

DEVELOPMENT CONTROL AND REGULATORY BOARD**10 JUNE 2020****REPORT OF THE CHIEF EXECUTIVE****COUNTY MATTER****PART A – SUMMARY REPORT**

APP.NO. & DATE:	2019/0657/01 (2019/CM/0125/LCC) – 17 May 2019.
PROPOSAL:	Proposed lateral extension to the mineral extraction area within Croft Quarry, retention of access and ancillary development and reclamation via the importation of restoration material
LOCATION:	Croft Quarry, Coventry Road, Croft, LE9 3GP
APPLICANT:	Aggregate Industries UK Ltd.
MAIN ISSUES:	Principle of continued use of site for mineral extraction and restoration using imported inert waste, climate change, noise, dust and air quality impacts on the local and wider environment, local amenity, public rights of way, ecology, landscape, vehicle routeing, transport (road and rail), restoration and aftercare of the site.
RECOMMENDATION:	Permit subject to the conditions and completion of S106 legal agreement to secure planning obligations. Conditions included in Appendix A and heads of terms for S106 in Appendix B.

Circulation Under Local Issues Alert Procedure

Mrs. M.A Wright, CC

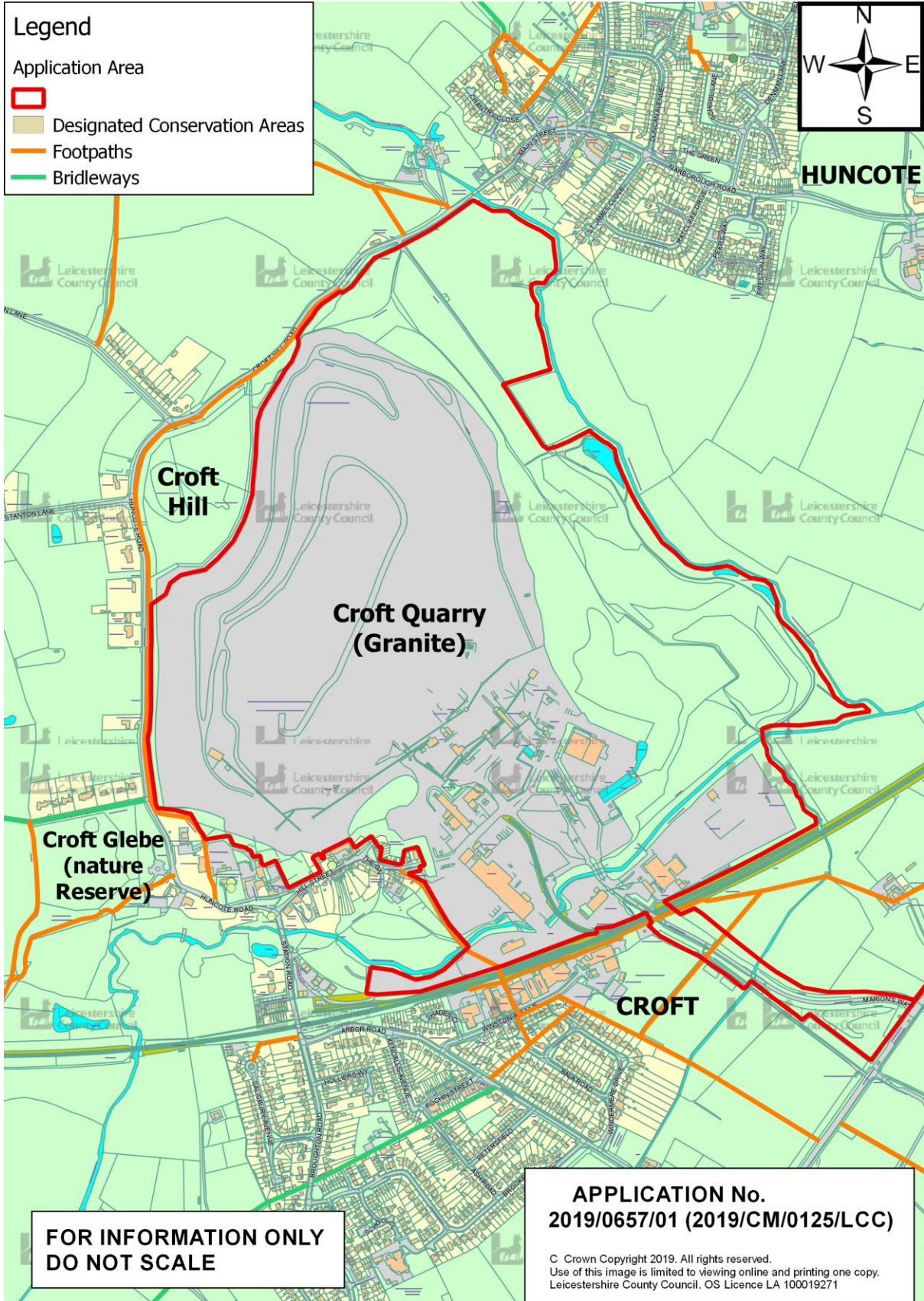
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PART B – MAIN REPORT

The Site and Surroundings

1. Croft Quarry is located north of the village of Croft and south of the village of Huncote. The quarry processing plant area and associated activities are situated south east of the quarry void. The Leicester to Nuneaton railway line runs between the quarry and the village of Croft. The quarry is accessed via a dedicated access road, known as Marion's Way, directly from the B4114 Coventry Road. This road crosses the Broughton Astley Stream, the railway and also the River Soar towards the south-east corner of the site.
2. The site comprises an area of 111.5 hectares which includes the existing mineral extraction area, the aggregate rail head, ancillary processing plant, asphalt plant, concrete batching plant and concrete product manufacturing facilities. The applicant's ownership extends beyond this area and includes Croft Hill, the recreational ground east of Station Road and a football pitch south-west of Marion's Way.
3. Croft Hill is a designated Site of Special Scientific Interest (SSSI) owing to its rare grassland comprising nutrient poor soils. The geological Croft and Huncote Quarry SSSI also forms part of the site and is designated for the exposure of Ordovician age rocks overlying Triassic wadi-filled sediments. Croft Pasture SSSI, designated for its grassland habitat, lies to the south-west of the application site and forms a nature reserve adjacent to Croft village.
4. To the north-east of the mineral extraction area lies what is known locally as 'New' Croft Hill, which is a manmade hill that forms a ridge around the north-eastern perimeter of the site. This hill screens quarry operations from the north-east. The hill forms an area for local amenity use and is accessed by way of permissive footpaths.
5. To the west and to the south, the site is bound by areas of mixed woodland. Additionally, wooded screening mounds are present here so that the village lies at a lower level than the site's wooded perimeter. The south-eastern boundary of the site lies adjacent to the railway line and the industrial area of Croft village.
6. A number of public rights of way are present around the perimeter of the site, which link further afield and into the villages of Huncote and Croft. Footpath V57 runs between Croft St Michaels, All Angels Church Croft and Croft Hill Road. Footpath V63 links the north of the site, westwards to Thurlaston. Footpath V58 runs northwards from the industrial estate within Croft village, northwards, crossing the River Soar and runs along the south-western boundary of the site. Footpath V67 runs along the southern boundary of the railway which bounds the south of the site. This footpath runs below a bridge which forms the access road into the site. Further south footpath W34 crosses the access road.



Background

7. The application was originally submitted in May 2019. The application has been subject to continuing discussion regarding the restoration of the quarry, the amount of material to be imported for its restoration and the source of the material. Officers have been concerned that due to the considerable size of the quarry void, that using locally imported material would eclipse the ability of other quarries in the county to source fill material. Conversely, the proposed option to import waste from London and the south east (including major infrastructure projects such as HS2) generates concerns over the carbon and emissions impact of transporting this material such a long distance.
8. In order to better understand the environmental impacts of the development, the Council commissioned an independent assessment of the proposal. This incorporated a statistical analysis of emissions generated by the scheme and weighed this against the alternative options including a 'do nothing' scenario where the void would be left to naturally fill with water and the emission implications of disposing of the material elsewhere.
9. This independent assessment is considered and discussed in more detail below.

Planning History

10. Mineral extraction has taken place at Croft Quarry since the Roman times. Since then, it became a large industry in the 1800s. The main mineral permission following this was granted in 1995 (1992/1209/02), which related to the lateral extension and deepening of quarrying operations, construction of a new access road and related landscape work and extension of the screening embankment to form a new hill (New Croft Hill). A legal agreement accompanied this permission which placed numerous controls on the site. These controls included a requirement to monitor HGV movements, routing of HGVs, provision of monitoring equipment for noise, dust and blasting, the creation of a working party on dust, creation of areas for public access and a review of traffic considerations, in addition to other measures.
11. Following this, a Review of Old Mineral Permissions was granted in 2011 (2010/0470/10). In 2014 planning permission was granted to allow various materials to be imported into value added business (2014/0854/01). In 2016, permission was granted for 3 additional stocking areas (2015/1488/01).
12. The installation of a recycling plant for the importation, processing, storage and sale of inert materials to supplement primary aggregate use at Croft Quarry was granted planning permission in 2016 (2016/0990/01).
13. In 2017, permission was granted to amend the prescribed hours of operation related

to asphalt production at the quarry twice (permissions 2017/0749/01 and 2017/1389/01). Only planning permission 2017/1389/01 has been implemented and the asphalt plant operates under the hours under the 2016 permission.

14. In 2018, the applicant submitted a Prior Notification for the demolition of concrete block factories, aggregate buildings, offices and weighbridge at the site (2018/PN/0259/LCC). It was found that prior approval was not required for the proposed works. Since then, buildings on site have been demolished. Members may be aware of one blast in August 2020 which caused an unexpectedly large pressure wave. This was the attempted demolition of the old concrete plant. The blast was investigated by Leicestershire and Blaby Council officers and determined to be unplanned in its effects and abnormal. Subsequent demolition blasts have occurred without incident.

Description of Proposed Development

15. Aggregate Industries UK Ltd seeks planning permission for a lateral extension to the mineral extraction area; placement of overburden within the quarry void; relocation of the processing plant; relocation of stocking areas; relocation of the workshop, weighbridge and wheel wash; relocation of rail infrastructure within the site only; relocation of office accommodation; relocation of the recycling area and restoration of the quarry void via importation of inert waste.
16. The proposed extension area covers 5 hectares and comprises the extraction of approximately 6.3 million tonnes of mineral. The area is currently the existing processing plant, site offices and other operations on the site which would need to be relocated before overburden removal and extraction could begin.
17. Demolition of vacant and unwanted buildings on the site, as outlined under 2018/PN/0259/LCC would provide the necessary room to reconfigure the plant, offices and ancillary businesses on the site and accommodate the room for the expansion of the extraction area. Based on an extraction rate of 300,000-500,000 tonnes per annum, mineral extraction would take between 12 and 22 years to complete.
18. The three main elements of the proposal (relocation of existing site components and other operational preparations, lateral extension of the mineral extraction area and restoration of the void via importation of inert waste) are described below with the potential environmental impacts identified in the Environmental Statement (ES).

Relocation of site components and other operational preparations

Demolition

19. Prior to extraction, existing plant and buildings located within the proposed extension area would be demolished in accordance with the details submitted under the prior approval application. The resultant concrete would be recycled onsite and sold. These works have now been completed and the area for the quarry lateral extension has largely been cleared.

Mineral Extraction

20. Mineral extraction was paused during the coronavirus outbreak and many quarrying operations ceased for a period of time. These recommenced in March 2021 and around 150,000 tonnes of material is estimated to remain. This is expected to take a further 20 weeks to extract.

Reconfiguration of buildings, operations and railway sidings

21. To create room and to prepare for the lateral extension of the extraction area, the processing plant and associated stockpiles would be relocated from their existing position to further south-east within the site. Additionally, the ready-mix plant would be relocated to the southern boundary of the site, adjacent to the railway line and the existing block plant and storage area, which is to be retained. As the internal layout would be reconfigured to allow room for the extension, the internal roads and the weighbridge and wheel wash would be moved further south-east. A new office and compound area is proposed adjacent to the southern boundary of the site. The office would be 12 metres wide, 10 metres in length and 10 metres in height. The building would be of brick and tile construction.
22. New double rail sidings are proposed at a different alignment to those existing. These sidings would include a new rail unloading area, a stocking area for imported restoration material and a new rail handling shed. The rail handling shed would be steel framed with galvanized steel wall and roof cladding. The roof would be double clad to reduce noise. The building would be 20 metres in height, 50 metres in length and 20 metres in width. A roller door and gap would be left for train carriages to travel through the building and be unloaded within it.
23. Around several sections of the southern perimeter of the site a new 4 metre high fence would be erected as a noise mitigation measure for site operations.

Temporary importation of aggregate

24. As availability of mineral diminishes towards the end of the life of the existing void and during the overburden removal phase of the lateral extension, it is proposed that the existing concrete block plant would need to import material for an initial 3-year period either from Bardon Quarry by road or by rail. If imported by road, supplying the plant with a required 275,000 tonnes per annum would equate to 66 vehicle movements per day over the 3-year period. The ready-mix concrete plant would be required to relocate to the south-eastern part of the site, adjacent to the existing concrete block plant. At its maximum output, the plant would require the importation of 75,000 tonnes of material which would generate 16 vehicle movements per day.

Public Rights of Way

25. It is proposed that within 24 months of gaining planning permission public right of way V57 will be upgraded from a footpath to a multi user path, providing a 3m hard surface along the length of the path and increase the distance of the path providing an internal link to Croft New Hill entrance off Croft Hill Road. Additionally, the existing permission routes would undergo a series of maintenance works within 24 months of the grant of planning permission. It is proposed to introduce a kissing gate link from Croft New Hill to a public right of way which is to be constructed by the developer of a recently constructed housing development off Narborough Road, Huncote.

Lateral extension of the mineral extraction area

26. The second element of the proposal consists of a 5 hectare lateral extension of the mineral workings, towards the south-east of the existing void following the demolition of buildings and relocation of the plant which currently sits within this area.
27. Overburden would then be removed from this area and placed within the existing quarry void. Mineral would be worked via blasting. No change to the existing controls on blasting operations are proposed. It is estimated that the extension would be worked to a depth of -20 metres AOD. Initial processing of the resultant mineral would be undertaken using mobile plant either at the quarry face or in the south-eastern corner of the site, adjacent to New Croft Hill. Mineral would then be transported to the processing plant via truck.
28. Surface water would be pumped from the extraction area into water tanks and lagoons in order to be used for dust suppression on the site.

Restoration

29. Following the placement of the overburden within the existing void, it is proposed to import approximately 22 million cubic metres of inert waste, at a rate of approximately 750,000 m³ per annum in order to restore the void. This would raise the base of the void from -136mAOD to 30mAOD. This remains below the prevailing (albeit varying) ground level. This would allow the geological SSSI which is present within the upper faces of the quarry to be preserved.
30. The inert waste would comprise construction and demolition waste which would predominantly be imported via rail. It is proposed that this would be imported waste from London, utilising the applicant's London rail facilities and rail head at the quarry. The material would be unloaded and either moved by dump truck into the quarry void or be transported from the rail siding onto a conveyor which would run along the south-eastern side of the site and drop material from a safe height into the void. This waste would then be progressively pushed and levelled out.
31. Details for restoration and a 10-year aftercare plan are proposed. Following infill of the void to the proposed levels, it is proposed to restore the site to a mixture of habitats which include; bare ground; grassland; woodland; hedgerows and wetlands in a mixture of nature conservation spaces and amenity areas. The scheme would include the following;
- Matrix of woodland planting and grassland;

- Provision of field pattern with hedgerows on quarry floor;
- Fields to be used for grazing or cropping;
- Creation of new boundary hedgerows;
- Use of granite as a surfacing and boundary material adjacent to Croft village;
- Habitat enhancement measures along the River Soar;
- Habitat creation through the placement of crushed diorite.

32. A woodland management plan would be implemented in order to manage the existing woodland on the site.

Improvements to public rights of way

33. Upon completion of restoration, new permissive paths would be created between Croft New Hill and Dovecote Road, Croft. These additional routes would be a combination of grass paths and hard surfacing all a width of 3 metres. New benches and new information boards would be placed along the route.

Other

34. It is proposed to retain the industrial/employment land to the south-east of the site, south of the River Soar. This retained area would include the block batching plant and block storage area, the concrete plant, the rail stocking area, rail handling shed, and other small structures associated with these operations.

Aftercare

35. A 10-year aftercare scheme for the management of each of the proposed restoration habitats is proposed including the management of grassland; woodland; hedgerows and wetlands. It is proposed that this would be monitored through annual aftercare meetings with the planning authority.

Proposed timescales, timings and hours of operation

36. The application, at the time of submission, reported that at current production levels, the site was estimated to run out of mineral in 2019. Therefore, subject to grant of planning permission, it was proposed to extend the mineral extraction area in 2020. Mineral extraction ceased, albeit this was in part due to the Covid-19 situation but recommenced in March 2021. The proposed end date for completion of mineral extraction and restoration works is 32 years, i.e. 2052.

37. The hours of operation would continue as currently permitted (under planning permission reference 2017/0749/01), which are as follows;

- No operations involving or connected with the extraction, internal movement (other than to the coating plant and concrete products works) and dispatch of stone, (other than by rail) receipt of delivered material and the operation of primary crushing, secondary crushing and tertiary crushing plant or aggregate stocking areas shall be carried out except between the hours of 0600 and

2200 Monday to Saturday. There shall be no such operations on any Sunday or Public/Bank Holiday;

- No operations associated with the ready mixed concrete plant shall be carried out except between the hours of 0600 and 2200 Monday to Saturday. There shall be no such operations on any Sunday or Public/Bank Holiday.
- The loading, movement and serving of trains may be carried out at any time;
- No soil replacement, overburden removal and placement shall be carried out except between the hours 0700 and 1800 Monday to Fridays and 0800 and 1200 hours on Saturdays. There shall be no such operations on any Sundays or any Public/ Bank Holiday;
- Essential maintenance, water pumping and repair work may be carried out at any time provided that between 2200 and 0600 hours Monday to Saturday and at any time on Sunday or any Public/Bank Holiday; such work is carried out in such a manner as to ensure that it does not give rise to nuisance at any nearby residential property; and
- Any emergency operations which need to be carried out outside of the specified hours shall be notified to the Mineral Planning Authority within 72 hours of their occurrence together with detail of the reasons why such operations were necessary.

38. The continued loading, movement and serving of trains at any time would continue as is currently permitted. This would be in a modified manner due to changes to the rail sidings arrangement.

Environmental Statement

39. The planning application is accompanied by an Environmental Statement (ES), which provides technical appendices and an assessment of the following predicted potential environmental impacts: landscape and visual impact; ecology and nature conservation; noise and vibration; dust and air quality; cultural heritage; traffic and transportation; the water environment; climate change; lighting; public rights of way; alternatives and cumulative effects. A summary of the impacts of the proposed development identified in the ES, together with proposed mitigation and any compensation measures is set out below.

Landscape and visual impact

40. A Landscape and Visual Impact Assessment has been undertaken by the applicant. This assessment covered a study area of 3km around the site perimeter. It was found that the application site lies within the National Character Area of the Leicestershire Vales (NCA 94) (as defined by Natural England). This is a large relatively open, uniform landscape comprising of low-lying clay vales interrupted by a range of river valleys. Its sense of places comes from visually dominant settlements

towards surrounding higher ground.

41. More locally, the site lies within the Village Farmlands Regional Landscape Character Type. The study area also includes the Floodplain Valley 3A Regional Landscape Character Type.
42. The Assessment concluded that the landscape of the site is very diverse, including quarrying operations on a major scale and a variety of designated natural and built assets which are valued recreational resources. A total of 21 view points were assessed by the experts. It was found that eight of these had no view of the proposed extension, despite the application site being visible from a number of these locations. Following this, the significance of effects was considered to be major beneficial from one of these, minor beneficial from nine and negligible beneficial from three. Therefore, the landscape effects of the proposal are not considered to be significant, ranging from neutral to minor beneficial permanent effects of low to high magnitude.
43. Overall it was found that the visual effects of the proposal are not considered to be significant. There would be short and medium term benefits as the existing processing plant, which currently is visually dominant in the landscape, is removed. It would be replaced by a smaller plant which would be relocated to the south-east of the site. In this location, the plant would be better screened from the surrounding landscape. In the longer term, the quarrying ceases and the processing plant is removed from the site, leaving a small area of retained infrastructure at the lowest part of the site adjacent to the River Soar. It was found that the final restored landscape would assimilate well into the local landscape.

Ecology and nature conservation

44. An ecological assessment was undertaken to consider the potential impacts on valued ecological receptors and opportunities associated with the extension of the extraction area, retention of the ancillary operations and restoration of the site via importation of restoration material. An assessment of the potential impact of the proposed alteration of local hydrology on local designated statutory and non-statutory sites has also been undertaken.

Sites of National Conservation Importance

45. The Croft and Huncote Quarry SSSI lies within the application site. It is designated for its geological importance and is therefore not assessed in the ecology survey. It is proposed to preserve Croft and Huncote Quarry SSSI within the proposed reclamation scheme.
46. In addition to Croft and Huncote Quarry SSSI, two sites of national conservation importance are present within 2 km of the site. Croft Hill SSSI lies within the blue line for the application site to north-west of the existing quarry void. Croft Pasture SSSI lies to the south-west of the application site and forms a nature reserve adjacent to Croft village. Both areas are designated for their grassland habitat. Overall, it was found that neither Croft Hill SSSI and Croft Pasture SSSI would be negatively impacted by the proposed lateral extension to the mineral workings or the proposed

infilling. However, it was found that the proposed development has the potential to cause adverse effects to Croft Hill and Croft Pastures SSSI through alteration in underlying hydrology.

47. Croft Hill SSSI is accessible from Public Right of Way V57. Provided the current public access to Croft Hill SSSI is maintained via kissing-gates, recreation impacts resulting from the proposed development are considered unlikely to significantly impact Croft Hill SSSI. Croft Pasture SSSI does have permissive access for the public to use. Subject to results of the hydrological assessment neither Croft Hill SSSI nor Croft Pasture SSSI are considered to represent a constraint to the proposals.

