

Dear Geoff Underwood & Planning Inspectorate,

I would like to send in my objections to the Cory Carbon Capture Project and I hope the project does not receive permission to proceed.

- The DCO for Riverside 2 on 9th January 2020 stated the project did not need to be carbon capture ready.

This makes me wonder:

- If it is necessary for Carbon Capture and if so the Riverside 2 plant may not have been approved itself or been different in design
 - This Carbon Capture project, may have had less land take and visual impact
 - The carbon capture for Riverside 1 could have been built on the Riverside 2 site instead
 - If the capacity has changed
 - The previous plans are short-sighted, leading to scope creep.
- on page 53 in online original PDF / page 49 in document - section 4.4.6 - Text
“the capacity of the Proposed Development as defined in the draft DCO is below the threshold at which it should be designed to be Carbon Capture Ready.”
 - on page 164 in online original PDF / 160 in document - section 8.2.25
“Wording was added to state that the NSIP was a generating station with a capacity of more than 50MW and less than 300MW (the latter limit being added to ensure that the Proposed Development did not trigger requirements to be constructed as carbon capture ready as required under EN-1).”
 - page 182 in online original PDF / 178 in document - section 9.2.1 6 - Text
“the capacity of the Proposed Development as defined in the draft DCO is below the threshold at which it should be designed to be Carbon Capture Ready.”
 - Link :
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010093/EN010093-001043-Riverside%20Energy%20Park%20recommendation%20report%20final%20version.pdf>
 - Relevant pages attached to this.
- The project hurts local business by taking land from Munster Joinery
 - The project hurts Local Nature Reserve by taking land from it

- The projects new structures (including 2x new absorber column stacks, 116 meters in height) reduce enjoyment of the amenity of
 - the Townscape in Belvedere & Rainham across the river
 - the Local Nature Reserve
 - Thames path
 - Lesnes Abbey, a Scheduled Monument and Grade II listed building
 - Crossness group of industrial heritage sites. These included the Crossness Conservation Area, Crossness Pumping Station (Grade I listed), Crossness Pumping Station workshops (Grade II listed) and Crossness engine house (locally listed).
 - Views from surrounding areas

- The cumulative impact across Cory's three projects (Riverside 1, Riverside 2, Carbon Capture) is 5x chimney stacks - 2x new absorber column stacks from this project, 2x new from Riverside 2, 1x from Riverside 1.
 - This damages the local townscape
 - The amenity of locations mentioned previously.

- Overwhelmingly people do not want this built – the petition “Stop Cory Energy building on Crossness Nature Reserve in Bexley - Support the Campaign!” currently has 3,679 signatures
 - Link:
 - <https://www.change.org/p/stop-cory-energy-building-on-crossness-nature-reserve-in-bexley-support-the-campaign>
 - See attached pages

- The local MP's letter on Save Crossness nature reserve website highlights - the nature reserve provides a good amenity, local must come first, and that project is not truly green building on a nature reserve.
 - Link:
 - https://www.savecrossnessnaturereserve.org/_files/ugd/91524d_25467d280f0c472ca03d8e42ecd88445.pdf
 - See attached pages

- The proposed mitigations of Norman Road field will make little difference to residents or nature reserve users, we can walk through the field towards the Nature Reserve or Thames path already, it provides good amenity and green space. Nature already uses it. Changing legal ownership or status, won't make up from the effects of this project. The Thamesmead Golf course also used as a mitigation is not in Belvedere and feels too far away.

- The history of Riverside 1 and Riverside 2 projects have been objected by the Mayors of London - Sadiq Kahn (Riverside 2) and Ken Livingstone (Riverside 1) . It seems unfair to put a third infrastructure project onto the local community.
 - See attached pages

- The Nature Reserve and surrounding areas provide a good benefit for people's mental and physical health and the Carbon Capture will reduce the benefits due its visual impact . Just last summer I took this pictures of a horse in the field after having a stressful day after work .



- The Nature reserve is well managed by Thames Water, with regular newsletter emails, a website , events and membership , a change to the management of the nature reserve to Cory would be disruptive and detrimental to the community.

- Lower Belvedere population is due to increase with many new homes to be built including 390 on the Yarton Way Gas Holder site and 1,250 homes in Crabtree Manor Way both near Carbon capture facility. There is also likely to be new transport links in future including a DLR station, Thameslink stopping at Belvedere and Elizabeth line stopping at Belvedere. Given this population increase, I don't feel it is suitable to being building such industrial facilities near residents. See below articles
 - Article: 390 high quality new family homes at Yarnton Way, Erith, on the disused SGN gas holder site.
Link: <https://bellwayyarntonway.communityuk.site/explore>
See attached pages
 - Article: £330m south east London 1,250 homes scheme approved
In Crabtree Manor way belvedere
Link :
<https://www.constructionenquirer.com/2024/07/16/330m-south-east-london-1250-homes-scheme-approved/>
See attached pages

Another link: <https://www.newbelvedere.co.uk/>
 - Elizabeth Line (Crossrail)
Elizabeth line extension from Abbey Wood to Northfleet/Ebbsfleet & Gravesend (sharing existing tracks with National Rail services)
Includes a stop in Belvedere
Link: <https://www.abbeywood2ebbsfleet.com/index.php?contentid=60>
See attached pages
 - Thameslink stopping at Belvedere
See attached document
 - DLR
Belvedere considered for DLR extension, says Sadiq Khan
Link:
<https://www.newsshopper.co.uk/news/24355729.belvedere-considered-dlr-extension-says-sadiq-khan/>
See attached pages

- There was no postal notification of this development for residents in Upper Belvedere where the Carbon Capture facility will be clearly visible from as on a hill and less than 1 mile away. There is also a significant reduction in enjoyment of views from Upper Belvedere . As you can see the Riverside 1 and Riverside 2 have already made a massive impact.

Pictures today 30th Jan 2025 - Riverside 2 under construction
(3x Chimney stacks from Cory) - Upper Park Rd



Prior to Riverside 2 construction - Upper Park Rd
(1x Chimney stack from Cory) - Upper Park Rd



- Consultation area per Cory

Figure 3 Consultation zone



Link:

https://corydecarbonisation.co.uk/assets/images/pdf/Cory-Statutory-Consultation-Autumn%202023_SoCC.pdf

Relevant page attached

Map pointing areas on a hill not notified by post



- I am very concerned about the impacts to the Nature Reserve including too Water Voles (Britain's fastest declining mammal) and Britain's rarest bee - the Shril Carder Bee is found.

