

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

*Responses to Examining Authority's Second Written Questions (ExQ2) on behalf of Waterbeach Development Company (WDC) and respective Landowners (20041374)*

### Introduction

WDC has reviewed the second written questions and requests for information published by the Examining Authority (ExA) and notes that there is a specific question (8.12) posed directly to WDC. The following therefore seeks to respond to this question and is hopefully of assistance to the ExA.

Whilst the response has been prepared and is submitted on behalf of WDC this has been done in liaison with AW.

Ref	Question	WDC Comments
8.12	<p><b>Negotiations</b></p> <p>Please provide an update regarding any key outstanding concerns you have relating to the Proposed Development and your land / development interests, and provide an indication as to whether or not you envisage that agreement on all matters will be reached with the Applicant during the course of the Examination (noting that the Applicant states on page 6 of its hearing Action Point response [REP4-087] that it does not foresee an issue with the overlapping of activities of both projects).</p>	<p>As the Examining Authority will be aware, comments submitted on behalf of WDC at previous stages of the DCO process, including in relation to the proposed order limits and in response to the Examining Authority's First Written Questions (ExQ1), sought to highlight practical issues associated with delivery of the DCO works in parallel with those connected with Waterbeach New Town East, including in particular the consented new Waterbeach railway station.</p> <p>In summary, the reduction in the DCO Scheme Order Limits at Waterbeach was welcomed in helping to reduce the extent of overlap between these and the sites for the new station and new town, including land required during the construction phases of these projects. A number of concerns were, however, outlined and it was noted that specific practical considerations would need to be worked through, primarily with regard to construction management arrangements.</p> <p>Dialogue with Anglian Water has continued in the interim period, involving both WDC and SLC Rail and progress has been captured through further updating of the Statement(s) of Common Ground (SoCG) with these parties.</p> <p>It is noted that the programmes for the Waterbeach pipeline element of the DCO development and those for the new Waterbeach station are not currently anticipated to overlap significantly. WDC is informed by Anglian Water that the intended pipeline programme of work and associated use of the compound area is for a period of 12 months concluding in April 2026, with the final stages being 'making good'. The GCP/SLC Rail are intending to be on site with enabling work for construction of the new station from March 2026, so with just one month overlap between these programmes, as currently framed, it would not take a great deal of slippage (in that for the DCO) for a potentially more significant clash in programmes to result.</p>

		<p>It is in this context that Anglian Water's acknowledgement of the need to consider practical working arrangements is welcomed, in anticipation that the developments could conceivably coincide. This needs to extend beyond co-ordination of construction traffic (including haul road siting), to also consider the operational phases, most notably the need to accommodate the consented station access road as well as the new station and car park, which fall within the area of the revised order limits.</p> <p>Furthermore, more significant delay would potentially coincide with construction for the Waterbeach New Town East development, which (as noted previously, and within the SoCG) would require implementation of advance infrastructure, to include access across the area of the defined order limits and associated compound, at an early stage.</p> <p>Anglian Water have acknowledged a need to work with WDC (and GCP/SLC Rail) on the process of producing and agreeing Construction Management Plans for both the new railway station project and the wider Outline permission for the new town as this emerges and if there is any overlap in programmed activity across any of the projects. This may require further reduction in compound areas and the need for controlled and managed routes and crossings for activities in each site to account for and address scope for potential conflicts that would otherwise arise.</p> <p>It is considered that this matter is capable of being resolved during the course of the examination through further and on-going dialogue between the respective parties.</p>
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**Matt Clarke, Head of Boyer Colchester**  
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**16/02/2024**