

Cambridge Waste Water Treatment Plant Relocation Project



Preliminary Environmental Information
February 2022

Recreation

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Environmental Information Paper: Recreation

Summary

The Proposed Development is located just outside the Cambridge city boundary, by the settlements of Fen Ditton and Horningsea and is characterised by farmland. The other settlements close to the Proposed Development are Waterbeach and Clayhithe, Chesterton Milton and Fen Road and Stow-cum-Quy. Within these communities there are areas of open space, recreational resources and walking and cycling routes, including Public Rights of Way (PRoW). The River Cam is also a popular location which provides connectivity between communities and a range of recreational opportunities. This paper sets out the preliminary understanding of how people use recreational areas and routes, and the potential impacts during construction and operation of the Proposed Development.

Part of the Proposed Development includes an aesthetically pleasing and user-friendly green space, which also provides wildlife benefits through new habitat creation and connections to the wider network of PRoW. A new bridleway connection is provided as part of the Proposed Development, enhancing connections for walkers, cyclists and horse riders to the existing formal PRoW network, providing new circular routes and enhancing accessibility between communities. A publicly accessible path will run through the landscaped area, which will be of a suitable width to be shared by pedestrians and recreational cyclists. Within the new space for the landscaping proposals, interpretation boards, finger posts and scattered informal bench seating will be provided as part of the new setting.

The new landscape and recreational areas are designed to mitigate the potential effects of the proposed waste water treatment plant (WWTP) from the change to the quality of the environment and to maximise recreational opportunities. It is envisaged that this will be an area for people to visit as well as access the wider network of nearby PRoW to enjoy the surrounding countryside.

In developing our construction mitigation proposals, we have carefully considered a number of matters that could result in impacts to recreation. During construction, some temporary diversions of PRoW will be required during the construction of the Waterbeach pipeline and proposed WWTP. Diversions are anticipated and where possible the existing PRoW network will be maintained. Where a diversion is required, this will be in place for the shortest possible duration practicable, the length of the diversion will be minimised.

To construct the outfall, construction works are proposed which will result in temporary disruption for users of the River Cam. The river will remain navigable, and disruption kept to a minimum duration. Ongoing engagement with representatives of river users will occur to understand potential impacts and adopt appropriate mitigation including communications of changes to the navigation.

Document purpose

The purpose of this paper is to provide preliminary information on recreational activities and resources, and to describe the potential changes on use and access to open space and recreational areas during the construction and operation of the Proposed Development. This paper also describes how we intend to mitigate impacts and develop our proposals to account for the identified impacts.

This paper should be read alongside:

- The **Introductory Paper** of the PEI
- **Environmental Information Papers**, including those for **Landscape and Visual Amenity, Noise and Vibration, Odour, Traffic and Transport, Air Quality, Historic Environment and Biodiversity**.
- **Community Information Papers** for Waterbeach and Clayhithe, Horningsea, Fen Ditton, Stow-cum-uy and Chesterton, Milton and Fen Road.
- The outline **Landscape, Ecological and Recreational Management Plan (LERMP)** which details how the recreational mitigation will be secured and enhancements to the local environment will be delivered.
- The outline **Code of Construction Practice (CoCP)** which sets out the standards and procedures which our appointed developer(s) must adhere to in order to manage the potential environmental impacts of construction.
- The outline **Construction Traffic Management Plan (CTMP)** which sets out the standards and procedures which our appointed developer(s) must adhere to in order to manage the potential environmental impacts of construction to the road network.

Limitations

This paper has been informed by a Walking, Cycling, Horse Riding Assessment and Review and a site visit. As this is a preliminary assessment, further analysis and assessment will be undertaken and may change the potential likely significant effects. Surveys have not been undertaken to ascertain the number of users of Public Rights of Way (footpaths, bridleways and byways). Engagement will be undertaken with representatives from relevant organisations and community groups to inform the assessment of impacts on recreation in the Community Chapter and Health Chapter of the Environmental Impact Assessment (EIA).

Overview of recreational resources and activities

The Proposed Development is located just outside the Cambridge city boundary, by the settlements of Fen Ditton and Horningsea and is characterised by farmland. The other settlements close to the Proposed Development are Waterbeach and Clayhithe, Chesterton, Milton and Fen Road. Within these communities there are areas of open space, recreational resources and walking and cycling routes, including Public Rights of Way (PRoW). These spaces and routes facilitate opportunities for recreation and physical activity as well as providing connections between communities.

This paper sets out the preliminary understanding of the potential impacts of the Proposed Development on areas of open space, recreational resources, walking and cycling routes, including PRoW. The paper reports a preliminary assessment of how people use these areas and how they are potentially impacted by construction and operation of the Proposed Development.

Open spaces and recreational resources are defined as:

- Open space – public open space including areas of land and water (such as rivers, canals, lakes and reservoirs) which offer opportunities for sport and recreation. Open spaces are limited to publicly accessible space.
- Recreational resources - recreation infrastructure (such as leisure centres, sports courts, golf courses) related to public and commercial recreational facilities where not covered under open space.

Figure 1, 2, 3 and 4 identifies the resources and recreational users that we have identified as part of our ongoing assessments.

If there are resources and / or activities that we have not yet identified, please provide feedback to this consultation.

