Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

Appendix 19.7: Construction Traffic Management Plan

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Version	Date	Author	Description of change
01	30.01.23	-	DCO Submission
02	26.04.23	-	Updated to reflect s.51 advice letter
03	19.09.23	-	Figure 3.1 has been updated and incorporated into Page 11 as Figure 4.1. Paragraph 7.3.2 has been updated to signpost to the Community Liaison Plan
04	17.11.23	-	Update in response to Written Questions for Examination Deadline 1
05	21.01.24	-	Update to peak hours for Examination Deadline 4
06	19.02.24	-	Realignment of bullet points under 1.7, formatting correction in Section 4.2, addition of the Abnormal Loads figure as Figure 4.2 and a paragraph added to Section 4.1. Points renumbered to reflect the numbering system shown in Figure 4.1. Section 4.2 updated with timeframes agreed with CCC.
07	21.03.24		Figure 4.1 updated to show all construction accesses, route removed from Figure 11 as ID 11 is now provided to indicate access. Figure 4.2 updated. Delivery timeframes moved into Table 6-1. Section 6 updated with the definition of 'time critical' Section 6.8 updated to include road damage information. Section 3.3 updated to clarify the locations of traffic marshalls.

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1 Introduction

1.1 Anglian Water Services Limited

1.1.1 Anglian Water Services Limited (the 'Applicant') is the largest regulated water and water recycling company in England and Wales by geographic area, supplying water and water recycling services to almost seven million people in the East of England and Hartlepool.

1.1.2 The Applicant is committed to bringing environmental and social prosperity to the region they serve, through their commitment to Love Every Drop. As a purpose-led business, The Applicant seeks to contribute to the environmental and social wellbeing of the communities within which they operate. As one of the largest energy users in the East of England, they are also committed to reaching net zero carbon emissions by 2030.

1.2 Introduction to the relocation project

1.2.1 Anglian Water's Cambridge Waste Water Treatment Plant Relocation project (CWWTPRP) ("the Proposed Development") is funded by Homes England, the Government's housing accelerator which seeks to improve neighbourhoods and grow communities by releasing land for development.

1.2.2 The Proposed Development involves the relocation of the existing Cambridge Waste Water Treatment Plant (WWTP) currently operating at Cowley Road, Cambridge, to a new site between Horningsea, Fen Ditton and Stow cum Quy, adjacent to the A14 in Cambridgeshire.

1.2.3 The relocation would make the site of the existing WWTP available to form part of the development of a new low-carbon city district, known as North East Cambridge. The site at Cowley Road, is Cambridge's last major brownfield site, and the wider North East Cambridge district proposals envisage creating around 8,350 homes and 15,000 jobs over the next 20 years.

1.2.4 North East Cambridge is a highly sustainable location for housing. In addition to the Homes England funding, the area has benefitted from Transport Infrastructure Fund (TIF) funding for Park & Ride, the completion of Cambridge Guided Bus public transport infrastructure, the delivery of the Cambridge North rail station and the Chisholm Trail.

1.2.5 North East Cambridge is one of three key strategic sites which will form "*central building blocks of any future strategy for development*" in the proposed Greater Cambridge Local Plan being jointly prepared by Cambridge City Council and South Cambridgeshire District Council that will be subject to public consultation in Autumn 2023. The North East Cambridge Area Action Plan (AAP), currently in "Proposed Submission" form, will be the planning policy framework which ultimately guides the development of North East Cambridge city district.

1.2.6 The importance of the Proposed Development, both regionally and nationally, was recognised by the Secretary of State for Environment, Food and Rural Affairs (DEFRA) in January 2021, who directed that the Proposed Development is nationally significant and is to be treated as a development for which a Development Consent Order (DCO) is required (see Appendix 1-3 of the Planning Statement, App Doc Ref 7.5).

1.2.7 The policy context of the Proposed Development is described in more detail in the Planning Statement (Application Document Reference 7.5)

1.3 The relocation site

1.3.1 The relocation site was selected following comprehensive study and public consultation. The site selection process and consideration of alternatives is described in more detail in Chapter 3: Alternatives of the Environmental Statement (App Doc Ref 5.2.3).

1.3.2 The current environmental conditions at the existing Cambridge WWTP site and at the relocation site are described in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2). The site is located to the north-east of Cambridge and 2km to the east of the existing Cambridge WWTP, as shown on the Works Plans (App Doc Ref 4.3.1). It is situated on arable farmland immediately north of the A14 and east of the B1047 Horningsea Road in the green belt between the villages of Horningsea to the north, Stow cum Quy to the east and Fen Ditton to the south west. Two overhead lines of pylons cross the northern and eastern edges of the main development site and come together with a third line at the north eastern corner of the site. The topography is fairly flat with an approximately 4m fall across the site south west to north east.

1.4 Purpose of the Proposed Development

1.4.1 The Proposed Development for which the DCO is being sought will deliver all the functions of the existing Cambridge WWTP at Cowley Road, treating all waste water from the Cambridge catchment and wet sludge from the wider region.

1.4.2 In addition, it will have an increased capacity, being intended to treat the waste water from the Waterbeach catchment and anticipated housing growth in the combined Cambridge and Waterbeach catchment area.

1.4.3 The infrastructure provided as part of the main works will have a design life to at least 2090, and the supporting infrastructure (i.e. the transfer tunnel, pipelines and outfall) will have a designed capacity sufficient to meet population growth projections plus an allowance for climate change into the 2080s. Furthermore, there is capability for expansion in space that has been provided within the earth bank and by modification, enhancement and optimisation of the design to accommodate anticipated flows into the early 2100s.`

1.5 Outline description of the Proposed Development

1.5.1 The DCO application is seeking approval for the following main elements of the Proposed Development:

- an integrated waste water and sludge treatment plant.

- a shaft to intercept waste water at the existing Cambridge WWTP on Cowley Road and a tunnel/ pipeline to transfer it to the proposed WWTP and terminal pumping station. Temporary intermediate shafts to launch and recover the micro-tunnel boring machine.
- a gravity pipeline transferring treated waste water from the proposed WWTP to a discharge point on the River Cam and a pipeline for storm water overflows.
- a twin pipeline transferring waste water from Waterbeach to the existing Cambridge WWTP, with the option of a connection direct in to the proposed WWTP when the existing works is decommissioned.
- on-site buildings, including - a Gateway Building with incorporated Discovery Centre, substation building, workshop, vehicle parking including electrical vehicle charging points, fencing and lighting.
- environmental mitigation and enhancements including substantial biodiversity net gain, improved habitats for wildlife, extensive landscaping, a landscaped earth bank enclosing the proposed WWTP, climate resilient drainage system and improved recreational access and connectivity.
- renewable energy generation via anaerobic digestion which is part of the sludge treatment process that produces biogas designed to be able to feed directly into the local gas network to heat homes, or as an alternative potential future option burnt in combined heat and power engines.
- renewable energy generation via solar photovoltaic and associated battery energy storage system.
- other ancillary development such as internal site access, utilities, including gas, electricity and communications and connection to the site drainage system.
- a new vehicle access from Horningsea Road including for Heavy Goods Vehicles (HGV's) bringing sludge onto the site for treatment and other site traffic.
- Temporary construction works including compounds, temporary highway controls, accesses and signage, fencing and gates, security and safety measures, lighting, welfare facilities, communication control and telemetry infrastructure.
- Decommissioning works to the existing Cambridge WWTP to cease its existing operational function and to facilitate the surrender of its operational permits including removal of pumps, isolation of plant, electrical connections and pipework, filling and capping of pipework, cleaning of tanks, pipes, screens and other structures, plant and machinery, works to decommission the potable water supply and works to restrict access to walkways, plant and machinery.

1.5.2 Additional elements, together with more information on the above features are provided in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2). Principles of Good Design have been used to inform the development of the project, which has been guided by the National Infrastructure Commission's Design Principles, advice from the Design Council and review by the Cambridgeshire Quality Panel, as described in the Design and Access Statement (App Doc Ref 7.6).

1.5.3 Construction activities, likely to take 3-4 years, will include the creation of a shaft to intercept waste water at the existing Cambridge WWTP and temporary intermediate shafts between the existing Cambridge WWTP and the proposed WWTP to launch and recover a micro-tunnel boring machine. The sequence and location of construction activities are also detailed in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2).

1.5.4 Towards the end of the construction period, commissioning of the Proposed Development will commence, lasting for between 6 months and 1 year.

1.5.5 The Proposed Development will also involve the decommissioning of the existing Cambridge WWTP at Cowley Road. This is secured by the Development Consent Order and the Outline Decommissioning Plan (Appendix 2.3, App Doc Ref 5.4.2.3) and involves activities necessary to take the existing plant out of operational use and to surrender its current operational permits.

1.5.6 Following decommissioning, the site of the existing plant will be made available in accordance with agreements already in place with Homes England and with the master developer appointed to deliver the redevelopment of North East Cambridge

1.5.7 Consent is not sought under the Development Consent Order for the subsequent demolition or redevelopment of the Cowley Road site, which, as described in Chapter 2: Project Description of the Environmental Statement (App Doc Ref 5.2.2) will be consented under a separate and future planning permission, by master developers, U+I and TOWN, appointed under the agreements described above.

1.5.8 The relationship between the Proposed Development, the scope of the proposed DCO and the future demolition and redevelopment of the site at Cowley Road is set out in figure 1.1, below.

