



# ENVIRONMENTAL STATEMENT: 6.1 CHAPTER 21: CUMULATIVE EFFECTS

DECARBONISATION

## Cory Decarbonisation Project

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Revision A

## TABLE OF CONTENTS

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<b>21. CUMULATIVE EFFECTS</b>	<b>1</b>
21.1. Introduction .....	1
21.2. Policy, Legislation, and Guidance .....	2
21.3. Consultation and Engagement .....	5
21.4. Scope of the Assessment .....	8
21.5. Assessment Methodology and Significance Criteria .....	12
21.6. Study Area .....	20
21.7. Baseline Conditions .....	20
21.8. Sensitive Receptors .....	21
21.9. Assessment Of Likely Impacts And Effects .....	22
21.10. Mitigation and Monitoring .....	36
21.11. Residual Effects .....	36
21.12. References .....	38

## TABLE

---

Table 21-1: Cumulative Effects Summary of key Policy, Legislation and Guidance .....	2
Table 21-2: Consultation and Engagement Summary Table in relation to Cumulative Effects ....	6
Table 21-3: Summary of the Statutory Consultation Comments in relation to Cumulative Effects .....	6
Table 21-4: Elements Scoped Out of Inter-Project Effects Assessment .....	8
Table 21-5: Elements Scoped Out of Intra-Project Effects Assessment .....	10
Table 21-7: Inter-Project Effects Significance Criteria .....	18
Table 21-8: Intra-Project Effects Significance Criteria .....	19
Table 21-9: Overall Inter-Project Effects – Construction Phase .....	23
Table 21-10: Overall Inter-Project Effects – Operation Phase .....	28
Table 21-11: Summary of Intra-Project Effects Assessment – Construction Phase .....	30
Table 21-12: Summary of Intra-Project Effects Assessment – Operation Phase .....	33
Table 21-13: Summary of Residual Effects .....	37

## 21. CUMULATIVE EFFECTS

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### 21.1. INTRODUCTION

- 21.1.1. This chapter reports on the Combined and Cumulative Effects Assessment for the Proposed Scheme, and describes the following:
- relevant policy, legislation, and guidance;
  - consultation and engagement;
  - the scope of the assessment;
  - the assessment methodology and significance criteria;
  - the Study Area;
  - baseline conditions;
  - sensitive receptors;
  - the assessment of likely impacts and effects;
  - any mitigation and monitoring requirements; and
  - a summary of residual effects.
- 21.1.2. This chapter is intended to be read as part of the wider Environmental Statement (ES) with particular reference to **Chapter 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**. This chapter is also supported by the following:
- **Figure 21-1: Short-List of Other Developments (Volume 2);**
  - **Appendix 21-1: Inter-Project Effects Assessment (Volume 3);** and
  - **Appendix 21-2: Intra-Project Effects Assessment (Volume 3).**
- 21.1.3. In line with Schedule 4, paragraph 5(e) of the Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (the EIA Regulations)<sup>1</sup>, this ES has considered “*the cumulation of effects with other existing and / or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources*”. After this, further in line with Schedule 4, paragraph 5, this ES has also considered “*The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium term and long-term, permanent and temporary, positive and negative effects of the development*”.
- 21.1.4. This ES has adhered Regulation 5, paragraph 2, in particular part (e), of the EIA Regulations by considering “*the direct and indirect significant effects of the proposed development on the following factors—*
- (a) *population and human health;*

(b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(14) and Directive 2009/147/EC(15);

(c) land, soil, water, air and climate;

(d) material assets, cultural heritage and the landscape;

(e) the interaction between the factors referred to in sub-paragraphs (a) to (d).

21.1.5. In accordance with the EIA Regulations<sup>1</sup>, the Planning Inspectorate’s Advice Note 17<sup>2</sup> and other best practice guidance, the following types of combined and cumulative effects have been considered within this ES:

- **Inter-project effects** – the residual environmental effects of the Proposed Scheme combining and interacting with the residual environmental effects of other, committed development(s), affecting the same receptor. For example, traffic effects upon users of the local road network because of the Proposed Scheme and another nearby industrial development.
- **Intra-project effects** – the interaction and combination of different residual environmental effects of the Proposed Scheme affecting the same receptor. For example, visual and noise effects during construction affecting nearby Public Rights of Way (PRoW).

## 21.2. POLICY, LEGISLATION, AND GUIDANCE

21.2.1. The policy, legislation and guidance relevant to the cumulative effects assessment for the Proposed Scheme is set out in **Table 21-1** below.

**Table 21-1: Cumulative Effects Summary of key Policy, Legislation and Guidance**

Policy, Legislation or Guidance	Description
<b>Policy</b>	
<b>Overarching National Policy Statement for Energy (EN-1) 2024<sup>3</sup></b>	This Overarching National Policy Statement for Energy (EN-1) is part of a suite of NPS designated by the Secretary of State of DESNZ in January 2024. Paragraph 4.4.5 states: <i>“The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate”.</i> Paragraph 4.9.19 states: <i>“[...] development consent applications for power CCS projects should include details of how the captured CO<sub>2</sub> is intended to be transported and stored, how cumulative impacts will be assessed and whether any necessary consents, permits and licences have been obtained”.</i>

Policy, Legislation or Guidance	Description
<b>National Planning Policy Framework (NPPF) 2023<sup>4</sup></b>	<p>The NPPF sets out the Government’s planning policies for England and how these should be applied, with the following paragraphs relating to cumulative effects:</p> <p>Paragraph 191: <i>“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development”.</i></p>
<b>The London Plan 2021<sup>5</sup></b>	<p>The Spatial Development Strategy for Greater London setting out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth.</p> <p>Policy T4 states <i>“cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated”.</i></p> <p>Policies T6, T6.2, T2 and T5 provide measures to support travel and parking in developments.</p> <p>Many of these policies include specific positions and considerations for the assessment of cumulative effects.</p>
<b>The Bexley Local Plan 2023<sup>6</sup></b>	<p>The Local Plan, adopted on 26 April 2023, positively plans for sustainable development across the Borough. It is essential to the delivery of the Council’s other key plans and strategies, including the Bexley Plan, the Growth Strategy, and the Connected Communities Strategy.</p> <p>It does not contain any specific policies related to cumulative effects, but inherently highlights the importance of considering the potential cumulative impacts of new developments throughout the Local Plan.</p>
<b>London Environment Strategy 2018<sup>7</sup></b>	<p>The London Environment Strategy seeks to ensure that London will become a <i>“zero carbon city by 2050”</i> by setting out policies and proposals in seven policy areas to address environmental challenges, including the transition to a low carbon circular economy. The Mayor wants to ensure <i>“London’s businesses and workers are supported to be able to compete effectively in, and benefit from, this growing global market”.</i></p>

