NON TECHNICAL SUMMARY

INTRODUCTION

NTS.1 CEMEX UK Properties Limited is applying for planning permission to South Cambridgeshire District Council (SCDC) for the redevelopment of the former CEMEX cement works, Haslingfield Road, Barrington (the ‘Application Site’). An Application Site location plan is shown in Figure NTS1.

NTS.2 This document is the non-technical summary of the findings of the Environmental Statement that accompanies the planning application.

APPLICATION SITE CONTEXT AND DESCRIPTION

NTS.3 The Application Site is located within the ward of Orwell and Barrington and falls within the jurisdiction of South Cambridgeshire District Council. The Application Site lies approximately 9.5km to the south south-west of the City of Cambridge.

NTS.4 The Application Site covers an area of approximately 34.27 hectares (ha) with 9.88ha comprising Previously Developed Land. The PDL comprises 21 buildings and infrastructure associated with the former CEMEX cement works and lies next to Haslingfield Road / Chapel Hill, separated by a belt of woodland.

NTS.5 Barrington Light Railway track runs through the northern and southern section of the Previously Developed Land (PDL) within the Application Site and runs northwest to the former quarry. The Barrington Light Railway track originates from Foxton to the south east of and enters the Application Site from Haslingfield Road. The track is approximately 2,231m in length and is included within the Application Site.

NTS.6 A freshwater lake is located within the Application Site to the north west of the PDL. An area of fairly dense woodland is present within the Application Site to the east and south and comprises a variety of mature trees and includes several branches of the Mineral Railway.

NTS.7 The Application Site is directly bound: to the north by the former chalk quarry and restored land; east by Haslingfield Road/ Chapel Hill ‘B’ road and to the west and south by agricultural land.
Notable features within the vicinity of the Application Site include: Barrington Chalk Pit Site of Special Scientific Interest (SSSI); Barrington Conservation Area, numerous Listed Buildings, Public Rights of Way (PROW) and the River Rhee / Cam which is located approximately 1km to the south of the Application Site.

**THE PROPOSED DEVELOPMENT**

The description of the Proposed Development for the outline planning application is as follows:

‘Application for outline planning permission for the demolition of all existing buildings and structures, and redevelopment to provide up to 220 residential (Class C3) units, formal and informal open space including allotments, car parking for Barrington Primary School, new pedestrian and cycle links to Barrington village and Foxton Station, and associated works - details of vehicular site access arrangements are submitted for approval, with all other matters (Layout, Scale, Appearance and Landscaping) reserved for future approval.’

The indicative Masterplan for the Proposed Development is shown in Figure NTS2 and in summary comprises:

- Site clearance including demolition and preparatory groundworks;
- The construction of up to 220 new homes (Class C3) comprising an indicative unit mix of 2 bed, 3 bed, 4 bed and 5 bed houses;
- The provision of formal and informal open space to the west and south of the Previously Developed Land (PDL) which could feature cycle tracks, walking and running paths and allotments;
- The construction of a car park to service Barrington Primary School;
- The provision of a shared pedestrian and cycle link connecting the proposed residential development directly with Barrington Primary School and the existing bus stop on Haslingfield Road;
- The provision of a pedestrian link connecting the residential development and open space with Barrington via Back Lane;
- Future provision of shared cycleway and footway to Foxton Station along the route of an existing railway line;
- The provision of areas of hard and soft landscaping; and
- The construction of new vehicular and pedestrian accesses.
PROPOSED LAND USES AND SITE ACCESS

NTS.11 The outline application seeks to fix the maximum extent of development land use zones as shown on Figure NTS3. The land use parameters that will be fixed are for:

- Residential zones;
- Formal and informal public open space;
- Buffer zone; and
- Proposed car park for Barrington Primary School.

NTS.12 Outline planning permission is sought for the principle of up to 220 residential dwellings and up to a maximum height of buildings within the residential land use zone up to 2.5 storeys (up to 11m ridge height) as shown on Figure NTS4. The number and mix of the housing are yet to be fixed, therefore the accommodation schedule listed in Table NTS1 below are indicative.