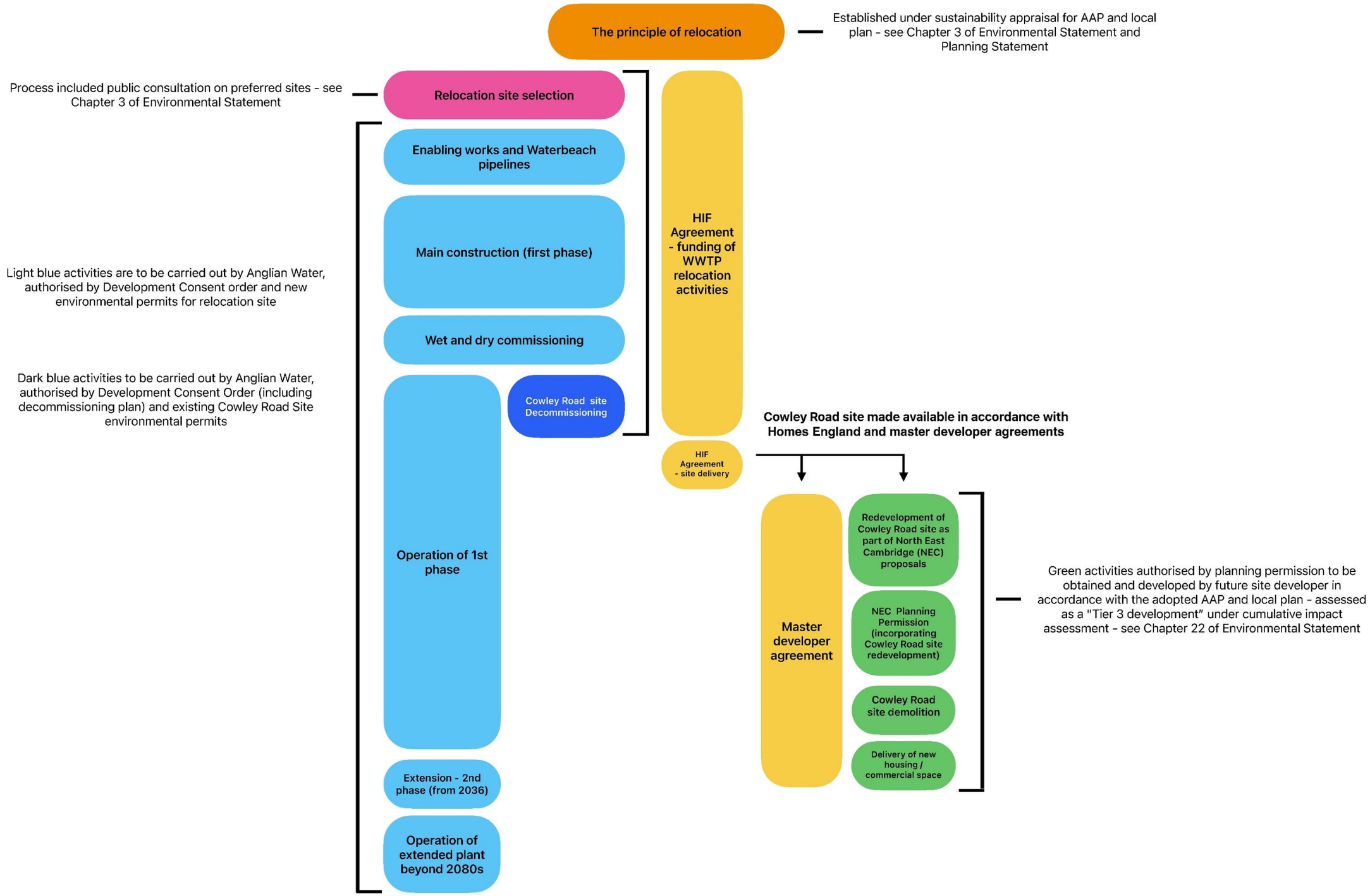


Figure 1.1: Scope of the draft DCO and the future demolition and redevelopment of the site at Cowley Road

1.6 Environmental mitigation

1.6.1 Through the environmental impact assessment process and community and technical stakeholder engagement the Proposed Development has incorporated comprehensive environmental mitigation, secured through the Development Consent Order.

1.6.2 This mitigation includes a Landscape, Ecological and Recreational Management Plan ("LERMP", Appendix 8.14, App Doc Ref 5.4.8.14) has been developed to complement regional and local initiatives, including the Wicken Fen Vision and the Cambridge Nature Network. The 22-hectare footprint of the plant is encircled by a landscaped and planted earth bank situated within the broader LERMP area of around 70-hectares.

1.7 Additional project benefits

1.7.1 In addition to enabling housing growth and future economic development of the Greater Cambridge area the project will also give rise to a number of additional benefits including:

- significantly reduced carbon emissions compared to the existing Cambridge WWTP, being operationally net zero and energy neutral, contributing to Anglian Water's ambition of being operationally net zero as a business by 2030.
- greater resilience and improved storm management, meaning storm overflows and Combined Sewer Overflows (CSOs) are far less likely to occur. This means that, as Greater Cambridge continues to grow, the facility will be able to treat a greater volume of storm flows to a higher standard than would be the case at today's facility.
- The proposed WWTP is being designed to reduce concentration in final treated effluent discharges of phosphorus, ammonia, total suspended solids and biological oxygen demand (BOD), compared to the existing Cambridge WWTP. This means that when the new facility starts to operate, water quality in the River Cam will improve.

2 Construction Traffic Management Plan

2.1 Introduction

2.1.1 This Outline Construction Traffic Management Plan (CTMP) is part of a suite of management plans prepared to support the DCO being submitted by the Applicant.

2.1.2 This outline CTMP has been refined further to reflect consultation responses received as part of the statutory consultation and the relevant Technical Working Groups (TWGs) and is submitted as part of the DCO Application for the Proposed Development.

2.1.3 The Outline CTMP will be developed into a final detailed Construction Traffic Management Plan following the submission of the DCO application. The measures included with the final CTMP will be developed through consultation with the relevant local highways authority(s) and the relevant local planning authority(s).

2.1.4 This Outline CTMP secures the commitments made by the environmental impact assessment work undertaken to date. The final CTMP will set out the detailed management measures, procedures and best practices required for managing the impact of construction traffic on the local and strategic road networks during the construction period.

2.1.5 This CTMP should be read in conjunction with part 3 (Streets) of the Draft DCO and the Works Plans contained in volume 4.3 of this application.

2.2 CTMP Objectives

2.2.1 The overall objectives of this outline CTMP are to:

- Reduce congestion and overall trips associated with the planned construction activity, especially in peak periods;
- Enhance safety for all users involved in the construction phases and for people local to the area;
- Where possible, minimise disruption to the continued safe and efficient operation of the existing Cambridge Waste Water Treatment Plant (WWTP) areas and local ecological environments;
- Where possible, reduce inconvenience to local communities and stakeholders; and
- Where possible, provide an environmental solution to all material and equipment importation that satisfies the Applicants social responsibility policies.

2.3 Scope of the Outline CTMP

2.3.1 For the purpose of this Outline CTMP the Proposed Development refers to the Cambridge Waste Water Treatment Plant Relocation (CWWTPR) project in its entirety and all works associated with the development, including decommissioning of the existing Cambridge WWTP, effluent and treated effluent transfer pipelines, waste water transfer tunnels, access roads and structures etc.

2.3.2 The Outline CTMP should be read in conjunction with the following:

- **Environmental Statement (ES):** The ES sets out the environmental information collated and analysed and enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and sets out how these will be mitigated.
- **Code of Construction Practice (CoCP) Parts A & B (Appendix 2.1 & 2.2, App Doc Refs 5.4.2.1 and 5.4.2.2):** The CoCP Part A secures the commitment to mitigation measures to be implemented and adhered to during the construction period of the Proposed Development. The CoCP Part B secures commitments to the refinement of the mitigation measures detailed in Part A due to site specific requirements and construction activities.
- **Draft DCO:** Part 3 (Streets) of the Draft DCO and the supporting Works Plans and Access and Traffic Regulation Order Plans in volume 4.3 of this application.
- **Community Liaison Plan (App Doc Ref 7.8):** Sets out the approach to engagement with stakeholders and how communication with the community will be managed during the construction of the project.

2.3.3 Baseline information including anticipated construction traffic numbers and potential environmental impacts as a result of construction traffic on the local and strategic road networks are detailed with the Environmental Statement, Chapter 19: Traffic and Transport (App Doc Ref 5.2.19). This Outline CTMP is not intended to be a duplication of the Traffic and Transport assessment. Therefore, where information pertinent to the commitments made in this Outline CTMP are presented in the aforementioned paper, signposting to its location has been provided so to avoid repetition.

2.3.4 For the purpose of this outline CTMP, typical construction vehicle types are defined as those outlined in Table 2.1.

Table 2-2~~-11~~: typical construction vehicles by type

Light (LGVs)	HGVs
Cars	3.5 to 44 tonne trucks
Vans	Low loaders
4x4 Pick ups	Flat beds
4x4 vans	Abnormal loads
Welfare vans	Cranes

3 CTMP Management and Communication

3.1 Introduction

3.1.1 Overarching roles and responsibilities such as the Project Director, Environmental Manager and Health and Safety Lead can be found in the CoCP Part A, Section 6.

3.1.2 Prior to the commencement of any construction activities personnel will be appointed to the roles outlined within this Section to ensure measures within the CTMP are implemented and adhered to.

3.2 Logistics Manager

3.2.1 A Logistics Manager will be appointed by the Principal Contractor(s) and will have overarching responsibility for the delivery and implementation of the detailed CTMP. In relation to the detailed CTMP their responsibilities will include:

- Monitoring and enforcing the measures outlined within the final approved version of the CTMP;
- Updating the CTMP during the construction period where improvements or updates are required;
- Ensuring compliance with any monitoring or approval requirements in line with the requirements of the DCO; and
- Providing the link between the Community Liaison Officer, the Applicant, Traffic Marshalls, local area contractors forum and the relevant sub-contractors.

3.3 Traffic Marshall(s)

3.3.1 Traffic Marshall(s) will be appointed by the Principal Contractor prior to the commencement of construction activities. As standard the responsibility of a Traffic Marshall during the construction period will be to manage the safe movement of construction vehicles into and out of the temporary site access points, where they cross footpaths, cycleways or require access via a private road and any other appropriate location. This includes actively managing pedestrian crossing points, where required, during peak hours.

3.4 Community Liaison Officer

3.4.1 A Community Liaison Officer (CLO) will be appointed for the construction period. A high-level summary of the responsibilities of the Community Liaison Officer is set out in the Outline Community Liaison Plan (App Doc Ref 7.8) and also in the CoCP Part A, Section 2.

3.4.2 The CLO will play a key role in ensuring that relationships and lines of communication are maintained throughout the construction period.

3.4.3 The CLO will produce a detailed Community Liaison Plan, the detail of which is covered in the CoCP Part A.

4 Access and Route Strategy

4.1 Vehicle routeing

4.1.1 Vehicle routeing has been based on the principles that, whenever possible, the Strategic Road Network should be used to route construction vehicles to and from the construction site, avoiding local road use as far as practical.

