

Cambridge Waste Water Treatment Plant Relocation Project



Preliminary Community Information
February 2022

Horningsea

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Community area information paper: Horningsea

Summary

Horningsea is a settlement located north of Cambridge and the Proposed Development, with people and community facilities that may be impacted during the construction and operational periods of the proposed 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 to reduce these impacts.

The impacts may range in the ways they interact with the environment and with varying levels of effect. During construction, Horningsea will be closest to the Waterbeach pipeline component of the Proposed Development. While there will be construction vehicle access to the north, which may cause temporary journey delays for road users accessing Horningsea from Waterbeach, no construction traffic will pass through the settlement of Horningsea and no significant impacts are anticipated.

Residents and users of the areas around Horningsea Road and Biggin Abbey may be affected by temporary changes in view during construction of the Proposed Development, along with increased noise and construction activity. The new outfall structure on the bank of the River Cam will lead to a temporary diversion of footpaths south of Horningsea, which may impact convenience for users of the PRow network. River users such as rowers will also be affected during this period, particularly at busy times. Measures have been identified to avoid or reduce impacts during construction. These measures will be secured via management plans for environmental topics and include a Construction Traffic Management Plan, Code of Construction Practice, Air Quality Management Plan, and a Travel Plan. **CTMP, COCP and Framework Travel Plan** documents are included within the PEI.

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.

There are few properties closely located to the Water Recycling Centre component of the Proposed Development, meaning any noise, odour or landscape effects are not expected to be significant. The setting of heritage assets in the vicinity, such as Biggin Abbey, will likely experience temporary and permanent minor and negligible impacts due to the introduction of the Proposed Development into the surrounding agricultural landscape. This will not, however, be to a significant extent.. The access along Horningsea Road will be improved as a result of the Proposed Development for both walkers and cyclists.

In the long term, the Landscape Masterplan proposals will benefit the local area, including the Horningsea Community. The proposed new bridleway creates a walking route between Horningsea and communities to the east. A new circular route of approximately 9.3km will be created from Horningsea, which connects into the existing formal PRow network. A

shorter circular walk of approximately 4.5km is also created through using the proposed path internal to the Proposed Development and Low Fen Drove Way. These connections provide additional recreational routes for nearby communities, better connect Horningsea to Stow cum Quy and promote outdoor physical activity, for both local people and those visiting the area.

The new multi-functional recreational area 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 relocation of the Cambridge WWTP may affect the community of Horningsea. It will describe changes within Horningsea associated with the construction and operation of the relocated 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 Horningsea. The paper will also describe how we intend to mitigate impacts and develop our proposals in order to carefully consider the following features in this location:

- the Waterbeach pipeline
- the treated effluent pipeline and outfall structure
- the new access to the proposed water treatment plant
- the relocated WWTP

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

Limitations

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

The assessment of the impact on users of the River Cam and the Horningsea 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 Horningsea

Horningsea is a settlement with a population of approximately 300. It is located approximately 7km north of Cambridge, on the B1047 between Fen Ditton and Waterbeach, and adjoining the River Cam.

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

Horningsea village has good vehicular access to the B1047 via Horningsea Road and has access to Cambridge North railway station and Waterbeach railway station. The bus route 19 passes through Horningsea providing connectivity to Cambridge in the south and Landbeach in the north via Waterbeach.

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

The closest residential properties to the Proposed Development are those which are accessed from the High Street. These properties are approximately 800m from the relocated WWTP around the areas of Priory Road, Abbots Way and along High Street to the south, up to St John's Lane, Dock Lane and Clayhithe Road to the north. The main business clusters are those located on the eastern edge of Horningsea, adjacent to Horningsea Road and on High Street. The local area is dominated by farming activity, however many residents commute daily into Cambridge and nearby towns.

Community facilities within Horningsea include Horningsea Village Hall on High Street and St Peter's Church on St John's Lane. St Peter's Church, located within the Horningsea Conservation Area, is an important feature of the village and is Grade I listed dating from Saxon times. Biggin Abbey is a Grade II listed building and historic manor house that was later converted into a farmhouse. It is south of Horningsea towards the settlement of Fen Ditton, north of the A14 and east of the River Cam. Further information is provided in the **Environmental Information Paper: Historic Environment**.

There are open areas of green space located on either side of High Street. These include two fields to the west of High Street which includes Goose Green play area. The public open space to the east of High Street is Millennium Green.

The area of Honey Hill is located to the east of Horningsea and is accessible from Low Fen Drove Way. This area forms part of the Eastern Fen Edge Landscape Character Area as described in the **Environmental Information Paper: Landscape and Visual Amenity**. It is understood that this area forms part of a walking and cycling loop used by local residents.