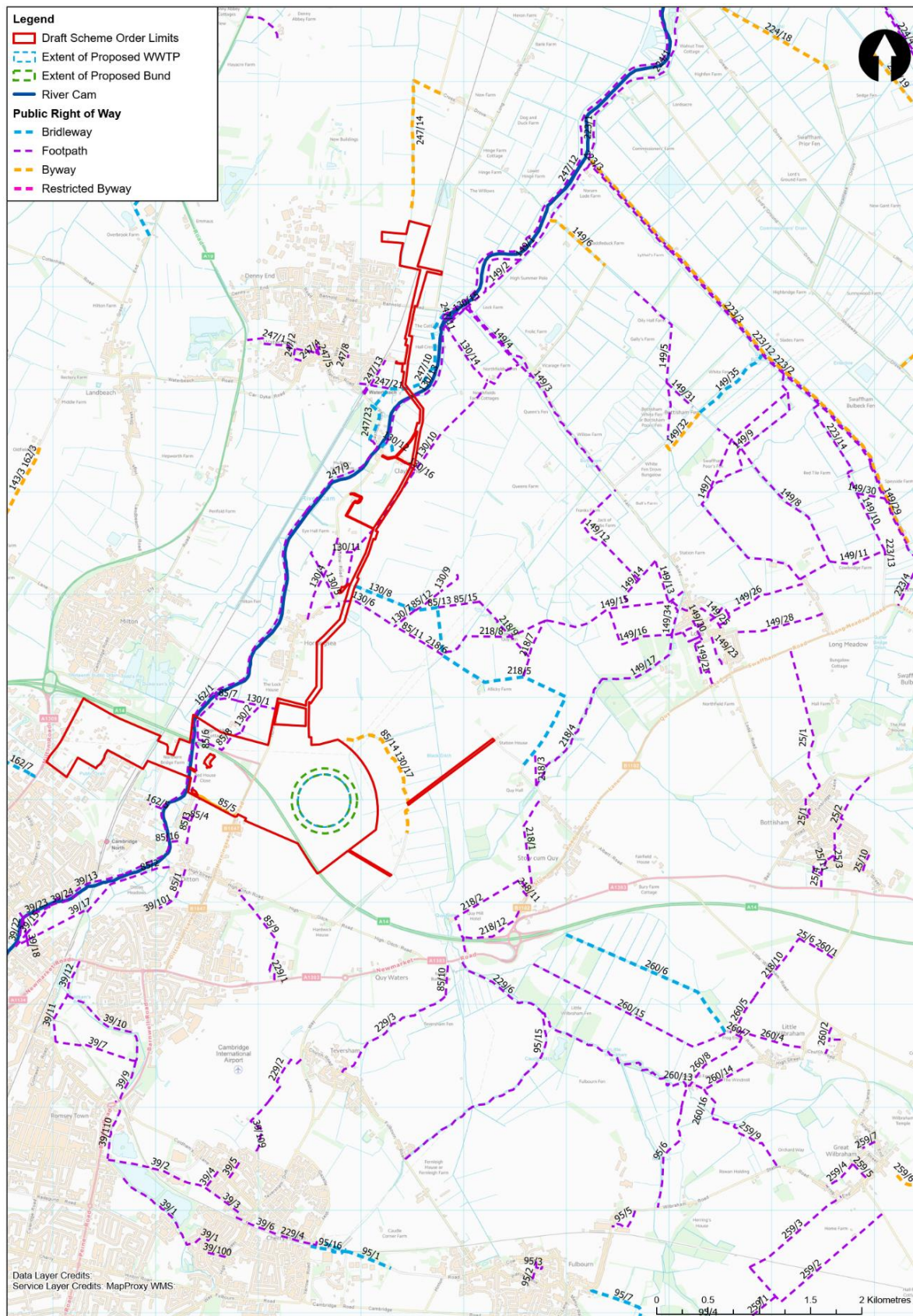
Areas for walking and cycling

There is currently a lack of connectivity from the area of land required for the construction of the proposed WWTP and delivery of the Landscape Masterplan to the surrounding area. However, there is an existing extensive PRoW and permissive path network providing connectivity between Cambridge, the local villages and local places of interest.

The PRoW network provides routes connecting the communities south of the A14, north of the A14 as well as between the communities of Waterbeach, Horningsea, Stow-cum-Quy and Lode. The PRoW on the eastern side the River Cam is part of the Fen Rivers Way, a long distance route connecting Cambridge with Kings Lynn. The local network of paths and cycleways also provide an opportunity for active travel to access local 'destinations' such as Anglesey Abbey, a Natural Trust Property, Quy Fen Site of Special Scientific Interest (SSSI) and Wicken Fen (a Special Area of Conservation and Ramsar site), a nature reserve owned by the National Trust. Generally, PRoW routes are limited to linear routes connecting some of the villages.

As shown on Figure 1 below, there are two byways (130/17 and 85/13) along part of Low Fen Drove Way which are located to the north-east of the WWTP and approximately 500m north of the Low Fen Drove Way/ High Ditch Road junction. The byway is open to all traffic and can be used by walkers, cyclists and equestrians. However, there is no dedicated footway provision along Low Fen Drove Way. The surface layer of the track comprises of loose gravel with potholes at various locations along the byway.

Shown on Figure 1 below is the network of PRow around the Proposed Development.



Source Mott MacDonald, 2022, Figure 1: – Existing network of Public Rights of Way (PROW)

There are several National Cycling Routes (NCR) in vicinity of the Proposed Development. National Cycle Network on-road routes 11 and 51 run through East Chesterton. Both cycle routes are used for recreational purposes and in the case of route 51 provides a connection to other towns and cities. The Jane Coston Cycle Bridge provides a connection between East Chesterton and Milton and is connected to the wider Waterbeach Greenway.

More detail on local cycling and walking routes and connections are described below in relation to the settlements in which they are located.

The River Cam

The River Cam is a popular location which provides connectivity between communities and a range of recreational opportunities. Recreational uses include rowing, punting, swimming kayaking, fishing, and motor boating.

The River Cam is also a designated County Wildlife Site (CWS). Further detail about the CWS is provided in the **Environmental Information Paper: Biodiversity**.

Users of the River Cam up and downstream of the proposed outfall structure include those participating in water sports (rowing, kayaking, canoeing), motorboating and commercial boat operations. In addition to water-based activities, the River Cam is used by groups for angling as well as for walking along the PRow located on both the eastern and western banks.

Recreational resources (and their users) closest to the section of the River Cam where the proposed outfall structure will be constructed and the Waterbeach pipeline are:

- Cambridge Motorboat Club – located within 150m of the area of land required to construct the Waterbeach pipeline
- Cambridge Sailing Club – located within 50m of the area of the area of land required to construct the Waterbeach pipeline
- The Cambridge Fish Preservation and Angling Society and other people using the river for fishing
- People using the river for canoeing and kayaking
- People taking boat trips with established businesses running boat tours
- Members of numerous rowing clubs who use the River Cam for rowing practice

Further details about rowing on the River Cam is provided below.

Rowing is the most popular activity in terms of numbers of river users. There has been rowing on the River Cam for nearly 200 years. There are 39 active rowing clubs in Cambridge¹, with most boat clubs clustered along the river upstream within in the centre of Cambridge.

The river has a busy events calendar including a major race event each year known as the ‘bumps.’ There are two University Bumps; the ‘Lent’ Bumps in late February/early March, and the ‘May’ Bumps usually mid-June. In addition, the local rowing clubs have a ‘Town’

¹ CUCBC (2022) Boat Clubs List Available at: <https://www.cucbc.org/clubs> (accessed January 2022).

Bumps in July. The Lent races are usually run over five days, and the May races are run over four days.

Cambridge Fish Preservation and Angling Society (CFPAS) (founded in 1885) controls angling activities along the section of the River Cam from the reach² from Chesterton to Clayhithe. CFPAS issues licences / day tickets and runs a series of matches including events located along the section of river downstream of the proposed new outfall.

Recreational resources and activities by settlement

This section describes areas of open space, recreational resources and walking and cycling routes (including PRoW) within the settlements closest to the Proposed Development. These settlements are Waterbeach and Clayhithe, Horningsea, Fen Ditton, Stow-Cum-Quy and Chesterton, Milton and Fen Road.

Waterbeach and Clayhithe

There are several open space and recreational areas in Waterbeach. Green spaces to the south of Bannold Road and north of Waterbeach train station are part of Waterbeach Hyacinth Park. Cow Hollow Wood is a small country park located west of the River Cam, adjacent to Clayhithe Road. Waterbeach Recreational Ground is located in the southern portion of Waterbeach and includes a tennis court facility and a skate park; and a playground. Hall Farm Stables is located to the south of the village of Waterbeach, just off the A10. The facility provides riding lessons across a 14ha site.