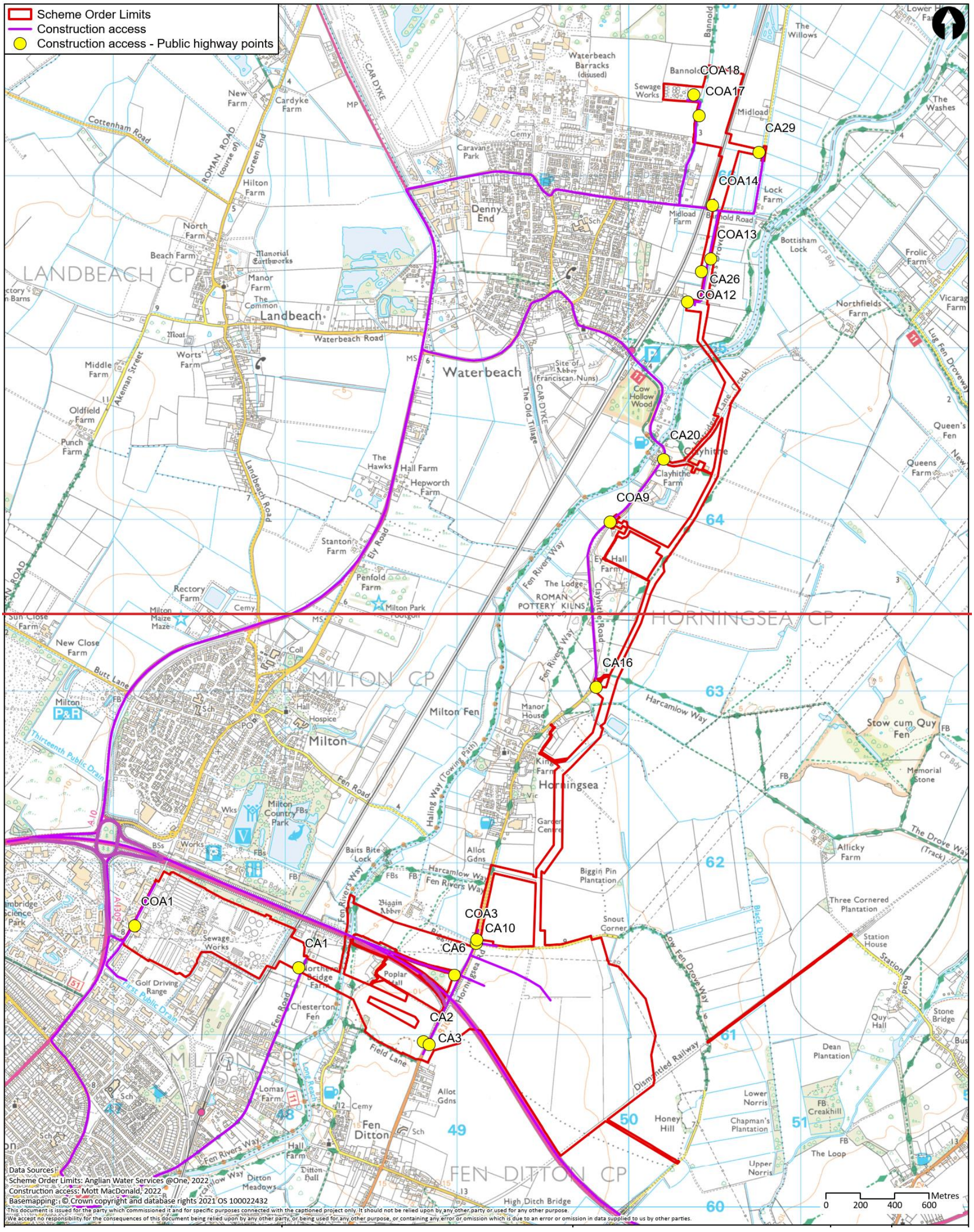
4.1.2 Table 4.1 and Figure 4.1 sets out the vehicle routeing for the proposed WWTP site access. A temporary site access off Low Fen Drove Way will be created to commence works until a permanent access to the proposed WWTP can be constructed. Where there is a need for a change in the vehicle routing, such as across the Waterbeach new Town site, following consultation with the relevant highway authority the local community in accordance with the Community Liaison Plan.

4.1.3 Figure 4.2, below, set outs the proposed route that an Abnormal Indivisible Load (AIL) would take to access the Proposed Development. This figure should be read in conjunction with Paragraph 4.2.5 of this document.

4.1.4 The Horningsea Road and proposed WWTP site access layout plan can be found in the Design Plans (Highways) (App Doc Ref 4.11). Following the construction of the proposed WWTP site access both construction and operational traffic will follow the routeing outlined in Table 4.1 below.

4.1.5 Table 4-1 below should be read in conjunction with Figure 4.1 which identifies the routes and access points described in the table. These can also be found in the Access & Traffic Regulation Order (TRO) Plans (App Doc Ref 4.7).

4.1.6 For the purpose of this outline CTMP the construction of the Waterbeach Pipeline has been divided into sections based on access routes and temporary site access points, these Sections have been used to describe the vehicle routeing in Table 4.1.


Scheme Order Limits
Construction access
Construction access - Public highway points
COA18
COA17
CA29
COA14
COA13
CA26
COA12
CA20
COA9
CA16
COA1
COA3
CA10
CA6
CA1
CA2
CA3
LANDBEACH CP
MILTON CP
HORNINGSEA CP
FEN DITTON CP
Waterbeach
Landbeach
Milton
Horningsea
Fen Ditton
Denny End
Waterbeach Barracks (disused)
Cottenham Road
Waterbeach Road
Ely Road
Fen Road
Butt Lane
Green End
ROMAN ROAD (course of)
CAR DYKE
Fen Rivers Way
Harcamlow Way
Haling Way (Towing Path)
Thirteenth Public Drain
First Public Drain
Field Lane
Dismantled Railway
Milton Country Park
Cow Hollow Wood
Clayhithe
Stow cum Quy Fen
Biggin Pin Plantation
Three Cornered Plantation
Dean Plantation
Honey Hill
Chapman's Plantation
Lower Norris
Upper Norris
Allicky Farm
Bottisham Lock
Lock Farm
Northfields Farm
Queens Farm
Queen's Fen
Lug Fen Droveway
The Drove Way (Track)
Low Fen Droveway
Station Road
Black Ditch
Snout Corner
Biggin Abbey
Site of Abbey (Franciscan Nuns)
Golf Driving Range
Milton Maize Maze
Milton Park
Ditton Meadows
Ditton Hall
Lomas Farm
Chesterton Fen
Northern Bridge Farm
Poplar Hall
Hepworth Farm
Hall Farm
Penfold Farm
Stanton Farm
Rectory Farm
Sewage Works
Cardyke Farm
New Farm
Hilton Farm
North Farm
Beach Farm
Manor Farm
Middle Farm
Worts' Farm
Oldfield Farm
Punch Farm
Manorial Earthworks
Moat
Caravan Park
Cemy
Midload
Midload Farm
Bannold Road
Bottisham Lock
Frolic Farm
Vicarage Farm
The Willows
The Washes
Manor House
Garden Centre
Allot Gdns
Baits Bite Lock
Milton Country Park
Memorial Stone
Station House
Stone Bridge
The Loop
FB Creakhill
Quy Hall
High Ditch Bridge
Data Sources:
Scheme Order Limits: Anglian Water Services @One, 2022
Construction access: Mott MacDonald, 2022
Basemapping: © Crown copyright and database rights 2021 OS 100022432
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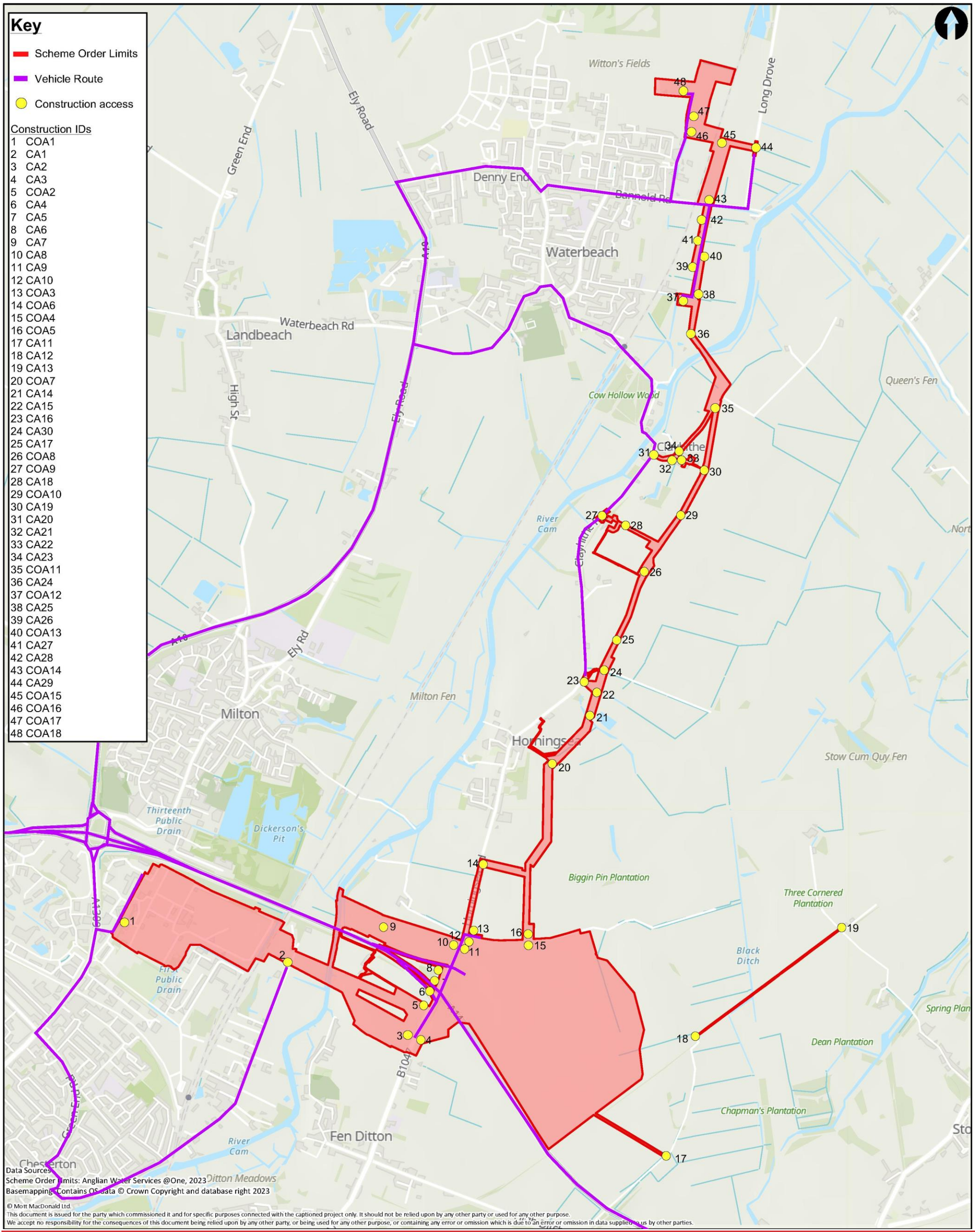


