

**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: 4 October 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 5.1*

<i>Officer contact:</i>	
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1.0 BACKGROUND

1.1 At the meeting on 6 September 2018 the Planning Committee deferred making a decision and invited Cemex to provide further information. The report to the 6 September 2018 meeting is Appendix A to this report.

1.2 Members sought further information from the applicant on the following:

- Signage at Foxton Sidings about locomotive idling times and locations;
- Locomotive idling times;
- Age of locomotives;
- Age of rolling stock;
- Brake squeal;
- Impact on development viability of reducing frequency to 2 train loads per day;
- Feasibility of completing the development in 15 years; and
- Whether the proposed development would affect the provision of the cycleway parallel to railway line.

Members also asked officers to further explore the provision of a temporary noise attenuation barrier for Wilsmere Down Farm.

Cemex's response is Appendix B to this report.

1.3 The parties who spoke at Planning Committee were also invited to submit additional comments. Their responses are appended to this report:

Appendix C - Barrington Parish Council;

Appendix D - Bendyshe Way Residents' Association (BWRA);

Appendix E – Mr Ross Pow and Mrs Rhia Pow

Appendix F – Mr Charles Cook

1.4 The County Council's noise adviser, Gordon Brown of 10dB acoustics, has reviewed the responses and his advice is Appendix G to this report.

2.0 PLANNING CONSIDERATIONS

Signage at Foxton Sidings about locomotive idling times and locations

2.1 Cemex has agreed to erect signs in the sidings informing train crews of the restrictions on operating the train in particular the maximum locomotive idling time and the designated stabling locations X and Y (see Figure 1 below). This could be secured by planning condition (see recommended new condition 15a).



Figure 1: Proposed locomotive stabling points

Locomotive idling times

- 2.2 Cemex consider that 15 minutes is not enough time in all circumstances to allow the train crews to be able to start the locomotives, charge the train braking systems, undertake the required safety checks and build in a small amount of contingency time. As such, Cemex have not agreed to amend the proposed 30 minutes which is in the Barrington Light Railway Operating Manual Issue 2 dated May 2018 (referred to in recommended condition 7). As advised by Gordon Brown (see Appendix G) after 0700 hours a day time noise limit of 55dB LAeq,1h is applicable and this limit will not be exceeded at the boundary of College Farm (Mr and Mrs Pow's house) when a Class 66 locomotive is idling continuously. Older (Class 47) trains could idle for around 30 minutes before 55 dB LAeq,1h is exceeded. The provision of acoustic fencing is not therefore necessary in respect of daytime train movements provided the older locomotives are not used and stabling takes place at points X and Y (see recommended condition 15c). In respect of night time operations (0530 to 0700 hours), acoustic fencing has been suggested as suitable mitigation and this would be taken into account on submission of a scheme to allow train movements before 0700 hours. Such operations would not take place until a suitable scheme has been approved by the council (see recommended condition 17).

- 2.3 One of the reasons for prolonged periods of idling was so that the cab heating system could be used by train crew in cold weather. Cemex proposes installing a small modular mess facility adjacent to the Foxton level crossing and CCTV so that the site supervisor can monitor train activity in the sidings. These could be secured by planning condition (see recommended new condition 15b).

Age of locomotives

- 2.4 Cemex has identified Class 60 (manufactured 1989 – 1993) and Class 66 locomotives (manufactured 1998 – 2015) as being suitable for the task, the Class 66s being the most numerous on the network. Previously Cemex had proposed phasing out pre-1985 locomotives within 12 months of implementing the planning permission. They now propose that no locomotives constructed before 1985 would be used. That would allow the use of Class 59s (manufactured 1985 – 1995). This could be secured by planning condition (see recommended condition 7).

Age of rolling stock

- 2.5 Cemex is unable to specify the age of the rolling stock. However, the noise limits would apply whatever the type of rolling stock. It is therefore considered that the BWRA's request that the age of the wagons is not reasonable.

Brake squeal

- 2.6 Cemex state that locomotive drivers will need to apply the brakes to stop at a level crossing on some occasions. The Barrington Light Railway Operating Manual provides for the Glebe Road crossing to be manned separately from those at Haslingfield Road and Foxton Road. The Operating Manual is referred to in recommended condition 7.

