

Cambridge Waste Water Treatment Plant Relocation Project  
Anglian Water Services Limited

# Phase Two (Statutory Phase One) Section 47 Community Consultation Materials

Application Document Reference: 6.1.17

PINS Project Reference: WW010003

APFP Regulation No. 5(2)q



# Welcome to our virtual consultation exhibition

Have a look around and learn more about our proposals for the Cambridge Waste Water Treatment Plant Relocation project.

We welcome your views and comments which can be provided through our digital engagement platform. You can access this through the exhibition.

Topic specific factsheets are also available, providing more detail on key areas of our proposals. These are available on the document library.

You can also leave your questions in the pop-up box and someone from the team will get back to you shortly.

 We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# About the relocation project

Anglian Water is planning to build a modern, low carbon water recycling centre for Greater Cambridge. The new facility will provide vital services for the community and environment, recycling water and nutrients, producing green energy, helping Cambridge to grow sustainably.

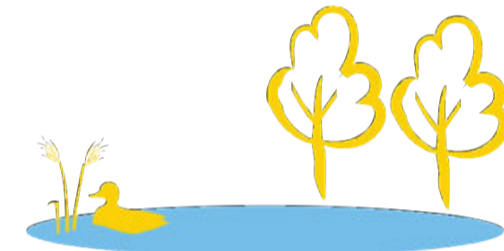
## The project at a glance



Enabling sustainable economic and housing growth



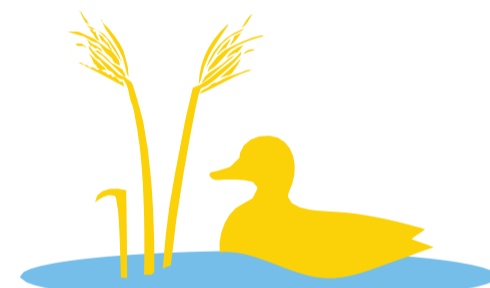
Building for the future with a state-of-the-art facility



Creating new and improved access to the Cambridgeshire countryside



Protecting against climate change



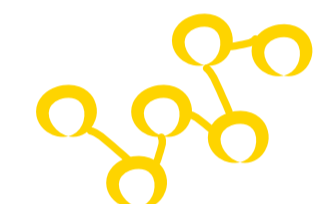
Delivering new and improved habitats for wildlife



A Discovery Centre to help people understand and explore what we do



Allow the existing site to be redeveloped, delivering around 5,600 of the 8,000 much-needed new homes in North East Cambridge, including around 40% affordable housing (rented and shared ownership)



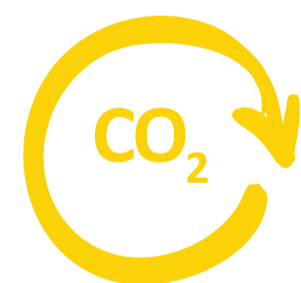
Provide a mix of homes, workplaces, shops and community spaces with good connectivity, that are fully integrated with surrounding communities



Enable improvements to walking, cycling and public transport connectivity, helping to address climate change through reducing car use



Create new parks and open spaces that will form an accessible green space network with a wide range of plants and wildlife, linked with parks in the wider area



Designing an operationally net zero carbon and energy neutral facility

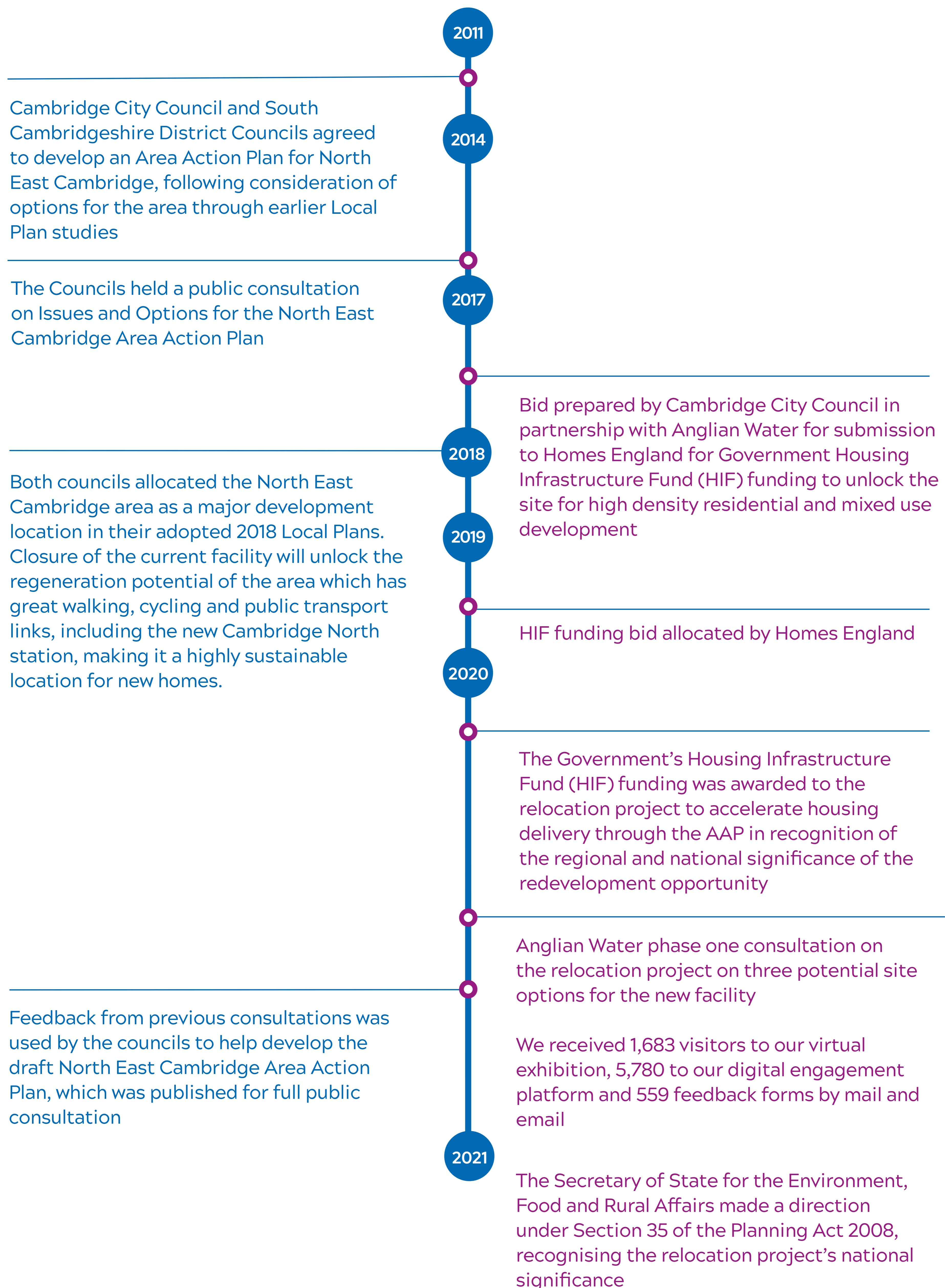


Supporting local projects in your community



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# The journey so far

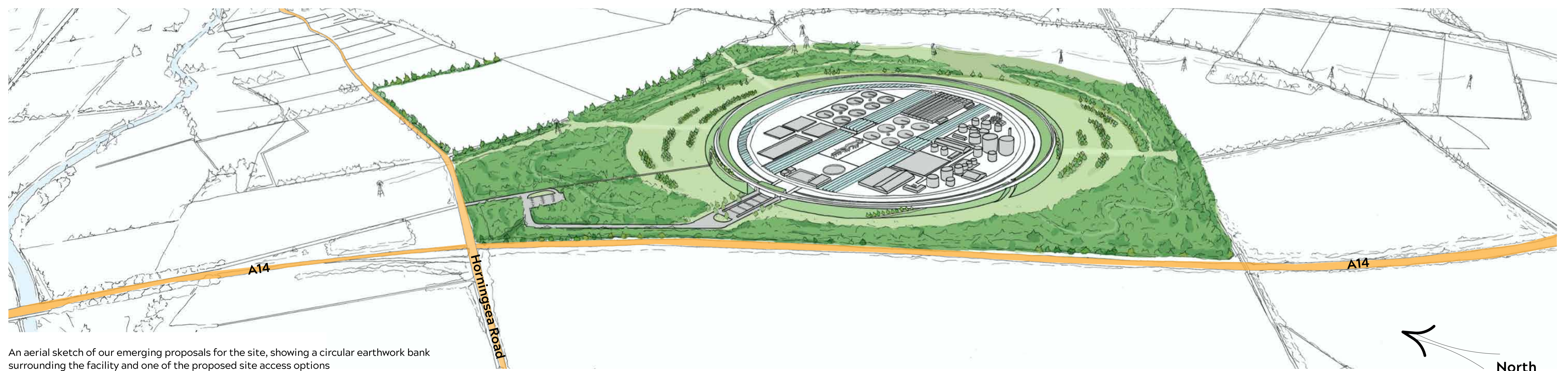


We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Our Phase Two Consultation

As part of this consultation we are asking for your views on:

- Our emerging proposals for the new facility and surrounding site
- The landscape proposals designed to screen the plant including an earthwork bank, further screening and the finish of the more visible features including the anaerobic digesters and the gateway building
- Our proposed options for providing a new permanent access point for vehicles during the long-term operation of the new plant
- The mitigation measures and opportunities for environmental enhancement you would like to see around the site, including landscaping, habitats for wildlife, and recreational connectivity for the local community to access the site area and enjoy the surrounding countryside
- How our proposals can align with local projects and aspirations such as the Wicken Fen Vision, Nature Networks and Greenways, or if there are any other projects you think are important for us to consider
- Information on the proposed approach to the construction phase



An aerial sketch of our emerging proposals for the site, showing a circular earthwork bank surrounding the facility and one of the proposed site access options



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Our Phase Two Consultation

## How to have your say

### Access our consultation material and provide your views:



**Project website:** Our dedicated project website [REDACTED] is available for you to find out more information, including our full suite of phase two consultation documents.



