

Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

Statement of Common Ground: Greater Cambridge Partnership

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Version	Date	Author	Description of change
V01	06/11/2023		First Draft following submission of Relevant Representations and submission of Amendment to Order limits at ISH1
V02	15/12/2023		Updated to reflect submissions and further engagement following Deadline 2
V03	09/02/2024		Updated to show amended signatories to the statement and final agreement at Deadline 5
V04	26/03/2024		Final version offered by the Applicant

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (“SoCG”) is submitted as part of an application by Anglian Water Services Limited (“the Applicant”) for a Development Consent Order (DCO) under the Planning Act 2008 (“the Application”).
- 1.1.2 The Application is the provision of a new modern, low carbon waste water treatment plant for Greater Cambridge, together with the necessary pipelines and tunnel (“the Project”). The project is an enabler of sustainable growth. The relocation of the existing works, from its current site, will unlock the last large brown field site in Greater Cambridge and allow the creation of a new city district and provide much needed housing and commercial space in a sustainable location, with access to transport, jobs and recreational opportunities.
- 1.1.3 This SoCG has been prepared by the Applicant and agreed with Greater Cambridge Partnership (GCP). The Applicant has engaged with GCP’s delegated representative SLC Rail and Waterbeach Development Company (WDC) as part of the Application to facilitate and coordinate the delivery of the Waterbeach New Station (“the New Station”). The SoCG was originally prepared with SLC Rail as signatory but has been changed by mutual agreement at Deadline 5 to more accurately reflect the contractual relationship for the delivery of the New Station.
- 1.1.4 GCP operates in accordance with a collaborative governance framework, featuring an Executive Board working together other partners. The Executive Board is a joint committee established by Cambridge City Council, Cambridgeshire County Council (CCC) and South Cambridgeshire District Council pursuant to the Local Government Act 1972 and the Local Government Act 2000. As such, neither GCP, nor its Executive Board, has separate legal personality and cannot contract in its own right.
- 1.1.5 GCP is negotiating an agreement with WDC to secure sufficient property interests to relocate Waterbeach Station to the New Station and to part fund and procure the construction of the New Station, car park and access road. Neither GCP, nor Cambridgeshire County Council on its behalf, hold any property interests at this moment in time in connection with the New Station. The parties have, however, agreed to work together to help prevent the construction of the Proposed Development hindering the delivery of the New Station. Failure to deliver the New Station would could impede the delivery of the housing referred to in the next paragraph.
- 1.1.6 WDC is promoting strategic scale development at Waterbeach new town East. Waterbeach New Town is allocated in South Cambridgeshire District Council’s (SCDC) Local Plan and therefore forms a key part of the Council’s spatial strategy for development. An outline planning application for up to 4,500 new homes, (forming the Waterbeach New Town **east** “WNTE”) alongside a range of other commercial, community, recreational and other open space uses was granted outline planning permission at South Cambridgeshire District Council’s (SCDC) Planning Committee on 29 January 2021, pending completion of a section 106 agreement (ref: S/2075/18/OL). The **western** part of the Waterbeach New Town (Waterbeach New

Town West “WNTW”) development benefits from outline planning permission for up to 6,500 new homes secured by Urban & Civic, with the initial phase of development already being delivered following reserved matters approvals and the first residents are now in occupation.

- 1.1.7 The draft outline planning permission for WNTW contains a Grampian condition requiring delivery of the New Station and access road from the A10 to be in place prior to the occupation of any dwellings. The parties are therefore aligned in seeking to ensure that the Proposed Development and the New Station are able to proceed in parallel.
- 1.1.8 WDC has also gained full planning permission for a relocated railway station to serve the new town and existing residents on 9 January 2020 (ref: S/0791/18/FL), which remains extant following lawful commencement, as confirmed by LDC application ref: 23/00541/CL2PD, issued by SCDC on 4 May 2023. The New Station and closure of the existing station is being managed by SLC Rail and is subject to negotiations between GCP and WDC for its delivery.
- 1.1.9 Work is underway in relation to a further intended full planning application for a new waste water pumping station within the south-eastern corner of the Waterbeach new town East site. This falls outside the scope of the DCO Application and will be submitted by WDC.
- 1.1.10 The Applicant has engaged with SLC Rail and WDC to ensure the Applicant’s DCO programme and delivery of the Waterbeach Pipeline North is aligned with the New Station and any access proposals for the project can be managed effectively, along with traffic management and traffic plan proposals during the construction and operational phases of the project.
- 1.1.11 To date, SLC Rail and WDC have reviewed draft proposals at various stages of the design of the Proposed Development around the New Station in a series of combined meetings. The Applicant will continue to engage SLC Rail and WDC in regular joint meetings, and in one to one meetings as required.
- 1.1.12 In this SoCG, reference to ‘the parties’ means the Applicant and GCP.

