

Cambridge Waste Water Treatment Plant Relocation Project  
Anglian Water Services Limited

# ISH4 Supporting Note – T&T Agenda Item 9.1: Issues with documents submitted at Deadline 5

Application Document Reference: n/a  
PINS Project Reference: WW010003  
APFP Regulation No. n/a

## Cambridge WWTPR

### ISH4 Supporting Note – T&T Agenda Item 9.1: Issues with documents submitted at Deadline 5

The Applicant acknowledges that the Agenda for ISH4, with reference to Agenda item 9: Traffic and Transport contains a number of sub-agenda items in which the ExA raise queries relating to the documentation submitted by the Applicant at Deadline 5. In order to provide clarity to the ExA and other interested parties in advance of ISH 4, the Applicant has set out its position on this sub-agenda items in this note.

The Applicant acknowledges that ES Chapter 19 Traffic and Transport (App Doc Ref 5.2.19) [REP5-046], Transport Assessment Part 1 (App Doc Ref 5.4.19.3) [REP5-071] and Transport Assessment Part 3 (App Doc Ref 5.4.19.3) [REP5-075] submitted at Examination Deadline 5 contained a small number of issues. The Applicant apologises for these (many of which unfortunately occurred during the final formatting of the submission document) but believes that they do not alter the outcomes of the technical assessments presented in those documents.

**For clarity, the Applicant has reproduced the affected sections of these documents below with these presentational issues resolved. For ease of understanding, any new text is shown in green, any modified text is shown in blue and any deleted text is shown in red and struck through.**

#### ES Chapter 19, Para 2.8.21

The first bullet under paragraph 2.8.1 in ES Chapter 19 Traffic and Transport (Application Document Reference 5.2.19) [REP5-046] sets out the general time restrictions that have been agreed with Cambridgeshire County Council. These general time restrictions require all deliveries to be made outside of peak hours (08:00-09:00, 15:00-16:00, and 17:00-18:00). However, following ISH3, a number of specific restrictions have been agreed with Cambridgeshire County Council in respect of Fen Road, Cowley Road, Bannold Road, Bannold Drove and Burgess's Drove, as set out in the second and third bullets under paragraph 4.2.5 of the Construction Traffic Management Plan (App Doc Ref 5.4.19.7) [REP5-077].

Therefore, the first bullet under paragraph 2.8.1 in ES Chapter 19 Traffic and Transport (App Doc Ref 5.2.19) [REP5-046] should be amended as follows:

- section 4.2 (Access route strategy) which requires all deliveries will be made outside of typical peak hours (08:00-09:00, 15:00-16:00 and 17:00-18:00) unless it is determined to be essential that the delivery is to be completed during peak hours or different hours as agreed with the highway authority. In addition, different time restrictions have been agreed with CCC for Fen Road and Cowley Road which ensures that construction traffic vehicles over 3.5 tonnes will only travel along these construction routes between 09:30 and 15:30. Different time restrictions have been agreed with CCC for Bannold Road, Bannold Drove and Burgess's Drove which require that construction traffic over 3.5 tonnes will only travel along these construction routes between 09:30 and 15:00 during school term time.*

### ES Chapter 19, Para 2.8.28

Paragraph 2.8.28 in ES Chapter 19 Traffic and Transport (App Doc Ref 5.2.19) [REP5-046] should be amended as follows:

- An *Outline Operational Logistics Traffic Plan* (App Doc Ref 5.4.19.10) and *Operational Workers Travel Plan* (Appendix 19.8, App Doc Ref 5.4.19.8) set out mitigation measures relating to vehicle movements associated with the operation of the proposed WWTP. The purpose of these is summarised below:
- *Outline Operational Logistics Traffic Plan*: details the overall traffic management strategy for operational traffic; and
- *Operational Workers Travel Plan*: details operation work and programme, site access requirements for staff, staff travel patterns and expected workforce locations.