**By post:** Feedback forms have been posted together with the consultation leaflet to all homes and businesses within our core consultation zone. These can be filled in and posted back to us via FREEPOST, Feedback forms will also be provided on request via post.



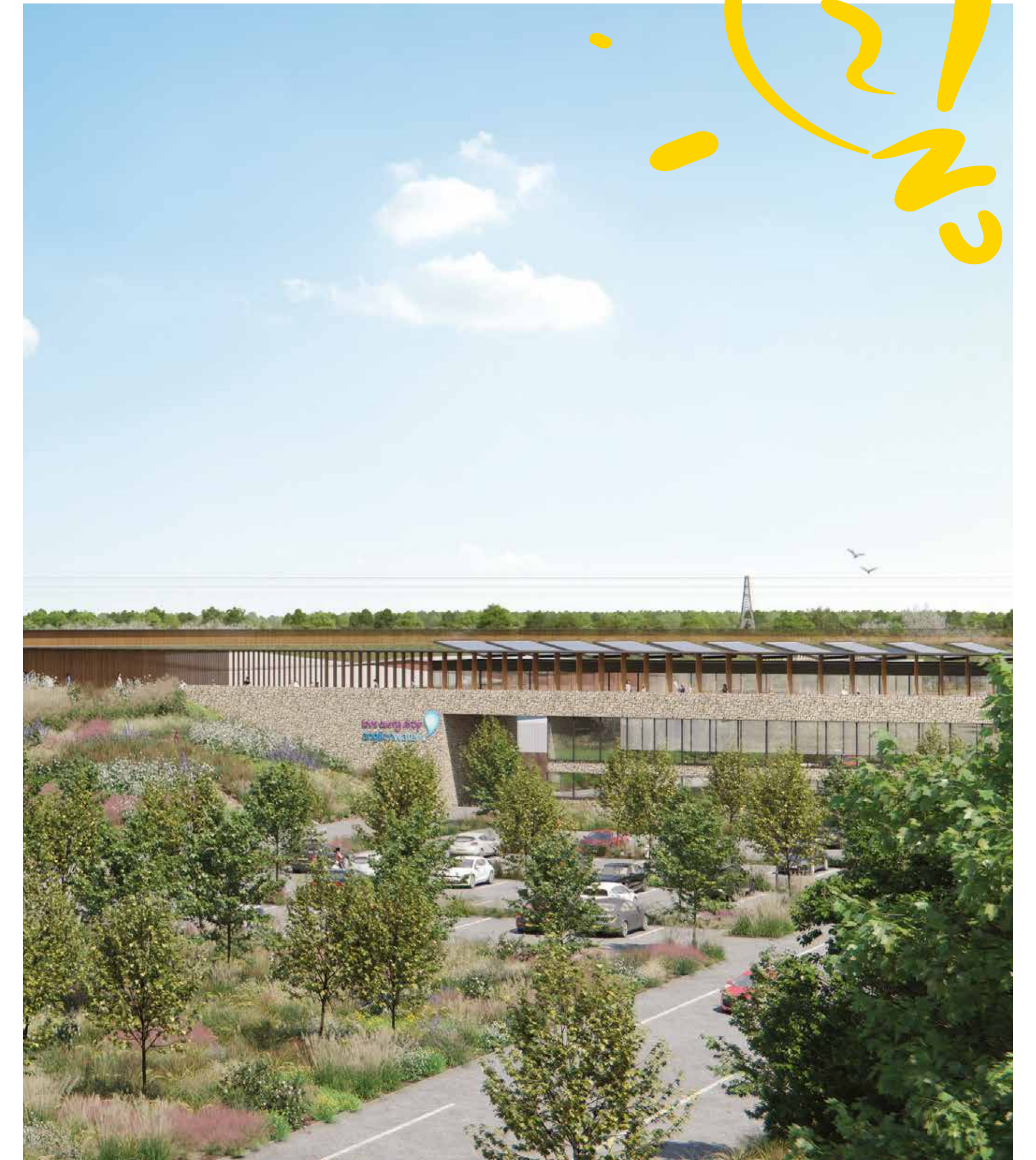
**Webinars:** Join our community webinars by video call or by phone, to hear more from the project team and ask your questions. Get in touch to register.



**Digital engagement platform:** You can view our plans, post comments on our interactive map and see feedback from other members of the community on our digital engagement platform.



**Community Access Points:** Hard copies of consultation materials are available during the consultation period from the locations listed on the Get in touch board of this virtual exhibition.



Computer-generated image showing visitor parking and potential access to Discovery Centre.



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Our Vision

Underpinning our vision are the National Infrastructure Commission's design principles. You can learn more about how we have applied these and how we are embracing circular economy principles across people, place, climate and value in this exhibition



## People

This is a project for the whole community of Greater Cambridge. By taking on board a range of views the new facility is being designed to reflect social needs, managing resources carefully and sharing benefits widely.



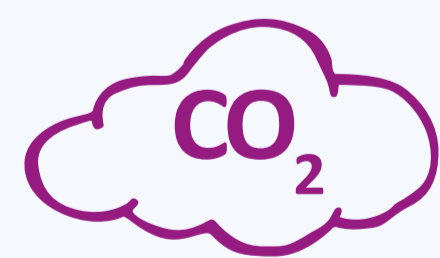
## Places

We present a design that supports and, over time, enhances the natural environment. It sits sensitively in and seeks to make a positive contribution to the local landscape within and beyond its boundary.



## Value

We are also exploring opportunities to maximise value by enabling wider social and environmental benefits beyond the boundaries of the project, whilst delivering best value for public funding.



## Climate

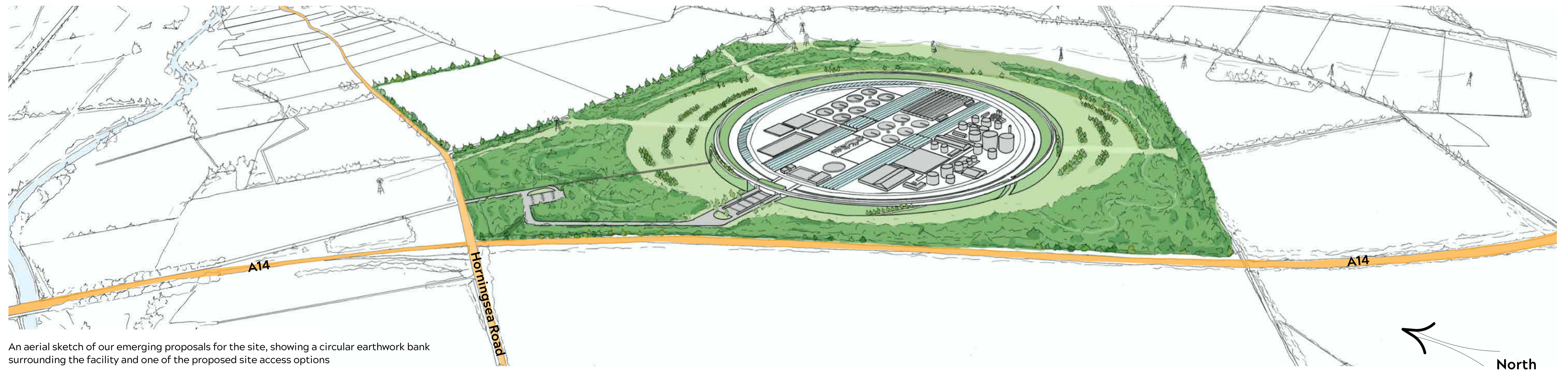
We will build a modern, low carbon, water recycling centre for Greater Cambridge. The new facility will provide vital services for the community and environment, recycling water and nutrients, producing green energy, helping Cambridge to grow sustainably.



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



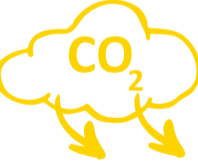



# Our design evolution

Our emerging proposals have been developed with the input and feedback we've received from stakeholders and the local community. They are driven by our vision to create a water recycling centre of the future.



An aerial sketch of our emerging proposals for the site, showing a circular earthwork bank surrounding the facility and one of the proposed site access options


Our proposal takes its inspiration from the local landscape character, both past and present, and is guided by the following core principles:

-  to create a state-of-the-art, low carbon water recycling centre of the future;
-  to create a strong identity for the site while screening the facility and reducing visual impacts on the surrounding community and landscape;
-  to re-use excavated material on site which can be used to screen the facility and also reduce the carbon and traffic impact from construction;
-  to increase biodiversity and create new wildlife habitats;
-  to improve access to the countryside with new paths and accessible open spaces; and
-  to connect the site into the wider landscape and establish new wildlife corridors.

Our proposals show a 22-hectare facility enveloped within a high circular earthwork bank. This has been inspired by local historic structures, such as Fleam Dyke and Devil's Dyke and circular Iron Age hillforts such as the Wandlebury Ring and Belsar's Hill.



Fleam Dyke

 We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Improving access to green spaces

We want to design the setting and appearance of the new facility in collaboration with the local community.

During our phase one consultation you told us that enjoying open green spaces is vital for health and wellbeing. Now more than ever, access and the freedom to be able to explore high-quality green spaces is important.

