

Riverside Energy Park

Consultation Report Appendices

APPENDIX:

C

PLANNING INSPECTORATE REFERENCE NUMBER:

EN010093

DOCUMENT REFERENCE:

NON-STATUORY ENGAGEMENT (NOVEMBER 2017 - JULY 2018)

November 2018 | Revision 0 | APFP Regulation 5(2)(g)

Planning Act 2008 | Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Appendix C.1 RRRF Open Day Newspaper Advert

was out an hour later
from Greenwich said
the cause of the fire was an

ers will determine whether
the vaccine reduces the
number of students holding
meningitis-causing bacteria
in their throat.

Sutton High School and

ill with meningitis on Octo-
ber 4, 2011, as like having in-
tense pins and needles.

She said: "The disease is ri-
diculously fast working; I felt
fine in the morning and was

find out if this trial will
provide the evidence to jus-
tify a different approach
to meningitis vaccinations
that may have a greater
impact."

5 DAYS
£259
SCOTLAND



TripAdvisor
5.0 (5 stars)

JUNE

ing at our Loch
will be an
including Perth,
Palace, Aviemore
tional Park,
tlochry.

entertainment. Excursions.

omley, Chislehurst, Sidcup,
Services



LOCHS
GLENNS
HOLIDAYS

ve got
r number

er type of property
seeking, we can
u get it

Property

CORY
RIVERSIDE ENERGY

CORY RIVERSIDE ENERGY ARE OPENING THEIR DOORS AGAIN
Tuesday 10th and Wednesday 11th April 2018 - 10am and 2pm
Booking is Essential

Following the recent successful open days, we are opening our doors again. Come and see the inside of a working power station and learn more about how we separate any materials that are recyclable, and send them off for treatment, and then process unrecyclable waste into power and heat.

You will see many operational parts of our site, including the control room, you will see our unique tug and barge operation in full flow, and the waste being processed.

If you would like to join us on one of these sessions, please email us at visit@coryenergy.com or call **020 8320 3310** to book your place.

Cory Riverside Energy, RRRL Energy from Waste Facility, Norman Road, Belvedere, Kent, DA17 6JY.

Handwritten: Gordon Jack

Handwritten: 1st

Appendix C.2 RRRF Open Day Website Advert

Open Days At Cory Riverside Energy 10/11 April 2018

CORY RIVERSIDE ENERGY ARE OPENING THEIR DOORS AGAIN

Tuesday 10th & Wednesday 11th April 2018 from 10am – 2pm. Booking is essential.

Following the recent successful open days, we are opening our doors again. Come and see the inside of a working power station and learn more about how we separate any materials that are recyclable, and send them off for treatment, and then process unrecyclable waste into power and heat.

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Cory Riverside Energy, RRRL Energy from Waste Facility
Norman Road
Belvedere
Kent DA17 6JY

**“Come and see the inside of
a working power station ”**

Appendix C.3 Riverside Energy Park Leaflet

DISTRICT HEATING AND ELECTRICAL SUPPLY

03

The Energy Park would be ready to offer up to c.30MW thermal output to a planned CHP district network. This could potentially be combined with the thermal output from the RRRF to deliver lower cost heat to homes and premises in the locality, such as in Belvedere and Thamesmead.

Cory is working closely with the London Borough of Bexley and the Peabody Trust to deliver district heating.

Cory is also keen to explore the option of selling lower cost electricity direct to the local community.

NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT

04

Under the Planning Act 2008 the construction of an 'onshore generating station' larger than 50MW is designated as a Nationally Significant Infrastructure Project (NSIP).

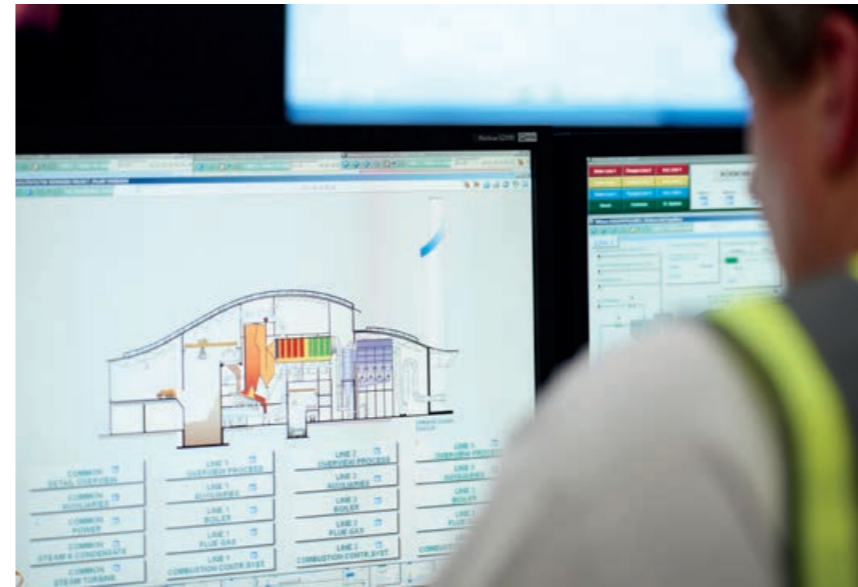
Cory is required to submit an application for development consent to the Secretary of State.

The London Borough of Bexley, the Greater London Authority and

authorities along the electrical connection route will be key stakeholders in the process. The local community and other local stakeholders will also have an important role to play.

NEXT STEPS

05



Cory will consult with key stakeholders and the local community about its proposals and will use their feedback to help inform development of the Energy Park scheme.

Cory expects to hold public exhibitions during the early summer of 2018 and work with key public bodies and local stakeholders to identify the main environmental and planning considerations that will be considered by the design of the Energy Park.

Cory expects to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate towards the end of 2018.

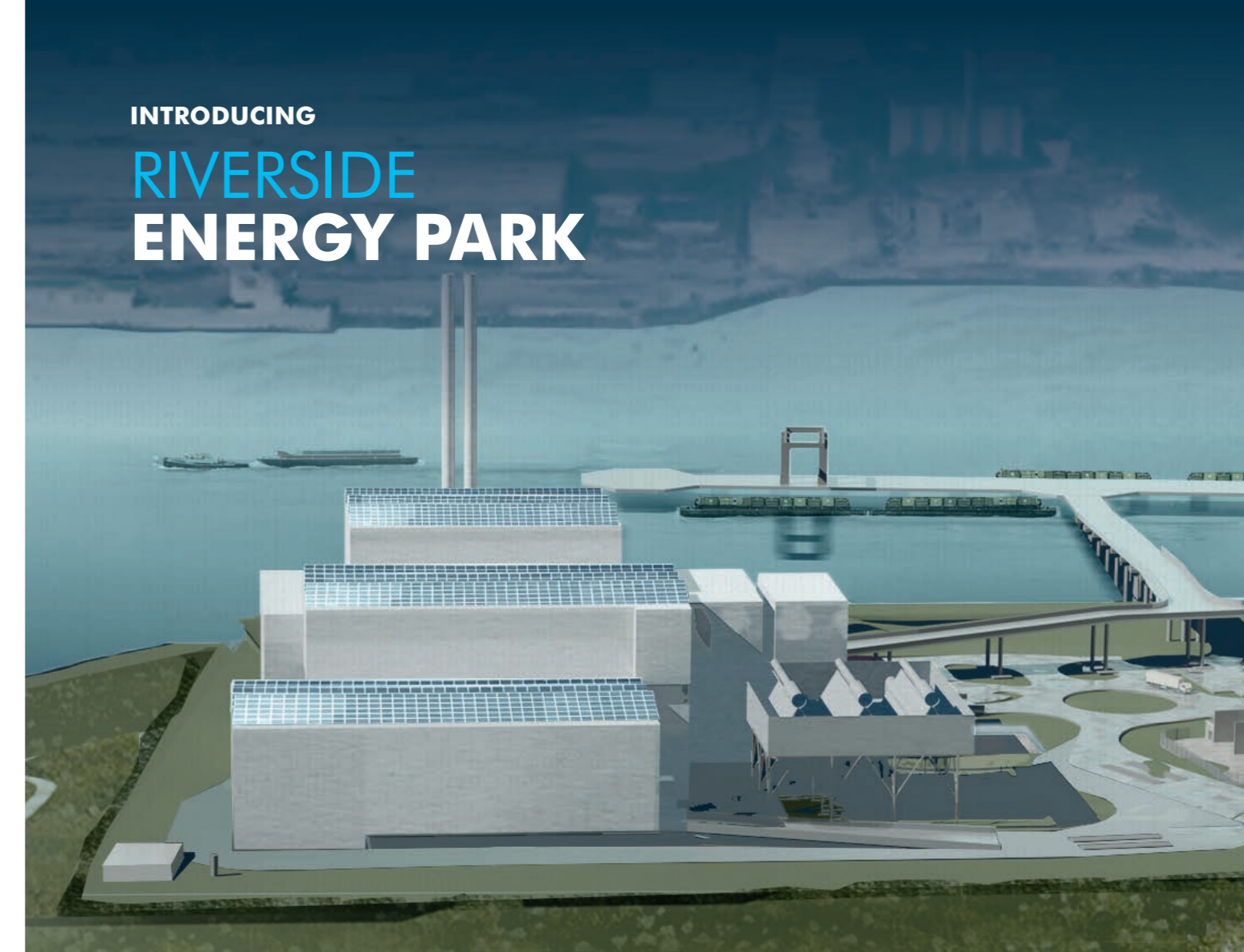
Construction is targeted to begin in 2021, and the Energy Park is expected to be fully operational by 2024.

THE ENERGY PARK
TO BE FULLY OPERATIONAL BY
2024

For further information please call 0330 838 4254 or email info@riversideenergypark.com



INTRODUCING RIVERSIDE ENERGY PARK



CORY
RIVERSIDE ENERGY

Since the completion of construction in 2011, Cory Riverside Energy's Riverside Resource Recovery Facility (RRRF) has been operating very successfully and cleanly. It is a key element of London's energy and resource management infrastructure.

INTRODUCTION

01

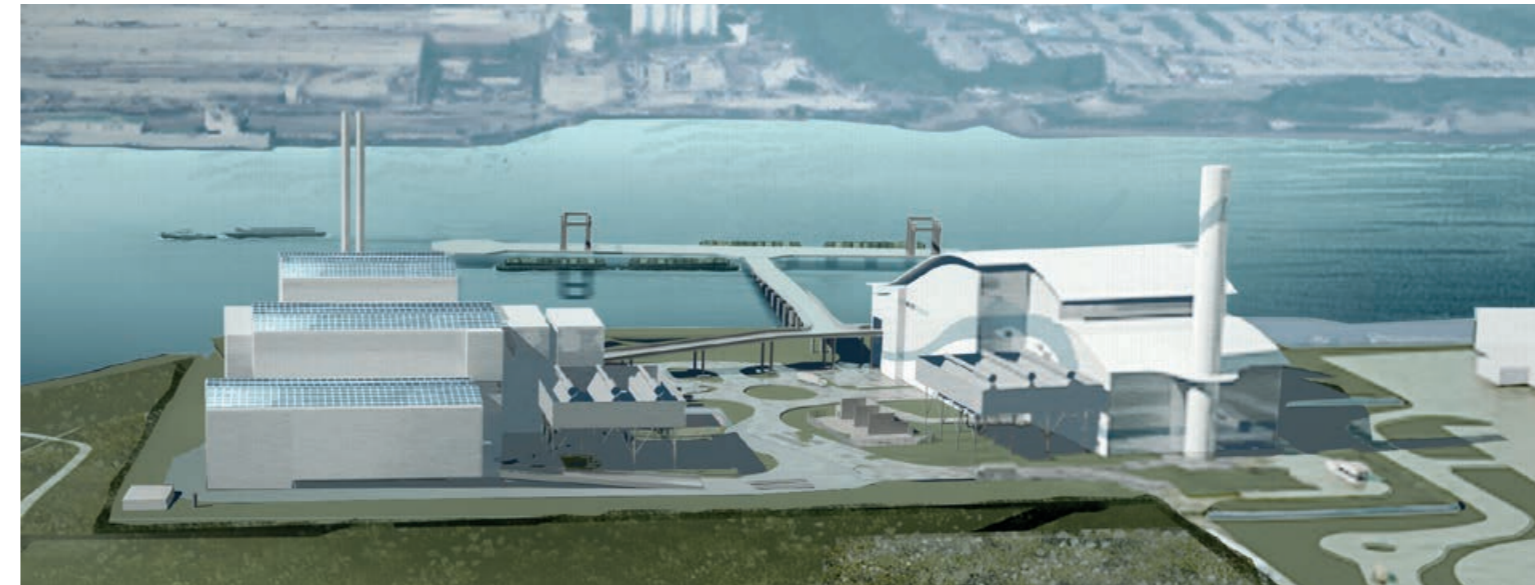
Cory Riverside Energy (Cory) is now progressing plans to construct Riverside Energy Park, an integrated electricity generating station, on land situated directly to the west of RRRF, Norman Road, Belvedere, Bexley, London.



Cory's Riverside Resource Recovery Facility (RRRF) located on the banks of the River Thames in London.

PROPOSED ENERGY PARK

02



The proposed Energy Park will be an integrated generating station with up to 96 megawatts of electricity capacity (MWe), that will supply low carbon/renewable electricity to London.

UP TO
c.96
MWe

Key components of the integrated generation station include:

- Energy Recovery Facility
- Battery Storage
- Anaerobic Digestion
- Solar Panels

Other components include on-site combined heat and power (CHP) infrastructure to supply a local heat network, and an electrical connection to the local distribution network.

As with the existing facility, none of the residual waste that would be received at REP will go unused. It will all be converted into energy (heat and electricity), the metallic parts are recovered and recycled, and the residual ash will be recycled into construction aggregates.

RIVERSIDE ENERGY PARK WOULD COMPRISE:

ENERGY RECOVERY FACILITY (ERF)

This would comprise an integrated ERF using 'moving grate' technology. The same high performing and proven full combustion technology is used at RRRF.

The ERF would use residual waste (non-recyclable waste) as a fuel to generate low carbon/renewable energy. The ERF would accommodate Commercial and Industrial waste and have the capability to accept municipal waste. The Energy Park would provide an expected annual waste throughput tonnage of c. 655,000 tonnes per annum (tpa) (nominal) arising from London and the South East.

Under its planning permission, a minimum of 75% of the waste transported to RRRF is delivered by river, with a maximum of 25% brought by road. It is anticipated that the Energy Park would follow a similar ratio.

Incinerator Bottom Ash would be transported by river to the existing facility at the Port of Tilbury for treatment and use as an aggregate in the construction sector. e.g. road construction. Air Pollution Control Residues (APCR) would be removed off-site by road to be recycled.

BATTERY STORAGE

The Energy Park would incorporate up to 20 MWh of battery storage to supply additional power to the grid at times of peak demand.

ANAEROBIC DIGESTION (AD)

The Energy Park would include a fully integrated AD system that would treat a mix of food and green waste. Up to c. 40,000 tpa of feedstock will potentially be supplied from the London Borough of Bexley and other local sources. The AD system would generate up to 1 MW of both renewable electrical and heat energy.

SOLAR PANELS

Solar power provision would be integrated across the full extent of the Energy Park roof (up to c. 1 MWe).

