

# Southampton to London Pipeline Project

## Volume 6

Environmental Statement (Volume D)  
Appendix 15.3: Inter-Project Cumulative Effects  
Assessment

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**Appendix 15.3 Inter-Project Cumulative Effects Assessment..... 1**



## Appendix 15.3 Inter-Project Cumulative Effects Assessment

Table 1.1: Development Consent Order (DCO) / Significant Developments

Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
<b>Development Consent Order (DCO) / Significant Developments</b>							
<b>Heathrow Expansion</b> Adding a northwest runway at Heathrow to increase air-traffic movement, in addition to supporting airfield, terminal and transport infrastructure, works to the M25, local roads and rivers.	1km	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of Heathrow Expansion. Impacts caused by the Southampton to London Pipeline (SLP) project would be very localised and the new pipeline is expected to have very little impact on the habitats as it would have very little above ground footprint. Moreover, the construction period at any particular location would be short-term and any temporary impacts on habitats would be reinstated after installation. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of Heathrow Expansion. Any impacts caused by the SLP project from construction activities, such as dewatering, would be short term and very localised. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: The Heathrow Expansion project impinges on the Thames floodplain upstream of the SLP project. However, no inter-project cumulative effects are anticipated due to the spatial separation between the projects and the low risks of fluvial and surface water flooding for the SLP project.</li> <li>Geomorphology: Development would be over 2km from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 85). Cumulative effects are therefore considered unlikely.</li> <li>Water Framework Directive (WFD): Impact of the SLP project on the overall WFD Status of Surrey Ash Surface Water WFD water body and Lower Thames Gravels Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soils and Geology</b>	No	Not within Zone of Influence (ZOI), hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and Heathrow Expansion site and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	The Heathrow Expansion Scoping Report indicates that construction of the project from 2021 to 2024 would primarily comprise enabling works. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their short term duration.	Not significant	None	Not significant
<b>Southern Rail Link to Heathrow</b>	>500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of Heathrow Expansion. Impacts caused by the SLP project would be very localised and the new pipeline is expected to have very little	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
Southern rail connection between Chertsey, Virginia Water and Staines with Heathrow Terminal 5.				impact on the habitats as it would have very little above ground footprint. Moreover, the construction period at any particular location would be short-term and any habitats subject to temporary impacts would be reinstated after installation. Therefore, no inter-project cumulative effects are anticipated.			
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the Southern Rail Link to Heathrow. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. No dewatering for the pipeline's trenchless crossing under the M25 is proposed. Therefore, there would be no overlap with impacts from the Southern Rail Link to Heathrow.</li> <li>Flood Risk: The Southern Rail Link to Heathrow impinges on the Thames floodplain upstream of the SLP project. However, no inter-project cumulative effects are anticipated due to the spatial separation between the projects and the low risks of fluvial and surface water flooding for the SLP project.</li> <li>Geomorphology: Development would be over 900m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 69). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soils and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and Southern Rail Link to Heathrow and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	There is limited information available relating to this project. Construction traffic associated with the project would be sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>River Thames Scheme</b> Flood relief channel from Datchet to Teddington Lock	<b>Intersects SLP</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the River Thames Scheme (RTS). Although SLP and the RTS would be immediately adjacent to each other just north of Dumsey Meadow Site of Special Scientific Interest, the project would be constructed using trenchless techniques in this location. Elsewhere, impacts caused by the SLP project would be very localised, so there would be no overlap with impacts from the scheme.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the scheme. Any impacts caused by the project from construction activities, such as dewatering, would be short term and very localised. No dewatering is</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				<p>proposed for the pipeline's trenchless crossing under the River Thames. Therefore, no inter-project cumulative effects are anticipated.</p> <ul style="list-style-type: none"> <li>• <b>Flood Risk:</b> The RTS would intersect the SLP route north of the River Thames and M3 Motorway. There is potential for temporal overlap but the proposals at present are for the pipeline to be installed ahead of the RTS. Should there be any overlap in works, there is potential for cumulative effects due to simultaneous working in the floodplain. However, the risks of fluvial and surface water flooding (to and from the SLP project) have been assessed as low in Flood Zone 2 and 3, and significant cumulative effects are not anticipated with the scheme.</li> <li>• <b>Geomorphology:</b> The downstream end of Flood Channel Section 3 could join the River Thames in the immediate vicinity where the pipeline would cross. However, the SLP project has a trenchless crossing at this location, so it is unlikely that there would be any significant, cumulative impacts.</li> <li>• <b>WFD:</b> Impact of the project on the Overall WFD Status of Thames (Egham to Teddington) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal. The impacts are assessed as being temporary and of low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>			
		<b>Soils and Geology</b>	Yes	The RTS transects the project in areas of former landfilling (Sites 30, 32, 33, 34) and within current Environmental Permit boundaries (Sites 30, 34). There is potential for further mobilisation of contaminants contained within landfilled wastes into groundwater and surface water features. The scheme also has the potential to create new migration pathways for landfill gas and leachate. However, with the SLP project good practice measures in place, the risk of cumulative effects is considered to be low.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the RTS as no heritage assets identified would be affected by both the RTS and the SLP project.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects would not be significant due to the temporary and localised nature of the effects. No cumulative operational effects have been identified as the pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	Yes	The RTS intersects the SLP study area adopted by the Land Use assessment. Commercial and agricultural land use types could be affected by both projects. Therefore, cumulative effects are anticipated on land use and disruption of boundary features and access. However, construction works would not occur on the same land at the same time for both projects. Also, the SLP project does not affect land use during operation. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>People and Communities</b>	Yes	The RTS transects the SLP study area in Section H (M3 to the West London Terminal storage facility) and in close proximity to Section G (M25 to M3). Both sections are not anticipated to experience significant effects from the SLP project. Given the location and proposed timing of works for the scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				commercial) within these sections. However, these would be short term and localised and are not expected to be significant.			
		<b>Traffic</b>	Yes	There is limited information available relating to this project. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their short term duration.	Not significant	None	Not significant
<b>Eastleigh Borough Council</b>							
<b>Eastleigh Borough Council F/15/76235</b> Construction of a 5km trunk sewer and associated works including new pumping station and pipe bridge.	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the trunk sewer scheme as the SLP project would not impact ecological receptors in this location.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the trunk sewer scheme. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. A trenchless crossing is proposed at Ford Lake Stream (TC001). Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: With Ford Lake Stream (TC001) being a trenchless crossing and construction works located outside the flood plain, the potential for inter-project cumulative effects is considered to be low.</li> <li>Geomorphology: With the nearest watercourse, Ford Lake Stream (TC001) being a trenchless crossing there are not likely to be cumulative effects between the SLP project and the trunk sewer scheme on geomorphology.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Horton Hamble Stream Surface Water WFD water body and South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soils and Geology</b>	Yes	The trunk sewer scheme is located within the SLP project study area for the assessment of potentially contaminated sites. However, the closest potentially contaminated site (Site 1) is located at a distance of 130m from the trunk sewer scheme and outside of the Order Limits. No potential sources of contamination were identified at Site 1 and therefore no potential effects to receptors. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The trunk sewer scheme is located within the SLP project study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the trunk sewer scheme. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects may arise as a result of combined views of temporary construction activity and potential combined localised vegetation loss. However, cumulative construction effects are not significant due to temporary and localised nature of the project construction activities. No cumulative operational effects anticipated because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the SLP project on sensitive receptors (residential, community, and commercial and tourism) within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Eastleigh Borough Council O/12/71514</b> Outline application with all matters reserved (except for access) for the demolition of golf driving range shelter and groundsman's equipment store and the development of 1,400 homes with access from Winchester Road and Maddoxford Lane. <ul style="list-style-type: none"> <li>Includes upgrades to the Winchester Road/Woodhouse Lane Junction and approaches and Maypole Roundabout;</li> <li>Construction of Sunday's Hill Bypass and approaches, extension to existing hotel (including new conference and leisure facilities, 44 new bedrooms and car parking);</li> <li>Creation of new local centre (incorporating energy centre, pub, assisted living accommodation, retail and employment floorspace, including change of use of Braxells Farm House to employment);</li> <li>Primary school, multi-purpose community building, sports and open space facilities including play areas, allotments and Multi-Use Games Area; and Changing facilities, together with construction of roads, footpaths (including diversion of Footpath No. 2) and cycle ways, and pumping stations</li> </ul>	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the housing development scheme due to the distance between the projects and separation provided by a residential area.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the housing development. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. The development is over 500m from the pipeline. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: The housing development is located upstream of the SLP project and has the potential for cumulative effects on flood risk. However, the potential for cumulative effects is considered to be low as the Ford Lake Stream crossing (TC001) is trenchless.</li> <li>Geomorphology: The housing development would be over 900m from the closest watercourse that the SLP project would also interact with (Ford Lake Stream). Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Horton Hamble Stream Surface Water WFD water body and South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soils and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the distance between the projects and separation provided by a residential area.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant





Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
<b>Eastleigh Borough Council O/15/75953</b> Outline application for up to 680 residential units, mixed use comprising of retail and/or community/healthcare use, land for two-form entry primary school, formal and informal open space and sports pitches. New access off Winchester Road, associated on-site roads, infrastructure and footpaths/cycleways. Detailed matters for determination access (all other matters reserved – scale, appearance, landscaping and layout).	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the distance between the projects and separation provided by a residential area.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the development. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. The development is over 500m from the pipeline. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: The development is located upstream of the SLP project and has the potential for cumulative effects on flood risk. However, the potential for cumulative effects is considered to be low as the Ford Lake Stream crossing is trenchless.</li> <li>Geomorphology: The development would be over 900m from the closest watercourse that the SLP project would also interact with (Ford Lake Stream). Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Horton Hamble Stream Surface Water WFD water body and South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the distance between the projects and separation provided by a residential area.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant		
<b>Eastleigh Borough Council O/16/79600</b> Outline Application for demolition of existing residential dwelling and associated farm buildings, development of up to 50 dwellings with access from Maddoxford Lane, site infrastructure, open	<50m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the scheme as the SLP project would not impact ecological receptors in this location.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the housing development. Any impacts caused by the SLP project from installation activities, such as dewatering of the trench for laying the pipe (if required in this area), would be short term and very localised. No sensitive groundwater receptors (such as groundwater dependent</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
space and associated landscaping.				terrestrial ecosystems) are in the vicinity of the development. Therefore, no inter-project cumulative effects are anticipated. <ul style="list-style-type: none"> <li>• Flood Risk: There is potential for the proposed housing development to increase surface water flows in the area due to an increase in impermeable surfaces. However, an existing surface water flow route indicates that this is likely to be outside of the Order Limits.</li> <li>• Geomorphology: The housing development would be over 400m from the closest watercourse that the SLP project would also interact with (Ford Lake Stream). Therefore, no inter-project cumulative effects are anticipated.</li> <li>• WFD: Impact of the SLP project on the Overall WFD Status of Horton Hamble Stream Surface Water WFD water body and South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>			
		<b>Soil and Geology</b>	Yes	The housing development is located within the Soils and Geology study area for the assessment of potentially contaminated sites. The closest potentially contaminated site (Site 1) borders the scheme and is outside of the Order Limits. No potential sources of contamination were identified at Site 1 and therefore no potential effects to receptors. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The scheme for the development of residential housing is located within the Order Limits. However, there would be no heritage assets within the Order Limits with the potential to be affected by both the SLP project and the scheme. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	There could be inter-project cumulative effects as a result of combined views of temporary construction activity and combined localised vegetation loss. However, as these would be temporary and localised in nature they are considered to be not significant. There are no cumulative operational effects because the pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	Yes	This development transects the SLP study area adopted by the Land Use assessment. Agricultural land use could be affected by both projects. Therefore, cumulative effects are anticipated on land use and disruption of boundary features and access. However, construction works would not occur on the same land at the same time for both projects. Also, the SLP project does not affect land use during operation. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Eastleigh Borough Council O/18/83634</b>	<b>0-500m</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the railway.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
Hybrid planning application for the proposed development of a residential and education led site with access off Woodhouse Lane. Outline: Up to 605 residential dwellings, a local centre, pedestrian and cycle links, a pedestrian Site of Interest for Nature Conservation crossing, drainage, public open space, landscaping, other supporting infrastructure and mitigation measures (including noise attenuation) associated with the development.		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the housing and education development. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. The development is over 400m from the pipeline. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: No cumulative effects are anticipated as the developments would be located within separate catchments.</li> <li>Geomorphology: Development would be over 900m from the closest watercourse that the SLP project would also interact with (Ford Lake Stream). Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and/or negligible magnitude. The proposed development would not interact with any surface water WFD water bodies that would also interact with the SLP project. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic.	N/A		
		<b>Historic Environment</b>	Yes	This scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Eastleigh Borough Council O/18/83698</b> Erection of up to 375 dwellings, public open space, allotments, drainage, landscaping, other supporting infrastructure and mitigation measures associated with the development. Two new accesses onto Winchester Street, associated on-site roads, footpaths/cycleways and setting of a Public Right of Way (route number 3).	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the railway.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the housing development. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. The development is over 400m from the pipeline. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: No cumulative effects are anticipated as the developments would be located within separate catchments.</li> <li>Geomorphology: Development would be over 900m from the closest watercourse that the SLP project would also interact with (Ford Lake Stream). Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				<ul style="list-style-type: none"> <li>WFD: Impact of the SLP project on the Overall WFD Status of South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and/or negligible magnitude. The proposed development would not interact with any surface water WFD water bodies that would also interact with the SLP project. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>			
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects due to distance between the Order Limits and the development and limited inter-visibility.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Hampshire County Council</b>							
<b>Hampshire County Council CS/17/81226</b> Construction of a bypass for Botley, providing a connection from Station Hill (A334/A3051 junction) to Woodhouse Lane together with associated improvements/enabling works to Woodhouse Lane	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the railway and difference in pathways to impacts.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the road scheme. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. The development is over 400m from the pipeline. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 900m from the closest watercourse that the SLP project would also interact with (Ford Lake Stream). Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and/or negligible magnitude. The proposed development would not interact with any surface water WFD water bodies that would also interact with the SLP project. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The construction and operation of the road scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the road scheme. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and limited inter-visibility.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	The bypass is due to open in 2020. Therefore, there would not be significant temporal overlap in the works schedule. On this basis no significant cumulative effects are anticipated.	N/A	None	Not significant