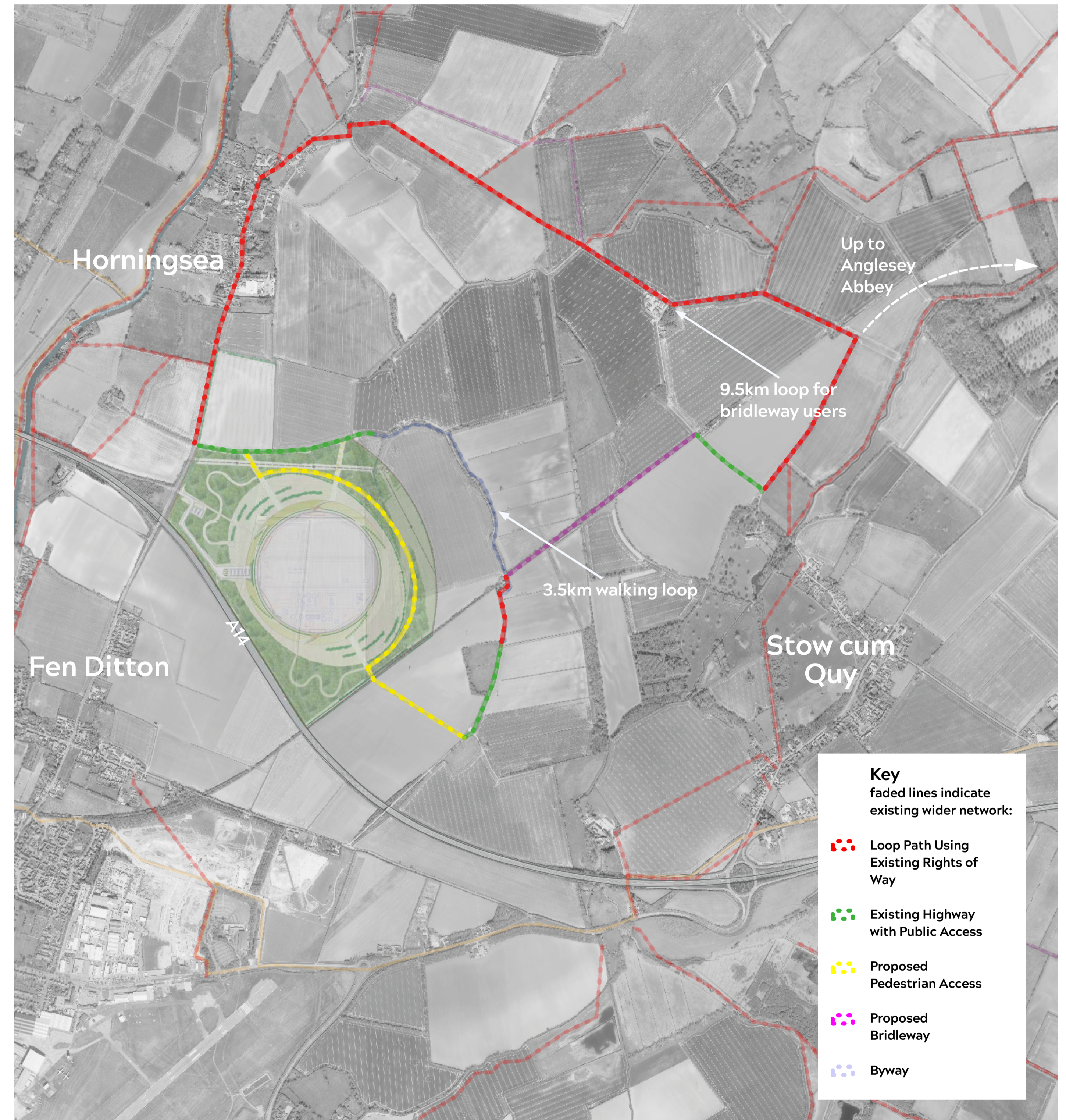
We plan to create new footpaths and bridleways to open up recreational access in the area, including to Quy Fen and Anglesey Abbey.

Our proposals would form part of a new circular walking route from the facility of 3.5km and longer 9.5km loop for bridleway users, as shown in the image on the right.

## Discovery Centre

We want to create a place where people can interact with the water recycling process helping to increase understanding of its vital role in supporting communities and the environment.

We will create a Discovery Centre for visitors. This will provide an educational resource supporting the sustainability curriculum so that local children and communities can interact with and learn about the importance of water and the role which water recycling plays in the circular economy.



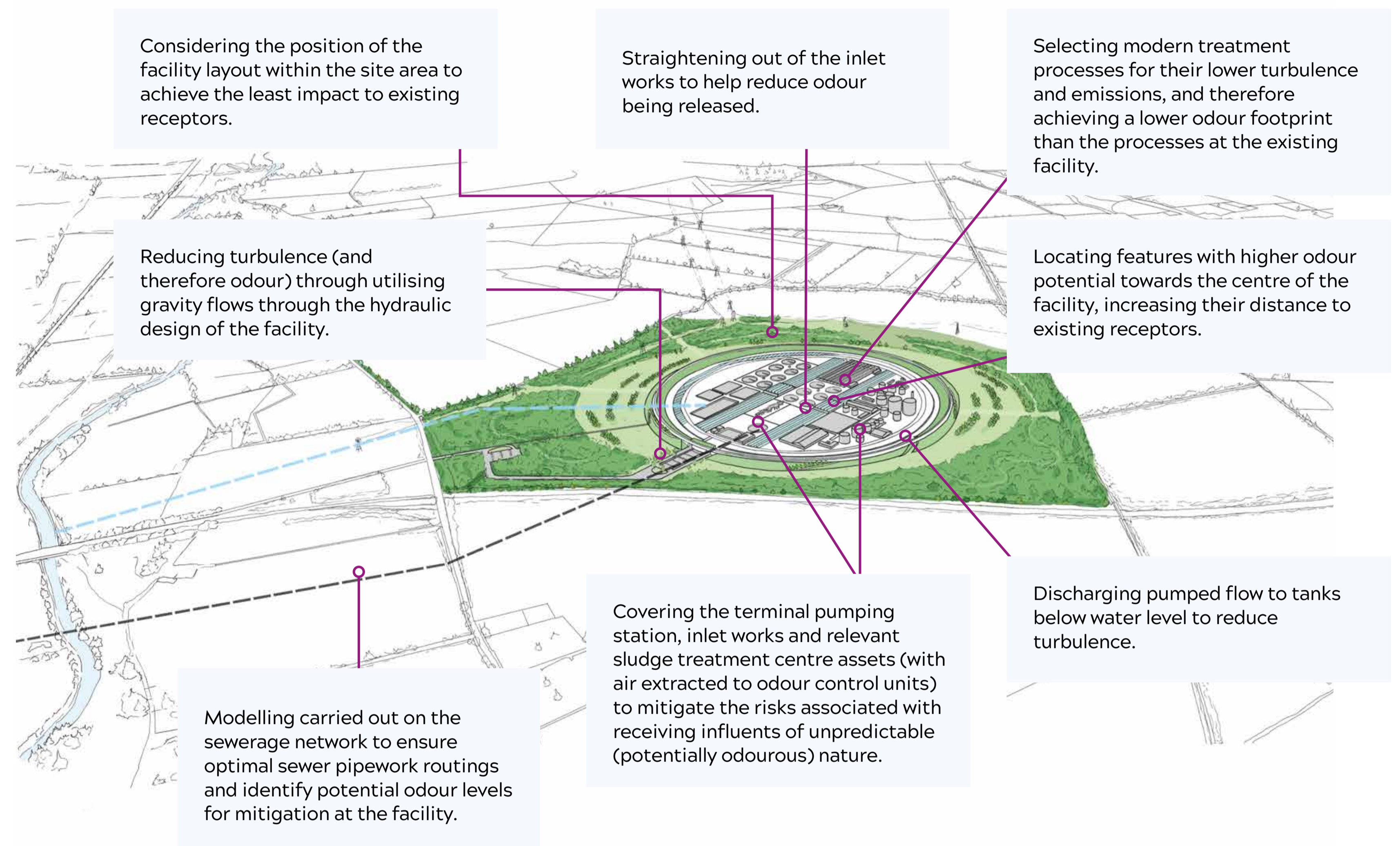
Aerial plan showing new and existing paths

# Minimising odour at source

Minimising odour as far as possible for local communities is of paramount importance to us. Whilst the nature of the job waste water treatment plants are designed to do means that it is difficult to eliminate odour completely, one of the benefits of the relocation project is that we can utilise the latest technologies and embed solutions into the design of the facility.

This, alongside using modern operational practices to control odour, both prior to it reaching the facility and once the waste water enters the treatment process, means that nuisance odour will not adversely affect people's homes or enjoyment of the surrounding area.

We have made a commitment to deliver the lowest, 'negligible' impact of odour at people's homes, in line with the Institute of Air Quality Management (IAQM) guidance. Our Odour Statement, available on our website ([\[redacted\]](#)) sets out the planned odour assessment methodology including the level at which odour is considered to have a 'negligible' impact.