GRID CONNECTION

After supplying its own power needs the Energy Park would produce a net electrical power output of c. 64 MWe to be exported to the distribution network. This could be increased to 84 MWe when the batteries are discharging.

The Energy Park would therefore require a new 132kV connection to the electrical distribution network.

Cory has outline planning permission for a Data Centre which will complement the Energy Park. Discussions are ongoing with potential Data Centre partners for the early delivery of this facility. The Data Centre has the potential to take electricity direct via a private wire.

**Appendix C.4 Minutes of Introductory Meeting with
the Planning Inspectorate (02.11.17)**



Meeting note

File reference	EN010093 - Riverside Energy Park
Status	Final
Author	Ewa Sherman
Date	2 November 2017
Meeting with	Cory Riverside Energy
Venue	Temple Quay House, Bristol
Attendees	The Planning Inspectorate: Chris White - Infrastructure Planning Lead Tracey Williams - Case Manager Ewa Sherman - Case Officer David Price - EIA and Land Rights Manager Applicant Richard Wilkinson - Head of Planning and Development (Cory Riverside Energy) Rob Gully - Project Manager, Riverside Energy Park (Cory Riverside Energy) Natalie Maletras - DCO Planning, Consultation and EIA consultants (Peter Brett Associates) Emma Harling-Phillips - DCO Legal advisors (Pinsent Masons)
Meeting objectives	Inception Meeting
Circulation	All attendees

Summary of key points discussed and advice given:

Welcome and Introductions

The Applicant and the Planning Inspectorate (the Inspectorate) team introduced themselves and their respective roles. The Inspectorate outlined its openness policy and ensured that those present understood that any issues discussed and advice given would be recorded and placed on the Inspectorate's website under section 51 of the Planning Act 2008 (PA2008). Further to this, it was made clear that any advice given did not constitute legal advice upon which the Applicant (or others) can rely.

Project

The Applicant is Cory Environmental Holdings Limited (trading as Cory Riverside Energy (CRE)).

The Applicant is proposing to submit a Development Consent Order (DCO) for Riverside Energy Park which is proposed to be located on land adjoining the existing

Riverside Resource Recovery Facility (RRRF) at the Belvedere site in London Borough of Bexley (LBB).

The proposed integrated Energy Park development would include an Energy Recovery Facility, battery storage, an anaerobic digestion facility and solar panels, with the combined generating capacity of up to 96 MW. The proposed development will be CHP (Combined Heat and Power) ready.

Currently the draft scoping boundary includes two potential electric cable routes, north-west to the Barking Power Station substation and south-east towards the Littlebrook Power Station substation, near Dartford Tunnel. Only one connection will be required. The Applicant confirmed that the preferred grid connection will be confirmed by UK Power Networks who will make a final decision based on the practical constraints, technical considerations and their statutory obligations. The Inspectorate advised that it takes a precautionary approach when issuing the Scoping Opinion, therefore the Applicant should be aware that two connection routes will need to be assessed for the purpose of their Scoping Report. The Inspectorate advised that it is currently updating [Advice note Seven](#) in relation to the Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping.

The Applicant explained the principles of the project's proposed design and site layout. The Applicant owns and operates the existing RRRF, and confirmed that it will continue to operate (and not be decommissioned nor altered). The proposed development would operate as a separate facility, although some elements of shared infrastructure would remain in place.

No new permanent access routes or off-site facilities are envisaged, and the Applicant intends to use the existing jetty / wharf on the River Thames. The Inspectorate enquired whether a Deemed Marine Licence would be included in the DCO. The Applicant stated that river options were still being considered, but if required it will form part of the DCO for the temporary works required during the construction phase of the project.

The consultation programme has been developed and the Applicant is scheduling meetings with the local authorities (LAs) and key statutory bodies. The Applicant will engage in discussions with the following Local Authorities: London Borough of Bexley (host authority), Borough of Barking and Dagenham Council, Royal Borough of Greenwich, and Borough of Dartford. The Greater London Authority (GLA) and the Port of London Authority (PLA) will also be consulted together with local stakeholders.

Land on the offsite electrical cable route connection is not controlled by the Applicant and therefore compulsory acquisition may be sought in the application if agreement cannot be reached. The Applicant isn't aware of any Crown land or special category land but is making diligent inquiries. At the moment the draft scoping boundary covers a conservative area which is being scoped.

Practical arrangements

The Applicant set out their consultation programme, including provisional timings for requesting a scoping opinion, starting consultation on a draft Statement of Community Consultation (SoCC), statutory (s42) consultation and submission of the DCO application. The EIA Scoping Report is due to be submitted to the Planning Inspectorate in November 2017.

The Inspectorate advised the Applicant to consider allowing time for a review of the draft documents. A full review of draft documents by the Inspectorate takes about 6 to 8 weeks, but this depends on the number of documents and the particular issues raised. The Applicant confirmed their intention to use this service.

Specific decisions / follow up required

- A visit to the site will be arranged for the members of the Inspectorate's Environmental Services Team during the early scoping stage for the project.
- The Applicant and the Inspectorate agreed to hold project update meetings / teleconferences around the key milestones during the pre-application period such as following the issue of a Scoping Opinion.
- The Inspectorate to request from the Applicant the necessary information to set up the project page on the National Infrastructure Planning website.

**Appendix C.5 Minutes of Introductory Meeting with
the Port of London Authority
(11.12.17)**

MEETING MINUTES

Meeting Title: Riverside Energy Park – Initial Meeting with Port of London Authority

Required Invitees: Richard Wilkinson (RW) (Cory), Rob Gully (RG) (Cory), Sarah Chandler (SC) (PBA), Mike Atkins (MA) (PLA), Tanya Ferry (TF) (PLA), Derek Maynard (DM) (PLA), Tim Corthorn (TC) (PLA)

Date of Meeting: 11th December 2017

Location: Gravesend, Kent

Job Number: 42166

Subject	Actions
<p>Introductions</p> <p>Members of the PLA and the Riverside Energy Park (REP) development team introduced themselves and explained their role in the context of the organisation, or the scheme.</p> <p>RW explained background to Cory Riverside Energy Holdings Ltd (Cory)</p> <p>REP proposals and concept</p> <p>RG explained the principal components of the integrated facility and the Indicative Application Boundary as included in the Environmental Impact Assessment (EIA) Scoping Report submitted to the Planning Inspectorate (PINS) in November 2017</p> <p>RW confirmed that a jetty capacity study has been undertaken to inform the proposals which has demonstrated there is sufficient capacity at the existing jetty for the proposed REP. RW explained that waste will be transported via the River Thames, retaining the use of the existing Waste Transfer Stations (WTSs) in London.</p> <p>RG explained the design evolution of the proposal to date.</p> <p>TF asked about proximity of the jetty to the Crossness Nature Reserve. RG explained that the Indicative Application Boundary has been cast wide within the River Thames at present until the nature of temporary construction works within the river have been refined. TC noted it extends to the centre of the river and navigation channel which may have implications for operations within the river. RG/RW explained that the use of the river during construction is unlikely to be for moving personnel, but rather for bringing in plant items. RW also explained that existing moorings need to remain operational so that the construction of REP does not interfere with the operation of the existing Riverside Resource Recovery Facility (RRRF).</p> <p>RG described the construction programme and confirmed commencement of operation is intended for 2024.</p> <p>PLA enquired about the existing river works licence, and how this would be dealt with in the Development Consent Order (DCO).</p> <p>RW re-iterated that the flexibility and defined level of river works to be included with the final application are yet to be determined, and that Cory</p>	<p>Cory to confirm the interaction between the DCO and the existing river works licence</p>



MEETING MINUTES

<p>will keep the PLA informed as details emerge with regards to likely use of the river.</p> <p>MA raised the need for Protective Provisions for the benefit of the PLA; SC confirmed drafting on these would need to be developed jointly. MA agreed to send examples of already agreed Protective Provisions from other DCO projects.</p> <p>DM sought to confirm that temporary works would be temporary and whether any decommissioning would be necessary. RW/RG confirmed any works in the river would be temporary only as set out in the EIA Scoping Report.</p> <p>Data requirements were discussed and the PLA agreed to the forward contact details for the hydrographic team, for any requests to be directed to.</p> <p>PLA pointed out that the area identified within the river is likely to be highly contaminated with oil/metals/hydrocarbons due to historic land uses, and that impacts of the temporary river works may include disturbance of contaminants. SC confirmed that the marine EIA topics will consider dredging as required.</p> <p>TC explained the need for a Navigational Risk Assessment to be undertaken.</p> <p>Cumulative effects assessment was discussed and SC explained that a list of committed developments to be considered within the EIA at the relevant time.</p> <p>RG described the likely formation of the electrical connection, which would be along the public highway laid as a trefoil formation or similar. UKPN will be responsible for the electrical connection.</p> <p>MA confirmed that detailed comments could be provided once the nature of the river works had been refined.</p> <p>RW confirmed the throughput for the purpose of the EIA is 805,000 tonnes per annum (tpa), and that the intention is for the current fleet to be used for the operation of REP, which may need to be expanded.</p> <p>SC explained that the Cory/PBA team would welcome any discussions on the EIA Scoping Opinion as required and agreed to provide contact details.</p> <p>PLA enquired whether there would be a requirement for any Thames Path closures. Cory confirmed that some temporary part closures may be required for bringing plant items over onto the REP site from the river. Any Public Right of Way (PRoW) closures will be discussed with London Borough of Bexley (LBB) (or other relevant local authorities where applicable).</p> <p>The Bexley Energy Masterplan was discussed in relation to district heating potential; Cory confirmed consideration of this and ongoing engagement with the Greater London Authority (GLA) and Peabody Trust, with possibility of district heat connections to Thamesmead.</p> <p>All agreed to a follow up meeting around mid-January to discuss temporary river works further. PLA raised the river wall and noted that no</p>	<p>Cory to keep PLA informed of emerging details regarding the extent of temporary river works to be sought in DCO application</p> <p>MA to provide example Protective Provisions</p> <p>MA to provide contact details for hydrographic team</p> <p>Cory to agree scope of Navigational Risk Assessment with PLA</p> <p>PBA to provide committed development list at the relevant time</p> <p>RW to provide contact details for PBA team/SC</p>
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MEETING MINUTES

works should compromise the defence. RW highlighted the vested interest in protecting the existing RRRF.

The need for joint meetings between the EA and other stakeholders, specifically the Marine Management Organisation (MMO), was discussed and it was agreed that joint meetings and engagement would be beneficial for both parties.

PLA reminded Cory of the PLA Thames Vision, and its policy objectives.

TF raised that air quality impacts on the river should be taken into consideration (from vessels and river traffic). The PLA are publishing its Air Quality Strategy in Spring 2018. TF also raised dredging as another potential consideration.

DM asked about fill from the site (and other construction waste) being taken off site. Cory confirmed this would be accounted for in the EIA.

It was discussed and confirmed that critical infrastructure would be raised above flood risk levels.

**Appendix C.6 Minutes of Introductory Meeting with
Greater London Authority (07.02.18)**

MINUTES

Meeting Title: Resource Energy Project (REP)

Attendees: Natalie Maletras (NM, PBA), Andy Pike (AP, Cory), Richard Wilkinson (RW, Cory),
Devon Christensen (DC, Cory), Andrew Richmond (AR, GLA)

Apologies: Peter North (GLA)

Date of Meeting: 7th February 2018

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Team introductions were made and Andrew Richmond (AR) outlined his role as Policy Lead on Waste and Circular Economy matters within the GLA.</p>	
2.	<p>Update on REP Project</p> <p>AR informed the meeting that he had been briefed by Peter North on the REP proposals.</p> <p>RW outlined key changes to the proposals since the original meeting namely: removal of 'river works' as part of the application and the decision on the Littlebrook electricity connection route.</p> <p>AR expressed his support for the innovative nature of REP including battery storage and PV within the project.</p> <p>NM / RW outlined the DCO process up to submission and agreed to send an indicative timetable to AR summarising key milestones to determination as well as a guide to the NSIP process.</p>	NM/RW
3.	<p>EIA</p> <p>AR was unclear who within the GLA had received the Scoping Report and thus requested a version is sent direct to him. Original Scoping Report was sent by PINS to Peter Watling within GLA.</p> <p>NM to issue to AR Scoping Report (including an upfront note outlining key changes to the project since its submission) and the PINS response to Scoping.</p> <p>AR to discuss with 'GLA planning' to identify who is best to respond / mechanism for consultation and whether a pre-app fee is required.</p> <p>AR to feed back to Cory on the proposed approach.</p> <p>AR confirmed the following contacts:</p> <p>Air Quality – Stephen Inch Visual Impact – Elliot Kemp</p>	<p>NM</p> <p>AR</p>

MINUTES

	Energy (including Smart Energy& CHP) – Peter North Ecology– Peter Massini	
4.	<p>Policy</p> <p>Infrastructure Need</p> <p>Discussion was held around the ‘need for additional recovery capacity’. Particularly:</p> <ul style="list-style-type: none"> • AR confirmed the Mayor’s manifesto commitment to a 65% MSW recycling figure (household and commercial – not industrial). • AR stated that using current GLA projections there is 2,2 million tonnes of waste that requires recovery and the need for this is met with existing (or already planned) infrastructure within London. • AR confirmed the Mayor’s view is that additional recovery capacity within London could compromise their ability to reach the 65 % target. • AR informed the meeting that Defra are expecting to release new C&I waste estimates on 22nd Feb. These are expected to be at National scale but hopefully can be scaled accordingly. • Updated C&I baseline recycling figures (incorporating new EA data) will be published within the London Environment Strategy (due late May/ June). • AP summarised the commercial case for additional capacity. • AR confirmed he was happy for PBA to contact Doug Simpson and/ or SLR to discuss baseline data. <p>GLA is currently exploring opportunities to promote the circular economy and future proofing policy without putting at risk the need and demand for waste operations within London. Arup study has been commissioned although this is not currently widely public. AR to provide copy of Arup report if available.</p> <p>GLA currently undertaking a review of AD capacity within London. AR to provide information on this when available.</p> <p>Defra’s New Waste & Resources Plan is expected late Summer/ Autumn.</p> <p>CIF</p> <p>AR outlined the GLA’s commitment to the CIF policy AR acknowledged that the benefits of bottom ash recycling should be included within the CIF calculation. AR to review CIF and the carbon offsets associated with bottom ash recycling and feed back to Cory.</p>	<p>AR</p> <p>AR</p> <p>AR</p>

MINUTES

	RW outlined the wider policy benefits of the REP project including river freight, sustainable energy etc.	
5.	<p>CHP</p> <p>AP outlined the progress made to date on integration with the Bexley Heat Feasibility Study work and highlighted that a tripartite meeting is being proposed with Cory, Bexley and Peabody Housing. AP to invite/ cc Peter North to the agenda and outcomes of that meeting.</p>	AP

Appendix C.7 Minutes of Introductory Meeting with Environment Agency (19.02.18)

MINUTES

Meeting Title: Riverside Energy Park – Introductory Meeting with Environment Agency

Attendees: Joe Martyn (EA), Roger Kidd (EA), John Vincent (EA), Anna Robotham (EA), Sara Siddiq (EA), Scott Hawkins (EA), Tom Cook (EA), Richard Wilkinson (CRE), Devon Christensen (CRE) Natalie Malettras (PBA), Rob Riddington (PBA), Linda Cramp (HZI), Michael Smeaton (HZI), James Sturman (Fitchner), Anthony Carr (Doran),

