

**Ref: Waterbeach Parish Council's Information and Comments to Question 2.39 Raised by the Inspector Anglian Water's Application Ref WW01003 Relocation CWWTWs**

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/WW010003/WW010003-001331-ExQ1-24Oct.pdf>

**Qn 20.39 page 108**

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

Construction traffic – alternative. 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?

**Please see the following information and comments below**

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 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.

**Please see the following information and comments below**

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?

**Please see the following information and comments below**

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

**Please see the following information and comments below**

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])?

**Please see the following information and comments below**

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])?

**Please see the following information and comments below**

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

**Please see the following information and comments below**

Waterbeach Parish Council (WPC) would like to present the following comments to the ExA as a whole to Qn 20.39 page 108 parts b) d) e) f) g) .

WPC considers that parts a) and c) may also be a consideration by the ExA in the council's response. WPC feel that this is important that the ExA consider the timing of existing, future development and infrastructure plans in the Parish of Waterbeach in conjunction with the DCO.

Policy SS/6 Waterbeach New Town Page 64 South Cambridgeshire adopted Local Plan 2018. The following planning applications have been brought forward:

[South Cambridgeshire Adopted Local Plan 2018 \(scambs.gov.uk\)](https://scambs.gov.uk)

P.A.\_S/0559/17/OL | Outline Planning Application for up to 6500 dwellings (including up to 600 residential institutional units) business retail community leisure and sports uses a hotel new primary and secondary schools green open spaces including parks ecological areas and woodlands principal new accesses from the A10 and other points of access associated infrastructure groundworks and demolition with all matters reserved except for the first primary junction from the A10 and

construction access from Denny End Road. | Waterbeach Barracks And Airfield Site Waterbeach Cambridgeshire **Decision Notice issued 27<sup>th</sup> September 2019 The A10/ Denny End Road junction is designated by developers Urban & Civic for construction traffic to access the ex- barracks development site.**

[S/0559/17/OL | Outline Planning Application for up to 6500 dwellings \(including up to 600 residential institutional units\) business retail community leisure and sports uses a hotel new primary and secondary schools green open spaces including parks ecological areas and woodlands principal new accesses from the A10 and other points of access associated infrastructure groundworks and demolition with all matters reserved except for the first primary junction from the A10 and construction access from Denny End Road. | Waterbeach Barracks And Airfield Site Waterbeach Cambridgeshire \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

S/0791/18/FL Relocation of Waterbeach Railway Station S/0791/18/FL | Relocated railway station comprising platforms pedestrian bridges access road pedestrian and cycle routes car and cycle parking with other associated facilities and infrastructure. | Land Between Cody Road And Railway North Of Waterbeach Cambs **Decision notice issued 20<sup>th</sup> January 2020.**

[S/0791/18/FL | Relocated railway station comprising platforms pedestrian bridges access road pedestrian and cycle routes car and cycle parking with other associated facilities and infrastructure. | Land Between Cody Road And Railway North Of Waterbeach Cambs \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

S/0791/18/NMA1 | Non-material amendments on planning permission S/0791/18/FL to amend wording of conditions 3, 4, 7, 10, 12, 13, 14 and 21 | Land Between Cody Road And Railway North Of Waterbeach Cambs **Decision notice issued 16<sup>th</sup> September 2022**

[S/0791/18/NMA1 | Non-material amendments on planning permission S/0791/18/FL to amend wording of conditions 3, 4, 7, 10, 12, 13, 14 and 21 | Land Between Cody Road And Railway North Of Waterbeach Cambs \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

**The Greater Cambridge Partnership (GCP) are now undertaking the delivery of the relocation of Waterbeach station. The developers Royal London, St John's College Cambridge, Turnstone Estates and local landowners (RLWE) also known as Waterbeach Development LLP (WDC) originally**

pledged to fund the station. Due to viability issues and WDC being unable to raise the funds the GCP have granted £20m City Deal Grant and £17m loan to the developers to enable delivery of the station. It is a requirement by SCDC that the station is in situ to enable PA S/2075/18/OL (referred to below) to come forward.