Non-statutory Sites of County Conservation Importance and other habitats

48. All non-statutory sites within the application site would be retained. This includes the Croft Quarry Ponds Local Wildlife Site (LWS) and Croft Quarry/Thurlaston Brook within the New Hill Local Nature Reserve (LNR) and the River Soar and mature willows Croft Quarry LWS. Other non-statutory sites within the vicinity of the site including the Flash Farm Narborough River Soar LWS and the Croft Roadside Verge LWS were identified and the impacts of the proposals on the sites were assessed.
49. Overall, it was found that there would be no direct loss of habitats from those identified sites as a result of the proposed development. Recommendations have been made to ensure that designated sites and other habitats would be protected during the works. There would be some loss of limited habitat which is considered to be of low value to wildlife in a site and local context. In the long term, the restoration scheme proposes a biodiversity gain on the site.
50. With regards to protected species, the following was identified;
- Great Crested Newts and reptiles: No Great Crested Newts or reptiles were found onsite and therefore would not be affected by the proposed development.
 - Birds: A scoping breeding bird report was submitted with the application. A total of 38 species were recorded within the site, of which 12 were considered 'notable' species. Seven species found onsite were found to be of local conservation importance, including the following: marsh tit; song thrush; mistle thrush; peregrine; kingfisher and hobby.
51. The report makes several recommendations for the mitigation and enhancement for habitats for birds. These include using a buffer zone around potential nest sites for peregrine falcon and minimising disturbance to vegetation during the bird nesting season. There is likely to be negligible impact on peregrine since sufficient cliff face is to be retained and a negligible impact on the other species which use this habitat and the areas of buildings and hardstanding on the site.
52. It was found that it is likely that there would be local beneficial impact for those species which were found using the existing habitats onsite (including the woodland, hedgerows, scrub, grassland, ponds and river corridors on the site), since the

majority of this habitat is being retained and enhanced.

53. Bats: Three buildings proposed to be removed were found to have negligible potential for sheltering bats. Best practice removal is proposed to minimise potential injury to bats. Five buildings were found to have low suitability for roosting bats. The majority of suitable bat foraging/connectivity would be retained. It was found that best practice lighting design should be used so that foraging and commuting bats are not significantly affected by the proposed development.
54. Badgers: Badgers have been identified within the application site. It is not considered that the proposed development would disturb any of the identified setts or their connectivity. However, further surveys ahead of any work commencing, is recommended. It is considered that in the long term, the site would be enhanced for badgers.
55. Otter and Water Vole: No evidence of otter or water vole was identified within the River Soar in the site. However, as these are a highly mobile species it is recommended that further surveys should be undertaken ahead of any work commencing.
56. Crayfish: Cotoneaster and Signal Crayfish which are Wildlife and Countryside Act Schedule 9 species have been identified within the site. Recommendations to prevent their spread are provided.
57. Biodiversity Gain: The proposed reclamation of the site would include the creation of a biodiversity corridor between New Hill LNR and Hill Street (Croft Village) in the south. It is proposed to provide a range of habitats including ponds, mixed grassland, woodland and scrub areas. There is an opportunity to provide small scale enhancements to River Soar and mature willows, Croft Quarry LWS including the creation of a Kingfisher bank, a small backwater, an otter holt and tree maintenance.

Noise and vibration

58. The site has existing noise limits for the nearest residential properties for the morning, day time, evening and night time periods under its extant planning permission and its existing Environmental Scheme. The currently permitted noise levels are outlined in Table 1.

Time Period	Noise Limit - dB LAeq, 1 hour		
	39 Windermere Drive, Croft	2 Hill Street, Croft	38 Ratcliffe Drive, Huncote
06:00 – 07:00 hrs	50	50	50
07:00 – 19:00 hrs	55	55	55
19:00 – 22:00 hrs	50	50	50
22:00 – 06:00 hrs	42	42	42

Table 1. Currently permitted noise levels for the site's current operations.

60. An update to the existing Environmental Scheme is proposed by the applicant. This formed part of the first (February 2020) Regulation 25 submission of additional information
61. An assessment of the potential noise impact from the proposed development has been submitted with the application. The overall potential noise impacts from the proposed development includes the removal of overburden, mineral extraction, processing and restoration of the void through the importation of material via rail. It is not proposed to change the existing limits on noise levels on the site.
62. Potential noise impacts of the proposed development, particularly rail unloading has been assessed. An enclosure for the conveyor for the full length from the rail unloading building to the quarry and the complete enclosure of the building where the train unloads is proposed. Sound block strip entry points would be installed at either side of the building to mitigate against noise impacts. The walls and roof of the unloading building would be double clad to reduce noise. It was found that subject to these mitigation measures, the calculated 'worst-case' noise levels for the proposed development were found to be at, or below, the existing imposed noise limits for the site for both day time and night time.

Blasting and vibration

63. An assessment of the potential impacts of ground borne vibration and air overpressure from quarry blasting in the proposed extraction area has been undertaken, and forms part of the Environmental Statement. Current planning permissions on the site control vibration associated with blasting for production. All blasts are designed to comply with a vibration criterion of 6.0 mms^{-1} peak particle velocity at a 95% confidence level at any vibration sensitive property. It is proposed to retain this limitation, continued subject to a monitoring scheme. It is proposed that existing requirements on air overpressure will continue to be complied with. This includes ensuring that air overpressure does not exceed 120dB peak linear, as measured externally at any vibration sensitive property, and that no secondary blasting is carried out within the site without the prior approval in writing of the Mineral Planning Authority.

Dust and air quality

64. An assessment of the baseline environment for dust on site and potential impacts of the proposed development on dust and air quality has been undertaken. The application does not propose to alter the existing curtilage of the site, however the operations onsite will alter from existing which may lead to a potential increase in fugitive dust.
65. Proposed operations on the site which have the potential to create fugitive dust emissions include; overburden removal, bench working, vehicle movements, rail unloading, stockpiles, placement of restoration materials and the processing of material. The receptors that have the highest potential sensitivity to these operations are those properties in Croft village. An ongoing monitoring regime is present on the site as part of its extant planning permissions. This monitoring has identified the impact of nuisance dust and PM^{10} in Shades Close, Croft. As a result, it is proposed

to enhance the monitoring regime for dust from the site at the most sensitive receptors, subject to access. Details of an updated monitoring regime would be provided subject to planning approval which as a minimum would include the recommended monitoring and mitigation measures.

66. It was found that subject to the proposed monitoring and mitigation measures being applied, the proposed development would not generate excessive levels of fugitive dust.

Archaeology & Cultural heritage

67. A heritage assessment was submitted as part of the application. Overall, there would be no impact upon in-situ ground and therefore there would be no effect upon archaeology.
68. One Scheduled Monument, a dovecote (also Grade II listed) lies 1km to the west of the application site. However, there is not visual connection between the monument and the application site due to development. Croft Village conservation area lies to the south-west of the application site and part of the conservation area lies within the red line area.
69. The demolition of the plant buildings would improve the view from the edge of the Conservation Area on Dovecote Road and the proposed extended area for mineral extraction would not be seen as it would take place below ground level. Overall it was found that the listed buildings within the Conservation Area would not be visually affected by the proposed development. It was found that owing to the longevity of the quarrying operations at the site, the proposed development would have a negligible impact upon the setting of the designated assets. Upon restoration, there would be no significant change to the views of the site. There may be an improvement in views from the removal of plant and buildings associated with the operations which would have a beneficial effect upon the cultural landscape.

Traffic and transportation

70. A Transport Assessment has been submitted with the application which assesses the likely highway impacts of the proposed development.

Hours of Operation

71. The current hours of operation are for the site as existing are;
- Aggregates Quarry: 0600-2200hrs Monday to Saturday (normal hours between 0600-1800 hrs);
 - Asphalt Mainstream: 24hrs Monday to Saturday and 0000-0600hrs Sunday;
 - Ready Mix concrete: 0600-2200hrs Monday to Saturday;
 - Blockplant: 0600-2200hrs Monday to Saturday;

- Egg Layer: 0400- 2200hrs Monday to Saturday;
- Express Asphalt: 24hrs Monday to Saturday and 0000-0600hrs Sunday;
- The continued loading, movement and servicing of trains are currently permitted to be carried out at any time.

72. It is proposed that these existing hours of operation at the site would remain the same.

Rail Movements

73. In 2010 approximately 110,000 tonnes of aggregate were exported by rail. Since then, the amount has reduced to present of near zero; more recently, at least in part due to a reduction in the amount of material extracted.

74. It is proposed that the majority of imported restoration material would be transported by rail, approximately 4 trains per day. It is proposed that the remainder of restoration material (a maximum of 150,000 cubic metres per annum) would be imported by HGV.

HGV movements

75. Existing data indicates that 406 HGV movements are currently generated from the site per average day. A summary of the proposed increase in HGV numbers is provided in Table 2.

Quarry operation	Annual throughput	Additional HGV movements per day	Additional HGV movements per hour
Extension of the quarry and extraction operations	N/A*	0*	0*
Restoration operations	150,000m ³	82	8.2
Concrete Block Plant	N/A	66	6.6
Ready mix concrete plant	N/A	16	1.6
Total		164	16.4

Table 2: Proposed trip generation.

* HGV movements for extraction are expected to replace existing operations and thus no additional movements are expected.

76. Overall, the proposed development is expected to result in an additional 164

movements into and out of the site each day. Based on a 10 hour day, this is approximately 16 additional movements per hour. The 66 movements generated by imported material to the concrete block plant would decline to zero or near zero after three years once the extension area is operational. In addition to the above proposed vehicle movements, it is also proposed that the period of construction would take place over 18 months. It is estimated that construction vehicles would not exceed 24 (48 movements) per average working day. It was found that the additional HGV movements would not lead to capacity issues at the B4114 Coventry Way/Marion's Way Junction.

77. A legal agreement accompanied planning permission 1992/1209/01 which put provisions in place to monitor HGV movements. It is proposed to update this legal agreement.

Impact on the water environment

The groundwater environment

78. A hydrology and hydrogeology report and flood risk assessment have been submitted in support of the application which assess the potential impacts of the proposed development on surface water, ground water and flooding. It was found that the proposed lateral extension would take place within an area which has already been dewatered by past quarrying activity and will have negligible impact upon the groundwater levels. There is water contained within sand and gravel deposits which form part of the overburden to be removed prior to mineral extraction. This water is sourced largely from rainfall. During and following removal of the overburden, water would continue to drain into the River Soar and via the existing water management system on site.
79. The groundwater within the void would be perpetually pumped in order to ensure that the floor of the restored void is free of water pooling. It is anticipated that this would have no unacceptable impacts upon either the water environment or proposed reclamation features that would rely upon this balance. The proposed development would require the applicant to obtain an Environmental Permit from the Environment Agency (EA). The Environmental Permit would place additional controls on the site to ensure that there would be no unacceptable impacts to the water environment. Assessment has established that any effects on groundwater would not have any adverse impacts upon any aspect of the water environment, including established or future anthropogenic use of groundwater resources or ecological interest dependent upon groundwater levels.

Flood Risk Assessment

80. The majority of the application site lies within Flood Risk Zone 1. However, 3.4 ha of the south-western area of the site lies within Flood Risk Zone 2 and 0.7 ha of its south-western area lies within Flood Risk Zone 3. The flood risk assessment found that the proposed development would not increase flood risk elsewhere.

Groundwater contamination

81. An estimated 9.8 ha of the south-eastern part of the site forms part of the former 'Croft Landfill'. This area is partly covered by New Hill, which would not be affected by the proposed development, and part of the land which currently hosts the quarry security office, weighbridges, parking areas and stocking bays. The deposited wastes are recorded as household, industrial and concrete/quarry waste including asbestos cement, industrial non-hazardous waste and oil from interceptors. It is unclear from historic records whether the area proposed for overburden stripping covers the historic landfill area. Therefore, it is possible that landfilled materials may be encountered during overburden stripping. In view of the identified risks of exhumation of historic landfill during overburden stripping, it is necessary that a formal waste characterisation assessment should be agreed with the EA and undertaken prior to the commencement overburden stripping. The proposal for partial infill of the void would be subject to a separate Environmental Permitting application to be made to the EA.
82. The permit application will determine the monitoring requirements necessary to ensure that the infilling can proceed without posing unacceptable risk to the water environment. In the situation that a load of unacceptable imported restoration material is imported and has to be stored onsite, a suitably bunded storage area would be provided prior to its removal from site as soon as practicable. This would mitigate against the accidental pollution of local groundwater and the nearby River Soar. The permitting process would also determine what specification of lining is required in the void prior to infilling. Given the above, it is considered that the imported restoration materials would not unacceptably impact upon the water environment.

Socio-economics

83. The site currently has 106 direct employees in addition to its indirect employment in haulage, goods and services. The proposed development does not seek to provide additional jobs but would seek to protect existing jobs for approximately 30 years if the scheme is approved.

Lighting

84. The proposed development would include removing all existing lighting on the site, excluding the Block Plant, and establishing new lighting around the proposed operations. The existing lighting would be removed in stages. Temporary lighting would be used during the interim period before permanent lighting is installed. The lighting would only be operated during permitted hours of operation. The proposed permanent lighting would include a variety of column, plant and safety lighting.

Public Rights of Way

85. Footpath No. W34 and Footpath No. V67 cross the access road, Marion's Way, into the site. Footpath V57 runs along the western boundary of the site and Footpath V58 bounds the site along the south western boundary crossing the River Soar, linking into Dovecote Road.
86. Several permissive routes are present around Croft Hill, New Croft Hill and across

amenity land in Croft Village which lies to the west of the plant site. These permissive routes link into the wider Public Right of Way network, including V57, V58, W34, V63 and V67.

Improvements to existing routes

87. It is proposed to upgrade Footpath V57 to a multi user path which would comprise of a 3-metre-wide hard surface along the length of the path. The path would be lengthened to provide an internal link to Croft New Hill entrance off Croft Hill Road. It is also proposed to improve the permissive route around New Croft Hill through the replacement and extension of the boardwalk; replacement and extension of the steps; relocation of the upper path and provision of new benches. The above works would be implemented within 24 months of gaining planning permission, if granted.

Provision of new routes

88. A new kissing gate link would be placed to link a public right of way which is being provided in association with a housing development in Huncote. Once restoration is complete, new permissive paths would be provided to link Croft New Hill, Dovecote Road and Croft. These paths would be a combination of grass surfaced and hard surfaced. New benches and information boards would be provided along the route and a viewing platform. No existing routes are proposed to be removed.

Alternatives

89. The EIA regulations require that the Environmental Statement outlines the alternatives that have been considered. Potential alternatives may also arise as the proposal is refined, and subject to appropriate approvals, as the development proceeds. At this stage, the proposal covers the following alternative options; do nothing, alternative crushed rock resources, alternatives to primary aggregates, alternative extensions, alternative restoration options and alternative means of transport.
90. The option to 'do nothing' would result in the cessation of mineral working once existing reserves in the current void had been exhausted and closure and restoration of the site. This would effectively sterilise the mineral which has been identified in the proposed extension area. It would be unlikely that this mineral would be viable to extract at a later date once all the plant and associated infrastructure had been removed and it would therefore need to be re-instated.
91. Considering the option of alternative crushed rock sources for those areas which are currently supplied by Croft Quarry, it is noted that the stone produced at Croft has specific technical properties, of which there are few sources of aggregate of this specification within England. Additionally, minerals are a finite resource and should be worked where they are found. There are two alternatives to primary aggregates, recycled aggregates and secondary aggregates. However, recycled and secondary aggregates cannot be a replacement for the mineral at Croft owing to specification differences.
92. Alternative extensions to Croft were considered. However, owing to the surrounding

landforms which are of landscape and ecological value, such as Croft Hill and Croft New Hill, surrounding roads and housing, the site is limited to the confines of its existing planning consent area.

93. Alternatives to the proposed restoration scheme were considered. These include leaving the site and letting it fill with water naturally. It was considered that this may have health and safety implications. The other alternative option involved restoring the quarry with material up to its upper limit which would have a negative impact on the SSSI of geological importance.
94. Alternative means of transport were considered. It is proposed that the majority of inert waste would be imported by rail. It is proposed to export aggregate by HGV from the existing haul road and access. Although the importation of waste would predominantly be by rail, the company is also seeking a portion of importation of inert waste by HGV. It is not proposed that crushed rock would be exported via the rail system, whereas it could be. The applicant notes that there is an issue with regards to the export of mineral via rail and the location of market demand. The applicant considers that road transport is essential to facilitate the distribution of crushed rock.

Cumulative Impacts

95. The Environmental Statement includes a Cumulative Impact Assessment which assesses the cumulative impacts of the proposed development and consideration has been given to the potential cumulative effects when combined with existing operations in the area. The assessment outlines the key impacts of the proposal which includes noise, dust, traffic, vibration and hydrological or flood risk impacts. The assessment investigates the potential for successive impacts, simultaneous impacts (of other major developments in the locality), in-combination effects and assessment of potential combined effects of the proposed development. Both negative and positive impacts were assessed for. Overall it was found that there would be no cumulative impacts from the proposed development, either that would arise from the scheme itself or from combination with other proposed and existing development within the area that would mean that the proposed development would as a result, be unacceptable.

Crushed Rock and Waste Needs Assessments

96. A crushed rock needs assessment and waste needs assessment have been submitted in support of the application.

Planning Policy

National

97. *The National Planning Policy Framework 2019* (NPPF) sets out the Government's planning policies for England and is a material consideration in planning decisions. The NPPF advocates a presumption in favour of sustainable development at paragraph 11, and for decision-taking this means:

- approving development proposals that accord with an up-to-date

development plan without delay; or,

- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against NPPF policies.

98. Section 17 of the NPPF covers “Facilitating the sustainable use of minerals” and paragraph 203 recognises that it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. It is also acknowledged that minerals are a finite resource and can only be worked where they are found.
99. Paragraph 205 advises that, when determining planning applications, great weight should be given to the benefits of mineral extraction, including to the economy. MPA’s should ensure that: there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety, and take into account any cumulative effects; any unavoidable noise, dust and particle emissions are controlled, mitigated or removed at source, and establish appropriate noise limits for extraction in proximity to noise sensitive properties; restoration and aftercare are achieved at the earliest opportunity to high environmental standards.
100. Paragraph 208 relates to mineral planning authorities planning for a steady and adequate supply of industrial minerals through maintaining a stock of permitted reserves to support the level of actual and proposed investment required for new or existing plant, and the maintenance and improvement of existing plant and equipment.
101. Section 8 of the NPPF covers promoting healthy and safe communities. Paragraph 98 states that planning decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users by adding links to existing rights of way networks.
102. Section 14 of the NPPF covers flooding and climate change. Paragraphs 163 and 165 relate to flood risk and seek to ensure that this is not increased elsewhere from the effects of development. Major developments should incorporate sustainable drainage systems where appropriate.
103. Section 15 of the NPPF covers conserving and enhancing the natural environment. Paragraph 170 advises that planning decisions should: contribute to and enhance the natural and local environment; recognise the intrinsic character and beauty of the countryside, and the benefits of the best and most versatile agricultural land, trees and woodland; minimise impacts on and provide net gains for biodiversity by establishing coherent ecological networks; and prevent unacceptable levels of pollution.

104. Section 16 of the NPPF covers conserving and enhancing the historic environment. Paragraph 189 relates to proposals affecting heritage assets, and requires that in determining applications, the applicant should be required to describe the significance of any heritage assets affected, and where this involves heritage assets with archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation is required. Paragraph 193 requires that when considering the potential impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).
105. Planning Policy Guidance (PPG) provides additional guidance to ensure the effective implementation of the national policy set out in the NPPF in relation to mineral extraction. It identifies the principal issues to be addressed including the following relevant matters: noise, dust, air quality, lighting, landscape and visual impact, heritage features, flood risk, ecology, restoration and aftercare.
106. The PPG advises that a programme of work should be agreed which takes account of potential impacts, including the positioning of any plant, having regard to the proximity of occupied properties, as well as legitimate operational considerations. It advises on the control and mitigation of dust and noise emissions, and establishes the use of noise limits. Maximum limits at noise sensitive properties during normal working hours, evening and night-time periods are given, together with higher limits for certain short-term activities.
107. The PPG seeks to implement the NPPF requirements to provide for the restoration and aftercare of mineral sites at the earliest opportunity, carried out to high environmental standards. It advises on the use of a landscape strategy, reclamation conditions and aftercare schemes to achieve the desired after-use of the site following working.
108. The *National Planning Policy for Waste* (NPPW) states that when determining waste planning applications, waste planning authorities should only expect applications to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan (In such cases, waste planning authorities should consider the extent to which the capacity of existing operational facilities would satisfy any identified need); consider the likely impact on the local environment, amenity and the locational implications of any advice on health from the relevant health bodies; ensure that waste management facilities are well-designed and contribute positively to the character and quality of the area in which they are located; do not concern themselves with the control of processes which are a matter for the pollution control authorities and ensure that land raising or land fill sites are restored to beneficial after uses at the earliest opportunity and to high environmental standards through the application of appropriate conditions where necessary.
109. Appendix B of the NPPW outlines the locational factors waste planning authorities should consider in the determination of planning applications, which include; the protection of water quality and resources and flood risk management; land instability; landscape and visual impacts; nature conservation; conserving the historic environment; traffic and access; air quality; odour; vermin and birds; noise; light;

vibration; litter and potential land use conflict.

110. Paragraph 5 of the NPPW states that waste planning authorities should assess the suitability of sites and/or areas for new waste management facilities against each of the following criteria:

- the extent to which the site or area will support the other policies set out in this document;
- physical and environmental constraints on development, including existing and proposed neighbouring land uses, and having regard to the factors in Appendix B to the appropriate level of detail needed to prepare the Local Plan;
- the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport; and
- the cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential.

111. Paragraph 7 of the NPPW states that when determining waste planning applications, waste planning authorities should:

- only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan. In such cases, waste planning authorities should consider the extent to which the capacity of existing operational facilities would satisfy any identified need;
- recognise that proposals for waste management facilities such as incinerators that cut across up-to-date Local Plans reflecting the vision and aspiration of local communities can give rise to justifiable frustration, and expect applicants to demonstrate that waste disposal facilities not in line with the Local Plan, will not undermine the objectives of the Local Plan through prejudicing movement up the waste hierarchy;
- consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B and the locational implications of any advice on health from the relevant health bodies. Waste planning authorities should avoid carrying out their own detailed assessment of epidemiological and other health studies;
- ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located;

- concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced;
- ensure that land raising or landfill sites are restored to beneficial after uses at the earliest opportunity and to high environmental standards through the application of appropriate conditions where necessary.

