

PLANNING COMMITTEE: MINUTES

Date: Thursday 4th October 2018

Time: 10.00am – 1:29pm

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: Councillors A Bradnam, D Connor, I Gardener, L Jones (substituting for Councillor Whitehead) and S Kindersley,

Officers: Gordon Brown – 10dB acoustics Jon Finney – Highway Development Management Engineer, Emma Fitch – Business Manager County Planning Minerals and Waste, Deborah Jeakins – Principal Enforcement and Monitoring Officer, Daniel Snowdon – Democratic Services Officer, Julie Thornton – LGSS Law, Helen Wass – Development Management Officer (Strategic and Specialist Applications)

58. APOLOGIES AND DECLARATIONS OF INTEREST

Apologies were received from Councillors Harford, Hudson, Hunt and Whitehead.

Councillor Kindersley declared an interest in the Barrington application as a Local Member, and advised that he chaired the Cemex Liaison Group, had assisted the Parish Council with various issues relevant to this item, and assisted a number of residents with concerns. However, he had not come to a decision on this item and would be coming to the matter afresh.

59. MINUTES – 6TH SEPTEMBER 2018

The Chairman called an adjournment to the meeting following a query regarding the minutes of the meeting held on 6th September in order allow officers time to review their notes of the meeting.

Meeting adjourned at 10:08am

Meeting reconvened at 10:30am

Following the reconvening of the meeting the minutes of the meeting held on 6th September were signed as a correct record subject to amendment in relation to the aspects to be considered following the deferral. Specifically the addition of the times of use of Foxton Sidings in relation to draft condition 16 that needed further examination.

60. 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

The Committee considered a planning application for the importation by rail and deposit of inert restoration material to restore a former clay and chalk quarry at Barrington. The application was being considered following its deferment when the item was last presented at the 6th September Planning Committee.

Members noted that two amendment sheets to the officer report had been tabled at the meeting. The amendments related to the South Cambridgeshire District Council Local Plan which had been formally adopted and the consequent changes to the reasons for the recommended conditions.

The Planning Officer presented the report, with the assistance of site plans, photographs, maps and visuals. She explained that the scheme related to the proposed importation of inert waste by rail to restore the former chalk quarry. The area covered by the planning application was noted, and also its proximity to an area with outline planning permission for a residential development, the village of Barrington, and the nearest existing residential properties. The extent of the existing restoration area, granted planning permission in 2011, was noted. Photographs were shown of various elements of the site, such as the railway line and level crossings.

Importation of waste under the 2011 permission stopped in July 2018, and was about 60% complete, and the current planning permission will expire in December 2018. The applicant was proposing a maximum of 8 train movements per day, but with an average of 6 movements per day calculated over working days in a calendar month. It was confirmed therefore that where a maximum of 8 train movements were undertaken on one day, this would result in fewer movements on another day to ensure the average was met.

Members noted that following a question that had been put at the last Committee meeting regarding whether the restoration of the quarry could be completed within the proposed timeframe; data supplied by the applicant suggested there was sufficient flexibility built into the timescales to allow restoration to be achieved in time. Members also noted that the applicant proposed that no locomotives older than 1985 would be used on the line.

Members were informed that regarding the proposed cycleway, the developer of the houses had submitted a scheme and that Dr Jon Finney, Highway Development Management Engineer had commented that it was likely it would be adopted by the highway authority.

Gordon Brown, acoustics expert addressed Members with regard to acoustics and noise. Members noted that assessing the impact of noise was complex and related to the human response to noise. The current proposal was for restoration of a quarry so was assessed against criteria for a mineral extraction operation. Mineral development was regarded as a special case because minerals could only be extracted from the locations they naturally occurred and therefore government standards were significantly less stringent due to the strategic importance of the extracted product. Mr Brown explained the methods through which the impact of noise could be assessed, how existing policies were applied and described the limitations to the measurements given that the occurrence of trains passing was intermittent.