[New station for Waterbeach \(greatercambridge.org.uk\)](https://greatercambridge.org.uk)

Waterbeach Parish Council is concerned about the cost (if further funding is required) and delivery date of the relocated station in relation to the delivery of the proposed Waterbeach Pumping Station and pipeline to ensure projects do not clash.

At the Waterbeach Forum held 1<sup>st</sup> November 2023 it was noted that the cost of the relocated railway station had increased and the Waterbeach Development LLP had been called before the GCP to discuss. WPC have not been party to any discussions and would therefore appreciate clarity as this could affect the delivery date of the station.

[Waterbeach Community Forum - South Cambs District Council \(scambs.gov.uk\)](https://scambs.gov.uk)

P.A S/2075/18/OL\_S/2075/18/OL | Outline planning permission (with all matters reserved) for development of up to 4500 dwellings business retail community leisure and sports uses new primary and secondary schools and sixth form centre public open spaces including parks and ecological areas points of access associated drainage and other infrastructure groundworks landscaping and highways works. | Land Adjacent Waterbeach Barracks Denny End Road Waterbeach Cambridge Cambridgeshire CB25 9PA

[S/2075/18/OL | Outline planning permission \(with all matters reserved\) for development of up to 4500 dwellings business retail community leisure and sports uses new primary and secondary schools and sixth form centre public open spaces including parks and ecological areas points of access associated drainage and other infrastructure groundworks landscaping and highways works. | Land Adjacent Waterbeach Barracks Denny End Road Waterbeach Cambridge Cambridgeshire CB25 9PA \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

The planning application was recommended for approval by SCDC planning committee on 29<sup>th</sup> January 2021 and is yet to be determined. S106 has not been decided to enable this development to go forward.

[Agenda for Planning Committee on Friday, 29 January 2021, 11.00 a.m. \(modern.gov\)](https://modern.gov)

WPC note that the Financial Viability Assessment Summary was dated October 2020. WPC would like to understand if this document is still valid or needs to be reassessed as it is over three years old. WPC raises this question to ask if PA S/2075/18/OL is viable especially if funds are available to provide a new pumping station at Waterbeach and the cost of decommissioning the existing works associated with the Anglian Water DCO.

WPC are given to understand that the developers have been working with Anglian Water regarding the provision of rising mains to Waterbeach to be delivered in 2024. This came to light from a conversation with Anglian Water about a different matter, WPC have not been party to any discussions. Is the ExA aware of this development. Is it separate from the Waterbeach pipeline in the DCO?

Representation 5366. WPC notes that the Waterbeach pumping Station will be funded by the developers. A separate planning application will be submitted by the developer. WPC notes that the developers have been in conversation with the AWSL Team “about the potential areas of conflict. WPC request clarity regarding this statement to ensure that the projects are delivered in a

timely manner. WPC notes that WDC has not disclosed that PA S/2075/18/OL has not yet been determined.

[Cambridge Waste Water Treatment Plant Relocation project overview \(planninginspectorate.gov.uk\)](https://planninginspectorate.gov.uk)

#### **Waterbeach SPD**

The Waterbeach SPD was adopted by SCDC on 6<sup>th</sup> February 2018.

#### **Page 6.2 page 122 Infrastructure Delivery Plan**

WPC request that the Infrastructure Delivery Plan to be a consideration in conjunction with the DCO and the importance to ensure that Waterbeach New Town comes forward in a timely manner to meet the needs of new residents and existing communities. WPC believes that it is important that developers of the New Town are working in harmony with each other and local authorities to fulfil their commitments when considering the DCO.

[waterbeach-new-town-spd-low-res-feb-2019.pdf \(scambs.gov.uk\)](https://scambs.gov.uk)

WPC request that policies within the Waterbeach Neighbourhood Plan (WNP) which was made on the 23rd March 2021, are taken into consideration with regard policy SS/6 and the DCO application.