Development Plan Policy (and emerging Plans)

112. The relevant local development plan policies are contained within the Leicestershire Minerals and Waste Local Plan (Adopted 2019); Blaby District Local Plan Core Strategy (2013); Blaby District Local Plan (Delivery) Development Plan Document (2019) and the Fosse Villages Neighbourhood Plan (Pre-submission 2018).
113. The following development plan documents and policies which are relevant to the determination of this application are as follows:

Leicestershire Minerals and Waste Local Plan (adopted 2019) (LMWLP)

- Policy M4 (Crushed Rock)
- Policy M13 (Associated Industrial Development)
- Policy W1 (Waste Management Capacity)
- Policy W3 (Strategic Waste Facilities)
- Policy W5 (Locating Waste Facilities)
- Policy W8 (Waste Disposal)
- Policy DM1 (Sustainable Development)
- Policy DM2 (Local Environment and Community Protection)
- Policy DM3 (Strategic Green Infrastructure)
- Policy DM5 (Landscape Impact)
- Policy DM6 (Soils)
- Policy DM7 (Sites of Biodiversity/Geodiversity Interest)
- Policy DM8 (Historic Environment)
- Policy DM9 (Transportation by Road)
- Policy DM10 (Public Rights of Way)
- Policy DM11 (Cumulative Impact)
- Policy DM12 (Restoration, Aftercare and After-use)

Blaby District Local Plan Core Strategy (adopted 2013)

- Policy CS2 (Design of New Development)
- Policy CS10 (Transport Infrastructure)
- Policy CS14 (Green Infrastructure)
- Policy CS18 (Countryside)
- Policy CS19 (Bio-diversity and geo-diversity)

- Policy CS20 (Historic Environment and Culture)
- Policy CS21 (Climate Change)
- Policy CS22 (Flood Risk Management)
- Policy CS23 (Waste)
- Policy CS24 (Presumption in favour of sustainable development)

Blaby District Local Plan (Delivery) Development Plan Document (adopted 2019)

- Policy DM2 (Development in the Countryside)
- Policy DM3 (Employment Development on Unallocated Sites)
- Policy DM8 (Local Parking and Highway Design Standards)
- Policy DM12 (Designated and non-designated heritage assets)
- Policy DM13 (Land contamination and pollution)
- Policy DM15 (Minerals Safeguarding Areas)

The emerging Fosse Villages Neighbourhood Plan: Pre-submission (2018)

114. The Fosse Villages Neighbourhood Plan has not yet been adopted and so this document carries limited weight in decision-making. The relevant policies are as follows:

- Policy FV4 (Countryside)
- Policy FV6 (Biodiversity)
- Policy FV8 (Features of Local Heritage Interest)
- Policy FV9 (Design)
- Policy FV16 (Infrastructure)
- Policy FV19 (Croft Quarry)

London Plan (2019)

115. The emerging London Plan has not yet been adopted, however the Plan is at an advanced stage with a good chance the policies contained within it will be adopted as read. The Mayor has issued to the Secretary of State his intention to publish the Intend to Publish London Plan (2019). Therefore, this document carries significant weight in decision-making. The relevant policies are as follows:

- Policy SI 7 (Reducing waste and supporting the circular economy)
- Policy SI 8 (Waste capacity and net waste self-sufficiency)
- Policy SI 9 (Safeguarded waste sites)

Consultations – initial consultation

Blaby District Council – Environmental Health & Planning

116. No objection to the principle of the proposed development, however further information is required. This information includes; details of the block plant, storage building and ready-mix plant; the stocking and rail handling area; the proposed importation conveyor system; details of the visual and environmental impacts of the

proposed conveyor; details of the proposed processing plant; phasing details; clarification on the proportions of putrescible waste and any associated controls and procedures; clarification on the re-location of the businesses on the site; clarification on the mitigation measures proposed in relation to the demolition of buildings and structures; details regarding the on and off-site impacts of noise and dust associated with the importation and handling of waste and rail operations, further details of the proposed mitigation measures.

117. The mitigation proposals in relation to dust levels are reasonable. However, confirmation is required regarding how and when monitoring will be undertaken to determine the effectiveness, and the procedure for feeding back short-term issues and longer trends. The proposed location of the wheel wash facilities may lead to an improvement in dust control. Confirmation is required whether the wheel wash cleaning system is to be upgraded. Confirmation is required to clarify whether surface water would be filtered to improve dust suppression.
118. The applicant proposes limits for ground borne vibration of 6mms-1, with a 95% confidence level. Greater protection would be afforded to sensitive properties, by either a tighter numerical limit and/or removal of the confidence level. A maximum level of 12 mms-1 is proposed; and is likely to result in an unacceptable off-site impact. The Environmental Statement refers to differing standards, the section is required to be revised.
119. Further work is required to ensure that noise associated with night time block making and rail unloading is appropriately mitigated. The submitted noise assessment is limited in its accuracy due to uncertainties as to the predictability of future noise sources. To provide greater certainty on mitigating noise impacts, a condition should be imposed requiring appropriate surveys. Additionally, concerns are raised regarding noise and dust impacts, both within and outside of the site, associated with the additional vehicular traffic.
120. The lighting section refers to 'nuisance to residents'. The statement suggests that lighting will be dealt with by a condition. The standard used needs to accord with paragraph 205 of the National Planning Policy Framework.
121. Method Statements are required for the various stages of the development, with tailored assessments of environmental impacts and mitigation.
122. Clarification of the mechanisms for the enforcement of planning conditions and the handling of complaints between the Applicant, Leicestershire County Council in its role as the Mineral Planning Authority and Blaby District Council is sought. Clarification is required to confirm the extent of monitoring being undertaken by the Applicant and that undertaken by Blaby District Council.

Croft and Huncote Parish Councils

123. Note, both Croft and Huncote Parishes submitted the same response so are included here under a single comment for avoidance of duplication but nevertheless represent the views of these two parishes.

124. The following observations and recommendations are made;

- Siding No.2 comes quite close to the periphery of the site. Monitoring should be in place for any resultant nuisance noise, light and dust.
- The conveyor comes quite close to the periphery of the site. Monitoring should be in place for any nuisance noise, light and dust from its operation.
- With blasting on the Croft side of the quarry, the levels of dust from the increasing levels of the void are anticipated to increase and be susceptible to prevailing wind directions.
- Existing steps in the nature walk are in need of repair/replacement. This work is required to be carried out at an early opportunity and regularly maintained. This council would welcome the operator jointly providing a footpath/bridge over Thurlaston Brook from the nature reserve to land south of St James Close/Ratcliffe Drive, Huncote. Considerations for improvements to the existing board walk sections should be included as a requirement in the restoration plan. Clarification of the type of users for the multi user route V57 is required.
- The impact of quarry lorry traffic has increased substantially. The lorries place an unacceptable burden on the local road network and local communities. The proposed rail link and continued use of Marions Way route remains the best option and will minimise any adverse impact on the road network and local communities. An effective means of monitoring and enforcing speed restrictions should be introduced including the use of in-cab technology.
- The operator should provide additional funding towards the upkeep of the road network as well as contributing to Vehicle Activated speed signs. It would be helpful if the quarry operators were to give prior notice of night-time lorry journeys so that these can be more effectively monitored. Consideration should be given to ensure parking provision is included in the restoration plan.

125. The parish request a financial contribution towards the provision of a new village hall/community hub, assistance with preparation in the production of plans for the building and provision of materials.

Ecology (Leicestershire County Council)

126. Concerns raised. The general principles of the proposed extension and partial infilling of the quarry are acceptable. The proposed extension is land of low biodiversity value at present. The partial infilling of the void will not be detrimental to biodiversity value. The scheme creates opportunities to improve the River Soar wildlife corridor.

127. Protected and Notable species: A planning condition is recommended to require survey updates for badger, breeding birds and otter prior to any works that could

impact on the species. It is recommended that a planning condition is imposed to require update surveys for badgers prior to any ground or vegetation clearance operations on the site.

128. Birds: Concerns are raised about peregrine falcon and raven species. A planning condition requiring a mitigation plan and ongoing monitoring is required. The bird survey is not acceptable. Further bird surveys are required before works start to ensure there is no nesting on the face that will be disturbed.
129. Otter and Kingfisher: It is recommended that a planning condition be imposed to require update surveys for otter and kingfisher prior to major works or vegetation/ground clearance within 10m of the river.
130. Bats, reptiles and great crested newts: No further surveys are needed.
131. Restoration Plan: The proposed plan is unsatisfactory. Re-creating the historic field pattern in the void is not good for wildlife and not in harmony with the 'Nature after Minerals' approach. The ideal is a habitat mosaic of scrub, species rich acid and neutral grasslands, bare ground, rocks and wetland, created on a mineral subsoil of low fertility and variable pH, with small-scale variation in topography, aspects, slope and drainage. This would be of much higher biodiversity value and would complement the retained cliff faces and other important habitats in the locality. The proposed scheme gives an opportunity to redress past failures to create areas of acid grassland on the site. Therefore, the restoration plan should include an area of acid grassland. Concerns are raised regarding the long-term use of the site following partial and complete restoration.

Environment Agency (EA)

132. No objection. The EA are satisfied from the perspective of flood risk. There will be negligible impact on groundwater levels in the area and subsequently on surface water features. Proposals to continue the groundwater level monitoring around the site are welcomed. It is recommended that this data is interpreted at regular intervals over the lifetime of the mineral extraction and restoration activities. If any waste materials are excavated as part of the new quarrying activities, they must be tested, removed from site and disposed of appropriately. The EA are pleased with the restoration plan which will enhance habitats.

Health and Safety Executive

133. No comment.

Heritage (Leicestershire County Council)

134. No objection. New lighting columns may be visible from outside the site and specific details of these have not been provided. It is recommended that their location and design be considered in due course.

Local Highway Authority (LHA) (Leicestershire County Council)

135. The LHA is satisfied that the impact of the proposed development on the local highway network is not severe in accordance with the National Planning Policy Framework (NPPF) subject to the inclusion of a condition requiring the submission of a construction traffic management plan prior to development.

Historic England

136. No comment.

Landscape (Leicestershire County Council)

137. Concerns raised regarding the long-term use of the site, management of the restored landscape and who will have access and use the restored landscape. It is considered that the proposed scheme would have little landscape value given the scale of the restored landscape and deep slopes which would prohibit many views into the restored quarry floor. The creation of richer and more diverse habitat within the base of the quarry floor would be preferred in addition to their appropriate management.

Lead Local Flood Authority (LLFA) (Leicestershire County Council)

138. The proposals are considered acceptable. It is advised that planning conditions requiring a surface water drainage scheme and details for the long-term maintenance of the surface water drainage system, prior to development, be attached to any permission granted.

Leicestershire and Rutland Wildlife Trust (LRWT)

139. Concerns are raised regarding the proposed restoration scheme. A more ambitious restoration plan that delivers for biodiversity is sought. The following details are requested:
- Detail on how the reinstatement would be achieved and its ongoing management. Clarification on whether there are monetary provisions for this.
 - Further details on the proposed grassland or woodland. A variety of habitats should be included. A commitment and details to net gains and networks in biodiversity is requested.
 - Further bird surveys. The retention of deadwood and partially dead trees are recommended. The maintenance of open glades and open spaces within the woodland are recommended. Ponds and nutrient poor soils should be left to vegetate naturally.
 - An invertebrate survey should be carried out on the Croft Quarry Ponds LWS to inform reinstatement planning. Pond 6 meets LWS criteria, which should be considered. The Soar corridor supports bats and this should be considered as plans are formed. The presence of otters on nearby waterbodies should be fully considered.

- Leicestershire Rutland Wildlife Trust manage Croft Pasture SSSI. Confirmation that the site would not be negatively impacted is sought. Better features in the initial phase of reinstatement are requested or a different reinstatement plan that delivers for biodiversity.

Leicestershire Bridleways Association

140. No response received within statutory timescales.

Leicestershire Footpaths Association

141. No response received within statutory timescales.

Natural England

142. As submitted, the application could have potential significant effects on Croft and Huncote Quarry SSSI. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required:

143. Croft and Huncote Quarry SSSI: More information on the faces of the quarry that are going to be retained so that exposures of diorite and the analcite hydrothermal mineralisation are maintained and continue to be accessible for geological study are requested. The restoration scheme should include a geodiversity management plan.
144. Croft Hill SSSI: The management of Croft Hill SSSI should be included in the restoration plan. Planning conditions should secure a habitat management plan for the SSSI to maintain management throughout the aftercare period. Croft Hill SSSI should be included in the aftercare plan to ensure its restoration and maintenance to favourable condition.

Network Rail

145. No response received.

Public Health England (East Midlands)

146. No objection.

Public Rights of Way (Leicestershire County Council)

147. No objection subject to the imposition of a planning condition requiring the submission of a scheme for the treatment of the Public Rights of Way prior to development. Additionally, to comply with Government guidance in the NPPF, the CIL Regulations 2011 and the County Council's Local Transport Plan 3, the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use: Improvements to the urban public right of way network in Croft village; including bridleway V44, and footpaths V58, V62, V67 and V97.

Publicity

148. The planning application and accompanying Environmental Statement has been publicised by press notice in the Leicester Mercury on 5 June 2019, by site notices and neighbour notification letters sent to nearby residential properties on 5 June 2019. The Regulation 25 Further Information has been publicised by press notice in the Leicester Mercury on 13 March 2020, neighbour notification letters and site notices on 13 March 2020.

Representations Received

149. Narborough Parish Council Objection: The proposed importation of spoil would increase the number of trains passing through Narborough. The application does not assess the impact of additional rail traffic on Narborough and Littlethorpe and should do, also taking into account the cumulative impacts of nearby consented housing developments and the proposed Hinckley National Strategic Rail Freight Interchange and improvements to the Peterborough and Birmingham line. When assessed in combination, the negative impacts are severe and the impact of increased traffic queues can only have a significant and undesirable impact on air quality.
150. Leicestershire Local Access Forum (LLAF): Concerns are raised regarding the Transport Assessment and Technical Appendix C, pedestrian highways and cultural heritage. The definition of a 'multi-user path' is sought. The LLAF would like to see a number of the permissive paths dedicated as rights of way.

Neighbours

151. A total of 11 representations were made during the first consultation process, of which five were objections, three were queries and three raised comments and concerns but did not object.
152. Objections were raised on the grounds of; deteriorating quality of life for local residents, that it has previously been stated that the quarry would close and the application is contrary to this, additional rail traffic would adversely affect Narborough and existing local road congestion, technical reports on dust, noise and structural impacts are incorrect, existing noise, blasting and dust issues and their exacerbation, unknown when blasting would take place, noise of blasting may cause psychological harm, the effects of blasting will affect properties and removal of nature areas which are used for exercise by the public.
153. Additionally, comments and concerns were raised with regards to the levels of vibration from blasting and potential for levels to increase given that blasting will move closer to existing businesses which may be sensitive to vibration, impacts on the visual amenity and existing views of Croft Hill, makeup and nature of the proposed infill material.

Regulation 25 Further Information Request

154. On the 12 December 2019 further information was requested from the applicant

under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This information included details relating to environmental health, including noise, dust and air quality; details relating to designated Sites of Special Scientific Interest; details relating to climate change; and details relating to policy matters. Further information was also requested from the applicant to address concerns raised by consultees. This information included details relating to public right of way V57; concerns regarding the proposed restoration scheme; details relating to the ongoing management and monitoring of the site; details relating to ground contamination, clarification of the extent of existing monitoring, a revised restoration scheme and further details on the proposal to update the existing legal agreement.

155. Additionally, the further information addressed concerns regarding the potential impact of additional rail traffic on Narborough and Littlethorpe; the railway sidings, conveyor, blasting and dust, nature walk, traffic issues and a request from the parish councils for financial contribution towards the provision of a new village hall or community hub. Details of the further information provided and revisions to the original proposals are set out below.

Details of the revisions and amendments to the original proposals

156. The applicant has considered the level of importation required to make the scheme viable together with achieving a restoration scheme. It is proposed to amend the total amount of imported inert waste from 22 million cubic metres to 14 million cubic metres, to create the restoration scheme. This would equate to approximately 750,000 cubic metres per annum. The final level of restoration of the void would be 16mAOD in order to preserve the geological features of Croft and Huncote Quarry SSSI.
157. As a result of these proposed changes, the revised project timeline would be as follows:
- Years 1-2, overburden stripped;
 - Years 3-17, mineral extraction;
 - Years 1-20, importation of restoration material.
 - Duration of permission: 22 years.
158. A revised restoration scheme and aftercare scheme is proposed. The scheme would comprise the following habitats;
- Reed beds - 15.3 Ha (out of a total wetland of 20.3 Ha, comprising reed beds, open water and wet grassland);
 - Wet woodland - 1.6 Ha;
 - Heath grassland (acid grassland) - 7.3 Ha;
 - Rocks built structures and urban habitat/open mosaic habitats on previously developed land - 16 Ha;
159. The revised scheme includes habitat improvements to the River Soar Corridor and the creation of a geological trail. The proposed aftercare scheme has been

amended to reflect the amendments to the restoration scheme and includes measures to maintain Croft Hill SSSI.

Further details relating to environmental health and proposed operations

160. The applicant has provided further details relating to environmental health which were requested by consultees. It is proposed to relocate the ready-mix concrete plant to the south eastern corner of the site, adjacent to the existing concrete block plant. An acoustic fence which would be four metres in height is proposed along the southern boundary adjacent to the railway line, to the east of the site to meet the River Soar to mitigate against potential noise and dust impacts.
161. An updated Environmental Scheme has been provided by the applicant. This scheme dated 19 February 2020 has also been submitted under Condition 35 of planning permission 2017/1389/01 and subsequently approved following consultation with Croft Parish Council, Huncote Parish Council and Planning and Environmental Health at Blaby District Council. Operations on the site are therefore taking place in accordance with this existing scheme.
162. Details of the proposed replacement mobile processing plant have been provided. These would include the use of three crushers and three screeners. The maximum elevation of the jaw crusher would be approximately 4.7 metres, the maximum elevation of the cone crusher would be approximately 3.4 metres. The elevation of the screener would be approximately 3.8 metres. The maximum stocking heights of the associated aggregate stockpiles would be 12 metres.
163. The maximum stocking heights of the associated aggregate stockpiles to the north of the rail handling shed, in the south-western corner of the site would be five metres. At present, this area is used for the stocking of un-processed recycled material. Under the current permission (2016/0990/01) the stocking of un-processed recycled material is permitted in this area up to a maximum height of seven metres and the stocking of finished product is permitted up to a maximum height of 12 metres.
164. Details of the ready-mix concrete plant to be relocated and the proposed new concrete block plant silo have been provided. These would be located in the south-eastern corner of the site adjacent to the existing block plant and storage area. The maximum height of the silo would be approximately 13 metres and the indicative maximum height of the ready-mix plant would be 10.5 metres.
165. Indicative details of the proposed conveyor system have been provided. It is a low-level conveyor system which would have a maximum height from ground level of approximately 1.5 metres. It is proposed that the entire length of the conveyor would be covered. Details of the cover have not been provided. The conveyor would be approximately 40 metres from those nearest properties to the east. The conveyor would not be visible from Dovecote Road or The Green as it would be screened by existing boundary vegetation and a four metre high acoustic fence which would bound the south-eastern western boundary of the site.
166. Further details and levels of the proposed amended rail sidings have been provided. The majority of the proposed sidings would lie just below the level of the existing

sidings. It is proposed that the maximum height of the adjoining temporary stocking area for imported restoration material would be three metres.

167. Further details of the potential impacts of noise and dust from the demolition of buildings and structures have not been provided by the applicant as the demolition of buildings and structures on the site is a requirement of its extant planning permissions. The applicant recently requested determination by the County Planning Authority as to whether prior approval was required for the method of demolition of plant and buildings on the site (application reference 2020/PN/0023/LCC). Following consideration of the submitted documents and methodology, it was found that demolition of the buildings is considered appropriate and would not cause undue harm to the amenity of the locality subject to the demolition being undertaken in accordance with the details submitted with the application.
168. It is confirmed that the imported restoration material would be solely comprised of inert materials. The material would be checked at source prior to loading onto trains as part of the requirements under the necessary permits issued, controlled and monitored by the Environment Agency.

Details on the indirect and direct impacts as a result of storing, loading and exporting waste from the company's railheads

169. The applicant has Environmental Permits covering their waste management operations at their rail handling facilities at Acton and Greenwich. The Company also has commercial agreements with a network of rail facilities which would provide a spread of railheads which would be used. The loading of spoil onto railway wagons by railway undertakers within a Goods Yard is classed as permitted development. The Company benefits from the permitted development rights on those sites which are owned by Network Rail. It is therefore considered that there would be no significant direct or indirect impacts from storage, loading and export of waste at the Company's existing railheads and these operations are existing and permitted.

Further details relating to cumulative impacts

170. It was requested that the applicant considers the cumulative impacts of already consented housing development in Littlethorpe and Narborough, the Hinckley Rail Interchange Facility and improvements to the rail services on the Peterborough and Birmingham line and the potential for more frequent closure of the level crossing, any increase in traffic queues at those level crossing junctions and any subsequent impacts on local air quality. Trains may be received or departed from the site in either a westerly direction (away from Narborough and Littlethorpe) or in an easterly direction (towards Narborough and Littlethorpe). Trains which travel to and from the west would not have an impact upon the frequency of use of the level crossing at Narborough. However, it remains uncertain in which direction trains carrying waste would travel depending on the source of material. Therefore, it is likely that there would be trains associated with the restoration of Croft Quarry which would require the use of the rail crossing at Narborough. Any trains passing through Narborough Station would not stop at the station, unlike passenger trains. The times of freight

services are determined by the timetabling of the national rail network. To accommodate demand from passenger peaks at commuting hours, the applicant's existing trains are typically timetabled around this. The passenger rail peaks generally coincide with peak road travel times therefore the freight trains would not be timetabled for peak road travel times. Given this, it is considered that it is not likely that the proposed development would require the operation of the crossing at Narborough during the peak hours of road use. It is considered that the development would not eliminate delay but would be less impactful than using the crossing during peak periods.

Current and predicted noise impact from rail traffic

171. The applicant has provided further information in relation to current and predicted noise impact from rail traffic. It is clarified that subject to the implementation of the proposed mitigation measures, the noise levels for site operations would continue to adhere to existing noise limits.

Further details relating to ground contamination

172. The applicant does not propose to expose or excavate any of the historical landfill which is present within the site. To avoid ground contamination the applicant proposes a planning condition to require the submission of a remediation strategy which would include all components to deal with the risks associated with potential contamination of the relevant areas, both on and off-site, prior to the commencement of overburden stripping. Such a strategy would be based upon a risk assessment should materials be encountered onsite.

Clarification of the extent of monitoring being undertaken by the applicant

173. The applicant has clarified that in line with the existing planning controls for the site, including its environmental scheme, noise monitoring is undertaken by an independent consultant once a year. Dust samples are collected by Blaby District Council on a monthly basis and analysed by an independent company. Dust results are collated on an annual basis and a report is produced by an independent consultant. Additionally, the level of PM10 is measured outside of the site and the results are provided to the Environmental Health team at Blaby District Council and an annual report is produced.