In response to Member questions officers:

- Confirmed that secured by condition, no train would enter Foxton Sidings between 5:30am and 7:00am until an approved noise mitigation scheme was in place and that in terms of noise measurement daytime was considered as 7:00am – 11:00pm.

- Noted that the applicant had proposed noise mitigation examples that consisted of a mixture of operational controls in terms of timing of train movements, and two stabling locations (X and Y) in the sidings furthest away from the houses where the locomotives could be positioned while idling. An acoustic fence could be erected at stabling point X. Members' attention was drawn to a photograph of an example of the fencing that was provided in the September 2018 report
- Noted that the acoustic barrier would be located at stabling point X and would be 5m high and 60m long.
- Confirmed that the acoustic barrier would not be subject to a further planning application but advised that the condition could be presented to a future meeting of the Planning Committee once the scheme had been developed if members considered this to be necessary.

Councillor Ray Kemp spoke as a member of Barrington Parish Council. He explained that his professional background was as a chartered town planner, and he was a specialist in risk assessment and adviser to the World Health Organisation on aspects of harm. Councillor Kemp noted that the report before the Committee on balance recommended that planning permission be granted. It was therefore important that planning conditions were both reasonable and effective. Councillor Kemp drew attention to first order planning conditions that would seek to remove the cause of the harm, second order planning conditions that would mitigate the effects of the harm and third order planning conditions that sought to influence behaviour. Where the balance was just in favour of granting planning permission, third order planning conditions were the least effective. Councillor Kemp described the Barrington Light Railway as a misnomer as the locomotives that would use the track were heavy and would struggle to meet emissions standards.

In response to Member questions, Councillor Kemp acknowledged that fewer train movements would result in a longer restoration period and that was preferable over a shorter restoration period. Councillor Kemp explained that planning conditions limiting the number of daily locomotive movements would be welcomed, along with conditions that required greater transparency of the operator and required them to provide advance notice of operations.

Due to a number of objectors that had registered to speak the Chairman exercised his discretion and varied the speaking rights for the Committee. He informed objectors that they would have 3 minutes each to make their statement and the applicant would have the same total speaking time of the objectors (9 minutes).

Speaking in support of the application Ian Southcott on behalf of CEMEX, Shaun Denny (Planning Manager) and Steve Coles (Operations Manager) addressed the Committee. The applicant in their presentation, recognised the concerns of residents and had considered carefully how they might be addressed. There was a desire to return the quarry site to a landscape that represented the landscape prior to the commencement of mineral extraction operations. The applicant drew attention to the biodiversity action plan that would enhance the environment of the application site. Reference was made to the number of locomotive movements and that an average of 3 movements a day would be maintained and the application provided some flexibility with movements to respond to operational need. In recognising the impact from noise related to locomotive movements the applicant proposed that no trains would enter Foxton Sidings before 7.00am until noise mitigation measures had been installed or after 8pm unless there were exceptional circumstances. Train idling would be limited to no more than 30 minutes and emphasised that most trains would idle for much less time, as this was not a target and was a

maximum. Idling would take place away from sensitive areas and not before 7.00am or after 8.00pm and had been agreed with the train operator. CCTV would be installed to monitor compliance relating to train movements and noise monitoring would be undertaken. The applicant acknowledged that they had no influence regarding the rolling stock that was used however, was of the view that disturbance was caused primarily by the operation of the train engine and breaking rather than the rolling stock itself. The Glebe Road level crossing would be manned in order that the movement of the train be continuous. The Train Operating Manual would also be reviewed. Having considered reducing the number of movements the applicant had concluded that restriction of movements would increase the duration of the restoration and impact upon the ability of the applicant to obtain contacts for material to be used in the restoration.