Graphic indicating how we can minimise odour at source



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

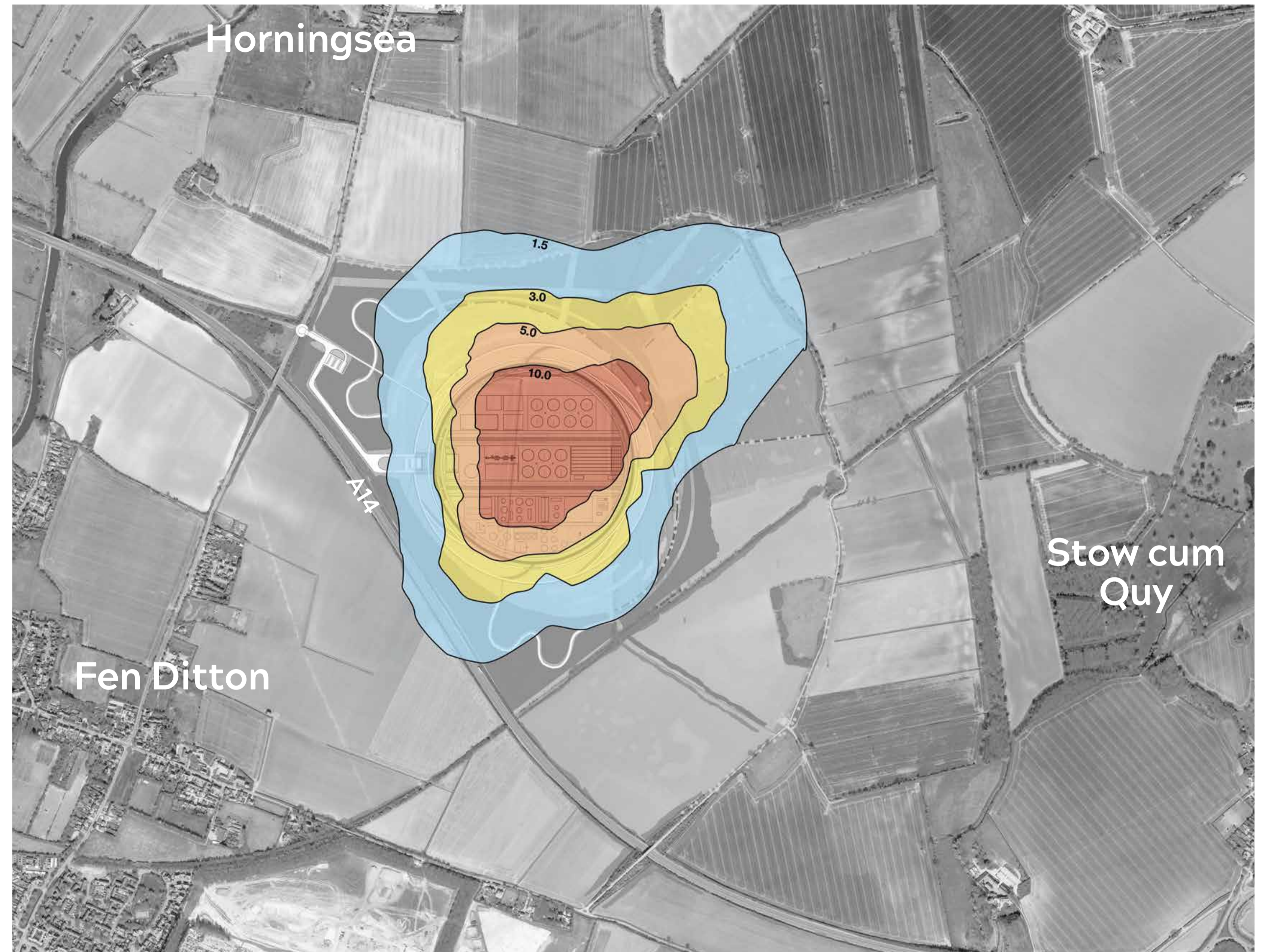


# Minimising odour at source

Minimising the potential for an odour impact (higher than ‘negligible’) beyond the site boundary has been a key consideration, both at the site selection stage and throughout the initial design stages. The proximity of residential properties, recreational routes, prevailing wind direction, and community feedback are all being taken into account. It will continue to be a focus as the design of the facility evolves through the project life cycle.

We have been continuing to carry out dedicated odour assessment and modelling as part of our design process as the facility layout, process and technology choices continue to develop. Additional measures are being explored which will further reduce odour, including placing the most odorous elements at the centre of the site, flow handling techniques to reduce turbulence, and covering of process units where appropriate.

You can find out more about what we’re doing to minimise odour at source and deliver the lowest negligible levels of odour for local communities in our Odour Factsheet.



Indicative odour model output for the new facility

**KEY:**

- 10.0 unit Odour Outline
- 5.0 unit Odour Outline
- 3.0 unit Odour Outline
- 1.5 unit Odour Outline



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Screening & cladding options



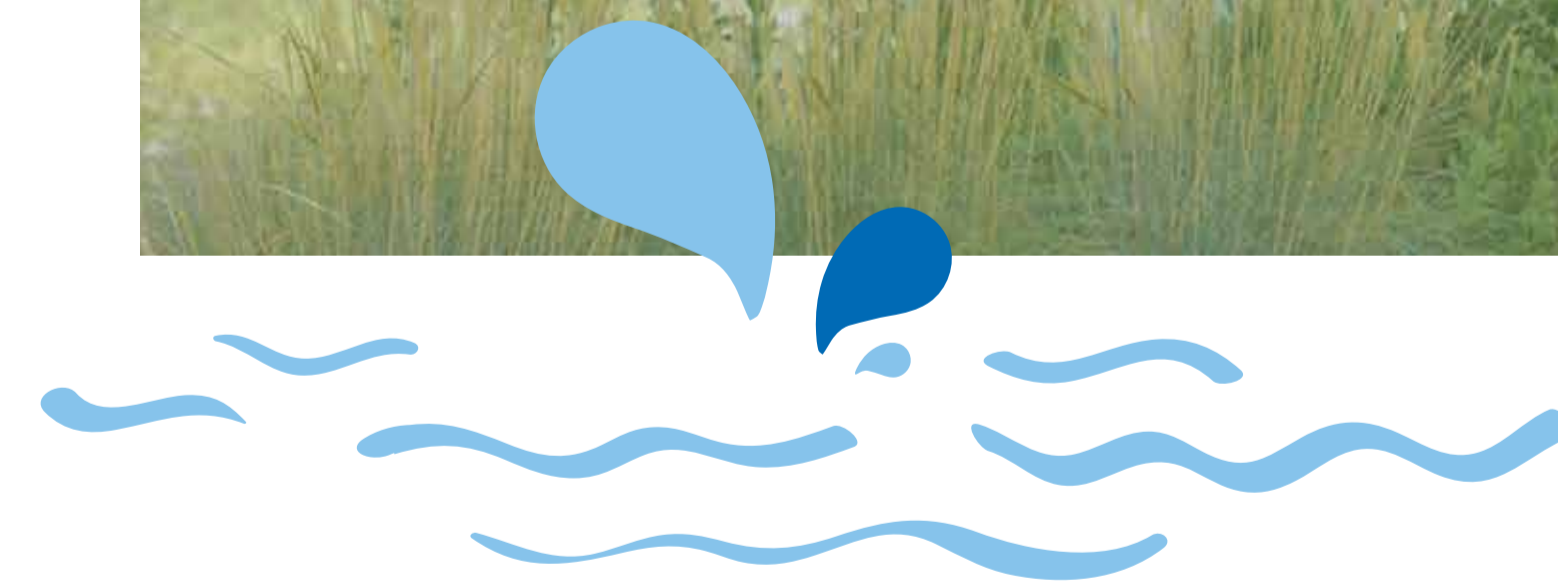
Places

We are committed to developing a high-quality design in partnership with the local community and other stakeholders.

The project's design takes its inspiration from the local landscape character – both past and present – creating a place with a strong sense of identity. This is to ensure that the new facility sits sensitively in and seeks to make a positive contribution to the local landscape within and beyond its boundary, enhancing the environment, providing new habitats for nature and creating a sense of place for visitors and local residents.

We are asking for your views on the architectural finish of the externally facing buildings and features of the new facility. This includes a gateway building, the anaerobic digesters, and any screening on top of the earthwork bank.

**Please click through the slides to view the options available.**



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Gateway building



Places



Illustrative visualisation of the gateway building with a gabion wall architectural finish



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Anaerobic digester cladding



Places

Please see below the options available for the anaerobic digester cladding



Illustrative visualisation of the anaerobic digester cladding with a more contrasting finish behind additional screening on top of the earthwork bank



Illustrative visualisation of the anaerobic digester cladding with a sky-like finish behind additional screening on top of the earthwork bank



Illustrative visualisation of the anaerobic digester cladding with a natural, matt finish behind additional screening on top of the earthwork bank



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Earthwork Bank Screening



Places

In addition to the gateway building and anaerobic digesters we are also exploring screening options on top of the earthwork bank.



Illustrative ground level visualisation of planted screening option on top of the earthwork bank



Illustrative ground level visualisation of constructed screening option on top of the earthwork bank



Illustrative visualisation of access on top of the earthwork bank with planted screening option



Illustrative visualisation of access on top of the earthwork bank with constructed screening option



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Visual impacts and mitigation



Places

The tallest element of the plant will be the two anaerobic digesters. They will be a maximum of 26m relative to finished ground level, and will therefore be visible above the earthwork bank, including any screen on top.

We will deliver a comprehensive programme of additional landscaping including tree and hedge planting, supported by a long-term management plan, to limit the impact of our proposals on the views of local residents and users of local roads and footpaths. We will ensure that this planting is appropriate to the area and respects the landscape tradition and existing vegetation.

The illustrative visualisations that follow show examples of the likely visual impact once the construction of the new facility is complete and landscaping fully matured. We plan to phase the planting and screening aspects of the construction phase early on so they mature as the new facility is being built.



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Horningsea Road



Current view from Horningsea Road



illustrative visualisation of the new facility viewed from Horningsea Road



illustrative visualisation of the new facility, with mature planting viewed from Horningsea Road

# Fen Ditton



Current view from Fen Ditton



illustrative visualisation of the new facility viewed from Fen Ditton



illustrative visualisation of the new facility, with mature planting viewed from Fen Ditton

## Low Fen Drove Way



Current view from Low Fen Drove Way



illustrative visualisation of the new facility viewed from Low Fen Drove Way



illustrative visualisation of the new facility, with mature planting viewed from Low Fen Drove Way

## Low Fen Drove Way Bridge & A14



Current view from Low Fen Drove Way Bridge



illustrative visualisation of the new facility, with mature planting viewed from Low Fen Drove Way Bridge



Current view from A14



illustrative visualisation of the new facility, with mature planting viewed from A14

# Landscape and biodiversity






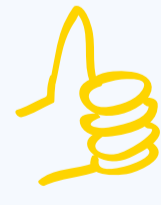


Places

Our design proposals will support and, over time, enhance the natural environment and make a positive contribution to the local landscape and ecology beyond the site boundary.


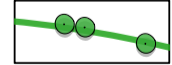
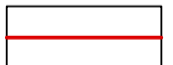






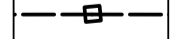
One of the key ways Anglian Water is driving down its carbon emissions is through natural capital solutions such as rewilding. As well as helping us tackle our carbon challenge by reducing carbon within the region this also creates new habitats for wildlife, increasing biodiversity. We are currently exploring a range of options for landscaping and environmental mitigations beyond the edge of the facility's earthwork bank. This includes planting new woodland, which will introduce a new habitat and help to further screen the works from view, and creating new species-rich grassland meadow and hedgerows.

Our landscape proposals will seek to deliver the following environmental benefits:


 <p>A minimum of 10% biodiversity net gain</p>	 <p>Aligning with the Wicken Fen Vision and Cambridge Nature Network</p>	 <p>Up to 25ha of proposed new woodland, which could deliver around 60,000 trees</p>
 <p>Up to 35ha of proposed new species rich grassland</p>	 <p>Up to 4,000 linear metres of proposed new native hedgerow</p>	 <p>Promotion of rewilding and regenerative farming</p>



LEGEND

- |  |  |   |
|--|--|---|
|  Existing intermittent tree groups and hedgerow trees |  Proposed native hedgerow and hedgerow tree         |  Proposed red line boundary                        |
|  Existing hedgerow                                    |  Proposed areas of Calcareous Loam Meadow Grassland |  Proposed areas of off-site landscape enhancements |
|  Proposed areas of woodland                           |  Proposed new pedestrian links                      |   |
|  Proposed tree belts                                  |  Existing line of pylons                            |   |

Aerial plan showing landscape proposals for our site

 We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Permanent traffic and access options



Places

The facility will require a new permanent access point for vehicles.