[Waterbeach Neighbourhood Plan - South Cambs District Council \(scambs.gov.uk\)](https://scambs.gov.uk)

WPC also request that supporting documents to the WNP are also a consideration.

#### **Strategic Environmental Assessment**

[strategic-environmental-assessment-screening-determination-report-march-2020.pdf \(scambs.gov.uk\)](https://scambs.gov.uk)

#### **WNP Character and Heritage Assessment**

[Report Crowhurst Heritage and Character Assessment 2017-07-18 \(waterbeach.org.uk\)](https://waterbeach.org.uk)

#### **WNP Design Principles**

[Waterbeach Neighbourhood Plan Design Principles \(scambs.gov.uk\)](https://scambs.gov.uk)

WPC ExA consider all matters associated with Policy SS/6 and the WNP to ensure that the DCO and associated works particularly the construction phase of the WWTW and Waterbeach Pumping station and Waterbeach pipeline are delivered in a timely manner and not to the detriment of Parishoners and Parish. The policies in the WNP were designed due to issues and options identified as the plan was being written which may help to inform ExA decisions.

The following document, Waterbeach Transport Mitigation Scheme is for determined planning permissions P.A.S/0559/17/OL and S/0791/18/FL. It was kindly provided by the Transport Assessment Team Cambridgeshire County Council. Please note the S106 obligations and conditions required to enable the granted permissions to come forward. Please note the triggers when developer obligations are required to be met which may have an impact on the DCO application and the Waterbeach Pumping Station. It is unclear what S106 obligations and conditions for PA S/2075/18/OL have been agreed it has not yet been determined but may be a consideration with the DCO application. WPC would like to ask who will be the responsible body/bodies who will

monitor and manage the delivery of a new sewage treatment works as the settlements of Waterbeach New Town and Cambridge North East come forward and required infrastructure.

<b>Waterbeach Transport Mitigation</b>	
<b>TRANSPORT ASSESSMENT TEAM</b>	
<b>CAMBRIDGESHIRE COUNTY COUNCIL</b>	
<b>PREPARED BY:</b>	<b>Tam Parry</b>
<b>DATE:</b>	<b>19<sup>th</sup> March 2020</b>

The below is a summary of transport mitigation secured from developments that would directly benefit the village of Waterbeach and its residents. This relates to applications that have received planning approval.

No	Scheme	Development	Route	Value	Trigger – No Later Than
1	Ped and cycle route from Denny End Road to Key Phase 1 (KP1) and CRP through the Barracks	UC S559/17	Condition 28	NA	First occupation
2	Ped and cycle route from A10 north of Denny End Road to Key Phase 1. Route is within the Barracks site itself.	UC S559/17	Condition 28	NA	First occupation
3	To widen the footway alongside the A10 between Denny End Road and Ely Road Milton	UC S559/17	Condition 29	NA	First occupation
4	A shared ped and cycle path and access from Denny End Road east of the Innovation Park into the site	UC S559/17	Condition 29	NA	First occupation
5	Waterbeach Rail Station Bus stop and footway on Clayhithe Road	UC S559/17	Condition 30	NA	First occupation
6	Transport interchange within KP1 for buses with cycle and car parking	UC S559/17	Condition 31	NA	First occupation
7	A10 bridge at Denny End Road for peds and cycles – links to the Mereway cycle route	UC S559/17	S106	NA	150
8	Denny End Road works – to increase capacity on Denny End Road	UC S559/17	S106	NA	150
9	ATC Traffic monitoring equipment and maintenance	UC S559/17	S106	£42,000	Commencement
10	Bus service B linking CRP with Waterbeach station and Bus service C when not used by B. C is more of a community used bus.	UC S559/17	S106	NA	150 to 1600
11	Environmental improvements to local villages to make provisions for pedestrians and cyclists, improve safety and install traffic management measures e.g to prevent rat running.	UC S559/17	S106	£836,000	750 for approval of schemes
12	Environmental improvements to local villages design work – The developer's agents Stantec are to work with the Parish Councils to identify, cost and develop schemes. Any scheme would need to be agreed by CCC	UC S559/17	S106	£50,000	NA