Impact on development viability of reducing frequency to 2 train loads per day

- 2.7 Cemex has stated that reducing the number of trains to 2 loads per day would adversely affect their ability to win contracts for suitable restoration material. It would also extend the time it would take to complete the restoration to 21 years.
- 2.8 Cemex state that their current proposal (maximum of 4 loads per day but an average of 3 per working day over a calendar month) would not result in an overall increase in the number of trains compared to the 2011 permission which permits 3 loads per day. Local residents are clearly of the opinion that 2 loads (4 train movements) per day would significantly improve amenity and their quality of life.
- 2.9 Cemex's 2010 planning application was for 4 loads (8 trains per day) including on Saturdays. Officers considered that in order to mitigate the impact of the development on local residents train movements should be limited to 6 per day (3 loads) and weekdays only. It was noted that the development would take longer to complete. Conditions were framed accordingly and were accepted by Cemex.

Impact on noise of reducing frequency to 2 train loads per day

- 2.10 Gordon Brown's advice on the current application, as considered at the meeting on 6 September 2018, is that judged against the limits given in Planning Practice Guidance Minerals (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. He has reviewed the comments of all parties submitted since the last meeting and considered the impact of reducing the number of train movements from an average of 3 loads (6 trains per day) to 2 loads (4 trains per day).
- 2.11 As the number of train movements will be limited to a maximum of two per hour (see recommended condition 29), limiting the overall number of movements per day would have no effect on any assessment carried out under the terms of PPGM. The effect of reducing the number of loaded trains from a maximum of 4 per day to 2 per day would reduce the overall average noise level by 3dB, which is generally regarded as the smallest change in noise level that can be detected by the human ear. Changing from 3 trains to 2 trains per day would reduce overall noise levels by less than 2dB, which would not be regarded as a significant change in noise level and would be undetectable to the human ear. However, because the train movements are discrete events widely separated in time this is not a satisfactory representation of the actual perceived noise impact and reducing the number of such events would reduce the noise impact on residents.

Impact of on the highway network of 4 train loads per day

- 2.12 The BWRA refers to the inconvenience to road users of waiting for trains to pass at the 3 level crossings on the branch line and on the A10 at Foxton. Mr Cook has reiterated his concerns about the delays at the A10. This matter is dealt with in paragraphs 8.15 – 8.17 of the 6 September 2018 report (Appendix A to this report), reproduced in part below for convenience:

"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."

- 2.13 It remains the officers' view that that there is no highway reason to require the number of trains to be reduced to 2 loads (4 movements) per day.

Feasibility of completing the development in 15 years

- 2.14 Cemex has explained why they believe that the development as proposed would be completed within 15 years (see Appendix B). Cemex's 2010 planning application was to import almost 2 million tonnes of restoration material. On the basis of 4 loads per day 6 days a week this would have been at a rate of 500,000 tonnes per year. The duration of the project was to be 5 years including 20 weeks to reconstruct the branch line and restoration of the imported waste to an agricultural afteruse. The branch line re-building started in July 2014 and the first deliveries of waste by train were on 6 July 2015. Importation of waste ceased on 9 July 2018 by which time

approximately 60% of the permitted void had been filled. Given the reduction in the number of permitted train movements this is broadly in line with Cemex's 2010 proposal. As the BWRA have pointed out, the permitted 3 loads per day rarely occurred.

- 2.15 It is considered that there is no reason not to accept Cemex's assertion that they would be able to complete the proposed development within the proposed 15 year timescale (on the basis of an average of 3 loads per day).

Provision of the cycleway parallel to railway line

- 2.16 Preliminary designs for the pedestrian / cycle link alongside the branch line between Haslingfield Road and Foxton have been submitted to the highway authority. Although the safety audit team has raised a number of concerns, in the opinion of the highway development engineer the developer is likely to be able to respond to them. It is likely that the scheme would be capable of being adopted by the highway authority.
- 2.17 The housing developer, Redrow, support the application made by Cemex and are keen to see the quarry infilled as soon as is practical. In respect of the footpath/cycleway, they are currently working with the County Council to ascertain the best possible solution to the delivery of the connection to Foxton railway station and are awaiting feedback from the Local Highway Authority safety audit team.

Wilsmere Down Farm

- 2.18 Gordon Brown has advised that the improvement in noise level at Wilsmere Down Farm afforded by a temporary barrier is, like with the earth bund, relatively small. The duration of any likely exceedance of noise limits is very limited so may not outweigh the cost and disturbance of installing a barrier.

Restriction on train movements within the quarry

- 2.19 Cemex is concerned that the limiting the number of train movements within the quarry to 2 per hour as set out in recommended condition 35 of the 6 September report could preclude necessary locomotive manoeuvring. It has been agreed, with Gordon Brown's advice, that it would be acceptable to establish a noise limit of 55dB LAeq, 1 hour freefield at the boundary of any residential property. This would be taken into account when the noise mitigation scheme for the new houses is being designed. An amended condition 35 is recommended.