Apologies: Lee Alford (CRE),

Date of Meeting: 19th February 2018

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Team introductions were made.</p>	
2.	<p>Introduction to the REP Project</p> <p>RW outlined the REP project noting the primary integrated features including: energy recovery facility, solar, battery storage and anaerobic digestion.</p>	
3.	<p>DCO Planning Process</p> <p>NM outlined the DCO process up to submission and agreed to send an indicative timetable summarising key project milestones.</p>	NM
4.	<p>EIA</p> <p>NM outlined key changes to the proposal since the scoping report was submitted including:</p> <ul style="list-style-type: none"> • Removal of marine works. • Removal of the grid connection option to Barking following technical advice by UKPN. (Therefore the retained electrical supply route connection option is to Littlebrook, Dartford). • Crabtree Manorway is no longer included as a lay down area in the proposal. • Introduction of flexible options for AD digestate (including use on land) <p>NM to send note of changes made to REP Project since submission of EIA Scoping Report.</p>	NM

MINUTES

<p>5.</p>	<p>Flood Risk Assessment/Flood Embankment HZI</p> <p>AC outlined FRAs in the area and breach levels recorded.</p> <p>AC explained REP's proposed finished floor level would predominately be set at 2.97 m AOD (including 600mm head room). AC to issue a 'Finished Floor Level Strategy' to the REP Project Team on this basis which will be integrated into the design assumptions.</p> <p>JM to provide a timeline to AC on data availability and flood modelling timeline for information.</p> <p>EA confirmed they do not usually require head room on the River Thames.</p> <p>SS advised that the EA undertake 6 monthly visual inspections of the flood defences. Based on these visual assessments, SS stated that the condition of the defence in this location was considered to be 'fair to poor'. SS to provide a copy of the EA's latest visual flood defence condition survey.</p> <p>SS noted that works within 16m of the flood defence would be subject to a Flood Risk Activity Permit (FRAP). The EA requested that to demonstrate compliance for works within 16m that the FRAP would need to assess the condition of the flood defence and demonstrate that it would not be compromised.</p> <p>SS requested to provide the exact line of the flood defence from which the 16m should be measured to confirm the zone for assessment.</p> <p>MS stated that HZI (the design lead for the project) propose to explore the option of placing temporary offices during construction within the airspace above the flood banks. The EA stated that they would need to review the proposals to ensure that any works would not compromise the flood defence.</p> <p>MS to provide some concept welfare provision solutions to explore further with the EA.</p> <p>Any works within 16m of the flood defence are to be reviewed with the EA to confirm the requirements for assessment and future consenting requirements.</p> <p>The EA stated that the developer should confirm that any proposed works will not compromise potential future EA aspirations to improve the height of the flood defences.</p> <p>NM to clarify whether flood risk activity will be wrapped in DCO process.</p>	<p>AC</p> <p>JM(EA)</p> <p>SS</p> <p>SS</p> <p>MS</p> <p>NM</p>
<p>6.</p>	<p>Water/Approach to the Water Framework Directive</p> <p>RR confirmed that the marine / river works are no longer proposed. This therefore has significantly reduced the scope of the WFD Assessment.</p>	

MINUTES

	<p>RR will provide a technical note outlining the strategy for addressing WFD and screening out of technical assessments required under that process.</p> <p>JM confirmed that Mark Davidson was the correct contact on this air quality question</p> <p>RR to organise con call with the relevant members of the project team with MD and JM.</p> <p>TC confirmed that it had no biodiversity concerns following the removal of the marine works first outlined.</p>	RR
7.	<p>Environmental Permit</p> <p>JS explained CRE is seeking to retain the existing environmental permit and apply for a second separate one for REP. There will be an overlapping boundary. RK suggested a low-risk surrender process would be appropriate. JM to send tech note through with options for further discussion- including low-risk surrender, arrangement for shared purpose jetty etc.</p> <p>JM also confirmed that a stack height assessment was underway. RK clarified he was the contact for AWQL. There is also the potential that the DCO process can match the permit consultation- JM and RK to liaise.</p>	<p>JM</p> <p>JM</p>
8.	<p>Surface Water Drainage</p> <p>AC outlined proposed drainage strategy for the development. AC to issue a Surface Water Drainage Scheme which will be integrated into the design assumptions following meeting.</p>	AC
9.	<p>Next Step/ Actions</p> <p>RW/ NM to organise pre-application meeting.</p>	RW/ NM

**Appendix C.8 Minutes of Introductory Meeting with
Dartford Borough Council and Kent
County Council (22.02.18)**

MINUTES

Meeting Title: Riverside Energy Park – Project Meeting with Dartford Borough Council (DBC) and Kent County Council (KCC)

Required Invitees: Sonia Bunn (DBC), Tania Smith (DBC – part meeting), Alexander Payne (KCC), Emma Grayson (KCC), Rob Gully (CRE), Devon Christensen (CRE), Sarah Chandler (PBA), Charlie Lusty (PBA)

Date of Meeting: 22nd February 2018 – 9:30am

Location: **Dartford Borough Council Office – Civic Centre, Dartford, Kent**

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Individuals introduced themselves and their role with respect to the respective authorities and the project. Sonja Bunn and Alexander Payne confirmed as primary points of contact for DBC and KCC respectively. Emma Grayson is a key contact for transport matters.</p>	-
2.	<p>The REP Project</p> <p>RG provided some background to Cory Riverside Energy (CRE) and their existing operations focussed on utilising the River Thames.</p> <p>RG described the REP project and various aspects of the proposed integrated energy facility.</p> <p>RG outlined the refinements that have been made to the project since the time of the Scoping Report including:</p> <ul style="list-style-type: none"> • Removal of marine works • Removal of the grid connection option to Barking following technical advice by UKPN. (Therefore the chosen electrical connection option is to Littlebrook, Dartford) • Confirmation of electrical connection location to east of Littlebrook Power Station site • Crabtree Manorway is no longer included as a potential temporary construction lay down area in the proposal • Introduction of flexible options for AD digestate disposal (introducing the intention to dispose to agricultural land rather than a default of thermal treatment in the Energy Recovery Facility) <p>TS enquired about the construction of the electrical connection and vehicle numbers. SB noted that the substation connection point was due to be redeveloped.</p>	-

MINUTES

	<p><i>(POST MEETING NOTE: UKPN have confirmed the connection point tabled at the meeting and that it comprises the new long term building into which REP's connection will be made).</i></p> <p>RG explained the use of scenarios of 100% by road and 100% by river (as being the worst case scenarios at either end of the river/road modal split) for the purpose of the EIA assessment, however the intention is to utilise CREs existing river infrastructure as much as possible.</p> <p>RG explained the construction of the cable route, and that an approximate single lane (i.e. c. 3 m construction width) would likely be required along either the highway or the highway verges. It was confirmed that UKPN are undertaking further engineering assessment and will provide more information on construction methods/working in due course. Traffic surveys are likely to occur after Easter 2018.</p> <p>RG confirmed the construction period is assumed to be from 2021 – 2024. SB/EG requested further information on the programme and methodology for the construction route to understand potential effects on traffic.</p> <p>SB noted the potential for disruption of Bob Dunn Way during the construction of the electrical cable connection; and cumulative effects with other highway works in the immediate vicinity.</p>	
3.	<p>DCO planning process</p> <p>RG outlined the principal indicative dates on REP's high-level programme:</p> <ul style="list-style-type: none"> • <i>Consultation: Summer 2018</i> • <i>Application submission: Late 2018</i> • <i>Pre-examination phase (typically 3-4 months): Late 2018/ early 2019</i> • <i>Examination phase: 6 months following</i> • <i>PINS recommendation to the SoS: 3 months following</i> • <i>SoS decision period: 3 months following</i> • <i>Decision 2020 Q1 or early Q2</i> • <i>Construction: 2021-2024</i> • <i>Fully operational: 2024</i> <p>RG confirmed the role of DBC and KCC as prescribed bodies.</p>	-
4.	<p>Project programme update</p> <p>SC and RG outlined the plans for non-statutory and statutory consultation. They also explained that the Statement of Community Consultation (SoCC) would be issued for informal comment ahead of issuing to DBC/KCC for their statutory review.</p> <p>SB/EG highlighted the need to consider impacts on peak commuters and noted that there is a high travelling employee</p>	

MINUTES

	<p>population as well as local residents. Whilst SB/EG agreed that the consultation should not be extended more widely to address this, CRE should consider including surrounding residents' groups to seek opinions. SB/EG noted it is important that potential air quality and congestion around 1A junction is understood.</p> <p>CRE tabled proposed consultation zones and venues for future public exhibitions. SB suggested a location in DBC in the vicinity of The Bridge development in light of the potential effects on them. The Nucleus Innovation Centre was given as a potential venue to satisfy this. EG highlighted that the main access into The Bridge development is from Bob Dunn Way, and suggested the consultation zone should be extended to include the whole development (being an area northwest of the current included area). No concerns were raised in-principle regarding the proposed venues. SB/EG requested more clarity on potential electrical cable route working in respect of traffic disruption caused by temporary lights etc. before giving a final opinion on consultation zones, however the zones were noted as being acceptable in respect of other EIA disciplines.</p> <p>SB/AP/EG confirmed that there were no hard-to-reach groups that required specific attention, e.g. specific languages.</p> <p>SC confirmed the SOCC would be issued for informal comment.</p> <p>RG noted that the Examining Authority would inevitably ask for Statements of Common Ground (SoCG) between CRE, DBC and KBC and that such documents were very useful. All agreed to work towards this approach, to capture in a final SoCG.</p>	<p>SC to provide DBC & KCC with draft SoCC for informal review.</p>
<p>5.</p>	<p>EIA</p> <p>Scoping Opinion responses</p> <p>All discussed the comments raised in the EIA Scoping Opinion responses from DBC.</p> <p>CL explained the principles of the TA and likely traffic numbers. RG confirmed that the commercial preference is to use the river as much as possible but re-iterated that a 100% by road scenario would be assessed for a robust worst case.</p> <p>EG agreed to provide TEMPRO growth factors.</p> <p>CL explained the assumptions made in split of origin of operational traffic between origins (wharves) to the west and east (the east including Tilbury)</p> <p>SB/EG noted that congestion during incidents is a particular problem for Dartford centre and that whilst it was understood that this could not be addressed quantitatively, the application should give this some qualitative coverage (this may warrant some additional ATC points to inform this analysis). In response to CL</p>	<p>CL to issue TA Scoping Report</p>



MINUTES

	<p>setting out early analysis of traffic numbers it was agreed that effects were likely to be limited and hence may not be worth undertaking a full capacity check, however it was agreed that a link impact assessment would be undertaken of the A206 up to J1A of the M25 and that no detailed junction capacity assessment would be undertaken of J1A..</p> <p>SC explained that the baseline EIA work is underway and that PBA are developing a list of committed developments for the cumulative effects assessment based on potential discipline zones of influence. SC highlighted that review and agreement from DBC and KCC would be helpful to ensure all committed developments (and any other pertinent developments) are considered in the EIA.</p> <p>SB noted the Howbury inquiry in mid-June which wasn't currently committed development. KCC still reviewing junction 1A changes to improve existing capacity, to which KCC have given feedback. Highways England need to complete this by 2021.</p> <p>SC explained engagement with various technical officers was already underway but that confirmation of contacts within each Council would be helpful. SB to be kept informed of contact with technical officers.</p> <p>All discussed the comments raised in the EIA Scoping Opinion responses from KCC.</p> <p>RG noted the comments made regarding Public Rights of Way (PRoW) and highlighted that if diversions were required, these would be temporary and localised. There was currently no expectation that any PRoW would have to be subject to long diversions or closures. SC enquired whether there was a PRoW officer which we should engage with. RG questioned the suggested need for people counters to monitor path use ahead of the construction phase. It was agreed that this is likely to be over-the-top if only temporary localised diversions are proposed and depending on construction methodology.</p> <p>It was noted that the England Coast Path followed an existing National Cycle Route and was not a new route. This is being progressed by Natural England.</p> <p>SC confirmed that historic landscapes would be considered through the EIA, and that the TVIA and heritage consultants would liaise to ensure all aspects of historic environment were covered.</p> <p>SC explained that some ecological species surveys would not be undertaken in time for inclusion in the Preliminary Environmental Information Report (PEIR) due to seasonal restrictions, but that any results of these surveys would be discussed with the relevant consultees once completed and included in the final Environmental Statement.</p>	<p>SC to issue the committed developments list for KCC/DBC review once available</p> <p>AP/SB to share list of technical officers to engage with and PRoW contact.</p>
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MINUTES

	<p>It was noted that consultation with KCC would need to be undertaken as Lead Local Flood Authority (LLFA), RG confirmed this would be progressed once details of the Littlebrook connection were confirmed.</p> <p>AP confirmed that a minerals assessment is normally required, however given the nature of the cabling proposals in Kent this would likely be brief to confirm negligible impact.</p>	
6.	<p>Next Steps</p> <p>RG outlined the actions from the meeting and all agreed that a meeting would be preferable around the time of the formal SoCC consultation. Furthermore it was agreed that a joint meeting with Bexley Borough Council might be useful around Development Consent Order drafting time as this would allow any comments on DCO drafting to be aligned.</p>	
7.	<p>AOB</p> <p>AP and SB highlighted the need to agree a Planning Performance Agreement (PPA) to cover the resources required for pre-application engagement.</p>	

**Appendix C.9 Minutes of Introductory Meeting with
Historic England (27.02.18)**

Orion Heritage

Citibase, 95 Ditchling Road, Brighton, BN1 4ST
+44 1273 573 803

Adamson House, Towers Business Park, Wilmslow Road
Didsbury, Manchester, M20 2YY
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County House, St Mary's Street, Worcester, WR1 1HB
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www.orionheritage.co.uk



Project: Riverside Energy Park (REP)
Meeting Title: Introductory Meeting with Historic England
Location: Historic England – Cannon Bridge House
Date: 27th February 2018
Time: 3:30pm

Attendees:	Richard Wilkinson	-	Cory
	Devon Christensen	-	Cory
	Helen MacQuarrie	-	Orion Heritage
	Tim Brennan	-	Historic England
	Mark Stevenson	-	Historic England

The REP Project

1 - **RW** – Introduction to Cory and the REP Project; outline of the indicative application boundary. Explanation of primary changes made since submitting the Scoping Report including:

- the Electrical Connection route – preferred option to Littlebrook Power Station;
- the extent of River Works – existing infrastructure used rather than new works in the Thames.
- no longer utilising the Crabtree Manorway Area.