Many thanks,
Alex Illsley

Please see further pages for attachments.

power; providing the necessary waste management assets for London; delivering realistic connection prospects for heat distribution ... creating construction and operation employment opportunities; taking waste lorries off the road through using river transport; providing environmental mitigation and enhancements; and enabling the delivery and growth of battery storage.

Consideration of alternatives

- 4.4.4. EN-1 and EN-3 do not contain any general requirement to consider alternatives or to establish whether the proposed project represents the best option, but applicants are required to include in their ES information about the main alternatives they have studied. In the ES [APP-042] the Applicant set out 'numerous reasons' why the REP site was considered highly advantageous and consideration of alternative sites was not deemed necessary. It had considered alternative layouts and designs for the main REP building and alternative locations for the temporary construction compounds. Alternative routes had been considered for the electrical connection. These were set out in the ES.

Design evolution

- 4.4.5. A Design and Access Statement for the preferred alternative was provided as part of the application [APP-104]. This set out the context for the development in terms of its location, site history, road and river access. General design and access principles were set out alternative orientations for the main buildings were considered setting out advantages and disadvantages. Indicative designs were considered with alternative building forms taking into account the potential for solar panels. This led to the choice of a stepped building form.

Conclusions on the principle of the development

- 4.4.6. I am satisfied that the proposed NSIP comprising EfW generation capacity, AD facility, solar panels and battery storage plant with associated development for construction purposes and to provide an electrical connection to the Littlebrook sub-station would contribute to meeting the need for new generation capacity identified in EN-1 and that the capacity of the Proposed Development as defined in the draft DCO is below the threshold at which it should be designed to be Carbon Capture Ready. I am also satisfied that consideration has been given to design and to alternatives to the development as required by EN-1. The requirements in EN-1 and EN-3 for compliance with the waste hierarchy and for full exploration of the potential for CHP are considered in the following chapter.

these two categories and it had chosen not to differentiate between the NSIP and associated development in Schedule 1.

8.2.25. A number of changes were made to Schedule 1 during the course of the Examination:

- Wording was added to state that the NSIP was **a generating station with a capacity of more than 50MW and less than 300MW (the latter limit being added to ensure that the Proposed Development did not trigger requirements to be constructed as carbon capture ready as required under EN-1)**. In response to ExQ1 [REP2-055], the Applicant argued against setting a specific MW limit on the REP which was made up of four different generation or storage elements. The output from these elements could change over time as technology becomes more efficient. The draft DCO should not prevent the Applicant from maintaining REP by replacing parts that resulted in increased output or efficiency. The Applicant also referred to the potential for improvement in battery technology which could result in increased output from that element of the REP [REP3-028]. This position is also reflected in the change which the Applicant proposed to the definition of 'maintain' considered at paragraph 8.2.2 above which I have accepted. I accept that there is no need to specify a MW limit for the Proposed Development within the range of 50MW to 300MW. Any improvements in output that may be achievable in future will still be subject to the requirements of the EP and will not exceed the worst case impacts evaluated in the ES.
- Work No 9 was amended at deadline 2 to include 'above ground cable trough structures which are either freestanding or attached to highway structures'. This accommodated the change to the application described in the Environment Statement Supplementary Report [REP2-044] to include the use of cable troughs to cross a watercourse at Norman Road and a strategic sewer at Joyce Green Lane. As noted at paragraph 2.3.6, I accepted this change to the application on which I carried out further consultation.
- Works No 1(a)(v) and 2(b) were amended to add the words 'incorporating at least 30 megawatts heat off-take for district heating'. This change was made following extensive discussion of the potential for combined heat and power (CHP) as discussed in section 5.4 above. The Applicant had, throughout the Examination, made clear its commitment to constructing the Proposed Development as 'CHP enabled'. In its CHP Supplementary Report [REP2-012], it stated that REP would be designed to export up to 30MW of heat to offsite customers. In its response to the GLA's proposed amendments [REP8a-017] the Applicant agreed that it would commit to at least 30MW of heat off-take. I accept this change as a further positive commitment to developing the CHP potential of the Proposed Development in line with the guidance in EN-1. Further Requirements relating to CHP are considered below in schedule 2.

8.2.26. In ExQ1 [PD-007] and at both the first and second ISH on the draft DCO I raised the question as to whether there should be a limit, specified in Schedule 1, on the volume of waste delivered to the ERF. This was

9.2. CONSIDERATION OF FINDINGS AND CONCLUSIONS

- 9.2.1. My findings and conclusions on the principle of the Proposed Development have been set out in Chapter 4 of this report. I am satisfied that the proposed NSIP comprising energy from waste generation with capacity greater than 50MW, AD facility, solar photovoltaic panels and battery storage plant with associated development for construction purposes and to provide an electrical connection to the Littlebrook sub-station would contribute to meeting the need for new generation capacity identified in EN-1 and EN-3 and that the **capacity of the Proposed Development as defined in the draft DCO is below the threshold at which it should be designed to be Carbon Capture Ready.** I am also satisfied that consideration has been given to design and to alternatives to the development as required by EN-1. There is a case in principle in favour of granting a DCO for the Proposed Development.
- 9.2.2. My findings and conclusions on the case for the development taking individual issues into account are set out in Chapter 5. I have concluded that, after taking into account the mitigation measures, there should be no significant adverse effects which would weigh against granting the DCO from the following aspects of the Proposed Development:
- The provision of additional waste incineration capacity
 - Carbon emissions
 - Proposals for CHP
 - Consideration of alternatives
 - Air quality
 - Noise and vibration
 - Historic environment
 - Terrestrial biodiversity
 - Hydrology, flood risk and water resources
 - Ground conditions
 - Socio-economics.
- 9.2.3. I have concluded that there would be some adverse effects to:
- Transport as a result of delay and disruption during the construction of the electrical connection; and
 - Townscape and visual impact which, despite mitigation measures, cannot be avoided with a large scale NSIP in this location.
- 9.2.4. The assessment principles in EN-1 "start with a presumption in favour of granting consent for energy NSIPs ... unless any more specific and relevant policies set out in the relevant NPSs clearly indicate that consent should be refused." Drawing on this guidance on the assessment of individual aspects of the development I consider that a high weighting should be given to the established need for the development of electricity generation facilities.
- 9.2.5. The Proposed Development delivers a positive contribution to meeting the national need for additional electricity generation capacity identified in EN-1. It will have an adverse effect on traffic and transport during the construction of the electrical connection and have a visual impact



Stop Cory Energy building on Crossness Nature Reserve in Bexley - Support the Campaign!

