 5 June 2018); and
- [Cemex response to] Comments Received from County Ecology Officer Regarding Planning Application no. S/0204/16/CW (received 28 June 2017)

Reason: To ensure the development is carried out in accordance with the approved plans and to define the site and preserve the character, appearance and quality of the area in accordance with the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) policies CS2, CS25, CS33 and CS35 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3, NE/4, NE/6 and NE/7.

<u>Maintenance, silencers and reversing alarms</u>

5. All vehicles including locomotives, plant and machinery operated on the site shall be maintained in accordance with the manufacturers' specifications at all times, and shall be fitted with effective silencers that shall be used at all times. All vehicles with the exception of locomotives, that are fitted with reversing alarms shall be fitted with "white noise" type or similar, reversing alarms.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Prevention of pollution of groundwater

6. Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses shall be located within the bund. The drainage system of the bund shall be sealed, with no discharge to any watercourse, land or underground strata. The associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be directed to discharge into the bund.

Reason: To prevent pollution in accordance with the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) policy CS39 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/8.

Operation of trains on the branch line

7. No development shall take place other than in accordance with The Barrington Light Railway Operating Manual Issue 2 dated May 2018 (received 5 June 2018). No locomotive shall operate on idle for more than 30 minutes. No locomotive older than Class 59 shall be accepted after 12 months of the implementation this planning permission.

Reason: In the interests of limiting the effects on local amenity to control the impacts of the development in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Noise monitoring *[scheme with up to date references to be provided by the applicant]*

8. No development shall take place other than in accordance with the Noise Monitoring Scheme (dd mm 2018) (received dd mm 2018).

Reason: To monitor whether the noise limits in conditions 19, 20, 25, 42, 43 and 44 are being complied with in the interests of residential amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Vibration monitoring *[scheme with up to date references and including monitoring new houses to be provided by the applicant]*

9. No development shall take place other than in accordance with the Revised Proposed Scheme for Monitoring Groundborne Vibration from the Railway during Operation (Rupert Taylor dd mm 2018) (received dd mm 2018).

Reason: To monitor whether the vibration limit in condition 26 is being complied with in the interests of residential amenity in accordance with Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Routeing agreement *[plan to be updated with reference to plan no.]*

10. The site shall not be operated except in accordance with the Traffic Management Plan dated dd mm 2018 received dd mm 2018).

Reason: In the interests of limiting the effects on local amenity to control the impacts of the development and to comply with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS32 and CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policy DP/3.

Use of the branch line

11. The Barrington Light Railway shall not be used for any purpose other than the development hereby permitted and site open days and heritage services on no more than 4 days per calendar year.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Ecological mitigation

12. No development shall take place other than in accordance with the Ecological Management Plan for the Restoration of Land at Barrington Quarry, Haslingfield Road, Cambridgeshire, CB22 7RQ (Andrews Ecology December 2017(v.2))

Reason: In the interests of protecting wildlife in accordance with paragraph 175 of the National Planning Policy Framework (July 2018) and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/6.

Replacement planting

13. If within a period of five years from the date of planting any tree or shrub fails, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, it shall be replaced by like for like replanting at the same place in the first available planting season, unless the waste planning authority gives its written consent to any variation.

Reason: In the interests of visual and residential amenity in accordance with Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) policies CS33 and CS34.

Site Liaison Committee

14. Within 3 months of the date of this planning permission a scheme for the inauguration, implementation and regular convening of a Site Liaison Committee shall be submitted to and approved by the waste planning authority. The approved scheme shall be implemented for the duration of the development hereby permitted.

Reason: To provide a forum in which the operator and representatives of the local community and regulatory bodies can share information relating to the site in accordance with the Cambridgeshire Statement of Community Involvement (adopted March 2014).

School safety training

15. Within 3 months of the date of this planning permission a scheme for the inauguration, implementation and regular undertaking of rail safety training at Barrington Primary School shall be submitted to and approved by the waste planning authority. The approved scheme shall be implemented for the duration of the development hereby permitted.

Reason: To increase awareness of local school children to the dangers of active railway lines.

