

## Cambridge waste water treatment plant relocation DCO (ref: WW010003).

*Responses to Examining Authority's First Written Questions (ExQ1) on behalf of Waterbeach Development Company (WDC) and respective Landowners (20041374)*

### Introduction

WDC has reviewed the first written questions posed by the Examining Authority (ExA) and notes that there are a number which relate to matters at Waterbeach and specifically the land and developments which it is promoting and/or seeking to deliver. Whilst none of the questions has been specifically posed directly to WDC, it is considered that the following responses may be helpful to the ExA.

Whilst the responses have been prepared and are formally submitted on behalf of WDC this has been done in liaison with SLC, as noted in some areas below.

Ref	Question	WDC Comments
1.21	<p><b>Cumulative assessment</b></p> <p>ES Chapter 22 [AS-044] assumes that an interface plan would be in place with the developers of the Waterbeach Station Relocation to mitigate any potential cumulative effects with the Proposed Development. Please provide an update on progress with the development of this interface plan. How will it provide mitigation for potential effects with the Proposed Development? How would the terms of any agreement be managed and through what means by the Applicant? Who would be responsible for any corrective action required?</p>	<p>WDC are not aware of any specific formal interface plan having yet been prepared. Discussions have taken place between WDC and GCP/SLC Rail through a series of co-ordination meetings, as detailed in the relevant SoCGs, and it is anticipated that this process will continue in order to ensure appropriate co-ordination and management/mitigation of cumulative effects during construction phases of the respective developments.</p> <p>GCP/SLC have prepared a plan (Ref: SLCP-ATK-WAT-001-DWG001-07) which illustrates the extent of overlap between the DCO boundary (as originally proposed) and the land area required temporarily during construction of the station. This plan is submitted in conjunction with this response statement, and helps to illustrate that the proposed changes to the Order Limits represent a positive step by reducing the areas of coincidence, although also that some overlap remains.</p> <p>It is therefore acknowledged and welcomed that the Applicant has proposed amendment of the DCO Order Limits in order to reduce the extent of overlap between the respective site areas, noting the potential for construction of the Waterbeach pipeline, with its associated compound, to coincide with that for the new station in close proximity. WDC provided comments in the context of the Applicant's consultation on the proposed changes and has submitted these (in an updated form) to the ExA at this Deadline 1 stage in response to requests for comments within the Rule 8 Letter.</p> <p>It should be recognized, and is noted within those submissions, that further interface is also likely to take place with development of the wider Waterbeach new town East strategic site. In particular, there will be a need to consider and ensure co-ordination of development of an initial east-west link that is required under the terms of a Grampian condition</p>

		<p>proposed in the draft outline planning permission, in addition to reserving land for a potential haul road route from the north (which would serve both station and new town east developments), parallel to the railway corridor. This is alluded to within the area of temporary land for station construction shown on the GCP/SCL plan referred to above.</p>
2.25	<p><b>Benefits</b>  It is proposed that the Waterbeach WRC would be replaced by a new pumping station, which would direct untreated effluent to the proposed WWTP and would support the development of Waterbeach New Town. However, given that the new pumping station at the Waterbeach site is outside of the control of this DCO application (as it is proposed to be provided by the developer of Waterbeach New Town and is subject to a separate planning application which has not yet been submitted), how can the ExA have confidence that this would be granted planning permission and be delivered, if the proposed WWTP were consented? Can an update be provided on the timescale for submission and likely determination of the pumping station? To this end, what extent can the benefits of providing connection from Waterbeach to the proposed WWTP be offered weight in the planning balance at this time?</p>	<p>An EIA Screening request for the proposed new Waterbeach pumping station is to be submitted imminently to SCDC. A Full planning application is likely to be submitted within the next month (prior to the end of 2023).</p> <p>Informal pre-application engagement relating to this proposed facility has been entered into with SCDC officers, who have been constructive and positive. On this basis it is considered that the application ought to be capable of being determined within the statutory 13 week period (anticipating the EIA Screening process will confirm that no EIA is required).</p> <p>The pumping station proposal represents an 'industry standard' facility which is commonplace in connection with many large scale residential/mixed use developments of this nature. It should be noted that securing delivery of the new pumping station will also facilitate removal of the existing WRC (as acknowledged within the question posed). The intention to replace the WRC with a new pumping station was flagged within the outline planning application which has achieved resolution to grant subject to a section 106 agreement.</p> <p>SLC has confirmed that they will work collaboratively with the Applicant to ensure the interfaces between the proposed pumping station and the new railway station are adequately managed.</p>
20.39	<p><b>Construction traffic – alternatives</b>  Applicant please respond to all parts; other parties please respond to all parts except a) and c)  a) Why is construction access to temporary accesses CA16, COA9 and CA20 (illustrated on the map at page 428/554 of the TA [AS-108]) solely via Car Dyke Road / Clayhithe Road rather than via Horningsea High Street?  b) Are there any known road safety issues in Waterbeach?  c) Please provide an estimate of any additional mileage and the additional carbon emissions associated with that additional mileage that would be travelled by construction vehicles travelling via</p>	<p>The public sensitivity towards and desirability to avoid routing construction traffic through Waterbeach village is understood. GCP/SLC and WDC are exploring options for formation of a construction haul road from the A10 and via the Urban&amp;Civic site (Waterbeach New Town West) to the new Waterbeach Station site, and in turn Waterbeach New Town East developments, in order to avoid routing through the village. Anglian Water will be welcome to collaborate during the design development of the haul road to ensure the avoidance and/or appropriate management of any conflicts that might otherwise occur.</p>