We have explored a range of potential vehicle access options, including through engagement with Highways England and Cambridgeshire County Council as the relevant highway authorities. Of paramount importance is the safety of all road users. A key consideration is also managing potential disruption to local communities and the existing road network.

As a result of this work, we have identified three potential access options for our proposals.

These are:

**Option 1:** Access off Junction 34 (Fen Ditton), which consists of two sub options (Option 1A and 1B)

**Option 2:** Access off Junction 35 (Quy)

**Option 3:** A new junction on the north side of the A14

We want to hear your views on these options. Feedback will be considered alongside our ongoing technical assessments and engagement with the relevant highway authorities to help us confirm the most suitable access solution. Your feedback will also inform associated mitigation measures that may be explored to further reduce potential impacts to the local community and surrounding environment.

Please click through the slides to view the various options

Our Traffic and Access Factsheet provides more detail on each of these options, including consideration given to pedestrians and non-motorised users and our ongoing assessment process



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Permanent traffic and access options

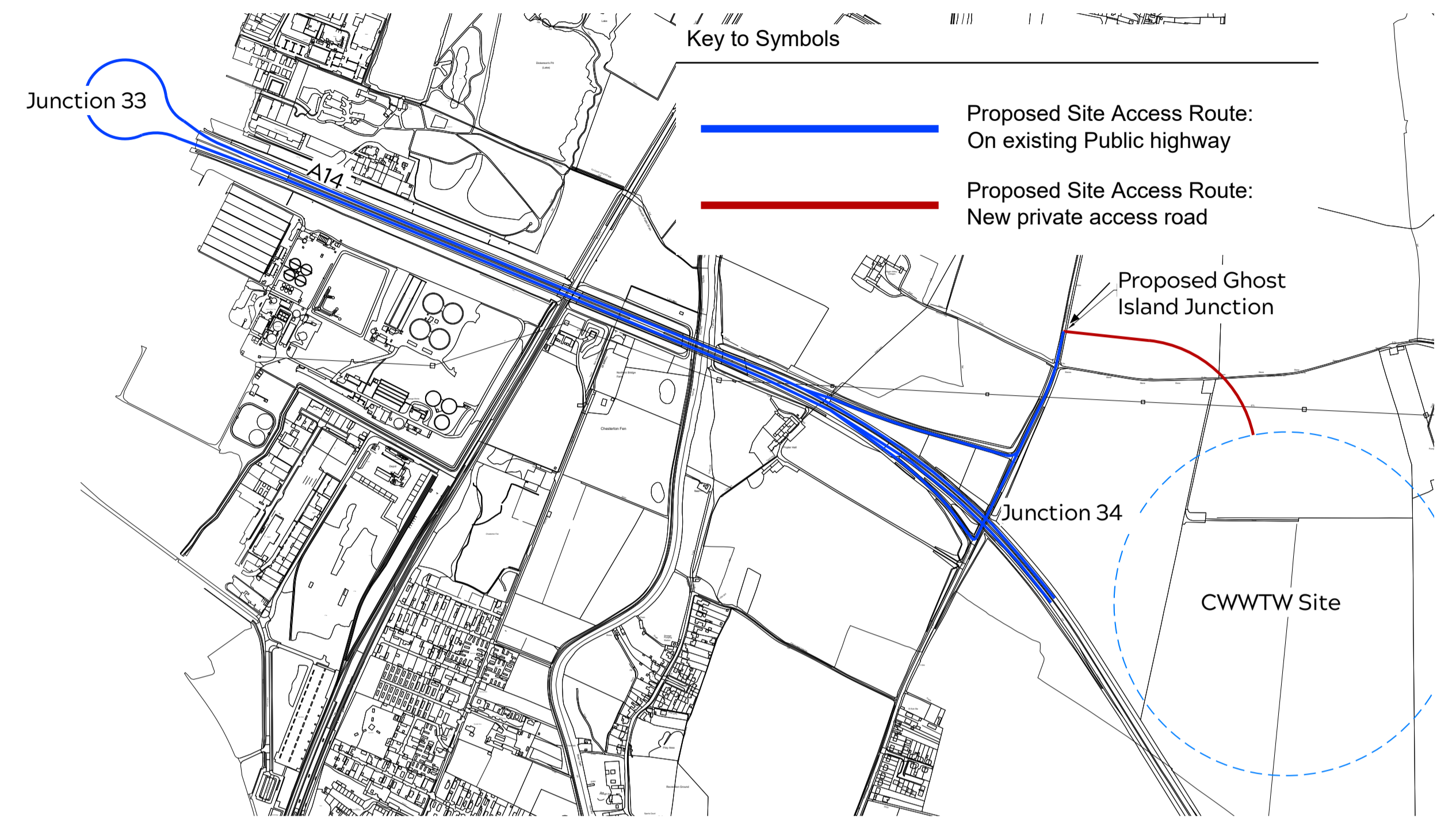


Places

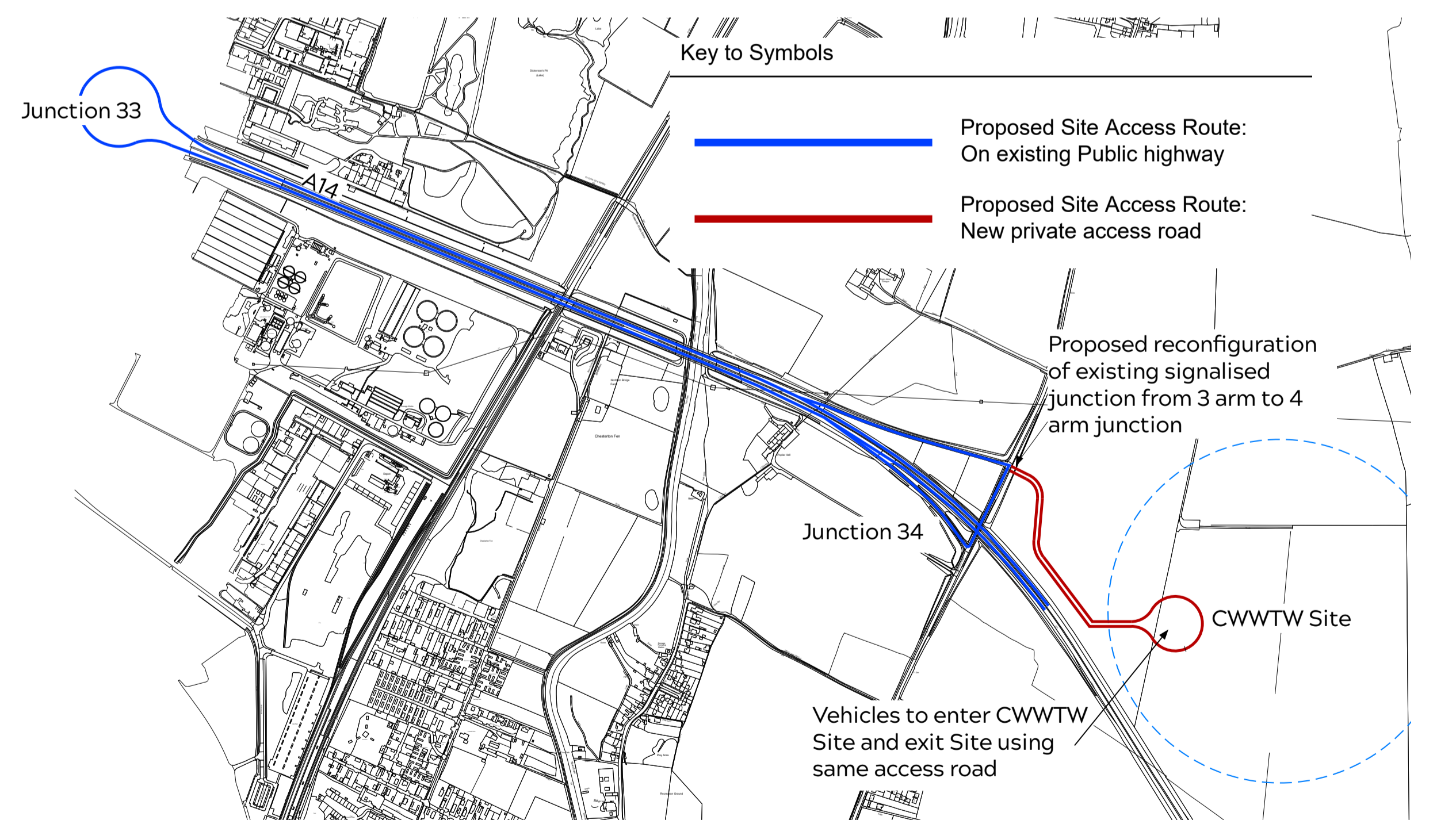
## Option 1: Access off Junction 34 (Fen Ditton)

This option utilises the existing A14 slip road to access the site via Junction 34 of the A14, and off Horningsea Road. Sub-option 1A would involve a 'Ghost Island Junction', which includes road markings to create an additional lane for traffic waiting to turn right off Horningsea Road onto a new road to the facility.

Sub-option 1B would involve reconfiguring the existing junction between the A14 east bound exit slip road and Horningsea Road into a 4-arm signalised junction, also connecting to a new road to the facility.