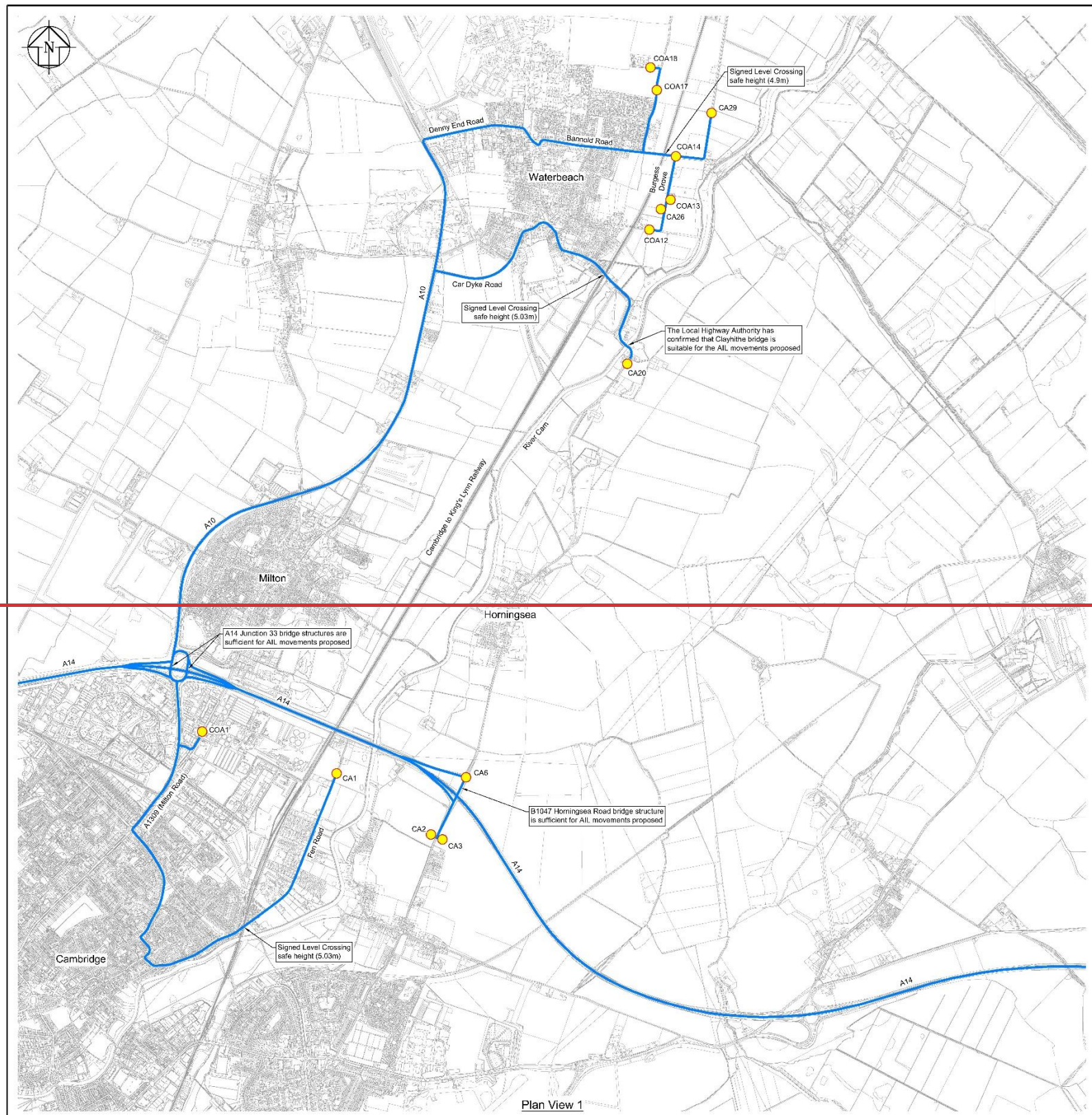
Figure 4.1: Vehicle Routeing Plan

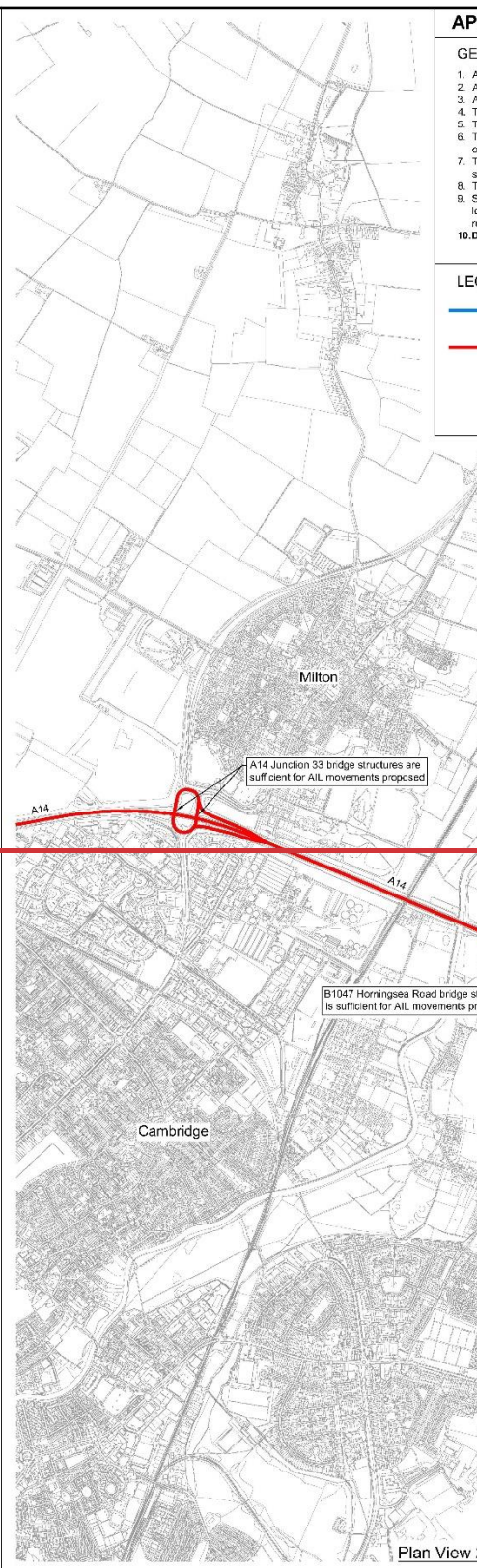
Table 4-4-~~1~~1: Vehicle Routeing for the proposed WWTP site access and offsite infrastructure

Area	Status	Route
Proposed WWTP site access	Arrival	Vehicles arriving to the site from the west will do so by exiting the A14 via the off-slip road at Junction 34; where vehicles will cross Horningsea Road into the proposed WWTP site access (once built), prior to this, vehicles will turn left onto Horningsea Road then turn right onto Low Fen Drove Way. From the east exiting the A14 at Junction 33 and re-joining the A14 in east bound direction then following the same route as eastbound traffic.
	Departure	Vehicles departing the site from the proposed WWTP site access (once built) will exit the junction making a left turn and join the A14 via Junction 34 via the on-slip signalised junction. Prior to this, vehicles will turn left out of Low Fen Drove Way onto Horningsea Road. Once on the A14, Vehicles heading west will continue their journey on the A14 in westly direction. Vehicles heading east will exit the A14 at Junction 33 and re-join in an easterly direction. No vehicles will be allowed to travel into Fen Ditton or turn right towards Horningsea from the proposed WWTP site access.
Waste water transfer tunnel (Horningsea Road, Temporary Accesses 12a & 12b)	Arrival & Departure	To access the waste water transfer tunnel, vehicles will route from junction 34 of the A14 via Horningsea Road to the waste water transfer tunnel temporary access point located approximately 250m south of the A14 on-slip. Where vehicles are departing to the Works Area they need to will route north to the A14 where they will take the on slip for A14 in a westerly direction. Vehicles will exit the A14 at Junction 33 and re-join in an easterly direction to Junction 34 where they will enter the proposed WWTP site access via the signalised junction.
Final Effluent (FE)Main	Arrival & Departure	To access the FE Main, vehicles will route to the Works Area via Junction 34 and then will route internally through the site to the FE pipeline located to the north west of the site approximately 30m south of the Low Fen Drove Way junction with Horningsea Road. The extent of these works do not extend into the village of Horningsea. Additional trips or routeing on the highway network will

Area	Status	Route
		not be required as a result of these works. However, crossing of Horningsea Road and the existing cycle footway provision on the western side of Horningsea Road will be required.
Existing Cambridge WWTP (decommissioning, waste water transfer tunnel and rising mains diversions)	Arrival & Departure	Vehicles arriving via the A14 will exit via Junction 33, routeing via Milton Road before turn left onto Cowley Road via the signalised junction. Vehicles departing the existing Cambridge WWTP will travel along Cowley Road to the signalised junction and onto Milton Road before entering the Junction 33 east or westbound on slips
Waterbeach Pipeline *(Section 1: Waterbeach Village / A10)*		*Section 1.1:* The A10 and Waterbeach village will be used to gain access to temporary site accesses COA18, COA17, CA29, COA14, COA13, CA26 and COA12 via Denny End Road, Bannold Road, Burgess's Drove and Long Drove; and *Section 1.2:* The A10 and Waterbeach village will be used to gain access to site accesses CA20, COA9 and CA16 via CarDyke Road, Cambridge Road, Way Lane, Burgess Road, Station Road and Clayhithe Road.
Waterbeach Pipeline *(Section 2: South of River Cam / north of A14)*		Depending on the programming of the Waterbeach Pipeline and the Works Area (including the Final Effluent main (FE) and waste water transfer tunnel) either access CA10and/or CA6 will be used via the J34 A14 and Horningsea Road to access as Section of the pipeline to the north and through the Works Area.
Waterbeach Pipeline *(Section 3: South of River Cam / south of A14)*		To access the Section of the Waterbeach Pipeline between Horningsea Road, the A14 and the River Cam (temporary site accesses CA2 and CA3) construction vehicles will need to use a ~250m Section of Horningsea Road south of the on-slip junction at Junction 34 A14.