Clarification of how the proposed development would not delay the final restoration of existing landfill or land raise sites within the County

174. It is proposed that the majority of waste would be imported from London and the south-east by rail. However, the applicant seeks to retain the proposal to import waste by HGV to allow the site to be available for importation, should sources arise locally. The applicant proposes a limit on the site of 10% of imports to be taken from local markets per annum. The wider market need for the proposed development from a waste perspective has been set out in the Waste Needs Assessment Addendum.

Further details relating to heritage

175. The Fosse Villages Neighbourhood Plan (Submission Version) identifies local non-designated heritage assets that are near the site. These assets include the following:

- Croft House, Huncote Road;
- The Old Rectory, Huncote Road;
- 1-8 Station Road;
- The School House, Hill Street;
- The Former School, Hill Street;
- 1 Hill Street;
- 4-18 Hill Street;
- 1-6 The Green;
- 9 The Green;
- Former agricultural buildings to the rear of 7-9 The Green; and
- The Former Union Chapel.

176. The majority of the above structures are located to the west of the existing plant area and to the south of the quarry void. At present, the above heritage assets are not visually impacted by the existing operations on the site and would not be impacted by the proposed development.

Further details relating to climate change

177. The applicant provides calculations from a Carbon Trust calculator, comparing the aggregate carbon footprint at Croft between aggregate transported by road and that by rail for a 100km delivery. The carbon footprint for transport by road is greater than that by rail.

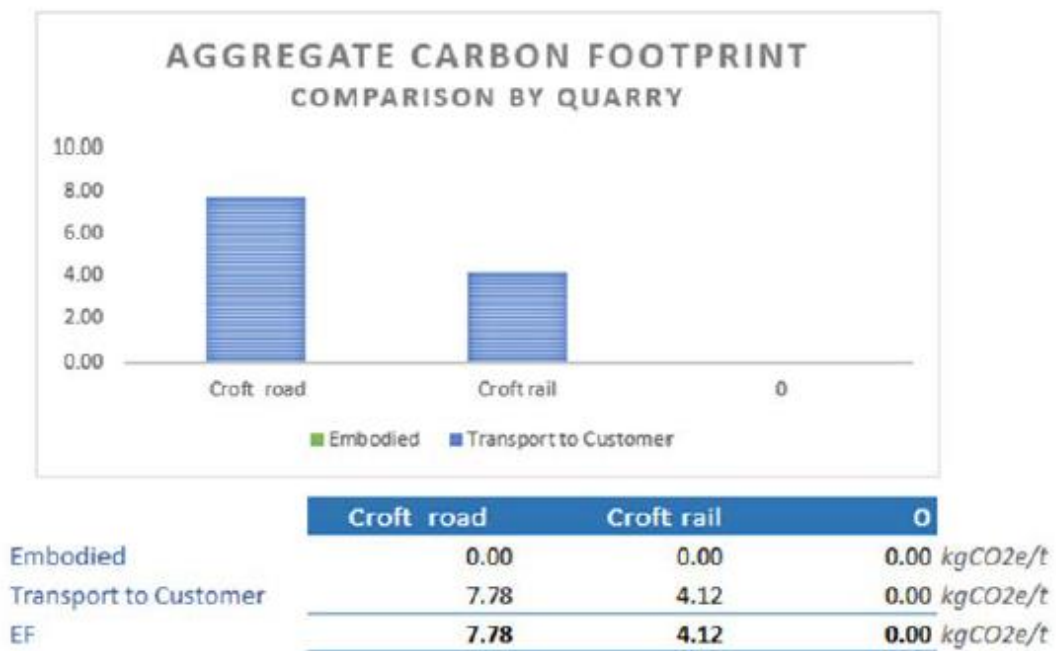


Figure. Carbon footprint for transport by road and rail for Croft Quarry.

178. The applicant has provided figures comparing the emissions of importing inert waste to Croft by HGV to that by rail based on an importation rate of 1 million tonnes per annum. With regards to climate change and the sustainability of the proposals other available market alternatives for inert waste have been provided within an addendum to the waste need assessment. This information includes a radial search of known sites within closer proximity to London than Croft Quarry which import inert waste from the London market.

Further information relating to waste need and planning policy

179. An addendum to the waste needs assessment was submitted in support of the application. This addendum addresses details requested by the Planning Authority under the Regulation 25 notice and includes the following;
- Review of the inert waste position within London;
 - Review of the applicant's connections to a rail link;
 - Review of existing inert landfill sites serving the London market and those with a connection to a rail link;
 - Review of inert waste capacity within Greater London and the Council's surrounding London relating to arisings of inert waste and inert waste capacity.

Further details on the proposal to update the legal agreement

180. The applicant has submitted an updated Heads of Terms. It is proposed that as per the existing S106, the Company would pay for all air quality and noise monitoring equipment and the PM10 dust monitors. In terms of the working parties on dust and blasting, the applicant proposes to continue in line with the current constitution and requirements for the running of the liaison committee. In terms of reviewing traffic considerations the applicant would continue to adhere to the existing HGV routing requirements. The Company propose to retain clause 12 of the existing agreement relating to keeping records of the number of HGVs which travel to and from the site and the requirement to undertake further highways works if the total number of HGVs divided by 75 exceed 710 over a three month period (this provides a broad average for the number of vehicles on a standard working day).

Further details on public rights of way improvements

181. The applicant clarifies that the proposal to upgrade the status of public right of way V57 from a footpath to a multi-user path would include providing access to cyclists and horse riders. The proposed improvements would be implemented within 24 months of gaining planning permission.

Further details relating to Sites of Special Scientific Interest

182. The amended restoration scheme would continue to preserve the geological features of the Croft and Huncote Quarry SSSI. The Croft Hill SSSI is now included in the aftercare plan.

Consultation Responses to Regulation 25 Further Information Request**Blaby District Council – Environmental Health & Planning**

183. No objection. Blaby District Council welcomes the information from the applicant that the above ground conveyor system will be enclosed and the clarification that the acoustic barrier extends around the whole site including the area where it is proposed that the ready-mix concrete plant will be relocated.
184. Blaby District Council welcomed the discussion concerning the use of the structures/compounds along the conveyor line and acknowledges the additional information confirming that these structures/compounds are for storing spare parts for the conveyor system.
185. Blaby District Council recognises that blast monitoring will take place at the closest receptor and understands that the applicant is updating the maps to indicate that the former chapel, located on Dovecote Road in Croft, is no longer under the ownership of Aggregate Industries.
186. The District Planning Authority also acknowledges that the County Landscape Officer has not raised concerns in relation to the retained ready-mix batching plant structures located close to the south-eastern site boundary, adjacent to Fosse Farm. The District Planning Authority has no further comments to make on this matter.
187. Furthermore, the District Planning Authority can confirm that it is satisfied that previously raised concerns with regard to the following matters, can be controlled by suitably worded conditions:
- The use of the wheel wash;
 - The filtration for surface water for use on site to damp down areas;
 - Lighting, so long as every relevant aspect and methods of shielding are considered; and,
 - The acoustic fencing around the site.

Croft Parish Council

188. Croft Parish Council would like an increase of the Section 106 monies which should be administered by the Quarry Liaison Group.

Ecology (Leicestershire County Council)

189. The restoration to a mosaic of priority local and national BAP habits is welcomed. The scale and ambition of the proposals have the potential to address many local BAP targets and contribute to biodiversity. However, the following would maximise the potential for biodiversity;
- Although reedbeds are one of the priority habitats in Leicestershire, the top priority is creation of bare rock/acid grassland habitat, for which Croft has national importance. Therefore, the size of the reedbed could be reduced in its northern extent to allow more space for creation of the

special bare rock/acid grassland open habitat mosaic. It is recommended that the target area for reedbed be 12ha.

- It is important that the area allocated for the bare rock/acid grassland open mosaic habitat is in the best possible place for success. The best places are the quarry benches, cliffs and exposed rocks and the base of the quarry. The location on more gently sloping ground at the top of the quarry cliffs is less likely to succeed. The area shown as 'new species-rich grassland' on the quarry floor, benches and sides of the quarry should be changed to 'bare rock areas for creation of acid grassland', and the areas towards the top of the quarry cliffs should be changed from bare rock to species-rich grassland.
- The area set aside for acid grassland/bare rock should have small scale variation within it. The visitor centre area is likely to need a more robust habitat than bare rock/acid grassland. It would be best to site this in an area of species-rich grassland.

190. It is recommended that these changes should be made and the areas of habitat creation re-measured so that they can be referred to in any planning condition. In the future, Leicestershire County Council should have the opportunity to review the proposed restoration plans to take account of changed priorities, environmental or climatic conditions and targets.

Environment Agency

191. Flood Risk Comments: No objection to the proposed development from a flood risk perspective.

192. Groundwater and Contaminated Land Comments: Previous comments remain relevant.

193. Hydrological and hydrogeological Comments: The assessment concludes that the proposed works will be entirely within the cone of depression that already exists from current dewatering operations and hence there will be negligible impact on groundwater levels in the area and subsequently on surface water features. We welcome proposals to continue the groundwater level monitoring at piezometers around the site and recommend that this data is interpreted at regular intervals over the lifetime of the mineral extraction and restoration activities.

194. Fisheries, Biodiversity and Geomorphology Comments: We welcome the proposed restoration proposals and have the following advice to the LPA and Applicant;

- In line with the Humber RBMP, we recommend that the proposed development is used as an opportunity to restore more natural processes to the Thurlaston Brook catchment WFD waterbody. The river is currently failing to meet Good status due to water quality. Opportunities to enhance the river, including creating wetlands that filter water pollution out of the river would offer a significant environmental gain.

- In addition, quarry restoration sites have great potential to make crayfish ARK sites. The inclusion of offline ponds physically separated from the river could offer significant environmental gains.

195. Water Quality Comments: The site currently has two permitted discharges. One for quarry water and the other for site drainage/process water. The application indicates that either the existing site drainage system will be used or if required a new system identical to the current one will be used. Any run-off generated by removal of the overburden will be treated through the existing quarry water management system. It is not anticipated that the development will result in any water quality problems. It may be that they have to vary or apply for a new permit under The Environmental Permitting (England and Wales) Regulations 2016 or any abstraction changes under the Water Resources Act 1991.

196. Waste Comments: No objection to the proposals.

Health and Safety Executive

197. No response received.

Local Highway Authority (Leicestershire County Council)

198. No objection. The LHA has previously provided a highways response on the application and therefore these comments will solely focus on the affected Public Rights of Way (PROW). Due to the current commitment to implement the footpath improvements within 24 months of a granted permission and to dedicate a PROW on Croft Hill, The LHA would have no objection to the proposal.

Historic England

199. No response received.

Huncote Parish Council

200. The Parish Council broadly support the application, as we believe it falls in line with Fosse Villages Neighbourhood Plan (FVNP) Policy 19. The Council raise the following comments and queries;

- 3.11 – There is no mention of the existing dust/blast committee. We would expect this to continue;
- 8.1 – The Council support the proposal to upgrade footpath V57 to a multi-user path to be more inclusive, through would like clarity if this footpath designation will be extended to include the footpath through the Nature Walk? Or beyond and across the proposed bridge over Thurlaston Brook?
- 8.1.1 – Will this footpath be inclusive of the proposed new bridge over Thurlaston Brook, from land south of Ratcliffe Drive, Huncote? Will this

be implemented as a hard surfaced multi user path long its length? These works would improve the already bad nature of footpaths in the area as noted by para 65 of the FVNP.

- 8.1.2 – Work to improve the existing Nature Reserve steps is desperately required (FVNP Policy 6 and FVNP Policy 7). Anything which would help improve this situation and ensure they were continued to be maintained regularly would be beneficial for all those travelling around the site. Allowing 24-months from planning permission being granted for these works to be completed could allow the potential for these steps to deteriorate further and be an added risk to anyone visiting the site. 11.1.1 doesn't propose anything to reduce this risk.
- 8.4 - Each of the communities of Croft and Huncote have their own separate parish council and this doesn't seem to have been recognised.
- 8.4.10 – We note the revisions to the Environmental Scheme to improve dust mitigation
- 8.4.12 – We note the lack of mention for the information boards about the nature walk. It would be hoped that information would be installed and maintained to provide visitors to the site a better understanding of what is around them in the nature walk, how the site has been managed and will be returned to its former state and how the SSSI is being managed.
- 8.4.15 – While the Parish Council recognise the good intent of the gesture to provide a Community Fund, we believe that as both Huncote and Croft are each looking to build their own separate community facilities (FVNP Policy 16), the tangible amount of money each community may be able to access is limited, and would request that if possible this proposed amount is reviewed and increased by the company where possible. We would expect that this figure was formally agreed and announced by the company before the application is approved.
- We also note that we requested help to draw up the plans for the new community facility and this request doesn't seem to be mentioned. Would this be provided separately, or would this be part of the Community Fund response?
- The annual aftercare meeting proposed is supported. Clarity is sought if this would be incorporated within the existing quarry liaison meeting, or if this would be a separate meeting?
- Appendix 1 - Restoration strategy. It is worth noting that the existing brook is in need of some clearance work opposite Brook House Gardens, the public open space at the southern end of Brook Street, adjacent the brook.

Landscape (Leicestershire County Council)

201. No further comments.

Lead Local Flood Authority

202. The amendments do not have a significant impact on surface water drainage, as such the LLFA have no further comments.

Leicestershire & Rutland Wildlife Trust (LRWT)

203. The changes that have been made to the restoration plan are welcomed. However, LRWT would like to see the area of reed bed to be created reduced in size and the area of acid grassland / bare rocks increased. Acid grassland is a rare habitat in Leicestershire and an increase in this habitat would be more beneficial to wildlife. A larger area would help make overall management of the site easier and make the remaining grassland on the SSSI more robust.

204. It is recommended that;

- the species lists be readdressed nearer to time of restoration and amended to consider climatic changes and diseases;
- the acid grassland incorporates small-scale topographic diversity. In addition, the substrate should be a suitable type to support acid grassland;
- the materials for the 3m wide hardstanding path (V57) and the raised walk through the wetland should be inert or pH-appropriate;
- the dates of BAP need amending to 2016-2026 on the Restoration Strategy;
- non-mechanical non-chemical methods should be used for weed control;
- the frequency and timing of the strimming is appropriate for the habitat so as to ensure a diversity of ages and heights of vegetation;
- control of non-native aquatic invasive species should be included in the management and aftercare.

Leicestershire Bridleways Association

205. No response received.

Leicestershire Footpaths Association

206. No response received.

Narborough Parish Council

207. The proposed importation of spoil from HS2 as part of the remediation plans for the existing quarry will be transported by rail and increase the number of trains passing through Narborough. Currently the impact of the level crossing at Narborough (the only one within a centre of population on this main line route) means that when it is closed traffic is queued back through the centre of Narborough village and the main road through Littlethorpe. At some times of the day the crossing can be closed for 25% plus of the time. The Environmental Impact Statement submitted with this application does not assess the impact of additional rail traffic from this proposal on Narborough and Littlethorpe and should do so taking into account the cumulative impacts of already consented housing development at three sites in Littlethorpe and other likely developments including the Hinckley Rail Interchange Facility and improvements to the rail services on the Peterborough and Birmingham line which could lead to even more frequent closure of the level crossing. Our belief is that when assessed in combination, the negative impacts are severe and that the impact of increased traffic queues can only have a significant and undesirable impact on air quality.

Natural England

208. Further information required. As submitted, the application could have potential significant effects on Croft and Huncote Quarry and Croft Hill Sites of Special Scientific Interest (SSSI). Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. We require:

- Information on the geological interest features that are located above 17 metres AoD;
- Information on the geological interest features of Croft and Huncote Quarry that will be lost and what measures the applicant will be taking to secure access to these features after the quarry has been infilled;
- How public access will be integrated and managed as part of the proposed aftercare plan.

209. Without this information, Natural England may need to object to the proposal.

Network Rail

210. No objection subject to the following; upon request Network Rail would ask that the quarry shares the results of ground vibration monitoring / regression analysis and evidences that peak vibration limits experienced at the railway property are also within the threshold tolerances set for residential properties.

Public Health England (East Midlands)

211. No objection. PHE's response to the previous consultation in June 2019 noted that proposed activities could give rise to impacts associated with increased noise or

fugitive emissions to air of particulate matter (dust), but that the applicant proposed mitigation measures. PHE noted that environmental monitoring at the nearest residential locations showed levels of particulate matter were currently within air quality standards, but we recommended that the local planning authority ensured that any additional effects from new activities were evaluated and sufficiently well addressed. We support the applicant's intention to prepare a detailed scheme of environmental monitoring and dust management prior to planning approval. The applicant's environmental scheme sets out mitigation measures, and it would be helpful to include the dust mitigation measures listed in the submission of further information related to the covered conveyor and rail transport and unloading (section 3.3), as they are not mentioned. The effectiveness of dust and noise mitigation measures should be reviewed using the environmental monitoring data as new activities become operational, and updated if necessary to ensure that there are no significant impacts off-site. The applicant proposes to fully investigate and establish a strategy to remediate any contamination before overburden stripping commences. Any such strategy will include contingency measures.

Greater London Authority (Planning)

212. The reclamation of the quarry via the importation of restoration material aligns with the aims of the waste policies of the Intend to Publish London Plan (Policies SI 7 to S I9).
213. The London Plan includes a 95% target for the 'beneficial use' of excavation waste (with 100% of inert excavation waste to be used for a beneficial use). The use of inert excavation waste for the rehabilitation of a quarry site fits within this definition, and therefore this aspect of the planning application is supported. Whilst the London Plan requires that the equivalent of 100% of London's waste be managed within London (net self-sufficiency), this does not apply to excavation waste as the characteristics of this waste stream mean that it is very challenging for London to provide either the sites or the compensatory provision needed to apply net self-sufficiency. Therefore, we would be satisfied that the management of excavation waste outside of London meets our policy aims.
214. There is anecdotal evidence that there is a need for void space for excavation waste, particularly from the large infrastructure projects planned in London. We are not able to give you details of specific projects and if these tally with the large amount of fill required for your proposal. However, we would draw your attention to Policy SI7 of the London Plan, which requires applications that are referable to the Mayor to submit Circular Economy Statements. As part of these, applicants will need to demonstrate how much waste the proposal is expected to generate (from demolition, construction and operation) and how and where the waste will be managed. We expect that, for large projects, applicants will be looking for sites to dispose of excavation waste and will try and seek agreement from these site operators. So this may help with your proposal in the longer term.

Publicity

215. The planning application and accompanying Environmental Statement has been publicised by press notice in the Leicester Mercury on 5 June 2019, by site notices

and neighbour notification letters sent to nearby residential properties on 5 June 2019. The Regulation 25 Further Information was publicised by press notice in the Leicester Mercury on 13 March 2020, neighbour notification letters and site notices on 13 March 2020. A final Regulation 25 submission was publicised by site notice and press advert on 5 August 2020 and neighbour notification on 6 August 2020. The following section identifies those comments received in relation to those final responses.

Representations Received

216. A total of four representations were made during the second consultation process, of which three were objections, and one raised concern but did not object. The objections, as summarised, were raised on the grounds of:

- The technical noise assessment is incorrect and lacks information;
- The technical transport assessment is incorrect and lacks information;
- The technical air quality and dust assessment is incorrect and lacks information;
- The technical vibration assessment is incorrect and lacks information;
- The timing of the publicity notice was incorrect with respect to local social restrictions;
- The development would spoil Croft as a village, spoil the countryside and surrounding green spaces;
- Detrimental effects on the local environment, including additional noise, pollution and destruction of habitats.

217. Additionally, a request was made to impose a planning condition to require the applicant to complete improvements to the footpaths, steps and viewing area on the permissive paths prior to development commencing.

Further and Revised Information Provided (8th July 2020)

218. On the 8 July 2020 further and revised information was submitted by the applicant in support of the application in response to comments received from consultees. This information included revised restoration details and ten-year aftercare scheme; a technical report on the geological features of the Croft and Huncote Quarry SSSI and a revised rights of way improvement plan and strategy.

Revised restoration, management and aftercare details

219. In response to concerns raised by Natural England and comments raised by Ecology and the LRWT, minor changes to the restoration proposals back to biodiversity and nature conservation are proposed. The minor changes to the proposals are summarised below. The following new habitats would be created in revised proportions;

- Reed beds - 12 Ha
- Open water, wet grassland/swamp and wet woodland - 5 Ha

- Acid grassland/bare rocks/open mosaic habitat 30.2 - Ha
- Species rich grassland - 11.2 Ha
- Native Birch/Oak woodland - 2.3 Ha

220. Details of improvements to the River Soar corridor are proposed and would comprise removal of scrub, creation of otter holts in appropriate location, pollarding of riverside willows and a buffer along the river in parts to promote improved habit along the river bank. It is no longer proposed to retain the ancillary industrial development, including the concrete products works and ready mixed concrete plant in perpetuity on the site. It is proposed that these would be removed, and the area would be restored.

221. Additionally, it is proposed to remove and restore the areas which would comprise rail sidings, rail stocking area, rail handling shed, offices, parking areas and Marions Way. No details of the proposed restoration of these areas has been proposed.

Protection of the Croft and Huncote Quarry SSSI

222. In response to concerns raised by Natural England, a technical report detailing the geological features of interest of the Croft and Huncote Quarry SSSI was provided. The report includes details of, features of geological interest of Croft and Huncote Quarry and those that would be lost; measures to secure access to features after the quarry has been infilled; how public access would be managed; and recommendations for the recording and preservation of features of geological interest at Croft Quarry SSSI.

Rights of Way Improvement Plan and Strategy

223. In response to concerns raised by Natural England a revised rights of way improvement plan and strategy is proposed to protect the features of the Croft Hill SSSI. The access arrangements have been revised to include a new dedicated public footpath off public right of way V57 which would be upgraded to bridleway status. This new dedicated public footpath would maintain pedestrian access only to the summit of Croft Hill SSSI and would be controlled by either stiles or kissing gates. These works in addition to those previously proposed, would be implemented within 24 months of planning permission.

Consultation Responses

224. A third consultation period began on 5 August 2020 and ran until 7 September 2020. This included press advertisement, consultation and notification of neighbouring properties as per the first and second rounds of consultation. This triggered minimal responses, predominantly due to the majority of consultees being satisfied with revisions and additional information previously provided. Those that provided responses are included below.