Policy, Legislation or Guidance	Description
<b>South East Inshore Marine Plan 2021<sup>8</sup></b>	<p>The South East Inshore Marine Plan area stretches from Felixstowe in Suffolk to west of Dover in Kent and incorporates the River Thames. The South East Inshore Marine Plan will help to enhance and protect the marine environment and achieve sustainable economic growth while respecting local communities both within and adjacent to the marine plan area.</p> <p>The Plan helps to address potential cumulative and in-combination effects of impacts from the many and increasing pressures. Policy SE-CE-1 states any proposals with adverse cumulative effects must demonstrate, in order of preference, avoid, minimise, or mitigate adverse cumulative and/or in-combination effects so they are no longer significant.</p>
<b>Legislation</b>	
<b>The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017<sup>9</sup></b>	<p>The EIA Regulations cover the process of EIA in the context of Nationally Significant Infrastructure Projects. They apply the amended EU Directive 2014/52/EU. Schedule 4, paragraph 5(e), and Regulation 5(2) (see paragraphs 21.1.3 and 2.1.4 above) are of relevance to cumulative effects.</p>
<b>Guidance</b>	
<b>Demystifying Cumulative Effects, Impact Assessment Outlook Journal 2020<sup>10</sup></b>	<p>The EIA process requires the consideration of cumulative effects to be undertaken. However, guidance on this area of practice is often lacking, and a variety of methodologies are adopted by different practitioners. Volume 7 of the Impact Assessment Outlook Journal brings together a selection of articles, thought and opinion pieces on CEA in EIA.</p>
<b>Planning Inspectorate Advice Note 17: Cumulative Effects Assessment<sup>2</sup></b>	<p>This Advice Note identifies the nature of projects (referred to as Other Developments) that should be considered in a CEA. It advises that a pragmatic approach should be used, in respect of what is feasible and reasonable, where there is a lack of information to identify impacts and assess effects. Planning Inspectorate Note 17<sup>2</sup> specifies that statutory definitions of EIA screening thresholds can be of assistance when considering whether the scale and nature of developments identified in Zone of Influence (ZOI) are likely to interact with the proposed project development and to result in a cumulative effect.</p>

### 21.3. CONSULTATION AND ENGAGEMENT

- 21.3.1. **Table 21-2** provides a summary of the consultation and engagement undertaken in support of the preparation of this assessment.
- 21.3.2. **Table 21-3** provides a summary of comments provided as part of the statutory consultation process and an appropriate response. Further information can be found in the **Consultation Report (Document Reference 5.1)**.
- 21.3.3. **Appendix 4-2: Scoping Opinion Responses (Volume 3)** provides a summary of the Planning Inspectorate and consultee comments on the EIA Scoping Opinion<sup>11</sup> and the Applicant's responses.

**Table 21-2: Consultation and Engagement Summary Table in relation to Cumulative Effects**

Date and Method of Consultation	Consultee	Summary of Key Topics discussed and Key Outcomes
9 <sup>th</sup> January 2024, Email Engagement	London Borough of Bexley (LBB)	The Short-List as described in <b>Paragraphs 21.5.16 to 21.5.18</b> of this chapter and presented in <b>Appendix 21-1: Inter-Project Effects Assessment (Volume 3)</b> was issued to LBB for its review and comment. No response has been received at the time of writing.

**Table 21-3: Summary of the Statutory Consultation Comments in relation to Cumulative Effects**

Statutory Consultee	Response
<b>Buglife</b>	
<p><i>“The current project proposals will directly impact 2ha of Crossness Local Nature Reserve (LNR), a site that falls within the Thames Estuary South Important Invertebrate Area (IIA). IIAs are nationally or internationally significant places for the conservation of invertebrates and the habitats upon which they rely. The site at Crossness is part of a network of sites that have become increasingly fragmented due to development and Buglife is concerned of the cumulative impacts on important invertebrate sites within the Thames Gateway.”</i></p>	<p>Cumulative impacts on Crossness LNR have been considered in this chapter (both inter-project and intra-project) with impacts to Crossness LNR summarised in <b>Table 21-13</b>. Impacts to the status of Crossness LNR as an ecological designation have been considered in <b>Chapter 7: Terrestrial Biodiversity (Volume 1)</b>.</p>
<b>Marine Management Organisation (MMO)</b>	
<p><i>“Given the large range of effect for underwater noise that is likely to occur during piling operations, the Zone of Influence used in the assessment of cumulative impacts for UWN will need to be increased based on the outcomes of the underwater noise modelling.”</i></p>	<p>Cumulative impacts on marine ecology have been considered where relevant in this chapter and the impacts of different aspects of the Proposed Scheme to marine ecology have been considered in</p>



Statutory Consultee	Response
<p><i>The MMO notes that the report provides the methodology but not yet an intra-project cumulative assessment in the PEIR, as it is stated that this will be presented in the ES. The MMO would have expected at least a provisional cumulative assessment at the PEIR stage.”</i></p>	<p><b>Chapter 8: Marine Biodiversity (Volume 1)</b> (including consideration of underwater noise).</p>
<p><b>Transport for London (TfL)</b></p>	
<p><i>“Application of London Plan transport policies to the development. While we acknowledge that the operational transport impacts are relatively modest, we are naturally concerned about the cumulative impact alongside existing and other new development in the area. Again, we would seek application of London Plan principles to issues such as provision of commuter parking places (Policies T6 and T6.2) and provision of measures to support active and sustainable travel (particularly Policies T2 and T5), and expect strong and effective measures within the workforce travel plan and other relevant mitigation (Policy T4). Note that the GLA is expected to comment on application of and compliance with other (non-transport) London Plan policies”</i></p>	<p><b>Appendix 21-1: Inter-Project Effects Assessment (Volume 3)</b> provides the CEA of Other Developments. <b>Table 21-1</b> provides the policies applied to and considered in the assessment.</p>

## 21.4. SCOPE OF THE ASSESSMENT

21.4.1. The scope of this assessment was established through an approach described in detail in **Chapter 4: EIA Methodology (Volume 1)**. This reiterates the evidence base for scoping out elements following further iterative assessment.

### ELEMENTS SCOPED OUT OF THE ASSESSMENT

21.4.2. The elements shown in **Table 21-4** and **Table 21-5** are not considered to give rise to likely significant effects as a result of the Proposed Scheme and have therefore not been considered within this assessment.

**Table 21-4: Elements Scoped Out of Inter-Project Effects Assessment**

Element Scoped Out	Justification
<b>Air Quality – Construction Phase</b>	All residual effects in <b>Chapter 5: Air Quality (Volume 1)</b> have been found to be negligible during the construction phase. Therefore, an inter-project effect is unlikely.
<b>Marine Biodiversity – Operation Phase</b>	All residual effects in <b>Chapter 8: Marine Biodiversity (Volume 1)</b> have been found to be negligible during the operation phase. Therefore, an inter-project effect is unlikely.
<b>Historic Environment – Below Ground Heritage Assets (Construction and Operation Phase)</b>	For below ground heritage assets (see <b>Chapter 9: Historic Environment (Volume 1)</b> ), it is not feasible to quantify accurately the nature of resources within the ZOI, which would enable the identification of any inter-project effects during construction. In addition, any effects on assets would already be realised by the operation phase. As a result, below ground heritage assets are excluded from the construction and operation phase assessment for inter-project effects.
<b>Townscape and Visual Impact Assessment (TVIA) – Operational Year 15 (Operation Phase)</b>	The Year 15 operation effects considered within <b>Chapter 10: Townscape and Visual (Volume 1)</b> are excluded from the inter-project effects assessment due to the establishment of the visual effects of likely Other Developments for operational Year 15 not being practicable, as it is not clear which developments will in fact be present, and in what form, at that point in time.
<b>Greenhouse Gases</b>	The impact of GHG emissions (see <b>Chapter 13: Greenhouse Gases (Volume 1)</b> ), in terms of their contribution to climate