In response to Member questions the applicant:

- Confirmed where the CCTV would be installed and that it would be used to ensure that the train operator complied with the requirements of the permission. The current system would be expanded in order that coverage be increased. Recordings were retained for one month and recordings could be saved and used as evidence. Members requested that a new condition be included regarding the installation of CCTV.
- Confirmed that it was possible for an 'alert type system' to be established that would allow residents to see in advance when train movements were likely to take place.
- Explained that the train drivers were not direct employees of CEMEX however, the rail operator had been briefed regarding the requirements of the permission and that trains would not be accepted if conditions were not adhered to and ultimately the contract could be terminated. The applicant explained further that termination would be the conclusion of a process of contract management.
- Explained that there were very few class 59 trains on the whole network and the train operator only had access to one class 59 train; and that most movements would be carried out by the much newer 66 class train which were much quieter. Members noted that there was an intermediate class 60 train which was older than a class 66 but newer than a class 59 to which the train operator had access.
- Urged residents to contact CEMEX if there were issues with the operation.
- Explained that the 30 minute idling time was not a target but recognition of the time required to prepare the train for a journey and the lag between receiving clearance to enter the rail network and the signal changing. The applicant confirmed that the importance of minimising the lag had been drawn to the attention of Network Rail.
- Confirmed the locations of where noise measurements would be taken from.
- Regarding point 10 on page 129 of the officer report it was explained that by moving point A closer to the railway line it would prevent noise being masked by other sources and it was important that measurements took place as close to the source as possible.

Mr Ross Pow, speaking in objection to the application played a short video that demonstrated noise levels and smoke emitted by the trains. Mr Pow informed the Committee that he was not against the application but had concerns regarding the noise.

Mr Pow drew attention to records of idling times for trains that were the most serious breaches of conditions that had been brought to the Council's attention. Mr Pow expressed concern regarding third order planning conditions that would not be effective. Complaints took a long time to resolve and it was difficult for the applicant to enforce good behaviour with the train operator. Mr Pow concluded by requesting Members recommend limiting the number of trains and further time restrictions.

In response to Member questions Mr Pow explained that he had moved to the area in 2002 and for part of that time the railway was not used and then was used for small locomotives. Mr Pow also recognised the impact upon the countryside from noise mitigation structures in response to the estimation of the height of the noise mitigation fence using his video image as a basis.

Mrs Rhia Pow spoke in objection to the application and noted that whilst she did not want planning permission granted at Committee or at appeal, she recognised that a compromise was needed. Mrs Pow drew attention to the applicant's performance at the site and their inability to comply with planning conditions. The new rail time table had resulted in more trains on the main line at Foxton which would impact on trains' ability to enter the rail network from the sidings, which is why she was recommending the trains be reduced to 2 per day.

Mr Peter Bird, speaking on behalf of Bendyshe Way Residents Association once again requested that his video of a moving train showing the view from his bedroom window that had been played previously could be played again and therefore appreciated by members of the Planning Committee that were not in attendance on 6 September 2018. Mr Bird expressed concern at the prospect of up to 4 trains per day passing by. Mr Bird welcomed the planned revisions to the Train Operating Manual. Mr Bird concluded by stating that 2 train movements was adequate and much easier for residents to live with and questioned the evidence that fewer train movements would compromise the applicant's ability to win contracts.

In response to Member questions Mr Bird confirmed that the unpredictability of the noise was the most disturbing aspect and welcomed the prospect of an information sharing process 'alert type system' in order for residents to remain informed of likely train movements. Mr Bird explained that the average movement took 4 minutes which in total would equate to 32 minutes a day if 4 trains (8 movements) were permitted. Finally Mr Bird agreed that using newer trains should help with reducing the noise, based on his experience.

Councillor Peter Topping addressed the Committee as a Local Member for Foxton. Councillor Topping drew attention to the considerable length of time that the restoration would take. Councillor Topping welcomed the additional proposed signage and newer locomotives however, it was balanced against the applicants' ability to manage the train operator, as drivers were more likely to remain inside a warm train cabin than go to a nearby hut. Concern was expressed that the noise mitigation scheme was presented as an example and not the proposed scheme. Councillor Topping recommended the use of planning conditions to bind the applicant and requested the Committee considered restricting the operating times of trains to ensure that no trains entered Foxton before 7am and that the maximum permitted idling time for trains would be 15 minutes.