	<p>the A10 and Waterbeach towards temporary accesses 7, 8 and 9 to avoid Horningsea High Street – para 3.8.20 of ES Chapter 2 [APP-034] suggests that the route via the A10 might be in the region of 7 miles.</p> <p>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?</p> <p>e) Has an option been looked at where construction traffic is split between Waterbeach and Horningsea? If not, why not?</p>	
20.56	<p><b>Construction phase – cumulative impacts</b></p> <p>Para 4.5.3 of ES Chapter 19 [AS-038] states that: the construction of Waterbeach Station Relocation has the potential to overlap with the construction of the Proposed Development and the Waterbeach New Town East. However, due to the lack of readily available construction traffic information for the Waterbeach Station Relocation, it is not possible to determine whether the cumulative effect of the simultaneous construction of the three developments would result in a significant cumulative effect. However, should construction of developments happen simultaneously, each developer would need to agree their Construction Transport Management Plan with the relevant highway and local planning authority. Para 4.5.6 concludes that: Overall, it is considered it is that the impacts of the proposed development can be mitigated limited through the proposed construction management of the transport network and are not significant.</p> <p>To the Applicant:</p> <p>a) What efforts have been made to obtain construction traffic information for the Waterbeach Station Relocation?</p> <p>b) How can it be concluded that an effect that is not known can be mitigated?</p> <p>c) Could the potential for cumulative impacts be reduced or</p>	<p>Please see estimate of the vehicle movement expected during the construction phase of Waterbeach Station accompanying these submissions, which have been provided by GCP/SLC in connection with the railway station development. With reference to ExQ1 20.39, SLC are exploring options to construct a haul road from the A10 and via the Urban&amp;Civic site in order to avoid construction traffic going through the existing Waterbeach village.</p> <p>As noted here, each development will be governed by the need for submission and approval of a Construction Environmental and Construction Traffic Management Plans. These will provide SCDC the opportunity to consider the degree to which arrangements are aligned, and to consult with Cambridgeshire County Council as part of this process, as well as having the ability to assess against the proposed construction traffic management arrangements for the DCO scheme.</p>