### Transport Assessment Part 1, Para 4.4.11

Paragraph 4.4.11 in the Transport Assessment Part 1 (App Doc Ref 5.4.19.3) [REP5-071] should be amended as follows:

*To the south of the junction between the B1047 Horningsea Road and the High Street/High Ditch Road, a shared use pedestrian and cycleway runs along the eastern edge of the B1047 Ditton Lane for approximately 360m. This provides a connection between Fen Ditton and National Cycle Route 51, an off-road cycle path that provides a route towards Cambridge, including connections with the recently completed Chisholm Trail (Greater Cambridgeshire Partnership, 2021)(Greater Cambridgeshire Partnership, 2021)(Greater Cambridgeshire Partnership, 2021)(Greater Cambridgeshire Partnership, 2021)(Greater Cambridgeshire Partnership, 2021)(Greater Cambridgeshire Partnership, 2021). National Cycle Route 51 also provides a longer distance cycle route, connecting Cambridge with Ipswich and Colchester to the east, and Bedford, Milton Keynes, and Oxford to the west.*

### Transport Assessment Part 1, Para 4.4.12

Paragraph 4.4.12 in the Transport Assessment Part 1 (App Doc Ref 5.4.19.3) [REP5-071] should be amended as follows:

*National Cycle Route 51 can also be accessed from Fen Ditton by cycling southbound on Footpath 85/1. Fen Ditton will be served by both the proposed Horningsea Greenway and Swaffhams Greenway (Greater Cambridge Partnership, 2021) (Greater Cambridge Partnership, 2021) (Greater Cambridge Partnership, 2021) (Greater Cambridge Partnership, 2021) (Greater Cambridge Partnership, 2021). The Horningsea Greenway will utilise the existing Fen Ditton to Horningsea Cycleway, providing an active travel route between Fen Ditton and Horningsea. The draft route will include a new wider path on the A14 bridge (Greater Cambridgeshire Partnership, 2021) (Greater Cambridgeshire Partnership, 2021) (Greater Cambridgeshire Partnership, 2021) (Greater Cambridgeshire Partnership, 2021) (Greater Cambridgeshire Partnership, 2021). The Swaffhams Greenway will provide an active travel route to Swaffham Prior in the east (including a connection to the proposed Bottisham Greenway) and Midsummer Common in the west (including a connection with the recently completed Chisholm Trail).*

### Transport Assessment Part 1, Para 9.3.6

Paragraph 9.3.6 in the Transport Assessment Part 1 (App Doc Ref 5.4.19.3) [REP5-071] should be amended as follows:

*The reasonable worst case scenario also provides an indication of the impacts of some short term activities that are required, for instance concrete pours (see Table 7-3 for full list) that may require some construction traffic to run in the peak periods. It is unlikely that these activities would be able to be carried out simultaneously at the Proposed Development and for all of the required vehicles to be active at the same time in the peak hour. However, to demonstrate the effects of such a combination the TA provides such a test.*

### Transport Assessment Part 1, Table 9-6

Table 9-6 in the Transport Assessment Part 1 (App Doc Ref 5.4.19.3) [REP5-071] should be amended as follows:

**- Table 9.6: Junction 34 of the A14: without and with decommissioning 2028 (vehicles)**

Link	Year 5 Construction (2028) without Decommissioning		Year 5 Construction (2028) with added Decommissioning Traffic		Absolute change (% change)	
	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
B1047 Horningsea Rd	299	156	299	156	0 (0%)	0 (0%)
A14 on-slip	616	490	616	490	0 (0%)	0 (0%)
A14 off-slip	507	678	507	678	0 (0%)	0 (0%)

### Transport Assessment Part 3, Appendix M, Para 1.2.2

Paragraph 1.2.2 in the Appendix M of Transport Assessment Part 3 (App Doc Ref 5.4.19.3) [REP5-075] should be amended as follows:

*Table 1-1 ~~Error! Reference source not found.~~ sets out how the Transport Assessment for the Proposed Development complies with NPSWW section 4.13 (Traffic and transport impacts) requirements.*

## Get in touch

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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/>