There is a formal bridleway provision (PRoW 247/23) located adjacent to Clayhithe Road providing connection to Station Road and between the communities of Waterbeach and Clayhithe. On the western side of the River Cam, PRoW 247/10 (a formal bridleway) provides a connection to the north and south of Waterbeach. On the eastern side of the River Cam, PRoW 130/17 (a formal footpath) provides a connection between Clayhithe and communities in the north including Upware, Wicken Fen and Padney.

Horningsea

Within Horningsea 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 network of PRoW to the east of Horningsea providing connections to Stow-cum-Quy Fen, Stow-Cum-Quy and Lode. 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

² Reach – term often used to describe a section of a watercourse

bridleway) which provides a route to Stow-cum-Quy Fen Site of Special Scientific Interest (SSSI).

The following formal 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.

There is an existing pedestrian and cycling provision located along the western side of Horningsea Road, which starts approximately 400m south of Horningsea Road overpass above the A14. This route provides access for pedestrians and cyclists from Horningsea to Fen Ditton. The Fen Ditton Horningsea Cycleway, approximately 2km in length and located to the west of the B1047 Horningsea Road, is planned to become part of the Horningsea Greenway. Further information is provided in the **Environmental Information Paper: Traffic and Transport**.

[Fen Ditton](#)

Fen Ditton Recreation Ground is located on the eastern edge of town, at the junction of Green End, Stanbury close and Church Street. To the south of the village is Ditton Meadows which is connected to the community via a number of walking routes.

The following formal PRoW provide key connections for people living and visiting Fen Ditton:

- PRoW 85/6 (a footpath) provides a connection along the eastern bank of the River Cam from Horningsea to Fen Ditton. This footpath changes into PRoW 130/3 (a byway) and PRoW 85/5 (a byway), providing access to the B1047.
- PRoW 85/3 (a footpath) provides access between Fen Ditton Recreation Ground and Green End Road to PRoW 85/6 to the north.
- PRoW 85/2 and PRoW 85/1 (footpaths) provide access from the south part of Fen Ditton to High Ditch Road.

There is no specific walking and cycling provision along the majority of High Ditch Road. However, there is footway provision approximately 1km from the west of the High Ditch Road/ Low Fen Drove Way junction.

National Cycling Route 51 is located along the A1303 Newmarket Road. This provides an accessible route to and from communities east and west of Fen Ditton.

[Stow-cum-Quy](#)

There is a green open space located on the northern edge of the village, accessible via the Square and Quy Court. The green open space is called Quy recreational ground and pavilion.

There are several PRoW in the vicinity of Stow-cum-Quy connecting the village with neighbouring communities. There are a total of seven formal footpaths within the wider

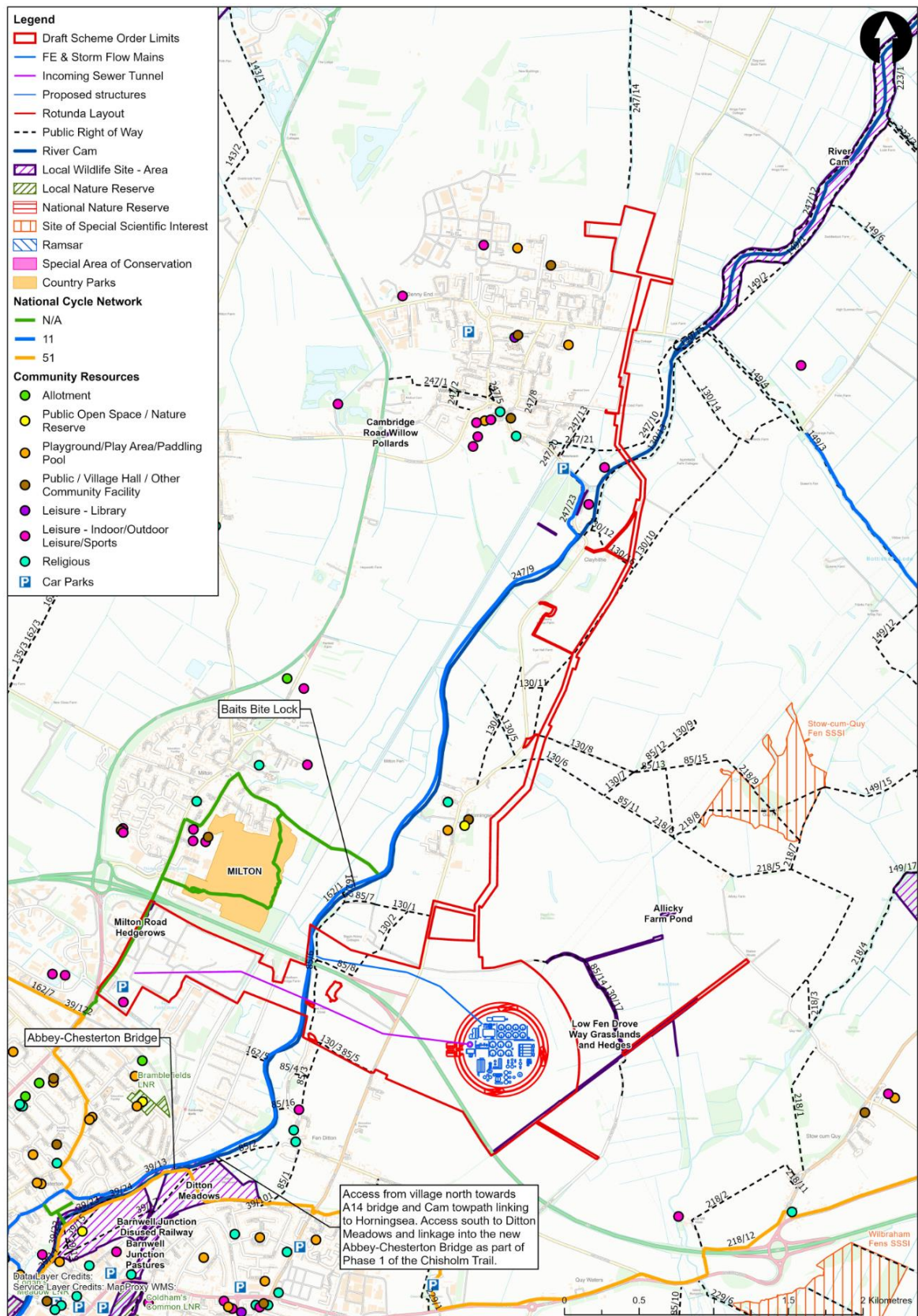
Stow area, with three of these footpaths (218/3, 218/4 and 218/5) to the north of the village around Quy Water providing routes towards Lode and Horningsea. The remaining footpaths (218/2, 218/1, 218/11 and 21/12) to the south-west of the village towards the A14 provide connection south towards National Cycle Route 51 (which runs along the A1303 Newmarket Road).

[Chesterton, Milton and Fen Road](#)

Areas of open space in Chesterton and Milton include Nuffield Road Allotment, and Chesterton nature reserve, Five Trees garden, allotments south of Kendall way, Green End Road recreation ground and play area, Scotland Road recreation ground and a play area off Dundee Close. Milton Country Park, located on Cambridge Road, sits at the closest point approximately 200m from the existing Cambridge WWTP.