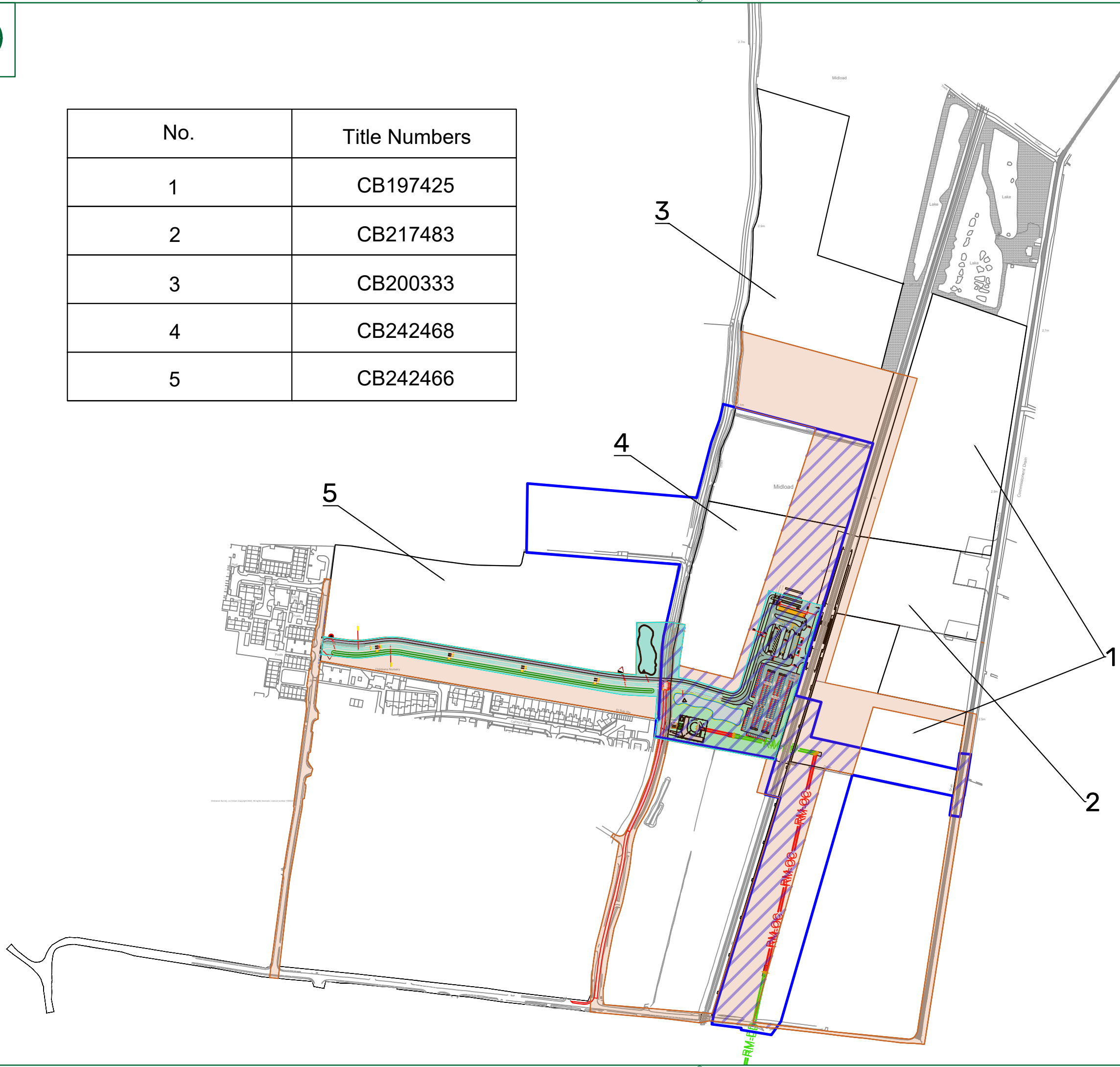
	<p>avoided by routing construction traffic through Horningsea?  d) If there was a significant cumulative impact which could not be mitigated, what are the alternatives to the routing of construction traffic through Waterbeach;  To SCDC, CCoC and Network Rail Infrastructure Limited:  e) Are you satisfied with the approach suggested by the Applicant?</p>	
20.65	<p><b>Mitigation – Denny End Road</b>  Para 4.2.222 of ES Chapter 19 [AS-038] states 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. Therefore, this junction is likely to require intervention by others prior to 2028 (opening year).  a) Who would 'intervene' to address this capacity issue and when? Is there an approved and funded scheme?  b) Before 'intervention', is it acceptable that construction traffic is added to this junction if it is already over capacity? Would this lead to safety issues?  c) Should capacity enhancement works be completed before construction traffic related to the Proposed Development is routed through this junction?  d) If there are issues / concerns, would routing some construction traffic through Horningsea lessen those concerns?  e) Should the Proposed Development make any contribution towards capacity enhancement works?</p>	Please refer to response to ExQ1 20.39 above.
20.66	<p><b>Mitigation – CTMP</b>  At 6.9.10 of the Construction Traffic Management Plan [AS-109] it is stated that There is also a commitment to avoid HGV movements through Waterbeach during school drop-off and pick-up hours throughout term time and to reinstate any areas of footpath affected by the works and to maintain the existing alignment/gradient as much as is practicable.</p>	Please refer to response to ExQ1 20.39 above.

	Where is this commitment set out, and how would it be secured and enforced?	
20.77	<p><b>Junction modelling – commitments</b></p> <p>TA [AS-108] paras 9.1.2 and 9.1.3 state that Traffic modelling has considered the following committed developments in the vicinity of the Proposed Development:</p> <ul style="list-style-type: none"> <li>-Waterbeach New Town, including the relocation of the Waterbeach Station;</li> <li>-Marleigh Development;</li> <li>-Land north of Cherry Hinton;</li> <li>-Cambridge Eastern Access Scheme (CEAS); and</li> <li>-NEC AAP, with special reference to policy 22 which specifies a trip budget.</li> </ul> <p>These committed developments have been considered but are not reflected within the modelling due to the testing of the RWCS, which assumes that these committed developments would not be operational / open during the construction of the Proposed Development.</p> <p>a) Please explain whether any of these commitments have been taken into account in the assessment of the operational phase of the Proposed Development.</p> <p>b) If not, please explain why it is not necessary to include an assessment of these proposals.</p> <p>c) Is it correct to classify all of these prospective developments as 'commitments', for example do they all benefit from planning permission and / or an adopted development plan allocation?</p>	<p>Please refer to response to ExQ1 20.39 above.</p> <p>It is confirmed that the Waterbeach station and Waterbeach New Town schemes are committed developments, by virtue of allocation within the adopted South Cambridgeshire Local Plan.</p> <p>Additionally, the new station benefits from full planning permission (granted 9 January 2020; ref: S/0791/18/FL), and has been established as having been lawfully commenced via approval of LDC application (ref: 23/00541/CL2PD, issued by SCDC on 4 May 2023).</p> <p>The western element of the strategic new town allocation benefits from outline planning permission, and some reserved matters approvals, whilst the eastern portion secured a resolution to grant outline planning permission on 29 January 2021, pending completion of a section 106 agreement (ref: S/2075/18/OL).</p>

