



Cambridge Waste Water Treatment Plant Relocation Project



Preliminary Community Information
February 2022

Fen Ditton

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Community area information paper: Fen Ditton

Summary

Fen Ditton is a settlement located approximately 5km north of Cambridge on the B1047 between Barnwell and Horningsea, with people and community facilities that are likely to be impacted during the construction and operation periods of the relocated waste water treatment plant (WWTP). The purpose of this information paper is to provide a preliminary assessment of potential impacts on these communities during construction and operation and outline how development activities will be managed.

As there are community facilities located along the proposed construction traffic route, there are likely to be impacts during the construction period. Additional traffic and congestion could occur along Horningsea Road and adjoining roads, contributing to temporary delays as well as affecting pedestrians and cyclists. Fen Ditton Primary School may be similarly affected. Local residents may also experience temporary noise and visual impacts during construction.

Anglian Water is committed to contributing to and supporting the local economy. During construction there may be potential for opportunities for jobs and training opportunities within the local area, such as apprenticeship opportunities within Anglian Water.

In the long term, the Landscape Masterplan proposals intend to benefit the local area, including the community of Fen Ditton. The new formal bridleway connection provides access to network of PRow and greater opportunities for physical activity and recreation for nearby communities. This new connection could improve pedestrian and cycling access between the communities of Fen Ditton and Horningsea to the communities to the north and east of the Proposed Development. These benefits are further outlined in the **Environmental Information Paper: Recreation**.

The new multi-functional recreational area can be visited and provides connections to the surrounding Public Right of Way (PRow) network. The design also includes a Discovery Centre, which is proposed to have multi-use spaces and will provide awareness and educational opportunities on the topics such as the circular economy, the water life cycle and wider environment and sustainability issues.

The **Phase Three Community Consultation Leaflet** and the **Carbon Paper** provide more information on the strategic benefits of the Proposed Development.

Document purpose

The purpose of this paper is to inform the community about how the proposed relocation of Cambridge Waste Water Treatment Plant (WWTP) may affect the community of Fen Ditton. It will describe changes within Fen Ditton associated with the construction and operation of the proposed WWTP. It will set how people living and working in this location would be affected by our proposals based on preliminary assessments and the information we have collected to date in relation to the area of Fen Ditton. The paper will also describe how we intend to mitigate impacts and develop our proposals to account for the following features in this location:

- the transfer tunnel from the existing to the relocated waste water treatment works and associated vent shafts
- the outfall structure
- the new access to the proposed water treatment plant; and
- the relocated WWTP
- a section of the Waterbeach pipeline passing the south of the transfer tunnel
- the local road network used for construction access

This paper should be read alongside **Environmental Information Papers**, including **Landscape and Visual Amenity, Noise and Vibration, Odour, Traffic and Transport, Recreation and Air Quality**.

Limitations

This paper has been written based on currently available information, including datasets which have been used to inform the description of Fen Ditton area. As with any dataset, these may be subject to change over time, which may influence the descriptions.

The assessment of the impact on users of the River Cam and the Fen Ditton community is based on a site visit and desktop analysis. Further engagement with users of the River Cam and community facilities is planned to understand potential impacts and undertake assessment.

About the area of Fen Ditton

Fen Ditton is a settlement with a population of approximately 750 people. It is located approximately 5km north of Cambridge on the B1047 between Barnwell and Horningsea.

Figure 1 outlines the Fen Ditton community and community facilities within it. These community resources have been identified for the purposes of undertaking a preliminary assessment of impacts.

Fen Ditton has good vehicular access to the B1047 via Horningsea Road and has access to Cambridge North railway station which is located to the west. Fen Ditton is connected to neighbouring communities (including Cambridge city centre and Horningsea) through the bus network, with the local 19 bus route passing through town along High Street, Green End and the B1047 Horningsea Road.

The Fen Ditton Horningsea Cycleway is approximately 2km in length and located to the west of Horningsea Road, as shown in Figure 1. The cycleway is proposed to become part of the Horningsea Greenway. Further information about this is provided in the **Environmental Information Paper: Traffic and Transport**.

The closest properties to the Proposed Development within Fen Ditton are located on Horningsea Road, Musgrave Way, High Ditch Road, Green End and Fen Road. The majority of commercial properties and businesses are located at the northern edge of Fen Ditton, with a small cluster of business located off Green End. Several other businesses are located off the B1047 Horningsea Road including Jessie's Hens (a hen supplier/poultry store).

Community facilities in Fen Ditton include Fen Ditton Community Primary School, accessible from the B1047 Horningsea Road; and the Fen Ditton Church, located on Church Street. Fen Ditton Recreation Ground is located on the eastern edge of town, at the junction of Green End, Stanbury close and Church Street.