There are two formal footpaths in the community south of the existing Cambridge waste water treatment plant that form part of the PRow network. One footpath (39/13) runs along the River Cam to the north. PRow 162/7 (a bridleway) runs from east to west along Wilton Road, just south of Cambridge Science Park. National Cycle Route 51 passes through these communities, starting on Cowley Road, heading east on the Cambridgeshire Guided Busway, before crossing over the River Cam and heading north and then east to Fen Ditton. A newly built cycle way, the Chisolm Trail, crosses over the River Cam via the newly built Abbey-Chesterton Bridge and forms part of the wider cycle network.

Provided below are Figure 2 showing open space, recreation resources and walking and cycling routes. There annotated to describe existing recreational activities near to the Proposed Development.



Source: Mott MacDonald, 2022, Figure 2: Existing areas of open space, recreational resources, PRow and cycle paths

How will the construction of the proposed relocation of Cambridge Waste Water Treatment Plant change recreational opportunities during construction?

People using recreational resources

This section describes the preliminary assessment of the potential impacts during construction on areas of open space and recreational resources within Waterbeach and Clayhithe, Horningsea, Fen Ditton and Chesterton, Milton and Fen Road. These do not take account of measures we will put in place to prevent and minimise impacts. The figures at the end of this section outline areas used for recreational purposes, as well as how potential impacts will be managed. Our proposed approach to mitigation is set out in the next section of this paper *How will we manage our development activities to avoid, reduce or offset adverse changes to local recreational activities?*

Waterbeach and Clayhithe

Construction of the Waterbeach pipeline crossing points (under the River Cam and railway) may cause temporary noise impacts for users of the Cam Sailing Club, Cambridge Motor Boat Club and moorings on the River Cam. Further details of these preliminary impacts are provided in the **Environmental Information Paper: Noise and Vibration**. Cow Hollow Wood is located to the west of the Waterbeach pipeline. Even though access to Cow Hollow Wood is not anticipated to change, that there may be a temporary use of this area during construction due to construction vehicles using the route which people access this area from.

Horningsea

The settlement of Horningsea will be at its closest point approximately 120m from land required for the construction of the Waterbeach pipeline. No changes to access and use of formal areas of open space are anticipated during construction.

To the east of Horningsea people use the area known as Honey Hill for recreation which is accessible from Low Fen Drove Way. Honey Hill is approximately equal distance between Horningsea and Stow-cum-Quy. The construction of the Proposed Development would require diversion of PRoW 85/14 and 130/17 on Low Fen Drove Way. These PRoW will be temporarily diverted to an adjacent protected route. This is discussed in further detail below. Please see Figure 4 below which shows the location of these areas and paths.

Fen Ditton

Fen Ditton Recreation Ground is located approximately 350m south of the Proposed Development on Green End. This area would be unaffected and impacts from construction activity are not anticipated due to the distance from the location of construction activities.

Stow-cum-Quy

Impacts on areas of open space within Stow-Cum-Quy are not anticipated. Access to the PRoW, such as 218/1, 218/4 and 218/3, from areas of open space in this community will not be impacted as a result of construction of the Proposed Development.

Chesterton, Milton and Fen Road

Milton Country Park located on Cambridge Road sits at the closest point approximately 200m from the existing Cambridge WWTP. Noise impacts during the construction phase are expected to be limited due to the distance from work areas and intervening A14 which is the dominant noise source in this area. Overall, the proposed WWTP will be located across the A14 road so noise/odour/visual impacts would likely be minimal.

People using the River Cam

This section describes the preliminary assessment of the potential impacts on users of the River Cam during construction. This is as a result of:

- the outfall construction which will require short term restrictions to the navigational width for a short section of the River Cam (these works are described within the **Introductory Paper** to the PEI and within the figure '*Permanent Features- Outfall Area*' contained within it). This is close to the proposed outfall located and is shown on Figure 4 below. The River Cam will remain navigable, although the width would be restricted to approximately 12 metres.
- works close to the banks needed to facilitate crossing of the Waterbeach pipeline under the River Cam in two locations.
- works close to the river bank to connect the treated effluent pipelines to the outfall.

The short-term restriction to the width of the navigation is required to allow safe construction of the new outfall which also requires river bank stabilisation works. The outfall construction is expected to last up to 3 months. There is likely to be a temporary impact on river users.

Users of the Cambridge Sailing Club and Cambridge Motorboat Club are likely to experience temporary noise impacts, and potentially visual impacts during construction of the pipeline underneath the River Cam. For these activities there will be a need to construct launch and recovery pits to enable horizontal directional drilling (HDD). This activity is indicated on Figure 4 below.

The section of riverbank within which the works to construct the outfall are proposed will result in temporary disturbance to the river (noise, presence of construction, visual changes) which may deter use by anglers. Due to this temporary disturbance, anglers (including members of CFPAS) may experience a short-term temporary disturbance and may not choose to fish in this location.

Similar to works at the outfall there may be temporary disturbance to the riverbank (noise, presence of construction, visual changes) from works to install the southern and northern extent of the Waterbeach pipeline where it passes under the River Cam. In these locations there will be a need to construct and use launch and recovery pits which may deter use of this area by anglers. Due to this temporary disturbance, anglers (including members of CFPAS) may experience a short-term temporary disturbance and may not choose to fish in this location.

Further engagement with organisations representative of users of the River Cam will be undertaken to understand the existing use of the River Cam for recreational purposes and their views on the likely impacts of the Proposed Development. This will include contacting representatives from potentially affected user groups to understand usage patterns (including seasonal differences) and the types of user (for example rowing, boating, fishing).