Area	Status	Route
Waterbeach Pipeline *(Section 4)*		To access the Section of the Waterbeach Pipeline between the River Cam, the existing Cambridge WWTP and the A10 Junction 33 Milton interchange construction vehicles will need to use A1309 south of Junction 33, Milton Road, Green End Road, Water Lane and Fen Road to access temporary site access CA1. Temporary site access COA1 is located at the current CWWTP site and will be accessed the as per the current arrangement via the A1309 south of Junction 33, Milton Road and Cowley Road.





REV	DATE	DETAILS	STAT	BY	CHK	APP
C02	14/02/24	FOR DCO SUBMISSION	S4	LWR	AMR	MH
C01	31/01/24	FOR DCO SUBMISSION	S4	LWR	AMR	MH

DES'D: AJM DATE: 31/01/24
DRAWN: LWR DATE: 31/01/24
CHK'D: AMR DATE: 31/01/24
APP'D: MH DATE: 31/01/24

SCALE: 1:15,000 @A1

PROJECT TITLE
CAMBRIDGE WASTE WATER TREATMENT PLANT RELOCATION PROJECT

DRAWING TITLE
4.11.7 DESIGN PLANS - HIGHWAYS (Sheet 7)
HORNINGSEA ROAD & PROPOSED WWTP
PROPOSED ABNORMAL INDIVISIBLE LOAD (AIL) VEHICLE SITE ACCESS ROUTES REGULATION 5(2)(o)

anglianwater
Anglian Water Services Ltd, Lancaster House, Lancaster Way, Ermine Business Park, Huntingdon. PE29 6XU
Tel: 01480 323000 www.anglianwater.co.uk

DRAWING No.
00001-100006-CAME

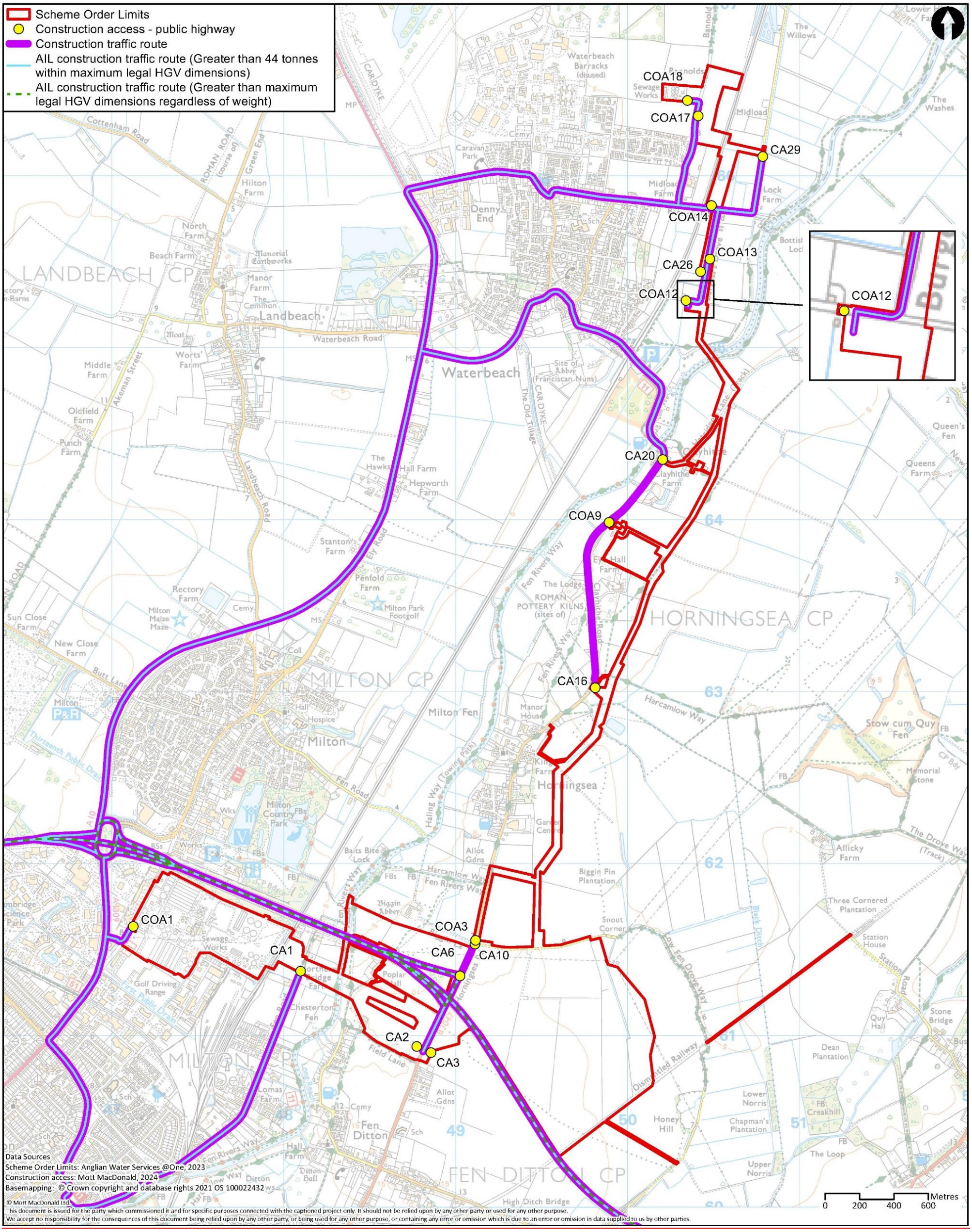


Figure 4.2: ~~Insert of Plan 4.11.7 showing the~~ Horningsea Road & Proposed WWTP proposed AIL access routes

4.2 Local routeing and site plant vehicle routeing

4.2.1 This section indicates the routes vehicles will take to the different components of the Proposed Development, taking into account local area constraints, conflict areas and proposed changes to the highway. Indicative pedestrian and cycle access routes have also been included.

4.2.2 The locations where access is required for construction and/or operational and maintenance needs are set out in Part 3 (Streets) of the DCO and shown on the Access and Traffic Regulation Order Plans in volume 4.7 of the DCO application documents. A summary of the vehicular access needs and the associated works in Schedule 1 of the DCO, and thereby their durations, is presented in Appendix A of this plan.

Works Area

4.2.3 The Vehicle Routeing Plan (Figure 4.1) shows the vehicular routes to and from Junction 34 of the A14 as outlined in Table 4.1. that will be used during the construction period. An indicative pedestrian and cycle route and access to the proposed WWTP has been proposed and we will continue to work with local parties throughout construction to deliver the most practicable solutions as they present themselves as well as options for a pedestrian crossing between the signalised junction and Low Fen Drove Way which will provide a safe crossing point on Horningsea Road. All crossing points will be agreed with Cambridgeshire County Council as the Local Highways Authority.

4.2.4 The off-slip and on-slip of the A14 have been identified as a potential conflict area that may require traffic marshalling during peak hours. There are two key crossing movements at Junction 34 of vehicles turning and pedestrians and cyclist crossing the signalised junctions along the existing cycle and footway provision that abuts the western side of Horningsea Road. All movements are controlled by existing traffic signals.

A potential conflict could arise if an abnormal load accessing the site (see Figure 4.2 above) would require additional support in order to make the required turning movement from or onto Horningsea Road. Any mitigation required to prevent impact on other users of the highway network of turning movements of abnormal loads would be temporary and will be considered on an individual basis, this will include appropriate vehicle escort and marshalling where required and would be outside peak hours (i.e., school start and finishing times). This will be communicated in the construction forum and local community groups before arrival. ~~A potential conflict could arise if an abnormal load accessing the site (see Figure 4.2 above) would require additional support in order to make the required turning movement from or onto Horningsea Road. Any mitigation required to prevent impact on other users of the highway network of turning movements of abnormal loads would be temporary and will be considered on an individual basis, this will include appropriate vehicle escort and marshalling where required and would be outside peak hours (i.e., school start and finishing times). This will be communicated in the construction forum and local community groups before arrival.~~

~~4.2.5 All deliveries will be planned as follows:~~

~~4.2.6 General restrictions (if required at peak) 8-9.15 16.00 and 17.00 to 18.00;~~

~~4.2.7 Cowley Road and Fen Road (deliveries by anything over 3.5 tonnes) 9.30-15.30; and~~

~~4.2.8 Bannold Road/Bannold Drove/Burgess's Drover (deliveries by anything over 3.5 tonnes) 9.30 – 15.00 during school term time.~~

Waste Water Transfer Tunnel

~~4.2.10~~4.2.6 To access the waste water transfer tunnel, vehicles will need to route from the A14 off-slip to the waste water transfer tunnel temporary access points located approximately 250m south of the on-slip signalised junction at junction 34 of the A14 via Horningsea Road. Temporary site access CA2 will cross the existing footway / cycleway on the west side of Horningsea Road and is a potential conflict zone which may require marshalling during peak hours and/or traffic management measures to provide a safe crossing point for site traffic and pedestrians and cyclists.

~~4.2.11~~4.2.7 During construction the vehicles will also need to access the waste water transfer tunnel via the existing Cambridge WWTP, routeing will follow the same pathway as that described for the existing Cambridge WWTP below.

Final Effluent (FE) Pipeline

~~4.2.12~~4.2.8 To access the final treated effluent pipelines, vehicles will route to the proposed WWTP via Junction 34 of the A14 before crossing Horningsea Road to the final treated effluent pipelines located to the north west of the site approximately 30m south of the Low Fen Drove Way junction with Horningsea Road, as outlined in Figure 4.1. The extent of these works do not extend into the village of Horningsea. Additional trips or routeing on the highway network will not be required as a result of these works. However, crossing of Horningsea Road and the existing cycle footway provision on the western side of Horningsea Road will be required. This is a potential conflict area which would require marshalling and traffic management measures for both non-motorised users and motorists to provide safe crossing of Horningsea Road for the construction vehicles and labour and on-wards journeys for all highway users. This will be defined by the Principal Contractor.

Existing Cambridge WWTP

~~4.2.13~~4.2.9 To access the existing Cambridge WWTP vehicles will exit the A14 from both westerly and easterly directions at Junction 33 before routeing north along Milton Road to the Cowley Road signalised junction, as per the existing arrangement (see Figure 4.1). Construction activities will be undertaken both along Cowley Road and within the boundary of the existing Cambridge WWTP. The footpath/cycleway along Cowley Road is a potential conflict area which may require diversion and traffic management measures (subject to agreement with the Local Highway Authority (LHA) for pedestrians and other non-motorised users.

Waterbeach Pipeline Section 1

~~4.2.14~~4.2.10 To access Section 1.1 of the Waterbeach Pipeline, vehicles will exit the A14 at Junction 33 and route via the A10 and Waterbeach village to gain access to the temporary site accesses COA18, COA17, CA29, COA14, COA13, CA26 and COA12 via Denny End Road, Bannold Road, Burgess's Drove and Long Drove.