Table NTS1: Accommodation schedule based on the Illustrative Masterplan

<table>
<thead>
<tr>
<th>Accommodation schedule</th>
<th>Number of units</th>
<th>Area (m²)</th>
<th>Area (ft²)</th>
<th>Total Area (ft²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2B terraced Over 55’s</td>
<td>16</td>
<td>77</td>
<td>828</td>
<td>13,248</td>
</tr>
<tr>
<td>2B terraced</td>
<td>38</td>
<td>77</td>
<td>828</td>
<td>31,464</td>
</tr>
<tr>
<td>3B semi-detached</td>
<td>30</td>
<td>88</td>
<td>947</td>
<td>28,410</td>
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<tr>
<td>3B semi-detached</td>
<td>40</td>
<td>100</td>
<td>1,076</td>
<td>43,040</td>
</tr>
<tr>
<td>3B detached</td>
<td>2</td>
<td>100</td>
<td>1,076</td>
<td>2,152</td>
</tr>
<tr>
<td>4B detached</td>
<td>38</td>
<td>116</td>
<td>1,248</td>
<td>47,424</td>
</tr>
<tr>
<td>4B detached</td>
<td>12</td>
<td>140</td>
<td>1,506</td>
<td>18,072</td>
</tr>
<tr>
<td>5B detached</td>
<td>6</td>
<td>156</td>
<td>1,679</td>
<td>10,074</td>
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<tr>
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<td>12</td>
<td>160</td>
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<tr>
<td>5B detached</td>
<td>19</td>
<td>189</td>
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<td>38,646</td>
</tr>
<tr>
<td>5B detached</td>
<td>7</td>
<td>200</td>
<td>2,152</td>
<td>15,064</td>
</tr>
<tr>
<td>TOTAL</td>
<td>220</td>
<td></td>
<td></td>
<td>268,258</td>
</tr>
</tbody>
</table>

NTS.13 The details of the type, size and specification of formal and informal open space and proposed car park are to be approved at the reserved matters stage.

NTS.14 Detailed approval is sought for 3 vehicular access point into the Application Site off Haslingfield Road as shown in Figure NTS5 which will serve the residential development and the car park.

EXISTING OPERATIONS

NTS.15 Barrington Light Railway runs diagonally through the northern section and southern section of the PDL within Application Site. Planning permission has been granted (ref:
S/1080/10(CM) for the importation of restoration material at Barrington Quarry over a five-year period in August 2011.

CONSTRUCTION TIMESCALES

NTS.16 For the purposes of the Environmental Statement, it has assumed that a 6 year construction period is proposed, starting in 2016 with the completion year for the Proposed Development within the Application Site being 2021.

NTS.17 Construction will be undertaken in accordance with an agreed Construction Environmental Management Plan (CEMP) which will ensure that the Application Site is managed in line with Best Practice.

THE NEED FOR THE PROPOSED DEVELOPMENT

NTS.18 Construction of the former CEMEX cement works within Barrington began in 1912 and was an important part of the local community and economy. However, with the onset of the current recession and further little sign that the UK construction industry and the construction output forecast was to decline further, the operations at the CEMEX cement works ceased in 2008 and the site was decommissioned in 2012.

NTS.19 The former CEMEX cement works is mostly represented by the existing quarry area and restored land to the north and east, adjacent agricultural land and approximately 24 acres of ‘brown field’ and/or PDL where the plant buildings, associated structures and offices stand. Many of the existing buildings are located on the PDL and have been subject to demolition in parts with some of the buildings in a state of disrepair.

NTS.20 The redevelopment of the Application Site is envisaged to have a beneficial impact on the reuse of a large, vacant brownfield industrial site which would help to improve the visual appearance of the site. The formal and informal landscaping of the Application Site will enhance the existing ecology and will present opportunities for residents and community to enjoy utilising the outdoor environment.

