

Barrington Quarry - Restoration Project

Environmental Considerations 1



Introduction

In order to be able to realise its restoration plans for the quarry, the company will be seeking planning permission from Cambridgeshire County Council. Due to the nature of the restoration scheme the planning application is required to be accompanied by an Environmental Statement (ES). An ES is a report detailing the findings of an Environmental Impact Assessment (EIA). An EIA is a means by which developers can identify and consider the likely environmental consequences of a development it seeks to undertake.

In undertaking an EIA a series of environmental factors are considered. These include human beings (population changes can lead to changes in the consumption of houses or services as examples), noise and vibration, traffic and transport, land-use, flora and fauna (ecology), soil, geology and hydrogeology, water (hydrology), air and climate, landscape and cultural heritage.

The EIA relating to the restoration of Barrington Quarry is currently being undertaken, and has passed the stage at which likely environmental consequences have been identified. These are water (surface water drainage), transport (continued use of the Barrington Light Railway), geology (the quarry's Site of Special Scientific Interest (SSSI) status, noise and vibration, and landscape. These are discussed in further detail below and on Panel 5.



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North Pit, Barrington

Surface Water Drainage

Due to the nature of the restoration project it will need to be subject to a Flood Risk Assessment (FRA). The aim of an FRA is to determine any increase in the potential for flood risk to properties downstream of the development site, and within the development itself.

The FRA for the restoration project is still being undertaken, but essentially involves all rainwater falling within the quarry being channelled into North Pit. Up to Phase 2 of the restoration project, the drainage scheme designed for the current restoration scheme will be sufficient. This entails linking North Pit to a nearby watercourse with a pipe, with water pumped to that watercourse as required.

During the course of Phase 2, an existing pipe that links the quarry to the River Cam via the branch line will be refurbished and used as a second outlet. Its opening within North Pit will be set at a level higher than that described above so that it will only be used should the original outlet be discharging at maximum capacity.

Transport (Rail)

It is proposed that the material required for the site's restoration continue to be imported onto the site by train, with the exception of a small quantity of organic material required during the replacing of soils. No changes to the way in which the branch line is currently operated are proposed apart from accepting a monthly average of three trains per day, but on any given day being able to accept four trains should this be necessary. This will allow the company to better accommodate daily fluctuations in the availability of restoration material whilst not resulting in a significant increase in inconvenience locally.

The company has also commissioned independent research into the impact of using the branch line on queuing times for traffic at the A10 Foxton Station level crossing. This research has identified that the most likely time for traffic congestion to occur as a result of the operation of this level crossing is in the afternoon 'rush hour'; as a consequence, traffic surveys were undertaken both on days when an afternoon train was received on the branch line and on days when no train was scheduled. Comparing the two scenarios, no correlation was found between queue length and the presence of an afternoon train accessing the branch line, leading to the conclusion that queuing at the level crossing irrespective of train movements on the branch is extensive. Accepting an additional train on any given day is not considered to exacerbate the congestion issues at the level crossing and the company will work with the train operator to avoid the additional train using the crossing between the hours of 1600 to 1830.



Train Unloading Area