~~4.2.15~~4.2.11 To access Section 1.2 of the Waterbeach Pipeline vehicles will exit the A14 at Junction 33 and route via the A10 and Waterbeach village to gain access to the temporary site accesses CA20, COA9 and CA16 via CarDyke Road, Cambridge Road, Way Lane, Burgess Road, Station Road and Clayhithe Road.

Waterbeach Pipeline Section 2

~~4.2.16~~4.2.12 Depending on the programming of the Waterbeach Pipeline and the Works Area (including the Final Effluent main (FE) and waste water transfer tunnel) either access CA10and/or CA6 will be used via the J34 A14 and Horningsea Road to access as Section of the pipeline to the north and through the Works Area and Waterbeach village will be used to gain access to site CA20, COA9 and CA16 via CarDyke Road, Cambridge Road, Way Lane, Burgess Road, Station Road and Clayhithe Road.

Waterbeach Pipeline Section 3

~~4.2.17~~4.2.13 To access the Section of the Waterbeach Pipeline between B1047 Horningsea Road, the A14 and the River Cam (temporary site accesses CA2 and CA3) construction vehicles will need to use a ~Section of Horningsea Road south of the on-slip junction. This will be no more than 250m.

Waterbeach Pipeline Section 4

~~4.2.18~~4.2.14 To access the Section of the Waterbeach Pipeline between the River Cam, the existing Cambridge WWTP and Junction 33 of the A10, Milton interchange, construction vehicles will need to use the A1309 south of Junction 33, Milton Road, Green End Road, Water Lane and Fen Road to access temporary site access CA1. Temporary site access COA1 is located at the existing WWTP site and will be accessed as per the current arrangement via the A1309 south of Junction 33, Milton Road and Cowley Road.

5 Signage Strategy

5.1 Route signage

5.1.1 The types of temporary signage erected along the construction traffic routes in order to provide access routeing information is subject to agreement with Cambridgeshire County Council as the Local Highways Authority.

5.1.2 Temporary Traffic Regulation orders to erect temporary signage are set out in Part 3 (Streets) of the DCO and shown on the Access and Traffic Regulation Order Plans in volume 4.7 of the DCO application documents.

5.1.3 Current proposals for route signage include;

- Enhanced Weight Restriction signage on all approaches to the weight restrictions including ANPR warnings;
- Wayfinding signage clearly marking the authorised route for all site traffic from the A14 (eastbound and westbound) to the proposed WWTP site access including information signs on other routes outlining 'no access for CWWTW construction traffic';
- Clear signage routeing vehicles to and from the A14 and A10;
- Signage on routes off the proposed WWTP site access and temporary site access point routes prohibiting site traffic including (but not limited to) routes from J35, Newmarket Road, High Ditch Road, Low Fen Drove Way and Ditton Lane;
- Signage warning vehicles of presence of pedestrians and cyclists;
- Signage warning pedestrians and cyclists of the presence of HGVs and other site traffic;
- Signage indicating changes in speed limit along Horningsea Road (subject to approval by the Local Highways Authority (LHA)); and
- Additional signage for no parking, advanced works height or width restrictions will be implemented as required in agreement with the LHA.

5.1.4 In the event that traffic diversions are required along the construction traffic routes, temporary signage will be installed by the Principal Contractor(s) and/or the relevant Local Highways Authority that is in accordance with the standard relevant signage design guidance.

5.2 Temporary access points and construction road signage

5.2.1 Similar to those proposals listed above, temporary signage will be erected along all proposed construction haul roads. As a minimum the signage will include internal haul road speed limits, warning (hazard signs), potential vehicle or pedestrian crossing points, distances to destinations, height/width restrictions and passing places.

6 Mitigation Measures

6.1 Introduction

6.1.1 As referenced in the Environmental Statement, Chapter 19: Traffic and Transport (App Doc Ref 5.2.19), an assessment of the environmental impacts of construction traffic upon the strategic and local road networks within the study area has been undertaken. The mitigation proposed in the Environment Statement has been used to inform this section of the outline CTMP.

6.1.2 Measures relating to wider construction activities such as hours of operation, the control of noise and vibration and the control of dust can be found in the Code of Construction Practice (CoCP) Part A & B and section 7.9 (Air Quality) of the Environmental Statement

6.2 Safety and Environmental Standards

6.2.1 The Applicant is committed to ensuring all Principal Contractor(s) and sub-contractor(s) vehicles arriving at site comply with sufficient safety measures and requirements relating to the following schemes:

- Fleet Operator Recognition Scheme (FORS) – Requires fleet operators to demonstrate that they are achieving exemplary levels of best practice in safety, efficiency and environmental protection; and
- Construction Logistics & Community Safety (CLOCS) – Is a set of road safety requirements to be adopted during the construction period by the supply chain.

6.3 Adherence to Designated Routes

6.3.1 Details of routes to be used for journeys to and from site for road operations are provided in Section 3. Monitoring and enforcement measures relating to this outline CTMP are detailed in Section 6.

6.3.2 The following weight restrictions are applicable along the designated routes:

- South of the A14, Horningsea Road is subject to a weight restriction of 18 tonnes, ‘except for access’ which extends 30m south from the on-slip road signalised junction at Junction 34 of the A14 in a southerly direction towards Fen Ditton;
- North of the A14, Horningsea Road is subject to a weight restriction of 7.5 tonnes ‘except for access’ which begins approximately 30m north of the A14 off-slip road extending north towards Horningsea Village; and
- The village of Waterbeach is subject to a weight restriction of 7.5 tonnes ‘except for access’ which begins at the junctions with Car Dyke Road and the A10 and Denny End Road and the A10 both in an easterly direction towards Waterbeach Village.

6.3.3 These weight limits are Traffic Regulation Orders (TRO) and are therefore enforceable by Cambridgeshire County Council as the Local Highways Authority. In order to minimise environmental impact, road safety risks and congestion during the construction period, the following mitigation strategies are proposed (subject to agreement with Cambridgeshire County Council as the Local Highways Authority):

- That the Applicant and other hauliers / contractors associated with the project, sign up to the 'Commercial Company Covenant', promoted by Cambridgeshire County Council as the Local Highways Authority;
- Temporary or permanent Automatic Number Plate Recognition (ANPR) cameras will be installed at the following locations (subject to approval by the relevant Local Highways Authority and any other relevant stakeholders):
  - On Horningsea Road, located immediately north and south of the A14 signalised junctions;
  - North of Low Fen Drove Way to capture construction vehicles associated with temporary site access CA10; and
  - At the proposed WWTP site access on Horningsea Road once the proposed WWTP site access is operational.
- The installation of signage in line with the signage strategy set out in Section 4;
- A reporting strategy for dealing with non-compliance;
- Encourage local residents / volunteer groups to report HGVs that use the villages and provide an accessible and user-friendly reporting system; and
- Specify the authorised access routes in contracts for all site contractors, including actions and correction measures for non-compliance and to be reported in monthly site newsletters or similar to residents.

6.4 Vehicle scheduling

Hours of operation for vehicle movements

6.4.1 No construction vehicle movements or deliveries will take place outside of the hours set out in the CoCP, apart from exceptional circumstances (e.g. abnormal loads). Deliveries will be scheduled and arranged accordingly to prevent any inconvenience, as far as it is reasonably practicable, to the community and other road users (see Table 6-1).

6.4.2 The final approved CTMP will be issued to all vehicle drivers/operatives and suppliers at the pre-start meeting to make all personnel fully aware of the site traffic management arrangements.

~~6.4.2~~

6.5 Delivery scheduling

Deliveries

6.5.1 The volume of deliveries during the construction period will be managed via a scheduling system implemented by the Principal Contractor(s).

~~6.5.2~~ The Principal Contractor(s) will schedule construction deliveries (including site won material) outside of agreed peak hours (08:00-09:00, 15:00-16:00, and 17:00-18:00 from Monday to Friday) (see Table 6-1 for details) to minimise the possibility of adding to congestion on the road network, unless it is a time critical delivery or it is determined to be essential that the delivery is to be completed during peak hours or specific alternative restrictions are agreed with the local highway authority. ~~The Principal Contractor(s) will, where reasonably practicable, schedule deliveries so that they do not coincide with peak hours, especially during the AM and PM peak hours to minimise the possibility of adding to congestion on the road network (see Section 4.2 for details).~~

6.5.2

6.5.3 Time critical construction deliveries are defined as activities involving staff travelling to and from work or office that are working on time critical activities, deliveries of essential plant and materials, and deliveries of liquid sludge imports (during testing and commissioning).

6.5.4 Deliveries that it is essential are completed during the agreed peak hours might include deliveries of replacement construction equipment or parts to allow construction to continue in a safe manner.

6.5.5 Where there is a need for an out of hours delivery that cannot be carried out during the working hours detailed in the CoCP, the Principal Contractor(s) will inform the local community via the pre-commencement notifications and commit to times where possible.

Table 6-1 Delivery Scheduling

~~**All deliveries will be planned as follows:**~~

~~**General restrictions (if required at peak) 8-9.15-16.00 and 17.00 to 18.00;**~~

~~**Cowley Road and Fen Road (deliveries by anything over 3.5 tonnes) 9.30-15.30; and**~~

~~**Bannold Road/Bannold Drove/Burgess's Drover (deliveries by anything over 3.5 tonnes) 9.30 – 15.00 during school term time.**~~

Location	Delivery type	Delivery window	Exceptions
General restrictions	Construction deliveries (including site won material) over 3.5 tonnes	Before 8:00, 09:00-15:00, 16:00 to 17:00, after 18:00 (Monday to Friday)	• Time critical delivery • It is essential that the delivery is completed during peak hours • Specific alternative restrictions are agreed with the local highway authority.

Location	Delivery type	Delivery window	Exceptions
Cowley Road Fen Road	Construction deliveries (including site won material) over 3.5 tonnes	9:30 – 15:30 (Monday to Friday)	• Time critical delivery • It is essential that the delivery is completed during peak hours
Bannold Road Bannold Drove Burgess's Drove Station Road Clayhithe Road	Construction deliveries (including site won material) over 3.5 tonnes	9:30 – 15:00 (Monday to Friday during school term time)	• Time critical delivery • It is essential that the delivery is completed during peak hours
Junction 34 of the A14 Horningsea Road	Abnormal Indivisible Loads (AIL)	Before 11:00 and after 15:00 (Saturdays & Sundays)	• Time critical delivery • It is essential that the delivery is completed during peak hours

~~6.5.3~~

Use of Logistics and Consolidation Centres

~~6.5.4~~6.5.6 Due to the nature of the proposed WWTP, site access and its proximity to the A14 Strategic Road Network, the use of consolidation centres or stop and wait points along the network are not considered to be required.