2 – **RW** – DCO planning process including the timing of public information event and statutory consultation; role / consultation of the Prescribed Bodies and Statements of Common Ground. The programme and principal stages were outlined as follows:

Consultation: Summer 2018
Application submission: Late 2018

Following submission:

Pre-examination phase (typically 3-4 months): Late 2018/ early 2019
Examination phase: 6 months following
PINS recommendation to the SoS: 3 months following
SoS decision period: 3 months following
Decision 2020 Q1 or early Q2
Construction: 2021-2024
Fully operational: 2024

3 – **HM** – Methodology of the ES

Archaeology:

- Baseline Collection for the entire redline area (HER / study area / local studies / archaeological reports)
- Marine works scoped out of assessment

- Cable trench comprises a 1m deep trench along existing roads / paths, in the baseline assessment included areas of insitu archaeology near the West School Site and Littlebrook Pond Fields which will be mapped
- Temporary Laydown Areas, is included in baseline, but only superficial groundworks planned
- Littlebrook redline included in baseline, but will utilise existing sub-station building, so groundworks will be restricted to the cable trench
- Geoarchaeological deposit model – will focus on REP site only as it is the only area in the proposed development that will require deep ground works. A deposit model (using historic boreholes) will be ready at the end of March and there is a possibility of intrusive geotechnical works in April (subject to recommendations of the initial desk-based study). MS noted that, depending on the results of the assessment, HE may request further work and flagged that the work should consider the wider geoarchaeological context.

Heritage:

- Scoped out Electrical Connection and Temporary Laydown Areas within the settings assessment
- Study area 1km to identify receptors; ZTV will be consulted to identify assets within wider area (including Lesnes Abbey)
- Preliminary assessment of impact on designated assets within study area concluded that there will be a slight change to the skyline behind these assets, with no significant effects to their significance.

Next steps:

- Issue DBA to relevant stakeholder; continue settings assessment and geoarchaeological Works

4 – Discussion / questions:

TB / MS – ES methodology as outlined by Orion acceptable; impacts on buried non-designated archaeological remains are a primary concern going forward; MS advised submission of the DBA etc as drafts for early comment prior to formal submission; Bexley Archaeological Group mentioned as local community archaeology group; new GLHER GIS HER system; Statement of Common ground may be achievable once the geoarchaeological work has been completed (ie May 2018 (HM)).

5 – Actions

- Submission of DBA for comment to all relevant stakeholders (March 2018)
- Completion of geoarchaeological desk based deposit model (March 2018)
- Possible intrusive geoarchaeological works (April 2018 / reporting May 2018)
- Statement of Common Ground (following all geoarchaeological works / provisionally May 2018)

**Appendix C.10 Minutes of Project Update Meeting
with London Borough of Bexley
(28.02.18)**

MINUTES

Meeting Title: Riverside Energy Park – Update Meeting with London Borough of Bexley

Required Invitees: Richard Wilkinson (Cory), Devon Christensen (Cory), Sarah Chandler (PBA), Charlie Lusty (PBA – transport consultant), Robert Lancaster (LBB), Claire Harris (LBB)

Date of Meeting: 28th February 2018

Location: **Bexleyheath, Kent**

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Individuals introduced themselves and their role with respect to the project. Claire Harris (Planning Officer) will be the case officer for the project, with Robert Lancaster (Head of Development Management) providing overall management.</p>	-
2.	<p>The REP Project</p> <p>RW provided an overview of Cory Riverside Energy (Cory) and its existing facility, the Riverside Resource Recovery Facility (RRRF) in Belvedere. RW also explained Cory's existing operations in terms of the use of the River Thames and the existing jetty which will be utilised by the proposed scheme.</p> <p>RW described the REP project and various aspects of the proposed integrated energy facility.</p> <p>RW/SC provided an update on refinements that had been made to the scheme since the time of the Scoping Report, including:</p> <ul style="list-style-type: none"> • Removal of marine works • Removal of the grid connection option to Barking following technical advice by UKPN. (Therefore the chosen electrical connection option is to Littlebrook, Dartford) • Crabtree Manorway is no longer included as a potential temporary construction lay down area in the proposal • Introduction of flexible options for AD digestate disposal (introducing the intention to dispose to agricultural land rather than a default of thermal treatment in the Energy Recovery Facility) <p>RL/CL made specific queries about the indicative application boundary. SC described the various components of it, and reiterated that it was indicative at this stage and would likely be refined further through the pre-application process.</p>	-



MINUTES

	<p>SC noted that the refinements mentioned would be captured in the alternatives chapter of the Preliminary Environmental Information Report (PEIR).</p> <p>RL asked about CHP provision and whether there would be a heat output from the proposed REP. RW confirmed there would be and that a CHP study was being undertaken.</p> <p><i>(Post meeting note: CHP working group meeting arranged by LBB for May – to be hosted by Cory).</i></p>	
3.	<p>DCO planning process</p> <p>SC outlined the principal indicative programme as follows:</p> <ul style="list-style-type: none"> - <i>Consultation: Summer 2018</i> - <i>Application submission: Late 2018</i> <p><i>Following submission:</i></p> <ul style="list-style-type: none"> - <i>Pre-examination phase (typically 3-4 months): Late 2018/ early 2019</i> - <i>Examination phase: 6 months following</i> - <i>PINS recommendation to the SoS: 3 months following</i> - <i>SoS decision period: 3 months following</i> - <i>Decision 2020 Q1 or early Q2</i> - <i>Construction: 2021-2024</i> - <i>Fully operational: 2024</i> <p>SC explained the role of London Borough of Bexley (LBB) as a prescribed consultee and outlined the main stages of the pre-application and examination process.</p> <p>RL/CH requested a schedule of the main items that LBB would need to be engaged with through the pre-application stage.</p> <p>SC highlighted the need to agree a Statements of Common Ground with LBB later in the pre-application process.</p>	<p>SC to issue a schedule of LBB engagement</p>
4.	<p>Consultation update</p> <p>SC outlined the broad timescales for the non-statutory and statutory consultation phases. RW highlighted that the community engagement would commence in mid May.</p> <p>SC explained that the Statement of Community Consultation (SoCC) would be issued for informal comment ahead of statutory consultation with LBB and the other directly affected authorities.</p> <p>All reviewed the consultation zone and proposed venues for exhibitions, RL/CH confirmed they would review the details and provide comment.</p>	<p>PBA to issue the draft SOCC for informal comment</p>

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<p>5.</p>	<p>EIA</p> <p>Scoping Opinion - SC referred to the comments received in the EIA Scoping Opinion and re-iterated that technical specialists will engage with technical officers regarding the survey work and assessment for the Preliminary Environmental Information Report (PEIR).</p> <p>CL talked through the assumptions that were being made for the purpose of the Transport Assessment and the anticipated traffic flows to be assessed. CL highlighted that the transport assessment would test a worst case scenario in terms of road/river split.</p> <p>CL noted that a Transport Assessment (TA) Scoping Report would be issued ahead of the survey work for the TA. CH confirmed that Martin Able would be the relevant officer to discuss the TA with.</p> <p>CH explained that the landscape consultant had been in touch with LBB regarding the viewpoints for the Townscape and Visual Impact Assessment (TVIA) viewpoints. CH provided comments from the LBB urban design and conservation officer as follows:</p> <ul style="list-style-type: none"> • Viewpoint 8 – there is a higher area of ground within the woodland further to the south • Viewpoints to the north of the river should be considered along with the relevant authorities • Query regarding whether the London Plan view management framework had been reviewed <p>SC confirmed that these comments would be passed on to the landscape consultant.</p> <p>SC noted that any committed developments that need to be considered within the cumulative assessment would be shared with LBB for agreement</p>	<p>CL to issue TA Scoping Report to LBB officer</p> <p>SC to provide comments on TVIA viewpoints back to technical team</p> <p>SC to issue the committed developments list for LBB review once available</p>
<p>6.</p>	<p>Next Steps:</p> <p>All reviewed actions and agreed a further catch up meeting should be scheduled ahead of the non-statutory exhibitions.</p>	
<p>7.</p>	<p>AOB</p> <p>RL noted that a Planning Performance Agreement (PPA) would need to be agreed to cover the level of engagement with LBB. RW agreed to discuss a PPA and the scope of what it would need to cover.</p>	<p>RL/RW to liaise on a PPA</p>

**Appendix C.11 Minutes of Introductory Meeting
with Natural England (22.03.18)**

MINUTES

Meeting Title: Riverside Energy Park – Introductory Meeting with Natural England

Required Invitees: Richard Wilkinson (Cory), Devon Christensen (Cory), Sarah Chandler (PBA), Helen Evriviades (PBA), Chris Baines (Natural England)

Date of Meeting: 22nd March 2018

Location: **Natural England – PBA office, Bowling Green Lane, London**

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Introductions were made and Chris Baines (CB) confirmed he is the case officer and first point of contact for Natural England, and that colleagues would be brought in to advise on technical aspects as needed. Helen Evriviades (HE) confirmed that she was the lead ecologist from PBA for the project.</p>	
2.	<p>The REP Project</p> <p>RW provided an overview of Cory Riverside Energy (CRE) and their existing operations at the Riverside Resource Recovery Facility (RRRF).</p> <p>RW/DC/SC provided an overview of the REP proposals including the various aspects of the integrated facility.</p> <p>CB asked what the origin of waste is and RW explained that the ERF part of the REP facility is intended to take commercial and industrial (C&I) waste (although it would have the potential to take municipal waste too) which currently goes to landfill in London and the South-East</p> <p>RW/SC explained the main refinements which have occurred to the REP project proposals since the time of submitting the EIA Scoping Report, as follows:</p> <ul style="list-style-type: none"> • Removal of marine works • Removal of the grid connection option to Barking following technical advice by UKPN. (Therefore the electrical connection option being taken forward is to Littlebrook, Dartford) • Inclusion of potential variants to the electrical connection to Littlebrook, pending further advice from UKPN • Removal of potential temporary laydown area at Crabtree Manorway 	

MINUTES

	<p>SC confirmed that Natural England would receive formal update of these changes via issue of a letter in the near future.</p>	
3.	<p>DCO planning process</p> <p>SC outlined the broad indicative programme for the REP project as:</p> <ul style="list-style-type: none"> - <i>Consultation: Summer 2018</i> - <i>Application submission: Late 2018</i> - <i>Examination phase: 6 months during 2019</i> - <i>PINS recommendation to the SoS: 3 months</i> - <i>SoS decision period: 3 months</i> - <i>Decision 2020 Q1 or early Q2</i> - <i>Construction: 2021-2024</i> - <i>Fully operational: 2024</i> <p>All discussed the role of Natural England as a prescribed body for the purpose of REP.</p> <p>The scope of Natural England's Discretionary Advice Service was discussed and CB explained that an 'undefined scope contract' would be the most suitable approach to take. SC/CB confirmed that the DAS would cover elements outside of the statutory process e.g. responding to s42 consultation would fall within NE's statutory remit. SC agreed to provide an initial list of likely scope and timings of advice requested, CB agreed this would be helpful to inform discussions on the items to include in the undefined scope contract.</p> <p>SC mentioned that a Statement of Common Ground would ultimately be sought with Natural England, and that the project team are keen to keep record of agreements reached through the pre-application process.</p>	<p>SC to provide list of activities to be included in scope. CB and SC to discuss extent of scope and agree initial timings of engagement.</p>
4.	<p>EIA</p> <p>SC noted that Natural England had provided a detailed Scoping Opinion response and that it would be useful to discuss some of the points raised.</p> <p>Internationally and Nationally Designated Sites</p> <ul style="list-style-type: none"> • HE explained that she had liaised with the Air Quality lead for the project at PBA and they had agreed to use a 15 km buffer to assess potential effects on statutory sites. This has been increased from the buffer identified in the EIA Scoping Report in response to the Scoping Opinion received. • CB noted that there have been issues at Epping related to road traffic emissions and that a 15 km buffer seemed reasonable to ensure potential 	

MINUTES

	<p>geographical reach of pollutants is robustly considered.</p> <ul style="list-style-type: none"> • CB asked about the anticipated Air Quality impacts arising from the REP proposals. SC explained that the project team were in the process of undertaking the dispersion modelling and assessment work to inform the Preliminary Environmental Information Report (PEIR). RW/DC highlighted confidence that the project could achieve minimal Air Quality impacts in EIA terms, and also noted that the existing RRRF is regulated by very stringent Environmental Permit limits, similar to which would also be applied by the Environment Agency through the permitting process for the REP facility. • Habitats Regulations Assessment (HRA) was discussed in brief to confirm that the HRA process was to run in parallel with EIA, with focus on International sites. Statutory sites and potential air pollutant impacts were CB's primary question. <p>Protected and Notable Species Surveys</p> <ul style="list-style-type: none"> • HE explained that an extended Phase 1 survey had been completed and that the scope of further surveys has been determined from this. • HE explained that further bat and great crested newt (GCN) surveys have been scoped out, and that this approach has been shared with the relevant officers at London Borough of Bexley and Dartford have deferred their view to Bexley. This scope has also been discussed with Thames Water's Karen Sutton (Crossness LNR). HE further explained that whilst there are waterbodies close to the REP site, there are no GCN in the area which would use them. There are no bat roosting features within the site and the REP site supports limited foraging habitat. Protecting surrounding habitats (which are used by bats) from lighting impacts and maintaining connectivity will be required. • HE confirmed that the project team is currently undertaking a programme of survey work for reptiles, water vole, breeding and wintering birds, and invertebrates. HE agreed to provide a programme of these works. <p>Biodiversity Net Gain</p> <ul style="list-style-type: none"> • HE explained that the project team were using the Environment Bank to determine a biodiversity metric for the site. CB confirmed that Natural England are familiar with the Environment Bank approach. • CB noted that the draft NPPF and the 25 Year Environment Plan highlight the importance of biodiversity net gain. CB explained that should specialist advice be required from Natural England 	<p>HE to provide programme and update of ongoing survey works</p> <p>SC to arrange follow up meeting (potentially at RRRF) with</p>
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**Appendix C.12 Minutes of Introductory Meeting
with Royal Borough of Greenwich
(29.03.18)**

MINUTES

Meeting Title: Riverside Energy Park – Project Meeting with Royal Borough of Greenwich

Required Invitees: Richard Wilkinson (Cory), Devon Christensen (Cory), Sarah Chandler (PBA), Beth Lancaster (Royal Borough of Greenwich), Maria Yashchanka (Royal Borough of Greenwich)

Date of Meeting: 29th March 2018

Location: **The Woolwich Centre**

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Individuals introduced themselves and their role with respect to the respective authorities and the project. Beth Lancaster confirmed as primary contact within the Planning and Development team. Maria Yashchanka confirmed that she will temporarily be the contact in relation to Sustainability and CHP opportunities.</p>	-
2.	<p>The REP Project</p> <p>RW provided some background to Cory Riverside Energy (CRE) and their existing Energy Recovery Facility and their existing operations on the River Thames.</p> <p>RW/DC described the proposed development and the various aspects of the integrated facility; and how the operation of REP would utilise CRE's existing infrastructure.</p> <p>RW/SC outlined the main refinements that have been made to the project since the time of the Scoping Report:</p> <ul style="list-style-type: none"> • Removal of marine works • Removal of the grid connection option to Barking following technical advice by UKPN. (Therefore the electrical connection option being taken forward is to Littlebrook, Dartford) • Inclusion of potential variants to the electrical connection to Littlebrook, pending further advice from UKPN • Removal of potential temporary laydown area at Crabtree Manorway <p>RW explained the plans to ensure REP is CHP ready for off-site district heating; and CRE's aspiration to work with Greenwich to identify opportunities for CHP connections with the borough. RW further explained that CRE are already engaged with London Borough of Bexley (LBB) and other</p>	-

