

Response to ExA Q1 by Horningsea Parish Council - 20041361

Horningsea Parish Council (HPC) endorses the representations made by the Save Honey Hill Group to the ExA. Horningsea Parish Council does not wish to reiterate the points made by Save Honey Hill Group thereby causing the ExA additional work.

HPC would however like to make a more general comment about the stress that this prolonged consultation and examination has engendered. Residents have expressed their ongoing concerns to the Parish Council in relation to the prospect of a long period of construction and then the operation of the Proposed Development (PD) so close to the village. Over the past three years stress has increased in all age groups due to the uncertainty of outcome. Residents are very concerned about the impact on the landscape, the increase in traffic, disruption to essential routes creating impediment to accessing school and work, impact on local wildlife and the noise, odour and light pollution.

The community also has a very active social programme focused on the Village Hall, Millennium Green, church, community pub and restaurant, and there are fears that this will be blighted by the PD with consequent loss of the benefits of exercise and recreation as well as the loss of custom to local businesses.

ExQ1.20.39

The Applicant, CCoC, SCDC, Waterbeach Parish Council, Horningsea Parish Council

Construction traffic – alternatives

Applicant please respond to all parts; other parties please respond to all parts except a) and c)

b) Are there any known road safety issues in Waterbeach?

We defer to Waterbeach Parish Council who would be able answer this question in more detail, but we feel that the village of Waterbeach is already dealing with a big increase in traffic, including construction vehicles, as the New Town is developed.

Sending construction vehicles down Station Road, Waterbeach is not a good idea. The road is a narrow residential street and lined by parked cars, there is a blind corner opposite the church and there is a level crossing that is frequently in use being the very busy Cambridge to Kings Lynn to London/ Cambridge to Kings Lynn rail line. Pedestrians have to cross the level crossing from the west side to the east side and there is no pavement in some areas. Pedestrians and cyclists often cross at this point to access the station or station car park. It is also poorly lit at night which makes it extra risky in the winter if construction vehicles are using the road. Station Road becomes Clayhithe Road at a sharp bend at the entrance to Cambridge Sailing Club with entrance to The Bridge restaurant just south. Both entrances are frequently used and traffic would be impeded by construction vehicles. Clayhithe Bridge is narrow and vulnerable and cyclists and pedestrians would be at especial risk from wide construction traffic. The entrance to Hartridges Lane is partly concealed and narrow. Large vehicles turning into it from Clayhithe Road would produce a safety hazard.

d) Should any additional mileage / carbon emissions be given negative weight in the planning balance, and would there be any countervailing benefits that should be given positive weight?

There would be additional carbon emissions by avoiding Horningsea High Street. There is obviously a temptation to route construction traffic through the village of Horningsea and this suggestion is

extremely alarming to the Parish Council and to the residents of Horningsea. The ultimate carbon saving would be to compromise, build slightly fewer residential properties at NEC and retain the WWTP at Cowley Road

Relocation to site 2 would have been preferable with less carbon impact and less routing of HGVs onto residential streets. No tunnelling under the River Cam would have been required and the site is closer to the major road network. This site is on Green Belt but this area of Green Belt has been compromised by industrial development; a recycling site and a Park & Ride. Planning permission was granted for construction of a new police station on the site but it still could have accommodated the WWTP. Instead, Site 3 was chosen where most harm to the Green Belt would be caused.

e) Has an option been looked at where construction traffic is split between Waterbeach and Horningsea? If not, why not?

A mitigation offered by the Applicant has been a prohibition on construction traffic travelling through the villages of Horningsea and Fen Ditton.

The option to introduce more traffic into Horningsea or Waterbeach would be very stressful for residents of both villages and highlights the negative consequences of permitting major industrial construction at Honey Hill and routing the traffic onto local roads.

Both villages are already suffering from heavy traffic, speeding traffic and in the case of Horningsea, there have been a series of traffic accidents. The PC has been working hard to obtain traffic calming in our village. Horningsea village is already impacted by traffic that is related to the Waterbeach New Town development.

The Cambridgeshire County Council statistics on accidents in Horningsea do not reflect the true picture. Many accidents are not recorded there because they are not attended by the police. The PC maintains a log of some of the accidents and this is available should the ExA wish to see it. The latest accident involved a speeding car that ploughed into a house on the High Street, 18 October 2023

The PC has installed a solar powered speed recording system at the north end of the village and between January and September 2023, 6,399 vehicles were recorded, speeding in excess of 37mph within the 30mph zone near the north entrance of Horningsea. We have seen within this data speeds of up to 69mph. Due to the limitations of this solar system, the true numbers will be very much higher.

The Horningsea conservation area is not suited to heavy construction vehicles. There are numerous Listed buildings with no foundations that are positioned very close to the High Street There are narrow pavements which also make it hazardous for pedestrians. Cars and HGVs have to mount the pavements to pass oncoming traffic and there are many parked cars. In the summer there is a regular stream of large agricultural vehicles that also mount the pavements. There have been a number of near misses with pedestrians. There is a section without pavement at the northern exit of the village which is used by walkers to access a footpath. Introducing heavy construction traffic would be intimidating to pedestrians and cyclists. Large parts of Clayhithe Road have no footpath.