<b>Hampshire County Council CS/18/82664</b> Development of the site for a new two-form entry primary school, consisting of a two-storey building with single-storey kitchen/plantroom attached, inclusion of a grass sports pitch and hard courts as well as staff car parking	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as both would have very localised impacts which do not overlap geographically.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the school development. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. A trenchless crossing is proposed at Ford Lake Stream (TC001). Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 300m from the closest watercourse that the SLP project would also interact with (Ford Lake Stream). Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Horton Hamble Stream Surface Water WFD water body and South East Hants Bracklesham Group Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The new school development is partially located within the Soils and Geology study area. However, the closest potentially contaminated site (Site 1) is 350m distant. No potential sources of contamination were identified at Site 1 and therefore no potential effects to receptors. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The new school development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the school. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and limited inter-visibility.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic.	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Traffic</b>	Yes	Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Hart District Council</b>							
<b>Hart District Council 16/00564/OUT</b> Outline application for commercial B1, B2, B8 development comprising 10 industrial units.	<b>Intersects SLP</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as both would have very localised impacts for different ecological receptors.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the commercial and industrial development. Any impacts caused by the SLP project from installation activities such as trench dewatering (if required) are short term and very localised. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: Land use (and therefore flood risk) for the proposed commercial and industrial development are unlikely to change substantially from the existing baseline. In addition, the fluvial and surface water flood risks associated with the SLP Project are low in this location. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Geomorphology: Development would be over 150m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 29). No inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Fleet Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The commercial and industrial development is located within the potentially contaminated site (Site 13) and also partially within the Order Limits. There is potential for further mobilisation of contaminants contained within shallow soils to enter groundwater and migrate to surface water. Given the small size of the scheme and good practice measures being in place, the overall significance is assessed as negligible for cumulative effects.	Not Significant	None	Not significant
		<b>Historic Environment</b>	Yes	The scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the industrial development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Potential Inter-project cumulative effects could occur as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects would not be significant due to their temporary and localised nature. No cumulative operational effects because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	Yes	This development intersects the SLP study area adopted by the Land Use assessment. However, this land is currently unoccupied and awaiting commercial development. Therefore, cumulative impacts are not anticipated on land use.	Not significant	None	Not significant
		<b>People and Communities</b>	Yes	This scheme transects the SLP Project in Section D (Crandall to Farnborough). Significant effects on people and communities within	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				Section D of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section D. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.			
		<b>Traffic</b>	Yes	Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Hart District Council 17/00471/OUT</b> The proposed development would comprise the following: <ul style="list-style-type: none"> <li>• Up to 1,500 residential dwellings (189 for the detailed component and up to 1,311 for the outline component);</li> <li>• Up to 1,460 m<sup>2</sup> GEA commercial space (0 m<sup>2</sup> Detailed, up to 1,460 m<sup>2</sup> Outline);</li> <li>• Up to 1,194 m<sup>2</sup> GEA community space (0 m<sup>2</sup> Detailed, up to 1,194 m<sup>2</sup> Outline);</li> <li>• A two-form entry (FE) primary school of up to 2,620 m<sup>2</sup> GEA;</li> <li>• Integrated open space and greenways to link the development with surrounding woodland; and</li> <li>• Highways improvements</li> </ul>	Intersects SLP	<b>Biodiversity</b>	Yes	Potential for cumulative impacts on bats and dormice as both the scheme and the SLP project could result in a cumulative loss of trees, woodland or hedgerows. The application of good practice measures would avoid or reduce the magnitude and significance of any effect from the SLP project. Both SLP and the other development would require a licence from Natural England if impacts to bats or dormice were anticipated. A licence would only be granted subject to approval of a suitable mitigation strategy to maintain the favourable conservation status of the species concerned. In addition, vegetation from the SLP project would be reinstated after installation where practicable. Given the above, the impact has been assessed as not significant for cumulative effects for construction or operation.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>• Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the development. Site to be used as temporary Logistics Construction Hub for the SLP project so there would be no operational impacts. No significant impacts caused by the SLP project from installation activities.</li> <li>• Flood Risk: The proposed development is downstream of the Order Limits. With only low fluvial and surface water flood risk for the SLP project, the potential for cumulative effects is low.</li> <li>• Geomorphology: Development would be over 350m from the closest watercourse that the SLP project would also interact with (Basingstoke Canal). No cumulative impact would be likely.</li> <li>• WFD: Impact of the SLP project on the Overall WFD Status of Fleet Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The proposed mixed development is located adjacent to the potentially contaminated site (site 15) and also partially within the Order Limits for a SLP logistics hub. As the mixed development does not encroach on the potentially contaminated site no inter project cumulative effects are anticipated	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The scheme is located within the Order Limits. However, there are no heritage assets located within the overlap of the Order Limits and development area. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Interproject cumulative effects could occur as a result of combined views of temporary construction activity and potential combined localised	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				vegetation loss. Cumulative construction effects are not significant due to temporary and localised nature. No cumulative operational effects as any vegetation removed would be reinstated.			
		<b>Land Use</b>	Yes	The mixed development is partially located within the Order Limits therefore within the study area adopted by the Land Use assessment. As a result, land use could be affected by both projects. Therefore cumulative effects are anticipated and land use disruption of boundary features and access. However, as the overlapping land is planned to be used as a logistics hub for SLP, the cumulative effects are expected to be localised and temporary during construction phase. Also the SLP project does not affect land use during operation. Therefore no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>People and Communities</b>	Yes	This scheme transects the project in Section D (Crandall to Farnborough). Significant effects on people and communities within Section D of the construction route are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section D. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction works are sufficiently remote from those of the project. Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Hart District Council 18/00694/OUT</b> Outline application for redevelopment of the site to provide a mixed-use retail and industrial park, comprising up to 4,246m <sup>2</sup> of business floorspace (Class B1/B2/B8 and/or Trade Counter (Sui Generis)), up to 3,782m <sup>2</sup> of retail floorspace (Class A1) and up to 186m <sup>2</sup> of Class A1, A3 and/or A5 floorspace, including car parking and hard and soft landscaping.	<b>Intersects SLP</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as both would have very localised impacts for different ecological receptors.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the mixed-use development. Any impacts caused by the SLP project from installation activities, such as trench dewatering (if required), would be short term and very localised. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: Land use (and therefore flood risk) for the mixed-use development is unlikely to significantly change and the fluvial and surface water flood risks from the SLP project are low. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Geomorphology: Impact of the SLP project on geomorphology of the watercourse closest to the mixed-use development (Unnamed Watercourse 29) would likely be negligible. Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Fleet Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The mixed-use development is located within the potentially contaminated site (Site 13) and also partially within the Order Limits. There is potential	Not significant	None	Not significant





Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				for further mobilisation of contaminants contained within shallow soils to enter groundwater and migrate to surface water. Given the small size of the scheme, the magnitude of change is considered to be negligible on medium value receptors, and the overall significance is assessed as negligible			
		<b>Historic Environment</b>	Yes	The mixed-use development is located partially within the Order Limits. However, there are no heritage assets located within the Order Limits where the development areas overlap. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects not significant due to temporary and localised nature. No cumulative operational effects because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	Yes	This mixed-use development transects the SLP study area adopted by the Land Use assessment. However, this land is currently unoccupied and awaiting commercial development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>People and Communities</b>	Yes	This scheme transects the project in Section D (Cron dall to Farnborough). Significant effects on people and communities within Section D of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section D. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede Borough Council</b>							
<b>Runnymede RU.13/0857</b> Hybrid planning application for the change of use from agriculture to publicly accessible open space (Sui Generis use), together with associated development, car park, footpaths and landscaping, including a detailed first phase of development comprising road access to an onsite car park with 12 spaces, an 800m joggin path, dog proof fencing, gates, benches, signs and landscape planting, including trees and scrub and a wildflower grassland within a 5.1ha area	<b>875m</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the B386.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to distance from the SLP project and nature of the scheme.</li> <li>Flood Risk: No cumulative effects are anticipated. The development is located downstream of the SLP project and SLP flood risks are low.</li> <li>Geomorphology: Development would be over 300m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 62). Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Virginia Water to Chertsey) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening trees and woodland.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	A portion of the land subjected to this scheme is situated within the study area of Section F (Bisley and Pirbright Ranges to M25) of the project. Significant effects on people and communities within Section F of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section F. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede RU.15/0855</b> Outline application for the erection of up to 130 residential dwellings (including affordable housing), vehicular access from Pretoria Road, open space, landscaping including sustainable drainage systems and all necessary ground works.	<50m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the residential development due to the separation provided by industrial units.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the residential development. Any impacts caused by the SLP project from installation activities, such as dewatering, would be short term and very localised. No impact at this distance for dewatering for the pipeline's trenchless crossing under the railway, close to the development (auger bore technique). Therefore, there would be no overlap with impacts from the scheme.</li> <li>Flood Risk: Spatial separation of approximately 160m at the closest point. All development and temporary works fall within Flood Zone 1 for both developments. The SLP project flood risk is assessed as low and the risk of cumulative effects also assessed as low.</li> <li>Geomorphology: Impact of the SLP project on geomorphology of the watercourse closest to the proposed development (Unnamed Watercourse 75) would likely be negligible. Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Soil and Geology</b>	Yes	The residential development is partially located within potentially contaminated Sites 27 and 28 and borders Site 29 (a former landfill). There is potential for further mobilisation of contaminants contained within shallow soils to enter groundwater and migrate to surface water during construction of the scheme. However, with the SLP project good practice measures in place, the risk of cumulative effects is considered to be low.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The residential development for the construction and operation of residential development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening trees and built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	This residential development is located within the study area of Section G (M25 to M3) of the project. Given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section G. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede RU.16/1053</b> Redevelopment of land to rear of existing office buildings to provide 174 residential units and associated access, car parking and landscape works (known as Phase 2)	<b>1km</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the A317 and A318.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the mixed-use development due to distance from the SLP project (over 900m).</li> <li>Flood Risk: No cumulative effects identified due to spatial separation and location in different sub-catchments</li> <li>Geomorphology: Impact of the SLP project on geomorphology of the watercourse closest to the proposed development (Unnamed Watercourse 75) would likely be negligible. Therefore, no inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the mixed-use development and extent of intervening trees and built environment.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede RU.16/1748</b> Proposed works comprising the following: 1) Multi-faith prayer room with offices above 2) Offices and ancillary accommodation for the Intensive Therapy Unit and Coronary Care Unit 3) Enclosure of a courtyard with the Outpatients Block to create extensions to the Endoscopy and Neurophysiology Departments.	<500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the hospital development due to the separation provided by the B386 and Stonehill Road.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the hospital development due to distance from the SLP project (approximately 500m).</li> <li>Flood Risk: Land use of the hospital development is not due to significantly change. In addition, the main surface water flow route along the A320 is to be crossed via a trenchless crossing for the SLP project, so any increase in flood risk that may occur from the development would not have a cumulative effect with the SLP project.</li> <li>Geomorphology: The hospital development would be over 700m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 66). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The hospital development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the hospital development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening built environment.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme given the scale and nature of the development.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede RU.17/1136</b> Proposed demolition of existing Runnymede Centre (former The Meads School); construction of new secondary school and sports hall; improved vehicle access,	<50m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the low ecological value of habitats affected by both schemes and lack of ecological receptors.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: Impacts caused by the SLP project from installation activities, such as trench dewatering, would be short term and very localised. However, dewatering for the pipeline's</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
pedestrian access, parking and on-site drop-off/pick-up areas; formal and informal playing area				<p>trenchless crossing of Chertsey Road, close to the development (70m), is proposed (auger bore technique). If the development also requires dewatering, greater impacts on receptors (such as buildings) could occur if undertaken at the same time. Dewatering would be agreed with the Environment Agency (EA) through the consenting process and the EA would be notified in advance of the period during which dewatering is expected to happen in this area. Any simultaneous dewatering activities would thus be evident and the risk of cumulative effects would be managed through the regulatory process. Given the above, the impact has been assessed as not significant for cumulative effects for construction or operation.</p> <ul style="list-style-type: none"> <li>• Flood Risk: The footprint (and therefore the flood risk) of the proposed development is not anticipated to change significantly and therefore the likelihood of cumulative effects for flood risk is also low.</li> <li>• Geomorphology: The school development would be over 300m from the closest watercourse that the SLP project would also interact with (The Bourne). Therefore, no inter-project cumulative effects are anticipated.</li> <li>• WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>			