People using PRoW, footpaths, cycleways and bridleways

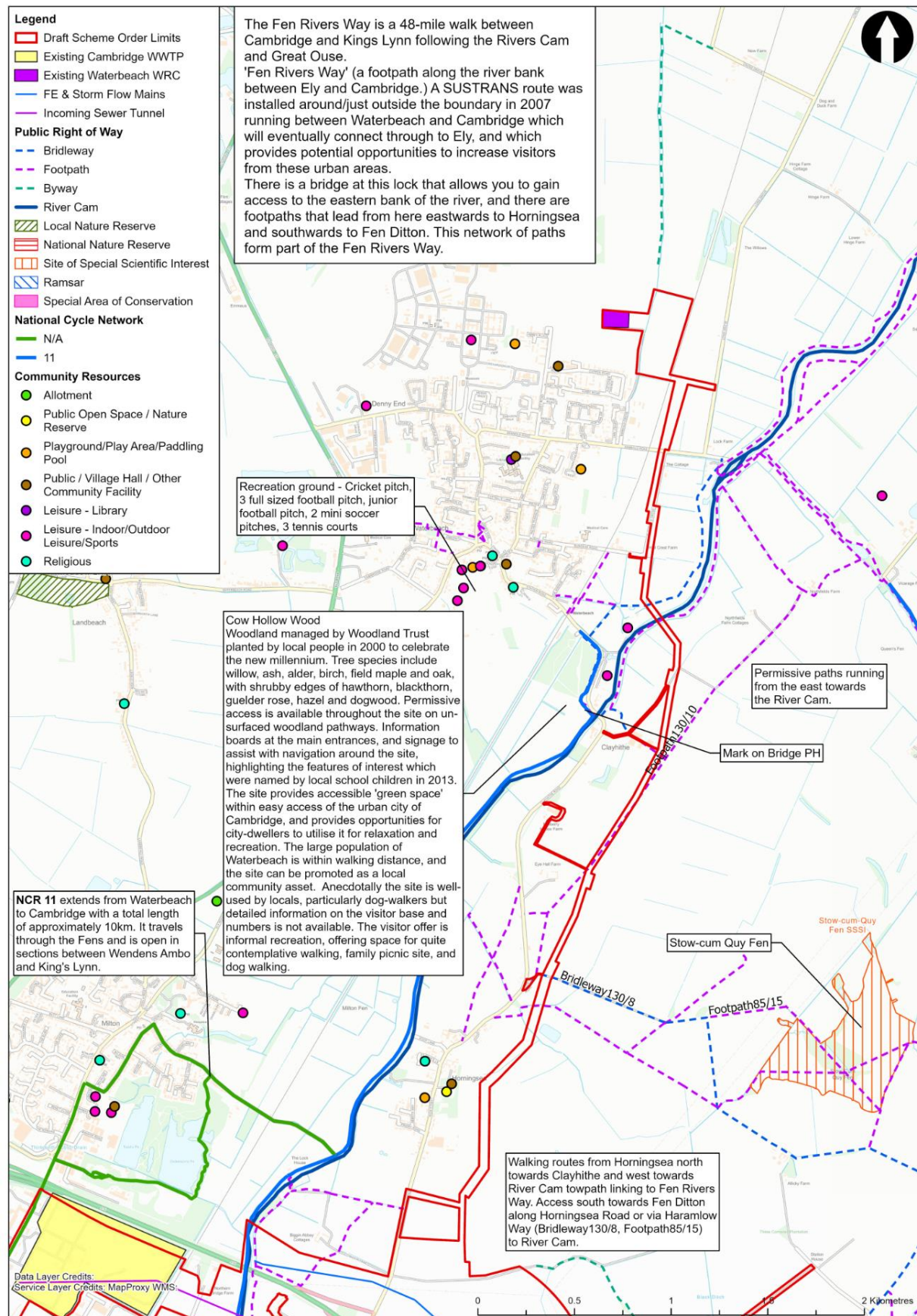
This section provides a preliminary assessment of the temporary impacts during construction on users of the following formal PRoW, footpaths, cycleways and bridleways.

Pedestrians, cyclists and horse riders are likely to be impacted by construction works, particularly to north of the Proposed Development around the settlements of Waterbeach, Clayhithe and Horningsea. Construction of the Waterbeach pipeline to the east of Waterbeach and under the River Cam, would require crossing over PRoW 130/16, 130/12, 130/30, 247/10 and 130/13. To the east of Horningsea, the construction of the Waterbeach pipeline would require crossing over PRoW 130/8 and 130/6 which provide connections to a network of PRoW which connect to Stow-cum-Quy and Lode.

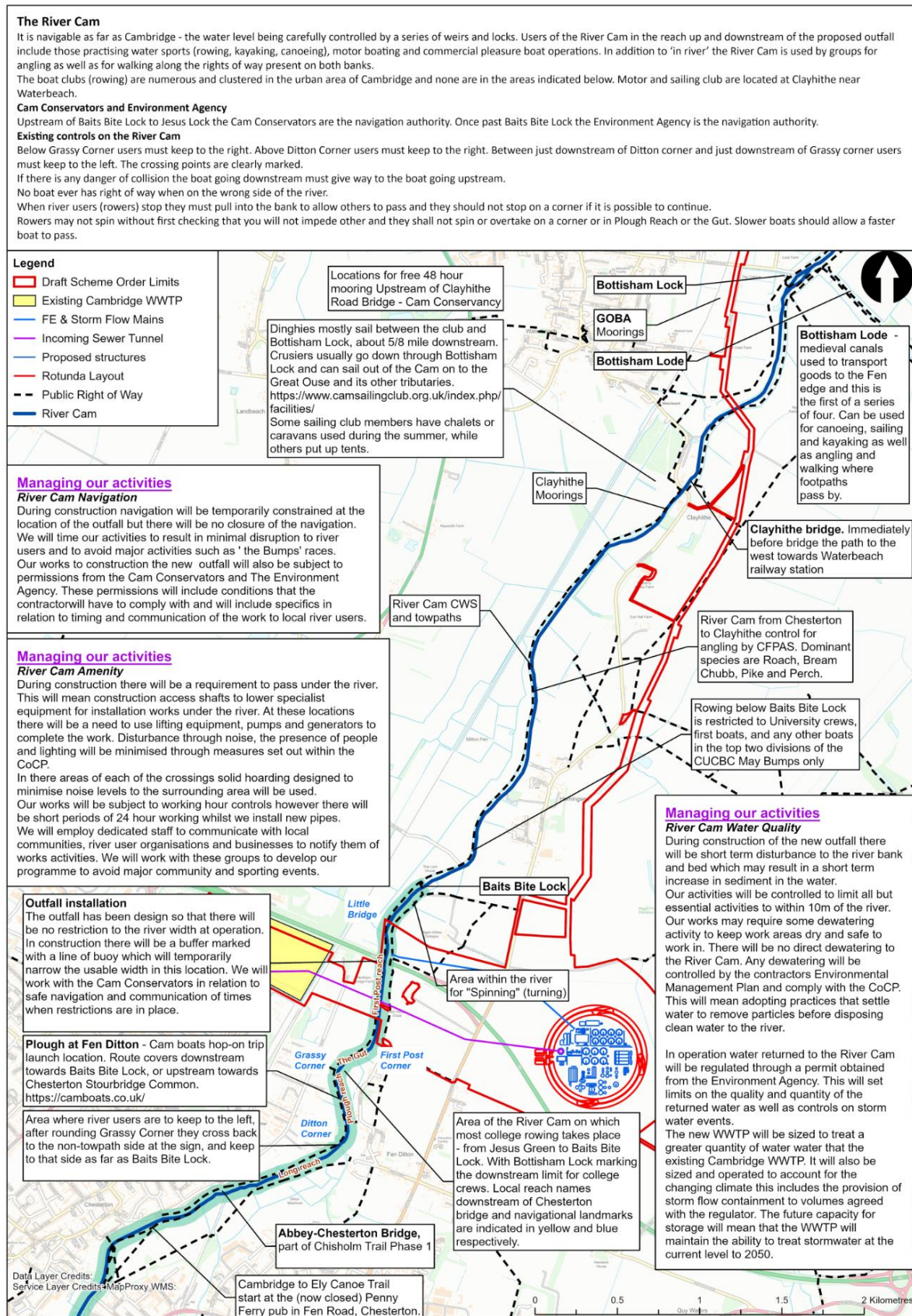
During construction of the new access off the B1047 Horningsea Road to the proposed WWTP, the byway (PRoW 130/17 and 85/14) on Low Fen Drove Way will be temporarily diverted to an adjacent protected route. As described in the **Traffic and Transport Environmental Information Paper**, a temporary suitable path to the side of the existing Low Fen Drove Way will be created to separate pedestrians, walkers and horse-riders from traffic. It is understood that this forms part of an informal circular route around the area known as Honey Hill and is regularly used by nearby communities for recreational activity (such as walking, cycling, dog walking).