Element Scoped Out	Justification
<b>(Construction and Operation Phase)</b>	change, is uniformly global and cumulative in nature, no geographical boundary with every tonne contributing to impacts on natural and human systems. As such it is the cumulative effect of all GHG-emitting human activities that cause climate change, and therefore the assessment of the GHGs due to the Proposed Scheme in <b>Chapter 13: Greenhouse Gases (Volume 1)</b> considers cumulative effects in relation to GHG emissions.
<b>Socio-economics (Operation Phase)</b>	All residual effects in <b>Chapter 15: Socio-economics (Volume 1)</b> have been found to be negligible. Therefore, an inter-project significant effect is unlikely.
<b>Materials and Waste (Construction and Operation Phase)</b>	The assessment of materials and waste (see <b>Chapter 16: Materials and Waste (Volume 1)</b> ) considers both the effects on landfill capacity and material resources (including specialist resources). An inter-project effect assessment of materials and waste is not practicable at the scale of a comparison between Other Developments and the Proposed Scheme. A significant cumulative effect would not be anticipated to arise from any such assessment due to the insufficient scale of individual developments. In addition, appropriate mitigation measures are unlikely to arise for either materials or waste due to the existing best practice measures assumed to be adhered to for Other Developments as well as the Proposed Scheme alongside the existing regulatory framework and requirements for matters such as landfill capacity.
<b>Ground Conditions and Soils (Construction and Operation Phase)</b>	All residual effects in <b>Chapter 17: Ground Conditions and Soils (Volume 1)</b> have been found to be neutral. Therefore, an inter-project effect is unlikely.
<b>Landside Transport (Construction and Operation Phase)</b>	<b>Chapter 18: Landside Transport (Volume 1)</b> is excluded from this assessment as the data and growth factors used incorporate key committed development from approved Local Plans, and is inherently cumulative and therefore already considered within <b>Chapter 18: Landside Transport (Volume 1)</b> .

Element Scoped Out	Justification
<b>Marine Navigation (Construction and Operation Phase)</b>	All residual effects in relation to marine navigation receptors (see <b>Chapter 19: Marine Navigation (Volume 1)</b> ) have been categorised as acceptable or tolerable if ALARP and are deemed Not Significant. As a result, Marine Navigation is scoped out of the inter-project effects assessment.
<b>Major Accidents and Disasters (MA&amp;D) (Construction and Operation Phase)</b>	MA&D is excluded from the assessment as a different assessment approach is used from the other assessments within this ES (as detailed in <b>Chapter 20: Major Accidents and Disasters (Volume 1)</b> ). The vulnerability of the Proposed Scheme to major accidents and disasters (including those posed by relevant Other Developments) is assessed rather than effects on sensitive receptors. As a result, an inter-project effects assessment considering MA&D is not practicable.

**Table 21-5: Elements Scoped Out of Intra-Project Effects Assessment**

Element Scoped Out	Justification
<b>Air Quality (Construction Phase)</b>	All residual effects during construction in <b>Chapter 5: Air Quality (Volume 1)</b> have been found to be negligible. Therefore, intra-project effects are unlikely.
<b>Historic Environment (Construction and Operation Phase)</b>	All effects in relation to historic environment sensitive receptors are already assessed within <b>Chapter 9: Historic Environment (Volume 1)</b> as this chapter considers all types of effects on sensitive heritage receptors. As a result, Historic Environment is scoped out of the intra-project effects assessment.
<b>Marine Biodiversity – Operation Phase</b>	All residual effects in <b>Chapter 8: Marine Biodiversity (Volume 1)</b> have been found to be negligible during the operation phase. Therefore, an intra-project effect is unlikely.
<b>TVIA – Operational Year 15 (Operation Phase)</b>	The Year 15 operation effects considered within <b>Chapter 10: Townscape and Visual (Volume 1)</b> are excluded from the intra-project effects assessment as no other assessments of an operational Year 15 have taken place for other effects assessed in other ES topics.
<b>GHG Emissions (Construction</b>	All effects in relation to GHG Emissions are assessed within <b>Chapter 13: Greenhouse Gases (Volume 1)</b> . GHG impacts by

Element Scoped Out	Justification
<b>and Operation Phase)</b>	their nature could not act in a way that would combine with other impacts to result in a significant effect. The impacts associated with GHG emissions, in terms of their contribution to climate change, are uniformly global and cumulative in nature, no geographical boundary, with every tonne contributing to impacts on natural and human systems. As such it is the cumulative effect of all GHG-emitting human activities that cause climate change, and therefore the assessment of GHG due to the Proposed Scheme in <b>Chapter 13: Greenhouse Gases (Volume 1)</b> considers cumulative effects in relation to GHG emissions.
<b>Socio-economics (Operation Phase)</b>	All residual effects in <b>Chapter 15: Socio-economics (Volume 1)</b> have been found to be negligible. Therefore, an intra-project effect is unlikely.
<b>Materials and Waste (Construction and Operation Phase)</b>	All intra-project effects in relation to waste and materials are considered within <b>Chapter 16: Materials and Waste (Volume 1)</b> . As a result, materials and waste are scoped out of the intra-project effects assessment.
<b>Ground Conditions and Soils (Construction and Operation Phase)</b>	All residual effects on receptors in <b>Chapter 17: Ground Conditions and Soils (Volume 1)</b> have been found to be neutral. Therefore, an intra-project effect is unlikely.
<b>Marine Navigation (Construction and Operation Phase)</b>	All effects in relation to marine navigation receptors are already assessed within <b>Chapter 19: Marine Navigation (Volume 1)</b> as this, and no other, chapter considers effects on marine navigation receptors. As a result, Marine Navigation is scoped out of the intra-project effects assessment.
<b>MA&amp;D (Construction and Operation Phase)</b>	MA&D is excluded from the assessment as a different assessment approach is used from the other assessments within this ES (as detailed in <b>Chapter 20: Major Accidents and Disasters (Volume 1)</b> ). The vulnerability of the Proposed Scheme to major accidents and disasters is assessed rather than effects on sensitive receptors. As a result, an intra-project effects assessment considering MA&D is not practicable.

## ELEMENTS SCOPED INTO THE ASSESSMENTS

- 21.4.3. Elements scoped into the respective inter-project effects and intra-project effects assessments are discussed in Step 1 and Step 2 of the inter-project effects assessment (see **Appendix 21-1: Inter-Project Effects Assessment (Volume 3)**) and Step A of the intra-project effects assessment (see **Appendix 21-2: Intra-Project Effects Assessment (Volume 3)**). An explanation of the scoping processes for these assessments are discussed in **Section 21.5** below.
- 21.4.4. As set out in Section 3.17 of the EIA Scoping Opinion<sup>11</sup> (ID 3.12.1-3.12.3), the Planning Inspectorate agrees that these effects would not likely be significant and, therefore, do not need to be considered further (see **Section 21.3** for details).

