



HOUSE OF COMMONS

LONDON SW1A 0AA

Examining Authority
Cambridge Waste Water Treatment Plant relocation project

Submitted online

20 November 2023

Dear Examining Authority,

RE: Application by Anglian Water Services Limited ('AW') for an Order Granting Development Consent for the Cambridge Waste Water Treatment Plant relocation project

I am pleased to set out below my Written Representation to the Examining Authority regarding the above Development Consent Order ('DCO') application.

I am making this submission in my capacity as MP for South East Cambridgeshire, which includes the proposed site of the relocated Cambridge Waste Water Treatment Plant ('CWWTP').

This submission reflects the strong concerns expressed to me by my constituents, particularly those living in the areas most likely to be impacted by the relocation, namely Fen Ditton, Horningsea, Stow-Cum-Quy and Teversham.

I will focus on the following points:

1. Protecting the Green Belt
2. Preserving the rural character and setting of the area
3. Traffic access
4. Carbon impact

These are points I have raised repeatedly and consistently ever since AW first came forward with its relocation proposal.

1. Protecting the Green Belt

I am concerned that the relocation site identified is in the Green Belt. I am also concerned that only Green Belt locations were considered by AW.

It is important to note that this area of Green Belt was not identified for development in the Greater Cambridge Local Plan, precisely because this land is intended to act as a buffer between various planned local developments, such as at Waterbeach and the

Cambridge Airport site (i.e. 'Cambridge East').

In order to build on the Green Belt, it is normally necessary to demonstrate 'exceptional circumstances' exist.

I appreciate that the CWWTP relocation is intended to make the site of the existing facility on Cowley Road available for new housing. I accept the need to build more houses on brownfield sites.

However, it is understandable that many of constituents have serious reservations about a proposal which would mean building on the Green Belt simply to free-up brownfield land, particularly as I understand that the existing site was only recently upgraded and is expected to have an operational life of many years.

It is important to take into account the impact the relocation would have on our Green Belt.

2. Preserving the rural character and setting of the area

Further to point 1, my constituents have also highlighted the need to preserve the rural character and setting of the area.

The relocated CWWTP would be a large industrial structure located on the Green Belt in the heart of rural England. It would, inevitably, have a significant and permanent impact on the rural character and setting of the area.

It is worth emphasising the following two points:

- The CWWTP would be visible along all of the A14 and therefore, the industrial structure would not only impact local people, it would also impact a much wider group given that the structure would be visible to commuters, visitors etc.
- The flat landscape means that the CWWTP would be visible for miles around, in particular, it would be visible on national footpaths (e.g. Fen Rivers Way, Harcamlow Way etc.).

Again, I have repeatedly and consistently advocated for mitigation on behalf of my constituents, such as lower structures, better natural screening and the use of mature trees from the outset.

Unfortunately, these constructive suggestions have not been taken-up by AW, and the mitigation measures they have put forward fall short of what my constituents feel is needed. For example, many would like the proposed earthwork bank to be at least seven metres in height. AW wants the bank to be lower. In addition, the new samplings AW intend to plant to screen the site are likely to take around 15 years to

reach maturity and even then, they are not expected to provide complete screening.

3. Traffic access

I have also raised concerns about traffic access to the site, both during the construction phase and over the longer-term.

On behalf of my constituents, I have advocated for a new, dedicated junction off the A14 to avoid traffic through nearby villages.

It is important to highlight that as part of the Phase 2 consultation, almost three-quarters of respondents stated that if the relocation goes ahead, the site should be accessed via a new junction (i.e. Option 3).

However, I understand that this option has been rejected by AW in favour of a lower cost alternative (i.e. Option 1b), and it is not being pursued in the DCO.

This decision by AW ignores widespread local concerns that without a new, dedicated junction to access the site, the CWWTP relocation would put considerable strain on existing local infrastructure, adding to queuing and congestion on the A14.

To the extent AW maintains this position and the relocation goes ahead, I would urge that a comprehensive package of mitigation measures is adopted, including (but not limited to) a 'no right-turn' into the site for vehicles travelling along Horningsea Road from Fen Ditton, and for suitable site access to be put in place before any construction traffic needs to access the site.

The site's impact on the A14 should also be monitored, both during construction and once the site is operational, with urgent steps to be taken should concerns about the impact prove correct.

4. Carbon impact

My constituents are also concerned by the lack of a detailed and comprehensive carbon impact assessment accompanying the project. The 11-page report which has been circulated appears to contain no verifiable information, just aspirations.

In particular, both the existing facility on Cowley Road and the proposed new facility are advertised as low carbon developments, but given the absence of a publicly available assessment, local people are worried about the impact of decommissioning the large existing site, followed by the construction of an equally large new facility.

The Examining Authority should be aware that many of my constituents have strong reservations about the need to relocate the existing facility, the suitability of relocating it to the Green Belt and the impact the new facility would have during the construction phase and over the longer term.

I trust that you will take these into account as you consider the DCO application.

Kind regards,



Lucy Frazer MP