What about the SSSI?

Within the old quarry area, there is a Site of Special Scientific Interest (SSSI) so designated due to its geological importance. The proposals will protect this area enabling access for further study.

Will this mean an increase in the number of trains coming to the site?

The current permission allows up to three trains per day to come to site; this is, in effect, six movements – three full trains in, three empty trains out. In this application, we are not seeking to increase this number and propose to maintain the daily average of three trains per day.

However, should the need arise, we are asking for the flexibility to bring in four trains on any one day but this would not exceed a monthly average of three trains per working day.

When are trains permitted to operate on the BLR?

Trains are permitted to come to site on weekdays only. The first train of the day must not traverse any of the three crossings before 07.00. and not after 20.00 in the evening. Trains must also avoid the ‘school run’ times of 08.40 – 09.10 in the morning and 15.10 – 15.40 in the afternoon.

What about access to Glebe Road and Bendyshe Way by the emergency services in the event of a breakdown on the crossing?

This issue is being discussed with the local fire and rescue service, the police and the train operator. The latter advises that the Barrington situation is by no means unique and the locomotives used are fitted with electronic data recorders that are monitoring all aspects of the traction. Any discrepancy is logged and highlighted as a fault on the driver’s in-cab read out. This same system can fault find and also isolate systems to remove faults to allow locomotives and trains to continue to destination or to clear the line in an emergency. For example, a traction motor fault would stop a train, but it can be isolated, leaving five more motors to haul the locomotive and train.
What about the delays on the A10 at Foxton?

The crossing at Foxton is a very busy rail crossing on a busy A road. We have undertaken a study of the effect the trains coming to site have on this situation and this has concluded that we are having little impact on what is already a difficult situation.

Nevertheless, we are exploring the opportunity to avoid the rush hour period of 16.00 to 18.30.

How will surface water run-off be managed?

The application will include a Flood Risk Assessment and this is being prepared as part of the EIA. There are already planning conditions relating to water management in place in respect of the current permission. As far as this issue is concerned in respect of the housing development, the reserved matters application will include detailed proposals to address this issue and these will be the subject of further consultation.

What about noise and vibration?

We have undertaken detailed monitoring of the effect the trains have and this has revealed that there is little impact and this is well within permissible limits. Monitoring of the limits at the Foxton Exchange Sidings has revealed that the set limits are very low and do not reflect the reality of operating a branch line; the company will be seeking a higher limit but one that remains within government guidance.

What is the situation with the Community Liaison Group?

The next meeting is proposed for November. Due to regular contact and consultation with the Parish Council and the District and County Councillors and individuals in the community over the last twelve months in particular, there has not been a formal meeting of the group as such but this will now take place shortly.

Thank you for coming today

If you require further information please fill in one of the feedback forms and place in the box provided or post to -

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