3.0 FALL-BACK RESTORATION

- 3.1 Mr and Mrs Pow have made some observations on an alternative restoration option which they believe better balances the interests of all parties. In order to address them it is considered necessary to set out what the fall-back position would be if the current proposal does not go ahead.
- 3.2 Until the quarry closed in 2008 the mineral extraction operations took place under planning permissions S/00445/92 and S/01240/97. These permissions were due to

be reviewed under the terms of the Environment Act 1995 by 31 December 2013. Cemex did not make the relevant application and under the provisions of the 1995 Act, S/00445/92 and S/01240/97 ceased to have effect except insofar as they relate to the restoration and aftercare of the site.

- 3.3 S/00445/92 relates to the southern part of the quarry including the cement works. Most of the land to which this permission relates is covered either by the planning permission for residential development or Cemex's 2011 permission for partially restoring the western part of the quarry by landfill. There would be a wedge of land, including the line of the railway within the quarry, which falls outside these schemes. The 2011 restoration scheme is included as agenda plan 5.
- 3.4 S/01240/97 relates to the northern part of the quarry and includes the most recently quarried area. The western part will be restored to agriculture at a low level (up to 44 metres AOD - the adjacent land is at 69 metres AOD) as part of the 2011 permission. Completion of the 2011 approved restoration scheme would be dependent on Cemex applying for and being granted permission to extend the duration of the development beyond 31 December 2018.
- 3.5 The northeastern part of the quarry void is approximately 14 metres AOD at its lowest point. This is approximately 50 metres below the nearest unworked land. It would be 30 metres lower than the highest part of the 2011 restoration scheme and is currently the point where water from the worked land collects. The 2011 restoration scheme does not address the safety issues associated with water accumulating in the unfilled quarry. The low points where water collects are outside the 2011 permission area.
- 3.6 The restoration scheme which is referred to in the conditions of the 1997 permission is for an agricultural and geological conservation afteruse to be achieved using cement processing plant and quarry wastes and re-spreading overburden and stored soils. Details of the geological conservation measures and drainage proposals, including arrangements for pumping in perpetuity if necessary, are required.
- 3.7 The 1997 restoration scheme assumed that the mineral would be worked to its full permitted depth across the whole planning permission area. This has not taken place and there is provision in the 1997 conditions for this situation. If the current planning application is not approved, Cemex will need to submit a restoration scheme which relates to the actual quarry void. There is very little soil and overburden on site which could be used for restoration so there is little potential to do anything beyond regrade the quarry faces and ensure that the geological conservation area satisfactorily designed and protected. It is likely that there would be semi-permanent water bodies at the lowest points which may need to be managed by pumping for the foreseeable future.
- 3.8 Mr and Mrs Pow have questioned the value of the restoration scheme which is part of the current proposal as not being significant for the local community and with limited levels of biodiversity. The proposed restoration scheme is supported by Natural England (see paragraph 5.27 of the 6 September 2019 report) and the County Wildlife Trust (paragraph 5.28). It would provide a number of UK and local Biodiversity Action Plan priority habitats, deliver significant biodiversity

enhancements and benefit a number of locally important species. The fall-back position would be low level agricultural grassland in the 2011 permission area and bare chalk faces in the north east of the void which would have limited ecological value.

- 3.9 The fall-back position would not secure access to a supply of clunch for the restoration of historic buildings. This matter was referred to in paragraph 8.6 of the 6 September 2018 report. The clunch is overlain by a significant depth of overburden and other minerals. It was by-product of quarrying for chalk and it is not believed to be economic to remove the overlying material to release new reserves. Planning permission would be needed to do so. No representations about securing a supply of clunch have been made during the recent consultation on the emerging Cambridgeshire and Peterborough Minerals and Waste Local Plan.

4.0 CONCLUSIONS

- 4.1 Cemex has proposed some minor changes to the class of locomotive that would be used and the means of managing their operation to improve the mitigation of impacts on local residents. These are supported by officers and can be secured by planning condition. It is recognised that Cemex's have not agreed to some of the changes that local residents are seeking, principally the reduction in the number of train movements per day from an average of 6 to a maximum of 4.
- 4.2 Gordon Brown's advice is that in the terms of PPGM criteria the effect of reducing the number of train movements per day would be small but would reduce the impact as experienced by local residents.
- 4.3 For the reasons set out in section 3 above and in section 8 of the 6 September 2018 report officers consider that on balance, the proposed scheme represents the best restoration outcome for the site and that this just outweighs the level of disturbance that would be experienced by local residents from the passage of trains.