Historic England

225. Do not wish to offer any comments.

Lead Local Flood Authority

226. Refer to previous response, no further comments on revised information.

Leicestershire Bridleways Association

227. That a condition of approval should be that PRoW V57, which hugs the E side of the Croft Hill Road between Croft and Huncote should be made into a bridleway so that it:

A. provides an off-road commuting link between the 2 villages

B. provides a link to BW 56 towards Potters Marston and most importantly for horse riders and off-road cyclists

C. provides a link between the BW networks N of Huncote and S of Croft which are currently separated by this dangerous-to-use road.

228. It is our view that the Quarry would have to hand the men and machinery to do this work. However, we think it is essential that the surface is free-draining and with some give, so asphalt would not be a suitable surface. A flexible surface - such as the one laid across one of the County Hall quadrangles - would be more suitable.

229. Ideally V57 should be extended northwards, as a bridleway, to as close to Huncote village as land ownership allows.

Natural England

230. As previously advised to the Local Planning Authority (LPA), we consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of Croft and Huncote Quarry and Croft Hill Sites of Special Scientific Interest (SSSI).
- damage or destroy the interest features for which Croft and Huncote Quarry and Croft Hill Sites of Special Scientific Interest (SSSI) Site of Special Scientific Interest has been notified.

231. We are happy to note that you have provided proposals in order to mitigate these adverse effects and make the development acceptable. A number of solutions are presented in 'Report on Croft and Huncote Quarry SSSI: geological features of interest' Prepared for Aggregate Industries UK Limited, to avoid loss of these important scientific features, whilst allowing infill of the lower part of the quarry and restoration of the upper part as a wildlife and parkland amenity. However, we additionally advise for the production of an access plan to ensure that access Croft Hill SSSI is pedestrian only.

232. Much of the geological interest is only known about because it has been exposed by quarrying out the mineral. Infilling the quarry as part of the proposed development or letting the quarry fill up with water when mineral extraction ceases will result in the loss of access to the notified geological interests. This would in effect constitute the destruction of most of the notified interest within the SSSI. In addition, where the

quarry faces remain exposed above the 17m AOD fill line, access to the geology will also be lost or greatly restricted over time as a result of vegetation developing on these exposures.

233. However, the six solutions proposed in pages 16 and 17 of the 'Huncote and Croft Quarry: Geological Features of Interest Report' offer a very good outcome for the SSSI, and the only one where access to geological features can be maintained, albeit outside the original context of the in-situ geology.

234. On the basis of these recommendations, Natural England would be able to support the proposal to extend the existing quarry and infill its void, if all six solutions were secured, and implemented, as part of the proposed development. This would need to be achieved by attaching appropriately worded conditions by the Local Planning Authority to any planning permission which may require further details to be submitted and approved. These conditions will be of benefit to the overall restoration scheme, including the visitor centre and public recreation area.

235. The six solutions being:

1. In order to produce a permanent record of the quarry and geological features it is proposed that digital, colour laser scanning is carried out of the quarry faces in 360 degrees. This could be done at intervals during infilling as the quarry floor is raised. A digital laser scan will allow close-up and general views of the features to be reproduced and archived, and perhaps used in a visitor centre. The scans may also be useful in planning and monitoring quarry infilling by AI.
2. High resolution digital photographs should also be taken prior to, and during, infilling as a permanent record.
3. Sampling of the minerals in the quarry before and during infilling operations. This will allow a suite of minerals to be collected and archived. As the quarry floor is raised it might better facilitate access to the quarry walls over the years. This could be carried out by knowledgeable mineral experts such as members of the Leicestershire Branch of the Russell Society and the East Midlands Geological Society, many of whom (see Ince, 2017 and Figure 8) have detailed knowledge of the minerals at Croft.
4. Representative 'hand samples' of the rock types (Figure 3) and the geological features outlined above should be collected systematically, prior to and during infilling. The collection should be archived at a suitable repository such as the British Geological Survey's National Geoscience Data Centre (NGDC) for future study. A subset of the rock types and minerals could also be retained use for a visitor centre.
5. Large blocks ('monoliths') of rock illustrating the features of geological interest noted above should be extracted from the quarry to be preserved on-site for educational use. The blocks could be transported to a temporary safe location on the Croft Quarry site to allow study of features such as the xenoliths, synplutonic sheets, tonalite, quartz-diorite and

mineralised zones whilst the quarry is infilled. In the future these blocks could be used as educational features placed strategically along the planned geological walkway or at the visitor centre following restoration of the quarry. The blocks would need to be carefully selected to represent the geological features outlined above, and marked with semi-permanent paint to allow orientation of the blocks as they appeared in situ (e.g. to preserve the inclination of the inclined synplutonic sheets at about 20 degrees).

6. The Triassic unconformity and Triassic rocks will be exposed in the northwest corner of the site where a track is shown descending to the amenity site.

236. Natural England is pleased to note that the implementation and aftercare of the quarry is covered in 'Restoration Details & 10 Year Aftercare Scheme' (June 2020) and the 'Restoration Strategy for Croft Quarry' (July 2020). The overall aim of which is to create a site with a variety of habitats of both nature conservation and amenity value whilst reflecting the local landscape character. We welcome the intention to hold an annual meeting throughout the aftercare period to which the Mineral Planning Authority and any other stakeholders will be invited. We acknowledge the intention that Croft Hill SSSI should be included in the aftercare plan to ensure its maintenance to favourable condition.

237. We note that concerns whether the proposed improvements to public rights of way, including to the permissive footpaths, steps on New Croft Hill and the viewing area can be completed at an early opportunity have been met by having a timetable of 24 months. As stated above, an access management plan as part of the aftercare arrangements is needed to address current deficiencies in the multi-user access proposals and ensure access to Croft Hill SSSI is kept to pedestrians. This plan needs to highlight current access provision and future provision to be provided by the applicant with details on how this will be integrated in the restoration and after-care proposals for the benefit of both people and the local environment.

Public Health England (East Midlands)

238. No additional comments to make.

Representations Received

239. Three additional representations were received, although one is largely a duplicate from the same person. These comment on the removal of nature areas which are used for exercise by the public, detrimental impacts on the environment and disagreement with importation of material from HS2.

Independent assessment on emissions

240. As has been detailed above, the application incorporates the importation of a significant amount of material from outside the County. This amounts to a total of 14 million cubic metres of Construction, Demolition and Excavation (CD&E) waste in

order to back-fill and restore the void created by quarrying operations. This equates to 700,000 cubic metres (1 million tonnes) per annum, which is over double that which is identified in the LMWLP. Accordingly, there is a high likelihood that permitting this application would affect the speed at which other quarries in Leicestershire and other parts of the East Midlands could fill their own voids. It would also affect the supply of material over the a 20-year restoration period of Croft Quarry itself.

241. The applicant has proposed that over 90% of waste be imported by rail from London and the south east, including arisings from major infrastructure projects including HS2, Crossrail 2, Bank Station and Heathrow Airport. This is in addition to other arisings in the region which cannot be accommodated in existing quarry voids in in the south east of England. The importation of this material by rail is more sustainable, generating fewer emissions than if it were transported by road. However, it is still necessary to consider whether there is a more sustainable way of disposing of the material given it would be imported over such a significant distance.
242. In order to obtain detailed specialist advice on the environmental impacts of the proposal, the Council commissioned an independent assessment, conducted by Wardell Armstrong (WA). The full report into this is appended as a background document to this application. A summary of the methodology and findings are detailed below.

Extracts from independent assessment by Wardell Armstrong

243. WA have reviewed the planning application submitted by AI and find it to be comprehensive and well evidenced, with data to prove that the suggested scheme is not only needed but that the scheme is likely to reduce carbon emissions in the long term. AI have also provided a comprehensive list of alternative reclamation sites; these sites are accurate and could all receive waste from the South East area's major infrastructure projects.
244. The Greenhouse Gas (GHG) emissions for the transport of inert waste for reclamation of the quarry void and the operation of pumps have been estimated using established DEFRA guidance and World Resources Institute's (WRI) GHG reporting protocol. The GHG emissions associated with the quarry have been estimated to be 170,383 tonnes of CO₂e for the 20-year infill period.
245. The GHG emissions attributable to Croft Quarry (i.e. omitting emissions associated with the onwards journeys from Bardon Quarry) are estimated at 157,348 tonnes of CO₂e, 141,560 tonnes of which are directly associated with transportation. The ideal, best-case scenario for disposing the same amount of waste to the alternative sites is estimated to be 85,049 tonnes of CO₂e, which would be achievable by only depositing waste at the nearest sites to waste sources (i.e. infrastructure projects) and based on 2019 landfill capacities. If the waste were to be transported elsewhere more realistically using increasing distances of over 21 miles to reclamation sites, then the alternative sites' transport emission is 167,974 tonnes of CO₂e, which would result in an increase in GHGs compared to the transport emissions predicted for Croft Quarry.

246. After the mineral has been exhausted, Croft Quarry will be restored. Restoration of the quarry using natural habitats will increase carbon benefits compared to allowing the void to fill with water. The restoration using natural habitats stores approximately –6,290 tonnes CO₂e in 25 years whereas rehydrating the void would store -14 tonnes and this would not increase over time. Consequently, the proposed restoration scheme using natural habitats has a carbon positive benefit when compared to rehydrating the void in the long term.
247. The overall carbon impact of the entire infill process is the emission of 170,383 tonnes of CO₂e, which reduces to 164,084 tonnes of CO₂e 25 years after revegetation. Overall, the GHG emissions are lower for the transport of waste to Croft Quarry when compared to alternative sites if the waste travels less than 21 miles by HGV. The overall carbon impact of the entire infill process is the emission is 170,383 tonnes of CO₂e, which reduces to 164,084 tonnes of CO₂e 25 years after revegetation. If the waste were to be transported elsewhere using increasing distances to reclamation sites as existing sites close, then the alternative sites' transport emission is 167,974 tonnes of CO₂e. This suggests that transporting waste locally by HGV would increase the overall GHG emissions instead of transporting it by rail to Croft Quarry.
248. The GHG emissions of transport to these alternative sites for one journey of 1,500 tonnes of waste from London to the alternative destinations were calculated and compared to that of the journey to Croft Quarry. It has been assumed that the waste will go to local landfill sites and that the waste will be inert. Of the 44 alternative destinations, 13 had a lower GHG emission than Croft Quarry. The best-case scenario for distributing the same amount of waste elsewhere is 85,049 tonnes of CO₂e being emitted starting at the nearest alternative site. At maximum efficiency, freight trains emit 79% less CO₂e than HGVs, which means that a higher proportion of rail imports than local imports (unless under 21 miles) will result in reduced transport emissions
249. The applicant has identified that the remaining capacity for disposal is declining in sites in the south east of the country such that there will not be a large enough capacity to absorb all the inert waste coming from London's major infrastructure projects. The report highlights the need for new landfill sites and those that are connected by rail transport waste are more economical and sustainable. The applicant has also provided evidence that there is a need to export waste from London and that local void space will decline into the future. Overall, AI have produced a well-rounded and robust planning application with data and evidence to prove that the suggested scheme is not only needed but that the scheme will reduce carbon emissions in the long term. Croft Quarry is therefore well placed to receive inert waste from the south east of England as it requires a large quantity annually and can transport the waste from a railhead in London direct to Croft Quarry. The applicant has also provided a comprehensive list of alternative reclamation sites; these sites are accurate and could all receive waste from London's major infrastructure projects. AI have produced a robust assessment that is accurate and sound. Croft Quarry will be able to provide a long-term solution for waste coming from London's major infrastructure projects.

Assessment of Proposed Development

250. The application relates to an existing quarry located within the open countryside and on a strategic site for crushed rock. The application should be determined in accordance with the development plan unless material considerations indicate otherwise. The relevant considerations in determining the acceptability of this proposal are (inter alia) the nature and need for development, highways, ecology, landscape, environmental impacts and restoration and aftercare of the site.
251. The application seeks planning permission for a lateral extension to the mineral extraction area at the existing Croft Quarry, placement of overburden within the existing quarry void, relocation of the aggregate processing area (Modular Plant), relocation of the current stocking areas, workshop, weighbridge and wheel wash, rail infrastructure within the site, office accommodation and recycling area, retention of access from Marion Way and restoration of the void through the importation of inert waste.

Planning History and Context

252. Planning permission 2017/1389/01 covers the existing site. However, this planning permission has not been implemented and so the site is working under planning permission 2015/1488/01 which was granted in February 2016. The main mineral permission prior to this was granted in February 1995 (1992/1209/02), which related to the lateral extension and deepening of quarrying operations, construction of a new access road and related landscape work and extension of the screening embankment to form a new hill. This permission also includes a S106 legal agreement relating to various operations of the quarry, routeing and aftercare. The installation of a recycling plant for the importation, processing, storage and sale of inert materials to supplement primary aggregate use at Croft Quarry was granted planning permission in 2016 (2016/0990/01).

Principle of and Need for the Development

Crushed Rock Provision

253. The production of crushed rock within Leicestershire accounts for 65% of the igneous rock output in England. Therefore, the igneous rock quarries of Leicestershire, including Croft Quarry are of national importance. The Leicestershire Minerals and Waste Local Plan states that there already permitted reserves for crushed rock in Leicestershire sufficient to provide for the next 30 years of estimated demand for crushed rock aggregate. This exceeds the 10-year landbank which is the required minimum landbank required for crushed rock as outlined in paragraph 207 of the NPPF. Notwithstanding this, there is no maximum landbank and the latest Leicestershire Local Aggregate Assessment (2019) recognises that not all existing sites would be able to contribute to future requirements without the benefit of extensions to their currently permitted operations.
254. Policy M4 of the Leicestershire Minerals and Waste Local Plan states that priority will be given to proposals for extraction to be worked as extensions to existing rail-linked site operations where they are required to ensure sustainable supply. This assists in ensuring the sustainability of operations through use of existing infrastructure,

minimises impacts on the wider landscape by focusing operations in a confined area. Therefore, it is considered that the proposal accords with Policy M4.

Assessment of Waste Need and Location

255. At a local level, the LMWLP aims to enable the delivery of sufficient new waste management capacity equal to the waste arising in Leicestershire to support the delivery of the Leicestershire Municipal Waste Management Strategy targets, and to allow waste management in the County to move greater amounts of waste away from disposal, in line with the NPPW. However, the LMWLP recognises that landfill is an important method of restoring mineral workings back to a beneficial use.
256. The LMWLP indicates that there is a need to provide further inert landfill capacity beyond that provided by existing facilities and development permitted but not operational. It is estimated that there will be a shortfall of;
- 85,000 tonnes per annum in the years 2020-2021;
 - 290,000 tonnes per annum in the years 2025-2026;
 - 440,000 tonnes per annum in the years 2030/2031.
257. In view of the identified shortfalls, Policy W8 makes provision for additional inert waste disposal at three sites. These allocations have the potential to provide additional landfill capacity of up to 600,000 tonnes per annum. Policy W8 makes provision for waste disposal over the plan period at Brooksby Quarry, Husbands Bosworth Quarry and Ibstock Quarry, in addition to those sites with remaining permitted capacity available within the County. These allocations or existing sites do not include Croft Quarry.
258. Depending on the phasing of operations and input rates, these sites could enable the predicted shortfalls to be met. Recent permissions at Brooksby and Ibstock Quarries have authorised the importation of around 675,000 tonnes of inert waste per annum to 2030/31 (and beyond). However, according to the LMWLP, there is the possibility of a shortfall of inert waste disposal capacity by 2030/31 of some 190,00 tonnes per annum in which case an additional inert waste disposal sites beyond those allocated or permitted would be required. The permissions at Brooksby and Ibstock would likely absorb this 190,000 tonne shortfall and could not have been taken fully into account in the LMWLP as they were permitted after the plan was adopted.
259. Policy W8 provides flexibility to enable the consideration of additional necessary provision. The Policy states that planning permission will be granted for new or extended waste disposal facilities where:
- i. It is demonstrated that the waste cannot be managed in a more sustainable way;
 - ii. Environmental benefits will be secured by the development;
 - iii. There is an overriding need for the development; and
 - iv. The development does not delay the final restoration of existing landfill or landraise sites.
260. The first criterion requires proposals to demonstrate that the waste cannot be

managed in a more sustainable way. In this instance, it is worthwhile to note that Croft benefits from both a substantial void which will require backfilling and it has access via a railhead, substantially reducing the transport related impacts of transporting waste from further afield. The applicant has conducted a review of neighbouring counties and their waste management positions in addition to taking into account likely Construction Demolition & Excavation (CD & E) waste from London and as a result of waste created from HS2 (and other infrastructure projects including Crossrail 2). The majority of neighbouring Counties remain in a comfortable position over the next 10-15 years with allocations for new CD&E suitable sites being available through permitted sites and/or as restoration to existing quarries within their own administrative boundaries. The notable exceptions to this include Northamptonshire which can only identify a supply of 2-3 years of sites, the greater London area and material from HS2.

261. A significant proportion of waste is expected to come from the greater London area. This area is recognised as having difficulties in dealing with its own CD&E waste as a consequence of the prevailing urban land uses. There is an identified shortfall of inert landfill capacity within the wider sub-regions of London, the South East and the East of England. There is a limited number of rail linked landfill sites within the UK, and those that do exist either have very limited capacity and/or limited life spans.
262. Although Croft is not located in particularly close proximity to London, the availability of the rail connection remains a significant advantage in terms of sustainable transport connectivity. Nevertheless, material would still be transported by rail by a distance of 96 miles. Although rail transportation remains more efficient than road transportation, there is still a notable GHG impact as a consequence of this. Before granting permission for this scheme, the Council needs to be assured that the environmental impact of the development is not of such magnitude that it would represent unsustainable waste disposal. As such, the independent assessment by WA was commissioned as has been summarised above.
263. This report confirms a number of significant points that are material to the Council's consideration of the application.
264. The applicant stated in their submission that there was a shortage of voids or other facilities to accommodate CD&E waste in London and the south east region. Although new facilities to deal with CD&E waste are coming online over time; at present the growth in CD&E arisings is outstripping the availability of sites to accommodate this waste.
265. The applicant asserted that the transportation of CD&E waste by rail resulted in a much lower level of emissions than would be the case if all material imported was transported by rail. This has been confirmed in the independent assessment by WA which notes that a 96 mile rail journey is broadly equivalent to a 21 mile journey for the same amount of material transported by HGV. Indeed, at a certain point, transporting material by distances in excess of 21 miles becomes increasingly uneconomical.

	Rail emission (tCO ₂ e)	Road emission (tCO ₂ e)	Total emission (tCO ₂ e)	Actual increase (tCO ₂ e)	% increase
6-mile radius	1211	430	1642	-	-
15-mile radius	1211	1076	2287	646	39
25-mile radius	1211	1794	3005	1363	83
35-mile radius	1211	2511	3722	2080	127

Table: Emissions from transport mode

266. The applicant supplied a list of alternative sites in and around London and the south east which were in closer proximity to London. These sites were confirmed by data obtained from the Environment Agency. The sites include a cross section of examples and range from very small sites to ones comparable to Croft and varying distances from London. It was also considered whether these alternative sites had the ability to deal with waste imported by rail.
267. As can be seen from the independent review, despite the distance of Croft Quarry from London, it still compares favourably with sites such as Addlestone and Oxsted (both in Surrey) which are in much closer proximity to London, but do not feature the ability to accept material imported by rail. It should be noted that this comparison is also between Croft Quarry and those in the London and south east region only. Therefore a comparison with further landfill sites in the east of England and East Midlands regions would elicit an even more favourable result for landfill sites that do not have rail connections.
268. Of the 44 alternative destinations, 13 had a lower GHG emission for a 1,500-tonne journey than that for Croft Quarry. The sites that have transport emissions less than 50% of Croft's are The Gravel Pit (Highstreet Harlington), Sipson Lane, Lower Mill Farm, East Hall Farm, and New Denham Quarry. It is anticipated that 4 sites with lower emissions will have ceased operation based on 2018/19 importation levels as referenced by the Environment Agency's annual remaining void data 2018 and 2019 (The Gravel Pit, Sipson Lane, East Hall Farm, and New Denham Quarry). Void space in London and the South East is depleting, and therefore Croft Quarry is a suitable location when compared to alternative sites. There will be a sufficient quantity of waste to infill at Croft Quarry until the cessation date.
269. Fuel for transportation accounts for the vast majority of GHG emissions from the landfilling operations being undertaken at Croft. Although other sources of emissions from Croft were identified as part of the study, these are not expected to be significantly different between this and other sites.
270. Should the transportation of waste to Croft Quarry not go ahead, 21 million tonnes of waste could theoretically be transported elsewhere from London, potentially with a lower GHG emission, from data based on 2019 landfill capacities. However, this is unlikely to be realised, as future landfill capacity reduces, and the distance travelled to dispose CD&E waste is most likely to increase.
271. The carbon sequestration benefits in the restoration of Croft Quarry was also considered in the assessment. By comparison to the GHG emissions created as a

consequence of the material transportation and infilling operations, the carbon sequestration is relatively minimal. The proposed restoration scheme would sequester around 6,290 tonnes CO₂e over a 25 year period bringing the final figure of generated GHG emissions to 151,049 tonnes CO₂e. However, not restoring the void and simply allowing this to naturally fill with water from the surrounding water table and rainfall would sequester only 14 tonnes CO₂e.

272. The restoration of the void using inert waste would make a contribution to the aims of sustainable development by enabling the land, once restored, to be used for conservation, recreational and amenity purposes. With regards to the waste hierarchy, the use of inert waste for restoration is a recovery operation, as opposed to disposal. The applicant has revised the application to propose a lower level restoration scheme which would be achievable in shorter timescales than originally proposed, ensuring that the site gets restored to a beneficial use at the earliest opportunity.
273. The restored landscape would provide a matrix of grassland, woodland, bare rock and open water/reed marsh. In doing so, it would create a variety of local and national priority habitats. The scheme would introduce the largest reedbed and wetland area in Leicestershire. The restoration scheme would provide beneficial restoration of the site and significant biodiversity gain when compared to the alternative options, which include letting the quarry void naturally fill with water which *inter alia* would result in the loss of the geological SSSI.
274. The submitted waste needs assessment and addendum set out the wider, strategic need for the development, focussing on the capacity for inert waste arisings within Greater London. Paragraph 42 of Planning Practice Guidance states that waste targets for London boroughs are set out within the London Plan. Paragraph 44 of the PPG states that given the unique waste needs of London, there is likely to be a need for waste planning authorities surrounding London to take some of London's waste.
275. The London Plan includes a 95% target for the 'beneficial use' of excavation waste, with 100% of inert excavation waste to be used for a beneficial use. The use of inert excavation waste for the rehabilitation of a quarry site fits within this definition. Therefore, this aspect of the planning application accords with the London Plan. Whilst the London Plan requires that the equivalent of 100% of London's waste be managed within London, this does not apply to excavation waste as the characteristics of this waste stream mean that it is very challenging for London to provide either the sites or the compensatory provision needed to apply net self-sufficiency.
276. Therefore, it is considered satisfactory that the management of inert excavation waste takes place outside of London, particularly the rail linked nature of the site. Overall, it is therefore considered that the proposed development accords with Policies SI 7, SI 8 and SI 9 of the London Plan.
277. Any proposed development should not delay the final restoration of existing landfill or landraise sites within Leicestershire. It is considered that the infill of the void using inert material which would be imported via rail would not result in loss of material supply to those existing landfill or landraise sites since the material would likely be

imported by rail from outside of the County. Indeed, this would be helpful in fulfilling the needs of areas struggling with their own inert waste recovery.