## 21.5. ASSESSMENT METHODOLOGY AND SIGNIFICANCE CRITERIA

- 21.5.1. There is no widely accepted methodology or best practice for the assessment of cumulative effects, although there are several guidance documents available, including Advice Note 17<sup>2</sup> which has informed the approach taken to the intra-project effects and inter-project effects assessments. The approach that has been adopted is based on professional experience, the types of receptors being assessed and the nature of the Proposed Scheme.
- 21.5.2. The assessment undertaken is qualitative and based on the available information. Partially quantitative assessments have been undertaken for some elements where practicable, such as for traffic related effects. Where information is not available, assumptions that adopt a worst case approach have been made based on professional judgement. All assumptions are clearly stated alongside any uncertainty as part of the intra-project effects and inter-project effects assessments.
- 21.5.3. The assessment presented in **Chapter 13: Greenhouse Gases (Volume 1)** is excluded from the scope of this chapter. This is explained further in **Chapter 13: Greenhouse Gases (Volume 1)**, including consideration of the transport and storage of the carbon captured by the Proposed Scheme and the assessment have been compared against the UK and London carbon budgets to provide context for the estimated emissions.
- 21.5.4. The assessment presented within this chapter considers potential impacts from the construction and operation of the Proposed Scheme alongside Riverside 1 and Riverside 2.

## INTER-PROJECT EFFECTS

- 21.5.5. The assessment methodology for inter-project effects involves the identification of incremental changes to baseline conditions likely to be caused by other relevant projects together with the Proposed Scheme. This involves the following key stages.

## **Step 1 – Identification of ‘Other Developments’ for Consideration: The Long List**

- 21.5.6. Step 1 of the approach outlined in Advice Note 17<sup>2</sup> requires the identification of a ZOI for each chapter (derived from the Study Areas in **Chapter 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**) considered within this ES for the Proposed Scheme.
- 21.5.7. Following this, reasonably foreseeable developments are identified within those ZOI. These foreseeable developments are termed ‘Other Developments’. For the purpose of assessing inter-project effects, the term ZOI is to be used in place of Study Area. Other Developments have been identified through an initial search, within the identified ZOI, of the planning registers of the local planning authorities and Planning Inspectorate’s<sup>a</sup>. This has led to the creation of a Long-List of Other Developments for consideration (corresponding with Stage 1 in Advice Note 17<sup>2</sup>) in **Table 2-1 in Appendix 21-1: Inter Project Effects Assessment (Volume 3)**.
- 21.5.8. The eight relevant LPA are:
- London Borough of Bexley;
  - Royal Borough of Greenwich
  - Dartford Borough Council;
  - London Borough of Newham;
  - London Borough of Redbridge;
  - London Borough of Barking and Dagenham;
  - London Borough of Havering; and
  - Thurrock Council.
- 21.5.9. The starting point for the creation of this list was Table 2 of Advice Note 17<sup>2</sup> which provides criteria to indicate the level of certainty that can be applied to each of the Other Developments being considered. The criteria are presented, descending from Tier 1 (most certain) to Tier 3 (least certain) and reflect a diminishing degree of certainty that can be assigned to each Other Development. This table has been adapted for the Proposed Scheme and shown in **Table 21-6** below.

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<sup>a</sup> As well as the Planning Registers, the respective London Borough Local Plans are examined to determine the status of planning policies and allocations for developments. References to these policies and allocations are included alongside Other Developments where relevant.

**Table 21-6: Assigning Certainty to Other Developments Advice Note 17<sup>2</sup>**

Tier	Certainty
Tier 1	<ul style="list-style-type: none"> <li>• Under construction.</li> <li>• Projects on the Planning Inspectorate’s programme of projects that have been consented, but not yet implemented.</li> <li>• Permitted application(s) on a local planning authority’s (LPA) planning register, whether under the Planning Act 2008<sup>12</sup> or other regimes, but not yet implemented.</li> <li>• Submitted application(s) on a LPA’s planning register, where a full ES or other equivalent has been submitted.</li> </ul>
Tier 2	<ul style="list-style-type: none"> <li>• Projects on the Planning Inspectorate’s programme of projects where a Scoping Report, PEIR<sup>13</sup> or equivalent has been submitted.</li> <li>• Developments on a LPA’s planning register where an EIA Scoping Report or equivalent.</li> </ul>
Tier 3	<ul style="list-style-type: none"> <li>• Projects on the Planning Inspectorate’s programme of projects where a Scoping Report or PEIR<sup>13</sup> has not yet been submitted.</li> <li>• Developments on a LPA’s planning register with little or no environmental assessment information.</li> <li>• Identified in other plans and programmes (where advised by the relevant LPA following statutory consultation) which set the framework for future development consents/approvals, recognising that there will be limited information available on the Other Developments.</li> </ul>

21.5.10. For the selection of Other Developments, the following criteria, within the ZOI, have been considered ahead of inclusion in the Long List:

- the development is of at least an equivalent size to 30 residential units;
- the development is under construction but is not yet completed;



- the development has been permitted within the last five years but is yet to be constructed/implemented;
- submitted requests for an EIA Scoping Opinion<sup>11</sup>;
- submitted application(s) for a development that are awaiting determination; and
- submitted applications(s) for a development that have been refused and are subject to appeal procedures.

21.5.11. A Long-List was first produced as part of the PEIR<sup>13</sup> and made available for comment by the LPA through Statutory Consultation (**Appendix 21-1: Inter Project Effects Assessment (Volume 3)**). This list has been reviewed and updated in this chapter ahead of progressing to Step 2, to ensure that the search of Other Developments is as up to date as practicable.

### **Step 2 – Identify a Short-List of Other Developments**

21.5.12. Following Statutory Consultation, Step 2 has refined the Long-List to a Short-List by reviewing each of the Other Developments identified against the following criteria. Criteria have been based on professional judgement, and have been decided in proportion with the scale and nature of the Proposed Scheme:

- is there a concurrent construction or operation phase between the Other Development and the Proposed Scheme;
- is there potential that the Other Development shares some of the same sensitive receptors with the Proposed Scheme;
- does the scale and nature of Other Development give rise to potential significant interaction with the Proposed Scheme;
- those Other Developments that have no, or insufficient, environmental assessment information will, typically, not be considered as it will not be possible to accurately identify shared sensitive receptors or inter-project effects; and/or
- are the Other Developments of a scale and/or proximity considered to have the potential to result in an inter-project effect. Following further understanding of the impacts of the Proposed Scheme, it was determined at this stage that a development equivalent to 80 residential units was a suitable threshold of scale.

21.5.13. The Short-List is shown in **Table 3-1 in Appendix 21-1: Inter-Project Effects Assessment (Volume 3)** and **Figure 21-1: Short-List of Other Developments (Volume 2)**.

21.5.14. Other Developments that are expected to finish construction prior to the commencement or operation (as relevant to the phase being assessed) of the Proposed Scheme or are already constructed and operating are already accounted for in the current and future baseline conditions established for the technical assessments within **Chapters 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**. As such these have not been included in the Short-List.

21.5.15. Professional judgement has been applied to develop the above criteria. It is not anticipated that Other Developments outside of the criteria set out above would give rise to cumulatively greater or materially different likely significant effects with the Proposed Scheme considering its nature and scale. However, professional judgement may be applied to support the exclusion of Other Development which exceed the determined thresholds, but which may not give rise to discernible inter-project effects on receptors, and vice versa. The reasons for including or excluding each of the Other Developments are stated in **Table 3-1** in **Appendix 21-1: Inter-Project Effects Assessment (Volume 3)**.

### **Step 3 – Identification of Information for the Other Developments**

21.5.16. Information on the Short-List of Other Developments was gathered from third party sources within the public domain.

21.5.17. The information captured includes, but is not necessarily be limited to:

- design and site boundary information;
- programme of construction and operation; and
- technical information that sets out baseline data and effects arising from the Other Developments on Shared Receptors.

