

Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

Statement of Common Ground: National Highways

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Version History

Version	Date	Author	Description of change
01	25 October 2023	KT	First Draft following the submission of the DCO Application and to update the position established in the Relevant Representations
02	17 October 2024	KT	Updated to reflect actions from ISH3 and meeting of 16.01.2024 for submission by both parties at Deadline 4.

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1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground (“SoCG”) is submitted as part of an application by Anglian Water Services Limited (“the Applicant”) for a Development Consent Order (DCO) under the Planning Act 2008 (‘the Application’).
- 1.1.2 The Application is for the provision of a new modern, low carbon waste water treatment plant for Greater Cambridge. The project is an enabler of sustainable growth. The relocation of the existing works, from its current site, will unlock the last large brown field site in Greater Cambridge and allow the creation of a new city district and provide much needed housing and commercial space in a sustainable location, with access to transport, jobs and recreational opportunities.
- 1.1.3 This SoCG has been prepared by the Applicant and agreed with National Highways. National Highways is the government company charged with operating, maintaining and improving England’s motorways and major A roads. It is responsible for managing the strategic road network (SRN) and ensuring it can operate in accordance with the Highways Act. It is a statutory consultee for the project and is interested in the Applicants proposals and any impact on the SRN.
- 1.1.4 The Applicant has engaged with National Highways to ensure any access proposals for the project are in accordance with policy and can be managed effectively, along with traffic management and traffic plan proposals during the construction and operational phases of the development.
- 1.1.5 To date, National Highways has provided views on draft proposals at various stages of the design development.
- 1.1.6 This SoCG has been prepared by the Applicant and agreed with National Highways. Any reference to ‘the parties’ means the Applicant and National Highways.
- 1.1.7 This SoCG has been prepared to identify matters agreed, not agreed and matters currently outstanding between the Applicant and National Highways.

1.2 Approach to the SoCG

- 1.2.1 The SoCG will evolve as the DCO application progresses to submission and through examination. It is structured as follows.
- Section 2 confirms the pre-application consultation undertaken to date between Anglian Water and National Highways;
 - Section 3 identifies the relevant documents on which the agreements recorded in this SoCG were reached;
 - Section 4 provides a summary of matters that have been agreed, are still under discussion and which are not agreed at the point of examination;

Agreed	indicates where the issue has been resolved and is recorded in Green and marked “ Low ”
Under Discussion	indicates where these issues or points will be the subject of on-going discussion whenever possible to resolve or refine the extent of disagreement between the parties and is recorded in Amber and marked “ medium ”
Not Agreed	indicates a final position and is recorded in Red and marked high

- Section 5 includes the signatures of all parties to confirm their agreement that this SoCG is an accurate record of key meetings and consultations undertaken and issues and discussions as at the date of this SoCG.

1.3 Status of the SoCG

- 1.3.1 This version 1 of the SoCG represents the position between the Applicant and National Highways at 19 January 2024 covering the pre-application and pre examination stages of the process. The SoCG will continue to be reviewed and progressed through out the examination as well as any actions arising from the Issue Specific Hearings on the draft DCO.
- 1.3.2 A Principal Areas of Disagreement (PAD) document identifying the specific points still not agreed will be updated and submitted to the Examining Panel during the examination. The Protective Provisions submitted with the Application are attached at Appendix 2.

2 Consultations and engagement

- 2.1 The Applicant has engaged with National Highways in a series of meeting within a Technical Working Group forum and in one to one meetings on specific issues.
- 2.2 A full table recording the engagement that have taken place to date between the parties to this SoCG in connection with the proposed development and initial agreements reached are set out in full in Appendix 1.

3 Documents Considered in this SOCG

3.1.1 In reaching common ground on the matters covered in this SoCG, the parties referred to the following documents:

- Transport Assessment Scoping Note April 2021 – Mott MacDonald;
- Draft Development Consent Order
- Works Plans (App Doc Ref 4.3.0 - 4.3.11)
- Traffic and Access Chapter 19 (App Doc Ref 5.2.19) and Chapter 19 Appendices (Baseline Traffic surveys, Traffic surveys, Transport Assessment, Pedestrian Counts, Traffic flow diagrams, Junction capacity reports,
- Construction Traffic Management Plan, Workers Travel Plan, Construction Workers Travel Plan – (App Doc Ref 5.4.19.1 – 5.4.19.9)
- Code of Construction Plans (CoCP) Parts A and B (App Doc Ref 5.4.2.1 and App Doc Ref 5.4.2.2).
- Book of Figures – Traffic and Access (App Doc Ref 5.3.19).
- Design Plans – Highway (App Doc Ref 4.11.1 - 4.11.6).
- Access and Traffic Regulation Order Plans (App Doc Ref 4.7.0 – 4.7.10).
- Road Safety Audit Version 1
- Operational Logistics Management Plan (Ap Doc Ref 5.4.19.10).