NTS.21 The Proposed Development of up to 220 residential units will help towards addressing an existing need in the District for market and affordable housing and will provide jobs in the local area during the construction phase. The Proposed Development will be of benefit to local facilities and services during the post-construction phase due to the increase in population.
The Proposed Development will introduce proposed pedestrian links to Barrington which will increase sustainable travel options. The potential future introduction of the shared pedestrian and cycle link to Foxton Station (following completion of land restoration and subject to the Mineral safeguard being lifted) would be an additional benefit for proposed residents of the Proposed Development and for existing residents in Barrington. An area of car parking proposed on CEMEXs land will also assist in regularising existing parking arrangements for Barrington Primary School, where there is parking and drop off / pick up directly on Haslingfield Rd which will improve safety to staff and pupils.

THE ENVIRONMENTAL STATEMENT

Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (referred to in this document ‘EIA Regulations’), an Environmental Impact Assessment (EIA) is required for the Proposed Development. The findings of the EIA are presented in the Environmental Statement (Volume 1).

The general approach to assessing environmental impacts is to consider the current conditions on and around the Application Site for each environmental issue, and then to compare these with the predicted conditions during the construction and post construction phases of a development. Where there are international, national or local standards, policies or guideline of relevance to the proposals, these are also taken into account.

In order to assess the potential impacts of the Proposed Development on the environment, the sensitivity of existing resources is considered in conjunction with the scale (or magnitude) of the predicted impacts in order to establish the significance of the predicted changes. The significance of impacts are described as being ‘neutral’, ‘minor’, ‘moderate’ or ‘substantial’.

ALTERNATIVES CONSIDERED

A number of alternatives have been considered by the Applicant, including:

- The ‘do nothing’ approach; and
- Alternative designs and evolution.
Alternative development sites were not considered as the Applicant owns the land and can bring forward the development on the Application Site to facilitate the Proposed Development.

THE ‘DO NOTHING’ ALTERNATIVE

The ‘do nothing’ alternative would mean leaving the Application Site in its current state. After decommission in 2012 the Application Site comprises many disused and vacant buildings and structures. Following this approach would result in no corresponding adverse of beneficial effects of the scheme.

Proceeding with this option would result in a missed opportunity to redevelop the Application Site, improving the visual appearance of the Application Site, and the associated economic benefits during construction.

ALTERNATIVE DESIGNS AND EVOLUTION

A number of development options have been explored before arriving at the illustrative Masterplan which include:

- **Option 1: Development of up to 400 dwellings:** This option restricts development to the southern part of the Application Site, whereby the residential development is located on agricultural fields rather than restricting development to PDL.
- **Option 2: Development of 1,250 dwellings:** This proposal outlines residential development on the PDL and around the two existing lakes.
- **Option 3: Development of 3,250 dwellings:** Includes development around the two lakes and extends west towards the existing woodland.

The alternatives considered and the reasons behind the choice of the illustrative Masterplan are considered in greater detail in Chapter 5 (Volume 1) of the Environmental Statement.

KEY ENVIRONMENTAL EFFECTS OF THE PROPOSED DEVELOPMENT

SOCIO-ECONOMIC EFFECTS (CHAPTER 6)

The Proposed Development will provide up to 220 new dwellings for South Cambridgeshire. Furthermore, employment opportunities of a temporary nature will be
created with 327 Full Time Equivalent Jobs being created during the construction phase. It is not anticipated that construction workers will relocate to the area during the construction phase, and as a consequence the proposed development will have a temporary local to regional beneficial effect on the population with respect to employment.

NTS.33 The Proposed Development will increase the population of Barrington by approximately 612 persons which will help to increase the local economy and increase patronage of the local community facilities.

NTS.34 The Proposed Development will generate the need for additional early years, primary school places, and secondary school places. The increase in population will also place additional demand on the local health care facilities. However, as part of the planning process, suitably worded planning conditions as well as delivery thresholds will form part of the Section 106 Agreements and will secure the timely delivery of all necessary facilities (e.g. education provisions), thereby avoiding undue pressure being placed on existing facilities in the surrounding area.

NTS.35 The Proposed Development will therefore have beneficial effect of moderate significance on the exiting education provision and a beneficial effect of minor significance on the health care facilities.