278. However, it is considered that too much flexibility in importing waste by HGV from local markets may lead to delays in the restoration of other existing sites due to the sheer size of the void to be filled. In order to address this, the applicant proposes a 10 per cent limit on the importation of inert waste by HGV. This would equate to 112,500 tonnes per annum (assuming a conversion rate of 1.5 tonnes per cubic metre). This criteria has the added benefit of maximising the use of rail transported waste, substantially reducing HGV movements on the local highway network and enhancing sustainability aims.
279. The waste needs assessment which informed the LMWLP indicates that there may be a shortfall of inert waste disposal capacity by 2030/31 of some 190,000 tonnes per annum in which case an additional inert waste site beyond those allocated and permitted would be needed. Since the adoption of the LMWLP, two further sites with the ability to accommodate 675,000 tonnes per annum have been permitted at Ibstock and Brooksby. These two sites, together with other allocations, will invariably close this gap meaning that locally sourced material for Croft Quarry may result in a shortage of fill material County wide. This is addressed by the applicant through the importation of a significant proportion of material from other sources, primarily from London and the south east but also from arisings from major infrastructure projects such as HS2". The applicant has proposed a cap of 10% on locally sourced material to be delivered by HGV. This restricts the amount that would be locally sourced to 112,500 tonnes per annum.
280. However, these 112,500 tonnes remain a significant amount and could still eclipse other quarries in need of restoration and consequently delay their restoration. On this basis, and as it is the intention to import the majority of waste from outside the County using rail in any case, it is considered appropriate to further restrict this to 5% or 56,250 tonnes per annum. This would not preclude Croft Quarry from importing locally sourced material where it remains the most sensible site (in terms of distance travelled) to receive this. However, it would also ensure that local waste arisings can still be used to restore other existing and permitted quarry sites. Should this figure prove to be overly restrictive in the fullness of time and can be revisited. Indeed, it offers welcome flexibility for the County to have a fall-back position where, if additional waste recovery sites do not come forward, the amount to go to Croft has the potential to increase if needed.
281. Overall, the general management of the imported waste material accords with the provisions of policy W8. It ensures the restoration of the site in a timely fashion whilst supporting national need to dispose of waste in a sustainable manner. The import of materials from outside the County would assist the London region in dealing with its CD & E waste whilst not depriving other quarry sites in the County of sufficient material to restore them using more locally based material.

Location

282. Policy W3 states that planning permission will be granted for new strategic waste facilities provided that they are located within the Broad Locations for Strategic

Waste Facilities, namely in or close to the urban areas of Loughborough/Shepshed, Hinckley/Burbage and Coalville and close to the urban area of Leicester, taking into account the principles set out in Policy W5.

283. Policy W5 states planning permission will be granted for waste facilities in accordance with the objectives of Policies W3, upon the following land:

- i. on land with an existing waste management use, where transport, operational and environmental benefits can be demonstrated either as a consequence of proximity to the existing waste management uses or the co-location of waste management facilities;
- ii. on existing or planned industrial/employment land;
- iii. on previously developed, contaminated, and/or derelict land; and
- iv. on existing mineral working sites.

284. The proposed development falls within criterion (iv). The LMWLP highlights that some mineral extraction sites may offer a good location for siting of some waste management operations due to existing infrastructure and the potential benefits of co-location. However, such sites would still have to be well located to waste arisings as they are typically in rural locations and as such are less favoured as locations for waste facilities as set out in Policy W4. However, given the wider overriding need for the development which has already been set out, such a strategic facility cannot be accommodated for within the urban areas as set out in within the LMWLP. Therefore, it is considered that the proposed location of the waste is in accordance with objectives of the Leicestershire Minerals and Waste Local Plan.

Environmental and Other Effects

Working Programme

285. The applicant has outlined the various stages of the proposed development through to site restoration. Consideration is given to the proposed timescales of the development and the reliance on the flows of inert waste to achieve the restoration scheme within the proposed timescales.

286. In summary this involves:

- Extraction of 6.3m tonnes of aggregate over 17 years;
- Restoration of quarry void using 14m tonnes of imported waste plus overburden from new quarry extraction over 20 years;
- Continued use of concrete block and ready mix plant (including imported material for 3 years).

287. Therefore, under this programme, the site would be fully restored by approximately 2042. The rate of extraction would be lower than has been seen historically, but higher than is currently occurring.

288. Subject to the imposition of a conditions and clauses in the S106 legal agreement to monitor and review the proposed working and phasing programme, it is considered that an appropriate level of control and certainty would be provided to assist in the overall monitoring of the proposal, having regard to the objectives of the LMWLP.

Landscaping and Visual Impact

289. It is clear that one of the most notable aspects of the quarry is its visual impacts. The existing site occupies a substantial area, extending to over of 100 hectares and is a significant scar on the natural landscape. However, the quarry remains well screened from the majority of the local area. The LVIA noted the extension to the quarry area would be less visible than the existing quarry operation. Notable exceptions to this include the public footpaths and permissive walking routes around the site. It is also visible in wider ranged views and clearly apparent from aerial imagery. Elements of the quarry, especially larger buildings, are also apparent from certain aspects including a number private residences. Concern has been raised over the visual impact of the proposed development, on the loss of views from residential properties, the destruction of farmland and the views of the quarry. Concerns have also been expressed regarding views and usability of the surrounding area including footpaths; however, this element is explored further below under that separate heading.
290. The main point to highlight is that, although the quarry will remain in situ for a period of many years whilst it continues to be utilised, it will ultimately be restored. Therefore, the quarry's visual impression remains a temporary impact – albeit one that will endure for quite some time.
291. The Landscape and Visual Impact Assessment (LVIA) considers the residual landscape and visual impacts likely to be generated. It was found that the visual effects of the proposal are not considered to be significant. There would be short and medium term benefits as the existing processing plant, which currently is visually dominant in the landscape, is removed. It would be replaced by smaller plant which would be relocated to the south-east of the site. In this location, the plant would be better screened from the surrounding landscape.
292. In the longer term, as the quarrying ceases and the processing plant is removed from the site, leaving a small area of retained infrastructure at the lowest part of the site which is adjacent to the River Soar. The final restored landscape would assimilate well into the local landscape.
293. It is considered that there would be no significant landscape and visual effects as a result of the proposed development in the long term. In comparison to the existing quarry, the expansion of working area would not be especially noteworthy. It re-uses existing working areas of the quarry which are largely given over to areas of hardstanding, redundant buildings and low value ruderal and scrub vegetation. No farmland or natural landscape features would be affected by the new quarry workings.
294. A number of conditions are proposed to ameliorate the short and long term effects of the quarry and will ultimately see it restored to beneficial use for recreational purposes and as a new habitat which is under-represented in this area. These conditions can control the development to be undertaken as per the submitted details. More detailed commentary on restoration is provided below.

Ecology

295. The main site at present offers relatively limited opportunity to local and native wildlife, exceptions discussed further below. The existing quarry itself is a working environment along with surrounding areas which accommodate ancillary and other industrial features. The extension to the quarry working would be located on the site of worked areas at the moment and therefore have minimal ecological implications.
296. The main part of the site comprising the worked quarry area and associated buildings and hardstanding dominate. However, there are peripheral areas of ecological relevance including:
- River Soar and Thurlaston Brook water courses;
 - Areas of broadleaved woodland;
 - Acid grassland;
 - Semi-improved grassland;
 - Areas of scrub vegetation.
297. The ecological survey assessed the site for the presence of the following species:
- Badgers – no evidence found;
 - Bats, reptiles and great crested newts – no evidence found;
 - Otter and kingfisher – no evidence found;
 - Birds – limited evidence of rare or protected breeds found although indicative prior evidence suggests the cliff edges of the quarry in particular could be a nesting site for peregrines and ravens.
298. The submitted ecology report notes that there is likely to be minor incursions into certain vegetated areas of the site including scrub vegetation and plantation broad leaved woodland areas. These incursions are likely to be minimal and of limited ecological relevance due to the low quality of these environments.
299. River Soar and mature willows, Croft Quarry LWS will be retained within the proposals. This area currently lies within a developed and used area of the application site. The ecological report provides guidance on the use of this area in accordance with best practice advice. Subject to the provision being secured by condition, it is not considered that there would be a detrimental effect on this LWS. Although this area is in need of long term improvement, such outcomes are expected to be secured through the restoration of the site, discussed further below.
300. Buffer zones in the order of 80-160 metres exist around New Croft Hill LWS and no workings are proposed in or around this area. There are therefore minimal impacts upon this area.
301. As each phase of the scheme progresses there would be further ecological surveys required to be submitted to re-assess the situation as it evolves.
302. Assessment of the restoration scheme and its ecological implications for the site is considered further below.

Geology

303. The site is a designated SSSI due to the interesting and unique exposed rock formations that have arisen and are visible due to quarry workings. These show the rock formation history of the Leicestershire area dating back to the Ordovician period approximately 450 million years ago together with later intrusions. This period forms the second geological period when complex terrestrial life was abundant on the planet.
304. The backfilling of the quarry will result in a number of these geological remains being lost. The submitted geological report into Croft Quarry identifies the most significant of these to be:
- tonalite rock, in the lower part of the quarry;
 - synplutonic intrusive sheets and their relationship to the quartz-diorite host rock;
 - minerals associated with late stage veining and alteration of the host rock;
 - examples of xenoliths in the quartz-diorite.
305. It is recommended by the geological report and Natural England that these features are recorded using various measures including:
- colour laser scanning is carried out of the quarry faces;
 - High resolution digital photographs;
 - Sampling of the minerals in the quarry;
 - Collection of representative 'hand samples' of the rock types;
 - Extraction of features of geological interest to be preserved on-site for educational use;
 - Triassic unconformity and Triassic rocks left exposed in the northwest corner.
306. The applicant has agreed to the imposition of these measures as part of the restoration and recording scheme which is to be delivered by way of the S106 legal agreement. This can ensure the recording of these features and, in addition, allows increased flexibility and options as to how these will be recorded, documented and displayed in future. Given that this will be in 30+ years time, it allows for the best way for this to be undertaken to be established at or nearer this time.

Restoration, Management, Aftercare and After-use

307. The existing landscape on site would continue to be managed in line with the existing landscape management scheme. Conditions can be imposed allowing any future proposed amendments to the scheme, should they be required, to be submitted to the planning authority for approval.
308. The outline restoration scheme would create a variety of habitats of both nature conservation and amenity value whilst reflecting the local landscape character. The proposed restoration scheme has the potential to create a significant habitat with substantial improvements to the natural environment in terms of both species and habitat diversity. The outline scheme comprises:

- A restored landscape providing a matrix of grassland, woodland, bare rock and open water/reed marsh, urban habitat/open mosaic habitats;
- Habitat improvements to the River Soar Corridor;
- Creation of a geodiversity trail with managed exposures;
- Bird hides;
- Opportunity site for a future visitor centre;
- Upgrading and provision of new public rights of way and permissive footpaths.

309. The following new habitats would be created,

- Reed beds - 12 Ha;
- Open water, wet grassland and wet woodland - 5 Ha;
- Acid grassland, bare rocks and open mosaic habitat - 30.2 Ha;
- Species rich grassland - 11.2 Ha;
- Native Birch/Oak woodland - 2.3 Ha.

310. It is considered that the restoration concept is in keeping with the local character as detailed within the Blaby District Landscape & Settlement Character Assessment (Landscape Guidelines for Croft Hill LCA), and incorporates habitat features which would help to meet targets recognised in the Leicester, Leicestershire and Rutland Biodiversity Action Plan 2016-2026 and policy DM12 of the LMWLP. As has been discussed above, the proposed restoration scheme does not off-set the GHG emission impact of the development. However, it does offer some measure of compensation. It is also worthwhile to consider the benefits of the quarry restoration. Croft Quarry has been worked for a considerable time and is extremely deep. The principal alternative to not importing material would be to simply allow the void to fill with water. This scenario would have a negligible carbon sequestration benefit, would not provide habitat for native species or landscape nor offer recreational benefit to nearby communities. Moreover, the creation of an extremely deep pool of cold water would invariably prove to be a significant safety hazard.

311. A planning condition can be imposed to require the progress of mineral extraction, waste importation, infilling, site restoration and all other ancillary operations to be the subject of regular formal reviews every five-years. This would provide for management, restoration and aftercare at the earliest opportunity in line with paragraph 205 of the NPPF.

312. The site contains several businesses associated with the main quarrying activities, namely, the concrete products works and ready mixed concrete plant. It is proposed that these would be removed and restored. Policy M13 seeks to control such ancillary industrial development to ensure that they are limited to the life of the associated permitted reserves, having regard to the fact that there are environmental benefits in providing a close link between the industrial activities and the associated mineral operation whilst it is operational.

313. Subject to the imposition of a planning condition to require details for the restoration of the processing plant site, associated industrial use areas, recycling area, stockpile

areas and other hardstanding and roadways to be submitted within 12 months of the cessation of mineral extraction, it is considered that the associated industrial uses are capable of being satisfactorily controlled in accordance with the aims of Policy M13.

314. It is proposed that extraction would have a maximum duration of 22 years from the date of commencement. The conceptual outline restoration scheme is acceptable. With respect to the proposed timescales of the operations, a planning condition can be imposed requiring the submission of a detailed final restoration plan within 12 months of the cessation of inert waste importation to the site. This would allow the opportunity to review the proposed restoration plans to take account of any changed priorities, environmental or climatic conditions and targets in the future. It would also allow further discussions to be held with the local community nearer the time, when there may be specific requests or desires which transpire as the operational life of the quarry draws to a close. Additionally, a condition can be imposed requiring the submission and implementation of an alternative restoration scheme should mineral extraction cease prior to the achievement of the completion of the approved scheme of reclamation.
315. There are also clauses to be inserted into the S106 legal agreement to secure long term aftercare use of the site. DEFRA undertook a consultation in 2018, with paper published in 2019. This suggested that there was widespread support for extending periods of aftercare for a period of 30 years as opposed to shorter periods of time. It noted that, in practice, a thirty year minimum can sometimes amount to funding in perpetuity if the funds for 30 years are invested prudently. This is reinforced by paragraph 174 of the NPPF which further notes that development on sites containing SSSIs should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh its likely impact on the features of the site. In this instance it is considered that the long term benefits outweigh this disbenefits in this case, through biodiversity enhancements and maintaining exposed geology and recording covered areas, as is discussed above. However, ensuring that these benefits are secured in perpetuity, as far as is reasonably practicable, is considered sufficient to justify a plan for management and aftercare covering a period of 30 years.
316. Following restoration, the proposals would provide for a significant net gain in biodiversity and would create ecological networks that are more resilient to current and future pressures, in line with paragraph 170 of the NPPF. The development is found to accord with policies DM6, DM7, DM8 and DM12.

Cultural Heritage and Archaeology

317. The site does not contain any designated heritage assets and no structures or features on the site are regarded as non-designated assets. The applicant has carried out a review of all sites within 1Km of the site itself and identified nine Grade II listed buildings and one conservation area.
318. The listed buildings are predominantly formed of historic churches, farmhouses and cottages and affiliated features. Many of these are clustered in and around the older historic core of Croft village itself. From a visual perspective all of these are

separated from any direct views of the quarry and the quarry extensions would have no direct impact on the listed buildings' settings.

319. The Croft conservation area was designated 2016. The supporting conservation area appraisal notes the key features and highlights that the presence of the quarry has influenced the way in which the village developed.
320. Inter-visibility between the recorded designated and non-designated heritage assets and the existing and proposed quarry operations is and would continue to be limited. The impacts of the development on built heritage would be negligible. The removal of some of the taller buildings may enhance the character or appearance of the Croft Conservation Area. It is recommended that the details for the design and location of any new column lighting columns be submitted for approval by the County Planning Authority prior to commencement of development. These details should ensure that lighting illuminates quarry areas only and do not result in excessive light spillage. Subject to the imposition of condition to control these matters, the proposed operations would not have any adverse effects on the historic environment and would be in accordance with Policy DM8.
321. During the EIA scoping stage, the impacts on any archaeological remains were scoped out as additional works at the quarry are all to be carried out on previously disturbed land. There are not therefore any implications for in-ground remains to be impacted through the quarry workings or during restoration.

Socio-Economics

322. Croft quarry is an important industry locally and major direct and indirect employer. The applicant reports that direct employment at the quarry is for 106 employees with an annual wage bill of approximately £1.2m. The quarry expends a further £8m on contracts for a variety of externally supplied services and an estimation of 197 indirectly supported jobs. There is a further estimation of around 30 people in induced employment. This gives a total figure of 333 jobs supported by quarrying operations. It is also worthwhile to note that the average salary for directly employed positions remains above the national average which reflects the skilled and specialist nature of the positions.
323. Leicestershire as a whole has below average levels of unemployment; 3% as opposed to the national average of 4% (2011 census figures) with Croft Hill Ward reporting a lower rate of 2.3%. Although the proposals would not generate any additional jobs as a result of granting permission for this scheme, it would nevertheless maintain these, or similar, roles going forward for a substantial period of time.
324. The proposals would enable employment to be maintained across a range of industries, many of which depend upon the existing quarrying operations. The scheme therefore accords with the NPPF in supporting economic growth and this should be given great weight in favour of the application.

Hydrology, Hydrogeology and Flood Risk

325. Hydrogeological and hydrological effects have the potential to impact human beings, flora and fauna.
326. The proposed infilling of the extraction void would be subject to a separate Environmental Permitting application to be made to the EA. The Environmental Permit application would be required to be supported by a Hydrogeological Risk Assessment that would be conducted in accordance with EA technical requirements and would ensure the containment and monitoring requirements necessary to ensure that the infilling can proceed without posing unacceptable risk to the water environment. This process would also include groundwater quality monitoring and assessment and would be managed, monitored and enforced by the EA.
327. The site is located within Flood Zone 1 being at low risk of fluvial flooding with minimal surface water modelled to accumulate on site in the 1 in 30 year surface water flooding event; these areas are largely restricted to the immediate vicinity of the existing watercourses within the site. The applicant is proposing to extend the extraction area of the quarry, retain an existing access and associated development. The applicant is proposing to manage surface water on site utilising the void of the existing quarry for the attenuation and disposal of surface water on site.
328. Subject to conditions relating to a surface water drainage scheme and the maintenance of the surface water drainage system; the proposal meets the terms of Policy DM2 and is acceptable.

Potential for Ground Contamination

329. The imported restoration material would wholly be comprised of inert materials. Importation of waste will be undertaken in accordance with a Permit from the Environment Agency and specified waste acceptance criteria which will exclude putrescible material therefore no landfill gas or ground contamination would be generated.
330. An intrusive site investigation, risk assessment and any necessary remediation would take place in those areas to be developed that have a history of industrial land use. Subject to the imposition of a planning condition requiring the submission of an intrusive site investigation, risk assessment and remediation scheme relating to soil and overburden handling activities and ground investigation works, these matters would be acceptable and in accordance with Policy DM2.

Amenity of residents

331. Policy DM2 states that planning permission will be granted for minerals and waste development where it is demonstrated that the potential effects from bird strikes, dust, emissions, flooding, illumination, noise, odour, run-off, traffic, vibration, or visual intrusion to adjoining land uses and users and those in close proximity to the proposal would be acceptable. Where appropriate, separation distances between a development and other land uses will be applied.
332. The majority of quarrying and related operations are contained entirely within the

application site with the distance to neighbouring properties and intervening landscaping and topography mitigating all but the most significant impacts. However, due to the large scale and nature of quarrying operations these have the potential to be significant in impact and are discussed in specific detail below under respective headings.

333. The main areas for concern in terms of impact upon neighbouring homes and the environment include:
- a) Blasting
 - b) Noise and vibration
 - c) Air quality and dust
 - d) Lighting
 - e) Hours of operation
 - f) Traffic movements
334. Many of the amenity related controls are subject to planning conditions which are monitored to ensure compliance. The liaison committee, also referred to below, ensures that any ongoing issues can be raised and addressed.
335. The application is also supported by an Environmental Scheme. This sets out the methodology and manner in which the impacts of the above noted (points a - d) potential impacts will be monitored. It includes locations of monitoring stations around the quarry, the permissible levels, suppression and mitigation measures. A condition is proposed to ensure that the results of this monitoring are reviewed, maintained and made available to officers for viewing. This will assist in ensuring adherence to environmental standards and provide vital information in the event of any suspected or actual breaches. The Environmental Scheme also includes practices for receiving and resolving complaints, their investigation and resolution which will be undertaken in consultation with the County and District Councils.
336. Subject to appropriate controls, the development would not have an adverse impact on the amenity of local residents or wider environment. As mentioned, this is subject to controls imposed by way of condition and restrictions in the S106 legal agreement. On this basis, the proposal meets the terms of Policy DM1 and DM2 of the LMWLP.