PRoW 85/6, 85/8 and 130/2 will be disrupted during the construction of the outfall structure on the eastern bank of the River Cam. These footpaths form part of the Fen Rivers Way Long Distance path (a regionally important route) and provide a link between Horningsea Road, the River Cam and Fen Ditton in the south.. 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 manage these impacts, as detailed in the **Environmental Information Paper: Traffic and Transport**, the outline **Code of Construction Practice (CoCP)** and the outline **Construction Traffic Management Plan (CTMP)**.

In Fen Ditton, PRoW 85/3 and 85/6 are located close to land required for the construction of the Waterbeach pipeline. Construction activity crosses over PRoW 85/3 which also provides access to Fen Ditton Recreation Ground.



Source: Mott MacDonald, 2022, Figure 3: Existing areas of open space, recreational resources, PROW and cycle path



Source: Mott MacDonald, 2022

Figure 4: Existing use of the River Cam and management of proposed activities.

Once operational how will recreational activity be affected by the proposed relocation of Cambridge Waste Water Treatment Plant?

A new multi-functional recreational area will be provided to the north of the Proposed Development. The purpose of this area is to create an aesthetically pleasing and user-friendly green space, which also provides wildlife benefits through new habitat creation and connections to the wider network of PRow. Key components of the design are as follows:

- A Discovery Centre, a multi-use space which will provide awareness and educational opportunities on the topics such as the circular economy, the water life cycle and wider environment and sustainability issues.
- A publicly accessible path will run along the eastern extent of the land required for the landscaping proposals, set between a hedgerow with hedgerow trees, and the edge of the eastern woodland. The path surface is of a suitable width to be shared by pedestrians and recreational cyclists. Internal paths lead from the Discovery Centre at the top of the earthwork bank, down the slopes and through the open ridge and furrow grassland.
- A new bridleway is proposed to the east of the site, linking Low Fen Drove Way with Station Road.
- Within the extent of the land required for the landscaping proposals, interpretation boards, finger posts and scattered informal bench seating will be provided as part of the new setting.
- A range of new ecological habitats for people to view and enjoy.

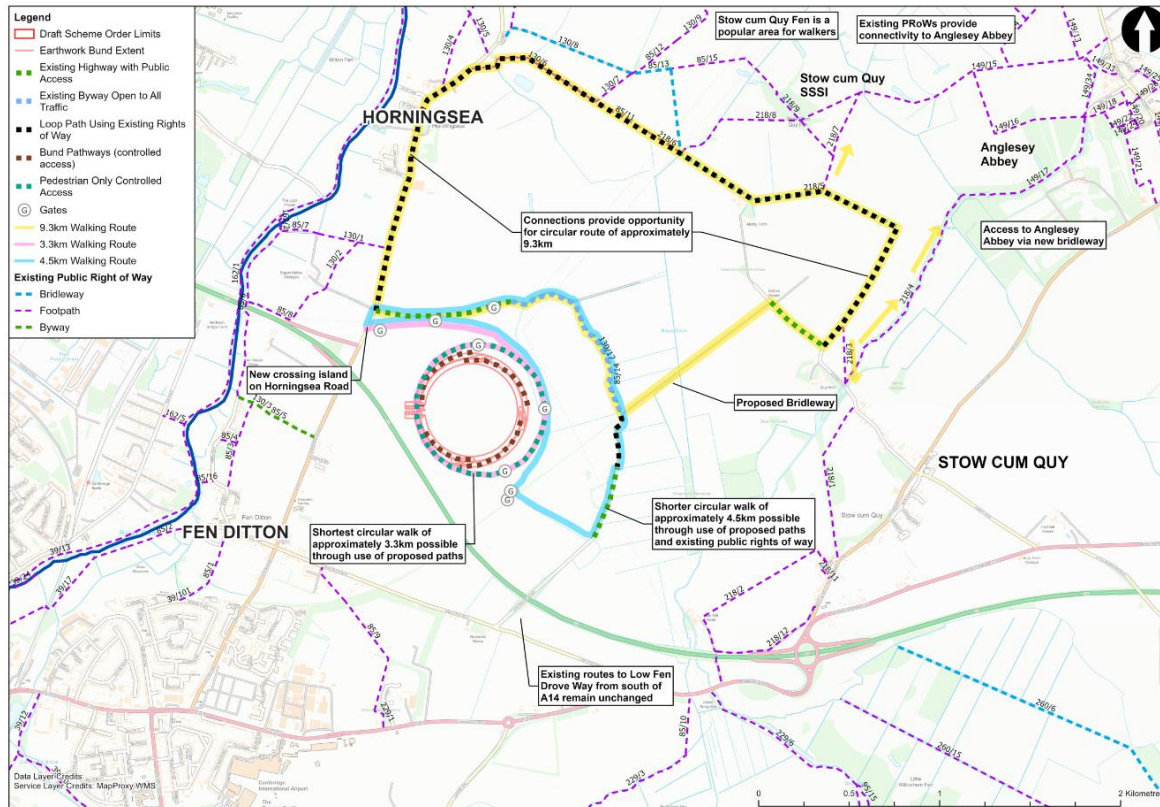
The new landscape and recreational areas are designed to mitigate the potential effects of the proposed WWTP from the change to the quality of the environment and to maximise recreational opportunities. It is envisaged that this will be an area for people to visit as well as access the wider network of nearby PRow to enjoy the surrounding countryside. Figures 5, 6 and 7 below shows how the proposed routes connect in within the wider network of PRow for walkers, cyclists and horse riders. Further detail in relation to the Landscape Masterplan is included within the Introductory Paper as part of the PEI and included with the outline **Landscape Ecology and Recreational Management Plan (LERMP)**.

Under certain conditions the presence of the proposed WWTP might be noticeable by recreational users of the new landscaped area and internal walking and cycling routes. However, by nature the users of the walking and cycling routes are mobile and unlikely to remain in one location for a long time. As outlined in the **Environmental Information Paper: Odour**, in some locations there may be odour impacts which are intermittently perceptible.

Additionally, as outlined in the **Environmental Information Paper: Landscape and Visual Amenity**, in the first year of operation, some users of formal footpaths within the landscaped areas, and wider PRow network, would have close views to the earthwork bank surrounding the proposed WWTP. Depending on where a person is walking, there would be differing views of some of the structures within the proposed WWTP. These views would change over time as plants and habitats become more established. When planting mitigation are established, although the proposed WWTP would be visible, the

Environmental Information Paper: Landscape and Visual Amenity concludes that mitigation planting would screen structures immediately to the west and north of the proposed WWTP. However, taller structures of the proposed WWTP such as the digester towers, boiler building, boiler stack and workshops would remain visible above the planting from the south and east and from more distant locations in the north.