Area A – Foxton Exchange Sidings (land shown coloured blue on plan CCC1 at the end of this report)

Restriction on train times

16. No trains shall be operated within the Foxton Exchange Sidings between 2000 hours and 0530 hours.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Noise mitigation scheme

17. No trains shall enter the Foxton Exchange Sidings between 0530 and 0700 hours until a noise mitigation scheme has been submitted to and approved in writing by the waste planning authority and the approved scheme has been implemented in full. The approved noise mitigation measures shall be maintained for the duration of the development.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan

Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Wheel flange lubricators

18. The wheel flange lubricators shall be maintained in an operational condition for the duration of the development.

Reason: To minimise noise emissions in the interests of residential amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Noise limit (0530 - 0700 hours)

19. Noise emissions attributable to operations in the Foxton Exchange Sidings between 0530 and 0700 hours shall not exceed 42 dB $L_{Aeq, 1hour}$ free field at the boundary of any residential property.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Noise limit (0700 - 2000 hours)

20. Noise emissions attributable to operations in the Foxton Exchange Sidings between 0700 and 2000 hours shall not exceed 55 dB $L_{Aeq, 1hour}$ free field at the boundary of any residential property.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Plant working hours

21. The operation of mobile plant and powered hand tools shall only be undertaken between 0700 and 1800 hours Mondays to Fridays and between 0700 and 1500 hours on Saturdays. There shall be no Sunday or bank or public holiday working.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Vehicle loading hours

22. The loading of track materials and rail ballast from either road or rail vehicles associated with track removal shall only be undertaken between the hours of 0700 to 1800 Mondays to Fridays. There shall be no Saturday, Sunday and bank or public holiday working.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Foxton level crossing

23. The Foxton Road level crossing shall be retained in accordance with the details set out in the document Barrington Quarry – Planning Permission S/0180/10/CW – Submission of level crossing details as required by conditions 19, 30, 40 & 41 (Chris Lewis dated 22 February 2013) which were approved by the waste planning authority on 27 March 2013.

Reason: In the interests of highway safety and local amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS32 and CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/14.

Area B – Foxton Road Level crossing, River Cam viaduct, Glebe Road level crossing to Haslingfield Road level crossing (land shown coloured green on attached plan CCC1)

Plant working hours

24. The operation of mobile plant and powered hand tools for track, bridge and level crossing maintenance, shall only be undertaken between 0700 and 1800 hours Mondays to Fridays. There shall be no Saturday, Sunday and bank or public holiday working.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Noise limit

25. Noise emissions attributable to train movements shall not exceed 62dB$L_{Aeq,1hour}$ free field at a distance of 10 metres from the head of the nearest rail. Levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Vibration limit

26. Vibration levels from the operation of the railway line, as measured in accordance with BS6472, shall not exceed a 16 hour daytime vibration dose value (VDV) of 0.4ms $^{1.75}$ (0700-2300hrs) measured either at the position of the building foundation or at the centre of any floor of any residential property adjacent to the line. Where it is not practicable to measure inside dwellings or at foundation positions, measurements may be made at other positions and foundation levels calculated according to the methodology in the scheme for periodic monitoring referred to in condition 9.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Movement of trains (time of day)

27. There shall be no movement of trains before 0700 or after 2000 hours or between 0840 and 0910 hours or between 1510 and 1540 hours between Foxton Road level crossing and Haslingfield Road level crossing. There shall be no movement of trains between Foxton Road level crossing and Haslingfield Road level crossing at any time on Saturdays, Sundays and bank or public holidays except in accordance with condition 11. For the avoidance of doubt a light engine movement (i.e. a locomotive with no wagons) shall be classed as a movement for the purposes of this condition.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Number of trains per day

28. There shall be no more than 8 train movements in any one day on the railway between Foxton Road level crossing and Haslingfield Road level crossing. There shall be no more than an average of 6 train movements per day per calendar month measured excluding Saturdays, Sundays and bank or public holidays. For the avoidance of doubt a light engine movement (i.e. a locomotive with no wagons) shall be classed as a movement for the purposes of this condition.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Number of trains per hour

29. There shall be no more than 2 train movements in any 60 minute period on the railway between Foxton Road level crossing and Haslingfield Road level crossing.