4 Summary of and status of agreement

4.1 General matters

Table 4.1 Details the summary and status of general matters

Topic and Document Reference	Comments	Status	Summary of Position
Area of responsibility App Doc Ref 4.11.6	Area of responsibility between relevant traffic authorities.	Low	The parties have agreed that App Doc Ref 4.11.6 sets out an accurate representation of the boundaries between National Highways area of responsibility and the area of responsibility for Cambridgeshire County Council.
Traffic Displacement	Junction Assessment	Low	The parties have agreed in principle that the traffic numbers for the existing facility at junction 33 of the A14 are a direct displacement in numbers to the new access proposed at junction 34.
Choice of Access to proposed development	Use of Junction 34 of the A14 of the Strategic Road Network as the appropriate access for CWWTPR.	Low	The parties have agreed that the appropriate access for the new development is via junction 34 of the A14 Strategic Road Network. A new junction on the A14 to serve the proposed development was not acceptable principally on DfT policy grounds [<i>DfT Circular 01/2022 'Strategic Road network and the delivery of sustainable development'</i>] and safety concerns.
Assessment Approach	Assessment presented in ES Traffic and Access Chapter 19 (App Doc Ref 5.2.19) and Chapter 19 Appendices (Baseline Traffic surveys, Traffic surveys, Transport Assessment, Pedestrian Counts, Traffic flow diagrams, Junction capacity reports.	Low	The assessment approach is agreed including the data gathering methodology, baseline data, scope of the assessment, the approach to the modelling and optioneering and presentation of results, the embedded environmental measures and that the assessment methodology set out is appropriate.

Public Rights of Way	National Highways will defer to the Local Authorities for approval and the appropriateness of Walking, cycling and horse riding assessments including temporary diversions and the creation of the new Public Rights of Way. National Highways would expect to see compliance with DMRB-GG142.	Low	Agreed
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4.2 Design Plans

Table 4-2 Details the summary and status of Design Plans

Topic and document reference	Comments	Status	Summary of position
Effect on surrounding road networks	Effects identified on surrounding road networks, including B1047 Horningsea Road and junctions with the A14 during construction and operation phases.	Low	<p>The parties have agreed that there are no necessary modifications or mitigation measures on the Strategic Road Network (SRN) save for the following to the existing Local Highway Authority infrastructure;</p> <p>Replacement of the existing parapet on the A14 Horningsea Road overbridge with a higher “cycleway compliant parapet” adjacent cycle way on the bridge.</p> <p>It is agreed (meeting 16.01.2024) that this parapet height should be 1.8m compliant with both cyclist and equestrian use. This modification is made following stakeholder feedback.</p> <p>Realignment of the carriageway on the A14 Horningsea Road overbridge (and associated structural assessment of bridge).</p>

			Changes to the northern signalised junction to provide a 4 th arm (to access the CWWTW site).
			Minor changes to the southern signalised junction (due to the realignment of the carriageway on the Horningsea Road overbridge).
Transfer tunnel Protection of Geotechnical assets		Low	Geotechnical Borehole Data is sought by National Highways if this is available. Geotechnical Approval for tunnel under A14 would be required. It is agreed (meeting 4 January 2024) that the Applicant will submit by Deadline 5 Statements of Intent in accordance with CD622 setting out the protection for geotechnical assets to include the Waterbeach crossings and the A14 transfer tunnel crossing.
Road Safety Audit Version 1	This is appropriate and accepted.	Low	Agreed

4.3 Management Plans

Table 4.3 – Details the summary and status of Management Plans

Topic and Document Reference	Comments	Status	Summary of Position	National Highways comments
CoCP Part A and B App Doc Ref 5.4.2.1 and 5.4.2.2	The purpose of the CoCP is to monitor, control and manage construction impacts throughout the construction period to manage the potential environmental impacts of construction works.	Low	Agreed in principle provided it follows DMRB guidance throughout.	National Highways agree in principle with the Code of Construction Practice documents. It is acknowledged that all works under and in close proximity to the A14 will be covered by the Protective Provisions (currently in draft) including

				protection measures required to ensure safety for all affected parties whilst working on the SRN.
Construction Traffic Management Plan App Doc Ref	The CTMP aims to ensure satisfactory temporary signage, traffic marshalling in conflict zones during peak hour Most traffic is via Junction 34 Temporary signage on A14 Construction Routes and Access Points and CMCP	Medium	National Highways to review with particular reference to section 6.8, 6.9 and 6.10 and confirm the proposals for planned and emergency road closures are appropriate.	Following a meeting on 16 January 2024, the use of traffic marshalling is better understood and will not be positioned on the SRN. National Highways agree with the proposed measures in the event of planned and emergency road closures.
Construction Workers Travel Plan	The Construction Workers Travel Plan aims to encourage construction workers to travel to and from the site via sustainable modes, minimise environmental impact and consider the safety and travel patterns of site workers.	Low	The parties have agreed to this document in principle, subject to further discussions as the examination	National Highways are content with the measures set out within the outline Construction Workers Travel Plan. It is understood a detailed Travel Plan will be submitted post consent to secure the appropriate measures and monitoring mechanism.
Operational Workers Travel Plan	The operation workers travel plan seeks to reduce overall need to travel to the site, use sustainable modes of transport or reduce carbon emissions or single occupancy car travel.	Low	The principles identified within the Travel plan are agreeable to National Highways with regular monitoring	National Highways are content with the measures set out within the outline Operation Workers Travel Plan. It is understood a detailed Travel Plan will be submitted post consent to secure the appropriate measures and monitoring mechanism.
Operational Logistics Management Plan (App Doc Ref 5.4.19.10)	The implementation of a OLTP is to minimise impacts that the delivery and servicing of the Proposed Development will have on the surrounding transport network. This includes a reducing operational vehicle movements at peak times on the local road network, reducing emissions from vehicles, and	Low	For review from National Highways and agreement following meeting on 16.01.24	National Highways are content with the objectives of the Operational Logistics Traffic Plan and the proposed measures, including restriction of operational vehicles accessing and egressing the proposed site to reduce the impact on Junction 34 of the A14. It is understood a detailed OLTP will be submitted post