		<b>Soil and Geology</b>	Yes	The school development is located within the Soils and Geology study area for the assessment of potentially contaminated sites. However, the closest potentially contaminated site (Site 29, a former landfill) is 300m distant. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The school development is partially within the Order Limits. However, no heritage assets within the Order Limits would be affected by both the SLP project and the school development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects not significant due to temporary and localised nature. No cumulative operational effects because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	Yes	This development intersects the SLP study area adopted by the Land Use assessment. Community land use would be affected by both projects. Therefore, cumulative effects are anticipated on land use and disruption of boundary features and access. However, given the temporary and localised effects to land use from the SLP project, the cumulative effects are not anticipated to be significant.	Not significant	None	Not significant
		<b>People and Communities</b>	Yes	This school development transects the SLP Order Limits in Section G (M25 to M3). Significant effects on people and communities within Section G of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section G. Given the limited number of sensitive	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				receptors likely affected and the short duration of any such effects, any inter-project cumulative effects would not be significant.			
		<b>Traffic</b>	Yes	Consented use is consistent with existing use, therefore no impacts anticipated during operation of the school. Construction of the project at this location would use trenchless technology. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede RU.18/1280</b> Construction of 158 residential dwellings, new access road to the south of Hanworth Lane, open space, landscaping and sustainable drainage systems.	<b>Intersects SLP</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of the residential development due to the low ecological value of habitats within this part of the site.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this residential development. The groundwater flood susceptibility map shows that groundwater is relatively deep in this area. As such, dewatering is unlikely to be required.</li> <li>Flood Risk: With low risk of fluvial and surface water flooding for the SLP project, and the relatively short duration for construction, no cumulative effects are anticipated.</li> <li>Geomorphology: The residential development would be over 300m from the closest watercourse that the SLP project would also interact with (The Bourne). No inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The residential development is located within the Soils and Geology study area. The scheme borders the potentially contaminated Site 27 and Site 29 (a former landfill) but does not encroach on the sites. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The residential development is partially within the Order Limits. However, no heritage assets within the Order Limits would be affected by both the SLP project and development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects not significant due to temporary and localised nature. No cumulative operational effects because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	Yes	The residential development intersects the SLP study area adopted by the Land Use assessment. The land in question is a green field and is currently unoccupied and awaiting commercial development. Therefore, cumulative impacts are not anticipated for land use.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>People and Communities</b>	Yes	This residential development is located within the study area of Section G (M25 to M3) of the project. Significant effects on people and communities within Section G of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section G. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede RU.17/1815</b> Hybrid application comprising: <ul style="list-style-type: none"> <li>• Redevelopment of west site (including demolition of all existing buildings) to provide 212 x one, two, three, four and five-bedroom houses and flats and 116 x one and twobedroom retirement apartments in two, three and four-storey buildings served by new access onto Stoneleigh Road (outline planning application, all matters reserved)</li> <li>• Construction of three-storey acute care wing connected to existing hospital;</li> <li>• Demolition of existing buildings and erection of 72 x one, two and four-bedroom key worker dwellings in 6 x three-storey buildings served by new access onto Holloway Hill;</li> <li>• Demolition of existing buildings and erection of 72 x one, two and four-bedroom key worker dwellings in 8 x three-storey buildings</li> <li>• Erection of single-storey building and infilling at basement level to provide new staff restaurant and 1,500m<sup>2</sup> of retail floorspace;</li> <li>• Redevelopment of car park to provide three-storey/six-deck</li> </ul>	<500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the B386 and Stonehill Road.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>• Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of the housing development. Any impacts caused by the SLP project from installation activities, such as trench dewatering, would be short term and very localised. No dewatering for the pipeline's trenchless crossing at Foxhills Golf Course, close to the development, is proposed (horizontal directional drilling technique). Therefore, there would be no overlap between the projects.</li> <li>• Flood Risk: Land use of the proposed development is not due to significantly change. In addition, the main surface water flow route along the A320 would be crossed via a trenchless crossing by the pipeline, so any increase in flood risk that may occur from the development would not have a cumulative effect with the SLP project.</li> <li>• Geomorphology: Development would be over 200m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 66). No cumulative impact would be likely.</li> <li>• WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The Scheme for the development of residential housing (200 houses) is located within the Soils and Geology study area for the assessment of potentially contaminated sites. However, the closest potentially contaminated site (Site 27) is 900m distant. The scheme is not anticipated to give rise to the potential for inter-project cumulative effects.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The scheme for the construction and operation of the residential development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
multi-storey car park together with alterations to internal road layout; and • Erection of detached two-storey workshop building together with alterations to car park		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening trees and woodland.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	A considerable portion of the land subjected to this scheme is situated within the study area of Section F of the project (Bisley and Pirbright Ranges to M25). Significant effects on people and communities within Section F of the construction route are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section F. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction works are sufficiently remote from those of the SLP project and there are alternative routes available making the road network resilient to temporary change. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede Borough Council RU.17/0793</b> Development for up to 1,400 dwellings, a primary school, 3,210m <sup>2</sup> of commercial space (restaurants, retail, public house), 930m <sup>2</sup> of community space, publicly accessible open space, landscaping, ecological habitats, and access. SANG will be provided on site, which will link to Trumps Farm.	500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the low and temporary impact of proposed Scheme. The Habitats Regulations Assessment has undertaken a thorough assessment of in combination impacts on the integrity of the nearby Thursley, Ash, Pirbright and Chobham Special Area of Conservation and Thames Basin Heath Special Protection Area and has concluded that there would be no effects on the integrity of the two European sites.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to distance from the SLP project (approximately 400m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 600m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 60). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Virginia Water to Chertsey) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits of SLP would be affected by both project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant





Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening trees and woodland.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Runnymede Borough Council RU.17/1749</b> Erection of up to 200 residential dwellings (class C3) with vehicular access onto Bittams Lane, associated landscaping and public open space	500m – 1km	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the A320 and M25, and urban areas between the SLP project and this scheme.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to distance from the SLP project (approximately 600m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 1km from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 66). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Chertsey Bourne (Chertsey to River Thames confluence) Surface Water WFD water body and Chobham Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic.	N/A		
		<b>Historic Environment</b>	Yes	The scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening built environment.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Construction works are sufficiently remote from those of the SLP project and there are alternative routes available making the road network resilient to temporary change. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Rushmoor Borough Council</b>							



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
<b>Rushmoor Borough Council 13/00187/OUT</b> OUTLINE: Hybrid planning application comprising 1) Application for full planning permission for the development of two data centres and a gatehouse with associated highway works, vehicle access, infrastructure, plant, car and cycle parking and landscaping 2) Application for full planning permission to make minor external alterations to Building A50 and associated works to the access, car parking and landscaping and 3) Application for outline planning permission (with all matters reserved) for business, industrial, storage and distribution and data centre use	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the low ecological value of habitats within the site for ecology.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: Impacts caused by the SLP project from installation activities, such as trench dewatering, would be short term and very localised. On this basis, and despite the proposed development being adjacent to the Order Limits, no inter-project cumulative effects are anticipated during the construction and operation of this scheme.</li> <li>Flood Risk: Development in close proximity to the Order Limits; potential for minor impacts if temporal overlap occurs.</li> <li>Geomorphology: Impact of the SLP project on geomorphology of the watercourses closest to the proposed development (Unnamed Watercourses 34 and 35) would likely be negligible. Therefore, no cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Fleet Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The Scheme for the development of commercial premises is located within the Soils and Geology study area for the assessment of potentially contaminated sites and adjacent to the Order Limits. However, the closest potentially contaminated site (Site 15) is 150m distant. The scheme is not anticipated to give rise to the potential for inter-project cumulative effects.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The scheme for the construction and operation of the datacentre is located adjacent to the Order Limits. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects not significant due to temporary and localised nature. No cumulative operational effects because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	This scheme is situated in close proximity to the SLP project in Section D (Cron dall to Farnborough). Significant effects on people and communities within Section D of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section D. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction works are sufficiently remote from those of the SLP project. Construction traffic associated with the project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
<b>Rushmoor Borough Council 14/00572/FUL</b> Redevelopment of site to provide 4 buildings comprising 7 units for B1(c), B2 and B8 uses	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the A325.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 700m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 800m from the closest watercourse that the SLP project would also interact with (River Blackwater). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of River Blackwater (Aldershot to Cove Brook confluence at Hawley) Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening built environment.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Rushmoor Borough Council 16/00837/FULPP</b> Comprehensive redevelopment of the site comprising demolition of existing buildings and site clearance and erection of 159 residential units (Use Class C3) (comprising 9 x one-bedroom flats, 27 x two-bedroom flats, 26 x two-bedroom houses, 2 x three-bedroom flats, 79 x three-bedroom houses and 16 x four-bedroom houses), associated parking and servicing, hard and soft	500m – 1km	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the buffer provided by a local housing estate.	Not significant	None	Not significant
		<b>Water</b>		<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 500m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 800m from the closest watercourse that the SLP project would also interact with (Cove Brook). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Cove Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
landscaping, public amenity space and play areas, formation of vehicular accesses onto Southwood Road and Apollo Rise; and other associated works.				assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.			
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The proposal for the construction and operation of the residential development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and extent of intervening built up environment areas.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic.	N/A		
		<b>People and Communities</b>	Yes	A portion of the land subjected to this Scheme is situated within the study area of Section E (Farnborough to Bisley and Pirbright Ranges) of the SLP project. Significant effects on people and communities within Section E of the construction corridor are not anticipated from the Project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section E. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Rushmoor Borough Council 17/00515/FULPP</b> Change of use of land to provide a Suitable Accessible Natural Greenspace (SANG) including: access; car parking; fencing; pathways; landscaping; earthworks; and all other ancillary and enabling works.	500m – 1km	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme, as the scheme is to provide a SANG so would have positive impacts on ecology.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 400m) and the nature of the development.</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes. The development also includes provision of a SANG to mitigate increased flood risk in the area.</li> <li>Geomorphology: Development would be over 400m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 35). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Fleet Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme is located adjacent to the Order Limits. However, no heritage assets within the Order Limits would be affected by both the SLP project	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				and the development. Therefore, no inter-project cumulative effects are anticipated.			
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the scheme and extent of intervening woodland and built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Proposed works would not impact on the highway. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Rushmoor Borough Council 17/00866/FULPP</b> Erection of a retail unit (Class A1) for sale of bulky goods along with associated improvements to retail park access arrangements; revised car parking and servicing arrangements; and associated works	0-500m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the low ecological value of habitats within the site for ecology.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: The proposed development is in the vicinity where dewatering is required for the SLP project trenchless crossing of the River Blackwater (auger bore technique). As such, both schemes may require dewatering, and if undertaken at the same time, this would lead to a greater cumulative effect. A groundwater dependent terrestrial ecosystem with moderate groundwater dependency is located nearby. Dewatering would be agreed with the EA through the consenting process and the EA would be notified in advance of the period during which dewatering is expected to happen in this area. Any simultaneous dewatering activities would thus be evident and the risk of cumulative effects would be managed through the regulatory process. Given the above, the impact has been assessed as not significant for cumulative effects for construction or operation.</li> <li>Flood Risk: Low risk of cumulative effects due to close proximity of schemes.</li> <li>Geomorphology: Development would be over 100m from the closest watercourse that the SLP project would also interact with (River Blackwater). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of River Blackwater (Aldershot to Cove Brook confluence at Hawley) Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	This Scheme is situated within the study area adopted for the Soils and Geology assessment. The scheme would comprise the construction of a retail park across the far northern part of Site 20 and immediately to the north of the Order Limits. No potential sources of contamination were identified at Site 20 and therefore no potential effects to receptors. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The scheme for the construction and operation of the commercial development is located adjacent to the Order Limits. However, no heritage assets within the Order Limits would be affected by both the SLP project	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				and the development. Therefore, no inter-project cumulative effects are anticipated.			
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects not significant due to temporary and localised nature. No cumulative operational effects because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	None		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the effects of the Project on sensitive receptors (residential, community, and commercial) and tourism receptors within the 500m study area are anticipated to be negligible.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the Southampton to London Pipeline project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Rushmoor Borough Council 18/00025/FULPP</b> Partial demolition of Kingsmead Shopping Centre (existing Debenhams store), erection of an extension (Block 3) comprising retail use on the ground floor (3,710m <sup>2</sup> ), leisure use on the first floor (2,414m <sup>2</sup> ), 68 apartments over eight floors, private amenity space, 58 car parking spaces, 118 bicycle parking spaces, a bridge link and alterations to the existing car park on Block 2, a new entrance to The Meads Shopping Centre and associated works	<b>500m – 1km</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the buffer provided by buildings within Farnborough town centre.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 500m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes and raised railway embankment between the schemes.</li> <li>Geomorphology: Development would be over 500m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 38). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Cove Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the scheme and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
<b>Rushmoor Borough Council 18/00140/FULPP</b> Demolition of existing structures and erection of 205 dwellings comprising 93 one-bedroom flats; 80 two-bedroom flats and 32 three-bedroom townhouses with associated access, parking and landscape arrangements.	500m – 1km	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the buffer provided by buildings within Farnborough town centre.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 900m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes and raised railway embankment between the schemes.</li> <li>Geomorphology: Development would be over 900m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 38). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Cove Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme for residential development is located partially within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the scheme and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Access arrangements would not impact on the operation of traffic operation because vehicular access is not being amended. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Rushmoor Borough Council 18/00367/OUTPP</b> Outline application for the erection of up to 174 units across eight storeys (plus a semi-underground car park) with associated car parking, cycle parking, open space, landscaping, lighting, drainage and associated infrastructure, engineering and service operations (all matters reserved).	500m – 1km	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the buffer provided by buildings within Farnborough town centre.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 900m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes and raised railway embankment between the schemes.</li> <li>Geomorphology: Development would be over 800m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 38). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Cove Brook Surface Water WFD water body and Farnborough Bagshot Beds</li> </ul>	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.			
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The scheme for the residential development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and scheme and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Rushmoor Borough Council 18/00657/FULPP</b>	<b>500m – 1km</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the distance between the schemes.	Not significant	None	Not significant
Construction of a new hangar for maintenance, repair and overhaul of aircraft and ancillary offices with associated works including aircraft apron, connection to taxiway, vehicle parking, new access roads and an amended access connecting to Trenchard Way, security fencing, gatehouse, drainage, remediation works and lighting together with associated landscaping.		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 900m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 900m from the closest watercourse that the SLP project would also interact with (Ively Brook). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Cove Brook Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The airport development is located partially within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and scheme and extent of intervening built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Construction works would not coincide with those of the SLP project. Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant





Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
<b>Surrey County Council</b>							
<b>Surrey County Council 12/01132/SCC</b> Surrey County Council Consultation on Behalf of Brett Aggregates Ltd: Extraction of sand and gravel and restoration to landscaped lakes for nature conservation after use at Manor Farm, Laleham, and provision of a dedicated area on land at Manor Farm adjacent to Buckland School for nature conservation study; processing of the sand and gravel in the existing Queen Mary Quarry (QMQ) processing plant and retention of the processing plant for the duration of operations; erection of a concrete batching plant and an aggregate bagging plant within the existing QMQ aggregate processing and stockpiling areas; installation of a field conveyor for the transportation of mineral and use for the transportation of mineral from Manor Farm to the QMQ processing plant; and construction of a tunnel beneath the Ashford Road to accommodate a conveyor link between Manor Farm and QMQ for the transportation of mineral.	Intersects SLP	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as the SLP project would be constructed within the road in this location so would have no impacts on ecological receptors. Furthermore, the construction phase of the project at any location would be very temporary	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: The proposed mineral extraction scheme is close to where dewatering is required for the trenchless crossing (auger bore technique) for the intake canal for the Queen Mary Reservoir. Both schemes are in an area where groundwater is anticipated to be shallow. As such, both schemes may require dewatering, and if undertaken at the same time, this would lead to a greater cumulative effect on groundwater receptors (including buildings). Dewatering would be agreed with the EA through the consenting process and the EA would be notified in advance of the period during which dewatering is expected to happen in this area. Any simultaneous dewatering activities would thus be evident and the risk of cumulative effects would be managed through the regulatory process. Given the above, the impact has been assessed as not significant for cumulative effects for construction or operation.</li> <li>Flood Risk: No cumulative effects are anticipated due to the nature of the development (mineral extraction).</li> <li>Geomorphology: Development would pass within 10m of Queen Mary Reservoir Intake Channel and King George VI Surface Water Transfer. However, the SLP project would be unlikely to significantly impact these watercourses. Therefore, no cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Surrey Ash Surface Water WFD water body, Chobham Bagshot Beds and Lower Thames Gravels Groundwater WFD water bodies would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The mineral extraction proposals are assessed within Chapter 11 Soils and geology. There are no additional cumulative effects identified.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The sand extraction scheme is located within the Order Limits. However, there are no heritage assets located within the overlap of the Order Limits and extraction area. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	Inter-project cumulative effects as a result of combined views of temporary construction activity and potential combined localised vegetation loss. Cumulative construction effects not significant due to temporary and localised nature. No cumulative operational effects because pipeline would be underground and vegetation would be reinstated.	Not significant	None	Not significant
		<b>Land Use</b>	Yes	This scheme transects the SLP study area adopted by the Land Use assessment. Commercial/industrial and agricultural land use types would be affected by both projects. Therefore, cumulative effects are anticipated on land use and disruption of boundary features and access. However, given the temporary and localised effects on land use, the cumulative effects are not anticipated to be significant.	Not significant	None	Not significant
		<b>People and Communities</b>	Yes	This scheme transects the SLP project in Section H (M3 to the West London Terminal storage facility). Significant effects on people and	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
				communities within Section H of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section H. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.			
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Spelthorne Borough Council</b>							
<b>Spelthorne Borough Council 15/00140/FUL</b> Provision of educational facilities for Brooklands College and joint use sports facilities for Brooklands College and Thomas Knyvett College including the erection of a two-storey building and relocation and upgrading of existing multi-use games area together with associated access, parking and landscaping works.	320m	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme as both schemes would affect low value habitats such as amenity grassland.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: The proposed development is approximately 100m from the Order Limits. The SLP project installation may result in very localised and short-lived dewatering. The nearest trenchless crossing that would require dewatering is approximately 250m from the scheme and unlikely to create a cumulative impact itself. No inter-project cumulative effects are anticipated during the construction and operation of this scheme.</li> <li>Flood Risk: No significant cumulative effects are anticipated due to the relatively small size of the proposed development, the spatial separation to the nearest SLP crossing and the mitigation proposed for pipeline installation.</li> <li>Geomorphology: The proposed development would be over 800m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 85). No cumulative impact would be likely.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of Surrey Ash Surface Water WFD water body and Lower Thames Gravels Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no cumulative impact would be likely.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The proposed development includes construction of buildings on the playing fields on the site of the former Clockhouse Lane Landfill (Site 48), which is also crossed by SLP. There is potential for exposure of waste materials within the school playing fields and further mobilisation of contaminants contained within landfilled wastes into groundwater. The scheme also has the potential to create new migration pathways for landfill gas and leachate. Given the small size of the scheme and the good practice measures in place and the overall significance is assessed as negligible.	Not significant	None	Not significant
		<b>Historic Environment</b>	Yes	The proposed development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and scheme and intervening trees.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme given its scale and nature of the development.	Not significant		
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Surrey Heath Borough Council</b>							
<b>Surrey Heath 12/0546</b> Hybrid planning application for major residential-led development totalling 1,200 new dwellings	125m	<b>Biodiversity</b>	Yes	Potential for cumulative impacts on bats and dormice as both the scheme and the SLP project could result in a cumulative loss of trees, woodland or hedgerows. The application of good practice measures would avoid or reduce the magnitude and significance of any effect on the SLP project. Both SLP and the other development would require a licence from Natural England if impacts to bats or dormice were anticipated. A licence would only be granted subject to approval of a suitable mitigation strategy to maintain the favourable conservation status of the species concerned. In addition, vegetation from the SLP project would be reinstated after installation where practicable. Given the above, the impact has been assessed as not significant for cumulative effects for construction or operation.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development. Although the development is around 125m from the Order Limits, the groundwater flood susceptibility map shows that groundwater is relatively deep in this area. As such, dewatering is unlikely to be required. Therefore, no inter-project cumulative effects are anticipated.</li> <li>Flood Risk: There is the potential for the proposed development to increase surface water flows in the area given an increase in impermeable surfaces. However, with low risk of fluvial and surface water flooding for the SLP project, and the relatively short duration for construction, the risk of cumulative effects is considered to be low.</li> <li>Geomorphology: Development would be over 400m from the closest watercourse that the SLP project would also interact with (Unnamed Watercourse 46). No inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of River Blackwater (Aldershot to Cove Brook confluence at Hawley) Surface Water WFD water body, Chobham Bagshot Beds and Farnborough Bagshot Beds Groundwater WFD water bodies would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	Yes	The proposed development is partially located within potentially contaminated Site 24 (Princess Royal Barracks). There is potential for mobilisation of contaminants contained within shallow soils to enter groundwater during construction of the scheme. However, with the SLP project good practice measures in place, the risk of cumulative effects is considered to be low.	Not significant	None	Not significant