For the avoidance of doubt a light engine movement (i.e. a locomotive with no wagons) shall be classed as a movement for the purposes of this condition.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Glebe Road level crossing

30. The Glebe Road level crossing shall be retained in accordance with the document Barrington Quarry – Planning Permission S/0180/10/CW – Submission of level crossing details as required by conditions 19, 30, 40 & 41 (Chris Lewis dated 22 February 2013) which were approved by the waste planning authority on 27 March 2013.

Reason: In the interests of highway safety and local amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS32 and CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/14.

Prevention of unauthorised access

31. The measures to minimise the risk of unauthorised entry of the railway line between points "X" and "Y" on the attached Plan CCC1 set out in the attachment to Keith Frost's email dated 28 March 2013 and approved by the waste planning authority on 3 May 2013 shall be maintained for the duration of the development hereby permitted.

Reason: In the interests of safety in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policy DP/3.

Wheel flange lubricators

32. The automatic wheel flange lubricators outside the cement works by the Haslingfield Road level crossing shall be maintained in an operational condition to grease the curve for the duration of the development.

Reason: To minimise noise emissions in the interests of residential amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Area C – Haslingfield Road level crossing to end of quarry railway extension (land shown coloured pink on attached plan CCC1)

Plant working hours

33. The operation of mobile plant and powered hand tools for track and level crossing maintenance, shall only be undertaken between 0700 and 1800 hours Mondays to Fridays. There shall be no Saturday, Sunday and bank or public holiday working.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Number of trains per day

34. There shall be no more than 8 train movements in any one day on the railway in Area C. There shall be no more than an average of 6 train movements per day per calendar month measured excluding Saturdays, Sundays and bank or public holidays. For the avoidance of doubt a light engine movement (i.e. a locomotive with no wagons) shall be classed as a movement for the purposes of this condition.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Number of trains per hour

35. There shall be no more than 2 train movements in any 60 minute period on the railway in Area C. For the avoidance of doubt a light engine movement (i.e. a locomotive with no wagons) shall be classed as a movement for the purposes of this condition.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Haslingfield Road level crossing

36. The Haslingfield Road level crossing shall be retained in accordance with the document Barrington Quarry – Planning Permission S/0180/10/CW – Submission of level crossing details as required by conditions 19, 30, 40 & 41 (Chris Lewis dated 22 February 2013) which were approved by the waste planning authority on 27 March 2013.

Reason: In the interests of highway safety and local amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS32 and CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/14.

Movement of trains (time of day)

37. There shall be no movement of trains before 0700 and after 2000 hours in Area C. There shall be no movement of trains in Area C at any time on Saturdays, Sundays and bank or public holidays except in accordance with condition 11. For the avoidance of doubt a light engine movement (i.e. a locomotive with no wagons) shall be classed as a movement for the purposes of this condition.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Area D – Existing worked quarry area including lake, haul routes and plant repair workshop (land coloured yellow on attached plan CCC1)

Prevention of dirt on public highway

38. The surface of the sealed access road at the entrance into the site from the Haslingfield Road shall be kept free of dirt and debris by regular cleaning by mechanical sweeping as necessary for the duration of the use.

Reason: In the interests of highway safety and the amenity of local residents in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS32 and CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policy DP/3.

HGV movements (restriction of hours)

39. The delivery of no more than 1,200 tonnes of restoration materials by road and the export by road of materials for re-use, recycling or disposal (including leachate) shall only take place between 0700 and 1800 hours on Mondays to Fridays. There shall be no HCV movements on Saturdays, Sundays, bank or public holidays.

Reason: *To minimise any disturbance in the interests of residential amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policy DP/3.*

Means of delivery of waste

40. No waste shall be imported into the site for the purposes of this development other than by rail except a maximum of 1,200 tonnes of restoration material.

Reason: In the interests of local amenity and highway safety in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS32 and CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policy DP/3.

Dust

41. No development shall take place other than in accordance with the dust control measures set out in Cemex letter dated 9th July 2015 (Appendix E of the Supporting Statement dated October 2016 (received 23 December 2016).

Reason: To minimise the risk of fugitive dust emissions from the site in the interests of residential amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE16.