There is a formal network of PRoW to the east of Horningsea providing connections to Stow cum Quy Fen, Stow Cum Quy and Lode, as shown on Figure 1. These PRoW are accessible from Clayhithe Road. There is a layby on Clayhithe Road which is used for parking by walkers

accessing PRow 130/5 (a bridleway) which provides a route to Stow cum Quy Fen Site of Special Scientific Interest (SSSI).

The following footpaths provide connections along the River Cam from the south of Horningsea:

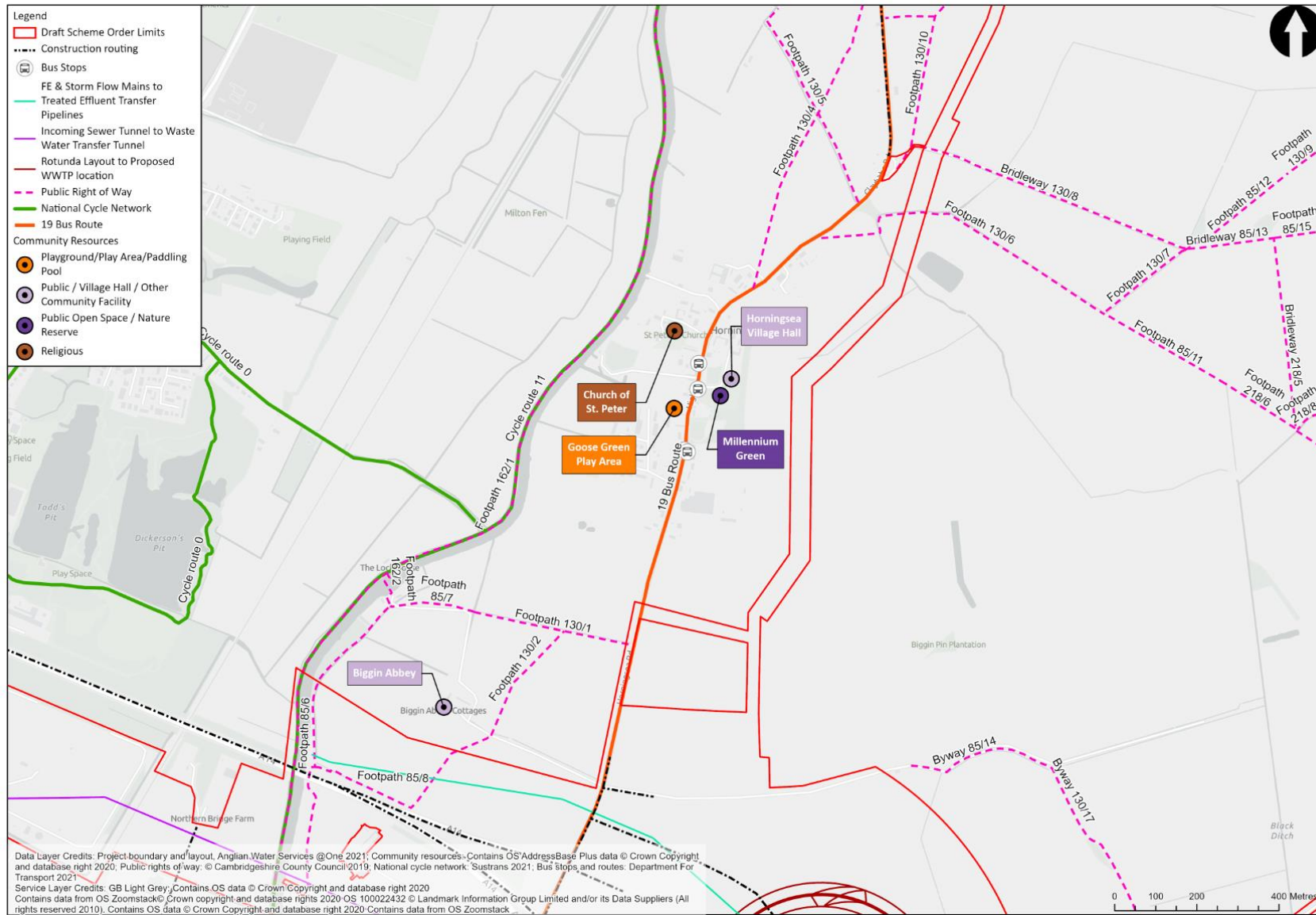
- PRow 130/1 provides access from Horningsea Road and connects to PRow 85/7 and PRow 85/6, the latter of which provides access to the River Cam.
- PRow 162/1 runs along the west of the River Cam. This route provides a connection from Horningsea to Fen Road.

