

**IMPORTATION BY RAIL OF SUITABLE RESTORATION MATERIAL OVER A PERIOD OF FIVE YEARS TO PARTIALLY INFILL AN EXISTING QUARRY VOID AND PROVIDE FOR THE RESTORATION OF WESTERN & NORTHWESTERN AREAS TO A COMBINATION OF AGRICULTURE & NATURE CONSERVATION AFTERUSES AND ALL ASSOCIATED WORKS INCLUDING RAILWAY REFURBISHMENT AND THE RETENTION AND CONTINUED USE OF EXISTING WEIGHBRIDGE, OFFICE AND WORKSHOP
AT: BARRINGTON QUARRY, HASLINGFIELD ROAD, BARRINGTON
FOR: CEMEX UK OPERATIONS
LPA REF: S/01080/10/CW**

To: Planning Committee

Date: 17th July 2014

From: Head of Growth and Economy

Electoral division(s): Gamlingay, Melbourn

Forward Plan ref: N/A **Key decision: No**

Purpose: To consider a minor amendment to Schedule 2 of the existing S106 planning obligation relating to the above application

Recommendation: It is recommended that Members note the intention of the Head of Growth and Economy, acting in consultation with the County Solicitor, to make a minor amendment to Clause 2 of Schedule 2 of the planning obligation dated 5th August 2011 to remove specific reference to a Class 66 locomotive whilst retaining reference to the use of low emission compliant locomotives which will help minimise emissions to air.

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1.0 BACKGROUND

- 1.1 In August 2011 Planning permission was granted, following the completion of a S106 agreement, for the upgrade of the Barrington Light Railway to be undertaken in conjunction with the import of spoil by rail to infill and restore part of the disused cement works quarry. The planning application was considered by the Development Control Committee on 11th April 2011 and the implementation of the permission to upgrade the Barrington Light Railway has started recently.
- 1.2 As part of the mitigation of the environmental implications of the scheme the applicant entered into a planning obligation whereby they would use their best endeavours to source railway locomotives to haul the waste trains reflecting modern best practice by using “low emission” Class 66 locomotives Type T2”. At that time Class 66 locomotives were in widespread use on the freight network.
- 1.3 Since 2011 new freight railway locomotives have also entered service on the national network which have environmental performance equal to or better than Class 66 locomotives. Consequently it is thus recommended that as technology has moved forward it is now considered unreasonable to restrict the choice of freight locomotive to be used solely to Class 66.

2.0 Recommendation

- 2.1 That the Committee note the intention of the Head of Growth and Economy to amend the terms of Schedule 2 Clause 2 be amended to read as follows:

“They will use reasonable endeavours to source railway locomotives to haul the waste trains reflecting modern best practice by using “low emission” conforming to Euro Stage 3A /T2 specification or equivalent”

Source Documents	Location
Cambridgeshire & Peterborough Minerals & Waste Development Plan Adopted Core Strategy (2011) Application file Planning history files	2A Castle Court, Shire Hall, Cambridge