Started

20 November 2023

3,679

Signatures

5,000

Next Goal

52 people signed this week

Sign this petition

Why this petition matters



Started by [Save Crossness Nature Reserve](#)

Save Crossness Nature Reserve from industrial development!

Cory Energy want to build on **Crossness Nature Reserve** in the London Borough of Bexley by the River Thames. As a Nationally Significant Infrastructure Project (an NSIP) it will be examined by the Planning Inspectorate on behalf of the Secretary of State. The nature reserve stands to **lose the East Paddock and Stable Paddocks (6 acres of Coastal and Floodplain Grazing Marsh)** to many buildings including 116metre structures, and the northern edge of **West Paddock** to large elevated pipes and the eastern edge of **Sea Wall Field** to the same large elevated duct-work. **Losing at least 11.7% of the reserve!**

Save Crossness Nature Reserve is raising money to pay for representation as an interested party during the examination process, 100% will be used to fight the case. Funds will be held by Southwark Law Centre, and will be used exclusively to cover their fees and disbursements to other professional consultants. Please make any donations to the cause here: www.crowdjustice.com/case/scnr
Save Crossness Nature Reserve campaign - www.savecrossnessnaturereserve.org

Thank you to all individuals and organisation who registered objections to Cory's Decarbonisation Project by 16 June in order to participate in the Planning Inspectorate Examination. We are now waiting for the examination stage to begin. The Examining Authority will ask questions about the proposed development, anyone who has registered to have their say can get involved and submit comments at each deadline in the timetable. You can also attend hearings that may take place. This stage takes up to 6 months.

View all the documents of the Cory Decarbonisation Project submission on the Planning Inspectorate website: Cory Decarbonisation Project - <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128>

Save Crossness Letters of Support: www.savecrossnessnaturereserve.org/copy-of-press

About Crossness Nature Reserve and the impact of Cory Energy's plans

Crossness Nature Reserve is a 25.5-hectare reserve, part of the Erith Marshes and is a Site of Metropolitan Importance for Nature Conservation. The site has been owned and managed by Thames Water since 1994, but if the scheme is approved Cory could compulsory purchase the land. Friends of Crossness Nature Reserve has over 600 members and many regulars visit its combination of dykes, reedbeds, fields and scrubland, people travel far to enjoy one of the best sites for wildlife in London.

Cory Energy who run the large waste incinerator next to Crossness Nature Reserve are currently constructing a second incinerator complex called Riverside Energy Park on their land immediately to the north of the reserve, with construction until at least 2026. They are now proposing to build a decarbonisation facility, a Carbon Capture Scheme (CCS) on the reserve itself with construction until at least 2030. The CCS seeks to capture carbon dioxide emissions from the waste incinerators, liquify it and then export it to a subterranean reservoir under the North Sea. There are alternative locations adjoining the site such as industrial storage areas nearby but they have chosen the nature reserve land.

This development threatens waterways where Water Voles (Britain's fastest declining mammal) live and where one of Britain's rarest bees, the Shril Carder Bee, is doing well, it is also where passage migrant birds Wheatear, Stonechat and Whinchat are frequently seen. The horses there are crucial for this grazing habitat, so building on the established stable paddocks damages the integrity of the marshes. These stables were built with public money, Crossness Nature Reserve also received substantial government funding via the Managing the Marshes project. The new development will also be abutting the West Paddock where there are breeding Lapwing, an overnight winter Dunlin roost, and the very rare Frog Rush plant.

Cory is being misleading in suggesting they will increase the reserve habitat through mitigation / bio-offsetting. Regarding the claim that an 'extended' nature reserve will be provided, the reality is that Cory simply plan to make habitat enhancements to land that already exists for nature - the Peabody-owned Norman Road Field, already in place as mitigation for development impacts on the nearby Veridion Business Park. This area is already a haven for wildlife and does not need the removal of nature reserve land nearby for improvements to be made. A bird would only be experiencing a loss of habitat, not that these adjacent fields are now part of a reserve when they fly there!

Stop Cory building on Crossness Nature Reserve!

Photo image by [redacted]

Articles about the threat:

BBC News -Bexley: Carbon capture plant raises concerns about wildlife
<https://www.bbc.co.uk/news/uk-england-london-67369677>

Campaign for Rural England London - <https://www.cprelondon.org.uk/news/new-threat-to-key-london-nature-reserve/>

Greenwich Wire
<https://greenwichwire.co.uk/2024/06/06/campaigners-appeal-for-8000-to-fight-plan-to-build-on-crossness-nature-reserve/>

My London Bexley
<https://www.mylondon.news/news/south-london-news/bexley-locals-furious-plans-build-29298262>

South London Community Matters
<https://southlondon.co.uk/news/fundraiser-to-challenge-plans-to-build-carbon-capture-plants-on-crossness-nature-reserve/>

Bexley News Shopper - https://www.newshopper.co.uk/green_2009/greennews/bexley/23920689.bexley-furious-plans-carbon-capture-plants-nature-reserve/

The 2023 Nature Can't Wait report by the RSPB highlighted habitat loss as one of the five factors of the decline of wildlife in the UK, do not let Cory to contribute to this decline! - <https://www.rspb.org.uk/nature-cant-wait>



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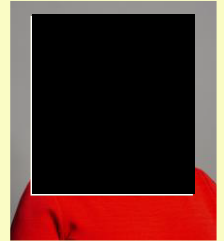
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[REDACTED] MP
Member of Parliament for Erith and Thamesmead
House of Commons, London SW1A 0AA



By email only: decarbonisation@corygroup.co.uk
29 November 2023

Dear Cory,

Re: Response to Cory's consultation

I welcome the opportunity to respond to the proposals by Cory for a carbon capture facility in my constituency. I have heard concerns from many groups and individuals about the precise details of the scheme, and I would like to share them.

Firstly, I believe passionately that the UK should lead the way in carbon capture and storage. I advocate a green jobs and skills revolution to stem harmful climate change, which both saves the planet and creates economic growth. I am keen that opportunities for new jobs, investment, and skills are fairly distributed to all parts of the community, especially in our part of London.

However, any major development, no matter how well attuned to the need to tackle climate change, must be subject to rigorous assessment and scrutiny. It is notable that so many of the genuine and deep-seated concerns about the proposals come from environmental and wildlife groups. This speaks volumes in itself.

One concern shared by many is about local biodiversity and the future of the Crossness Nature Reserve. This is a well-liked and well-used local amenity with a wide range of flora and fauna. I am not convinced that the proposals as constituted do enough to protect this site from industrial development, nor are the alternatives proposed by the company wholly adequate.