operating in a way that maintains good relations with neighbours of the proposed WWTP

consent to secure the appropriate measures and monitoring mechanism. National Highways are content with the proposed trigger points to update and refine the plan, where required.

4.4 Protective Provisions

Table 4.4 Details the summary and status of Protective Provisions

Topic and Document Reference	Comments	Status	Summary of Position
dDCO Schedule []	Proposed Protective Provisions incorporated within the dDCO for the Protection of National Highways.	High	The Applicant included protective provisions for the benefit of National Highways within the draft Order submitted as part of the Application. These protective provisions which were included had been shared with National Highways and were subject to negotiation between the parties. National Highways has now advised that they require the inclusion of their Standard Protective Provisions in the DCO rather than the set which were subject to previous negotiation. These standard protective provisions are currently being reviewed by the Applicant and the Applicant continues to engage with National Highways in relation to the inclusion of these standard provisions in the DCO and also in relation to the negotiation of a separate side agreement if required to include matters not covered by National Highway's Standard Protective Provisions.

5 Matters still under discussion

Table 5.1 Details the summary and status of matters still under discussion

Topic and Document Reference	Comments	National Highway's Response
Road layout and design	Construction Routes and Access Points and Outline CMCP: Still to be formally agreed following review of final documents. Under review following meeting of 16.01.2024	National Highways agree with the proposed construction routes. National Highways in principle agree with the suggested mitigation measures outlined. Any signage required on the SRN would require to be placed on passively safe posts and an approved Road Safety Audit.
Design Plans Highway (App Doc Ref 4.11.1 - 4.11.6).		
Book of Figures – Traffic and Access (App Doc Ref 5.3.19).		

6 Agreement on the SoCG

This Statement of Common Ground has been jointly agreed by:

Name: _____

Signature: _____

Position: _____

On behalf of: Anglian Water Services Limited

Date: _____

Name: _____

Signature: _____

Position: _____

On behalf of: National Highways

Date: _____

Appendix 1

Table 1.1 Engagement between the parties in connection with the Development

Date	Form of contact	Main topic/issues
Jan 21	Meeting	Project Overview and background
4 March 21	TWG	Pre-Application engagement
26 April 2021	TWG	Access options to be assessed on selected site
28 May 21	TWG	Site Access Optioneering – general arrangement plans and site options
17 September 2021	TWG	Site Access Optioneering design and modelling update
6 October 2021	TWG	Presenting results of initial transport assessment work
12 October 2021	Workshop	Agreement on single site option
4 November 2021	TWG	Presenting results of Optioneering Assessment
21 January 2022	TWG	Site access junction design update, junction capacity assessment
1 April 2022	Meeting	Update on survey work, response to Con 3, powers for junction works
28 April	TWG	<ul style="list-style-type: none"> • Update on close of Consultation Phase 3. • Feedback on CTMP and CoCP. • Update on surveys (to include update following meeting with CCC on 12 April 2022). • Query regrading powers needed for delivery of DCO and stakeholders view on any changes to the road highway network (Licensing/legal points). • Review of any approvals required for Junction before construction begins and timing of applications. • Draft Travel Plans (to include Construction workers travel Plan) – update and discussion on what should be included
23 May 2022	Meeting	<ul style="list-style-type: none"> • Review of powers needed for delivery of DCO and stakeholders view on any changes to the road highway network (Licensing/legal points). • Order limits for Junction parapet works

Date	Form of contact	Main topic/issues
7 December 2022	Meeting	<ul style="list-style-type: none"> • Review of documents shared for Environmental Statement. • Time scales for comments discussed. • Status and next steps required for RSA Stage 1.
4 July 2023	Meeting	Legal catch-up meeting on proposed development programme and Protective Provisions
6 July	Meeting	<ul style="list-style-type: none"> • Technical Specialist catch up meeting on proposed development programme • Review of documents and technical chapters of submitted DCO Application.
21 August	Meeting	Review of all land plans and CPO requirements as submitted in DCO Application
29 August	Meeting	Review of current position and proposed Protective provisions
7 September	Meeting	Review of current position and proposed Protective provisions

Get in touch

You can contact us by:



Emailing at info@cwwtpr.com



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



Writing to us at **Freepost: CWWTPR**



Visiting our website at www.cwwtpr.com

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/>