21.5.18. Shared Receptors or Resources are the identified sensitive receptors in each technical chapter being included in the application of an Other Development.

### **Step 4 – Ground Truthing**

21.5.19. In order to partially validate the Other Developments identified by the Short-List, a ground truthing exercise was carried out on the 31<sup>st</sup> of January 2023. Surveyors visited eight development sites and took photographs/made notes on the state of construction based on the available technical and programme information as described above. Other Developments site selection was based on frequency of occurrence in **Table 4-3** and **Table 4-4** in **Appendix 21-1: Inter-project Effects (Volume 3)**, meaning Other Developments with numerous non-Negligible inter-project residual effects across the environmental topics were visited. Despite meeting this criteria, LBB15 was not visited due to its location within the Site Boundary, and the existing knowledge of its construction status. The Other Development sites included in the exercise were:

- LBB 7;
- LBB 32;
- LBB 34;
- LBB 35;
- LBB 41;
- LBB48;
- LBB66; and

- LBB67.

21.5.20. Based on the results of the ground truthing exercise, the status of the above developments has been updated in **Appendix 21-1: Inter-project Effects (Volume 3)**.

### **Step 5 – Assessment of Inter-Project Effects**

21.5.21. The assessment of inter-project effects considers the deviation from the baseline conditions for Shared Receptors or Resources because of changes brought about due to the Proposed Scheme in combination with one or more Other Developments in the Short-List. This stage corresponds with Stage 4 of Advice Note 17<sup>2</sup>.

21.5.22. The assessment of the inter-project effects is based upon the residual effects (including non-significant effects) identified in the technical assessments, as well as available environmental information for the short-listed Other Developments.

21.5.23. The assessment of inter-project effects considers the following:

- combined magnitude of change;
- sensitivity/value/importance of the receptor to change; and/or
- duration and reversibility of effect.

21.5.24. Through a combination of the qualitative evaluation presented in this ES and the environmental information available for the Short-List, conclusions have been drawn as to the likelihood for significant inter-project effects, i.e. those over and above, or different to, those identified for the Proposed Scheme on its own.

21.5.25. If significant residual inter-project effects are identified that need to be remedied by the Proposed Scheme (in situations where it would not be appropriate or possible for the Other Development to do so) necessary mitigation measures are proposed.

### **INTRA-PROJECT EFFECTS**

21.5.26. The assessment of intra-project effects is based on the information and Study Areas within the chapters (**Chapters 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**). Several effects on a receptor or resource shared by these environmental topics may, on occasion, interact to produce a combined effect of overall greater significance than each individual effect on its own. This assessment considers any residual effects that are reported as non-Negligible (or equivalent) within the chapters. Minor effects, while not significant, are considered in the assessment on the basis that multiple minor effects may interact to result in a significant effect. Negligible residual effects reported in the chapters are considered unlikely to accumulate to the extent that a significant intra-project effect would occur.

21.5.27. The assessment methodology for intra-project effects involves the following key stages.

### Step A – Screening of Sensitive Receptors

21.5.28. A screening of sensitive receptors (as identified in each chapter) is undertaken to determine whether any have the potential to be exposed to more than one type of residual effect (within an individual technical topic assessment and/or across multiple technical topic assessments) during either the construction or operation phases of the Proposed Scheme. These sensitive receptors are termed ‘Common Receptors’ and are taken forward to Step B of the assessment.

### Step B – Determine Common Receptor’s Residual Effects

21.5.29. Of the Common Receptors identified in Step A, those that have two or more non-Negligible residual effects are identified and taken forward to Step C of the assessment.

### Step C – Assessment of Intra-Project Effects

21.5.30. An assessment of the overall significance of the intra-project effects on Common Receptors identified at Step B is undertaken. The assessment is based on information provided within the topic assessments, as well as professional judgement. The assessment considers the nature of the residual effects acting on the identified Common Receptors and determines whether or not these residual effects, acting in-combination, significantly magnify the overall residual effects on specific receptors. Receptors are assessed at a spatial scale consistent with that of the chapters.

## **SIGNIFICANCE CRITERIA**

### Inter-Project Effects

- 21.5.31. The assessment of inter-project effects will consider the potential for significant residual effects, for which appropriate, additional mitigation measures are proposed. The significance of the effect is formulated as a function of a sensitive receptor’s or a resource’s environmental value/sensitivity and the magnitude of the impact of the Proposed Scheme. This aligns with Advice Note 17<sup>2</sup> which states: *“The significance criteria used to assess likely cumulative effects should consider the capacity of environmental resources and receptors to accommodate changes that are likely to occur. The terminology used to determine significance should be explicit and ensure a clear understanding of the outcome of the CEA”*.
- 21.5.32. The significance classifications for inter-project effects are detailed in **Table 21-7** below. Moderate and above are considered to be significant.

**Table 21-7: Inter-Project Effects Significance Criteria**

Significance Category	Definition of Effect
<b>Major</b>	Adverse or Beneficial effects recognised to be very important considerations as significant magnification of effects on receptors/resources is likely to occur.

Significance Category	Definition of Effect
<b>Moderate</b>	Adverse or Beneficial effects that are unlikely to become issues, but where future work may be needed to improve on current performance as significant magnification of effects on receptor/resource is likely to occur if such work is not undertaken.
<b>Minor</b>	Adverse or Beneficial effects that are locally significant and would be unlikely to lead to a significant magnification of effects on a receptor/resource.
<b>Negligible</b>	No effects or effects that are beneath the level of perception, within normal bounds of variation or within the margin of forecasting error.

### Intra-Project Effects

21.5.33. The significance classifications for intra-project effects are detailed in **Table 21-8** below. Moderate and above are considered to be significant.

**Table 21-8: Intra-Project Effects Significance Criteria**

Significance Category	Definition of Effect
<b>Major</b>	Adverse or Beneficial effects that are a significant magnification of potentially wide-ranging effects on receptors/resources that are already predicted to occur.
<b>Moderate</b>	Adverse or Beneficial effects that are a significant magnification of localised effects on receptors/resources that are already predicted to occur.
<b>Minor</b>	Adverse or Beneficial effects that would only lead to a localised (not significant) magnification of effects on a receptor/resource.
<b>Negligible</b>	No effects or effects that are beneath the level of perception, within normal bounds of variation or within the margin of forecasting error.

## 21.6. STUDY AREA

### INTER-PROJECT EFFECTS

- 21.6.1. As discussed in **Appendix 21-1: Inter Project Effects Assessment (Volume 3)**, the Study Areas defined in chapters (**Chapters 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**) have been reviewed to determine the maximum relevant ZOI. A ZOI of 10km has been used to establish the Long-List of Other Developments (**Appendix 21-1: Inter Project Effects Assessment (Volume 3)**).
- 21.6.2. The assessment of inter-project effects through the HRA process extends to a 15km Study Area, as described in **Chapter 7: Terrestrial Biodiversity (Volume 1)**. The additional 5km within the HRA Study Area, beyond the inter-project effects assessment 10km Study Area, is exclusively considered in the HRA, given effects are limited to air quality impacts to ecology at that distance. The difference in the Study Areas does not affect the assessments presented within **Chapter 7: Terrestrial Biodiversity (Volume 1)** or this chapter.