~~6.5.5~~6.5.7 The use of lorry parks on the SRN may be required to adhere to the delivery schedule. The Principal Contractor(s) will set out proposals for logistics / consolidation centres if required and the use of lay-bys / lorry parks.

6.6 Construction Workers Travel Plan (CWTP)

6.6.1 A draft CWTP (Appendix 19.9,App Doc Ref 5.4.19.9) has been produced and is submitted as part of this DCO application. The draft CWTP sets out the measures that will be put in place to encourage construction workers to use more sustainable travel modes, to reduce single occupancy vehicle trips and will investigate the potential for flexible working patterns to facilitate travel outside of the peak periods. The Principal Contractor(s) and sub-contractors who regularly attend site will be expected to sign up to the CWTP and promote the measures set out therein.

6.7 Safe management of Public Rights of Way

6.7.1 The proposed construction works will impact a number of Public Rights of Way (PRoW). Measures will be put in place to manage the impact upon users of the PRoW during the construction period. These measures have been outlined within Section 7.6 of Part A of the CoCP.

6.8 Highway restoration

6.8.1 It is proposed to carry out on the existing public highway pre and post construction surveys along the proposed construction access routes. The scope of these surveys (the geographical extent and information to be recorded) will be agreed with Cambridgeshire County Council (CCC) as the Local Highways Authority. Where excessive damage to the existing public highway has been identified and attributed to the project construction traffic, remediation works are to be agreed with the CCC to rectify the damage to a standard which is acceptable to CCC as the Local Highway Authority. Where temporary alterations to the public highway are required during construction, the highway will be restored to the same condition as before the works took place or to a standard which is acceptable to CCC as the Local Highways Authority. ~~Pre and post construction surveys will be agreed with Cambridgeshire County Council (CCC) as the Local Highways Authority, as required. Where temporary alterations are required, the highway will be restored to the same condition as before the works took place or to a standard which is acceptable to CCC as the Local Highways Authority.~~

6.8.2 Temporary access reinstatement will be carried out after, and completed within 3 months following, completion of all engineering construction, commissioning and landscape planting. within the section of the proposed development each temporary access is used to reach.

6.9 Facilitate safe movement of users of the highway (including non-motorised users)

6.9.1 Temporary traffic management (TM) will be required for the different site accesses associated with the construction of the Proposed Development. For ease of understanding these have been set out against the different components of the Proposed Development listed in Table 4.1. For all accesses there may be a requirement for short term road closures (and associated diversion routeing) for specific construction activities, although these should be kept to a minimum.

6.9.2 TM compliant with NRSWA standards will need to be determined by the Principal Contractor(s) in discussion with Cambridgeshire County Council as the Local Highways Authority.

6.9.3 For each temporary access route, once all construction works needing to use that route have been completed, the temporary access route will be reinstated, as soon as reasonably practicable, to its previous condition or other conditions as agreed with land owner.

Cambridge Waste Water Treatment Plant (WWTP)

6.9.4 Temporary speed restrictions to Horningsea Road will be put in place in accordance with the Temporary Traffic Regulation Order set out in Article 16 of the DCO for the duration of the works; the detail of which will be subject to agreement with Cambridgeshire County Council and any other relevant stakeholders.

6.9.5 Temporary TM will be required during construction of the proposed WWTP site access (and associated mitigation measures on Horningsea Road). There may be a requirement for short term single lane closures on Horningsea Road for specific construction activities, although these should be kept to a minimum. Any lane closures should be carefully managed to avoid working hours of the main site, ideally night-time lane closures should be planned to minimise impact on road users.

6.9.6 It is expected that the majority of the highway works can be carried out under TM that maintains vehicular access on Horningsea Road, under temporary signal control. The existing footway / cycleway to the west of the Horningsea Road carriageway will be maintained at all times with suitable barriers separating the footway from the works. There is no viable alternative route for pedestrians and cyclists from Horningsea to Fen Ditton (important as this is a route to Fen Ditton Primary School). Any site crossing points on the footway will need to be controlled with suitable TM and traffic marshalls where appropriate.

Waste Water Transfer Tunnel

6.9.7 As the temporary site access point for the waste water transfer tunnel will cross the existing footway / cycleway on the west side of Horningsea Road suitable TM will be implemented to provide a safe crossing point for site traffic and pedestrians and cyclists.

Final Effluent (FE) Main

6.9.8 As with the Cambridge WWTP site there is no alternative routes for pedestrians and cyclists therefore, suitable traffic management measures will be provided for both non-motorised users and motorists to provide safe crossing of Horningsea Road.

Waterbeach Pipeline

6.9.9 Part 3 (Streets) of the draft DCO details the Temporary Traffic Regulation Order powers to apply speed restrictions along the roads listed in the supporting DCO Schedule, which include Burgess's Drove, Bannold Drove, Bannold Road and Clayhithe Road. Part 3 (Streets) of the DCO details also defines where temporary parking restrictions can be applied.

6.9.10 For temporary site accesses COA18, COA17, CA29, COA14, COA13, CA26, COA12, CA20, COA9 and CA16 , the details will be subject to agreement with Cambridgeshire County Council and any other relevant stakeholders.

6.9.11 There is also a commitment to avoid HGV movements through Waterbeach during school drop-off and pick-up hours throughout term time and to reinstate any areas of footpath affected by the works and to maintain the existing alignment/gradient as much as is practicable.

6.9.12 Additionally, connectivity/access to community facilities and residential properties during works will be maintained. At the level crossings on Bannold Road and Station Road in Waterbeach, construction traffic, where necessary, should have restricted working hours, speed restrictions and the use of banks persons. Any required

mitigation associated with the level crossings will be outlined in the Basic Asset Protection Agreement facilitated by Network Rail.

6.9.13 For temporary site accesses CA10,CA6,CA2 and CA3 it is expected that the majority of the highway works can be carried out under TM powers detailed in Part 3 (Streets) of the DCO to maintain vehicular access on Horningsea Road, under temporary signal control. Access along the existing footway / cycleway to the west of the Horningsea Road carriageway will be maintained at all times with suitable barriers separating the footway from the works. There is no viable alternative route for pedestrians and cyclists from Horningsea to Fen Ditton (important as this is a route to Fen Ditton Primary School). Any site crossing points affecting existing footways, such as increased traffic crossing the existing Cowley Road footway / cycleway into the existing Cambridge WWTP, will be controlled with suitable TM.

6.10 Wider road network interaction

6.10.1 Regular contact would be maintained with the Local Highway Authority and National Highways to monitor interaction of the construction works with the wider traffic network. This would enable implementation of short notice changes, if required, to support the management of emergency situations such as the A10 traffic being diverted through Waterbeach and Horningsea. Measures that could be considered in such circumstances, where possible, could include holding construction traffic on site to avoid creating further congestion and contacting delivery companies / drivers to either reschedule the delivery for later that day or for the next day in extreme circumstances.

7 Monitoring, Enforcing and Updating the CTMP

7.1 Introduction

7.1.1 The Principal Contractor(s) will ensure that the measures within this outline CTMP are implemented and adhered to throughout the construction period. Set out below are proposals for the monitoring and enforcement of the measures detailed within Section 5 of this outline CTMP, along with the mechanism for updating the outline CTMP both prior to and following the grant of the DCO.

7.2 Monitoring Strategy

7.2.1 As per Section 3, the Logistics Manager will be responsible for overseeing the implementation and monitoring of the detailed CTMP during the construction period.

Monitoring of deliveries

7.2.2 To ensure compliance with the HGV movements assessed as part of Environmental Statement, Chapter 19: Traffic and Transport (App Doc Ref 5.2.19), the Logistics Manager will operate a scheduling system for all deliveries. Delivery schedules will be continuously monitored to manage vehicle movements throughout the construction period.

Vehicle Routeing

7.2.3 The Principal Contractor(s) will implement a system for monitoring the movement of vehicles associated with the construction of the Proposed Development, this will include the following:

- Documented pre-commencement meetings with the site management team as a contractual requirement;
- ANPR cameras along Horningsea Road;
- Active traffic management; and
- FORS and CLOCS accreditation.

Road Safety

7.2.4 The Principal Contractor(s) will manage and operate a 'near miss' reporting system to ensure any accidents or near misses are recorded and investigated appropriately. Where relevant, accidents and near misses will be reported to relevant highways stakeholders by the CLO.

Site Safety

7.2.5 Site safety recording and monitoring measures have been outlined below, general commitments to health and safety can be found in the CoCP Part A (App Doc Ref.2.1, section 4). The Principal Contractor(s) will set out their methods for recording and monitoring, the following safety related issues:

- Record of all logistics-related accidents;
- Ways staff are travelling to site; and
- Vehicles and operations not meeting safety requirements.

Monitoring Reporting

7.2.6 Data recorded from the monitoring of the above elements along with any non-compliances or best practices will be collated on a quarterly basis by the Principal Contractor(s) as part of a quarterly monitoring report and issued out to the relevant parties.

7.3 Enforcement

Breaches and Complaints

7.3.1 All complaints will be dealt with in line the procedure and timelines to be set out in the Community Liaison Plan (App Doc Ref 7.8).

7.3.2 Breaches and complaints relating to construction traffic will be monitored, recorded and reported by way of the following:

- A Community Liaison Plan which sets out a reporting strategy for dealing with non-compliance. The following data should be collected and reported to those parties detailed in Figure 3.1 of the Community Liaison Plan:
  - site vehicles that are recorded as entering/leaving site either by the general public or by ANPR;
  - community complaints about construction activities;
  - Incorrect vehicle routeing;
  - unacceptable queuing;
  - unacceptable parking; and
  - compliance with safety and environmental standards and programmes.
- Encourage local residents / volunteer groups to report HGVs that use the villages and provide an accessible and user-friendly reporting system that includes:
  - Publish contact details of the Community Liaison Officer in the form of telephone number, email address and website – including an out of hours or emergency contact.

- Specify the authorised access routes in contracts for all site contractors, including consequences for non-compliance and reported in monthly site newsletters or similar to residents.

7.3.3 Where a breach or complaint is reported, the Logistics Manager and/or Principal Contractor(s) will carry out an investigation in order to identify appropriate corrective actions. Where needed, corrective actions will be agreed with Cambridgeshire County Council as the Local Highways Authority and/or community members prior to implementation.