**Matt Clarke, Head of Boyer Colchester  
Boyer  
20/11/2023**



No.	Title Numbers
1	CB197425
2	CB217483
3	CB200333
4	CB242468
5	CB242466



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- Key:
- LAND OWNERSHIP BOUNDARIES
  - WATERBEACH STATION TOTAL AREA FOR PERMANENT USE
  - WATERBEACH STATION TOTAL AREA FOR TEMPORARY USE
  - ANGLIAN WATER BOUNDARY
  - OVERLAPPING LAND REQUIREMENTS TBC BETWEEN GCP AND ANGLIAN WATER

Status: **PRELIMINARY**

Rev	Date	Description	Dr	Chk	Apvd
05	14/11/23	Overlapping Land Requirements	BS		
04	13/11/23	Construction Boundary	BS		
03	13/11/23	Anglian Water Boundary	BS		
02	09/11/23	Anglian Water Boundary	BS		
01	02/11/23	Design Overlay	BS	--	--



Client:  
**Greater Cambridge Partnership (GCP)**

Project Title:  
**Waterbeach Station**

Drawing Title:  
**Waterbeach Station Land Requirements**

Sheet Size: A3 | Scale: 1:5000 | Sheet: 1 of 1  
Drawing Number:  
**SLCP-ATK-WAT-001-DWG001-07**

# Waterbeach Station

## Vehicle movement histogram

Week Commencing	Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec																					
	9/2/26	16/2/26	23/2/26	2/3/26	9/3/26	16/3/26	23/3/26	30/3/26	6/4/26	13/4/26	20/4/26	27/4/26	4/5/26	11/5/26	18/5/26	25/5/26	1/6/26	8/6/26	15/6/26	22/6/26	29/6/26	6/7/26	13/7/26	20/7/26	27/7/26	3/8/26	10/8/26	17/8/26	24/8/26	31/8/26	7/9/26	14/9/26	21/9/26	28/9/26	5/10/26	12/10/26	19/10/26	26/10/26	2/11/26	9/11/26	16/11/26	23/11/26	30/11/26	7/12/26	14/12/26	21/12/26	28/12/26					
Week no	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47					
<b>Construction Activity</b>																																																				
<b>Enabling Works</b>																																																				
Temporary haul road and hardstanding (local to site)	10	50	40																																																	
Perimeter fencing		5	5																																																	
Lineside Hoarding / fencing			2																																																	
Cabins and security		1		3	2																																															
Piling mat										10	10																																									
Off hire cabins																																																				
Remove and dispose of temporary fencing																																																				
Remove temporary haul road																																																				
<b>Platform Civils</b>																																																				
<b>Dn Platform</b>																																																				
Piling																																																				
Deliver Piling rig 1												2																																								
Concrete wagon deliveries													5	5	5																																					
FRC																																																				
Deliver shuttering materials															5																																					
Deliver Rebar																		2	2		2	2	2	2	2	2	2	2																								
Concrete wagon deliveries																	10	10		10	10	10	10	10	10	10	10	2	2																							
Deliver Cross walls (precast)																																																				
Deliver hollowcore planks																																																				
Deliver copers and tactiles																																																				
Concrete deliveries for topping																																																				
Tarmac deliveries																																																				
AFA / SME Bridges & canopies																																																				
Deliver steel to site																																																				
Mobile crane																																																				
<b>Up Platform</b>																																																				
Piling																																																				
Deliver Piling rig 2											1																																									
Demobilise Piling rig 2												1																																								
Move piling rig 1																		1																																		
Concrete wagon deliveries																	5	5	5																																	
Demobilise Piling rig 1																																																				
FRC																																																				
Deliver shuttering materials																																																				
Deliver Rebar																																																				
Concrete wagon deliveries																																																				
Deliver Cross walls (precast)																																																				
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AFA / SME Bridges & canopies																																																				
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Mobile crane																																																				





Waterbeach New Station Vehicle Movements per week