Part of the River Cam flows north from Baits Bite Lock, passing to the west of Horningsea. River users are likely to include rowers, punters, boaters, and canoers and the river also has short and long stay moorings.

Measures of deprivation consider a range of aspects influencing living conditions. Horningsea has average levels of deprivation when compared nationally.¹

There are a number of community events throughout the year including the longstanding horticultural show run by the Horticultural Society every summer, boat trips and annual fireworks, plus Christmas celebrations.

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>



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

During construction, the area of Horningsea will be closest to the Waterbeach pipeline component of the Proposed Development. Construction vehicle access will be to the north of Horningsea Village, where High Street turns into Clayhithe Road. In this location, there are likely to be temporary journey delays for road users accessing Horningsea from Waterbeach due to the increase in construction traffic, particularly with Heavy Good Vehicles (HGVs). This may arise because of heightened traffic control measures during modification to the Local Road Network when creating new permanent access, plus from vehicles crossing from east to west across Horningsea Road. However, permanent access to construction is scheduled so as to minimise the use of a temporary access route, which is limited to four months and not expected to produce significant impacts. No construction traffic is permitted to pass through Horningsea. To the south of Horningsea, a new vehicular access route to the proposed WWTP will be provided from Junction 34 off the A14. Construction of the new vehicular access route will temporarily impact road users due to the reconfiguration of the road layout during construction. Additionally, minor highway improvements will be made to enable new Heavy Goods Vehicles (HGV) trips. The improvements will include increasing the width of the cycleway and/or implementing junction improvements. Potential impacts may include temporary journey delays and some road users experiencing fear and intimidation from increased HGVs on the road. However, the numbers and routing of HGV movements during construction will be controlled and limited to non-peak hours where practicable, with further investigation into the capacity and safety of HGV movements associated with construction traffic undertaken where necessary. Further information of these impacts is outlined in the **Environmental Information Paper: Traffic and Transport**.

The construction of the proposed WWTP, treated effluent pipeline and outfall would be visible from Horningsea Road and Biggin Abbey. Residents in these areas may experience changes in visual outlook as there will be temporary views of earthworks, changing the character of the farmland over the course of the construction period. There may be a combination of an increase in noise from activity generated by construction, vehicle movements and use of temporary lighting in this location. Biggin Abbey will also see a temporary impact on its heritage value during construction due to the presence of additional noise, movement and light in the asset's setting. Further information of these potential impacts and how we are approaching their mitigation is outlined in the **Environmental Information Paper: Landscape and Visual Amenity**, the **Environmental Information Paper: Noise and Vibration** and the **Environmental Information Paper: Historic Environment**.

There will be temporary disruption of footpaths (85/6, 85/8 and 130/2), which intersect with Low Fen Drove Way, Horningsea Road and the River Cam and provide a connection between Fen Ditton in the south and Horningsea to the north, will be required. This is due to the construction of the outfall structure on the bank of the River Cam and the new access to the Proposed Development. Gates will be installed at locations where the construction site intersects with the PRoW. These gates would only be shut for a short duration when construction traffic is in operation, so these routes remain accessible. These diversions may result in delays and less pleasant journeys for footpath users between Fen Ditton and Horningsea for the duration of the works. However, mitigation measures will be put in place to counter these impacts, as detailed in the **Environmental Information Paper: Traffic and Transport**

Construction of the outfall structure to the River Cam will temporarily reduce the width of the navigation for river users such as rowers, punters, boaters, and canoers. As the width of the portion of the river which is navigable will be reduced on a short-term temporary basis, river users may be affected at busy times. Part of the river will be isolated to allow safe construction of the new outfall which also requires riverbank stabilisation works. The outfall construction may last up to nine months. River users, predominantly rowers, are also likely to experience a combination of access plus temporary visual and noise impacts during the construction period. Further information on this impact is provided in the **Environmental Information Paper: Recreation**.

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. Local businesses such as services and hospitality may benefit as a result.

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

Once operational, the location of the WWTP means that there will be few properties close to the Water Recycling Centre component of the Proposed Development. New low-level noise sources during operation of the proposed WWTP have the potential to result in adverse noise effects, particularly during night-time periods as existing noise levels are lowest at this time. However, distance to the southern edge of Horningsea is such that no noise effects are expected in this location. While there may be permanent loss of trees along the pipeline corridor during operation, this will not be enough to be deemed significant and is unlikely to affect the landscape of Horningsea. The **Environmental Information Paper: Landscape and Visual Amenity** further outlines the impact on landscape character and describes the elements of the Landscape Masterplan. The Landscape Masterplan provides the landscape context for the Proposed Development and long-term screening of the new structures from the surrounding communities, including Horningsea.