NTS.5 The Proposed Development will bring about improvements to the local infrastructure, including new footway connections, additional open space and improvements to local public transport; therefore it is anticipated to have a beneficial effect of moderate significance on the socio-economic conditions within study area.

ECOLOGY AND NATURE CONSERVATION (CHAPTER 7)

NTS.36 The Applicant commissioned a number of technical studies to establish the importance of the Application Site and surrounding area in terms of ecology and arboriculture, including habitat surveys, tree surveys, bat surveys, reptile surveys, breeding and wintering bird surveys, Great Crested Newts surveys and Invertebrate surveys. The full reports can be found in Appendix 7 (Volume 2) of the ES.

NTS.37 Two statutory designated sites are located within a 2km radius of the Application Site. Barrington Chalk Pit Site of Special Scientific Interest (SSSI) is situated directly to the north of the Application Site and is designated for its geological interest. In addition Evesden and Wimpole Wood SSSI and Special Area of Conservation (SAC) is located
approximately 5km to the south west of the Application Site and are of national significance for their breeding population of Barbastelle Bats.

NTS.38 Two non-statutory designated sites are located within 2km of the Application site which are both designated as County Wildlife Sites which are Haslingfield Pit CWS and the River Rhee CWS. These are both situated over 1km from the Application Site.

NTS.39 Direct impacts on these statutory and non-statutory designated sites areas are not predicted although non-significant residual impacts associated with recreational disturbance are predicted for accessible areas of the River Rhee CWS.

NTS.40 Although the Application Site comprises habitats which are heavily influenced by human activities there are features of ecological value. These include habitats such as semi-improved calcareous grassland, scrub, woodland and hedgerow. These habitats have some intrinsic value due to the botanic diversity they contain. However, the examples recorded within the Application Site were considered to be a poor representation of these habitats with relatively low species diversity and losses associated with the Proposed Development were considered to be of negligible/slight significance.

NTS.41 The indicative Masterplan for the Proposed Development includes large scale habitat creation features including the provision of 3ha of calcareous grassland habitats which will result in non-significant permanent beneficial impacts. Replacement scrub habitat and new aquatic habitat will be provided although there will be non-significant adverse impacts as a result of the permanent loss of woodland, ephemeral, hedgerow and ruderal habitat.

NTS.42 A small breeding population of Great Crested Newt is situated outside the Application Site boundary but within the zone of influence. To mitigate for loss of terrestrial habitat alternative provisions will made. New aquatic habitat will be created and existing water bodies will be enhanced to increase their suitability for the species. Some non-significant residual effects associated with recreational disturbance may occur although on balance the conservation status of the species will not be impacted and possible enhanced.

NTS.43 Breeding Little Ringed Plover and Peregrine Falcon are present within the zone of influence and these species are considered to be county value. Some potential impacts associated with disturbance of breeding Little Ringed Plover will be offset with the provision of an off-site wader scrape. The provision of enhanced habitats throughout the Proposed Development are likely to maintain and provide enhanced foraging areas for Peregrine and other breeding and wintering avifauna.
Non-Technical Summary

NTS.44  Badger activity was recorded at the Application Site and within the surrounding zone of influence. Temporary closure of setts close to the construction footprint will be required to minimise disturbance. Upon completion widespread foraging opportunities for Badger will remain with features included within the design to facilitate movement of the species. Some non-significant residual impacts associated with recreational and lighting disturbance may occur therefore the predicted significance of these impacts is considered to be negligible to slight.

NTS.45  Three bat roosts are present within the Application Site for Common Pipistrelle, Soprano Pipistrelle and Brown Long-eared Bat. These roosts are considered to be of lower conservation value and mitigation and enhancement measures will ensure permanent, non-significant beneficial effects. The bat species assemblage and activity was considered to be of local value and habitat features within the scheme, and a sensitive lighting strategy, will ensure permanent, non-significant beneficial effects for bats at the site.