MINUTES

	potential partners in order to start up a working group to discuss opportunities.	
3.	<p>DCO planning process</p> <p>SC outlined the broad indicative programme for the REP project as:</p> <ul style="list-style-type: none"> - <i>Consultation: Summer 2018</i> - <i>Application submission: Late 2018</i> - <i>Examination phase: 6 months during 2019</i> - <i>PINS recommendation to the SoS: 3 months</i> - <i>SoS decision period: 3 months</i> - <i>Decision 2020 Q1 or early Q2</i> - <i>Construction: 2021-2024</i> - <i>Fully operational: 2024</i> <p>SC explained that, following the removal of the option to connect to the substation in Barking and Dagenham the indicative electrical cable connection no longer passes through RBG and therefore it is no longer a directly affected local authority. However, for the purposes of the DCO process RBG remains a neighbouring authority, and as such will be consulted with as part of the statutory consultation, and will be requested by the Planning Inspectorate to submit an adequacy of consultation response once the DCO application has been submitted.</p>	-
4.	<p>Consultation update</p> <p>SC described the broad plans for consultation and explained that the draft Statement of Community Consultation (SoCC), which CRE are already in discussions with LBB, Dartford Borough Council (DBC) and Kent County Council (KCC) about, would be issued to RBG for information and they would be welcome to provide comment on it.</p>	PBA to issue draft SOCC to RBG for information and comment
5.	<p>EIA and Technical</p> <p>SC referred to the EIA Scoping Opinion and RBG's response to the Scoping Report.</p> <p>BL explained that the officer who had made the comments regarding Air Quality was no longer at RBG, but that she felt the comments were mainly points of query rather than specific concerns. SC asked whether there was a new Air Quality or Environmental Health Officer that PBA could contact; BL confirmed RBG would look into it and provide a contact.</p> <p>SC mentioned that the baseline EIA work is now underway and that PBA are developing a list of committed developments for the purpose of the cumulative effects assessment. SC explained that PBA would seek to share this list with RBG (as well as the directly affected local authorities) in order to get</p>	<p>BL to provide contact details for AQ officer or EHO</p> <p>SC to issue the committed developments list for RBG review once available</p>

MINUTES

	<p>their view on any other developments which ought to be considered. DC/SC raised whether there were any other EIA disciplines that RBG had queries about and noted that the Scoping Opinion response comments were limited only to Air Quality.</p> <p>BL mentioned that there were some highways queries but didn't have details of these to hand. SC asked if RBG could check the queries and confirm, and that the PBA transport consultant could pick up any discussions on these as needed.</p> <p>RW/DC spoke further about Energy Masterplan and CHP opportunities. CRE are in discussion with the GLA and LBB with regards to CHP opportunities, particularly in light of the London Growth Plan and relating to major developments such as Thamesmead.</p> <p>All agreed that current policy is supportive of local heat networks and that collaborative working is needed to ensure opportunities are identified and appropriately planned for in emerging housing and energy generation developments such as REP.</p> <p>MY asked what the heat output from REP would be; RW confirmed that REP could facilitate up to 30 MWh of heat output and that the proposed development would be bought forward to ensure it was 'CHP ready for off-site district heating'.</p> <p>MY highlighted that current policy requires all new major housing developments in RBG to have a condition that ensures the development can be connected to a CHP network.</p> <p>RW highlighted the need to understand future growth profiles in the borough to ensure future usage and take-up are understood, and that funding is available through the Heat Networks Delivery Unit (HNDU) which LBB have been awarded in order to undertake a study on CHP opportunities.</p> <p>MY outlined that there have been attempts at RBG to commence work on an energy masterplan for the borough but that nothing has been substantially progressed as yet. MY confirmed that she would be happy to join any discussions or working group sessions on behalf of RBG as needed.</p>	<p>BL to confirm if RBG has any queries regarding highways</p> <p>CRE to follow up with RBG regarding CHP opportunities and working group</p>
6.	<p>Next Steps</p> <p>All reviewed and agreed actions.</p>	
7.	AOB	-



**Appendix C.13 Minutes of Project Update Meeting
with London Borough of Bexley
(25.04.18)**

MINUTES

Meeting Title: Riverside Energy Park – Update Meeting with London Borough of Bexley
Required Invitees: Richard Wilkinson (Cory), Devon Christensen (Cory), Sarah Chandler (PBA), Robert Lancaster (LBB), Claire Harris (LBB)
Date of Meeting: 25th April 2018, 11am
Location: Bexleyheath, Kent
Job Number: 42166

Item	Subject	Actions
1.	Introductions were made	-
2.	<p>The REP Project</p> <p><u>Update on project and programme</u></p> <p>SC provided an update on the project and programme, and confirmed that statutory consultation was still expected to be undertaken later in the summer following non-statutory consultation. SC also confirmed that application submission still remains programmed for Q4 of 2018.</p> <p><u>Electrical Connection route update</u></p> <p>SC explained that discussions with UKPN are ongoing with regards to the Electrical Connection and the route variants that have been identified. SC explained that further details about the Electrical Connection will be discussed with London Borough of Bexley (LBB) once the detailed report from UKPN was available.</p> <p>RW highlighted the importance of engagement between UKPN and the LBB street works team. RL confirmed he would raise internally.</p>	<p>RL to follow up on LBB street works team engagement with UKPN</p>
3.	<p>DCO planning process</p> <p><u>Planning Performance Agreement (PPA)</u></p> <p>RW provided an update on the draft PPA that had been exchanged; RL and RW discussed the outstanding comments to be resolved on the Agreement in order to finalise it.</p>	<p>RW/RL to finalise PPA</p>
4.	<p>Consultation update</p> <p><u>Statement of Community Consultation (SoCC)</u></p> <p>SC noted that the SoCC was now with LBB for statutory consultation and invited CH/RL to share any comments or questions they had with regards to the SoCC and overall consultation plans.</p>	<p>CH to issue comments in response to consultation</p>

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	<p>CH was interested to understand the locations and dates for when the posters advertising the public exhibitions would be available in the local venue. SC explained these would be timed in advance of both sets of public exhibitions, and that the proposed locations could be obtained from Camargue (PR and communications advisor to Cory) and shared with LBB.</p> <p>CH queried whether the consultation documents would be available online as well as in the local venues. SC confirmed they would be available on the Riverside Energy Park website. CH noted that it would be helpful to state this explicitly in the SoCC and include dates of when the documentation will be available online.</p> <p>The consultation zone was discussed and CH/RL confirmed that the proposed consultation zone was acceptable.</p> <p>CH asked about the local interest groups Cory are intending to invite to the public exhibition events and notify of the consultation, noting that it would be helpful for LBB to review the list and advise if there are any further interest groups that ought to be invited. SC agreed this would be helpful and confirmed that details would be provided.</p> <p><u>Engagement with Members</u></p> <p>RL reminded the group of the Overview and Scrutiny Committee session in June. RW confirmed that Cory would be attending and will present to the Committee on the REP proposals.</p>	<p>on the SoCC</p> <p>SC to provide details of venues and timings for posters</p> <p>SC to provide list of local interest groups</p> <p>Cory to present at Overview and Scrutiny Committee in June</p>
5.	<p>EIA</p> <p>SC provided a general update on the ongoing EIA work and the Preliminary Environmental Information Report (PEIR).</p> <p><u>Engagement with technical officers</u></p> <p>SC provided an overview of engagement had to date with technical officers as follows:</p> <ul style="list-style-type: none"> • Richard Angerson (EHO) has provided comments on the scope and methodology of noise surveys • Air quality team had been in touch with Jon Fox, RL/CH confirmed they should also liaise with Richard Angerson for comments on assessment methodology and receptors • SC confirmed that comments from LBB Urban Landscape and Design officer provided by CH during the last meeting had been sent on to the Townscape and Visual consultants • John Luckhurst had been liaising with PBA ecologist and has confirmed agreement to the scope and approach to survey work 	<p>PBA Air Quality team to contact RA</p>



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	<ul style="list-style-type: none"> • Martin Able from Highways has reviewed the Transport Assessment (TA) Scoping Report and provided comments • SC noted that the technical leads for hydrology and flood risk have been liaising with the Environment Agency (EA) with respect to Finished Floor Levels and Surface Water Management Strategy. SC highlighted that the technical team will also engage with LBB as Lead Local Flood Authority (LLFA). CH/RL confirmed that Wilhelmina Drayton and John Luckhurst were best to contact. <p>It was noted that a Navigational Risk Assessment (NRA) is also being undertaken; RL confirmed that LBB would defer to the views of the Port of London Authority (PLA) on navigational risk matters.</p> <p>SC noted that engagement with technical officers is ongoing and that Cory/PBA will keep CH/RL up to date on discussions had.</p>	
6.	<p>Next Steps and Actions</p> <p>All agreed a catch up meeting following the May non-statutory public exhibitions would be helpful.</p>	<p>SC/CH to liaise and agree next meeting date.</p>

**Appendix C.14 Pre-application advice from
Transport for London following
Introductory Meeting (01.05.18)**



TfL ref: 18/1487

-by email only-

Manu Dwivedi
Peter Brett Associates LLP

18 May 2018

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone 020 7222 5600
www.tfl.gov.uk

Dear Manu,

Riverside Energy Park, Belvedere, LB Bexley – TfL’s pre-application advice letter

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority (GLA).

The draft London Plan was published on 29 November 2017 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. We will be expecting all new planning applications to give material consideration to the policies set out within this document, noting that the decision-maker is to determine the balance of weight to be given to adopted and draft policies.

Firstly, I would take this opportunity to thank you for taking advantage of the TfL pre-application service, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter follows the pre-application meeting held on the 1st May 2018 to discuss the development proposals. Prior to the meeting, the applicant provided TfL with a Transport Assessment Scoping.

Table 1 set outs the attendees at the meeting on 1st May 2018. Prior to the meeting, the case material was circulated to TfL colleagues to inform the meeting. A site visit was undertaken by Victoria Rees on Friday 13th April 2018.

Table 1: Meeting Attendees

Attendee	Organisation
Victoria Rees	TfL Spatial Planning (Case Officer)
Fraser Wylie	TfL Spatial Planning
Michal Miklasz	TfL Network Performance
Richard Wilkinson	Cory (Applicant)

Manu Dwivedi	Peter Brett Associates (Transport Consultants)
Matt Bolshaw	Peter Brett Associates (Transport Consultants)
Peter Boulden	London Borough of Bexley
Apologies with Comments Provided	
John Courtney	TfL Road Space Management Outcomes
Aidan Daly	TfL Bus Network Development

Site Conditions

The site is located within the Belvedere Industrial area and is bounded to the north by the River Thames and to the south by the A2016, Picardy Manorway. The A2016, Picardy Manorway, forms part of the Strategic Road Network (SRN) for which TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on its operation. The nearest section of the Transport for London Road Network (TLRN) is the A2 Rochester Way, located over 5km south from the site.

Three bus routes (180, 401, 601), providing services into Lewisham, Thamesmead and Bexleyheath, serve the area with bus stops located within 150 metres of the Norman Road / Picardy Manorway junction. Belvedere rail station, on the Dartford to London line, is located approximately 1km to the south of the site on Station Road. Abbey Wood station is located approximately 3.5km to the southwest of the site. The site currently records a variation in Public Transport Accessibility Level (PTAL) according to TfL's WEBCAT service, with the southeast of the site recording a PTAL 2. However, on average the majority of the site records a very poor PTAL of 0 (on a scale of 1-6, where 6 is excellent).

Belvedere falls within the Bexley Riverside Opportunity Area and forms a key growth area. The draft London Plan anticipates an indicative employment capacity of 19,000 jobs and 6,000 new homes across Bexley Riverside Opportunity Area and an Opportunity Area Planning Framework is currently being developed by LB Bexley, the GLA and TfL.

Development Overview and Operation

The proposed development comprises an integrated Energy Park consisting of complementary energy-generating development together with a new connection to the existing electricity network. Given the scheme seeks to build, commission and operate an onshore generating station with an energy generating capacity of greater than 50 MWe, it constitutes a project falling within the definition of a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and therefore will require a Development Consent Order (DCO).

The proposed development, is referred to as the 'Riverside Energy Park' (REP) and is sited adjacent to an existing Energy Recovery Facility (ERF) (referred to as Riverside Resource Recovery Facility (RRRF)) which has been operational since 2012 and is currently operated by Cory Riverside Energy (CRE).

It is proposed to deliver the majority of waste to the REP by barge from riparian Waste Transfer Stations (WTS) along the River Thames, utilising the existing jetty which forms part of the RRRF. REP includes the existing jetty in the River Thames which is currently used for delivery of waste and despatch of some by-products at the RRRF. The jetty will be used for the same purpose for the operation of REP. The jetty is currently used on a 12hr basis for the operation of the RRRF but consent has been secured to increase the operation of jetty to a 24hr basis in order to serve the REP.

The RRRF operates under several planning conditions relating to how waste and by-products must be transported. Some conditions apply when a jetty outage occurs; in circumstances caused by factors beyond CRE's control which mean waste cannot be received at the jetty or ash containers cannot be despatched from the jetty for a period in excess of 4 consecutive days. It is important to note that since the RRRF has been operating there have been no instances of a jetty outage.

The transport-related conditions applied to the RRRF have been used to assess a worst case scenario for the REP TA, based on a jetty outage scenario. For the purposes of the REP TA, it is anticipated that the REP will generate a maximum waste throughput of 805,920 tonnes per annum (tpa) and will operate 24 hours a day and seven days per week throughout the year. By comparison the RRRF as a maximum consented residual waste throughput of 785,000 tpa.

Approach to Transport Assessment

A comprehensive TA will need to be undertaken in line with TfL's Best Practice Guidance. This can be found on TfL's website here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>.

Prior to the meeting, the applicant circulated a transport assessment scoping note which set out the approach to assessment, the proposed trip generation methodology and the assumptions involved in the assessment. This note has been reviewed and considered in this letter. Comments on this are provided below.

Baseline Surveys

Prior to the meeting the applicant circulated a plan outlining multiple locations for baseline highway surveys to be undertaken. These proposals have been reviewed and additional junction surveys were requested to cover:

- A2016 / A206 / Bexley Road Roundabout (TfL request);
- James Watt Way / Queens Road signalised junction (TfL request);
and
- Larner Road / Northend Road / Boundary Street roundabout (LBB request).

Trip Generation

Having reviewed the proposed trip generation as set out in the scoping note, TfL can confirm that the approach appears reasonable however, there a number of comments that TfL has that were discussed at the meeting and are set out below.

The use of two assessment scenarios to cover normal operation and a worst case scenario during jetty outage are considered appropriate. Further details should be provided with the TA regarding the routing and distribution of these operational vehicles as it is understood there are different assignment patterns based on the two scenarios.

A subsequent technical note was circulated by PBA after the TfL pre-app meeting in response to comments raised by consultees on the TA Scoping Report. The note provides more detail on the trip generation and assignment and distribution of vehicles during normal conditions (25% Road Scenario) and worst case (100% road scenario). It is understood the assignment of vehicle routes and distribution has been provided by CRE based on their experience, location of waste plants and existing commercial agreements that are in place. This approach is considered acceptable and should be fully documented within the TA. It would also be useful to provide graphical route maps to aid the understanding of the vehicle movements between the two scenarios.