A Member questioned the impact upon the applicants' operations if the planning conditions were amended so that Foxton sidings could not be used before 7.00am. In response Members noted that CEMEX proposed that Foxton sidings were not used before 7:00am until the noise mitigation was installed. Representatives of CEMEX confirmed that such a change could impact on the flexibility of the operation.

It was proposed by Councillor Kindersley with the unanimous agreement of the Committee that the planning conditions be amended to prevent Foxton Sidings being used before 7:00am, and the installation of a CCTV system introduced as a pre-commencement condition. Due to the potential impact upon other planning conditions contained within the officer report, the Chairman adjourned the meeting in order to allow officers to review and provide suggested amendments to all conditions necessary.

Meeting adjourned at 12:13pm

Meeting reconvened at: 12:42pm

The Chairman reconvened the meeting. Officers noted that Members had not yet moved to the debate, but based on what had been discussed so far the following amendments to the planning conditions set out in the officer report were considered likely to be necessary (noting that any new pre-commencement conditions from 1 October would need to be agreed with the applicant where these were to be proposed):

- Condition 4 – reference to potential noise attenuation barrier removed.
- Condition 7 – wording amended to change age of train from 1985 to 1989 and to allow the Train Operating Manual to be reviewed and re-written.
- Condition 11(a) – to be added to control the number of train movements on the whole line, resulting in the deletion of conditions 28 and 34 that controlled the movements in the separate areas.
- Condition 14(a) – a scheme be added for alerting local residents to local train timetables which would be a pre-commencement condition.
- Condition 15(c) – condition for stabling to be removed as there would not be any trains before 7.00am.
- Condition 15d – a new pre-commencement condition regarding the installation of CCTV.
- Condition 16 – amended to ensure that no trains “enter” Foxton Sidings between 8:00pm and 7:00am.
- Condition 17 – to be deleted as a noise mitigation scheme was no longer required.
- Condition 19 – to be deleted as reference to noise emissions between 0530 and 0700 now no longer required.

During consideration of the proposed officer changes above, it was noted that an amendment was not required to add new condition 11(a) relating to the number of train movements on that section of the line (resulting in thus attempting to see if conditions 28 and 34 could be removed and just one reference being made to number of train movements), as the other operations required at the sidings would make this proposed text unenforceable in this location. It was therefore suggested by officers that this new condition should be removed from the proposed list of conditions to be considered above.

Furthermore, whilst members of the Planning Committee understood the original reason for officers' inclusion of condition 15(c) and that the planning condition for 'Locomotive stabling' was intended to be read in connection with the proposed noise mitigation scheme and noise monitoring conditions, it was agreed that condition 15c would still be relevant to control where the trains are stabled in the sidings, to comply with the operating manual and should therefore not be deleted. However, officers confirmed that they would need to ensure that the reason for requesting the condition was updated to reflect why the condition was necessary and enforceable to be able to demonstrate its compliance with the planning tests for conditions.

The Chairman confirmed with the representatives of the applicant that they were content with the proposed changes to the planning conditions and they confirmed they were.

Members requested that the Committee determine whether the concessions agreed by the applicant were agreeable to those who had registered to speak in opposition to the planning application. A Member commented that if the planning application was refused and the applicant appealed there was no guarantee that the additional and amended conditions would be included should the Planning Inspector be minded to approve the application. The Council's Legal Officer reminded Members that any potential appeal of the decision should not influence their decision.

The Chairman invited the speakers to return to the speaking point in turn.

Mr Bird commented that a limit of 2 trains per day was acceptable to the Residents Association. A poll had been undertaken of residents that were within aural distance of the train line and the overwhelming response was that residents would prefer a longer duration of restoration with fewer daily movements. Mr Bird emphasised the disturbance created by the train movements and concluded that fewer daily train movements would be welcomed.