7.4 CTMP forward plan

7.4.1 Table 7.1 below sets out the action, timescales and responsible parties relating to the future development of the outline CTMP into a fully implemented detailed CTMP.

Table 7-7-~~1~~1: CTMP forward plan

Action	Timescale	Responsible party
Submission of an outline CTMP as part of the DCO application	At the point of submission	Anglian Water (the Applicant)
Development of detailed CTMP	Prior to construction commencement	Principal Contractor(s)
Approval of the detailed CTMP by the relevant local highway's authority	Prior to construction commencement	Principal Contractor(s)
Appointment of a traffic management team by the Principal Contractor(s)	Prior to construction commencement	Principal Contractor(s)
Implementation of the signage strategy and mitigation measures	Prior to construction commencement	Principal Contractor(s)
Establish monitoring systems	Prior to construction commencement	Principal Contractor(s)
Monitoring of the CTMP measures	Ongoing throughout the construction period	Principal Contractor(s)
Updating of the CTMP (where relevant)	Ongoing throughout the construction period	Principal Contractor(s)

APPENDIX A – DCO Part 3 Accesses and Their Vehicular Needs

The locations where access is required for construction and/or operational and maintenance needs are set out in Part 3 (Streets) of the DCO and shown on the Access and Traffic Regulation Order Plans in volume 4.7 of the DCO application documents. Table A.1 summarises the vehicular access needs and the associated works in Schedule 1 of the DCO, and thereby their durations (where C is Construction, O is Operational and A is Access).

Table A-0-11: Vehicular Access Needs for Each Access Point under Part 3 of the DCO

Description of Access	Associated Works	Purpose of access and vehicle needs
COA1 - off Cowley Road into the existing Cambridge Waste Water Treatment Plant	Work Nos. 17, 18, 25, 26, 27, 28, 30 and 36, plus decommissioning works	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for works within the existing Cambridge Waste Water Treatment Plant
CA1 - off Fen Road	Work No. 36	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline south (Work No. 36).
OA1 - off the private track leading to the substation off Fen Road	Work No. 36	**Operation and maintenance** – 4x4 sized vehicular access for inspection and maintenance of air valves along Waterbeach pipelines south (Work No. 36).
CA2 - west off Horningsea Road, south of the A14	Work Nos. 29, 31 and 39	**Construction** – HGV and other vehicular access, including heavy construction plant, for Waterbeach pipeline south, transfer tunnel shafts 4 and 5 construction and associated construction work areas and access route.
CA3 - east off Horningsea Road, south of the A14	Work No. 36	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline south (Work No. 36).

Description of Access	Associated Works	Purpose of access and vehicle needs
OA2 - east off Horningsea Road, south of the A14	Work No. 36	**Operation and maintenance** – 4x4 sized vehicular access for inspection and maintenance of air valves along Waterbeach pipeline south (Work No. 36).
COA2 - west off Horningsea Road to fields north and south of the A14, via the private track leading to Poplar Hall and under the A14 overbridge	Work Nos. 29, 31 and 39	**Construction** – HGV and other vehicular access, including heavy construction plant, for establishment of the temporary access west off Horningsea Road for Waterbeach pipeline south and transfer tunnel shafts 4 and 5 construction works. **Operation and maintenance** – 4x4 sized vehicular access for inspection and maintenance of the outfall and ecology mitigation area.
CA4 - off A14 mainline westbound carriageway to land between the A14 mainline and A14 Westbound On-Slip Road	Work No. 01	**Construction** – vehicular access (excluding low loaders, but including HGVs and mobile elevated work platforms (MEWPS), for construction and removal of temporary scaffolding under the Horningsea Road bridge over the A14.
CA5 - off A14 mainline westbound carriageway to land between the A14 mainline and A14 Eastbound Off-Slip Road immediately north of the A14 overbridge		
CA6 - off A14 Eastbound Off-Slip Road to land between the A14 mainline and A14 Eastbound Off-Slip Road immediately south of the Off-Slip Road		
CA7 - between two fields south-west of Biggin Hall	Work Nos. 31, 32 and 39	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of the outfall, connecting final effluent and storm pipelines and ecology mitigation area.
CA8 - west off Horningsea Road, north of the A14	Work Nos. 31, 32 and 39	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of the outfall, connecting final effluent and storm pipelines and ecology mitigation area.

Description of Access	Associated Works	Purpose of access and vehicle needs
CA9 - east off Horningsea Road, south of the A14	Work No. 31	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of final effluent and storm pipelines.
CA10 - south off Low Fen Drove Way, south of Low Fen Drove Way	Work No. 02, 21 and 37	**Construction** – HGV and other vehicular access, including heavy construction plant, for establishment of the proposed WWTP construction site, creation of proposed WWTP access off Horningsea Road and construction of Waterbeach pipeline north until this access can be replaced by new proposed WWTP access.
COA3 - north off Low Fen Drove Way, north of Low Fen Drove Way	Work Nos. 02, 21, 23, 24 and 37	**Construction, operation and maintenance** • vehicular access (excluding low loaders) for construction, inspection and maintenance of landscaping and ecological works east of Horningsea Road; and • temporary diversion of Low Fen Drove Way traffic while access CA10 in use.
COA4 - south off Low Fen Drove Way	Work No. 33 and 37	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
COA5 - north off Low Fen Drove Way	Work No. 33 and 34	
CA11 – east off Low Fen Drove Way to private track	Work No. 23	**Construction** – vehicular and construction plant access (e.g. diggers and dumpers, but excluding low loaders) for laying new surface for permissive path connection to Low Fen Drove Way. This access would only be used for small vehicles/construction plant to access Low Fen Drove Way from the field for the purpose of creating an improved surface connection between the highway and field. This is to provide safe access for users of the proposed non-motorised user connection along Work Number 23 as shown on drawing sheet 4 of document 4.3 Works Plans.

Description of Access	Associated Works	Purpose of access and vehicle needs
CA12 - private track leading east off Low Fen Drove Way Byway 14	Work No. 38	**Construction** – vehicular and construction plant access (e.g. diggers and dumpers, but excluding low loaders) for laying surface for new bridleway between Low Fen Drove Way and Station Road
CA13 - private track leading south-west off Station Road (private road)	Work No. 38	**Construction** – vehicular and construction plant access (e.g. diggers and dumpers, but excluding low loaders) for laying surface for new bridleway between Low Fen Drove Way and Station Road
COA6 - east off Horningsea Road	Work No. 23 and 24	**Construction, operation and maintenance** – vehicular access (e.g. but excluding low loaders) for construction, inspection and maintenance of landscaping and ecological works east of Horningsea Road.
COA7 - north and south off the private track south-east of Gayton Farm to fields east of the farm	Work No. 33 and 34	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
OA3 - off the private track south-east of Gayton Farm to fields east of the farm	Work No. 33	**Operation and maintenance** – 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
OA4 - off Clayhithe Road leading to Gayton Farm		
CA14 - off the private track east of Gayton Farm and west of the reservoir	Work No. 33 and 34	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
CA15 - off the private track north-east of Gayton Farm and north of the reservoir	Work No. 33 and 34	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
CA16 - south-east from the layby on Clayhithe Road	Work No. 33, 34 and 37	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
OA5 - off the track north-east from the layby on Clayhithe Road in the field east of the layby and south of the track	Work No. 33	**Operation and maintenance** – 4x4 sized vehicular access during operation for inspection and maintenance of air valves.

Description of Access	Associated Works	Purpose of access and vehicle needs
CA17 - between two fields north of footpath 130/8 and east of footpath 130/10 south of Grange Farm	Work No. 33	**Construction**– HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
COA8 - west and east off the private track east of Grange Farm	Work No. 33	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
CA18 - off the private track leading east through Grange Farm, to fields east of the farm	Work No. 33, 34 and 37	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
OA6 - off the private track leading south around the boundary of Grange Farm	Work No. 33	**Operation and maintenance** – 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
COA9 - off Clayhithe Road leading into the private track at Grange Farm	Work No. 33, 34 and 37	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
COA10 - between two fields north-east of Grange Farm	Work No. 33 and 37	
CA19 - north and south off the private track east of Riverside Farm	Work No. 33	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
CA20 - off Clayhithe Road into Hatridge's Lane leading towards Riverside Farm and field to the south of Hatridge's Lane	Work No. 37	**Construction** – HGV and other vehicular access, including heavy construction plant, to create temporary pedestrian route parallel to Hatridge's Lane.
CA21 - off south side of access into Riverside Farm to the field south of Hatridge's Lane	Work No. 37	**Construction**– HGV and other vehicular access, including heavy construction plant, to create temporary pedestrian route parallel to Hatridge's Lane.
CA22 - east off Hatridge's Lane onto track through Riverside Farm	Work No. 33 and 37	**Construction** – HGV and other vehicular access, including heavy construction plant, using existing Riverside Farm access for construction of Waterbeach pipeline north.
CA23 - north off track leading west from Hatridge's Lane to the west of Riverside Farm	Work No. 33 and 37	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north, plus temporary access route north of Hatridge's Lane.

Description of Access	Associated Works	Purpose of access and vehicle needs
OA7 - off the adopted public highway section of Hatridge's Lane north along the private section of Hatridge's Lane	Work No. 33	**Operation and maintenance** – 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
COA11 Vehicular access to the west and east off Hatridge's Lane north of Riverside Farm	Work No. 33	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
CA24 - west and east off the track that forms footpath 247/10	Work No. 33	**Construction**– HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
COA12 - south off Burgess's Drove	Work No. 33 and 37	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
CA25 - east off Burgess's Drove	Work No. 33 and 37	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
COA13 - east off Burgess's Drove	Work No. 33 and 37	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
CA26 - west off Burgess's Drove	Work No. 33 and 37	**Construction** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north.
CA27 - west off Burgess's Drove		
CA28 - west off Burgess's Drove		
CA29 - west off a private track west of Long Drove	Work No. 30, 33, 34 and 37	
COA14 - north off Bannold Road	Work No. 30 and 33	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance of air valves.
COA15 - north and south between two fields east of the Cambridge to King's Lynn railway line	Work No. 30, 33, 34 and 37	

Description of Access	Associated Works	Purpose of access and vehicle needs
COA16 - east off Bannold Drove	Work No. 33	**Construction, operation and maintenance** – HGV and other vehicular access, including heavy construction plant, for construction of Waterbeach pumping station and connection pipeline north; then 4x4 sized vehicular access during operation for inspection and maintenance.
COA17 - east off Bannold Drove		
COA18 - west off Bannold Drove and leading to the Waterbeach Water Recycling Centre		

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**

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/