The proposed mode share for the operational staff is based on 2011 Census, Journey to Work data however given the adjacent and comparable RRRF facility, it would be more appropriate to survey existing staff to understand their current travel patterns and mode share. An understanding for where staff live would also provide a more accurate account of trip distribution for assignment purposes. This information should be available from the RRRF travel plan monitoring.

Highway and Public Transport Impact Assessment

The scale and extent of highway modelling can be confirmed once the baseline surveys have been undertaken and presented alongside the agreed proposed trip generation for the site. TfL are happy to continue pre-application advice subsequent to the meeting and will happily review any further information submitted.

Where areas are highlighted from the baseline surveys and impact assessment, mitigation may well then be required. Improvements could potentially comprise possible junction improvements, such as new signals or signal alterations in order to optimise their operation. LINSIG models would therefore be required to be produced for these specific junctions as well as ARCADY models for the roundabouts surveyed. As stated above, TfL welcomes further discussions subsequent to the initial impact assessment being undertaken.

Crucially, the cumulative development in the area will be a key consideration and all development sites in the immediate locality will need to be considered and taken into account. The applicant is advised to contact Peter Boulden (London Borough

of Bexley Highways) to obtain a detailed list of sites to include in the assessment. TfL are happy to review this list to ensure it is comprehensive.

As discussed there is no requirement for the applicant to assess the predicted number of bus trips against capacity. If the information on the likely origin or destination by bi-directional route is provided within the TA, TfL will review and respond with any potential capacity issues that may occur.

Further to the discussions in the meeting regarding potential changes to local bus routes, plans are still currently being considered as part of our continuous bus review and development of the North Greenwich to Slade Green Transit Corridor. Nevertheless, for clarification, the changes proposed to the 180 bus route include a change in the terminus points, with the 180 routing from North Greenwich to Erith. Further details of the proposed changes can be found on the TfL website - <https://consultations.tfl.gov.uk/buses/83558683/>. There are no proposed changes to the frequency of the 180 service.

Site Access and Design

During the meeting TfL stressed the need for good quality pedestrian and cyclist access into the site. As part of this, TfL request that the applicant undertakes an assessment of the local cycle infrastructure and routes, particularly to the closest stations. A Cycle Level of Service (CLOS) assessment should be completed for the junction of A2016 Picardy Manorway / Norman Road as a minimum and should deficiencies be found, mitigations / improvements should be suggested.

As discussed, there is little need for a full PERS audit, however TfL requests that an assessment is undertaken for footways immediately outside of the site and routes towards local bus stops.

Car and Operational Parking

The scoping note provided does not set out the proposed car and operational parking provision, however, due to the potential future improvements to public transport and the pressures on the local highway network, TfL would encourage the applicant to provide a low level of car parking, aiming for lower than the maximum standards allowed within the draft London Plan. A review of parking including provision and usage for the adjacent and comparable RRRF site should form part of this evidence base in justifying appropriate parking levels for the REP. As discussed in the meeting, 10% of the overall parking spaces should be provided as Blue Badge compliant parking spaces. The details of the management of car parking spaces should be included in the TA as part of a Car Park Design and Management Plan.

In accordance with draft London Plan standards, TfL requests that all car parking spaces be fitted with Electric Vehicle Charging Points (EVCPs).

Cycle Parking

Short distance cycle trips in this area are key to linking this development to public transport interchanges at Belvedere and Abbey Wood stations and surrounding

residential areas and the Belvedere growth area. Cycle parking should be provided to draft London Plan standards and the applicant is encouraged to design the cycle parking to make it as easy, safe and convenient to use.

All cycle parking should be designed in accordance with the London Cycling Design Standards (LCDS) and the location described in the TA. The LCDS recommends that at least 5 per cent of all spaces should be capable of accommodating a larger cycle. There should also be provision for showers and storage facilities as part of the development.

Construction

TfL has concerns regarding the level of potential disruption caused by the construction of the proposed development including the construction of the Electrical Connection Route (ECR). It is likely that the volume of construction vehicles and number of construction workers will be far in excess of what is anticipated during the normal operating conditions of the REP. Although the construction phase is temporary, it could cause significant impacts to the local highway network and public transport capacities. Further work is required as part of the TA to assess the full impact of construction on the local transport network. It is encouraging that formal parking for construction workers is going to be minimal however it is unclear how the 1,097 construction workers are going to travel to the site on a daily basis and further assessment work of impacts is required. Additional information should also be provided on specific measures to restrict informal parking and encourage sustainable travel such as the provision of a dedicated mini bus service and other shared transport initiatives. Evidence from the construction of the adjacent RRRP should be considered together with 'lessons learnt' from the process to improve the construction process at the REP and minimise impacts.

It was requested at the meeting that the applicant should share with TfL at an early stage the UKPN assessment of the ECR to understand what road closures may be required as part of this construction and the anticipated duration of these closures. As both the construction of the REP and ECR is envisaged to be undertaken simultaneously, the construction impact assessment should consider any road closures and route diversions.

Once the UKPN programme and location of highway closures and diversions are known, further modelling analysis maybe required to determine the level of impact and potential mitigation on the local network. Depending on the scale, length of closures and construction phasing details, it may be essential to undertake microsimulation analysis of the impacted area. This will not only allow TfL to understand and prepare for potential disruption but also to advise on required changes to the construction programme and construction worker travel patterns to minimise the impact on the surrounding network. This could mean limitation on construction traffic volume during standard peak periods, or during the most disruptive ECR phases.

The applicant should provide a draft Construction Logistics Plan (CLP) and while a final CLP should be secured by condition, the draft should still contain some information on how construction impacts are intended to be dealt with. This is in order to minimise the potential impact on the surrounding highway network and how the number of vehicles generated will be accessing the site. The CLP should include the likely construction trips generated and mitigation proposed. Details should include; site access arrangements and minimising conflict with pedestrians and cyclists, booking systems, construction phasing, vehicular routes and scope for load consolidation in order to reduce the total number of road trips generated. Specific TfL advice can be found here: <https://tfl.gov.uk/info-for/freight/planning/construction-logistics-plans>.

Delivery and Servicing Planning

We would expect the application to include a draft Delivery and Servicing Plan (DSP). The purpose of a DSP is to effectively manage the impact of servicing and delivery vehicles accessing the development site and one of the key elements to a DSP is to identify where safe and legal loading can take place. The TA should show the location of loading bays provided for loading and deliveries. The DSP should set out the estimated number of servicing and delivery vehicles expecting to access the site and any measures that can be implemented to try and improve the efficiency of the site and reduce vehicle numbers. It should provide detail about how the site accords with best practice published by TfL and others, please see this link: <https://tfl.gov.uk/info-for/freight/planning/delivery-and-servicing-plans> and here: <http://www.fors-online.org.uk/>. TfL suggests that a combined DSP is produced taking account of the adjacent and comparable RRRP site, which is also operated by CRE.

Travel Plan

We would expect an Employee Travel Plan to be provided. This should set out measures to encourage mode shift from car use to other modes. There should be baseline mode of travel assessment as well as targets for one year, three years and five years. The TA should include a summary of the targets and measures. There need to be measures to discourage car use as well as positive measures to encourage more sustainable and active modes such as walking and cycling. Likewise with the DSP, TfL suggests that a combined Employee Travel Plan is produced taking account of the adjacent and comparable RRRP site, which is also operated by CRE. TfL will require the travel plan to be secured, managed, monitored and enforced through the s106 agreement

TfL guidance on Travel Plans can be found here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans/the-travel-plan>

Contributions and Community Infrastructure Levy (CIL)

Once the TA has been further advanced, the likely impacts of the proposals on the transport network and other detailed mitigation measures can then be further discussed and subsequently agreed with ourselves and Bexley Council. We would expect to seek provisions within a legal agreement to support the mitigation of impact on public transport, walking and cycling arising from the site.

The exact amounts that will be requested through the S106 will need to be detailed at a later date once the full impact of the proposed development is understood from the completed TA. The applicant should expect that the following may be included in the S106, in a S278 or as condition on the development:

- Contributions towards highway improvements required as identified through any traffic modelling.
- Contributions towards feasibility studies and/or off-site cycle improvements (e.g. to connect to the Thames path and other local cycle networks) and pedestrian improvements.
- Levels of Blue Badge spaces, EVCP provision and cycle parking to be compliant with the standards of the draft new London Plan.
- Car Park Design and Management Plan.
- Travel Plans, Delivery and Servicing Plans and Construction Logistics Plans..
- Potential improvements to the local bus network and infrastructure or towards future improvements in public transport identified through the emerging OAPF, such as the North Greenwich to Slade Green Transit Corridor.

A review of the TA and assessment of the impacts of the development will determine the requirement for mitigation improvements and the appropriate mechanism for securing these improvements will be discussed with the applicant.

In accordance with Policy 8.3 of the London Plan, this development is applicable for contributions towards the Mayoral Community Infrastructure Levy (CIL) that is paid by most new development in Greater London. Three charging bands with variable rates based on the per square metre net increase of floor space apply, in the London Borough of Bexley the charge is £20 per square metre of development (indexed). More details are available via the GLA website www.london.gov.uk.

London boroughs are also able to introduce CIL charges which are payable in addition to the Mayor's CIL. Bexley Council have introduced their scheme. TfL and Bexley Council will therefore review the use of CIL and S106 payments to mitigate the impacts of the development.

Summary

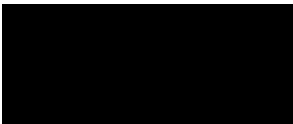
In summary, there are a number of strategic issues which need to be adequately addressed as part of the submission for TfL to fully confirm its 'in principle' support.

- A comprehensive Transport Assessment submitted in line with TfL's best practice guidance, which includes:
 - Identification of cycle and car parking numbers, allocations and locations
 - A review of the pedestrian and cycling environment, highlighting issues and potential mitigation
 - Use of employee data from the adjacent RRRP site to assess mode share and distribution of employee trips

- Further details on the construction programme, construction vehicle and construction worker trips, distribution and assignment of these trip and mitigation measures
- Identification of potential road closures required and duration of closures associated with the upgrading of electrical infrastructure.
- Demand management through Travel Plan, Construction Logistics Plans and Delivery and Servicing Plans.
- Agreement on level of contributions towards external highway improvements, public transport improvements and funding for pedestrian and cycle improvements.

If you have any queries, further questions or seek clarification please contact the case officer Victoria Rees (020 3054 3680 or email victoriarees@tfl.gov.uk) or myself.

Yours sincerely



Lucinda Turner
Director of Spatial Planning
Email: lucindaturner@tfl.gov.uk
Direct line: 020 3054 7133

**Appendix C.15 Minutes of Project Update with the
Planning Inspectorate (10.05.18)**



Meeting note

Project name	Riverside Energy Park (REP)
File reference	EN010093
Status	Final
Author	The Planning Inspectorate
Date	10 May 2018
Meeting with	Cory Riverside Energy (CRE)
Venue	Temple Quay House, Bristol
Attendees	The Planning Inspectorate Chris White - Infrastructure Planning Lead Tracey Williams – Case Manager Ewa Sherman – Case Officer Hannah Pratt – Senior EIA and Land Rights Advisor The Applicant Rob Gully – CRE – REP Project Manager Richard Wilkinson – CRE – Head of Planning and Development Devon Christensen – CRE – Planning and Development Manager Sarah Chandler – Peter Brett Associates – Planning/ EIA Advisor Richard Griffiths – Pinsent Masons – Legal Advisor
Meeting objectives	Project update
Circulation	All attendees

Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Project update

The Applicant provided an update in relation to the project refinements which comprise three elements: removal of river works, cable option and main temporary construction compounds.

Cable option - Since the submission of the Scoping Report by the Applicant in November 2017, the Applicant has, working with UK Power Networks (UKPN), identified its electrical connection point as the south-east option which would connect to the existing Littlebrook substation in Dartford. Some minor configuration works may be required within the existing building at the substation, but no new buildings are proposed. Nearly the entire preferred cable route is within existing highways including where it would cross the River Darent along the A206 Bob Dunn Way. The preferred cable route includes further potential options which are currently being appraised by UKPN and CRE. The Preliminary Environmental Information Report (PEIR) and consultation will present and



invite comments on all cable route options within the preferred cable route, however if the Applicant has any preferences prior to publication of the PEIR, then these will be identified. The Applicant intends to further refine the route after consultation and to apply for a single route, unless engineering risks exist on the preferred route.

The Inspectorate advised early negotiations with Network Rail (NR) in relation to any rail crossings.

Removal of river works - The temporary river works proposed in the Scoping Report have now been removed from the Proposed Development. The Applicant proposes to utilise the existing jetty and waste delivery infrastructure, which is currently used for the existing Riverside Resource Recovery Facility (RRRF), next to the proposed development site and also owned by the Applicant. The Applicant issued a Technical Note and covering letter explaining the removal of river works to all consultation bodies identified in the Inspectorate's Regulation 11 list. The Technical Note and the map are attached to this note.

The Inspectorate confirmed that receipt of the Scoping Opinion does not preclude Applicants from agreeing to scope out matters with consultees at a later stage. It should be clearly explained and justified within the ES where the assessment departs from the Scoping Opinion.

The Inspectorate noted the Department for Transport's Advisory letter regarding water preferred policy guidelines for the movement of abnormal loads. The Applicant confirmed that a limited number of abnormal indivisible loads are proposed and confirmed it would address the advisory letter in the application documents.

Main Temporary Construction Compounds - The Applicant also confirmed that some of the main temporary construction compound options have been eliminated.

The Applicant confirmed that some ecological surveys are still ongoing as they are determined by seasonal restrictions, and not all will be completed before the statutory consultation period this summer. The Applicant confirmed that the PEIR will be based on desk-based assessments, the Phase 1 survey and other species surveys undertaken to date. The approach will be detailed in the PEIR and the Applicant will update the statutory bodies once the surveys are complete. The Inspectorate advised the Applicant to ensure it was satisfied that the PEIR meets the definition within the EIA Regulations.

The Applicant confirmed that since receiving the Scoping Opinion it has met with a number of consultees including the local planning authorities, Natural England, the Environment Agency, Historic England, Transport for London and the Port of London Authority.

The Applicant anticipates at this stage the key areas of interest to 3rd parties for the Proposed Development to be: transport, ecology and air quality.

The Applicant intends to submit the Environmental Permit application to the Environment Agency in parallel with the DCO application.

The Applicant intends to submit the DCO application in Q4 of 2018.



Consultation

The Applicant advised on their programme to carry out the non-statutory (also called community consultation), and statutory consultation. The first stage will include non-statutory exhibition events to be held between 22 and 25 May 2018 in locations close to the site and along the proposed cable route. Afterwards the statutory consultation is scheduled between 18 June and 30 July 2018, exhibition events are scheduled for early July at various venues, and sessions are planned for mornings, afternoons and evenings, and at the weekend, to allow members of the public attend when suitable.

Following the requirement of s47 of the PA2008 the Applicant has issued a draft Statement of Community Consultation (SoCC) to all host and neighbouring authorities, and so far received positive feedback, from the Local Authorities (LAs) including the London Borough of Bexley, Dartford Borough Council, Kent County Council. The Applicant considered suggestions such as providing additional locations for the documents on display. The SoCC will be finalised after the May events and is due to be published approximately two weeks before the start of the statutory consultation. The Applicant was advised by Dartford Borough Council to capture a new residential development called The Bridge in Dartford in their consultation zone. The Applicant confirmed that the invitation postcards to the events have been sent to over 23,000 commercial and residential addresses, covering a 2km buffer zone from the main REP site itself (which captures addresses both south and north of the River Thames) and a 200m buffer zone along cable route (and up to the southern bank of the River Thames). Events will be held at the Belvedere Community Centre and in locations in Slade Green and Dartford.