Walking



Source: Mott MacDonald, 2022,

Figure 5: Proposed walking routes

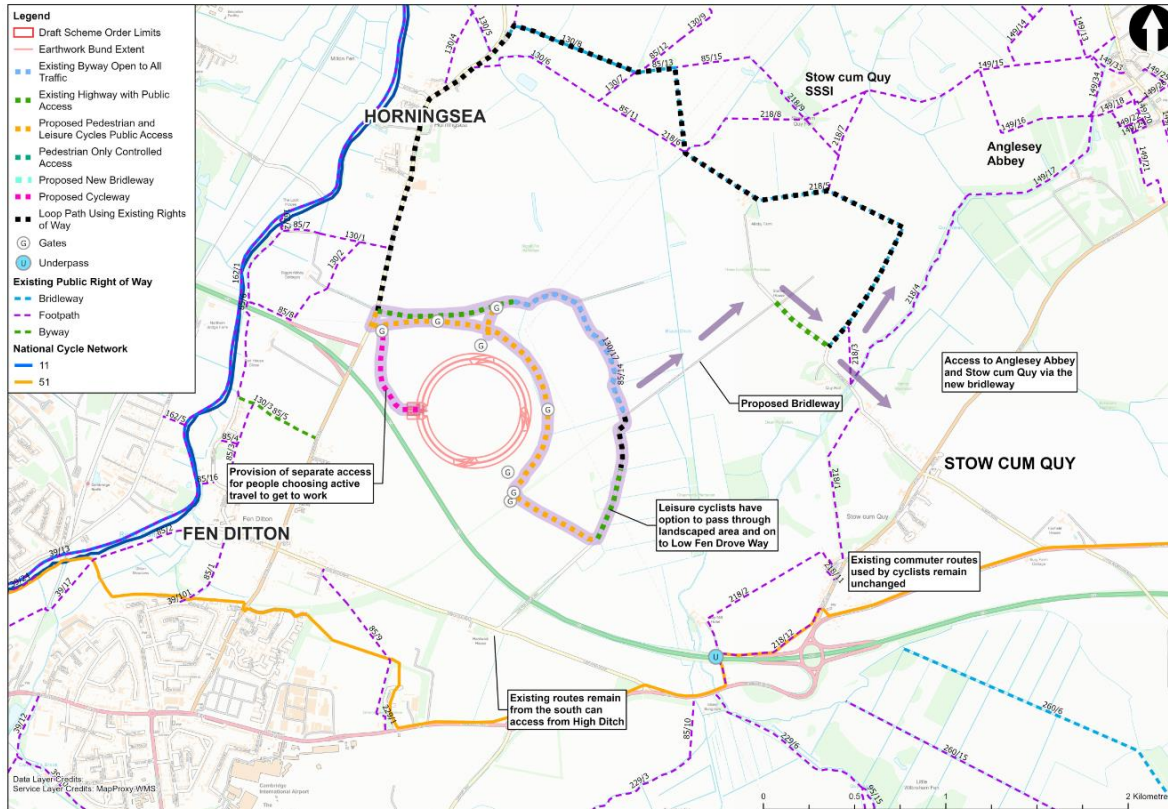
The new walking routes have been chosen in collaboration with stakeholders (including the local authority and rights of way user groups). During engagement, these stakeholders highlighted a gap in the network to the north-east of the proposed WWTP location and the lack of connectivity between Low Fen Drove Way and Anglesey Abbey. Stakeholders supported the proposals for improving connectivity through the creation of the shorter walking routes.

As shown on Figure 5 above, two new connections to the existing PRow are proposed. A new bridleway from Low Fen Drove Way to existing network of PRow in the north-east and a permissive path from the proposed WWTP to Low Fen Drove Way.

The proposed new pedestrian route creates a walking loop between Horningsea and communities to the east. As shown on Figure 5 above, 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 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 local people and those visiting the area.

Cycling



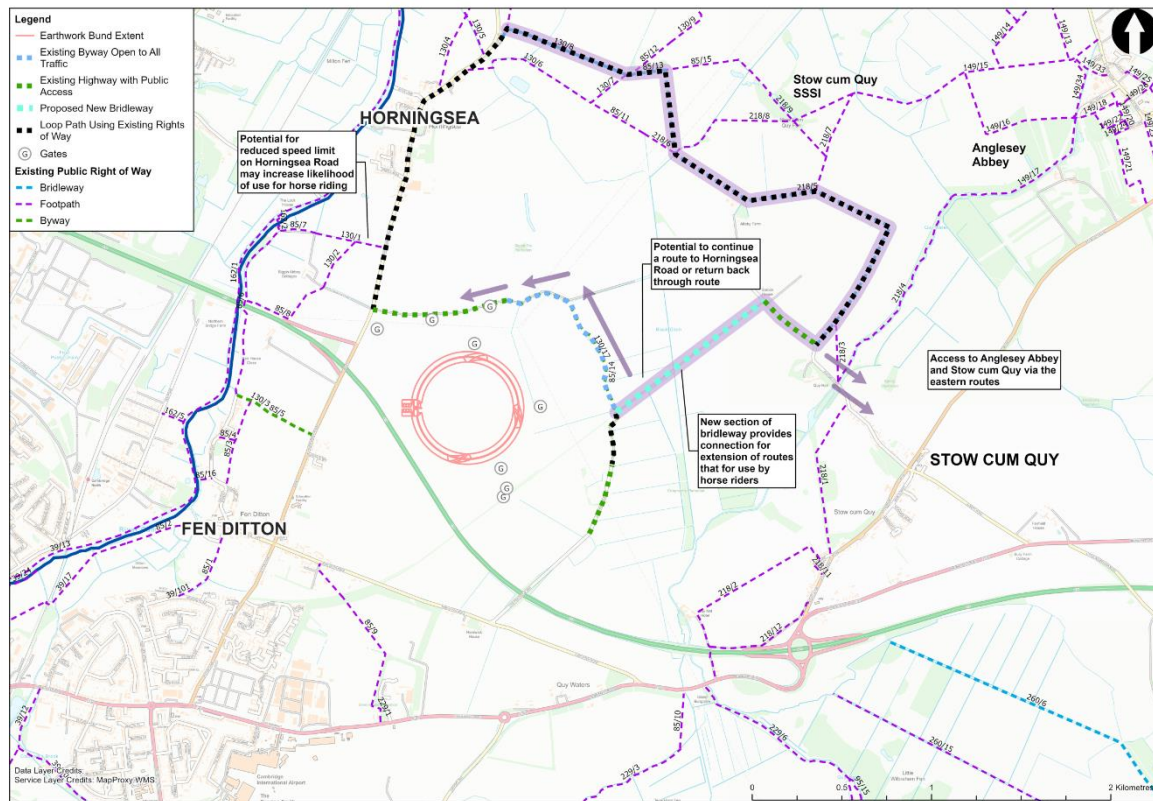
Source: Mott MacDonald, 2022,

Figure 6: Proposed cycling connections

The Proposed Development provides a new option for leisure cyclists to pass through the landscape area and on to Low Fen Drove Way. Existing routes to access High Ditch Road can be used to travel south. The proposed new bridleway also provides connectivity for cyclists from Low Fen Drove Way to the existing network of PRoW to the north-east. This enhances the existing connections to areas such as Stow-cum-Quy and Anglesey Abbey.