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>Historic Environment</b>	Yes	The proposed residential development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the development and intervening woodland.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>People and Communities</b>	Yes	A portion of the land subjected to this Scheme is situated within the study area of Section E (Farnborough to Bisley and Pirbright Ranges) of the SLP project. Significant effects on people and communities within Section E of the construction corridor are not anticipated from the project (residual disruption effects are assessed as minor adverse). However, given the location and proposed timing of works related to this scheme, there is the potential for inter-project cumulative effects on a very limited number of sensitive receptors (residential, community and commercial) located within the study area for Section E. Given the limited number of sensitive receptors likely affected and the short duration of any such effects, any inter-project cumulative effects are likely to be not significant.	Not significant	None	Not significant
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant
<b>Surrey Heath 16/0836</b> Demolition of the Quartermaster's block and adjacent outbuildings. Conversion of part of the Admin block to re-house the Quartermaster department. New build block to provide kitchen/dining hall, multifunctional space and 6 bedrooms. Remedial work to the external facade of the Grade II listed mansion and conversion of redundant kitchen area to other uses.	<b>880m</b>	<b>Biodiversity</b>	Yes	No inter-project cumulative effects are anticipated during the construction and operation of this scheme due to the separation provided by the A325.	Not significant	None	Not significant
		<b>Water</b>	Yes	<ul style="list-style-type: none"> <li>Groundwater and surface water: No inter-project cumulative effects are anticipated during the construction and operation of this development due to distance from the SLP project (approximately 900m).</li> <li>Flood Risk: No inter-project cumulative effects are anticipated due to the spatial separation between the two schemes.</li> <li>Geomorphology: Development would be over 1km from the closest watercourse that the SLP project would also interact with (River Blackwater). No inter-project cumulative effects are anticipated.</li> <li>WFD: Impact of the SLP project on the Overall WFD Status of River Blackwater (Aldershot to Cove Brook confluence at Hawley) Surface Water WFD water body and Farnborough Bagshot Beds Groundwater WFD water body would likely be minimal, with impacts assessed as temporary and low or negligible magnitude. Therefore, no inter-project cumulative effects are anticipated.</li> </ul>	Not significant	None	Not significant
		<b>Soil and Geology</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Historic Environment</b>	Yes	The proposed development is located within the Historic Environment study area. However, no heritage assets within the Order Limits would be affected by both the SLP project and the development. Therefore, no inter-project cumulative effects are anticipated.	Not significant	None	Not significant
		<b>Landscape and Visual</b>	Yes	No inter-project cumulative effects are anticipated due to distance between the Order Limits and the scheme and extent of intervening trees and built development.	Not significant	None	Not significant
		<b>Land Use</b>	No	Not within ZOI, hence scoped out for this topic	N/A		



Name and Summary of the development	Distance from Project	Topics	Within ZOI	Potential Cumulative Effects Assessment	Significance of Effect?	Mitigation	Residual Effect
		<b>People and Communities</b>	No	Not within ZOI, hence scoped out for this topic	N/A		
		<b>Traffic</b>	Yes	Construction traffic associated with the SLP project is sufficiently low that there are unlikely to be significant cumulative effects, while traffic management impacts are scoped out at this location based on their duration.	Not significant	None	Not significant



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