Other issues

The Inspectorate advised the Applicant to provide a design document which would clearly present the Applicant's reasoning and assessment of the design of the proposed plant. The Applicant has proposed a north-south orientation; however, three versions of the building form will be available for consultation and comments. The Applicant intends to include one building form and associated design principles within the application and undertake the assessments within a maximum parameter envelope.

The Inspectorate highlighted the recent judgment European court ruling C-323/17 - People Over Wind, Peter Sweetman v Coillte Teoranta (2018) which held that it is impermissible to take account of measures intended to avoid or reduce the harmful effects of the plan or project on a European Site (i.e. mitigation measures) at the screening stage. The Applicant confirmed that it would take the judgment into account in drafting the Habitats Regulations Assessment (HRA) Report.

Regarding the General Data Protection Regulations 2018 (GDPR 2018) the Applicant stated that it will refer to it in the Consultation Report, taking into account rights and responsibilities under the requirements of GDPR 2018. The Applicant also confirmed that the GDPR 2018 were being considered in the preparation of consultation materials including statutory notices and comments forms. The Inspectorate advised that the Applicant should take particular care when preparing the Book of Reference to ensure compliance with new Regulations.



The Applicant proposes to submit draft DCO application documents for review and comment to the Inspectorate at the end of August or beginning of September. The Inspectorate offered to review the following draft documents: draft Development Consent Order, Explanatory Memorandum, Book of Reference, Statement of Reasons, emerging Consultation Report, Work Plans and Land Plans, Planning Statement, the project description chapter of the Environmental Statement and the HRA Report. The Applicant agreed it would confirm to the Inspectorate which draft documents it intends to submit.

The Inspectorate advised that the Examining Authority on the [Richborough Connection Project](#) provided an Appendix to the Recommendation Report [Appendix D: Compulsory Acquisition Objections Schedule](#) which set out progress and how the objections have been considered.

Specific decisions/ follow-up required

- The Inspectorate to provide the Applicant with an example of a Compulsory Acquisition Schedule.
- The Applicant and the Inspectorate agreed to hold the next meeting in August 2018.

TECHNICAL NOTE

Job Name: Riverside Energy Project
Job No: 42166
Date: 01/02/2018
Prepared By: C. Leach / N. Frost
Subject: Removal of river works and amended scope of EIA

Introduction

Cory Environmental Holdings Limited (trading as Cory Riverside Energy) (Cory) intends to apply for development consent to build, commission and operate an integrated Energy Park consisting of complementary energy generating development, with an electrical output of up to 96 megawatts (MWe), together with a new connection to the existing electricity network and provision for Combined Heat and Power (CHP) readiness. The Proposed Development, located in Belvedere in the London Borough of Bexley, would be known as 'Riverside Energy Park' (REP) and would be sited adjacent to an existing Energy Recovery Facility (referred to as Riverside Resource Recovery Facility (RRRF)) also operated by Cory.

A Scoping Report for REP was submitted to the Planning Inspectorate (PINS) in November 2017 (ref: EN010093-00004). Paragraph 2.2.3 of the Scoping Report states: *"In order to facilitate construction of REP, temporary works in the River Thames may be required. Cory are currently exploring two potential options for this element of the proposed works. The first would be to install a temporary causeway across the intertidal zone, where self-propelled multi-axle trailers would roll the construction modules off a barge. The second option would include the use of a lift crane, which could be either located on a jetty head constructed in the river or constructed near the river bank, which would directly lift the modules from a barge into the site. Both options would require provision to lift the construction modules over the flood defence wall and the Thames River Path. Some localised dredging may also be required to ensure sufficient vessel access during the tidal cycle"*.

Furthermore, paragraph 2.2.4 states that the marine-related works would be temporary and limited only to the construction phase of the Proposed Development.

Given the nature of these works and the potential for impacts from REP on the Thames Estuary, Sections 7.8 and 7.9 of the Scoping Report describe the proposed scope of the EIA in relation to addressing potential impacts of REP on marine biodiversity and marine geomorphology.

The Scoping Opinion for REP was issued by PINS on behalf of the Secretary of State in January 2018. The Opinion includes a number of responses from stakeholders in relation to refining the scope of assessment of marine works (see Table 1).

Design Iteration

Since the Scoping Opinion was published, further refinement of the REP design and likely construction methodologies has removed the need to undertake any temporary works within the River Thames. Instead, the Applicant is proposing to utilise the existing jetty and fuel delivery infrastructure (currently used for RRRF).

It is anticipated that there would be a peak increase of four vessel movements per day through the existing jetty during the construction phase. At the latter end of this period, during commissioning, this peak daily figure would increase to eight which also represents the peak daily increase in operational vessel movements from that currently existing.

It is noted that the existing jetty has capacity to accommodate this increase in vessel movements without requiring works to the existing structure or cranes. A Navigational Risk Assessment (NRA) will be prepared for the REP DCO application, which will assess the operational increase in vessel movements over existing movements within this part of the River Thames.

On the basis of this design refinement, the temporary river works described in the Scoping Report will no longer form part of the project description for the purposes of the EIA.

TECHNICAL NOTE

Given these changes to the Proposed Development, the scope of the EIA will be amended to exclude an assessment of the likely impacts of the temporary works in the River Thames described in the Scoping Report. Table 1 below sets out the original consultee responses to the Scoping Report which specifically reference likely impacts of the temporary works in the River Thames, along with how the Applicant proposes to address these comments in the light of the proposed change in REP design and likely construction methodologies described.

Table 1 – Scoping responses and revised actions as a result of removing temporary river works

Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
Marine Management Organisation (MMO)	Marine Biodiversity	3.4 - Recommend that Marine Conservation Zone is scoped in.	As no temporary works within the river are now planned, there will be no potential impacts on the MCZ.
Marine Management Organisation (MMO)	Marine Geomorphology	4.1 to 4.3 - MMO recommend effects of vessel wash and wave impacts on intertidal sediments should be considered.	<p>During construction of REP, it is anticipated that there would be an additional two vessel movements per day, within the worst-case month, above existing vessel movements. This worst-case scenario is anticipated to last for a single month with all other construction months requiring fewer additional vessel movements.</p> <p>It is considered that the anticipated additional vessel movements would not be likely to cause significant effects from vessel wash or wave impacts on intertidal sediments. Accordingly, it is considered that wave impacts on intertidal sediments from vessel wash can be scoped out of the EIA.</p>
Marine Management Organisation (MMO)	Marine Biodiversity	<p>6.4 - MMO advises effects of underwater noise and vibration on herring to be assessed, and also recommends impacts relating to fish receptors are not scoped out at this stage.</p> <p>6.8 - MMO recommends noise disturbance as a result of vessel movement during marine works, temporary habitat loss and change resulting from marine infrastructure, light disturbance</p>	<p>No potential impacts as no works to take place within river.</p> <p>As above, the anticipated additional vessel movements are not considered to cause likely significant effects on underwater noise and vibration, habitat loss or change. Accordingly, it is considered that these impacts can be scoped out of the EIA.</p>

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		and remobilising contaminated sediment are considered.	
Marine Management Organisation (MMO)	Marine Biodiversity	7.2 - MMO recommend the potential impacts on fish, marine mammals, benthic species and shellfish must be considered.	No construction infrastructure in the river will be required, so any potential impacts can be scoped out.
Port of London Authority (PLA)	Marine Biodiversity	(No para reference) - PLA highlight the need to remove construction infrastructure with appropriate restoration.	No construction infrastructure in the river will be required, so no requirement to remove such infrastructure will be necessary.
Port of London Authority (PLA)	Marine Geomorphology	(No para reference) - PLA recommend consideration to physical impacts on nearby terminals and the navigation channel.	No construction works will take place within the river and therefore there is no potential for physical impacts on the navigation channel.
Environment Agency	Marine Licences	(No para reference) - EA note that dredging and marine construction works both require marine licences.	No dredging or construction works are required within the river.
Environment Agency	Marine Biodiversity	(No para reference) - EA recommend that lighting be included for marine and terrestrial habitats in order to demonstrate that it is identical in terms of impact to the existing conditions. This approach applies to all development aspects that that could impact in the adjacent nature reserve and River Thames.	No construction works will take place within the river. As existing infrastructure will be utilised, effects from lighting on marine habitat will remain the same.
PINS	General Assessment	2.3.11 - The Scoping Report identifies the potential for dredging during the construction phase. The ES should delineate the areas that would be dredged and identify the likely quantities of material that would be dredged, along	No construction infrastructure or dredging will be required, so any potential impacts can be scoped out.

TECHNICAL NOTE

Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		with the frequencies of these activities.	
PINS	General Assessment	2.3.12 - The Applicant is currently exploring two options for the temporary works within the River Thames; a temporary causeway or a lift crane. The Scoping Report does not state whether the DCO application will retain both options or opt for a single option. The ES should ensure that the significant effects associated with these options are assessed.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine archaeology	Section 4.5 (9) - This chapter of the Scoping Report has focused primarily on land-based archaeology. The ES should also assess the potential for effects to archaeology within the marine environment.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine conservation	Section 4.7 (1) - The Inspectorate considers that designation of the rMCZ is likely and therefore the ES should assess impacts on the rMCZ and its features.	As no temporary works within the river are now planned, there will be no potential impacts on the MCZ.
PINS	Marine Biodiversity	Section 4.7 (2) - The Scoping Report states that crustacean sensitivity to underwater sound and vibration is very much lower than fish and that noise levels are unlikely to adversely impact the benthic community of shellfish. The Scoping Report has not provided existing and predicted noise levels or details of marine construction and noise generating activities. In the absence of detail of the marine construction works, the Inspectorate does not agree that this matter can be scoped out and recommends that the Applicant agrees the approach	<p>No temporary works within the river are now planned, therefore construction noise impacts to the benthic community of shellfish would only occur from the small increase over current total levels of river traffic. This small effect would be temporary and is not anticipated to result in significant effects.</p> <p>As with noise impacts associated with the increase in operational vessel movements, construction noise impacts associated with vessel movements are scoped out.</p>

TECHNICAL NOTE

Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		with the Marine Management Organisation.	
PINS	Marine Biodiversity	Section 4.7 (3) - The Scoping Report states that the footprint of the proposed works and extent of indirect habitat change only covers a highly localised area that constitutes a very small fraction of the known ranges of local fish and marine mammal populations. However, the area of habitat loss and its importance to species has not been detailed within the Scoping Report. As such the Inspectorate does not agree to scope this out of the ES.	No temporary works within the river are now planned and therefore there will be no marine habitat loss. Therefore the need for assessment is scoped out.
PINS	Marine Biodiversity	Section 4.7 (5) - The Scoping Report states that the area of river that will be lit as a result of the new temporary infrastructure will only constitute a small fraction of the total width of the river and therefore no disruption or blocking of migratory routes are anticipated. No information on the importance of the affected area as a migratory route or the lux levels of lighting has been provided within the Scoping Report. In the absence of such information, the Inspectorate does not agree that this can be scoped out of the ES.	No temporary works within the river are now planned and therefore there will be no lighting required in the river. Therefore the need for assessment is scoped out.
PINS	Marine Biodiversity	Section 4.7 (10) - The Marine Management Organisation's response highlights the Cefas spawning maps, the Cefas young fish survey and The Fish Atlas of the Celtic Sea, North Sea and Baltic Sea. The	As no temporary works within the river are now planned, there will be no potential impacts on fish species.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		Inspectorate advises that these resources are used to help establish the baseline environment.	
PINS	Marine Biodiversity	Section 4.7 (11) - No fish or marine mammal surveys are proposed. The Scoping Report proposes to utilise data from the London Zoological Society, Environment Agency, the National Biodiversity Network and previous impact assessments for nearby developments. The Inspectorate recommends that the Applicant agrees the level of necessary survey effort with relevant consultees including Natural England, the Environment Agency and the Marine Management Organisation.	No temporary works within the river are now planned and therefore the need for assessment of impacts on marine mammals is scoped out.
PINS	Marine Geomorphology	Section 4.7 (12) - The ES should detail how the seabed would be restored following the removal of marine infrastructure that is required for the construction phase. The aims of the restoration should be clear. The ES should provide details of any necessary pre- and post-construction coastal monitoring arrangements with any necessary defined triggers for intervention and restoration.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine Geomorphology	Section 4.7 (13) - The ES should identify the logarithmic spreading model and the piling parameters that have been utilised. A worst case assessment should be allowed for.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine Geomorphology	Section 4.7 (15) - The Inspectorate agrees with the Marine Management Organisation that the potential remobilisation of contaminated sediment should be assessed within the ES.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.

TECHNICAL NOTE

Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
PINS	Marine Biodiversity	Section 4.7 (16) - The Inspectorate notes from the Marine Management Organisation's response that the Thornback ray is an important species in the Thames estuary. This species has not been identified within the Scoping Report; the Inspectorate considers the potential impacts on this species should be assessed.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine Biodiversity	Section 4.7 (17) - The assessment of impacts to marine mammals should consider inter-related impacts of a minor nature.	No temporary works within the river are now planned and therefore the need for assessment of impacts on marine mammals is scoped out.
PINS	General Assessment	Section 4.8 (1) - The Inspectorate understands that all temporary structures in the River Thames would be removed following completion of construction of the REP. On that basis, the Inspectorate agrees that significant effects during operation of the REP (i.e. following removal of the structures) are unlikely and can be scoped out of the ES. However, for the avoidance of doubt, the Inspectorate would expect the effects of decommissioning of the temporary structures and reinstatement of habitats to be assessed. The Inspectorate does not therefore agree that the decommissioning of temporary structures can be scoped out.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
PINS	Marine Geomorphology	Section 2.8 (2) -The Scoping Report states that the complex morphological shape of the Thames Estuary is likely to lead to dissipation of swell waves prior to entering the middle estuary containing the Proposed Development. Consequently, any wave activity at the site would be a result of local wind generation and will be small in magnitude. The Inspectorate considers that a jetty or causeway has the potential to generate a wave shadow and that the impacts of this on intertidal sediments, for example erosion or accretion around the structure, should be considered within the ES. As the Scoping Report does not provide details of the proposed structures in the River Thames, the Inspectorate does not agree that sufficient information is available to agree to scope out impacts from changes to wave climate.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Contamination	Section 4.8 (3) - The nearest bathing water (The Serpentine in Hyde Park) is located at a distance greater than 20km from the Proposed Development. The nearest shellfish water protected area (Southend shellfish water) is located greater than 30km from the application site. The distances of these areas from the Proposed Development are noted, however the Scoping Report has not demonstrated there is no pathway for effect (e.g. via the deposition of emissions), or that the concentrations of pollutants would not be at level to impact on these areas. Therefore the Inspectorate does not agree to scope out these matters.	No temporary works within the river are now planned and therefore there will be no pathway to the Serpentine or Southend Shellfish Water. The need for assessment is scoped out.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
PINS	Assessment methodology	Section 4.8 (4) - The Inspectorate notes that the suspended sediment concentrations for the Thames Estuary are based on data collected in 2004. The Applicant should ensure that up-to-date information is utilised, or provide justification within the ES as to why data of this age is considered to be suitable and relevant.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	General Assessment	Section 4.8 (8) - The design of the proposed temporary marine works should be provided within the ES and used to inform the scope of hydrodynamic assessments.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Hydrology, Flood Risk and Water Resources	Section 4.9 (7) - The Scoping Report refers to a flood defence wall over which construction modules would be lifted. The ES should identify the locations of the flood defences and detail whether any works are required to them and, if so, the potential impacts from these works should be assessed. The ES should assess the potential impacts of the Proposed Development on the existing flood defences, in particular any effects resulting from changes to the hydrodynamic and sedimentary regime from the temporary marine infrastructure.	No construction infrastructure will be required, as such no lifting over the flood wall would take place. It is considered that use of the jetty would pose no greater risk to the integrity of the flood defence than through already consented operational activities, and any associated potential impacts can be scoped out. The outline Code of Construction Practise to be included within the DCO application would provide for a briefing of construction workers to maintain the integrity of the jetty.