5.0 RECOMMENDATION

- 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 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.

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 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 manufactured before 1985 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 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)

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

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 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 Development Control Policies DPD (July 2007) policies DP/3 and NE/15.

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 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.

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 $L_{Aeq, 1\text{hour}}$ 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 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 $L_{Aeq, 1\text{hour}}$ 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 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 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 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.

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 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

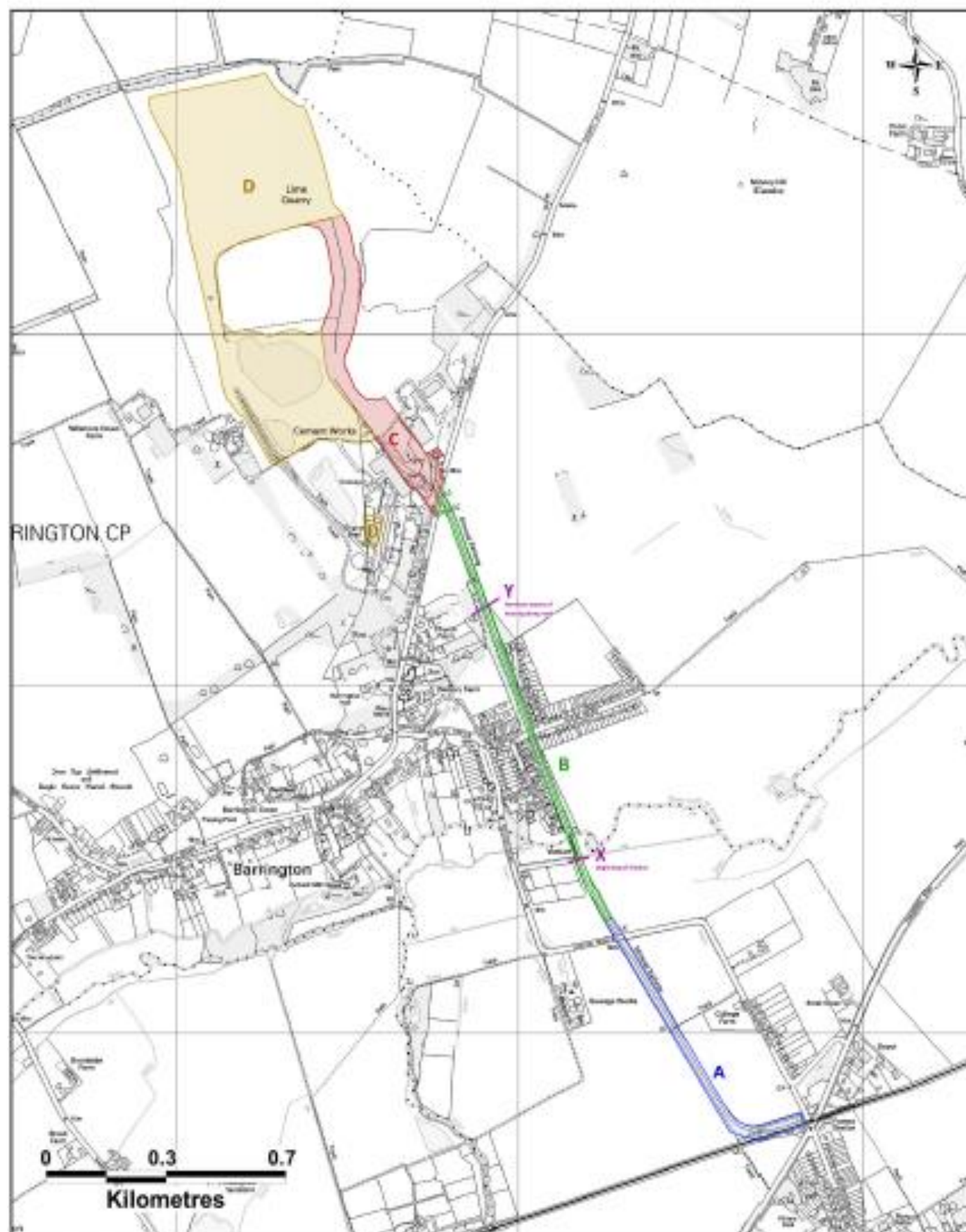
50. No waste shall be deposited in the area shown in yellow as Active fill area for phase on drawing no. 16_CO18_BARR_017 Phase 3 dated 16/12/2016 until detailed proposals for re-establishment of geological exposures, drainage and access arrangements have been submitted to and approved in writing by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



Scale (at A2): 1:10000

Date: 18/02/11 V2

By: sp484

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