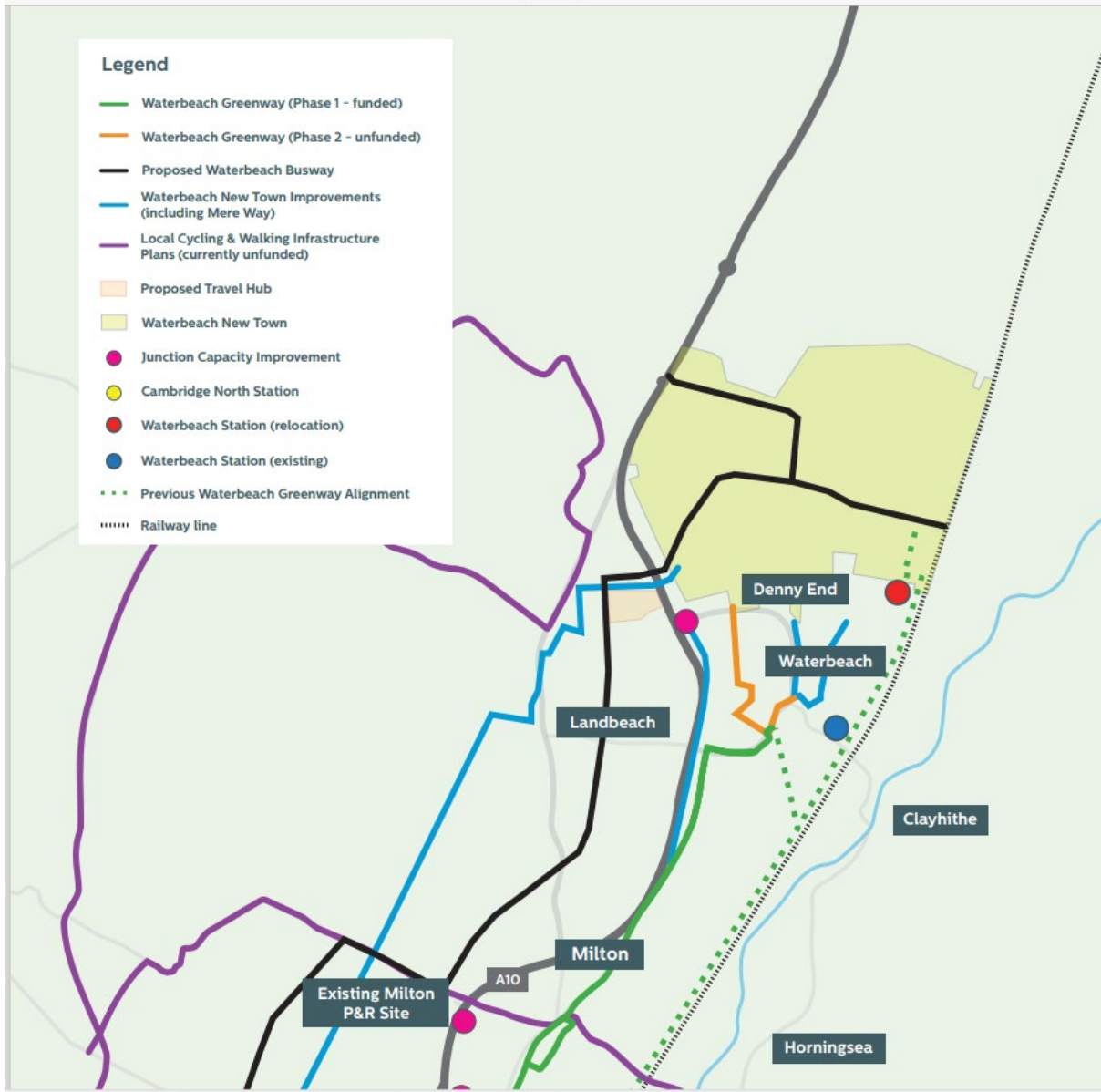
	before they are fully designed and safety audited. CCC will then agree a timetable for delivery of each scheme. These schemes are then installed to address rat running and to increase safety, to the agreed timetable. Note that the need for intervention will be informed by the ongoing monitoring of movements through the villages.				
13	Existing bus service contribution from Waterbeach to Eastern Cambridge through Horningsea	UC S559/17	S106	£275,000	160
14	Mere Way cycle route between Denny End Bridge over the A10 and Cambridge Regional College.	UC S559/17	S106	NA	150
15	Milton Cycleway improvements through Milton village to Jan Causton Bridge. Links to footway widening alongside the A10.	UC S559/17	S106		First occupation
16	Parking consultation contribution and implementation of parking controls around the existing railway station if required.	UC S559/17	S106	£50,000	1000
17	Toucan Crossing over A10 at Car Dyke Road / Waterbeach Road	UC S559/17	S106	NA	1250
18	Waterbeach Station Improvements for footpath access and cycle storage	UC S559/17	S106	£350,000	First occupation
19	Waterbeach station contribution A to Network Rail for station improvements to platform width, passenger amenity.	UC S559/17	S106	£1M	50
20	Waterbeach station contribution B to barrier safety at the level crossing.	UC S559/17	S106	£500,000	First occupation
21	Railway Station CEMP including access arrangements for construction of the new railway station.	RLW S/791/18	Condition 14	NA	Commencement
22	Cody Road footway improvements	RLW S/791/18	Condition 18	NA	Opening
23	Bannold Drove improvements for access to the new station.	RLW S/791/18	Condition 18	NA	Opening
24	Traffic calming measure to improve pedestrian safety at Denny End Road with Bannold Road	RLW S/791/18	Condition 20	NA	Opening
25	Traffic calming along Way Lane and St Andrews Hill	RLW S/791/18	Unilateral Undertaking	£50,000	Commencement
26	Waterbeach Nurses Accommodation Improved cycle parking at Waterbeach station.	UC S/3204/16	S106	£10,000	14
27	Raised pedestrian crossing over Way Lane at the rear access to the primary school.	S/0095/18/CC	Condition	NA	First occupation