1.2 Approach to the SoCG

- 1.2.1 The SoCG has evolved as the DCO Application progressed through Examination. It is structured as follows.
 - Section 2 confirms the pre-application consultation undertaken to date between the Applicant and SLC Rail;
 - Section 3 identifies the relevant documents on which the agreements recorded in this SoCG were reached;
 - Section 4 provides a summary of matters that have been agreed, are still under discussion and which are not agreed, as described in the table below;

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

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

1.3 Status of the SoCG

- 1.3.1 This version 4 of the SoCG represents the position between the Applicant and GCP as at 8 April 2024. It has been prepared by the Applicant and submitted to GCP for comment and agreement. The areas of agreement/disagreement are based upon recent meetings and discussions.

2 Consultation and Engagement

- 2.1.1 The Applicant has engaged with SLC Rail and WDC in a series of joint meetings and in one to one meetings on specific issues since May 2022, (following the issue of a Certificate of Lawful Development from SCDC), given that the site of the New Station was within the DCO Order Limits.
- 2.1.2 The parties are aware of the potential for the New Station and the construction of the Proposed Development to proceed at the same time, and it is agreed that there is a need to carefully co-ordinate their delivery. This engagement will continue after the DCO is made, including through the separate planning application processes involved with the full delivery of the New Station and its associated infrastructure.
- 2.1.3 On 21 September 2023 the Applicant submitted a Notification of Change Request [AS-006] to the Examining Authority which stated the intention to submit a request for a minor change to the Application. This Change Request related to the Application Order Limits in the vicinity of the New Station.
- 2.1.4 The proposed change arose after the submission of the Application, and as a result of the Applicant's ongoing engagement with SLC Rail, WDC and other relevant parties.
- 2.1.5 The Applicant consulted relevant stakeholders as part of this Change Request requirement to assist in the determination of whether the Change Request was material or not. The consultation period lasted for 14 days and SLC Rail were notified on 29 September 2023, marking the start of consultation, with the deadline for response was 11:59pm on 13 October 2023, being the close of consultation period.
- 2.1.6 SLC Rail submitted a response to the Applicant on 11 October 2023. The points raised in that response form the topic headings in section 4 below.

3 Documents considered in this SoCG

3.1.1 In reaching common ground on the matters covered in this SoCG, the parties made reference to the following documents within the DCO Application.

- Location and Scheme Order limits (App Doc Ref 4.4.1) [**APP-079**]
- General Arrangement Plans (App Doc Ref 4.2.0 – 4.2.10) [**APP-016**]
- Works Plans (App Doc Ref 4.3.0 – 4.3.10) [**APP-017**]
- Sheet 10 of the Land Plans (App Doc Ref 4.4.10) [**REP1-016**]
- Design Plans Waterbeach pipeline and long sections (App Doc Ref 4.14.0 – 4.14.12) [**APP-028**]
- Book of Figures Traffic and Transport (App Doc Ref 19.1 – 19.4) [**REP3-023**]
- Code of Construction Management Plans Parts A and B (App Doc Ref 5.4.2.1 and App Doc Ref 5.4.2.2). [**REP4-040** and **REP4-042**]

4 Summary and status of Agreement

4.1 Order limits Change Request

- 4.1.1 The change request submitted on 21 September 2023 represented a reduction in the land required for which also reduces the overlapping, as far as possible, of the Order Limits with the proposed New Station. The size of the land required relates to Land Parcels 069a and 070a.
- 4.1.2 The proposed change would also result in changes to the type of works for which the DCO is applying a permanent acquisition sought to enable those works. This applies in relation to Land Parcel 070a and 071a.
- 4.1.3 The powers over this land, which currently propose permanent acquisition of rights to facilitate Waterbear Pond (Works Number 33), will change to proposed powers of temporary possession for the purposes of a Waterbear Pond (Works Number 34).