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 directly to the Proposed Development to the south of

the Horningsea Road/Low Fen Drove Way/Biggin Lane Junction. This would involve road markings to create an additional lane for traffic waiting to turn right off Horningsea Road onto a new road to the facility. There will also be an extension of the footpath and increased connectivity to new footpaths on the permanent access road on the eastern side of Horningsea Road to Low Fen Drove Way.

The Landscape Masterplan includes a new connection to the formal PRow network, creating new routes of different lengths for walking, cycling and horse riding. As outlined in the **Environmental Information Paper: Recreation**, the proposed new bridleway creates a walking route between Horningsea and communities to the east. A new circular route of approximately 9.3km will be created from Horningsea, which connects into the existing PRow network. A shorter circular walk of approximately 4.5km will also be created through using the proposed path internal to the Proposed Development and Low Fen Drove Way. These connections provide additional recreational routes for nearby communities, better connect Horningsea to Stow cum Quy and promote outdoor physical activity, for both local people and those visiting the area.

Preliminary odour modelling undertaken for the design proposals shows that the effect of normal operation on sensitive facilities (for example, recreational users of public rights of way) would likely be negligible. Any minor impacts where recreational users may experience short term temporary effect would be limited to small areas at the perimeter of the proposed WWTP. 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** explains how the Development Consent Order (DCO) will obligate us to deliver mitigation. Mitigation will be secured through the requirements of the DCO which grants permission of the Proposed Development to be built. Furthermore, our activities would be subject to specific regulations for some activities in construction as well as the Environmental Permits required for us to be able to operate.

Measures have been identified to avoid or reduce adverse effects identified during construction and operation. Further detail is provided in the Introductory section of the PEI 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 106 Obligations and Undertakings, legislation and other relevant consents, licences, approvals and permits.

Mitigation measures of particular relevance to potential effects within Horningsea, 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,
- early planting to provide screening which is detailed in the **Environmental Information Paper: Landscape and Visual Amenity**. Early planting would be carried out during construction including a woodland belt approximately 10m wide along the northern, western and south-western boundaries. This would speed up the time when planting became effective in screening views of the proposed WWTP. Trees could also be planted in gaps between the existing trees along Horningsea Road. This would help reduce the prominence of the Proposed Development in the landscape and views, while maintaining open views over the landscape from the road,
- as set out in the outline **Construction Traffic Management Plan (CTMP)**, no HGVs will not be permitted to travel through Horningsea, as per as per construction traffic routing plans produced for shown within the PEI Introductory Paper within figure *'Construction Traffic Routing and Access – Core Area and existing Cambridge WWTP'*.
- as set out within the outline **CTMP**, the contractor will endeavour to manage deliveries so that they do not coincide with peak hours,
- ensuring that the River Cam, west of Horningsea, remains navigable. Activities to construct the outfall upstream will be phased sequentially to minimise impacts on river users and appropriate signage will be displayed on the river of proposed construction works,
- 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.

Measures to prevent dust and adverse air quality impacts in construction are detailed within the **Environmental Information Paper: Air Quality**.

Measures to control noise and vibration in during construction are detailed within the Environmental Information Paper: Noise and Vibration. These controls will serve to reduce noise levels so as to prevent effects on people and communities. What community benefits will there be once construction has been completed?

The proposed changes to the footway/cycleway along and to B1047 Horningsea Road are expected to result in beneficial impacts for pedestrians and cyclists using this area. This is as a result of improved road safety for pedestrians and cyclists using the shared-path and extension of the footway/cycleway access on the eastern side of B1047 Horningsea Road to Low Fen Drove Way. Further detail is provided in the **Environmental Information Paper: Traffic and Transport**.

As described above, a new connection is provided to the formal PRow network providing new routes for walking, cycling and horse riding. This new connection provides greater access to recreational routes and is described further in the **Environmental Information Paper: Recreation**.

A Discovery Centre will be 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 STEM² 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 3 Community Consultation Leaflet**.

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

The likely significant effects in relation to the construction of the Proposed Development:

- Potential short-term delay and disruption to the Horningsea community from construction vehicles (such as the movement of HGVs) using roads to the north and south of the community to access construction sites.

² Science, Technology, Engineering, and Mathematics

- Potential temporary impacts on very few residential properties due to a combination of traffic, noise and visual effects associated with construction activity.
- Potential temporary disruption for some recreational users of the River Cam due to construction of the outfall structure.
- In the long term, the outline **Landscape Masterplan** proposals intend to benefit the local area which may result in beneficial effects from improved connections along the existing formal PRow provision, providing different networks and accessibility among communities, as well as enhanced access to physical activity and recreational opportunities. The Landscape Masterplan also proposes areas of interest such as ecology, walking and cycling opportunities and learning trails.