A key objection is that development which harms the rich wildlife of Crossness cannot be seen as truly green. There are alternative local sites which may be more suitable, and less damaging to London's biodiversity.

I am also keen to understand more fully the company's plans to create local jobs, skills, and opportunities for local people. If a major development goes ahead after this consultation, I would expect a rigorous process of creating apprenticeships, jobs, and links to local firms within the supply chain, and with local schools and colleges. There must be a local economic boost if the local community is to undergo such a major change.

Local people's concerns are real and must be addressed. We all want to tackle global climate change, but concern for the environment starts with the local.

Yours sincerely,

[REDACTED]

[REDACTED] MP

www.[REDACTED].com
Email: [REDACTED]@parliament.uk
Press and Parliamentary Queries: [REDACTED]
Casework Queries: [REDACTED]

LOCAL DEMOCRACY REPORTING SERVICE, NEWS

Mayor Sadiq Khan objects to 'polluting' Belvedere incinerator scheme

by TOM BULL, LOCAL DEMOCRACY REPORTER
MAY 30, 2019 Updated: JULY 19, 2023



Photo: Tom Bull/LDRS

Cory's existing plant already burns waste from across London

Sadiq Khan has thrown his weight behind a campaign to stop a controversial incinerator being built next to a nature reserve in Belvedere.

The Mayor of London has urged the government to pull the plug on Cory Riverside Energy's proposed waste incinerator at their site near to Crossness Nature Reserve.

Bexley councillors and wildlife enthusiasts have long criticised the proposals claiming they will be detrimental to the rare wildlife and precious green open space.

The mayor has now chimed in, writing to the secretary of state as he considers the plans put forward by Cory. The company already has one plant in Belvedere, which takes waste from across London and burns it at high temperatures to generate energy.

Khan joined criticism that burning waste has a negative impact on London's air quality. He said: "London's air is a toxic air health crisis and the last thing we need, in our modern green global city is another harmful waste-burning incinerator polluting our city.

"Emissions from incinerators are bad for our health, bad for our environment and bad for our planet. Instead of granting permission for an unnecessary new incinerator that will raise pollution levels in the boroughs of Bexley and Havering, the Government should focus on boosting recycling rates, reducing the scourge of plastic waste and tackling our lethal air. I am urging ministers to reject this proposal."

According to a statement from the mayor's office, Mr Khan sent a report to business secretary Greg Clark outlining his opposition to the plans.

Environmental campaigners using the acres of greenbelt land say adding another huge incinerator will drive the rare wildlife across the river, ruining a "hidden jewel" and one of London's few nature reserves.

Wildlife fans can see rare bats and birds which flock to the green space on the banks of the Thames, which last year was greeted by an extremely rare sighting of the penduline tit. Campaigners say adding another plant, which would be even closer to Cory's boundary with the site, would drive birds like the red kite, buzzard, marsh harrier or barn owl away from the habitat.

'Done properly, it's clean and efficient'

Cory says it will provide up to 30 megawatts of "affordable energy" to houses in the area, and offer up to 6,000 jobs on the new site during construction and a further 100 once it is up and running.

Responding to the Mayor's stance, Dougie Sutherland, chief executive of Cory Riverside Energy, said: "Everyone in London wants a clean city and it's easy to assume that incinerating waste is an outdated method. But, done responsibly, it's a modern, clean and efficient solution that does not impact on London's recycling rates.

"The Mayor is simply wrong to say that the proposed plant would emit more than four times as much NOx as our existing facility and the Crossness sewage plant combined. In fact, levels will be only one third of current emissions from the existing Cory facility, which has operated consistently within all environmental limits since day one.

"We want to reassure all Londoners that this would be the most modern and cleanest energy from waste plant in the UK."

Local MPs Teresa Pearce and Sir David Evennett have objected to the application, which is set to be decided in June.

The mayor's objection emerged on the same day that a [preferred company to build and run the controversial Silvertown Tunnel scheme was announced](#). Objectors say the tunnel, which is backed by Khan, will increase pollution and congestion.

Tom Bull is the Local Democracy Reporter for Greenwich and Bexley. The Local Democracy Reporter Service is a BBC-funded initiative to ensure councils are covered properly in local media.

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Last Updated: Friday, 23 February 2007, 21:00 GMT

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Mayor loses incinerator challenge

London's mayor has lost a legal bid to prevent a giant waste incinerator being built in south-east London.



The government is backing the incinerator plan

Ken Livingstone and Bexley Council challenged a government decision to build one of Europe's largest incinerator plants in Belvedere.

The government said the plant would tackle waste but critics said it would add to climate change and discourage borough councils from recycling.

The High Court rejected the mayor's bid for a judicial review of the decision.

Mr Livingstone said he was "disappointed" by the decision and said it was "a bad day for London's environment".

"It means that hundreds of thousands of tonnes of London's rubbish, which could have been recycled or used to produce biofuels and hydrogen, will simply be burnt," Mr Livingstone said.

"These kinds of incinerators will release as much carbon per unit of energy as a coal-fired power station.

"Given the scale of the challenge facing us on climate change this incinerator is an obscenity."

“ People who know about what's happening are against it ”

Jon Livingstone, Badair

The government said the plant would be fuelled by waste which would otherwise have been sent to landfill sites in the Home Counties.

Ian Clement, the leader of Bexley Council, said the High Court decision seemed to be "the end of the road" for opposition to the plan.

Pressure group Badair (Bexley and District Against Incineration Risks) had also opposed the plan to build the 72 megawatt capacity plant.

Member Jon Livingstone said: "People who know about what's happening are against it.

"This community was against it, it was totally undemocratic but it was thrust upon us by the government."

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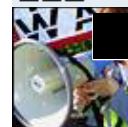
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390 new family homes

Our proposal is for around 390 high quality new family homes at Yarnton Way, Erith, on the disused SGN gas holder site.

The gas holders at Yarnton Way are no longer required as technological advances mean gas can now be stored in our network of underground pipes. One gas holder has been removed.

The land can now be regenerated, opening it up to the community and making a sustainable and viable contribution to meet local housing demand.

The regeneration of the Yarnton Way site provides an important opportunity to deliver much-needed new housing on former industrial land, which is strongly recommended in planning policy terms on surplus utility sites. Using the land in this way helps save local greenbelt land from being built on to provide homes.

The proposals that we are presenting now follow a great deal of consultation with the London Borough of Bexley, the GLA, Bexley's Design Review Panel, as well as the local community.

Previous iterations have included schemes of up to 617 homes rising to 15 storeys with parking provision for over 240 cars. However, it was considered that a denser development such as this was not appropriate in the existing context of Belvedere.”