Noise and Vibration including Blasting

337. Representations were received concerning the noise and vibration effects of the proposed development. In particular it is noted that a recent blast in August caused notable disturbance and was reported to have been heard several miles away. This was connected with the demolition of existing structures on the site (for which prior approval had been sought) and therefore was abnormal insofar as it was above ground and not connected with normal quarrying operations. Following investigations by officers, this was determined to have been anomalous and subsequent demolition blasts have occurred without incident.
338. A noise assessment was undertaken as part of the Environmental Statement that considers the potential impact of various matters. These include:
- construction and operational noise resulting from the proposed new plant,

- proposed vehicle movements both within and outside the site,
 - operational noise from extending the quarry upon nearby existing sensitive receptors,
 - importation of inert waste via relocated railway sidings, and
 - infilling operations and the relocation of various processes on the site.
339. It is recommended that conditions relating to noise controls are incorporated to ensure that the best practicable means are used to control the emission of noise from the site. Noise monitoring should be undertaken in accordance with the Environmental Scheme. Additionally, it is recommended that a condition be imposed to require the construction of the acoustic fence which would provide mitigation to the nearest sensitive properties be constructed prior to commencement of development. This fence is located along the south western corner of the site where the extension to the quarry comes in the closest proximity to neighbouring homes. Subject to such controls, the development would not have a detrimental impact upon neighbouring residents.
340. A criterion of 6mm/s for 95% of events has been proposed and is recommended, in order to minimise the vibration impact of blasting operations to nearby residents and structures. This would reflect guidance included in the relevant British Standards. It is also recommended that as approved within the existing operations, agreed measures to minimise air overpressure would be more appropriate rather than set limits, due to the unpredictably resulting from variable weather conditions. A programme of blast monitoring would continue to be implemented on the site to monitor results, and be used to update the regression analysis for future blast design. Concerns have been raised that the lateral extension of void would bring blasting closer to residential properties and businesses. Blasting would be brought closer the permissible levels of ground-borne vibration and air overpressure but would continue to be in accordance with the requirements of those extant planning permissions on the site. Blasts may have to be designed to be reduced in order to comply with the proposed and existing limits.

Air Quality and Dust

341. Quarrying and landfilling operations have the potential to generate substantial amounts of dust and for these to be released into the atmosphere. Operations include a multitude of sources including overburden removal, bench working, vehicle movements, rail unloading, stockpiles, placement of restoration materials and the processing of material. These can be exacerbated by climatic conditions (for example high winds or very dry weather).
342. A variety of methods are to be employed to mitigate this. This includes wetting of haul roads and stockpiles, undertaking dust generating activities within enclosed or screened areas to minimise to the distribution of airborne particulates together with sheeting of lorries. Water for wetting down of haul roads and stockpile areas would be sourced from water pumped from the base of the quarry. A variety of conditions are recommended to minimise incidence of airborne particles as described above, together with monitoring through the Environmental Scheme.
343. The monitoring locations will be used to assess dust collection in accordance with

recognised standards (not to exceed 200 milligrams per square metre per day) outside of the application site. Likewise, the incidence of PM¹⁰s will be monitored in accordance with good practice guidance to avoid exceedances.

Lighting

344. Due to the times the quarry operates it necessary to include elements of floodlighting. In particular quarrying and concrete batching operations may commence at 0600 and end at 2200 whilst rail-based loading and unloading can occur on a 24 hour basis. Although much of this floodlighting would be contained within the application site, the extent of this and – in certain areas – proximity to boundary, may cause intrusion to neighbours through light pollution.
345. The proposed development would include removing all existing lighting on the site, excluding the Block Plant, and establishing new lighting around the proposed operations. Temporary lighting would be used during the interim period before permanent lighting is installed. The lighting would only be operated during permitted hours of operation. Subject to a condition requiring details to be submitted of the location, height, design, sensors, hours of operation and luminance of all proposed permanent lighting, a programme for its installation, the proposal is acceptable in terms of Policy DM2.
346. A condition is also proposed to place a restriction on the use of mobile floodlighting (which would not normally be the subject of planning control). This would allow for the use of mobile floodlighting subject to the same limits imposed on permanent lighting.

Hours of Operations

347. No variations to the hours of operations are proposed in excess of those which already operate at the quarry. In summary this restricts most operations to between 0600 and 2200 Mondays to Fridays, until 1200 on Saturdays and not at all on Sundays and Public/Bank Holidays. There are limited exceptions to this, such as rail freight movements, which is discussed further below.
348. Subject to the restriction of the hours of operations being controlled by condition in line with the current practice, they are considered satisfactory and in accordance with the requirements of Policy DM2.

Transport and Highway Impacts

349. HGV traffic to and from the site is already controlled under the existing S106 legal agreement. This restricts access to the site only via Marion's Way onto the B4114. From here, routeing is confined to major through roads only within an area broadly defined by the M1, A5 and M69. HGVs are not permitted through the neighbouring villages of Croft and Huncote and only along the B581 through Stoney Stanton, B4114 through Narborough and B4669 through Sapcote.
350. No amendments to the vehicle routeing are proposed which would remain along the routes used at present. This should minimise impacts upon neighbouring

communities. This is with the exception of the properties in close proximity to major through roads, however in these locations, a certain amount of road noise and intrusion is to be expected.

351. Deliveries to and from the site by rail are included as part of this scheme. Indeed, these remain a fundamental part of the scheme's sustainability. It forms a justification for the distance material is transported, that may not otherwise have been acceptable if dispatched by road. In order to slot around daytime passenger movements on the rail network these will occur during the night. This will also mitigate potential disruption through the use of level crossings being predominantly outside peak times.
352. New sidings and rail heads are to be constructed. The new rail heads/sidings will be linear in nature, substantially mitigating the need for shunting. Unloading will occur inside a large rail shed capable of accommodating multiple trucks which will remain sealed during unloading. The building itself will be acoustically insulated and sealed during these operations with lighting also contained within the building.
353. Both modes of transport have the potential to cause noise and vibration disturbance from on site, particularly while loading and unloading. However, as discussed above, the separation distance between these locations and nearby sensitive receptors should mitigate most disturbance.
354. Vehicle movements associated with the extended quarry will remain similar to those previously experienced when the quarry was in full operation. The development is expected to generate an additional 164 movements per day (82 in, 82 out). This equates to 16 movements per hour over a 10 hour day. It should be noted that both the concrete plant and quarrying operations can operate up to 16 hours per day therefore this per-hour figure could in practice be moderately lower.
355. The source of this is from importation of material for restoration, supplies for the concrete block plant and ready mix plant. The concrete block plant would only need to import material for an initial 3-year period from nearby Bardon Quarry. This will be a temporary situation (albeit enduring for a period of several years). After this the number of additional movements would reduce to 98 per day.
356. Restoration material for the existing void will amount to a total of 750,000m³ per annum. The applicant has proposed a restriction on this to 10% or 75,000 tonnes (112,500m³ assuming 1.5 tonnes per 1m³ conversion rate, as provided by the applicant) per annum by road whereas the transport assessment considers 150,000m³ (with the balance by rail). The latter figure equates to 82 (41 in, 41 out) movements per day. Without the importation of material by rail, the number of HGV movements could reach over 400 per day for restoration purposes only. The impacts of this on the surrounding road network have not been assessed however are likely to be considerably more substantial than what is presently proposed.
357. The highway authority considers the upper limit (150,000m³) to be acceptable in highway safety terms. The applicant has suggested an upper limit of 10% imported material, however for reasons covered under paragraph 279-283 above, this is considered most suitable at 5% per annum or 56,250 tonnes. This is advantageous

in the interests of sustainable sourcing of local material without resulting in Croft taking an excess of material and depriving other quarries of inert restoration material. Accordingly it is considered necessary to impose a condition restricting the amount of restoration material to no more than 56,250 tonnes per annum of imported inert waste for restoration by road.

358. The scheme is therefore considered to comply with policy DM9.

Public Rights of Way

359. The footpath improvements to the dedicated Public Rights of Way and permissive routes would be implemented within 24 months of being granted permission. Subject to a condition securing these works, the development is acceptable in terms of effects of the rights of way network and the users of the routes and in accordance with Policy DM10. Other improvements to the Public Rights of Way are incorporated in the restoration scheme.

Airport Safeguarding

360. The internationally accepted safeguarding area with reference to bird hazards is defined by International Civil Aviation Organisation as a 13km radius around any aerodrome. Croft Quarry is approximately 30km from East Midlands Airport and over 14km from Leicestershire Aero Club. The site restoration does include reed beds as a wetland habitat which will attract birds but given the distance to any aerodromes, this is considered acceptable. Therefore, it is considered that the proposal would not have an adverse impact on airport safeguarding in line with objectives of the LMWLP.

Restriction of Development Rights

361. Under the terms of Part 19 of the Town and Country Planning (General Permitted Development) Order 1995, certain rights are granted for a range of operations, including the erection, installation and replacement of buildings, structures and plant. Whilst these are subject to a 15m height restriction and in other cases, the prior approval of the County Planning Authority, it would be accepted practice to make all the rights granted subject to prior approval given the nature of the proposed operations and the sensitivity of nearby land-uses. The current permission for the quarrying operations includes such a condition, and it is considered that a similar control should be imposed in respect of the current proposal. Subject to the imposition of such a planning condition, it is considered that the permitted development rights are capable of being satisfactorily controlled in accordance with the aims of the LMWLP.

362. As referenced above, it is proposed to also restrict the opportunity to install mobile floodlighting to within certain limits.

Community (including liaison committee)

363. The existing Croft Quarry liaison committee and dust and blast sub-liaison committee would be retained formally by way of legal agreement to allow continued

representation for the residents of Croft and Huncote. This forum has proved effective in maintaining lines of communication between the quarry operator and neighbouring residents and is an effective technique to mitigate against any adversarial relationships developing. It also allows for effective dissemination of information and a medium for reporting non-urgent issues.

364. The applicant has agreed to set aside a payment for the local community to bid towards local to help fund local environmental improvements with monies built up from the importation of reclamation material at a rate of £0.03 per cubic metre, up to a maximum sum of £420,000. This money would be used for community benefit and provide environmental enhancements in connection with the restoration scheme. The restoration scheme, as proposed, provides carbon sequestration benefits. It is considered that the fund should prevail for the duration of the proposal, given the scale and longevity of the proposed operations.
365. The Fund would be administered in accordance with a Community Fund Committee Scheme which could be required to be submitted in writing and approved by Leicestershire County Council. The scheme would involve Community Fund Committee members, sequence of meetings and criteria for allocation of funds to demonstrate they are directly and reasonably related to the Development Proposal.
366. The extended nature of the restoration period would be supported by the community fund and allow consideration of further post extraction and restoration uses for the quarry site.

Cumulative Impact

367. The application has been assessed taking into account individual and linked impacts and each issue(s) has been considered to be acceptable having regard to available mitigation and monitoring. When added together these effects may have broader impacts that may be individually acceptable, but having regard to the accumulation of these, they may not. In this instance, the individual impacts are not considered to amount to unacceptable adverse impacts when considered cumulatively.
368. Under the EIA Regulations, the planning authority is also bound to assess the cumulative impacts of this scheme and surrounding developments. The ES makes an assessment of all permitted or planned developments in the locality. The nearest significant major development in the locality was identified as Land West of St Johns, Enderby which is in excess of 3 miles distant from the site.
369. There are no other mineral operations or other significant projects within the immediate vicinity of the proposed extension that could give rise to cumulative effects. Consideration has been given above to the various potential environmental impacts associated with the proposed development, and in consultation with specialist advisors, the proposed controls recommended would limit impacts to recognised, satisfactory limits. Overall, it is considered that the cumulative impacts are satisfactory in accordance with Policy DM11.

Section 106 Legal Agreement Matters

370. The site is currently bound by the terms of a 1995 S106 legal agreement attached to planning permission 92/1209/1. It is proposed to update this legal agreement to cover the following aspects; routing of heavy goods vehicles, review of traffic consideration, monitoring equipment (air quality/noise), working party on dust, working party on blasting, improved rights of way, measures to retain exposures of igneous rock and long term after scheme.
371. Following consultation with the Council and applicant's legal advisers, it has been determined that the variations to the legal agreement are too substantial to amend the current legal agreement (a S106A deed of variation) and that a new legal agreement is required. The new legal agreement will also rescind the current 1995 agreement and replace many of its terms, albeit in a similar format.
372. Subject to the inclusion of the above provisions, the development is considered acceptable.

Overarching summary and conclusion

373. The proposed development comprises the extraction of 6.3 million tonnes of crushed rock and restoration of the existing and proposed quarry with 14 million tonnes of imported inert waste. The scheme has a number of environmental and amenity related impacts which may be in excess of that which would ordinarily be considered acceptable.
374. However, significant regard is had to the locational factors of extracting this type of mineral. The site is an existing quarry with a good track record of responsible mineral extraction. Mineral resources are a finite resource and fundamentally must be extracted at source and where possible by utilising existing infrastructure. This is recognised in national planning guidance. In this instance, the scarcity of the mineral to be extracted renders it a resource of national significance. The development would result in a steady and available supply of high quality mineral for a period of many years. It would simultaneously result in the utilisation of existing quarry infrastructure in a more sustainable manner than establishing an entirely new quarry site.
375. Some of the environmental and potential impacts upon the amenity of neighbours may, in other circumstances, be regarded as too severe to warrant the grant of planning permission. The extent of controls to be imposed by way of condition and through S106 could be regarded as an indication that planning permission should not be granted. However, as a finite and limited resource with a constrained geographic location and association with an existing quarrying operation negate many of these factors.
376. The creation of a similar quarrying operation in the area where this mineral is to be found would likely have a greater impact, and indeed, without the certainty that such a location would exist. Infrastructure is already in place including a viable rail freight link to the national rail network. Liaison groups and a sound working relationship with the local community are also in place.

377. The restoration of the quarry site would largely be achieved through the importation of material from outside the County. This achieves the joint benefits of ensuring a good quality scheme of restoration and not simply leaving a large void to slowly be filled with water. In addition the imported waste is of great benefit to areas outside the County which struggle to find suitable recipient sites for this type of CD & E waste. The amount of material imported by rail ensures that this is a sustainable solution which also does not deprive other local sites from finding sufficient materials to complete a satisfactory restoration and a reasonable timescale.
378. The quarry, once restored, will deliver substantial environmental improvements including landscape enhancement, habitat creation, recreational areas and scientific legacy. In the intervening period it will deliver a substantial quantity of a high quality national recognised resource, supporting local jobs and the economy.
379. Overall, this scheme would provide a high quality restoration for the site and would provide a relatively sustainable way of disposing of C, D and E waste. While there would be a negative impact in terms of GHG emissions created, these emissions would be produced irrespective of whether this application were approved. When weighed in the balance, the other benefits of this scheme which include, but not limited to, the economic benefit to the local area, a high quality restoration scheme, enhancements to local flora and fauna and avoidance of a deep, inert water body are considered to tilt the scheme in favour of approval.
380. Subject to the controls and limitations set out in the conditions and to be secured through a S106 legal agreement, it is considered that the benefits of the scheme outweigh the adverse impacts and that planning permission should be granted.
381. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussion; assessing the proposals against relevant Development Plan policies; all material considerations; consultation responses and any valid representations that may have been received. Issues of concern have been raised with the applicant and addressed through negotiation and acceptable amendments to the proposals. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

Recommendation

382. PERMIT subject to the conditions as set out in the Appendix A and the prior completion of a legal agreement to secure matters including; routeing of heavy goods vehicles, review of traffic consideration, monitoring equipment including air quality and noise, working party on dust, working party on blasting, improved rights of way, measures to retain exposures of igneous rock, the submission and undertaking of a long term aftercare scheme and the provision, administration and management of a community fund.

Officer to Contact

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Appendix A

Conditions

Scope of Permission

1. This permission shall only relate to the extraction and processing of mineral within Croft Quarry, to the use of the overlying overburden as restoration infill material, the importation of inert waste and partial infilling of the quarry void, within the land edged red on Drawing number C14_LAN_030 dated May 2019.

Reason: For the avoidance of doubt.

2. The winning and working of minerals shall only take place within the previously permitted (current) extraction limit and the new extraction area as defined by a dashed red line on the drawing number C14_LAN_036 dated March 2019.

Reason: For the avoidance of doubt and to ensure that mineral extraction is confined to the permitted areas.

Adherence to approved details

3. Unless otherwise required by the conditions attached to this permission the development shall be carried out in accordance with the following details:
 - (a) Drawing No. C14_LAN_030 titled 'Location Plan' (May 2019);
 - (b) Drawing No. 002 titled 'Conceptual Building Elevations: Compound/Mees Room/Storage Shed' (January 2019);
 - (c) Drawing No C14_LAN_036 titled 'Development Stages; Plan 1' (March 2019);
 - (d) Drawing No. C14_LAN_037 Rev B Feb 20 titled 'Development Stages; Plan 2' Rev B (February 2020)
 - (e) Drawing No. C14_LAN_038 Rev B Feb 20 titled 'Development Stages; Plan 3' (February 2020);
 - (f) Drawing No. 003 titled 'Conceptual Building Elevations: Offices' (January 2019);
 - (g) Drawing No. 001 titled 'Conceptual Building Elevations: Rail Handling Shed' (January 2019);
 - (h) Drawing No. ALM008-BNR-DRG-TRK-0001 Rev PO1.3 titled 'Croft Quarry Siding Permanent Way General Arrangement Longitudinal Section' (January 2019);
 - (i) Drawing No. WEBWEIGHBRIDGECABIN02 titled 'Weighbridge Cabin' (January 2011);
 - (j) Hydrology and Hydrogeology Report
 - (k) Flood Risk Assessment
 - (l) Restoration Details and 10 Year Aftercare Scheme June 2020 (Rev C)
 - (m) Drawing No. C14_LAN_035 Rev F July 20 titled 'Restoration Plan' (July 2020); Drawing No. C14_LAN_039 Rev C Jun 20 titled 'Restoration Sections' (June 2020);
 - (n) Drawing No. C14_LAN_042 titled 'River Soar Corridor' (April 2019);

- (o) Croft Restoration Strategy Rev C July 2020;
- (p) Drawing No. CG1345/1 Rev A titled 'Elevations for New Cast Concrete Building' (February 2020);
- (q) Drawing No. D36/GA3 titled 'Blockwork Extension – Elevations' (February 2020);
- (r) Drawing No. CR-18-02 Sheet 1 titled 'Proposed Revised Batching Plan Croft Block Factory' (February 2020);
- (s) Drawing No. CR-18-02 Sheet 2 titled 'Proposed new mixing plant for re located egg layer plant Croft Block Factory' (February 2020);
- (t) Drawing No. CR-18-03 Sheet 1 titled 'Proposed new mixing plant for re located egg layer plant Croft Block Factory' (February 2020); Drawing No. Quote 1151 Sheet 1 of 1 titled 'Plant Layout Drawing' (May 2019);
- (u) Drawing No. M13.211.D.002 titled 'Indicative Elevations A-B' (Feb 2020);
- (v) Technical Specifications GIPOBAC B 1490 FDR
- (w) Drawing No SW-1012 titled 'C44 Sales Drawing'; Drawing No. NS-1248 titled 'R230';
- (x) Drawing No. C14_LAN_040 titled 'operational Section EF & Indicative Section' (November 2019);
- (y) Environmental Scheme (February 2020)
- (z) Drawing No. 23BX1-JGLB-ME12-0000000-0001 titled 'Sense – 1400mm floor mounted conv arrg' (February 2018);
- (aa) Plan no.1 – plan of HGV routes.

Reason: For the avoidance of doubt and to ensure that the development is carried out in a satisfactory manner.

Commencement

4. The development hereby permitted shall be implemented in accordance with the following details:
 - (a) The winning and working of minerals, the processing and despatch of stone and all associated activities at the existing quarry from the date of this permission;
 - (b) The manufacture, storage and despatch of products at the concrete products factory from the date of this permission;
 - (c) The stripping of soils and overburden from the new extraction area and all other works detailed on the drawing numbered C14_LAN_036 and dated March 2019 within 3 years from the date of this permission;
 - (d) The winning and working of minerals from the new extraction area within 5 years from the date of this permission (with the exception of the removal of rock head deposits during overburden removal).

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Notification of Commencement

5. Written notification of the commencement of:

- (a) The stripping of soils and overburden from the new extraction area;
- (b) The winning and working of minerals from the new extraction area;
- (c) The importation of inert waste either by HGV or rail for the purposes of reclamation;

shall be provided to the County Planning Authority within seven days from the date of such commencement.

Reason: To enable the development to be monitored to ensure compliance with this permission.

Duration

6. This permission shall be for a limited period expiring 22 years from the date of commencement as specified under Condition 5 (a), by which time the development hereby permitted shall have ceased and all buildings and structures removed and the land fully reinstated in accordance with the restoration details approved pursuant to condition 50.

Reason: For clarity and to ensure the completion and restoration of the site within the approved timescale.

Traffic, Transportation and Access

7. The junction with Marion's Way and B4114 Coventry Road shall maintain visibility splays of 9 x 295 metres at all times.

Reason: To provide safe access, in the interests of highway safety and of the amenities of the area and to comply with policy DM9 of the LMWLP.

8. Any security gates shall be set back a minimum of 50 metres from the highway boundary with B4114 Coventry Road.

Reason: To provide safe access, in the interests of highway safety and of the amenities of the area and to comply with policy DM9 of the LMWLP.

9. The access road known as Marion's Way shall be the sole means of vehicular access to site.

Reason: To provide safe access, in the interests of highway safety and of the amenities of the area and to comply with policy DM9 of the LMWLP.

10. No development including demolition or clearance works shall commence on the site until such time as a construction traffic management plan, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the County Planning Authority. The development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being

deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area and to comply with policy DM9 of the LMWLP.

11. No HGVs shall leave the site without first passing through a wheel cleaning system to ensure that no deleterious material is deposited on the public highway. For the avoidance of doubt this provision applies to all HGVs, irrespective of their purpose or reason for being on site. Details of the wheel wash system including its specification, location, manner of operation and discharge point of waste water shall be submitted to and approved in writing by the County Planning Authority prior to any soil stripping within the new extraction area commencing (as defined by condition 5 (a)). In the event that any material is deposited on the public highway it shall be immediately removed.

Reason: To ensure that deleterious material is not carried onto the public highway in the interests of highway safety and local amenity and to comply with policy DM9 of the LMWLP.

12. No stripping of soils within the new extraction area shall take place until parking provision, turning areas and associated internal road layout is in place, in accordance with a scheme which has been submitted to, and approved in writing by the County Planning Authority.

Reason: In the general interests of highway safety and to ensure that adequate off-street parking facilities are available within the curtilage of the development and to comply with policy DM9 of the LMWLP.

13. All HGVs shall be securely sheeted or otherwise covered to prevent spillage of material onto the public highway.

Reason: To ensure that deleterious material is not carried onto the public highway in the interests of highway safety and local amenity and to comply with policy DM9 of the LMWLP.

Public Rights of Way

14. Within 24 months from the date of commencement of development (as defined under Condition 5 part (a)) the improvements to the existing Public Rights of Way and existing permissive routes shall be completed, as detailed within the approved document 'Rights of Way Improvement Plan Croft Quarry' dated 6 September 2019 and the approved document titled 'Croft PRow Strategy'.

Reason: In the interests of amenity, safety and security of users of the Public Right(s) of Way in accordance with Paragraph 98 of the National Planning Policy Framework 2019.