NTS.46  A relatively high diversity of invertebrate species was recorded at the Application Site including chalk specialist such as the Chalk Carpet moth. Important assemblages associated with scrub edge, flower rich areas and unshaded early successional habitats were recorded. Habitat provisions in the form of calcareous grassland and scrub will provide features for invertebrates post-construction. There will be a residual permanent adverse impact of slight significance due to the loss of ephemeral habitats but the provision of high quality habitats is, on balance, considered likely to provide an overall biodiversity gain.

NTS.47  The trees that will be impacted on by the Proposed Development have been surveyed and an Arboricultural Impact Assessment and Arboricultural Planning Statement has been produced to mitigate any effects during the construction phase.

NTS.48  The Construction Environmental Management Plan will outline measures to protect ecological features within the site during the construction phase. A Nature Conservation Management Plan will outline long-term measures for management of the ecological features of the Proposed Development. This will ensure success in delivering valued habitats and species which reflect and add to the diversity of the surrounding landscape.

NTS.49  Some non-significant residual effects are predicted and these are associated with recreational disturbance (of the River Rhee CWS, Badgers and Great Crested Newt) and permanent habitat loss (woodland, ephemeral, ruderal and hedgerow habitats). Although residual adverse impacts are predicted these are not considered to be
significant and on balance it is considered that the Proposed Development will deliver biodiversity gains through the following:

- The provision of extensive areas of calcareous grassland (meadowland);
- Native planting such as scattered trees, shrubs and hedgerows;
- Enhancement of existing, and provision of new aquatic habitat; and
- Bird and bat box provisions.

**NOISE AND VIBRATION (CHAPTER 8)**

**NTS.50** It was considered that the Proposed Development could have an impact on a number of sensitive receptors within the vicinity of the Application Site or existing operations could have on the residential development. It was agreed with the Environmental Health Officer that the following sources of noise and vibration would be covered in the assessment:

- Construction noise;
- On and off site road noise;
- Noise due to the operation of Barrington Light Railway;
- Vibration due to the operation of Barrington Light Railway;
- Noise associated with the restoration of the quarry;
- Other local noise sources such as equipment/plant at local farms; and
- Noise associated with events at Barrington Hall.

**On-Site Construction Activities**

**NTS.51** A selection of the closest residential noise receptors surrounding the Proposed Development has been identified and the distance of these receptors will vary considerably throughout the construction programme. The assessment assumed that heavy plant construction activities will take place during normal construction hours and the construction activities will be undertaken in line with best practice to prevent noise from the Proposed Development. The impact of construction noise has been assessed not significant.

**Off Site Construction Road Traffic Noise**

**NTS.52** The impact associated with construction traffic on the local roads has been assessed. The most likely road to experience noise impacts as a result of construction traffic is
Haslingfield Road, however as the number of movements anticipated for the construction of the Proposed Development is 10 movements per day, (therefore an increase of noise less than 1dB) the construction noise is considered to be not significant.

**Off Site Operational Road Traffic Noise**

NTS.53 The Proposed Development is expected to generate additional vehicle movements, the full details of which are presented in the Transport Assessment undertaken by Vectos (October 2014). All the links experience a negligible increase in noise, with the exception of Link 6B (Haslingfield Road South of Site Access) and Link 7 (Foxton Road), which experiences a minor increase. When considering the overall scale of the development, it is considered that a noise impact can be considered minor adverse.

**Assessment of Road Traffic Noise at Proposed Development**

NTS.54 Noise from local traffic should not be a factor in determining whether the Application Site is suitable for residential development as the impact of road traffic noise at the Proposed Development is considered as not significant.

**Entertainment Noise from Barrington Hall**

NTS.55 In relation to the events at Barrington Hall, it is reasonable to consider the potential noise impacts based on the details of the current premises licence (SCDC ref: SCDCPL0342), issued under the Licensing Act 2003. The impact of event noise from Barrington Hall is considered to be not significant, providing the facades of bedrooms to the south of the development include a good level of mitigation.