Noise limits (0600 – 0700 hours)

42. Noise levels at the boundary of any residential property attributable to quarry infill operations shall not exceed 42dBLAeq, 1 hour between 0600 and 0700 hours. Levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections. All measurements shall be carried out in accordance with the requirements of BS7445 *Description and measurement of environmental noise*.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Noise limits (0700 – 1900 hours)

43. Noise levels at the boundary of any residential property attributable to quarry infill operations shall not exceed either 10dB above the background noise levels specified in the periodic noise monitoring scheme or 55dB LAeq, 1 hour free field whichever is the lower between 0700 and 1900 hours. Levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections. All measurements shall be carried out in accordance with the requirements of BS7445 *Description and measurement of environmental noise*.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Noise limits (1900 – 2200 hours)

44. Noise levels at the boundary of any residential property attributable to quarry infill operations shall not exceed 10dB above the background noise levels specified in the periodic noise monitoring scheme from 1900 to 2200 hours. Levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections. All measurements shall be carried out in accordance with the requirements of BS7445 *Description and measurement of environmental noise*.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Working hours

45. The unloading of trains, transport of waste to the receptor areas, land levelling, soiling and initial cultivation shall only take place between 0600 and 2200 hours Mondays to Fridays and between 0600 and 1300 on Saturdays. There shall be no Sunday or bank or public holiday working.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Waste types

46. Only inert waste arising from construction and demolition shall be imported to and deposited at the site.

Reason: To define the nature of acceptable wastes to be deposited in the former quarry area in the interests of the prevention of pollution and residential amenity in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS9, CS34 and CS39 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/8.

Surface water drainage

47. No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Technical Note: MicroDrainage modelling results June 2017 reference CMP 16/06/207 and the Flood Risk Assessment prepared by JBA Consulting (ref: 2015s3432 Final Report V3) dated 20 December 2016 and inclusive of a scheme to treat and remove suspended solids from surface water run-off during the development, has been submitted to and approved in writing by the waste planning authority. The approved scheme shall subsequently be implemented in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development and to prevent the contamination of surface water that will be discharged into the River Rhee/Cam in accordance with National Planning Policy Framework paragraphs 163 and 165; the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS2 and CS39 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/11. This is a pre-commencement condition because the surface water drainage arrangements need to be agreed before construction work starts.

Leachate management

48. No development shall take place other than in accordance with the leachate management scheme Arup ref BAR DOP001 Draft 1 12 November 2012 approved by the waste planning authority on 30 August 2013.

Reason: To prevent pollution of surface and in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policies CS3 and CS39 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/8.

Pumps

49. All fixed pumping apparatus shall be electrically powered.

Reason: To protect the amenities of occupiers of nearby properties in accordance with the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (July 2011) policy CS34 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

Geological exposure

50. No waste shall be deposited in the area shown in yellow as Active fill area for phase on drawing no. 16_CO18_BARR_017 Phase 3 dated 16/12/2016 until detailed proposals for re-establishment of geological exposures, drainage and access arrangements have been submitted to and approved in writing by the waste planning authority. The development shall be carried out in accordance with the approved details.

Reason: To protection of the geological interest of the site in accordance with paragraph 170 of the National Planning Policy Framework (July 2018) and South Cambridgeshire Development Control Policies DPD (July 2007) policy NE/7.