In the light of existing traffic issues in Horningsea, the Horningsea Greenway scheme is being rolled out to the village. This includes a build out to slow traffic coming into the village from the south, in order to make it safer for cyclists and pedestrians. The build out is planned for construction early 2025. The PC is applying for funding for a series of calming measures at the north end of the village. The Greenways scheme is promoting 'Safe Streets' . Calming and 'Safe Streets' would not be achieved if the WWTP construction traffic was added to our streets.

The PC has concerns about backing up of traffic on the A14 off slip which could be dangerous. The extra burden of traffic going in 4 different directions at the proposed junction could cause a lot of problems and delays. The same issues are encountered at the Denny End junction with the A10. The construction traffic adding to a junction that is approaching its limit at peak times.

HPC has concerns that the CTMP is too vague about non-compliance with the routing of construction traffic, and it fails to specify the corrective action. We also feel that there is too much onus on the residents/ 'local volunteer groups' reporting breaches of the routing agreement. There isn't any explanation of how the ANPR system would actually work. Without any realistic deterrent being spelt out, we don't have any confidence in the CTMP.

Construction Traffic Management Plan, (AS-109/ AWS 5.4.19.7) ES Chapter 19 Appendix 19.7

*'7.3.3 Where a breach or complaint is reported, the Logistics Manager and/or Principal Contractor(s) will carry out an investigation **in order to identify appropriate corrective actions. Where needed, corrective actions will be agreed with Cambridgeshire County Council as the Local Highways Authority and/or community members prior to implementation'***

The Applicant claims that the CTMP measures would mean that 70% of workers would travel by non-single occupancy private vehicle or public transport. At peak building time there are estimated to be around 400 construction workers present each day. There is no public transport to the site except for one bus (No.19 Stagecoach Landbeach to Cambridge) that operates a limited route and limited service on week days only. The first bus arrives in Horningsea about 7:30 & there is one at 9:45. The bus returns at about 13:00 and at 18:30. The nearest train stations are Waterbeach and Cambridge North. Workers have to live near a train station to start their journey. There are restrictions on carrying bikes at peak times. We believe that the majority of the construction staff will want to travel to work by car. They have to mobilise and pack up, long before and after the buses operate and they cannot be compelled to car share. 80 car parking spaces have also been set aside for visitors during the construction period, Construction Traffic Management Plan, (AS-109/ AWS 5.4.19.7) ES Chapter 19 Appendix 19.7, Section 4.4.1

There is also the issue of the simultaneous construction of large scale construction projects bringing about a cumulative impact on the residents of Horningsea and Waterbeach. Waterbeach New Town East and the Waterbeach Station Relocation are of particular concern to both villages.

f) Is CCoC satisfied that suitable mitigation has been proposed for the Clayhithe Bridge / Hartridge's Lane area in response to the issue raised by HPC (see page 59 of Applicant Regard to Section 42 Consultation Responses [APP-167])?

HPC does not feel that Clayhithe Bridge and Hartridge's Lane are suitable for heavy construction plant. These local roads all have a weight limit of 7.5T, and this weight limit remains 7.5T until south of the A14 at Fen Ditton where it is 18T. The left turn into Hartridge's Lane after the bend on Clayhithe Bridge when travelling south makes this a dangerous route. Turning right from the lane to go north to Station Road would also be potentially dangerous. There have been a number of accidents approaching the bridge because people tend to travel too fast on this road. The residents on Hartridge's Lane and at Clayhithe would be affected by the traffic and the narrow lane would be churned up by construction vehicles.

g) Is CCoC satisfied that suitable mitigation has been proposed for Denny End Road and Bannold Road in response to the issue raised by respondents (see page 54 of Applicant Regard to Section 47 Consultation Responses [APP166])?

The ExA has already noted that Para 4.2.222 of Traffic & Transport ES Chapter 19 [AS-038/ AWS 5.2.19] states that the A10/Denny End Road junctions (required for the movement of construction vehicles for the Waterbeach pipeline) will operate over capacity in the 2026 baseline ('Without Development') in the AM peak. This route is already approaching its limit and the WWTP will introduce more construction traffic into a residential area. This project was not supposed to involve routing through local roads.

On the 23/10/23 Lucy Frazer MP sent an email to constituents about a priority to upgrade the A10 including dualling, this would cause significant traffic chaos at that A10 junction and this work could coincide with the construction of the PD

h) Has sufficient regard been paid to the potential for delays at the Station Road, Waterbeach level crossing (see page 55 of Applicant Regard to Section 47 Consultation Responses [APP-166])?

As discussed earlier, this is a busy train line, with at least 4 trains per hour passing through and more at peak times.