Measures of deprivation consider a range of aspects influencing living conditions. Fen Ditton has average levels of deprivation when compared nationally, whereas areas to the southwest and south of Fen Ditton are slightly more deprived.¹

The River Cam passes through to the north of Fen Ditton and is directly west of the settlement. River users are likely to include rowers, punters, boaters and canoers. Camboats a river tour company moors on the River Cam at the Plough Moorings and there is a public parking space for the Cambridge University May Bumps (see **Environmental Information Paper: Recreation** for further information).

There are several Public Rights of Way (PRoW) within Fen Ditton, connecting the local community with amenities in the surrounding area. There are six footpaths within Fen Ditton, as shown in Figure 1, with the majority providing a route north from the town

¹ Indices of multiple deprivation (IMD) are used to classify the relative deprivation of small areas within the UK. <https://www.gov.uk/government/collections/english-indices-of-deprivation>

towards Red House Close and Baits Bite Lock. The final footpath connects the western edge of the town to the River Cam, running off Green End directly to the river.

There are several community events throughout the year in Fen Ditton that largely take place within the community church hall, Fen Ditton recreation ground or along the River Cam (such as the Cambridge University May Bumps). Events include annual fireworks displays, outdoor cinema and village raffles.

The **Phase Three Community Consultation Leaflet** and the **Carbon Paper** provide more information on the strategic benefits of the Proposed Development.



How will the proposed relocation of Cambridge Waste Water Treatment Plant change the local area during construction?

The potential community impacts and the effects on people during the construction of the Proposed Development are discussed below. These do not take account of measures we will put in place to prevent and minimise impacts. Our proposed approach to mitigation is set out separately in the section below *Error! Reference source not found.*

Construction access planned in the Fen Ditton area is as follows. One access point will be to the north of the A14 on the local road network to provide access to the proposed WWTP and one south of the A14 on the local road network to provide access for the Waterbeach pipeline. There will also be a vehicle crossing north of the A14 to allow access to the outfall pipeline and outlet structure. Additional access routes are also proposed for non-HGV construction traffic, with a proposed route running from the northern edge of Fen Ditton along the B1047 Horningsea Road. As a result of this proposed access, additional traffic and congestion could occur along the B1047 Horningsea Road and the adjoining roads of High Ditch Road and Ditton Lane. Construction traffic on Horningsea Road is also likely to impact pedestrian and cyclists using the footpath and cycle way which runs alongside the road. Further detail of this is provided in the **Environmental Information Paper: Traffic and Transport**.

This potential congestion could result in temporary delays for local residents travelling along the B1047 Horningsea Road and Musgrave Way and local businesses along High Ditch Road and Ditton Lane. Increased traffic flow along the B1047 Horningsea Road and High Ditch Road could also cause delays in local journeys to nearby community facilities such as Fen Ditton Primary School.

Construction of the proposed WWTP and the underground transfer pipelines could also result in temporary noise and visual impacts on local residents. The shaft excavation and transfer tunnel installation will affect residential amenity for residents nearby, including those located at Red House Close and at Poplar Hall. Further detail of this is provided in the **Environmental Information Paper: Noise and Vibration** and **Environmental Information Paper: Landscape and Visual Amenity**.

During construction there may be potential for opportunities for jobs and training opportunities within the local area, such as apprenticeship opportunities within Anglian Water. Anglian Water is committed to contributing to and supporting the local economy.

How will the proposed relocation of Cambridge Waste Water Treatment Plant change the local area during operation?

There will be little development visible of the Proposed Development from Fen Ditton. Pylons as part of the WWTP will be visible from the edge of Fen Ditton, but the land itself is screened by the A14 and intervening vegetation. The **Environmental Information Paper:**

Landscape and Visual Amenity further outlines the impact on landscape character as a result of operation of the WWTP and describes the elements of the Landscape Masterplan.

A new formal bridleway connection is provided from the Proposed Development to the PProW network. New walking and cycling paths are also provided within the Proposed Development. These new connections provide new circular routes for walkers, cyclists and horse riders. While these new routes are not within the immediate vicinity of the Fen Ditton, people are able to visit this area, and access greater opportunities for physical activity and recreation. These new connections are shown within the outline **Landscape Masterplan** and **Environmental Information Paper: Recreation**

As described within the **Environmental Information Paper: Traffic and Transport**, once operational, the proposed WWTP will be accessed via the off-slip road at Junction 34 of the A14 and the permanent access road proposed will be directly to the proposed WWTP to the south of the Horningsea Road/Low Fen Drove Way/Biggin Lane Junction. There may also be an extension of the footway on the eastern side of Horningsea Road to Low Fen Drove Way and widening of the footpath on the western side, as set out in the **Environmental Information Paper: Traffic and Transport**.

The location of the site means that there are few properties in Fen Ditton which are close to the Proposed Development. Preliminary odour modelling undertaken for the design proposals shows that the effect of normal operation on Fen Ditton community facilities would likely be negligible. This is described further within the **Environmental Information Paper: Odour**.