Bellway Homes recognise that the council and the community are keen to see a less dense development than these iterations, with lower heights and less

congestion.



South-west along Yarnton Way



West towards the site from Centurion Way



Adjacent warehouses through boundary fence

Previous schemes

There have been significant changes from previous schemes on the site, that included a much higher density of homes of 561 to 617 homes. These photos below show previous schemes.



Above: Left: previous proposal for 561 homes, right: previous proposal for 617 homes

New proposals

We are now proposing a development in the region of 390 new high-quality homes, located in 4 and 5 storey buildings together with townhouses, with the lower buildings nearer the existing residential streets. This is a more sympathetic design that will help blend the new development with the local community.

Each building will consist of a mix of 1, 2 and 3 bedroom homes, some of which will be townhouses, which is ideal for both single-occupiers and families to enjoy the many amenities it will bring. Balconies will be included throughout, and as many homes as possible will have dual-aspect views. Some of the homes will be affordable rented accommodation.

A range of materials and treatments will differentiate the brick-finished buildings.



Above: Two images of the scheme, left, from the south-east; right from the south-west

The new homes will be built around landscaped squares and green corridors, so residents have access to local green areas where they can relax and socialise. There will be play-along-the-way activities for children, as well as a gym for adults. There will also be a tiny-forest and extensive tree and species rich planting that will provide biodiversity enhancements.

There will also be pedestrian and cycle routes across and throughout the site, opening it up for local people and providing links with Sutherland Road and Maida Road, and encouraging a healthy, outdoor lifestyle.



Above: Computer visualised image of the scheme

There will be on-site car parking and cycle spaces for residents, with the number of spaces to be determined during the planning process to ensure surrounding streets do not suffer from additional parking stress.

We know there is already excellent public transport nearby, from local bus stops and Belvedere railway station. Welcome packs, provided as new residents move in, will highlight the many forms of public transport available.

There is also likely to be further public transport coming to this area, with a possible rapid bus route going from Yarnton Way, through the development and Maida Road, to Belvedere Station.

A financial contribution will be made to the London Borough of Bexley to help the local authority cover the increased demand for local community services.

Our experts have carried out surveys of the flora and fauna around the gas holders, and recommended the species of trees, shrubs and grasses to be planted to improve the biodiversity of the area. Further environmental measures such as green roofs have also been designed into the scheme and a naturalised water feature will run through the development, also helping with drainage. Flood protection measures will be included.



Above: Visuals of the scheme; left, looking across the car park; right, across the park




Above: A further view showing the site viewed from Sutherland Road

We hope you agree that the proposals reflect the need for family homes on an appropriate site.

A ground floor plan is below - click on the image to view it properly



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The Team

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yarntonway@yourshout.org



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News

£330m south east London 1,250 homes scheme approved

Contractor services

7 months ago

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London developer Aitch Group has secured outline planning consent for a £330m scheme to transform a former industrial site into a 1,250-home community in south east London



On the edge of Belvedere, the New Belvedere project is designed to create a new neighbourhood

Its landmark New Belvedere scheme has been designed by architect PRP and will create a new community in the London Borough of Bexley.

The New Belvedere project will feature a variety of housing types across a cluster of around 20 blocks ranging from 2-8 storeys.

The scheme includes a mix of affordable and family-sized homes, with private amenities for each residence and secure communal gardens.



New Belvedere will kick start the regeneration of an under-utilised industrial site to deliver new homes and a new community hub for Bexley

Additionally, the development will deliver over one hectare of new green open space, a public square with over 500 sq m for commercial or community use, and upgraded pedestrian links to Belvedere Station and throughout the neighbourhood.

Laurence Quail, managing director at Aitch Group said: "We are delighted to have secured outline planning consent for the New Belvedere project, which underscores our commitment to delivering transformative developments that resonate with the needs and aspirations of local communities.

"This project represents a significant opportunity to revitalise the area, providing much-needed housing, community facilities, and economic stimulus."

Written by [redacted] 7 months ago

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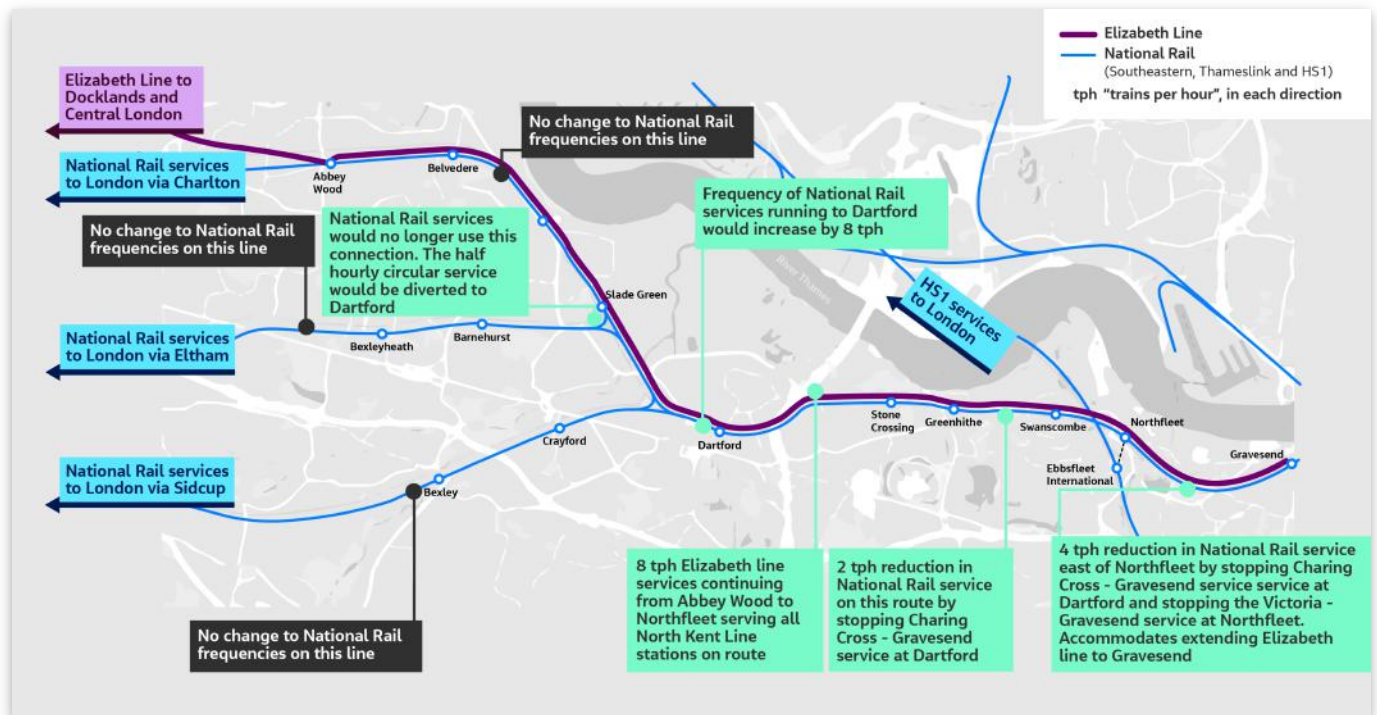
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Option 1 - Elizabeth line extension from Abbey Wood to Northfleet/Ebbsfleet & Gravesend (sharing existing tracks with National Rail services)