Table 4.1 details the summary and status of agreement on Order limits change request

Statement/document on which agreement is sought.	Status	Comments
<p>The Construction Transport Management Plan (CTMP) (App Doc Ref 5.4.19.3) [REP3-034, REP3-036 and REP3-038] sets out the commitment to manage vehicle routes and timings to ensure that construction access points are clearly known to users of the roads.</p> <p>Section 5.2 includes information about the temporary access points and construction road signage. The assessment approach based on a worst-case scenario and mitigation proposals are agreed.</p>	Low	Agreed

4.2 Access to site and within site

- 4.2.1 The Assessment of traffic and transport is set out in the Environmental Statement Traffic and Access Chapter 19 (App Doc Ref 5.4.19.1 and 5.4.19.2) [APP-141] and Chapter 19 appendices for Transport Assessment (App Doc Ref 5.4.19.3) [REP3-034, REP3-036 and REP3-038].
- 4.2.2 In addition, a series of management plans have been produced to demonstrate how traffic and access would be managed during the construction and operation of the project including; Construction Traffic Management Plan (CTMP) (App Doc Ref 5.4.19.3) [REP3-034, REP3-036 and REP3-038], Workers Travel Plan, Construction Workers Travel Plan – (App Doc Ref 5.4.19.1 – 5.4.19.9) [APP-141 - APP-150] and Code of Construction Management Plans Parts A and B (App Doc Ref 5.4.2.1 and App Doc Ref 5.4.2.2) [REP4-040 and REP4-042].

Table 4.2 details the access requirements for the new station development and access to construction compounds

Statement/document on which agreement is sought.	Status	Comments
<p>The CTMP (App Doc Ref 5.4.19.3) [REP3-034, REP3-036 and REP3-038] sets out the commitment to manage vehicle routes and timings to ensure that construction access points are clearly known to users of the roads. Section 5.2 includes information about the temporary access points and construction road signage. The assessment approach based on a worst case scenario and mitigation proposals are agreed. The Applicant will continue to engage with SLC Rail as the CTMP is finalised through the discharge of requirements.</p> <p>The Applicant will review the traffic management plans submitted by SLC Rail to SCDC and their proposed enabling work to ensure appropriate measures and mitigation are undertaken in the event that the Applicant’s proposed construction programme for the Waterbeach pipeline overlaps with the enabling works of SLC Rail’s construction programme.</p>	Low	Agreed
<p>SLC Rail are reviewing, with SCDC, the potential to utilize a haul road for their construction period that is not via Waterbeach village nor via Bannold Drove but is accessed from the north of the site, from the Waterbeach New town development site itself. This is promoted to avoid access via the existing village and reduce the impact on the community. This proposed haul road location will form the subject of a separate planning application to SCDC.</p>	Medium	The proposed planning application would be fully supported by the Applicant. The temporary land possession identified in the change to the Land Plans can be

<p>The Applicant continues to collaborate with the design and development of the proposed haul road to ensure avoidance and/or the appropriate management of any conflicts with the delivery of the Waterbeach rising main.</p>		<p>coordinated to facilitate this haul road in the event the application is successful. In the event that GCP (or Cambridgeshire County Council on its behalf) acquires interests in land around the New Station before the Applicant has exercised the compulsory acquisition powers contained in the DCO, the Applicant will discuss the acquisition of the land and rights in land required for the Proposed Development with GCP and Cambridgeshire County Council.</p>
<p>The Applicant will continue to be a part of the regular, combined, strategic planning meetings arranged by SLC Rail with the Waterbeach Development Company and South Cambridgeshire District Council that review the co-ordination of the station planning application and timings of the delivery of the project and other interfaces for the Waterbeach area.</p>	<p>Medium</p>	<p>SLC Rail will continue to include the Applicant in the strategic planning meetings and the co-ordination of the New Station and the Proposed Development are kept under review and resolved satisfactorily between the parties.</p>
<p>Programme The Applicant is proposing to deliver the installation of the Waterbeach Pipeline between April 2025 and April 2026. SLC Rail are intending to start on site Q4 2025 with programmed construction between Q2 2025 and Q2 2027 with the final opening of the new station July 2027. On this basis the anticipated interface is a very limited period of time and The Applicant will have almost completed works and access requirements for the compound area. This period of time is considered to be manageable between the parties.</p>	<p>Low</p>	<p>The proposed programme offers the least risk of impact or conflict in the delivery of the New Station.</p>

4.3 Layout of Pumping Station

- 4.3.1 The location and layout of the pumping station required for the transfer of flows from Waterbeach New Town to the proposed WWTP or to the existing Cambridge WWTP for treatment has been agreed and is set out in the plan attached at Appendix 1.
- 4.3.2 The consenting and delivery of the pumping station sits outside the DCO Application and will be provided by WDC.
- 4.3.3 The design of the pumping station has been agreed between the Applicant (acting in its role as the waste water statutory undertaker) and WDC who have prepared a draft EIA screening opinion request to be submitted to SCDC shortly. A planning application will follow thereafter.

Table 4.3 details the layout and location of the terminal pumping station.

