

Planning Act 2008 – section 91

Application by Anglian Water Services Limited for an Order Granting Development Consent for the Cambridge Waste Water Treatment Plant Relocation project (WW010003)

Agenda for Issue Specific Hearing 5 (ISH5) dealing with the traffic and transport related matters

Notification of the date, time and attendance instructions for ISH5 was provided in the Examining Authority's (ExA) [letter](#) dated 15 March 2024.

Date:	Tuesday 9 April 2024
Registration from:	9.00am
Hearing start time:	9:30am
Venue:	Virtual event (Microsoft Teams¹)

Arrangements Conference

Please join at 9:00am. The Case Team will admit you from the virtual lobby and register your attendance. The lobby is silent, so please be patient and we will admit you as soon as possible. Where necessary breaks will be provided during the hearing.

Agenda

- 1. Welcome, introductions and arrangements for the hearing**
- 2. Traffic and transport**

(a) Update from Applicant

- Summarise work undertaken since ISH4 and changes made to application documents.
- Clarify whether changes made necessitate any changes to other ES chapters.
- Purpose of SLR's Transport Review – whether this is intended to corroborate the Applicant's other traffic and transport documents and provide greater confidence in the Transport Assessment and ES Chapter 19, and if so, whether the ExA should draw from its conclusions in its Recommendation.

(b) Clarification in relation to the Applicant's recent Additional Submissions

- Table 1-4 of ES Chapter 19 states that traffic data is provided in '*Traffic Survey Data and Comparison*' (Appendix 19.1, (App Doc Ref 5.4.19.1)).

¹ Full instructions on how to join online or by phone will be provided in advance of the meeting to those who register to participate.

However, document 5.4.19.1 in the Examination Library is titled 'Baseline Traffic Surveys' [APP-141].

- Clarification of accuracy of bus frequency information given that this dates from 2022.
- Whether the bus route 19 journeys (e.g. at paragraph 3.1.65 of ES Chapter 19) are four journeys in one direction or two journeys in each direction.
- Whether the Proposed Development involves any improvements to public transport services, or whether any forthcoming improvements are known about.
- Paragraph 3.1.30 of ES Chapter 19 states that the nearest railway station is Waterbeach, located approximately 2.5km to the north. Clarification of whether this is reference to the existing station, and if so, what the distance would be to the relocated station.
- Confirmation of the distance from the nearest railway station to the pedestrian entrance to the proposed Waste Water Treatment Plant (WWTP) and whether this would be considered to be a reasonable walking distance.
- ES Chapter 19 paragraph 4.2.299 (operational traffic at existing WWTP) – clarification over what time period would 280 daily two-way movements be made and the reasons why the number has increased from 192 to 280 daily two-way vehicle movements.
- Whether Table 4-79 of ES Chapter 19 tests the scenario where 'surplus' parking spaces give rise to peak hour journeys, and hence why the totals are different from those in paragraph 4.2.299.
- The assessment focuses on peak periods to establish a worst-case scenario – clarification around general working hours and days of working during the construction phase.
- Details of the general working hours and days of working during operation and the hours for sludge deliveries.
- Whether the Code of Construction Part A or any other mitigation documents should make specific provision for no working on Sundays and Bank / Public Holidays.

(c) Assessment of Effects

- Whether ES Chapter 19 Table 5-1 (summary of traffic and transport effects) is complete and if not, the reasons for this.
- Explanation of why the significance of effects summarised in Table 4-84 of ES Chapter 19 should be revised from 'significant' to 'not significant' as described in paragraph 4.3.17.
- Explanation of why the significance of effects summarised in Table 4-88 of ES Chapter 19 should be revised from 'significant' to 'not significant' as described in paragraph 4.3.31.
- Driver delay at Junction 34.
- Shoulder peak assessment.

(d) Mitigation

- Noting that there have been changes to the magnitude of construction phase impacts (Table 4-1 of ES Chapter 19), whether Interested Parties (IPs) are satisfied that the proposed mitigation is still appropriate, whether any other mitigation is needed or whether any of the proposed mitigation is now unnecessary.
- Noting that the Applicant intends to submit a revised Construction Traffic Management Plan at Deadline 6, whether measures described in ES Chapter

19 (e.g. at paragraph 2.8.21, first bullet point) address concerns raised by IPs in relation to vehicle movement times.