Option 1 proposes that 8 of the 12 Elizabeth line trains per hour that will terminate at Abbey Wood are extended eastwards, sharing the existing North Kent line tracks with Southeastern and Thameslink services.

Of the 8 trains per hour, 4 would terminate at Northfleet, with the remaining 4 continuing on to Gravesend.

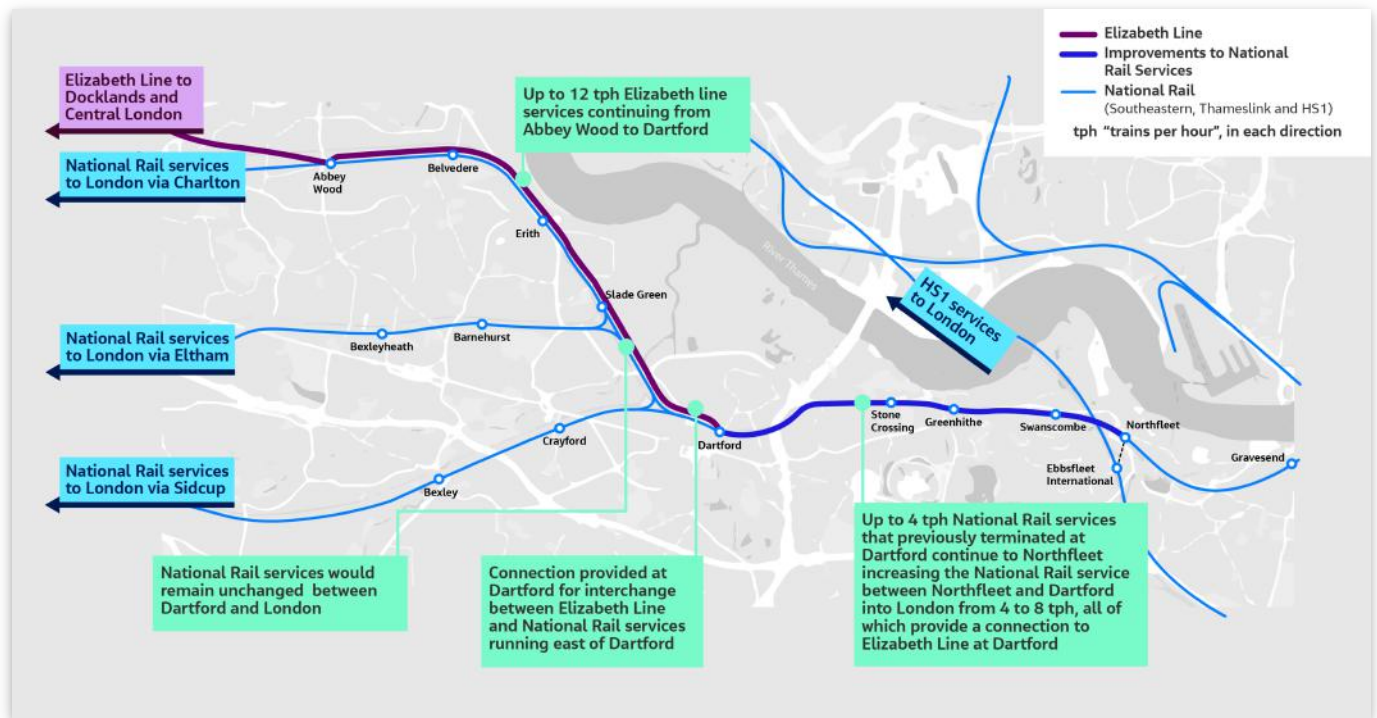
The Elizabeth line trains would stop at all the stations on the North Kent line between Abbey Wood and Gravesend.

This option would require some changes to the existing Southeastern service to reduce operational conflicts with the additional Elizabeth line services running on the North Kent line tracks.

The 2 trains per hour “circular” services, currently operating between the Crayford and Barnehurst lines and the Abbey Wood line, would instead be diverted to terminate at Dartford. The diversion of these services will require passengers wishing to travel between Crayford / Barnehurst and Abbey Wood to use rail services via Dartford or to use bus services.

This option would require the construction of some sections of additional track and junction works within the existing rail Corridor, significant works at Abbey Wood, Slade Green and Dartford stations and require additional land to accommodate additional train stabling facilities.

Option 2 - Elizabeth line extension from Abbey Wood to Dartford (using new dedicated tracks built adjacent to the existing North Kent Line), with increased National Rail service frequency between Dartford and Northfleet



Option 2 proposes that all 12 Elizabeth line trains per hour that will terminate at Abbey Wood are extended eastwards to Dartford on a new segregated railway, which would run adjacent to the existing North Kent line tracks.