Statement/document on which agreement is sought.	Status	Comments
The plan attached at Appendix 1 represents the proposed location, layout and access of the terminal pumping station and is considered acceptable.	Low	Agreed

5 Agreement on the SoCG

This Statement of Common Ground has been jointly agreed by:

Name: Mark Malcolm

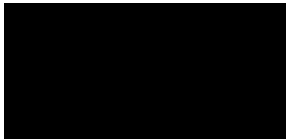
Signature: 

Position: Programme Director Major Infrastructure

On behalf of: Anglian Water Services Limited (the Applicant)

Date: 11 April 2024

Name: Peter Blake

Signature: 

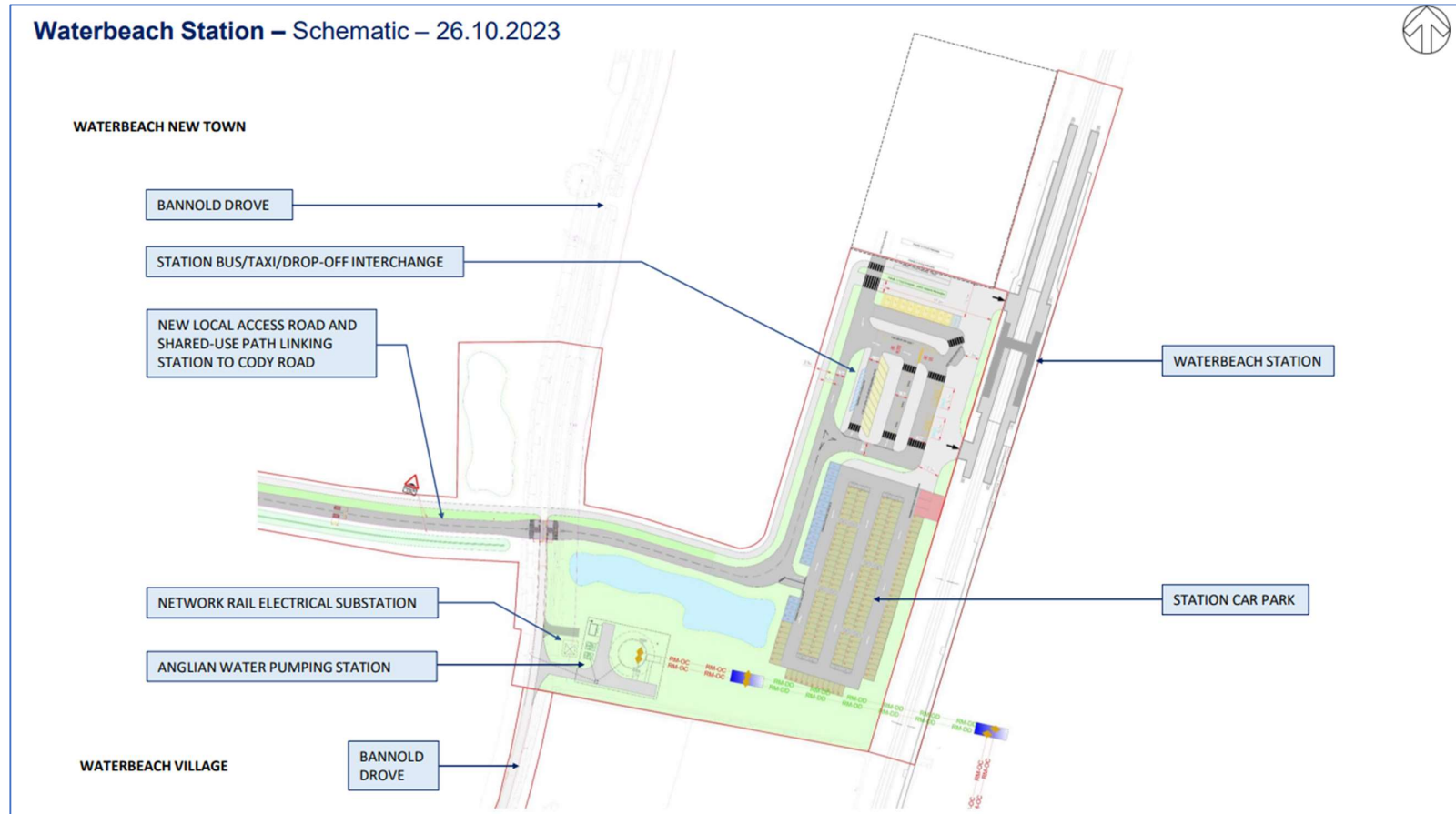
Position:

On behalf of: Greater Cambridge Partnership

Date: 11.04.2024

6 Appendix 1

Plan showing the proposed location and layout of the pumping station



Get in touch

You can contact us by:



Emailing at info@cwwtpr.com



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



Writing to us at **Freepost: CWWTPR**



Visiting our website at 

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/cambri-dge-waste-water-treatment-plant-relocation/>