Please note scheme 9 - ATC traffic monitoring and equipment. WPC are advised that traffic monitoring is undertaken at Denny End Road and Station Road. WPC has requested the data from Cambridgeshire County Council and are awaiting the information.





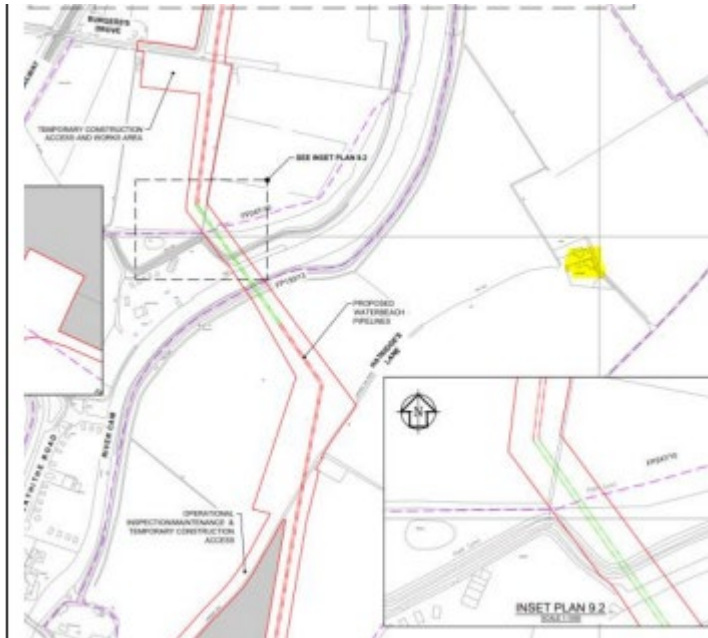
The GCP have a live consultation for a Cambridge to Waterbeach Greenway (closing date 8<sup>th</sup> December). The Greenway exits greenfield land at Car Dyke Road. Please note that the orange route Waterbeach Greenway phase two is unfunded which could be a potential danger to greenway users. Although the proposal is still at the consultation stage it is a consideration regarding the DCO construction traffic proposals.