- Regarding the aforementioned text and on the basis that not all vehicles would be making deliveries, whether it would be clearer if *a requirement that no construction deliveries (including site won material)* was changed to *a requirement that no construction ~~deliveries~~ vehicle movements (including site won material)*.
- Noting that operational phase effects are reported as not significant as per paragraph 4.3.31 of ES Chapter 19, whether mitigation (as set out in the Operational Logistics Traffic Plan) is still required, and if so, how a requirement in this regard is justified.

(e) IPs' (including Cambridgeshire County Council and National Highways) observations on the Additional Submissions

- Whether IPs have any concerns or outstanding queries in relation to the documentation.
- Whether IPs are confident that the magnitude of impacts are robust and can be relied upon.

(f) Policy Considerations

- To what extent the Proposed Development complies with:
 - National Policy Statement for Waste Water (Applicant's position set out in Table 1-2 of ES Chapter 19) paragraphs 4.13.2 (sustainable development), 4.13.3 (methodology), 4.13.4 (improving access by public transport) walking and cycling, to reduce the need for parking) and 4.13.6 (acceptability of impacts).
 - The National Planning Policy Framework (December 2023), particularly paragraphs 109, 114 and 116.
 - South Cambridgeshire Local Plan Policies TI/2, TI/3 and TI/8.
 - Cambridge Local Plan Policies 5 and 81.
 - The draft Greater Cambridge Local Plan.
 - Cambridgeshire and Peterborough Minerals and Waste Local Plan Policies 18 and 23.

(g) Arrangements for submitting comments on the Applicant's recent Additional Submissions

3. Review of issues and actions arising

4. Any other matters

5. Closure of hearing

Notes on participation, conduct and management of the hearing

All IPs are invited to attend issue specific hearings. The event will also be livestreamed and a link for watching the livestream will be posted on the [project page](#) of the National Infrastructure Planning website closer to the event date.

Each IP is entitled to make oral representations at the hearing. However, this is subject to the ExA's power to control the Hearing.

The ExA would find it helpful for the following attendees (including representatives who are in a position to discuss the matters on the agenda) to participate in ISH5:

- **Anglian Water Services Limited (the Applicant)**
- **Cambridgeshire County Council**
- **Cambridge City Council**
- **South Cambridgeshire District Council**
- **National Highways Limited**
- **Any other Interested Parties** - with an interest in the matters on the agenda.

Participants may be legally represented if they wish, but the hearing will be conducted to ensure that legal representation is not required. Guidance under PA2008 and the Infrastructure Planning (Examination Procedure) Rules 2010 provide that it is the ExA that will probe, test and assess the evidence through direct questioning of persons making oral representations at hearings. Questioning at the hearing will be led by the ExA.

Every effort will be made to ensure that the issues will be discussed on the day that they are scheduled for. The hearing will finish as soon as the ExA deems that all those present have had their say and that all matters have been covered. If there are additional matters to be dealt with or there are submissions that take a considerable amount of time at any hearing, it may be necessary to prioritise matters and defer others to written questions.

The agenda is for guidance only. It is not designed to be exclusive or exhaustive. The ExA may add other issues for consideration, may alter the order in which issues are considered and will seek to allocate sufficient time to each issue to allow proper consideration of them. Any lack of discussion of a particular issue at a hearing does not preclude further examination of this issue, including the asking of further written questions.

All Examination documents are provided with a unique identification number for referencing purposes shown in square brackets [].

The evidence presented orally at ISH5 should be included in post-hearing submissions and submitted by **Friday 12 April 2024 (Deadline 7)**.

The ExA will endeavour to hear all participants and cover all relevant questions. If the ISH, or parts of it, is unable to proceed, for example for technical reasons, then the ExA may complete business via a written process.

Purpose of ISH5

The main purpose of ISH5 is to undertake further examination of traffic and transport related matters. During ISH5, the ExA will primarily refer to the following application documents:

- ES Chapter 19: Traffic and Transport [AS-190]
- Transport Assessment Parts 1, 2 and 3 [AS-192, REP5-073 and AS-194]
- Traffic Flow Diagrams [AS-195]
- Junction Capacity Reports [AS-197]
- Independent Review Report [AS-199]
- Code of Construction Practice Part A [REP5-050]