### INTRA-PROJECT EFFECTS

- 21.6.3. The Study Areas used for the assessment of intra-project effects are those detailed in the relevant chapters (**Chapter 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**).

## 21.7. BASELINE CONDITIONS

- 21.7.1. The baseline conditions for this chapter are as described in the relevant chapters (**Chapter 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**).

### EXISTING BASELINE

- 21.7.2. Details on the existing baseline relevant to the assessment of inter-project effects or intra-project effects can be found in the consideration of the respective Study Areas in the relevant environmental topic chapter (see **Chapter 5: Air Quality (Volume 1) – Chapter 20: Major Accidents and Disasters (Volume 1)**) for the receptors in question.

### FUTURE BASELINE

- 21.7.3. The inter-project effects assessment considers effects to future baseline conditions as part of the assessment process.
- 21.7.4. A future baseline assessment has not been carried out for the intra-project effects assessment as the chapters have concluded that future baseline does not change assessment from baseline position. Reasoning for this can be found in the relevant technical chapters (see **Chapter 5: Air Quality (Volume 1)** to **Chapter 20: Major Accidents and Disasters (Volume 1)**). The exception to this is with **Chapter 10:**

**Townscape and Visual (Volume 1)**, in which the assessment considers the likely impact of the introduction of the Proposed Scheme against the future baseline for each receptor.

## 21.8. SENSITIVE RECEPTORS

21.8.1. The following sensitive receptors/resources have been assessed for the inter-project effects assessment:

- residential properties;
- hospitality facilities;
- business/places of work;
- ecological receptors:
  - Statutory Designated Sites;
  - Non-Statutory Designated Sites;
  - Habitats of Principal Importance;
  - Thames Middle Transitional WFD Water Body - Habitats and Species; and
  - Breeding Birds, Wintering Birds, Notable Plant Species, Fish, Freshwater Fish and Invasive Species.
- Above Ground Heritage Assets;
- Site Character and Townscape Character;
- Accessible Open Land and Study Area open spaces;
- Public Rights of Way (PRoW) and their users (walkers and cyclists);
- road network (including public transport users);
- surface water bodies, groundwater bodies and WFD Water Bodies;
- people (Site Users and Staff);
- the Proposed Scheme; and
- economic receptors.

21.8.2. The intra-project effects assessment assesses the following sensitive receptors/resources, which have been identified as Common Receptors as per the process and exclusions outlined in **Section 21.5** and detailed in **Appendix 21-2: Intra-Project Effects Assessment (Volume 3)**:

- residential area of Belvedere;
- residential area of Thamesmead;
- hospitality receptors: Travelodge London Belvedere;
- hospitality receptors: The Morgan Public House and Starbucks Drive Thru;
- Locally Designated Ecological Sites: Crossness LNR;
- Locally Designated Ecological Sites: River Thames and Tidal Tributaries SIN;

- business/places of work: Munster Joinery, Iron Mountain Records Storage Facility, ASDA Belvedere Distribution Centre and Lidl Warehouse/Belvedere Regional Distribution Centre;
- business/place of work: Others within 1km of Site;
- Public Rights of Way (PRoW): FP1, FP2, and FP4;
- England Coast Path (FP3/NCN1);
- users of the Accessible Open Land; and
- users of the Local Road Network.

## 21.9. ASSESSMENT OF LIKELY IMPACTS AND EFFECTS







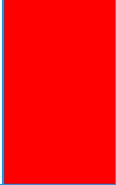
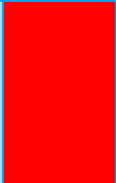

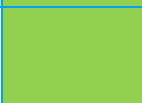
### ASSESSMENT OF INTER-PROJECT EFFECTS





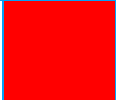
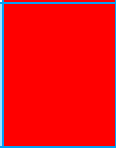
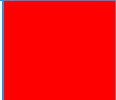
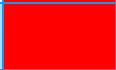
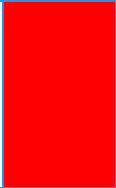

#### Construction Phase




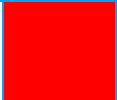
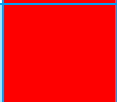
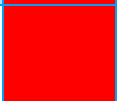



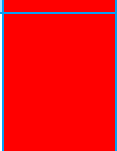
- 21.9.1. The inter-project effects assessment for the construction phase, as set out in **Appendix 21-1**, concluded the potential for inter-project effects for each topic to be:
- Noise and Vibration – Negligible (Not Significant);
  - Terrestrial Biodiversity – Minor Adverse (Not Significant);
  - Marine Biodiversity – Minor Adverse (Not Significant);
  - Historic Environment, Above Ground Assets – Negligible (Not Significant);
  - Townscape and Visual, Year 1 impacts – Minor Adverse (Not Significant);
  - Water Environment and Flood Risk – Minor Adverse (Not Significant);
  - Population, Health and Land Use – Negligible (Not Significant); and
  - Socio-economics – Minor Beneficial (Not Significant).
- 21.9.2. Of the Other Developments that were assessed, 20 were determined to have Minor Adverse inter-projects effects in relation to Marine Biodiversity. However, these Other Developments localities have a large area of spread, diluting the overall inter-project effect, so this is a precautionary assessment.
- 21.9.3. With regard to the other topics, each one assessed either has three or less Other Developments with non-negligible inter-project effects, and their localities have a large area spread. As a result, no significant overall inter-project effects for each topic are anticipated.
- 21.9.4. **Table 21-9** includes the Other Developments contained within the Short-List which have non-Negligible residual construction effects, with a breakdown of each non-Negligible effect. The full assessment can be found in **Table 4-1** in **Appendix 21-1: Inter-Project Effects Assessment (Volume 3)**.





**Table 21-9: Overall Inter-Project Effects – Construction Phase**

<b>Other Developments</b> Minor Adverse (Red)  Minor Beneficial (Green) 	<b>Terrestrial Biodiversity</b>	<b>Marine Biodiversity</b>	<b>Townscape and Visual</b>	<b>Water Environment and Flood Risk</b>	<b>Socio-economics</b>
<b>RBG 12:</b> Construction of a 36-storey building comprising Purpose Built Student Accommodation.					
<b>RBG 20:</b> Hybrid planning application for a phased mixed-use redevelopment comprising up to 213,250sqm GEA.					
<b>LBB 7:</b> Demolition of all existing buildings/structures and the comprehensive phased redevelopment of the site to provide up to 1,250 dwellings.					
<b>LBB 32:</b> Demolition of the existing structures and erection of seven buildings comprising residential units, with associated access and highways works, parking and landscaping, creation of a riverside walk and retention of open space, with ecological enhancements, on the area of the site forming part of the Crayford Rough.					
<b>LBB 34:</b> Demolition of all existing buildings and the provision of up to a total of 10,294 square metres of floor space across the site with Research and development of products or processes, Industrial processes, Storage and Distribution) and 4,134 square metres floorspace of the total floor space to provide 3 buildings.					
<b>LBB 41:</b> Hybrid planning application for the phased development of up to a total of 249 residential dwellings.					