On the B1047 Horningsea Road, there will be an improved cycleway provision and a separate cycleway access to the Proposed Development for people travelling to work. The preferred access option (1b) maintains the existing pedestrian and cycling movements along the shared use path on the western side of the B1047 Horningsea Road. The new pedestrian island on Horningsea Road will allow pedestrians to safely cross Horningsea Road to the proposed WWTP and surrounding paths within the landscape. Further details of these changes are outlined in the **Environmental Information Paper: Traffic and Transport**.

Horse riding



Source: Mott MacDonald, 2022

Figure 7: Proposed horse riding routes

The new section of bridleway provides connection for horse riders to travel to eastern routes and access areas such as Anglesey Abbey and Stow-cum-Quy. There is also the potential to travel to the B1047 Horningsea Road via Low Fen Drove Way. The reduced speed limit on the B1047 Horningsea Road may increase the likelihood of horse riders using this route.

Following completion of construction activity, access to walking and cycling routes, including PRoW within and connected to the settlements of Waterbeach and Clayhithe, Fen Ditton Chesterton, Milton and Fen Road, will return to normal, as there will no longer be disruption or diversions. This means that measures within the CoCP to navigate people the required distances around active works would no longer be required.

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

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 contractor(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.

This section sets out our proposed mitigation proposals for recreation.

In developing our construction mitigation proposals, we have carefully considered a number of matters that could result in impacts to recreation:

- construction traffic impacts to the existing local road network including some with shared pedestrian and cycleways (see the **Environmental Information Paper: Traffic and Transport**)
- physical disturbance to traffic and transport infrastructure (pathways, roads, cycleways, PRow) (see the **Environmental Information Paper: Traffic and Transport**)
- temporary releases of odour in construction during tie in and decommissioning activities (see the **Environmental Information Paper: Odour**)
- temporary changes to visuals amenity during construction (see the **Landscape and Environmental Information Paper: Visual Amenity**)

The outline **CoCP** and an outline **Construction Traffic Management Plan (CTMP)** are included within the PEI.

Embedded mitigation

Once operational it is recognised that the land required for the proposed WWTP and the land surrounding it would be permanently changed. In response we have developed our landscaping proposals, so they integrate several functions; integration of the permanent development into the landscape, provision of space for habitat creation, and the provision of space for people to continue to use this area for walking and cycling and to support access to existing recreational resources.

Mitigation measures of particular relevance to potential effects on areas of open space, recreation resources (including new pathways as part of the outline **Landscape Masterplan**), and PRow are as follows:

- maintaining access to the existing PRow network where possible. 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 in discussion with local residents;
- provision of new walking and leisure cycling routes within the landscape masterplan that maintain provision for recreational walking and cycling in the vicinity of Low Fen Drove Way; and
- design of temporary accesses from areas of land under construction to the existing road network used by construction vehicles to safely cross from the highway so as to

maintain walking and cycling routes such as the shared cycle and footway to the west of the B1047 Horningsea Road.

Mitigation measures of particular relevance to potential effects on the water based recreation are as follows:

- maintaining the navigation and minimising the working widths to allow activities to continue. Designing the river works so that working areas are restricted to the absolute minimum and to the shortest possible duration practicable. Using signage and navigation warnings (as agreed with the Cam Conservators).

Embedded measures within the design of the proposed WWTP together with regulatory control that will control odour (see the **Environmental Information Paper: Odour**)

Embedded measures within the design of the proposed WWTP together with regulatory control that will improve how storm events are managed so that there are reductions to storm and CSO operations (see the **Environmental Information Paper: Water Resources**)

Secondary mitigation (management activities)

Through the application of the **CoCP** and the **CTMP** there will be measures to update people so that the local community and stakeholders so that they are aware of short term changes that may affect recreation. Measures include:

- adopting a 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,
- phasing and management of works to minimise the impact of construction on specific events i.e. the working area will be reduced to increase the usable river width in accordance with the rowing calendar. This will be discussed and agreed with stakeholders including event organisers as part of the community engagement strategy,
- a Communications 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 our website, and
- implementing a complaints procedure during the construction process. All complaints will be logged, investigated and the response recorded and a response provided within seven days in accordance with the service agreement.

As outlined within the outline **LERMP**, the outline **Landscape Masterplan** includes the creation of new walking routes and connections to the wider network of PRoW. Similar to the **CoCP** the commitments to deliver and maintain the landscape masterplan will be secured through the DCO which is required to permit the Proposed Development. One of the requirements of the DCO will be to abide by the commitments made in the LERMP.

The LERMP commits to:

- Management, maintenance, and monitoring of the habitats part of the Proposed Development. These will be set out in the **Biodiversity Net Gain Management and Monitoring Plan (MMP)**, which will be included in the detailed LERMP prepared for DCO submission.
- Creation of a series of new recreational connections, on site and linking to the wider network including through the provision of the new bridleway section, and a surfaced pathway of a suitable width to be shared by pedestrians and recreational cyclists.

Tertiary mitigation

In addition to measures that will become obligations through the DCO, once operational the proposed WWTP would be subject to regulation through an Environmental Permit. These permits set strict controls on emissions derived to minimise impacts to the receiving environment. Controls will include treated effluent quality limits and controls on emergency storm flows (see the **Environmental Information Paper: Water Resources**), limits on emission to air and controls to odour (including in emergency situations). The permit requires the operator to adopt and implement operational monitoring procedures and specific management plans. These include but are not limited to detailed **odour management plan, water quality monitoring and management plans** and **air emissions monitoring**. The permit also includes obligatory performance reporting.

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

A preliminary assessment of potential likely significant effects in relation to the construction of the Proposed Development has been undertaken. These effects are:

- Potential temporary disruption for some recreational users of the River Cam due to construction of the outfall structure. This is due to the receptors in this location having a high sensitivity given the large number of users, and the duration of the potential disruption.
- Potential temporary disruption to cyclists, pedestrians, and equestrians, from PRow diversions, particularly near to the River Cam in Horningsea. This is due to the sensitivity of this route providing connections between communities and one of the disrupted routes being of regional importance.

During operation, the **Landscape Masterplan** proposals may result in beneficial effects for walkers, cyclists and horse riders. This is due to the number of permanent improved connections to the existing PRow network, providing new circular routes and enhancing accessibility between communities. The outline **Landscape Masterplan** included within the PEI also proposes a new recreational area with interest features such as ecology, walking and cycling opportunities and learning trails. The enhanced connectivity and new area are likely to positively impact physical activity and recreational opportunities for nearby communities.

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