How will we manage our development activities to avoid, reduce or offset adverse changes?

The **PEI Introductory Paper** sets out how the Development Consent Order (DCO) would secure mitigation in both construction and operation. In relation to construction this includes the use of a CoCP and subsequent plans that the appointed contractors (s) would be required to prepare and implement. These provide a consistent approach to the management of construction activities.

Furthermore, our activities would be subject to specific regulations for some activities in construction as well as the Environmental Permits required in operation.

The following sets out how we intend to mitigate our development proposals during construction (including commissioning and decommissioning activities) and once the proposed WWTP is operational.

Measures have been identified to avoid or reduce adverse effects identified during construction and operation. Further detail is provided in the **PEI Introductory Paper** and within the **outline Code of Construction Practice (CoCP)**. These measures will be secured via management plans for environmental topics and include a Construction Traffic Management Plan, Air Quality Management Plan, Odour Management Plan and Travel Plan.

The Construction Environmental Management Plan will detail the implementation of measures in accordance with the environmental mitigation secured as part of the Code of

Construction Practice (CoCP), the Development Consent Order, the Requirements and Protected Provisions, Section 106² Obligations and Undertakings, legislation and other relevant consents, licences, approvals and permits.

Additional mitigation measures of relevance to potential effects within Fen Ditton, are as follows:

- effort will be made to maintain the functions of the existing formal PROW network. Where a diversion is required, diversions will be in place for the shortest possible duration practicable and the length of the diversion will be minimised. Suitable signage will be provided and in advance of the diversion being implemented, advance information will be communicated to local residents,
- as set out in the outline **Construction Traffic Management Plan (CTMP)**, no HGV is allowed through Fen Ditton, and access to the construction of the Waterbeach pipeline is directly from the A14 only. Construction traffic will not pass sensitive receptors such as Fen Ditton Primary School, on the B1047 on Horningsea Road,
- inclusion with the site induction for construction workers the expectations in relation to conduct whilst on site, including respecting and showing courtesy to and supporting the local community,
- adoption of pro-active approach to communication with the local community and stakeholders. Occupiers of nearby properties, Parish Councils and the Local Planning Authorities will be kept regularly informed of the works taking place, including durations, particularly where these will involve works outside of the standard working hours or impact community facilities and businesses,
- production of a draft Communications Liaison Plan as part of the COCP. This will set out more detail around community engagement and include the provision of a 24-hour help line. Details of the help line will be promoted by various means including press releases and on Anglian Water Services' website,
- implementation of a complaints procedure during the construction process. All complaints will be logged, investigated and the response recorded. We are proposing that the outcome of the investigation will also be reported to the complainant within a set timeframe which is defined in the outline **CoCP**, and
- establishing a Temporary Visitor Centre within the main construction area of the proposed WWTP which will be a focal point for engagement with the residents in the surrounding communities.

² A section 106 agreement is an agreement between a developer and a local planning authority about measures that the developer must take to reduce their impact on the community.

What community benefits will there be once construction has been completed?

The **Phase Three Community Consultation Leaflet** provides information on the strategic purpose of the Proposed Development.

The proposed new formal bridleway would provide connection to the PRoW network to the north of the Proposed Development. This provides access to network of PRoW and greater opportunities for physical activity and recreation. This new connection could improve pedestrian and leisure cycling access between the communities of Fen Ditton and Horningsea to the communities to the north and east of the Proposed Development. This new connection is shown within the Landscape Masterplan and described further in the **Environmental Information Paper: Recreation**.

A Discovery Centre is provided as part of the Proposed Development. The purpose of the Discovery Centre is to raise awareness and provide education on water, circular economy, environment and sustainability. The Discovery Centre will be open for pre-arranged visits by schools, colleges and other interested groups, and will also include:

- an Innovation Hub for projects focusing on STEM³ activities which will link to other Anglian Water workstreams; and
- a multi-use space for internal as well as external meetings, including events.

Further details of benefits of the Proposed Development are outlined in **The Phase Three Community Consultation Leaflet**.

What might the likely significant effects to the area of Fen Ditton be in relation to the proposed relocation of Cambridge Waste Water Treatment Plant?

The likely significant effects in relation to the proposed relocation of Cambridge WWTP are:

- Potential temporary delay and disruption to the Fen Ditton community from construction vehicles (e.g. HGVs) using roads to access construction sites. This is likely to impact Fen Ditton Community Primary School due to construction traffic on a portion of the route (north of Fen Ditton Community Primary School) which children use to travel to school from nearby areas.
- Adverse effects are predicted to occur due to a combination of visual and noise impacts from shaft excavation and tunnelling construction activities at the Red House Close and Poplar Hall properties to the north of Fen Ditton during construction of the transfer pipeline.

³ Science, Technology, Engineering, and Mathematics