**Rail Noise at Proposed Development (temporary)**

NTS.56 There is the potential for an overlap between occupation of the Application Site and the works covered by application ref: S/1080/10/CM. Therefore, for the purpose of this noise assessment, the noise impact of the partial infilling of the quarry at the proposed residential development has been considered.

NTS.57 If the Proposed Development is to be occupied during restoration activities then with the suitable façade design selected at the detailed design stage the impact of rail noise at proposed properties would be not significant.
Rail Vibration

NTS.58 If the Proposed Development is to be occupied during restoration activities then with adoption of an appropriate vibration monitoring protocol and subsequent implementation of mitigation (if appropriate) the impact of rail noise at proposed properties would be not significant.

Rail Unloading and Earth Moving Operations

NTS.59 If the Proposed Development is to be occupied during restoration activities then a programme of noise mitigation aimed at reducing noise levels associated with rail unloading and earth moving operations to within permitted levels, the impact of restoration activities at proposed properties would be not significant.

AIR QUALITY (CHAPTER 9)

NTS.60 Construction activities such as demolition, earthworks, construction and trackout, are by their nature dusty operations. In order to avoid significant effects from dust during the construction phase, a number of mitigation measures and dust control actions will need to be put in place at the Application Site.

NTS.61 The measures to control dust emissions and monitor the effectiveness of the mitigation would be agreed formally with SCDC as part of a Dust Management Plan (DMP) or equivalent Construction Environmental Management Plan (CEMP). It is anticipated that this would be achieved through the setting of an appropriate planning condition. Therefore, provided the mitigation measures are in place and appropriately managed during the construction phase, it is concluded that the Proposed Development is not likely to generate unacceptable dust impacts to adjacent receptors during the demolition or construction stages and the significance of the effect would be described as minor adverse.

NTS.62 The assessment of the emissions from the additional road traffic generated during the operational phase would lead to imperceptible increases in concentrations of NO₂ or PM₁₀ at three of the four locations close to the local road network, with a small increase at one receptor. The significance of the effect would be described as negligible at all receptors.

NTS.63 Suitable and appropriate mitigation measures have been discussed for the mitigation of traffic emissions in the Transport Assessment. These will be discussed and agreed with
the council and the requirement for these will be informed by the results of the air quality impact assessment set out in this chapter.

NTS.64 It is therefore concluded that the Proposed Development is acceptable from an air quality perspective.

TRAFFIC AND TRANSPORTATION (CHAPTER 10)

NTS.65 A Transport Assessment has been undertaken by Vectos (October 2014) which identified the baseline conditions of traffic, pedestrian, cycling and public transport conditions at the Application Site and within the wider environment.

NTS.66 It is predicted that the construction works associated with the Proposed Development will generate approximately 14,660 vehicles movements, 7,330 vehicles over the 72 month construction periods which equates to an average of 10 movements (5 vehicles) per day. This may lead to a peak number of HGV movements of 20 per day and spread over a working day, this would equate to approximately 2 HGV per hour which is considered to be a very low flow.

NTS.67 The impacts of construction traffic on traffic flows, congestion and delays are considered to be negligible. The effects on pedestrians and cyclists will be temporary and only occur over the duration of the construction phase. Taking into account the timescales, the significance of the impact is assessed to be minor adverse.

NTS.68 The changes in traffic flows, congestion and delay post-construction will be as a result of the traffic generated from the Proposed Development. The predicted performance of the key junctions during the 2021 AM and PM peak hours with the development traffic flow using the local road network have been assessed as having an impact of negligible significance, as all junctions were observed to operate well within operational capacity. As a result, none of the junctions assessed within the study network will require any capacity enhancements to mitigate the effect of the Proposed Development.

NTS.69 Enhancements within the local area will be provided in order to encourage the use of sustainable modes of transport, in particular walking and cycling where there will be impacts of minor to moderate beneficial significance. Some of the improvements proposed are summarised as follows:

- Redevelopment of the railway line to Foxton station to provide a 3.5 metre wide footway/cycleway;
- Provision of a 3.5 metre footway/cycleway between the site and Barrington School;
• Provision of a footway link to Barrington Village via Back Lane;
• Introduction of a Travel Plan; and
• Provision of a traffic management scheme within the village of Barrington.