Councillor Ray Kemp drew attention to the location of residents represented by the Parish Council and emphasised that the experience of residents regarding the current planning permission was not good however, acknowledged that the previous performance of the applicant was not a material planning consideration. Previous performance did however, focus attention on the effectiveness of planning conditions. The most effective conditions removed the source of the harm and therefore, the Parish Council would retain the position that 2 train movements a day would be acceptable. Councillor Kemp questioned whether reduced train movements would in fact impact upon the applicant's ability to win contracts. Councillor Kemp welcomed conditions regarding the age of trains used and ensuring that trains remain moving and did not stop. Finally Councillor Kemp noted that if members of the Planning Committee were not minded to reduce the number of trains then the wording contained within the train operating manual needs to be clear.

In response to a Member query the Council's Legal Officer confirmed that any condition to limit the number of train movements would need to meet the planning tests before being imposed. In particular members would need to be satisfied that any such condition was necessary and reasonable.

Mr Pow addressed the Committee and relayed his appreciation to the diligence the Committee had demonstrated in considering the planning application. Mr Pow welcomed the changes to the conditions which removed the anxiety of when a train would wake one in the morning. However, the duration of the application was for 15 years which was a long time. There had been numerous issues with the applicant's previous performance at the site. Mr Pow explained that there had only been 3 trains a day for 2 months in the last

year. Mr Pow concluded by recognising the need of the applicant to restore the site however requested that train movements be limited to 2 per day.

In response to previous comments raised the Council's Legal Officer reminded Members that the previous performance of the applicant could not be taken into consideration when determining the planning application and that Members should not surmise as to what would happen in the event that an appeal were to be lodged.

Mrs Pow was offered the opportunity to speak again but confirmed that she didn't have anything further to add to her husband's comments.

During discussion of the application:

- A Member commented that the concessions agreed by the applicant addressed the residents concern to a great extent.
- In response to a Member question the applicant confirmed that the number of train movements did impact upon the ability of the operator to win contracts. The Barrington facility was the waste disposal site for major infrastructure contracts such as Crossrail and if the applicant was unable to offer the daily waste disposal capacity that they required then they would not be able enter into a contract. Limiting movements to 2 trains per day was less attractive to the market because of the volume and the speed at which material was being produced.
- A Member sought confirmation from the applicant that they would concede the 4th daily movement and remain at 3. The applicant confirmed that they would and therefore officers informed the Committee that conditions 28 and 34 would require amendment.
- A Member confirmed that they would vote to approve the application as the applicant had made a number of concessions that would improve things for the residents. Although 2 trains a day may have been preferable it was important not to restrict business activities that had previously taken place at the site.

Cllr Connor proposed, seconded by Councillor Gardener that planning permission be granted subject to the amendment of the planning conditions.

Before the item was put to the vote a Member requested that the revised Train Operating Manual included information regarding complaints, noise and CCTV.

It was resolved unanimously to grant planning permission subject to the amended conditions set out in Appendix A to these minutes.

61. ENFORCEMENT UPDATE REPORT

Members received the Enforcement Update Report. In response to a Member question in relation to the recent fire at the Milton Landfill Site officers confirmed that the site was monitored 3 times a year and a visit took place in July/August 2018. Regarding the recent fire, the Environment Agency would lead on the incident and any potential impacts upon

groundwater. Planning conditions would continue to be monitored once the situation was resolved.

It was resolved to note the content of the report.

62. SUMMARY OF DECISIONS MADE UNDER DELEGATED POWERS

It was resolved to note the report.

Chairman

Planning Committee 4 October 2018

- 5.1 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 Local Plan (September 2018) policies NH/2, NH/4 and NH/5.

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);
- 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 Local Plan (September 2018) policies NH/2, NH/4 and NH/5.

Maintenance, silencers and reversing alarms

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy CC/7.

Operation of trains on the branch line [updated BLR Operating Manual to be provided by the applicant]

7. No development shall take place other than in accordance with The Barrington Light Railway Operating Manual Issue X dated dd mm 2018 (received dd mm 2018). No locomotive shall remain stationary with its engine idling for more than 30 minutes. No locomotive manufactured before 1989 shall be used on the Barrington Light Railway branch line.