Ecology and Nature Conservation

15. The River Soar and mature willows, Croft Quarry LWS shall be managed during the operational period of the quarry (as defined by condition 5 (a)) in accordance

with the approved documents:

- Croft Quarry Ecological Appraisal February 2019;
- The drawing titled 'River Soar Corridor' and dated April 2019.

Reason: In order to ensure, as far as possible, that the development is not detrimental to the Local Wildlife Site and to comply with policies DM7 and DM12 of the LMWLP.

Landscape Management

16. All landscape management at the site shall be carried out in accordance with the details provided in the report SLR Ref 412.00275.00163 dated October 2013 and the comments of Leicestershire County Council's Landscape Architect dated 12 November 2013. Following any proposed amendments to the scheme, an updated version of the scheme shall be submitted to the County Planning Authority for further approval in writing. The landscape management scheme as further approved shall thereafter be implemented in full.

Reason: In the interests of the landscape and visual amenities of the area and to comply with policies DM7 and DM12 of the LMWLP.

Geology

17. All geological conservation work shall be carried out in accordance with the approved document titled 'Report on Croft and Huncote Quarry SSSI: geological features of interest' for the duration of the development.

Reason: To minimise the effects on geological conservation interests and provide access to the key geodiversity features and to comply with policies DM7 and DM12 of the LMWLP.

18. Following the commencement of the importation of inert waste as defined under Condition 5 (a); every five years, a progress report shall be submitted to the County Planning Authority detailing the works to record and preserve the features of geological interest at Croft Quarry SSSI which have been undertaken in accordance with approved document titled 'Report on Croft and Huncote Quarry SSSI: geological features of interest'.

Reason: To minimise the effects on geological conservation interests and ensure details to be lost are accurately recorded and preserved where possible, in the interests of geodiversity. To monitor and ensure mitigation and compensation measures are undertaken in accordance with the approved documents and to comply with policies DM7 and DM12 of the LMWLP.

Working and Phasing Details

19. The progress of mineral extraction, waste importation, infilling, site restoration and all other ancillary operations shall be the subject of regular formal reviews. Each review shall be prepared by the operator in the form of a five-year operational programme, shall be set out in a written statement and accompanied by

appropriate plans, specifications and technical data. It shall include information relating to:

- (a) Demolition and erection of plant, offices and other buildings onsite as permitted;
- (b) Location, timescale and phasing of the removal of overburden;
- (c) Removal of raw material;
- (d) Importation of inert material for restoration purposes;
- (e) Carrying out of habitat management;
- (f) Carrying out of improvements to public rights of way and permissive routes;
- (g) Location, timescale and phasing of restoration works.

The first five-year operational programme shall be submitted for the written approval of the County Planning Authority within 6 months from date of the written notification of commencement to be provided under Condition 5 (a) and thereafter any subsequent reviews shall be undertaken and submitted for the written approval of the County Planning Authority at intervals of not more than five years. In the event of the operator being unable to comply with any approved five-year programme, the restoration of the site shall be adjusted and subsequently carried out in accordance with a revised restoration scheme (including revised timescales) which shall be submitted to, and approved in writing by, the County Planning Authority.

Reason: To enable the development to be monitored to ensure compliance with this permission.

20. Any stockpiles of roadstone, aggregates or other materials within the permission area shall only be located within the areas as indicated on Drawing no. C14_LAN_037, Rev B Feb 20 dated March 2019 and Drawing no C14_LAN_041, Rev A Jan 20 dated Jan 2020. Materials stored within the areas hatched shall be in accordance with the maximum stockpile heights provided on Drawing no C14_LAN_041, Rev A Jan 20 dated Jan 2020.

Reason: For the avoidance of doubt and to ensure that the development is carried out in a satisfactory manner in the interests of the amenities of the area.

Restriction of Development Rights

21. Notwithstanding the provisions the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any order revoking and re-enacting that Order, with or without modification, no development falling within Part 17, Classes A and B of Schedule 2, comprising:

- Fixed plant or machinery, building, structures and erections, or private ways, sewers, mains, pipes, cables or other similar apparatus,

shall be erected, extended, installed, or replaced within the site without the prior written approval of the County Planning Authority following the submission of relevant details and plans.

Reason: There is an exceptional need here to secure control over additional plant and machinery, in the interests of the amenity of the area and bearing in mind the degree of discretion otherwise allowed by the Order.

Hours of Operation

22. The hours of operations within the site shall be as follows:

- (a) No operations involving or connected with the extraction, internal movement and dispatch of stone, receipt of delivered materials (other than by rail) and the operation of primary crushing, secondary crushing and tertiary crushing plant or aggregate stocking areas shall be carried out except between the hours of 0600 and 2200 Mondays to Saturdays. There shall be no such operations on any Sunday or any Public or Bank Holiday.
- (b) No operations associated with the ready mixed concrete plant shall be carried out except between the hours of 0600 and 2200 Mondays to Saturdays. There shall be no such operations on any Sunday or any Public or Bank Holiday.
- (c) The manufacture of concrete products may be carried out at any time. No loading and transport of finished concrete products shall be carried out except between the hours of 0600 and 2200 Mondays to Fridays and 0600 and 1200 on Saturdays. No loading or transport of any finished concrete products shall take place on any Sunday or any Public or Bank Holiday.
- (d) The recycling of inert waste materials shall only be undertaken between 0700-1900 hours Mondays to Saturdays. No operations associated with the recycling operations shall be undertaken on Sundays or statutory Public and Bank Holidays.
- (e) The, unloading, loading, movement and servicing of trains may be carried out at any time.
- (f) Essential maintenance, water pumping and repair work may be carried out at any time provided that between 2200 and 0600 hours Mondays to Saturdays and at any time on Sundays or any Public or Bank Holiday such work is carried out in such manner as to ensure that it does not give rise to a significant adverse impact at any nearby residential property.

Reason: To protect the amenities of local residents and in the interests of the local environment and to comply with policy DM2 of the LMWLP.

23. Measures shall be taken to ensure that the operations carried out on the site do not give rise to significant adverse impacts in the locality. Such measures shall include:

- (a) The effective silencing and maintenance of all engines, exhausts, machinery, plant and equipment, whether fixed or mobile;

- (b) The location and organisation of on-site operations so as to minimise any noise impact on nearby properties;
- (c) The minimisation, so far as if practicably and legally possible, of the level and penetration of noise emissions from reversing warnings fitted to vehicles.

Reason: To minimise the adverse impact of noise generated by the operations on the local community and environment and to comply with policy DM2 of the LMWLP.

Environmental Scheme

24. Prior to commencement, an updated Environmental Scheme shall be submitted for approval in writing by the County Planning Authority. The updated scheme shall, in addition to its approved provisions, include;
- (a) provisions for sharing the results of ground vibration monitoring and regression analysis with Network Rail;
 - (b) measures to ensure that peak vibration limits at railway property are within the threshold tolerances set for residential properties;
 - (c) details confirming the measures for covering the conveyor and rail transport and unloading;
 - (d) Measures for ensuring that all fixed plant and machinery, including loading bays and hoppers, are designed to prevent emissions of dust;

Thereafter works on site shall be undertaken in accordance with the approved scheme.

The Environmental Scheme shall be reviewed and updated where required every five years, beginning on the date defined by condition 5 (a), to ensure its relevance, applicability to the site, to reflect best practice and to take account of any altered circumstances that may have occurred in the intervening period(s).

Reason: To protect the amenities of local residents and to comply with policy DM2 of the LMWLP.

Dust

25. In order to control dust from internal traffic movements, as necessary, all haul roads within the site shall be kept damp, and all hard surfaced areas including Marion's Way shall be subject to regular sweeping and all spillages shall be removed without delay.

Reason: To minimise the adverse impact of dust generated by the operations on the local community and environment and to comply with policy DM2 of the LMWLP.

26. Measures shall be taken within the site to ensure that the best practicable means are used to control the emission of dust from the site and to ensure so far as is reasonably practicable that the operations carried out within the site do not give

rise to significant adverse impacts at nearby residential properties. Any stockpiles of materials capable of generating windborne dust shall be either physically contained or sufficiently dampened with water to ensure an adequate surface crust to prevent such an occurrence.

Reason: To minimise the adverse impact of dust generated by the operations on the local community and environment and to comply with policy DM2 of the LMWLP.

27. If during adverse weather conditions (e.g. strong winds combined with dry weather), significant adverse impacts by way of dust are, following consultation between the County Planning Authority, the Blaby District Council Environmental Services Manager and the operator, being caused to nearby residential properties as a result of any operations, activities or use of land within the site; then that operation, activity or use shall be temporarily suspended or amended until such time as the operations can be resumed without causing such significant adverse impacts, either by a change in working, weather conditions or by taking other additional dust suppression measures.

Reason: To minimise the adverse impact of dust generated by the operations on the local community and environment and to comply with policy DM2 of the LMWLP.

Noise

28. Prior to commencement of development, as defined by condition 5 (a), the acoustic fencing/wall shall be installed in accordance with the approved document titled, 'JCW Reflective Sound Screen' and the approved Drawing numbered C14_LAN_041 Rev A Jan 20 and dated Jan 2020.

Reason: To ensure a satisfactory development in the interests of noise reduction and local amenity and to comply with policy DM2 of the LMWLP.

29. Measures shall be taken to ensure that the operations carried out on the site do not give rise to significant adverse impacts in the locality. Such measures shall include:

- (a) the effective silencing and maintenance of all engines, exhausts, machinery, plant and equipment, whether fixed or mobile;
- (b) the location and organisation of on-site operations so as to minimise any noise impact on nearby properties;
- (c) the minimisation, so far as possible, of the level and penetration of noise emissions from reversing warnings fitted to vehicles;
- (d) unloading of material transported by rail within the rail handling shed.

Reason: To minimise the adverse impact of noise generated by the operations on the local community and environment and to comply with policy DM2 of the LMWLP.

Lighting

30. No stripping of soils within the new extraction area or the area of the new landforms shall take place unless and until a lighting scheme has been agreed in writing with the County Planning Authority. The scheme shall include details of the location, height, design, sensors, hours of operation and luminance of all proposed lighting and a programme for its installation. The lighting shall be designed to minimise the potential nuisance of light spillage to the locality, and shall be implemented in full accordance with the approved details.

Reason: To minimise the adverse impact of light generated by the operations on the local community and the historic and natural environment and to comply with policy DM2 of the LMWLP.

31. Notwithstanding the provisions of S55 of the Town and Country Planning Act (1990) (as amended) or the Town and Country (General Permitted Development) (England) Order 2015 (as amended) or any Act or Order re-enacting or revoking said Act or Order; no mobile floodlighting shall be placed, sited, used or operated on the site at any time unless:
- (a) It is illuminated only between the hours of 0600 and 2200 Monday to Friday or 0600 and 2100 on Saturdays;
 - (b) Does not exceed 4 metres in height;
 - (c) It is shielded to avoid light spillage and primarily directed towards the ground.

Reason: To minimise the adverse impact of light generated by the operations on the local community and the historic and natural environment and to comply with policy DM2 of the LMWLP.

Blasting

32. No blasting shall be carried out within the site except between the hours of 1100 and 1600 Mondays to Fridays, provided that no blasting shall take place during the hours of darkness. No blasting shall take place on any Saturday, Sunday or Bank or Public Holiday. Blasting shall normally be carried out at a regular time, notification for which shall be displayed in locations to be agreed with the County Planning Authority. Prior notice of each blast shall be given to the County Planning Authority and to the Blaby District Council Environmental Services Manager at least 24 hours (excluding weekends) in advance of this occurring.

Reason: To minimise the adverse impact of blasting on the local community and environment and to comply with policy DM2 of the LMWLP.

33. Every blast shall be designed with a 95% confidence level that ground vibration levels recorded at any vibration sensitive property arising from any blast shall not exceed a peak particle velocity of 6mm per second measured in any mutually perpendicular plane. No blast shall exceed a peak particle velocity of 12 mm per second as measured at any vibration sensitive property. Every blast shall be designed to minimise noise or air overpressure by use of the latest available techniques such that air overpressure shall not exceed 120dB peak linear as measured externally at any vibration sensitive property.

Reason: To minimise the adverse impact of blasting on the local community and environment and to comply with policy DM2 of the LMWLP.

34. No secondary blasting shall be carried out within the site.

Reason: To minimise the adverse impact of blasting on the local community and environment and to comply with policy DM2 of the LMWLP.

Ground Contamination

35. Prior to any handling of soils or overburden material, an intrusive site investigation, risk assessment and remediation scheme shall be submitted to, and approved in writing by, the County Planning Authority. The scheme shall incorporate environmental management measures for dealing with incidental arisings of non-inert waste or any other hazardous substances onsite, their temporary storage and method for their removal offsite and disposal. Thereafter the approved scheme shall be implemented in accordance with the approved details for the duration of the development.

Reason: To ensure that the development does not contribute to, or risk unacceptable levels of soil or water pollution and to accord with the aims and objectives of paragraph 170 and 178 of the NPPF.

36. If any waste materials are excavated as part of the new quarrying activities, they must be tested, removed from site and disposed of appropriately at the earliest opportunity in accordance with the scheme approved under Condition 35.

Reason: To ensure that the development does not contribute to, or risk unacceptable levels of soil or water pollution and to accord with the aims and objectives of paragraph 170 and 178 of the NPPF.

Surface Water

37. No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the County Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

38. No development approved by this planning permission shall take place until such time as details in relation to the long-term maintenance of the surface water drainage system within the development have been submitted to and approved in writing by the County Planning Authority. Long-term maintenance shall thereafter take place in accordance with the approved details.

Reason: To establish a suitable maintenance regime that may be monitored over time; that will ensure the long-term performance, both in terms of flood risk and

water quality, of the surface water drainage system (including sustainable drainage systems) within the proposed development.

Inert Waste Importation for reclamation purposes

39. No materials intended for reclamation shall be received at the site until a bunded facility for the receipt of those materials found to be unacceptable after delivery has been provided within the stockyard area, in accordance with details which shall be submitted to, and approved in writing by, the County Planning Authority. The scheme shall have regard to the measures outlined within Appendix 5 Fluids Handling Protocol of the approved document titled 'Hydrological & Hydrogeological Impact Assessment' and dated 16 May 2019.

Reason: To ensure that the development does not contribute to, or risk unacceptable levels of soil or water pollution and to accord with the aims and objectives of paragraph 170 and 178 of the NPPF.

40. The type of waste which may be brought into the site shall be limited to inert waste. No other waste materials shall be brought onto the site. Incidental arisings of non-inert material shall be placed within the area approved under Condition 39.

Reason: For clarity purposes and to ensure that the development does not contribute to, or risk unacceptable levels of soil or water pollution and to accord with the aims and objectives of paragraph 170 and 178 of the NPPF.

41. No more than 56,250 tonnes of inert material for filling the existing void shall be imported by road per annum.

Reason: In the interests of securing sustainable transport methods for restoring the existing void without detriment to Leicestershire's county-wide supply of restoration material and to minimise the number of vehicle movements on the highway network in accordance with LMWLP policies DM9 and W8.

42. A record of monthly vehicle movements and tonnages of waste delivered to the site shall be maintained at all times and shall be submitted for inspection to the County Planning Authority upon request, commencing with the date of first reception of waste at the site for reclamation purposes as provided under Condition 5 (c).

Reason: To enable the development to be monitored to ensure compliance with this permission in accordance with LMWLP policy W8.

Recycling Operations to supplement primary aggregate use

43. No more than 200,000 tonnes per annum of inert waste materials shall be processed at the recycling facility. Upon cessation of mineral extraction on the site, all recycling operations shall also cease.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development, and in the interests of highway safety and safeguarding local

amenity and the environment.

44. Prior to the commencement of any activities to be notified under Condition 5, a scheme indicating the final location of the recycling facility area and maximum stockpile heights for the recycling operations shall be submitted to the County Planning Authority for approval. The development shall be carried out in accordance with the approved scheme.

Reason: To enable the County Planning Authority to monitor and adequately control the development and to minimise its impact on the amenities of the local area.

Complaints

45. Following the receipt of any complaint about operations on site affecting neighbouring land users or the environment the operator shall notify the County Planning Authority within 24 hours. Details of the investigation and any mitigation measures shall be submitted to, and approved in writing by the County Planning Authority.

Reason: To protect the amenities of local residents and the local environment and to comply with policy DM2 of the LMWLP.

Associated Industrial Development

46. Prior to commencement final details of the dimensions and height of the replacement ready mix concrete plant shall be submitted to and approved by the County Planning Authority. The ready mix concrete plant shall be constructed in accordance with the approved details.

Reason: In the interests of visual amenity and protect the amenities of local resident.

47. Within 24 months of the date of mineral extraction finishing at the site the use of the operation of a ready-mix concrete plant and the operation of concrete products works (“Blockworks” and “Special Products” factories); as defined by a hatched brown area on plan C14_LAN_035 D dated February 2020 shall cease and all the buildings removed and the land shall be reinstated in accordance with the reclamation scheme approved under Condition 49.

Reason: To ensure the proper restoration of the site in an orderly manner and in the interests of habitat creation and diversity.

Restoration and Aftercare

48. Within 12 months of the cessation of mineral extraction details for the treatment, reclamation and aftercare of the processing plant site, associated industrial use areas, recycling area, stockpile areas and other hardstanding and roadways shall be submitted to, and approved in writing by, the County Planning Authority. The areas shall then be reclaimed progressively and managed for biodiversity

purposes in accordance with the agreed aftercare details. Prior to the commencement of each phase of restoration, including soil and substrate placement and re-grading, a habitat survey shall be undertaken in order that any natural regeneration or other features of biodiversity value can be incorporated into the restoration plans. The development shall be undertaken in accordance with the approved details.

Reason: To ensure that the operational site areas are reclaimed in an orderly manner to a condition capable of beneficial after-use and to comply with policy DM12 of the LMWLP.

49. Twelve months prior to the planned cessation of mineral extraction a final restoration and aftercare scheme, generally in accordance with the approved outline restoration plan (C14_LAN_035 Rev F dated July 2020) detailing a mosaic of the following priority habitats targets:

- (a) Reed beds – 12 hectares
- (b) Open water, wet grassland/swamp and wet woodland – 5 hectares
- (c) Acid grassland/bare rocks/open mosaic habitat created through natural regeneration (to include damp hollows, patches of neutral grassland, and scrub) – 30.2 hectares
- (d) Species-rich grasslands created through wildflower seeding – 11.2 hectares
- (e) Native birch/oak woodland – 2.3 hectares

shall be submitted to, and approved in writing by, the County Planning Authority. The scheme shall be thereafter implemented in accordance with the approved details.

The restoration scheme shall include:

- (i) details of soil and substrate specification and placement, techniques and management;
- (ii) delineation of area retained, areas for natural regeneration, areas for intervention through habitat creation, habitat enhancement;
- (iii) habitat creation and enhancement methodologies;
- (iv) Details of planting and seeding specification; including species, numbers/rate of sowing, size of stock at planting, method of planting and reference to relevant British Standards and Codes of Practice;
- (v) final details for the enhancement to the River Soar corridor;
- (vi) final details of the proposed hides and visitor centre;
- (vii) access arrangements for long term management and maintenance;

Reason: To ensure that the operational site areas are reclaimed in an orderly manner to a condition capable of beneficial after-use and to comply with policy DM12 of the LMWLP.

Premature Cessation

50. Notwithstanding the requirements of Conditions 48 and 49 above; in the event of:

- (a) the cessation of winning and working minerals prior to the achievement of the completion of the approved scheme of reclamation as defined in this schedule of conditions, and
- (b) which in the opinion of the County Planning Authority constitutes a permanent cessation within the terms of paragraph 3 of Schedule 9 of the Town and Country Planning Act 1990;

a revised scheme, to include details of reclamation and aftercare, shall be submitted in writing for the approval of the County Planning Authority within three months of the cessation of winning and working of minerals. The approved revised scheme shall be implemented fully within 12 months of the written approval and otherwise in accordance with the terms and conditions of this decision notice.

Reason: To enable the County Planning Authority to control the development and to ensure that the land is restored to a condition capable of beneficial after-use and to comply with policy DM12 of the LMWLP.

Informatives

1. Where there are any works proposed as part of an application which are likely to affect flows in an ordinary watercourse or ditch, the applicant will require consent under Section 23 of the Land Drainage Act 1991. This is in addition to any planning permission that may be granted.

Guidance on this process and a sample application form can be found via the following website: <http://www.leicestershire.gov.uk/flood-risk-management>

Applicants are advised to refer to Leicestershire County Council's culverting policy contained within the Local Flood Risk Management Strategy Appendix document, available at the above link. No development should take place within 5 metres of any watercourse or ditch without first contacting the County Council for advice.

2. Overland flow routes as shown on the update map for surface water should be considered such that buildings are not placed directly at risk of surface water flooding. Such flow routes should be utilised for roads and green infrastructure.
3. Where a drainage ditch adjoins or flows through a development, provision should be made such that the ditch can be made throughout the life of the development. The ownership and responsibility for maintenance of the ditch should also be clearly identified and conveyed to the relevant parties.
4. The development will require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12.

In circumstances where an activity/operation meets certain criteria, an

exemption from permitting may apply, more information on exempt activities can be found here: <https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits>

The applicant is advised to contact the Environment Agency through <https://www.gov.uk/government/publications/environmental-permit-pre-application-advice-form> to discuss the issues arising from the permit application process.

5. Pursuant to condition 37 The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations.

Full details for the drainage proposal should be supplied including, but not limited to; construction details, cross sections, long sections, headwall details, pipe protection details (e.g. trash screens), and full modelled scenarios for the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change storm events.

6. Pursuant to condition 38 Details of the surface water Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the surface water drainage system and should also include procedures that must be implemented in the event of pollution incidents within the development site.
7. The development will require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12 for the new waste activity. In circumstances where an activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here: <https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits>

The applicant is advised to contact the Environment Agency through <https://www.gov.uk/government/publications/environmental-permit-pre-application-advice-form> to discuss the issues arising from the permit application process.

The environmental permit for the waste activity is in addition to the environmental permits that are held by several operations on the site under Part B of the 2016 Regulations (for emissions to air only). The applicant must ensure that these permits are appropriately revised to account for the

development. Further information may be obtained from the Environmental Services Manager at Blaby District Council.

Appendix B

Section 106 legal agreement heads of terms

Main clauses to be included within remit of heads of terms:

- Routeing of Heavy Goods Vehicles
- Review of Traffic Consideration
- Monitoring Equipment (Air Quality / Noise)
- Liaison committee (to include dust and blasting sub-liaison committees)
Improved Rights of Way
- Measure to retain exposures of igneous rock
- Long term aftercare scheme (30 years)