NTS.70 A Construction Management Plan will be implemented to minimise any environmental impact during the construction phase and a Travel Plan for the Proposed Development will be implemented to encourage use of more sustainable modes of transport.

GROUND CONDITIONS AND CONTAMINATION (CHAPTER 11)

NTS.71 The Application Site has been subjected to industrial land use in the past as a cement manufacturing works. Identified contamination consists primarily of a number of hotspots of hydrocarbons in soil and localised hydrocarbon impaction in groundwater.

NTS.72 Baseline conditions have been identified using published desk based information on the setting of the site and historical uses, an appraisal of potential sources of contamination and potential geotechnical hazards and interpretation of empirical site investigation data.

NTS.73 An assessment has been undertaken of the likely significant effects of the Proposed Development in relation to ground conditions with consideration given to both potential ground stability and contamination related impacts.

NTS.74 Through the implementation of remedial measures and compliance with the CEMP during the construction phase, adverse effects to construction workers and subsequent residential end users of the site from contamination will be reduced to a beneficial effect of neutral significance.

NTS.75 Overall, no significant residual effects on ecological receptors have been identified during the construction and post-construction phases of the Application Site. Likewise, no cumulative effects have been identified. Therefore the Proposed Development will be compliant with legislation and planning policy.
WATER RESOURCES AND ENVIRONMENT (CHAPTER 12)

NTS.76 Construction activities on the Application Site have the potential to increase the quantity of suspended particulates and contaminants entering the local watercourses and have the potential to impact water quality in adjacent drainage ditches, lakes and downstream watercourses.

NTS.77 In recognition of these potential impacts, site construction will be undertaken in accordance with an agreed CEMP, which will ensure that surface water run-off is controlled and groundwater is protected to prevent pollutants entering the watercourses and/or water bodies.

NTS.78 Furthermore, the proposed drainage network on the main site will be installed during the initial site levelling works. This drainage network has been designed to ensure that contaminants are unable to enter the offsite watercourses, which is where surface waters will be discharged to, by treating surface water through the use of sustainable drainage techniques, oil interceptors, swales and porous paving.

NTS.79 The significance of impacts to the surface and groundwater are considered to be short-term and of ‘neutral’ significance.

NTS.80 The Application Site is located within Flood Zone 1 which indicates minimal flood risk. The nearest area subject to increased flood risk is the River Cam. With the proposed decrease in site surface water runoff volume and flow rate, areas downstream of the site should also benefit from decreased flood risk therefore the impact is considered to be of neutral significance.

NTS.81 Post construction, a surface water drainage strategy incorporating best practice SuDS techniques has been proposed. The impermeable area of the Previously PDL has been reduced by approximately 25% and together with SuDS improvements and techniques could see a 50% reduction on discharges from the Site.

NTS.82 Overall no significant residual effects on water environment receptors have been identified during the construction and post-construction phases of the Proposed Development. Likewise, no cumulative effects have been identified. Therefore the Proposed Development will be compliant with legislation and planning policy.
LANDSCAPE AND VISUAL (CHAPTER 13)

NTS.83 The Proposed Development has ‘designed-in’ mitigation measures which would screen the development from all sides including: existing dense hedgerows to the west, east and south, and proposed planting along the northern boundaries and throughout the adjacent proposed formal and informal open space.

Viewpoints

NTS.84 Several viewpoints would experience effects that are minor/ moderately adverse in the short term whilst construction works are underway, and as a result of the opening up of new access points to the east along Haslingfield Road.

NTS.85 Within one year of completion of the Proposed Development works, the effects would decrease to predominantly ‘Minor’ significance.

NTS.86 Within 15 years from completion and with additional vegetation having had time to mature, significance of effects would further decrease to ‘Minor’ (7 Views) and ‘Neutral’ (6 Views) significance. In many instances the nature of the effect would change to ‘Beneficial’.