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 Local Plan (September 2018) policy SC/10.

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 South Cambridgeshire Local Plan (September 2018) policy SC/10.

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.

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.

Use of the branch line

11. The Barrington Light Railway shall not be used for any purpose other than the development hereby permitted and for site open days and heritage services for 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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy NH/4.

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 in writing 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).

Train timetable

- 14a. No development shall commence until a scheme for alerting local residents to the times of trains on the Barrington Light Railway has been submitted to and approved in writing by the waste planning authority. The approved scheme shall be implemented in full for the duration of the development hereby permitted.

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 Local Plan (September 2018) policy SC/10. This is a pre-commencement condition because the means of alerting local residents to the times of trains needs to be in place before the first trains use the railway under this permission.

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 in writing 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)

Track signage

- 15a. Within 2 months of the date of this planning permission a scheme for the erection of signs within Foxton Exchange Sidings informing locomotive crews of operational restrictions shall be submitted to and approved in writing by the waste planning authority. The scheme shall include a programme of implementation. The approved signs shall be retained and maintained for the duration of the development hereby permitted.

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

Locomotive crew facility

- 15b. Within 2 months of the date of this planning permission a scheme for the erection of a mess facility for locomotive crew shall be submitted to and approved in writing by the waste planning authority. The scheme shall include a design and a programme of implementation. The approved facility shall be retained and maintained for the duration of the development hereby permitted.

Reason: To provide locomotive crew with shelter in cold weather and remove the need for them to leave the engine idling to operate the cab heating system and 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 Local Plan (September 2018) policy SC/10.

Locomotive stabling

- 15c. No locomotives shall be stabled other than at Stabling Point X and Stabling Point Y shown on drawing no. 16_CO18_BARR_300 Location of Stabling Points dated February 2018 (Appendix C to WBM Noise Assessment dated 04 June 2018).

Reason: To minimise disturbance from locomotive idling to the 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 Local Plan (September 2018) policy SC/10.

CCTV

- 15d. No development shall commence until a scheme for the installation of CCTV and the retention of the recordings has been submitted to and approved in writing by the waste planning authority. The approved scheme shall be implemented in full for the duration of the development hereby permitted.

Reason: To enable the developer to monitor the operation of trains 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 Local Plan (September 2018) policy SC/10. This is a pre-commencement condition because the CCTV needs to be in place to monitor the first trains using the Foxton Exchange Sidings under this permission.

Restriction on train times

16. No trains shall be enter Foxton Exchange Sidings between 2000 hours and 0700 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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

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 $L_{Aeq, 1\text{hour}}$ 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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/9.

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 Local Plan (September 2018) policy SC/10.

Noise limit

25. Noise emissions attributable to train movements shall not exceed 62dBL_{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 Local Plan (September 2018) policy SC/10.

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.

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 Local Plan (September 2018) policy SC/10.

Number of trains per day

28. There shall be no more than 6 train movements in any one day 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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/9.

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.

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 South Cambridgeshire Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

Number of trains per day

34. There shall be no more than 6 train movements in any one day 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 Local Plan (September 2018) policy SC/10.

Noise limits (0700 – 2000 hours)

35. Noise levels at the boundary of any residential property 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 2000 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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/9.

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 Local Plan (September 2018) policy SC/10.

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.

HGV movements (restriction of hours)

39. The delivery of no more than a total of 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.

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 for 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.

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 Local Plan (September 2018) policy SC/12.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy CC/7.

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 Local Plan (September 2018) policies CC/8 and CC/9. 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 Local Plan (September 2018) policy CC/7.

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 Local Plan (September 2018) policy SC/10.

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 Local Plan (September 2018) policy NH/5.