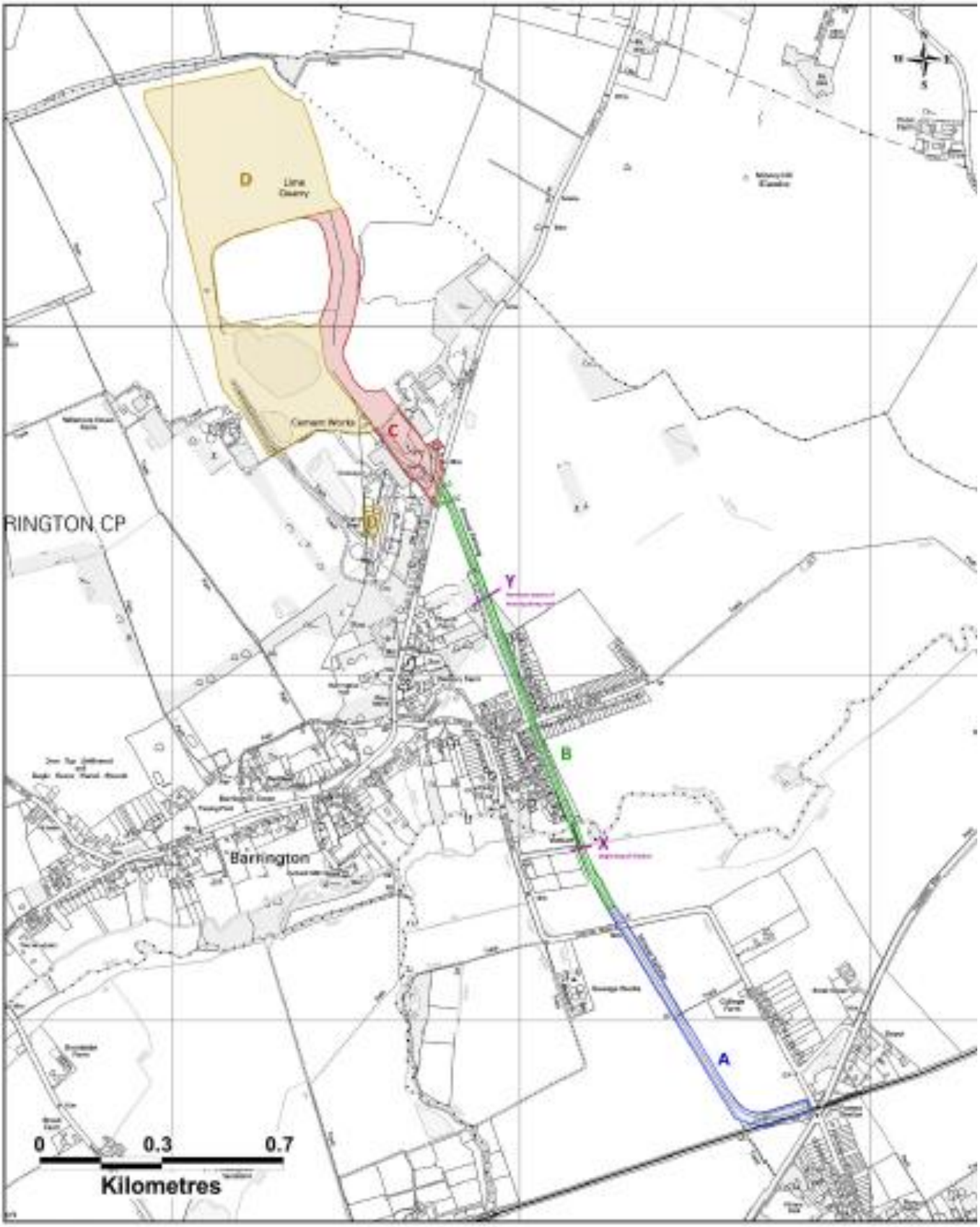
Unexpected cessation of development

51. Should for any reason the infilling cease for a period in excess of 12 months the developer shall upon written request from the waste planning authority submit a revised scheme for the restoration of the site, including a schedule of timings, provision of soiling, grass, shrub and tree planting in similar manner to that referred to in the aforementioned conditions. All work of restoration shall be completed within two years of the date of cessation of infilling in accordance with the revised scheme which shall have been agreed in writing by the waste planning authority. The approved revised scheme shall be implemented in full.

Reason: To define the timescale for the completion of the development and ensure the restoration of the site to a beneficial afteruse in accordance with the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) policies CS2, CS25, CS33 and CS35 and South Cambridgeshire Development Control Policies DPD (July 2007) policies DP/3, NE/4, NE/6 and NE/7.

Source Documents	Location
Link to the National Planning Policy Framework 2018: https://www.gov.uk/government/publications/national-planning-policy-framework--2 Link to the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011: http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste/7 Link to the South Cambridgeshire Local Development Framework (2007) https://www.scambs.gov.uk/categories/local-development-framework Link to the Emerging South Cambridgeshire Local Plan 2011- 2031: Submission of Local Plan https://www.scambs.gov.uk/services/emerging-local-plan	

Plan: CCC1



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By: tp484