Landscape Elements, Settlements and Residential Receptors, and Public Rights of Way

NTS.87 As Landscape Elements such as trees and hedgerows would almost exclusively remain in place and would be enhanced as part of the Landscape Proposals, the Proposed Development would cause Minor and, in the longer term, ‘Beneficial’ changes.

NTS.88 Since the Proposed Development would not be visible from the centre of Barrington, the effects here would be ‘Minimal’, and with the removal of the CEMEX Chimney, ‘Beneficial’ in the longer term. Only residences at the fringe of Barrington along Glebe Road would be affected. This effect would be ‘Minor and Adverse’ in the short term, however decreasing to ‘Neutral’ and ‘Beneficial’ 15 years after completion.

NTS.89 With regards to Public Rights of Way users (a group of receptors of high sensitivity) the effect would in places be significant during construction (‘Moderate and Adverse’), yet decreasing to ‘Minor’ in some places and ‘Neutral’ and ‘Beneficial’ at other places in the longer term.
CULTURAL HERITAGE (CHAPTER 14)

NTS.90 The Application site lies within a landscape of known above and below ground heritage assets. Previous archaeological investigations listed in the Cambridgeshire Heritage Environment Record (CHER) search have shown that below-ground archaeological remains spanning the prehistoric to post-medieval periods are present within the farmland surrounding the quarry and former CEMEX cement works.

NTS.91 There are no designated built heritage assets such as Listed Buildings or Scheduled Monuments (SMs) within the Application Site; however Barrington Conservation Area borders part of the southern boundary of the Application Site and a small section of the Application. There are numerous Listed Buildings within and around Barrington, 8 of which are located within 100m from the Application Site boundary. There is a surviving earthwork, in the form of a moat of medieval or later date, to the north of Barrington Hall within the Application Site.

NTS.92 The predicted effects upon the archaeological resource during the construction phase are likely to be associated with ground disturbances and excavations. The survival of below ground archaeological remains across most of the PDL and areas proposed for formal and informal open space is likely to be limited, except in an area of woodland to the south of the PDL where a car park in proposed.

NTS.93 The surviving earthwork is in the form of a moat and is either of medieval or post medieval origin. During earthworks a watching brief is required to prevent adversely impacting the below ground archaeology. If excavations provide evidence that the moat is of medieval origin, then mitigation measures will be discussed with SCDC and the County Archaeologist which may include amending the layout of the car park. Impacts are considered to be on minor significance.

NTS.94 The construction effects which are proposed to take place within the Conservation Area and within close proximity to the Grade II Listed Buildings will comprise the traffic calming improvements within Barrington and an uncontrolled pedestrian crossing in front of Barrington Primary School. The construction effects are considered to be of minor significance due to the presence of existing vegetation and proposed screening which will soften the visual impact considerably.

NTS.95 The Proposed Development is located in close proximity to Barrington Conservation Area (with some pedestrian and road improvements within the Conservation Area proposed) and adjacent to a number of Grade II Listed Buildings, namely Barrington Primary School.
and Barrington Hall. The construction effects are considered to be minor significance due to the presence of existing vegetation and proposed screening which will soften the visual impact considerably.

NTS.96 No mitigation measures during the post-construction phase for archaeology and built heritage are proposed therefore no significant residual effects on cultural heritage receptors have been identified. Likewise, no cumulative effects have been identified due to the distance, topography and vegetation between the Application Site and the committed developments.

FURTHER INFORMATION

NTS.97 The full ES and other planning application documents may be inspected at the following location:
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

NTS.98 Comments on the planning application and ES should be addressed to the Planning Officer at SCDC, Andrew Fillmore.

NTS.99 Paper copies of the ES can be obtained for £900.00 (to reflect the printing and distribution costs) by contacting:

CEMEX UK Properties Limited
CEMEX House
Coldharbour Lane
Thorpe
Surrey
TW20 8TD

Tel: 01932 583 511
Fax: 01932 583 311

NTS.100 Alternatively, an electronic copy of the ES can be provided for a fee of £15.00 by contacting CEMEX UK Properties at the above address.