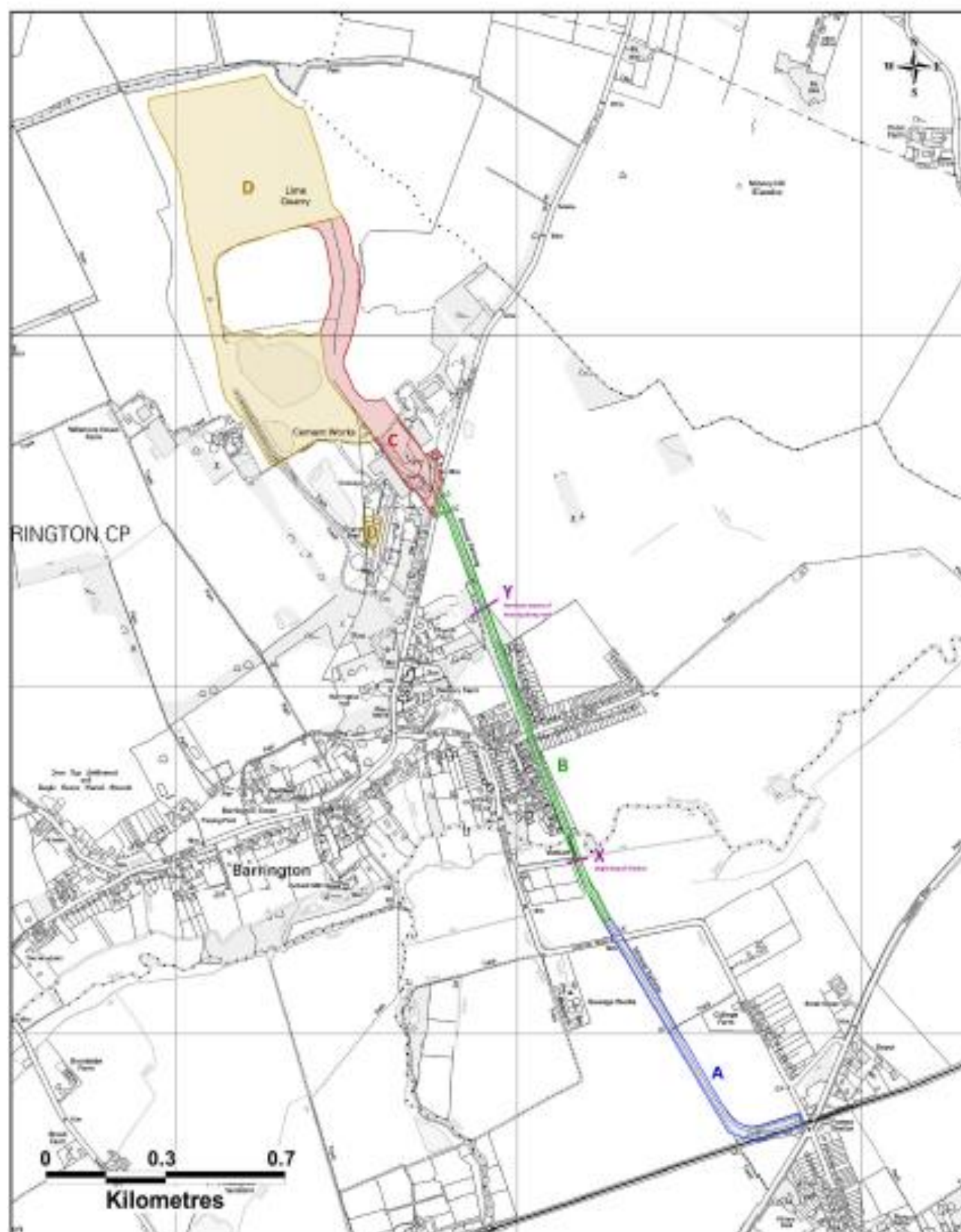
Unexpected cessation of development

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 Local Plan (September 2018) policies NH/2, NH4, and NH5.

Informative

Condition 7 – The Barrington Light Railway Operating Manual shall include (but not be limited to) a procedure for complaints to be made to and responded to by Cemex; procedures for minimising noise from the operation of the trains; and the operation CCTV in Foxton sidings.



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 By: sp484

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