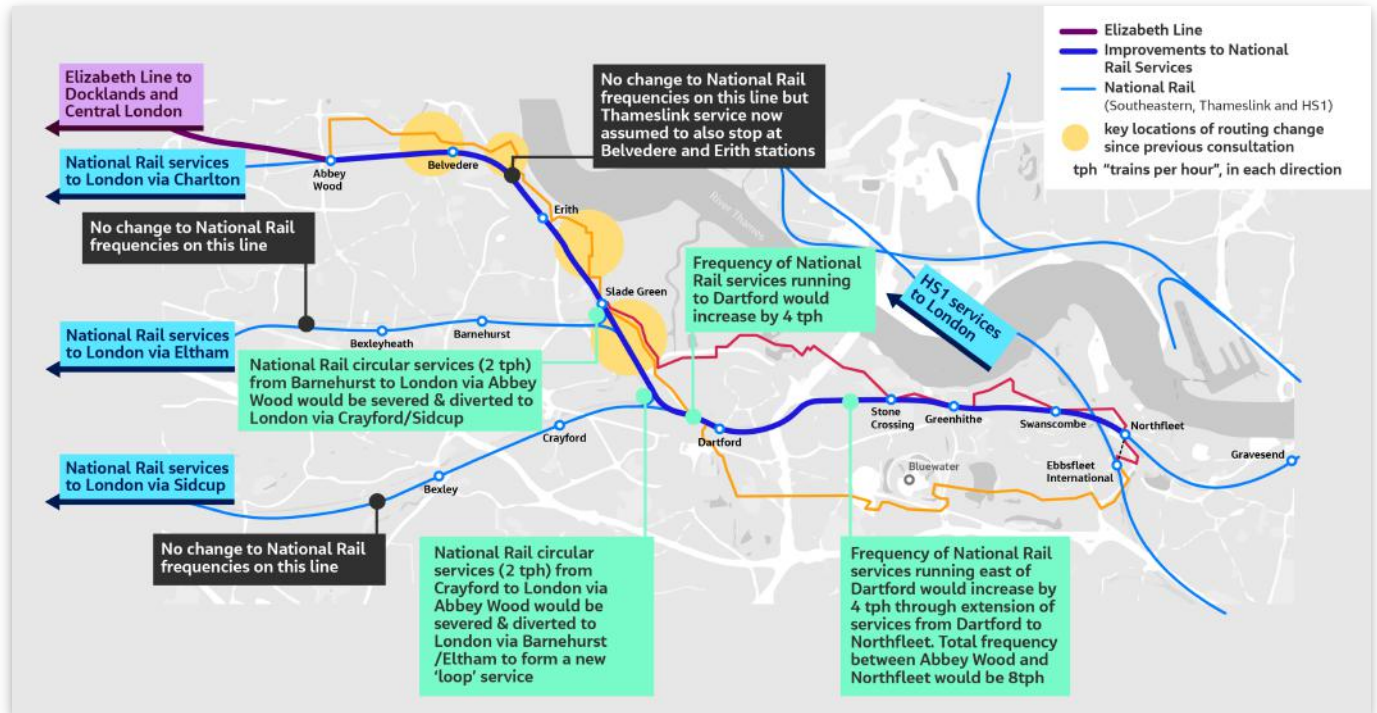
The Elizabeth line trains are proposed to stop at all the stations on the North Kent line between Abbey Wood and Dartford.

4 of the Southeastern services per hour, which currently terminate at Dartford, are proposed to continue on to Northfleet. This would increase the Southeastern service frequency operating between stations at Northfleet and Dartford to 8 trains an hour, with a new interchange with the Elizabeth line provided at Dartford.

This option would require significant construction works to build a new two track rail alignment alongside the existing North Kent line, requiring potential compulsory purchase of land and property beyond the existing rail corridor in some areas and significant works at Abbey Wood, Slade Green and Dartford stations, as well as the provision of new train stabling facilities.

Option 3 - National Rail service frequency improvements (between Abbey Wood and Northfleet), combined with a new Bus Rapid Transit (BRT) service running between

Abbey Wood to Ebbsfleet, linking with the stations along the North Kent Line



Option 3 is a lower cost package of transport connectivity improvements that combines enhancement to existing National Rail services between Abbey and Northfleet and the introduction of new Bus Rapid Transit (BRT) services between Abbey Wood and Ebbsfleet.

The National Rail element of the option proposes that 4 Southeastern trains per hour operating between London and Dartford via Abbey Wood would be extended from Dartford to Northfleet. This would increase the number of Southeastern trains to/from London serving stations between Northfleet and Dartford for connection to Elizabeth line at Abbey Wood from 4 to 8 trains per hour.

To accommodate this the 2 trains per hour “circular” services currently operating between the Barnehurst line and the Abbey Wood line would be diverted to Dartford and the 2 train per hour “circular” services operating between the Crayford and Abbey Wood lines would be diverted to operate a new “circular” service between the Crayford and Barnehurst lines.

It is also proposed that the two Thameslink services per hour that operate between Abbey Wood and Ebbsfleet would also stop at Belvedere and Erith (where currently they do not).

To deliver these service enhancements some new infrastructure works would be required at Northfleet station to accommodate and turnback the additional services on the route east of Dartford.

The BRT element for Option 3 is to introduce two new service routes, each operating at 6 buses per hour in each direction, supported by a combination of bus priority measures on existing highway and sections on new segregated busway, accompanied by new high-quality zero emission vehicles and passenger facilities (stops, information etc.).

One service route would operate between Abbey Wood and Ebbsfleet International station via Slade Green, Dartford and Bluewater. The other service would operate on a more northerly route between Slade Green and Ebbsfleet via Greenhithe and Northfleet. These new BRT services would be anticipated to make use of existing Fastrack infrastructure where appropriate between Dartford and

Ebbsfleet and be in addition to the Fastrack network already in place. The introduction of the services between Abbey Wood and Dartford could be accompanied by some complementary bus service changes on other existing routes.

Summary of Benefits & Impacts

Each option has advantages and disadvantages in terms of how they meet the objectives for the Corridor. A summary of the benefits and impacts of each option is provide in the following two tables with different impacts categorised as Low, Moderate, High or Very High. As mentioned previously, a further information pack containing technical information is provided **here**.

Option	Reference Situation (2031)	Option 1	Option 2	Option 3
Description	<p>12 tph Elizabeth line service to/from Abbey Wood introduced.</p> <p>New pedestrian interchange link provided between Northfleet and Ebbsfleet International stations. Enhancements to the Fastrack service network operating between Dartford, Ebbsfleet and Gravesend.</p>	<p>Extend 8 tph Elizabeth line services from Abbey Wood to Northfleet, 4 tph of which continue to Gravesend.</p> <p>Elizabeth line services share tracks with National Rail services. 2tph Southeastern circular services running between Sidcup and Bexleyheath branches and Charlton branch diverted to Dartford.</p>	<p>Extend 12 tph Elizabeth line services from Abbey Wood to Dartford on a segregated alignment combined with enhancing the National Rail service to/from London by 4 tph between Northfleet and Dartford.</p>	<p>Lower cost option of increasing Southeastern service levels by 4 tph between Northfleet and Abbey Wood by diverting current circular services & the introduction of two new bus rapid transit (BRT) service routes of 6 bph between Abbey Wood/Slade Green and Ebbsfleet.</p>
Benefit criteria	<p>Performance relative to the current situation (2021)</p>	<p>Performance relative to the Reference Situation (2031)</p>		
Transport connectivity improvement from the study area to central activity zones in London and to UK gateways	Moderate	Very high	Very high	Low