**18.2 page 89**

**Applicant Assessment** Please justify why Grange Farm, Clayhithe Road was not included as a sensitive receptor within ES Chapter 17 [AS036] for which noise and vibration monitoring and modelling was undertaken, given it appears to be a residential property adjacent to a construction access?



**Note top left corner where construction material is proposed to be stored.**

**WPC notes that the area proposed to store construction material is close to allotments, Burgess Road and Drove and walking routes to and around the river Cam identified in the WNP. WPC request that the applicant identify a different site on WDC LLP land for least disruption to people and the environment.**



COND28 for planning application S/0559/17/OL the following matter has been raised with SCDC by Tim Slater, WPC planning consultant provided by U&C and RLWE on more than one occasion. To date the WPC has not received a response. Condition 28/29 decision notice dated 27<sup>th</sup> September 2018 states:

*“28. Early phase on-site pedestrian-cycle routes No dwellings hereby approved shall be occupied until details of the following schemes for pedestrian and cycling connections have been submitted to and approved by the Local Planning Authority and implemented in accordance with the approved plans: (i) a safe and lit pedestrian and cycling connection between the defined Key Phase 1 area and Denny End Road, via the former barracks area; (ii) a safe and lit pedestrian and cycling connection between the defined Key Phase 1 area and the A10 in an area north of Denny End Road; (Reason: To ensure the development meets the transport objectives of Policies SS/6 and TI/2 of the South Cambridgeshire Local Plan, 2018.)*

29. A10 pedestrian and cycle route No residential dwellings hereby approved shall be occupied until the following schemes have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plans: a) improve and widen the existing shared pedestrian and cycle path between the A10 junctions with Denny End Road and Ely Road, Milton; and b) a shared pedestrian and cycle path immediately north of Denny End Road with access into the development site. (Reason: To ensure the development meets the transport objectives of Policies SS/6 and TI/2 of the South Cambridgeshire Local Plan, 2018.)

Waterbeach Transport Mitigation document “TRANSPORT ASSESSMENT TEAM CAMBRIDGESHIRE COUNTY COUNCIL PREPARED BY: Tam Parry DATE: 19th March 2020” states:

*“4. Scheme : A shared ped and cycle path and access from Denny End Road East of the Innovation Park into the site UC S559/17 Condition 29 First occupation”* WPC note that this has not been brought forward for consideration in the application for discharge of condition 29.

At SCDC planning Committee held on Wednesday 14<sup>th</sup> July 2021 WPC was represented by Cllr Kate Grant and Cllr Jane Williams to speak on planning application ref: 20/05252/FUL, Innovation Park Denny End Road Waterbeach. WPC representatives asked if it would be possible that there would be a lit footway linking the village to the Innovation Park. It was stated by officers that it was not necessary under planning ref 20/05252/FUL as this was part of U & C’s obligations to provide. Please see evidence on the following links:

<https://applications.greatercambridgeplanning.org/online-applications/applicationDetails.do?keyVal=QLJOUBDXLT900&activeTab=summary>

Link to agenda SCDC planning committee meeting held on Wednesday 14<sup>th</sup> July 2021:

<https://scambs.moderngov.co.uk/documents/g9191/Agenda%20frontsheet%20Wednesday%2014-Jul-2021%2010.00%20Planning%20Committee.pdf?T=0>

Link to broadcast where the Denny End Road cycle and footway was discussed:

<https://www.facebook.com/SouthCambridgeshireDistrictCouncil/videos/638460530889436>

Link to Printed minutes SCDC Planning committee 14<sup>th</sup> July 2021:

<https://scambs.moderngov.co.uk/documents/g9191/Printed%20minutes%20Wednesday%2014-Jul-2021%2010.00%20Planning%20Committee.pdf?T=1>

Excerpt from the minutes as follows:

*“There was some concern relating to the phasing of the footpath lighting along the north side of Denny End Road. Cambridgeshire County Council had not requested this as provision would be made by Urban & Civic as part of the development of the New Town. Following an intervention from the Delivery Manager (Strategic Sites), the agreed by affirmation to ask officers to negotiate with Urban & Civic the early delivery of said footpath and lighting.*

*b. together with Waterbeach Parish Council, the possibility of a scheme being brought forward by Urban & Civic that would secure street lighting and footpath improvements along the footpath to the north of Denny End Road as part of Phase 1A of the current application; “*

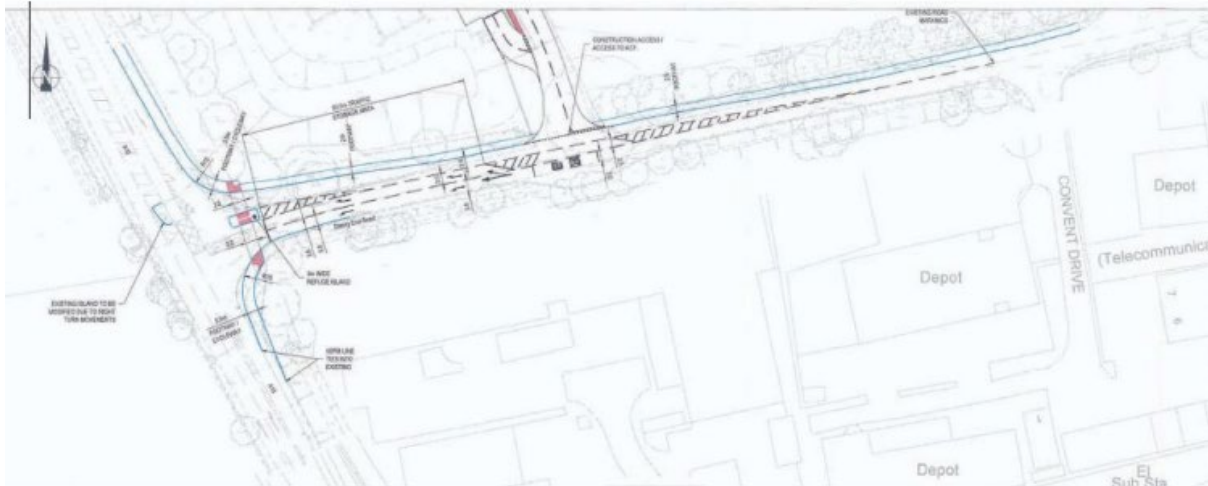
U & C’s Update to Parish Council 7<sup>th</sup> March 2023

Denny End Road footpath connection – Condition 28 Denny End Road was subject to two key infrastructure investment commitments as part of the Outline Application. These consist of improving the vehicle capacity of the junction to support the movement of traffic in and out of the village to the A10 (the A10/Denny End Road Works); and improving the cycling and walking connections between the village and Key Phase 1 (Condition 28 pedestrian and cycle routes). The planning discussions and documents included initial schematic diagrams of the potential approaches to both requirements as illustrative options.