<b>Other Developments</b> Minor Adverse (Red)  Minor Beneficial (Green) 	<b>Terrestrial Biodiversity</b>	<b>Marine Biodiversity</b>	<b>Townscape and Visual</b>	<b>Water Environment and Flood Risk</b>	<b>Socio-economics</b>
<b>LBB 48:</b> 145 dwellings and 540 sqm of commercial floorspace contained within 4 blocks and associated works.					
<b>LBB 66:</b> 329 residential units, informal and formal open space, internal road network; landscaping, car and cycle parking and waste storage.					
<b>NL 9:</b> Provision of additional DLR rolling stock - change of use to operational railway land; temporary fit out shed (for three years); permanent sidings, train wash facility and plant room, new access from Armada Way; and associated works.					
<b>NL 11:</b> Demolition of existing buildings and redevelopment of the site to provide a total 19,990sqm floorspace across four units for industrial and warehousing purposes.					
<b>NL 12:</b> Redevelopment of the site to provide for no.238 residential units.					
<b>NL 20:</b> Erection of seven new buildings ranging from 8 storeys to 30 storeys to provide 871 dwellings and 2,635sqm employment space, alongside basement, communal amenity space, car parking, cycle parking, refuse storage, landscape, public realm improvements and other associated works.					
<b>NL 21:</b> The proposed demolition of existing buildings and structures, the erection of buildings, including tall buildings, comprising: 1,020 Residential Units, 689sqm of					



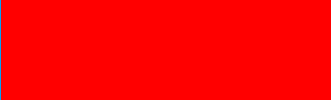
<b>Other Developments</b> Minor Adverse (Red)  Minor Beneficial (Green) 	Terrestrial Biodiversity	Marine Biodiversity	Townscape and Visual	Water Environment and Flood Risk	Socio-economics
Business Floorspace, 5,400sqm of Retail Floorspace and 12,004 sqm of Community and Leisure Floorspace including a Secondary School.					
<b>NL 51:</b> Demolition of existing buildings and redevelopment comprising 81 residential units, associated landscaping, cycle parking and associated works.					
<b>LBR 27:</b> Change of Use from Office Use (B1 (a)) to a 80 x residential units at Becketts House (C3) and 28 x residential units at Caxton Place (C3).					
<b>LBBD 6:</b> Construction of two logistics warehouse units with associated offices, service yard, car parking and access.					
<b>LBBD 18:</b> Demolition of existing buildings and construction of 334 homes, car parking, cycle parking, new public streets, amenity space and ancillary works.					
<b>LBBD 30:</b> Erection of buildings comprising 3502 residential homes and 5000sqm non-residential floorspace.					
<b>HLB 10:</b> 394 residential dwellings, car parking, bicycle parking, substation, public open space and pedestrian/cycle infrastructure, and other works and improvements.					
<b>HLB 13:</b> Redevelopment of the site for a mix of uses to include up to 840 residential units, 3,000sqm light industrial and general industrial uses, retail/restaurant/café up to 200sqm, medical facility up to 378sqm.					

<b>Other Developments</b> Minor Adverse (Red)  Minor Beneficial (Green) 	<b>Terrestrial Biodiversity</b>	<b>Marine Biodiversity</b>	<b>Townscape and Visual</b>	<b>Water Environment and Flood Risk</b>	<b>Socio-economics</b>
<b>TC 12:</b> Site access road and ecological buffer zone, and warehouse and light industrial development of up to 31,000sqm floorspace with associated access, parking and landscaping.					
<b>TC 24:</b> Employment hub comprising of 44,463sqm of general industrial/logistics floorspace. Creation of a new boardwalk adjacent to the Mardyke; upgrades to Public Footpath 149; a new community and workplace hub; new roundabout junction on Ship Lane; hard and soft landscaping, and outdoor recreational facilities.					
<b>TC 30:</b> 130 dwellings, including up to 55 affordable dwellings, and up to a 75-unit care home with associated landscaping, parking and infrastructure, as well as ecological enhancement.					
<b>TC 35:</b> Construction of commercial buildings of up to 3,306sqm with associated infrastructure, and erection of a commercial building and infrastructure.					

### Operation Phase

- 21.9.5. The inter-project effects assessment for the operation phase assessed the potential for inter-project effects for the following topics:
- Air Quality – Negligible (Not Significant);
  - Noise and Vibration – Negligible (Not Significant);
  - Terrestrial Biodiversity – Negligible (Not Significant);
  - Historic Environment, Above Ground Assets – Negligible (Not Significant);
  - Townscape and Visual – Minor Adverse (Not Significant);
  - Water Environment and Flood Risk – Negligible (Not Significant); and
  - Population, Health and Land Use – Negligible (Not Significant).
- 21.9.6. Of the Other Developments that were assessed, each one assessed either has one or less Other Developments with non-negligible inter-project effects. As a result, no significant overall inter-project effects for each topic are anticipated. Only one development, LBB7 was determined to have a non-negligible Inter-Project effect, as a result of Townscape and Visual.
- 21.9.7. **Table 21-10** includes the Other Developments contained within the Short-List which have non-Negligible residual operational effects, with a breakdown of each non-Negligible effect. The full assessment can be found in **Table 4-2** in **Appendix 21-1: Inter-Project Effects Assessment (Volume 3)**.

**Table 21-10: Overall Inter-Project Effects – Operation Phase**

<b>Other Developments</b> Minor Adverse (Red)  Minor Beneficial (Green) 	<b>Townscape and Visual</b>
<b>LBB 7:</b> Demolition of all existing buildings/structures and the comprehensive phased redevelopment of the site to provide: up to 1,250 dwellings.	

## ASSESSMENT OF INTRA-PROJECT EFFECTS

### Construction Phase

- 21.9.8. This section summarises the outcomes of the intra-project effects assessment during the construction phase. Full details on the assessment and the residual effect outcomes can be found in **Appendix 21-2: Intra-Project Effects Assessment (Volume 3)**.
- 21.9.9. The following Common Receptors were identified in the construction phase as having the potential for intra-project effects and their intra-project effect is concluded to be:
- residential area of Belvedere - Minor Adverse (Not Significant);
  - hospitality receptors: Travelodge London Belvedere - Minor Adverse (Not Significant);
  - hospitality receptors: The Morgan Public House and Starbucks Drive Thru - Negligible (Not Significant);
  - Locally Designated Ecological Sites: Crossness LNR - Minor Adverse (Not Significant);
  - Locally Designated Ecological Sites: River Thames and Tidal Tributaries SINC - Minor Adverse (Not Significant);
  - business/place of work: Munster Joinery, Iron Mountain Records Storage Facility, ASDA Belvedere Distribution Centre and Lidl Warehouse/Belvedere Regional Distribution Centre - Minor Adverse (Not Significant);
  - business/place of work: Others within 1km of Site - Negligible (Not Significant);
  - PRoW: FP1, FP2 and FP4 - Negligible (Not Significant);
  - PRoW: England Coast Path (FP3/NCN1) - Negligible (Not Significant); and
  - users of Accessible Open Land - Moderate Adverse (Significant).
- 21.9.10. The majority of the intra-project effects are determined to be Minor Adverse (Not Significant) or less as the effects on the Common Receptors are limited, localised, and temporary, and there is a low magnification between effects. Users of Accessible Open Land are anticipated to experience a Moderate Adverse (Significant) intra-project effects, with multiple interacting effects on the receptors, and appropriate mitigation measures are considered in **Section 21.10**.
- 21.9.11. **Table 21-11** below provides a summary of the intra-project effects assessment on each common receptor during the Construction Phase resulting from the Proposed Development. Full details of the assessment can be found in **Table 4-1** in **Appendix 21-2: Intra-Project Effects Assessment (Volume 3)**.