Option 1A, requiring road markings to create an additional lane for traffic waiting to turn off Horningsea Road



Option 1B, requiring a 4-arm signalised junction off Horningsea Road

Relatively low biodiversity and green belt impacts

Makes appropriate use of existing highway infrastructure and minimises new road construction

Keeps HGV traffic movements primarily to the strategic road network

Option 1B has minimal impact on non-motorised user (NMT) routes

Compliant with local and national transport policies

Option 1B potentially causes disruption or closure to the existing junction during construction of the new access, and requires larger volumes of material than Option 1A

Option 1A would require further land take and crosses existing Low Fen Drove Way and would require traffic management

We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Permanent traffic and access options

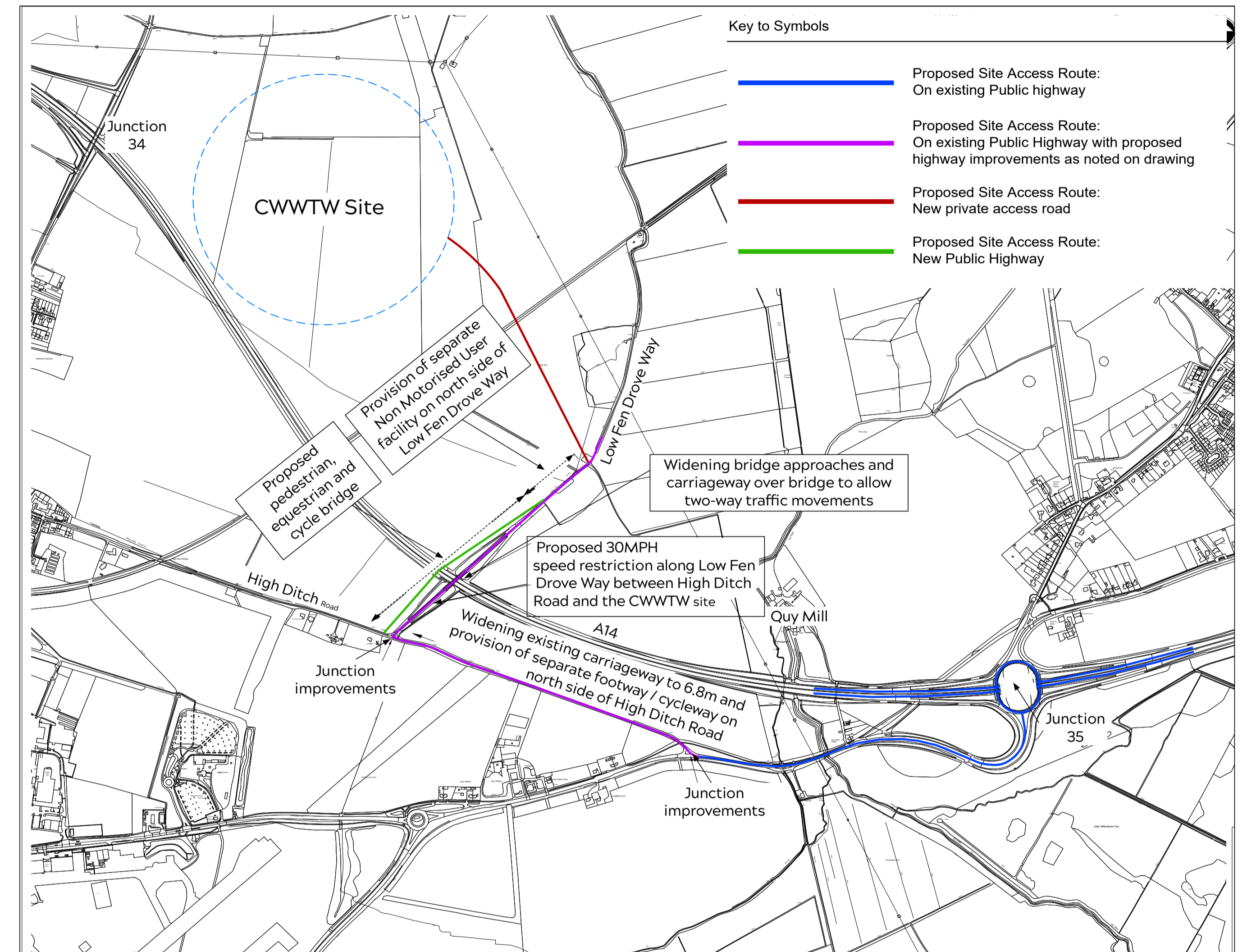


Places

## Option 2: Access off Junction 35 (Quy)

This option utilises J35 south off the A14 and the existing highway network of Newmarket Road, High Ditch Road and Low Fen Drove Way. This would involve significant works to improve the existing highway network to mitigate the impacts of HGV traffic movements along the proposed routes.

This includes junction improvements between Newmarket Road and High Ditch Road, the widening of High Ditch Road, the provision of a separate footway and cycleway, and improvements to the existing bridge on Low Fen Drove Way as it crosses over the A14.



Provides east and west bound access to A14



Closer to residential properties than other options (High Ditch Road)



Largely relies on using existing A14 junction infrastructure, compliant with transport policy



Requires significant improvements to the existing highway network to mitigate the impacts of HGV traffic movements along the proposed route and replacement access for non-motorised users



Larger carbon footprint than other options



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.






# Permanent traffic and access options






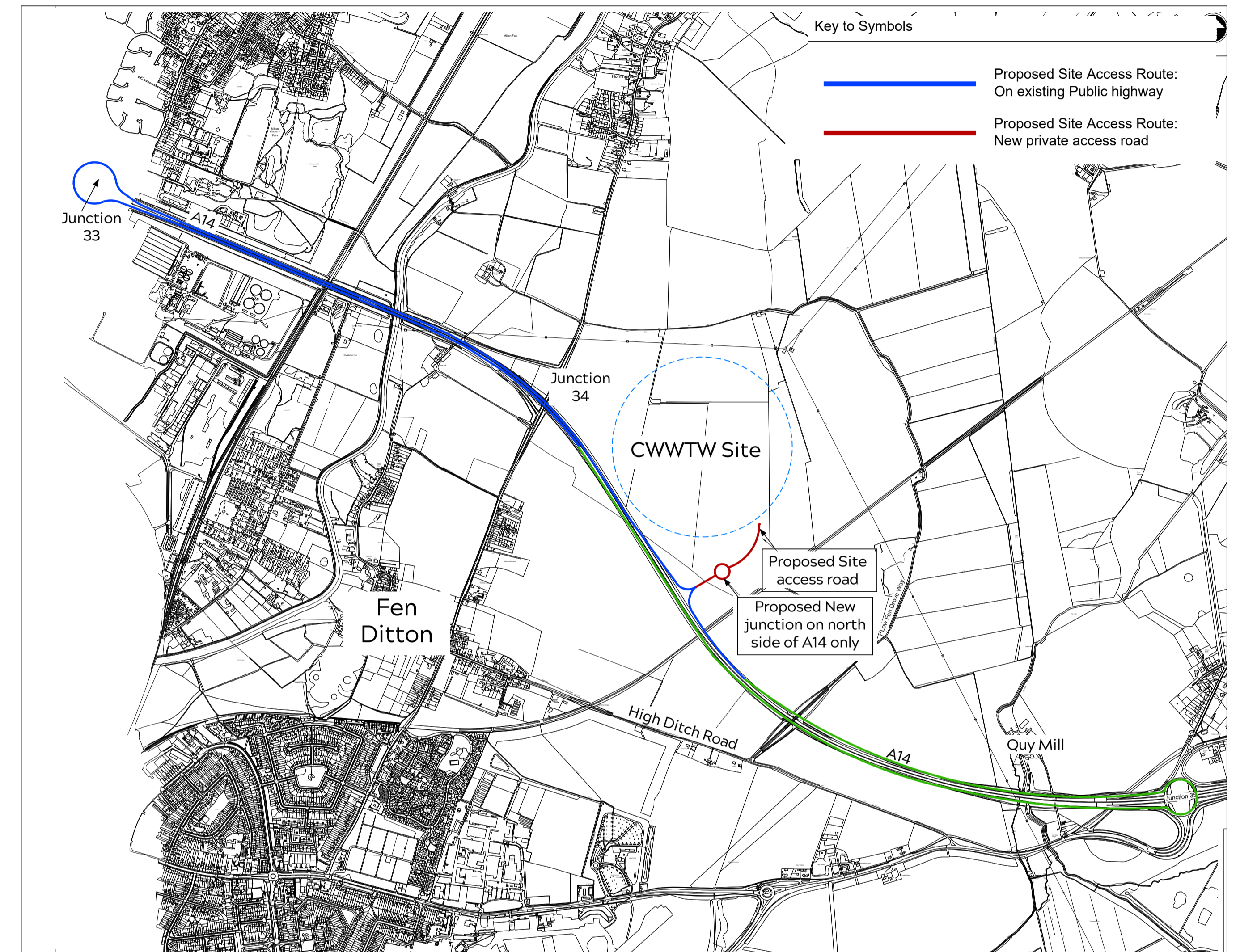
Places


## Option 3: A new junction on the north side of the A14

This option would involve construction a new junction on the north side of the A14 only, between the current junction 34 and 35. A new road would be constructed from this junction to the facility.

-  Minimises the impact of HGVs on the wider highway network
-  No significant environmental impacts
-  Minimal impact on Green Belt

-  Significant construction work required and disruption to the operation of the A14 during this time
-  Highest programme and cost risks and challenges, as well as extending the length of time temporary vehicle access is required.
-  Does not comply with Department for Transport policy on constructing additional junctions on the strategic highway network when there are other viable options



 We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Maximising public value

We want to use the opportunity this project presents to provide wider benefits and maximise the public value we can deliver. This will be achieved through a combination of our proposals directly and by working in partnership to support the delivery of local aspirations, creating value both within and beyond the boundaries of the project. This achieves the highest potential for realising environmental and social benefits as a publicly funded project.

As well as supporting Cambridge City and South Cambridgeshire District Councils to enable their long-held vision for a new low-carbon city district in North East Cambridge, we are also seeking to work in partnership with the local community, land managers and other stakeholders such as the National Trust, to unlock the potential for environmental benefits beyond the new site's boundary.

We are exploring collaborative opportunities to contribute to South Cambridgeshire District Council and Cambridgeshire County Councils' policy objectives of restoring wildlife on a large scale and doubling nature, as well as helping South Cambridgeshire to become zero-carbon by 2050. Our aspiration for maximising public value through the relocation project are listed on the right.