Transport connectivity improvement within the study area	Low	Very high	Very high	Low-Moderate
Potential to shift travel from car to public transport within the study area to reduce congestion, CO2 and NOx emissions	Low	High	High	Moderate
Potential to accelerate housing delivery and unlock additional housing growth	Low	Very high	Very high	Low
Additional jobs delivered within the study area	Low	High	High	Low-Moderate
Potential to create and support an enhanced sense of place	Low	High	High	Low

Delivery and impact profile of options

Option	Reference Situation (2031)	Option 1	Option 2	Option 3
Description	<p>12 tph Elizabeth line service to/from Abbey Wood introduced.</p> <p>New pedestrian interchange link provided between Northfleet and Ebbsfleet International stations. Enhancements to the Fastrack service network operating between Dartford,</p>	<p>Extend 8 tph Elizabeth line services from Abbey Wood to Northfleet, 4 tph of which continue to Gravesend.</p> <p>Elizabeth line services share tracks with National Rail services. 2tph Southeastern circular services running between Sidcup and Bexleyheath branches and Charlton branch</p>	<p>Extend 12 tph Elizabeth line services from Abbey Wood to Dartford on a segregated alignment combined with enhancing the National Rail service to/from London by 4 tph between Northfleet and Dartford.</p>	<p>Lower cost option of increasing Southeastern service levels by 4 tph between Northfleet and Abbey Wood by diverting current circular services & the introduction of two new bus rapid transit (BRT) service routes of 6 bph between Abbey Wood/Slade Green and Ebbsfleet.</p>

Ebbfleet and Gravesend. diverted to Dartford.

Deliverability criteria	Performance relative to the current situation (2021)	Performance relative to the Reference Situation (2031)		
Land and property take required	Low	Moderate	High	Low
Level of engineering feasibility challenge	Low	High	Very high	Moderate
Level of operational feasibility challenge	Low	Very high	High	Moderate
Likely level of disruption during implementation	Low	High	Very high	Low
Potential to generate adverse environmental impacts	Low	Moderate	Moderate	Low
Cost to deliver and operate	Low	High	Very high	Low
Potential need for a local funding contribution	N/A	Yes	Yes	No
Timeframe within which delivery and operation could be achieved	Within 2-3 years	Within 10-15 years	Within 10-15 years	Within 3-6 years

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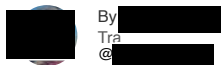
Belvedere considered for DLR extension, says Sadiq Khan

31st May 2024

TRANSPORT



The DLR could be extended further than originally proposed, with talks that the extension could reach as far as Belvedere. (Image: PA)



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The DLR could be extended further than originally proposed, with talks that the extension could reach as far as Belvedere.

TFL recently announced plans to extend the DLR to Beckton Riverside and Thamesmead, in a bid to improve transport connections for up to 30,000 new homes across the proposed route.

However, recent talks have suggested that the DLR may be extended as far as Belvedere.

Newly elected Conservative London Assembly Member Thomas Turrell, representing Bexley and Bromley, raised the question at the first Mayor's Question Time since Mayor Sadiq Khan's re-election, of whether the DLR may be extended to Belvedere.

He added that Bexley Council is "very supportive" of TFL's plans to extend the current network into Thamesmead.

In response, the Mayor of London said that a further DLR extension into Belvedere has been "considered" and that the planned Thamesmead extension would give scope for the line to be extended to Belvedere in the future.

Mayor of London, Sadiq Khan said: "A further DLR extension to Belvedere has been considered and would bring additional benefits in addition to the extension to Thamesmead. Given funding constraints, the extension to Thamesmead must be delivered first.

"However, it will be designed in such a way as to provide opportunity for a further extension in the future."

The current plans to extend the DLR from Gallions Reach to Thamesmead via Beckton Riverside will connect two areas and four development sites, which would include the construction of a new DLR station at Beckton Riverside, a tunnel under the River Thames and a new DLR station at Thamesmead.

TFL announced that it was working with partners and Homes England in a bid to maximise funding due to the considerable size of the project, with building works to begin in 2028, and the line to open to customers in 2030.

Members Room
Civic Offices, 2 Watling Street
Bexleyheath DA6 7AT
020 8303 7777
www.bexley.gov.uk



Wednesday 23rd October 2024

Dear [REDACTED]

I hope this letter finds you well.

I firstly want to thank you for your help in getting me elected as Belvedere's newest Labour councillor. As you will remember, one of the aims of my campaign was to get Thameslink services to stop at Belvedere station and I would like to talk to you about the steps we must take to make that happen. I am supported in this letter by my ward colleagues, Erith's Labour Councillors and the leader of the Bexley Labour Group.

The Thameslink Programme was meant to improve transport links on the North Kent line, which Belvedere is a part of, yet since the introduction of Thameslink services, connectivity has decreased. Residents used to be able to catch a train all the way to Gillingham, but now the only options are Dartford or to go around the loop, which itself now has reduced services following detrimental timetable changes introduced by Southeastern.

In 2022/23, Belvedere was the 550th most used station in the country which means it is comfortably in the top 25% of stations for passenger usage. Therefore, there is no good reason that Belvedere gets all the noise pollution of Thameslink services but none of the benefits. Erith station suffers the same problem, despite also being in the top 25%, ranked 554th in 2022/23.

As Belvedere and Erith councillors, along with the Labour group, we would like to ask you how we are able to rectify this situation.

We are happy to engage in discussions with whichever groups are necessary, but as a first step could we ask that you raise this with the Secretary of State for Transport and update us on her response and any action that might be taken. It is my hope that, together, we can improve connectivity in Belvedere and Erith.

Yours sincerely,

[REDACTED]

[REDACTED] Belvedere

[REDACTED]

1.9 WHO WE WILL CONSULT WITH

1.9.1 The consultation process has been designed to engage with those local communities who may be most affected by the Proposed Scheme, with a particular focus on those within the consultation zone (see Figure 3). Invitations to the public exhibitions, and to be kept informed about the Proposed Scheme, will be sent to:

- local residents with postal addresses within the consultation zone;
- local businesses with postal addresses within the consultation zone; and
- local interest groups that are active within the consultation zone.

1.9.2 In addition, Cory will email elected representatives (Councillors and Members of Parliament) with constituencies or wards within the consultation zone to inform them of the consultation launch and share relevant details.

1.9.3 Cory will inform local communities located beyond the consultation zone about the Proposed Scheme, and the statutory consultation, through the section 48 notice, social media and updates to the Proposed Scheme website [corydecarbonisation.co.uk](https://www.corydecarbonisation.co.uk).

Figure 3 Consultation zone