**Table 21-11: Summary of Intra-Project Effects Assessment – Construction Phase**

Receptor	Noise and Vibration	Terrestrial Biodiversity	Townscape and Visual	Water Environment and Flood Risk	Population Health and Land Use	Socio-economics	Intra-project effects
Residential Area of Belvedere	✓		✓				Minor Adverse (Not Significant)
Hospitality Receptors: Travelodge London Belvedere	✓		✓			✓	Minor Adverse (Not Significant)
Hospitality Receptors: The Morgan Public House and Starbucks Drive Thru			✓			✓	Negligible (Not Significant)
Locally Designated Ecological Sites: Crossness LNR		✓		✓			Minor Adverse (Not Significant)
Locally Designated Ecological Sites: River Thames and Tidal Tributaries SINC		✓		✓			Minor Adverse (Not Significant)
Business/Places of Work: Munster Joinery, Iron Mountain Records Storage Facility, ASDA Belvedere Distribution			✓		✓	✓	Minor Adverse (Not Significant)



Receptor	Noise and Vibration	Terrestrial Biodiversity	Townscape and Visual	Water Environment and Flood Risk	Population Health and Land Use	Socio-economics	Intra-project effects
Centre and Lidl Warehouse/Belvedere Regional Distribution Centre							
Business/Place of Work: Others within 1km of Site			✓			✓	Negligible (Not Significant)
PRoW: FP1, FP2 and FP4			✓		✓		Negligible (Not Significant)
PRoW: England Coast Path (FP3/NCN1)			✓		✓		Negligible (Not Significant)
Users of Accessible Open Land			✓		✓		Moderate Adverse (Significant)

## Operation Phase

- 21.9.12. This section summarises the outcomes of the intra-project effects assessment during the Operation Phase. Full details on the assessment and the residual effect outcomes can be found in **Appendix 21-2: Intra-Project Effects Assessment (Volume 3)**.
- 21.9.13. The following Common Receptors were identified in the Operation Phase as having the potential for intra-project effects and their intra-project effect is concluded to be:
- residential area of Belvedere - Minor Adverse (Not Significant);
  - residential area of Thamesmead - Minor Adverse (Not Significant);
  - hospitality receptors: Travelodge London Belvedere - Minor Adverse (Not Significant);
  - hospitality receptors: The Morgan Public House and Starbucks Drive Thru - Minor Adverse (Not Significant);
  - Locally Designated Ecological Sites: Crossness LNR - Minor Adverse (Not Significant);
  - Locally Designated Ecological Sites: River Thames and Tidal Tributaries SINC - Minor Adverse (Not Significant);
  - business/place of work: Munster Joinery, Iron Mountain Records Storage Facility, ASDA Belvedere Distribution Centre and Lidl Warehouse/Belvedere Regional Distribution Centre - Minor Adverse (Not Significant);
  - PRoW: FP1, FP2, and FP4 - Minor Adverse (Not Significant);
  - PRoW: England Coast Path (FP3/NCN1) - Minor Adverse (Not Significant); and
  - users of Accessible Open Land - Moderate Adverse (Significant).
- 21.9.14. The majority of the intra-project effects are determined to be Minor Adverse (Not Significant) as the effects on the Common Receptors are limited, localised, and temporary, and there is a low magnification between effects. Users of Accessible Open Land are anticipated to experience a Moderate Adverse (Significant) intra-project effects, with multiple interacting effects on the receptors, and appropriate mitigation measures are considered in **Section 21.10**.
- 21.9.15. **Table 21-12** below provides a summary of the Intra-Project Effects Assessment on each common receptor during the operation phase resulting from the Proposed Development. Full details of the assessment can be found in **Table 4-2** in **Appendix 21-2: Intra-Project Effects Assessment (Volume 3)**.

**Table 21-12: Summary of Intra-Project Effects Assessment – Operation Phase**

Receptor	Air Quality	Noise and Vibration	Terrestrial Biodiversity	Marine Biodiversity	Townscape and Visual	Water Environment and Flood Risk	Population Health and Land Use	Intra-project effects
Residential Area of Belvedere	✓	✓			✓			Minor Adverse (Not Significant)
Residential Area of Thamesmead	✓				✓			Minor Adverse (Not Significant)
Hospitality Receptors: Travelodge London Belvedere	✓	✓			✓			Minor Adverse (Not Significant)
Hospitality Receptors: The Morgan Public House and Starbucks Drive Thru	✓				✓			Minor Adverse (Not Significant)
Locally Designated Ecological Sites: Crossness LNR			✓			✓		Minor Adverse

Receptor	Air Quality	Noise and Vibration	Terrestrial Biodiversity	Marine Biodiversity	Townscape and Visual	Water Environment and Flood Risk	Population Health and Land Use	Intra-project effects
								(Not Significant)
Locally Designated Ecological Sites: River Thames and Tidal Tributaries SINC			✓			✓		Minor Adverse (Not Significant)
Business/ Places of Work: Munster Joinery, Iron Mountain Records Storage Facility, ASDA Belvedere Distribution Centre and Lidl Warehouse/Belvedere Regional Distribution Centre	✓				✓			Minor Adverse (Not Significant)
PRoW: FP1, FP2 and FP4	✓				✓		✓	Minor Adverse (Not Significant)
PRoW: England Coast Path (FP3/NCN1)	✓				✓		✓	Minor Adverse

Receptor	Air Quality	Noise and Vibration	Terrestrial Biodiversity	Marine Biodiversity	Townscape and Visual	Water Environment and Flood Risk	Population Health and Land Use	Intra-project effects
								(Not Significant)
Users of Accessible Open Land	✓				✓		✓	Moderate Adverse (Significant)

## 21.10. MITIGATION AND MONITORING

- 21.10.1. The intra-project effects assessment identified **Moderate Adverse (Significant)** effects on users of Accessible Open Land in both construction and operation phases. No additional practicable mitigation measures have been identified to mitigate this effect as all practicable mitigation measures have been considered in the respective chapters (**Chapter 5: Air Quality (Volume 1)**, **Chapter 10: Townscape and Visual (Volume 1)** and **Chapter 14: Population, Health and Land Use (Volume 1)**).

## 21.11. RESIDUAL EFFECTS

- 21.11.1. **Table 21-13** below summarises the intra-project residual effects associated with the Proposed Scheme, as assessed at this stage of the EIA.

**Table 21-13: Summary of Residual Effects**

Description of the effect	Sensitive Receptor	Significance of Effect with Embedded Mitigation	Additional Design, Mitigation, Enhancement measure	Residual effect
<b>Construction Phase</b>				
<b>Intra-Project Effect</b>	Users of Accessible Open Land	<b>Moderate Adverse (Significant)</b>	All practicable mitigation has been offered in <b>Chapter 10: Townscape and Visual (Volume 1)</b> and <b>Chapter 14: Population, Health and Land Use (Volume 1)</b> .	<b>Moderate Adverse (Significant)</b>
<b>Operation Phase</b>				
<b>Intra-Project Effect</b>	Users of Accessible Open Land	<b>Moderate Adverse (Significant)</b>	All practicable mitigation has been offered in <b>Chapter 5: Air Quality (Volume 1)</b> , and <b>Chapter 10: Townscape and Visual (Volume 1)</b> .	<b>Moderate Adverse (Significant)</b>

## 21.12. REFERENCES

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