We are keen to explore opportunities to support wider benefits beyond our site boundary through working in partnership with local land managers. The image on the next slide shows what some of these opportunities could look like.



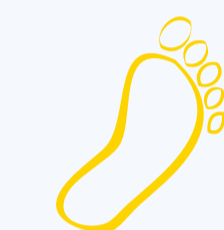
Value



Creating an entirely new, modern facility that will deliver for the climate, people and place as well as enabling the regeneration of North East Cambridge



Unlocking Cambridge City and South Cambridgeshire District Councils' plans for a new low-carbon city district, creating 8,000 new homes and 20,000 jobs over the next 20 years



Reducing the new facility's carbon footprint and generating renewable energy through sustainable design



Providing an opportunity to reduce heavy goods vehicle traffic at the A10/A14 junction, once the existing facility is decommissioned



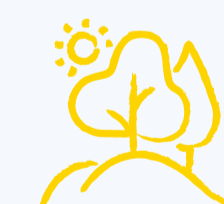
Turning Greater Cambridge's waste water into a valuable source of renewable energy that may power the facility or heat homes before returning it to the River Cam



Improving green connectivity routes for pedestrians, cyclists and equestrians, better connecting the local community to nature and green spaces



Promoting restoration of wildlife on a large scale and contributing to doubling nature in Cambridgeshire



Aligning our plans to help enable the Wicken Fen Vision, The Cambridge Nature Network, and supporting the delivery of the Greater Cambridge Greenways



Exploring opportunities for reusing the water we recycle to further support local water resources, playing our part in protecting the future population needs



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

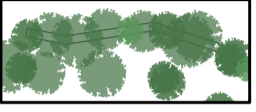
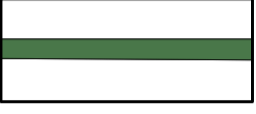

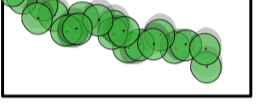
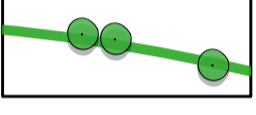
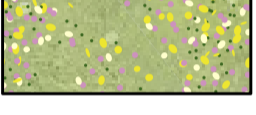
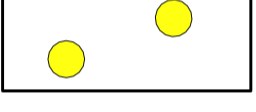
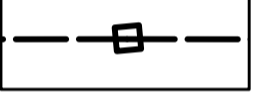
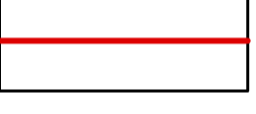
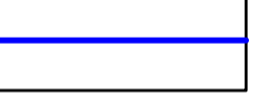
# Maximising public value



Value



## LEGEND

-  Existing intermittent tree groups and hedgerow trees
-  Existing hedgerow
-  Proposed areas of woodland
-  Proposed tree belts
-  Proposed native hedgerow and hedgerow tree
-  Proposed areas of Calcareous Loam Meadow Grassland
-  Proposed new pedestrian links
-  Existing line of pylons
-  Proposed red line boundary
-  Proposed areas of off-site landscape enhancements

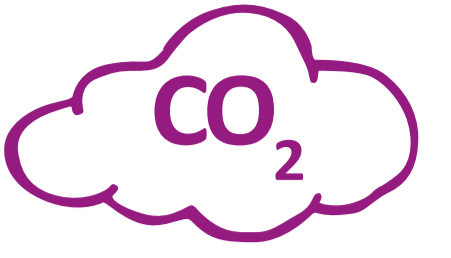
Aerial plan indicating environmental opportunities that could be delivered in partnership beyond our site boundary



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# Climate



Climate

## Net zero carbon

The design of the facility will contribute to Anglian Water's goal to reach net zero carbon emissions by 2030 by reducing energy consumption and contributing towards the circular economy. The new facility will significantly reduce emissions compared to the existing Cambridge facility and will be operationally net zero. We will also seek to reduce "capital" or "embedded" carbon during the construction phase.

Reducing both capital and operational carbon is a key objective as we continue to develop the design of the new facility, including through the use of lower carbon materials. One of the benefits of the relocation project is that we will create a brand new, state-of-the-art net zero carbon emissions facility from scratch, with a reduced footprint of 22 hectares, around half the size of the current facility.

The opportunity to condense the footprint of the site, combined with new efficient treatment processes and harnessing renewable energy generation on site, will reduce the overall energy consumed. This smaller facility area and the compact design, alongside the site's shorter distance to return treated water to the River Cam, reducing overall lifetime carbon emissions compared to the current facility.

You can learn more about how the new facility will contribute to our goal to reach net zero carbon emissions by 2030 in our Carbon and Climate Factsheet.

## Flood risk

As a water company, it's our job to treat and manage water safely and effectively. The new facility is being designed to treat the waste water of Greater Cambridge, prevent flooding by managing storm flows, and serve the environment. This includes taking account of a growing population and climate change.

The new site is located in the Environment Agency's lowest risk Flood Zone 1. However, we will still be carrying out a detailed Flood Risk Assessment (FRA) for the project and consulting on this with the relevant Internal Drainage Board, Lead Local Flood Authority, and the Environment Agency. We are also exploring a range of Sustainable Drainage Systems (SuDS) to manage surface water on the new site and further reduce the risk of flooding.

More detailed information will be made available as part of our preliminary environmental information, which will be presented at our third phase of consultation next year. In the meantime you can learn more about what we're doing in our Flood Risk and Climate Change Factsheets.

## Storm flow

Storm overflows also play a vital role in our combined waste water network systems as they work like pressure release valves to protect homes and businesses from flooding during periods of extreme rainfall. The Environment Agency (EA) issues permits for our storm overflows.

Over the next five years Anglian Water is investing £811 million as part of our Water Industry Natural Environment Programme (WINEP). This includes work on protecting the environment and improving river water quality. Ours is the largest plan of any water company, with double the number of obligations than in the last five years.

Working with the Environment Agency, we are also exploring alternative means of treating storm water with the objective of meeting better outcomes for the environment, utilising a less carbon intensive installation at the treatment facility. We continue to work with the Environment Agency to identify and implement the most appropriate storm management processes for the new works.

The pumping infrastructure of the new facility has been designed to receive all flow conditions (including storm) without having a negative impact on the existing Cambridge sewer network. Should the level of flow ever exceed the facility's 'flow to full treatment' capacity, storm pumps will start working to divert the excess incoming flows to the facility's stormwater storage and treatment plant. This stormwater management solution will be in accordance with the agreement reached with the Environment Agency as part of the treatment facility permit, and will greatly minimise the risk of release of raw sewage to the environment.

## Growth and resilience to climate change

For 125 years the current site on Cowley Road has been serving the needs of Cambridge and Greater Cambridge and we want the new facility to continue to provide these vital services, treating waste water and storing storm flows to serve a growing population for as long as, or even longer than, the existing facility has done.

One of the benefits of the new site is that it was found to be the best long-term strategic option, providing a sustainable location away from the Cambridge Urban Fringe and areas of potential future development. We have used a 2050 'Design Horizon', which is typical when planning such facilities to accommodate changes in water usage, demand management and population growth. The design will include for flexibility to alter the internal facility footprint after this design horizon to enable it to respond to growth past 2050 without the need to expand outside the current 22 hectare site area.

The new facility is being designed with provisions for climate change resilience. The new facility sits outside the high flood risk area. We will work with the Environment Agency to ensure that the facility is designed to be resilient to increases in rainfall and extreme weather into the 2080s. The new tunnel infrastructure and storm handling capabilities of the new works has been modelled using a 1 in 100 year storm return period.



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.



# The construction phase

We appreciate that our chosen construction and assembly methods can impact the local community if they are not mitigated and managed robustly. We are committed to minimising these potential impacts.

## Construction programme

Technical studies, environmental surveys and further consultation on the proposals will continue until 2022. Following this, if our application for a Development Consent Order (DCO) is approved, construction and decommissioning works will then commence on-site from 2024. We expect these works will take four years to complete, with most of the construction work carried out in the first two and a half years, before the new facility becomes operational in 2028.

## Mitigating impacts and promoting good construction practice

Through our construction and commissioning works we will adopt good practices that reduce our impact on the community and environment. We are aiming to be an exemplar delivery scheme and we are working to identify solutions that reduce our impact. For example we are looking to:

- Reuse excavated soils within the design, minimising the waste that has to be removed from site
- Specify the works materials to be used, so that we can promote the use of recycled products
- Utilise and reuse materials from the existing facility, where appropriate
- Promote offsite fabrication and assembly techniques to reduce traffic movements and time on site
- Reduce our carbon impact by 70% when compared to a baseline delivery model.
- Minimise our energy and water needs and explore providing these through renewable methods

We will also develop a number of focused plans to manage issues that may arise through construction. These include:

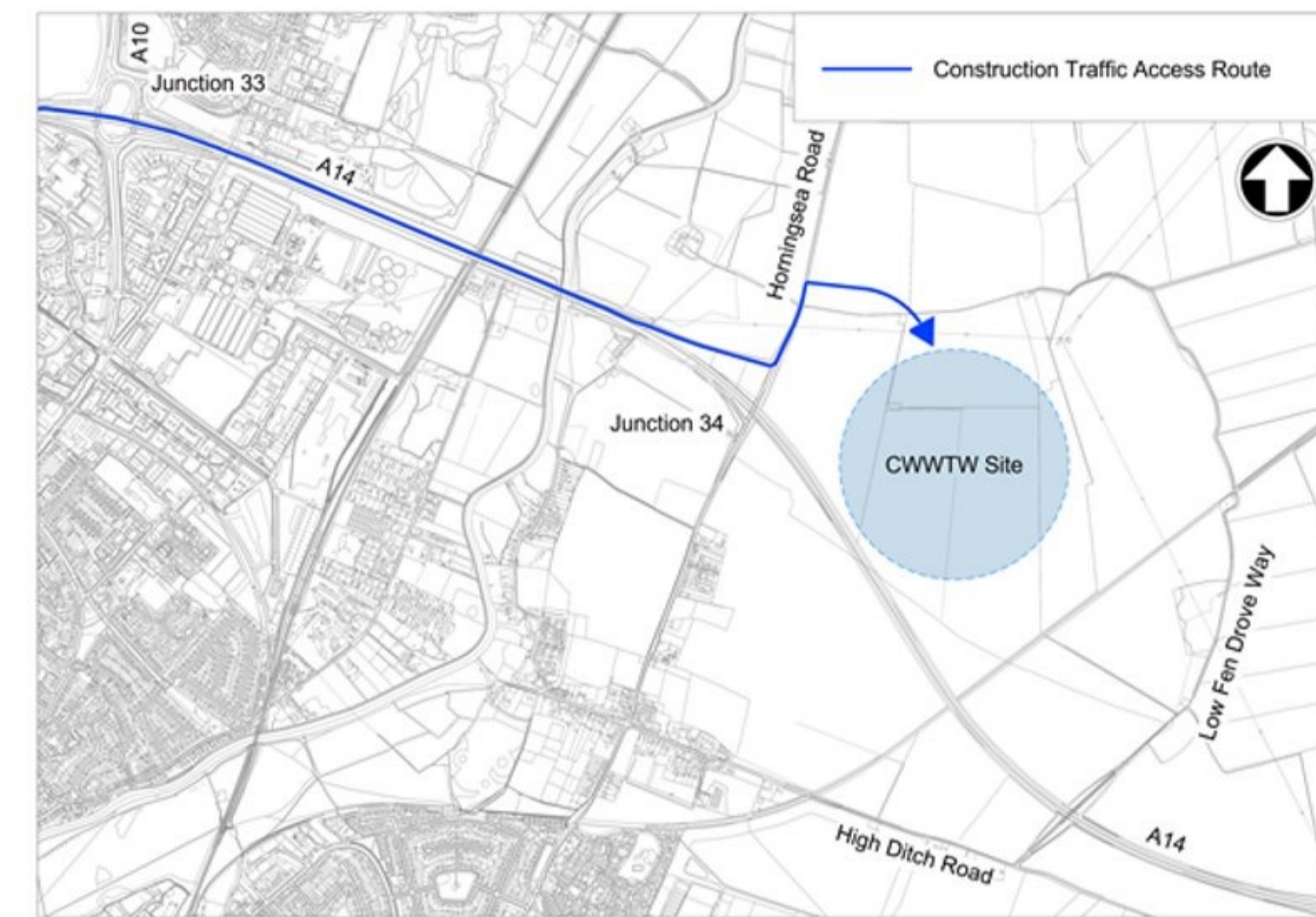
- A **Construction Environmental Management Plan** to respond to and mitigate the environmental, ecological and community impact identified during the design stage
- A **Traffic Management Plan** to manage construction traffic flows
- A **Health, Safety and Welfare Plan** to manage health safety and welfare risks on site
- A **Green Transport Plan** to reduce our transport needs and our impact on the local area
- A **Community Engagement Plan** to drive better communications and integration with the local community

Local communities and stakeholders will be consulted on these as part of our phase three consultation before we submit our DCO application. Our factsheets include more detail on our emerging construction information.

## Temporary access requirements

A separate, temporary access will be required for preliminary construction works, which we anticipate will be from Horningsea Road. Therefore, should Options 2 or 3 be selected for for the permanent access, it is likely that construction traffic would initially access the site via Option 1A until the permanent access has been constructed. You can find out more about these permanent access options on pages 24-27 of this leaflet.

We are continuing to consult with the relevant highway authorities to explore access for construction traffic which minimises disruption to local communities. Site access will be designed to segregate vehicles and pedestrians, as well as delivery vehicles from private cars. Sufficient parking and storage areas will also be provided so that our site operations do not impact the local area.




Plan showing anticipated temporary access for preliminary construction works.

## Construction traffic

It is estimated that construction traffic will range from 100-200 vehicle movements per day (one movement each time a vehicle either enters or leaves the site), to 200-300 vehicle movements per day during the peak of the construction period (estimated within the first two and a half years of construction), as well as light delivery and construction worker traffic.

### Indicative construction activities and the estimated construction vehicle movements associated with each activity

Vehicle movement for specific tasks	Vehicle movements per day
Imported stone for site infrastructure and temporary working platforms	55-70
Large concrete pours to bases of process units	120-150
Arrival of precast concrete units for tank walls	35-50
Road surfacing material	25-35

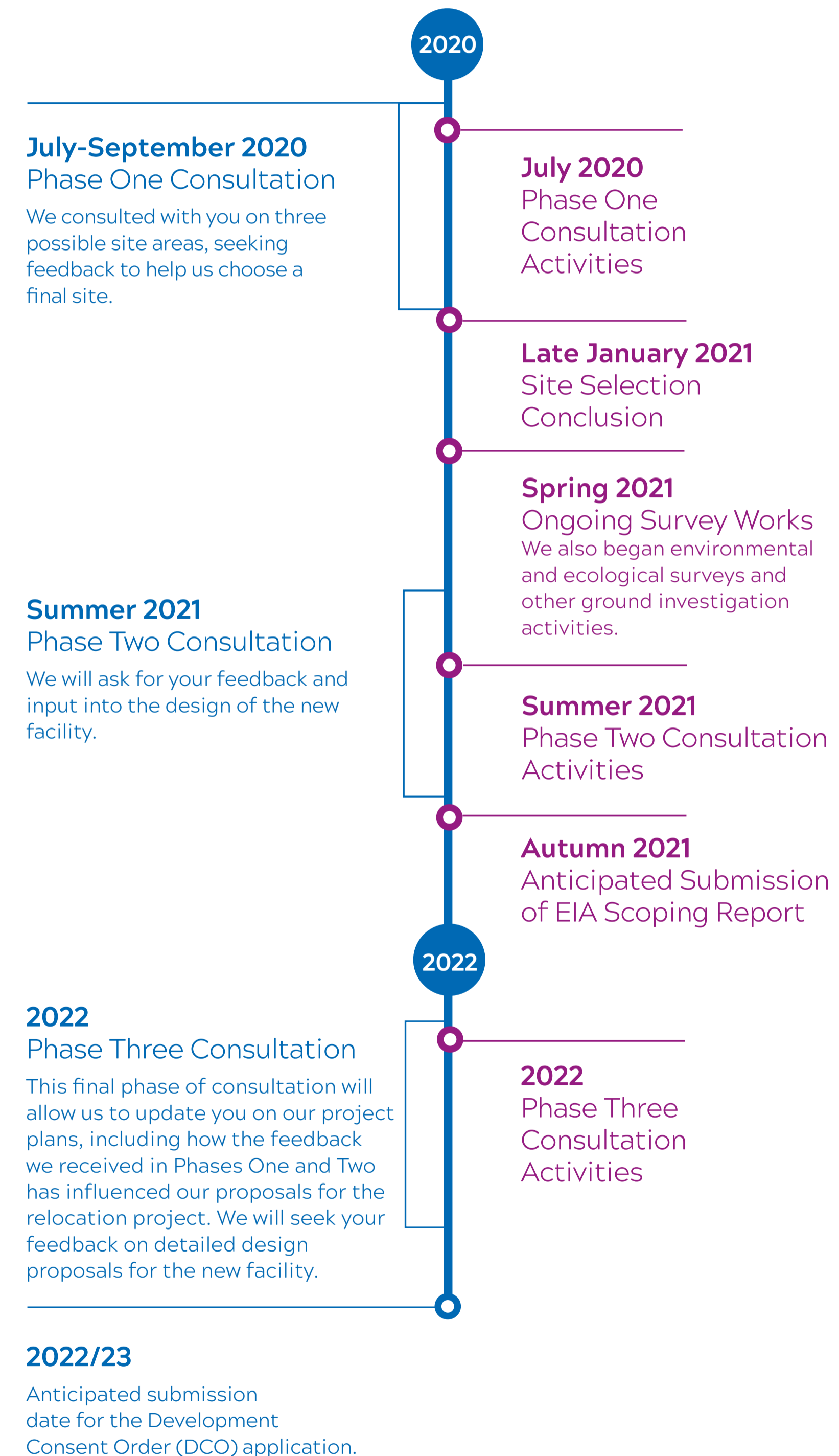
 We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Next steps

Following the end of our phase two consultation on 18 August, we will take the time to carefully consider all feedback received. This will be considered alongside our studies, surveys and ongoing technical assessments to help us develop our detailed design proposals. This includes measures to reduce potential environmental impacts and enhance the surrounding environment, such as for areas for landscaping, biodiversity and recreational amenity, and connecting pedestrian and cycle routes.

We are undertaking a full Environmental Impact Assessment (EIA) for the relocation project, which will inform our developing design. EIA is a detailed process where the likely environmental effects of the proposed development are studied, surveys are carried out and mitigation measures to reduce or remove environmental impacts are identified. This includes continuing to carry out environmental and ecological surveys, ground investigation activities, and gathering additional archaeology and local heritage information and survey data, before submitting our initial EIA Scoping Report to the Planning Inspectorate (PINS) later this year. We will present the findings of our preliminary environmental studies in our Preliminary Environmental Information Report (PEIR) as part of our phase three consultation next year, where we will seek feedback on the detailed environmental information presented, and mitigation measures proposed.

## Community consultation timeline



We want to hear your views on our early proposals. Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform. You can access this through the exhibition.

# Get in touch

We want to hear your views on our early proposals.

Once you have finished reading the information boards, don't forget to provide your feedback using our digital engagement platform.

You can access this if you click 'Have your Say', located on the table.

Our dedicated project website, email address, Freephone information line and Freepost address are open if you have any questions.

You can contact us by:



Emailing at [info@cwwtpr.com](mailto:info@cwwtpr.com)



Calling our Freephone information line on **0808 196 1661**



Writing to us at **FREEPOST: CWWTPR**



Visiting our website at 

Hard copies of consultation materials are available during the consultation period from the locations listed below. If you would like this document in large print, audio or braille formats, please contact us using the details above. Requests for translated summary documents will also be considered.



## Get in touch

You can contact us by:



Emailing at [info@cwwtpr.com](mailto:info@cwwtpr.com)



Calling our Freephone information line on **0808 196 1661**



Writing to us at **Freepost: CWWTPR**



Visiting our website at 

You can view all our DCO application documents and updates on the application on The Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/cambridge-waste-water-treatment-plant-relocation/>