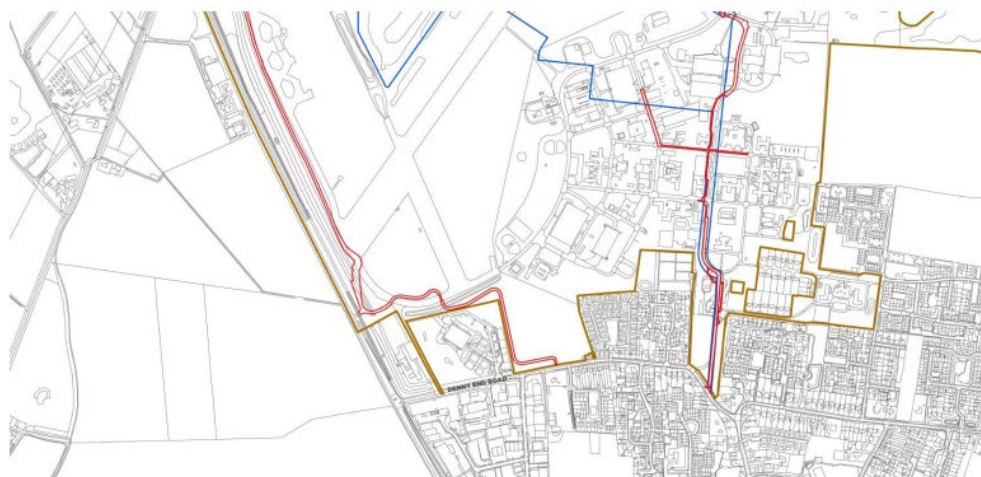
These have then been subsequently evolved into detailed plans for agreement with the planning and transport authorities. As the detailed design was developed, a few key aspects became clear, which were rolled into the design process:

Improvements to the capacity of Denny End Road includes road widening which would compromise the cycle and walking options for Denny End Road.

With the cycle and walking infrastructure coming forward with a focus on the bridge over the A10 and the connection to Mere Way, the Denny End Road route did not provide the most appropriate or beneficial routing for walking and cycling. From these approaches the team have been working up an enhanced walking and cycling route, which takes people away from the Denny End Road junction enabling them to connect to the new infrastructure without having to navigate the junction whilst ensuring those cycling up or down the A10 route can do so using the new crossing installed at the junction. Below is shown the initial and illustrative planning layout for the cycling route and below that the new route, which was developed and approved.



Initial schematic shows a straight path along one side of Denny End Road, which has now been superseded as impracticable.



Approved plans show an off road route connecting from Denny End Road directly through to the infrastructure along the A10, bridge and Mere Way.

The approach here also enables clarity for the planning discussions around the Cambridge Innovation Park to be progressed directly with the Park, and to the timescales they need. The County Council and District Council team are supportive of the new approach to provide the most effective cycle route to the north and west. Cyclists heading south from the new development will be able to safely join the new infrastructure to Mere Way or the A10 (north and south); cyclists from the village will have that option or be able to use the Greenway or the village and Car Dyke Road to connect to the A10 route. This route will also be supported by both the public realm works in the village and the Greenway scheme. We would welcome additional discussion on this if that is helpful. It is anticipated that the connections will be put in place during 2023/2024, ahead of 150 occupations and as part of the delivery of the works to deliver the bridge and northward connections to the Cambridge Research Park roundabout.



## **SCDC Response**

The footpath (or lack of) along Denny End Road is not considered to be part of U&C outline Condition 28. The Denny End works form part of the County Council's s106 scheme which is defined in the U&C s106 as 'A10/Denny End Roadworks'. This is further defined as 'works of junction widening of Denny End Road at its junction with the A10 with Denny End Road to provide greater vehicular capacity at the junction on both Denny End Road and the A10 in conformity with Drawing H.

Drawing H is defined as –

'drawing number 30509/2003/SK24/P1 identifying the A10/Denny End Road Works and appended hereto at Part 3 of Annex E, or such other drawing as may be approved by the County Council or Determined'.

The footpath or lack of is one that was or should have been addressed by the County Council as part of the s278 agreement of the Highways Act 1980 technical approval process for this junction. This approval process would take place in accordance either as part of drawing 30509/2003/SK24/P1 or 'such other drawing as may be approved by the County Council or Determined'. The important element here is the phrase 'or such other drawing as may be approved by the County Council or Determined'.

It is not the responsibility of U&C to address any issues relating to access from the village to the Innovation Park. There are no clauses in the U&C s106 agreement or planning conditions that require this. The Innovation park scheme however was amended to provide direct cycle and footpath access with the new town.