Conclusion

Since publication of the REP Scoping Opinion, further refinement of the project design and construction methodologies has removed the need to undertake temporary works within the River Thames. Those temporary works will therefore no longer form part of the project description for the purposes of the EIA. The Applicant considers that many of the original comments raised by consultees within the Scoping Opinion in respect of those river works can now be scoped out of the assessment (see Table 1).

Consequently, for the reasons set out above, the Applicant considers that the Marine Biodiversity and Marine Geomorphology chapters of the PEIR and ES are no longer required. It is therefore not proposed to consider these further within the application for development consent and Cory is seeking to agree this approach with the statutory bodies whose comments are described in the table above. Notwithstanding this, consideration will still be given within the REP DCO application to the

TECHNICAL NOTE

requirements of the Water Framework Directive, and to Navigational Risk as appropriate. The views of consultees to confirm this approach are sought.

DOCUMENT ISSUE RECORD

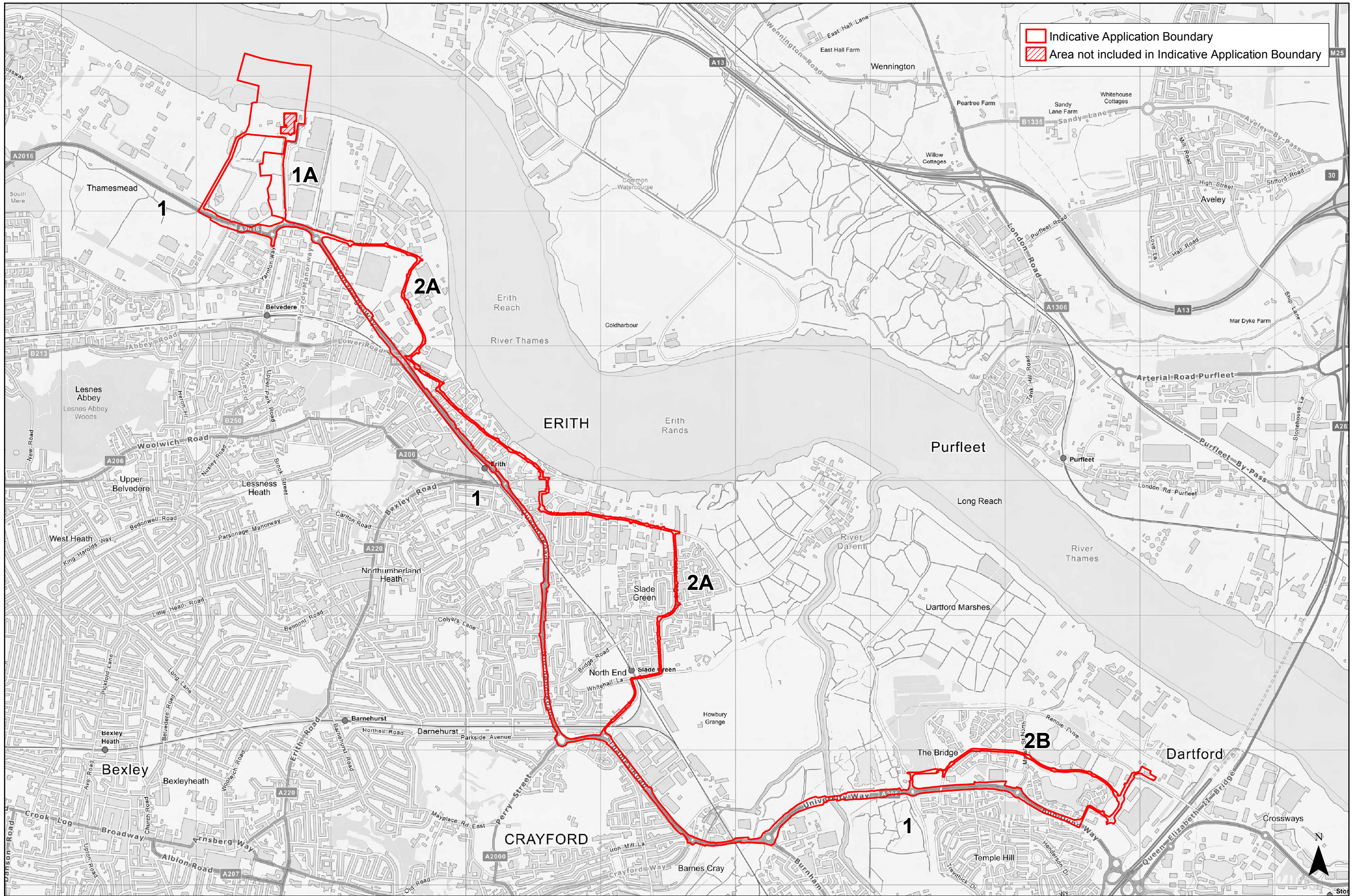
Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
42166	1	140218	CL / NF	NM / SC	CL	DS

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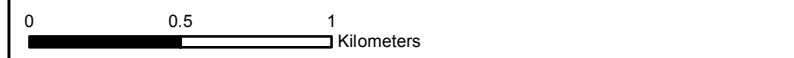
Peter Brett Associates LLP Caversham Bridge House Waterman Place, Reading Berkshire RG1 8DN





Indicative Application Boundary
 Area not included in Indicative Application Boundary

RIVERSIDE ENERGY PARK



(c) Crown copyright and database rights 2017. Ordnance Survey AL10004923.
 Based on Babcock/EDF plan - RRRL Cable Route Landowners - 2-01-2010 - Drawing NO. Cable Route Plan



Client
 1:25,000 @ A3
 23/03/18
 Drawn: CM
 Checked: JM

Indicative Application Boundary

**Appendix C.16 Minutes of Project Update with
Greater London Authority (05.06.18)**

MINUTES

Meeting Title: Riverside Energy Project (REP)

Attendees: Natalie Maletras (NM, PBA), Richard Wilkinson (RW, Cory), Devon Christensen (DC, Cory), Rob Gully (RG, Cory), Vanessa Harrison (VH, Case Officer GLA), Katherine Wood (KW, Principal Strategic, Planner GLA), Ioanna Mytilinaiou (IM, Energy Consultant GLA), Victoria Rees (VR, TFL Spatial Planner)

Date of Meeting: 5th June 2018

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Team introductions were made and RW provided a summary and introduction to Cory and their energy and river based operations within London.</p>	
2.	<p>Update on REP Project</p> <p>The Cory Team outlined the proposed project and talked through the slides prepared for the non- statutory consultation. This included explaining the various elements of the scheme and their interactions. An explanation of the feedstocks and bi-products expected was also provided.</p> <p>RG talked through the changes to the scheme since Scoping, in particular the exclusion of river works, the electrical connection route and changes to the proposed temporary compounds.</p> <p>VH, KW, IM and VR agreed a visit to the site and the existing RRRF would be beneficial, NM to arrange with VH</p>	NM
3.	<p>Wider Environmental Impacts</p> <p>NM provided an overview of the EIA process and the forth coming Preliminary Environmental Information Report (PEIR).</p> <p>NM to provide a list to VH of who, within the GLA, has already been consulted with regarding the various disciplines.</p> <p>KW highlighted that Air Quality is a key priority for the Mayor.</p> <p>VH was interested in avoiding any permanent impacts upon MOL/ nature reserve.</p>	NM
4.	<p>Energy</p> <p>IM stated they are fully supportive of all elements of the project particularly in relation to supporting the delivery of London's Energy Policy.</p> <p>NM/ RW outlined the work being undertaken by Cory to find potential heat users, and Cory's involvement in the Bexley EnergyMaster Plan and the</p>	

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	<p>Bexley led heat working group including the GLA, LB Greenwich, Peabody and Cory. The outcomes of which will be documented within a CHP Feasibility report that will be delivered as part of the application.</p> <p>IM requested that information on Building Regulations Standards / energy use within the buildings/ toilets etc is provided. She acknowledged that because of the nature of the application there was no need to provide an 'Energy Statement', this information could be incorporated within the Design Principles of the DAS.</p> <p>IM requested that more information is provided on how (particularly the electrical/ energy infrastructure) elements of the Proposed Development work together and would require details of how they link in with RRRF.</p>	<p>Cory</p> <p>Cory</p>
5.	<p>Other Policy</p> <p>VH stated this proposal supports the Mayor's ambition to reduce the export of waste and to divert waste from landfill.</p> <p>VH stated how this proposal supported the development of Strategic Industrial Land.</p> <p>KW would like to see clearly how the Project supports policy S18 (Draft New London Plan), CIF and Circular Economy.</p> <p>NM to produce a summary GLA policy table demonstrating conformity to assist decisions.</p> <p>VH stated that they do not expect the GLA to have views on the building style / massing and this is why this element was removed from the agenda by VH.</p>	NM
6.	<p>Transport</p> <p>VR stated that TFL have no real concerns re potential transport impacts resulting from the operation of REP.</p> <p>The construction phase does cause a few concerns and as such thought needs to be given re how construction workers access the site, lessons learned from the construction of RRRF, and the impact of the combination of construction traffic with potential road closures associated with the cable route installation.</p> <p>It was acknowledged that a Construction Traffic Management Plan could be developed once more information on the construction phasing is known and this could help mitigate impacts.</p> <p>Within the TA, TFL would like to see reference to existing RRRF staff travel patterns rather than relying on data.</p>	
7.	<p>GLA Consultation</p> <p>The key project milestones including the statutory consultation phases were outlined by RG (provided below for reference).</p>	

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	<p>VH stated the proposed approach would be:</p> <ul style="list-style-type: none"> - Site visit - Review of PEIR information once available (18th June 2018) - A report would be produced by VH combining the pre-application discussions to date and the GLA's review of the PEIR. This will be prepared by VH by 13th July, and taken to Mayor 23rd July. This would enable a response to be provided prior to the close of the statutory consultation phase at 31st July 2018. <p>Cory reiterated that they welcome GLA's views and wish to have a continued, open and ongoing dialogue.</p> <p><i>REP Project Timeline</i></p> <ul style="list-style-type: none"> - Statutory Consultation (incl publication of PEIR): 18th June – 31st July - Submission to Secretary of State: Nov 2018 - Pre Examination discussions (including preparation of statements of common ground): Q1/2 2019 - Examination: Q2/3 2019 - Determination: Spring 2020 - Construction: 2021-2024 (cable route construction expected to be ~18 months within this). 	<p>VH</p>
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**Appendix C.17 Minutes of Project Update with
Natural England (26.06.18)**

MINUTES

Meeting Title: Riverside Energy Project (REP)

Attendees: Natalie Malettras (NM, PBA), Devon Christensen (DC, Cory), Helen Evriviardes (HE, PBA), Graham Harker (GH, PBA), Chris Baines (CB, Natural England), Pierre Fleet (PF, Natural England)

Date of Meeting: 26th June 2018

Job Number: 42166

Item	Subject	Actions
1.	<p>Introductions</p> <p>Team introductions were made.</p>	
2.	<p>Air Quality</p> <p>Graham outlined the approach and the worst case scenario for air quality being assessed in the ES.</p> <p>CB asked PBA to check the boundary assumed for of Inner Thames Marshes. [HE post-meeting note: query arose from LNR plan tabled during the meeting, with the SSSI plan. The SSSI boundary extends beyond the LNR, with only a part of the Marshes designated as both. The SSSI boundary considered in the PEIR and presented on the plans has been taken from current MAGIC data-set and therefore is the correct boundary to be used for assessment].</p> <p>GH confirmed:</p> <ul style="list-style-type: none"> • The modelling approach has followed EA guidelines for permitting (although PBA are not doing the permit application). • Have used 5 years' of met data, assumed continuous operation at draft BREF emission limits, all year round. Maximum concentrations reported. • Modelling has been based on 90m stack, with large building envelope for DCO purposes. This will lead to the highest maximum concentrations in the immediate vicinity of the stack. Will do a sensitivity test to see the effect of a smaller building/ taller stack (up to 110m) configuration, but will likely only have a marginal effect on predicted concentrations/ deposition within the designated sites. • Emissions from REP have been modelled alone, and in combination with RRRF and Crossness Sewage Sludge Incinerator (which are in the baseline) • NO_x, SO₂, HF, NH₃ concentrations predicted and compared against critical levels in the PEIR • Nitrogen and acid dry deposition predicted and compared with critical loads in the PEIR • Predictions made at closest point in the habitat to the ERF stack, can produce contour plots for the ES. • Wet and dry deposition will be modelled for HCL for the ES 	HE

MINUTES

	<p>CB to confirm that there are no additional elements that need to be modelled.</p> <p>CB stated thresholds for critical loads:</p> <ul style="list-style-type: none"> • 1% for European Sites • 5% for other statutory sites (CB to confirm) • For local nature reserves 50% (CB to confirm) <p>GH outlined that with the current plant configuration, and using the 'worst case' and a 14 metre stack for the AD, there is potential for discrete areas of high NO_x concentrations adjacent to REP in the Crossness Nature reserve. Modelling will be carried out separately for the AD.</p> <p>The actual ecological significance of this would need to be confirmed in light of other factors influencing the nature reserve. CB confirmed that Crossness wasn't an International or National designated site and thus outside Natural England's statutory remit. However, he would provide commentary on the likely implications for that area of the nature reserve.</p>	<p>CB</p> <p>CB</p> <p>CB</p>
3.	<p>HRA</p> <p>HE confirmed that Epping Forest is the only European designated site screened in for consideration in the HRA (only site within 15 km). CB agreed that this should be only European Site consideration,</p> <p>CB agreed that the emissions cleaning technology within the stack is embedded into process / inherent to the process and therefore would be provided whether the Epping Forest site existed or not. CB confirmed therefore, it is unlikely to require Appropriate Assessment. HRA Screening only will be required however, to evidence how the embedded mitigation will avoid Likely Significant Effects on Epping Forest – modelling outputs undertaken for the ES will inform this Screening too.</p> <p>NE confirmed that PINS are HRA competent authority. HE agreed that HRA written would be shadow HRA Screening..</p>	
4.	<p>Schedule of Inputs</p> <p>CB highlighted that due to internal resourcing constraints at Natural England, the organisation is going to have to be realistic on what support they can provide.</p> <p>CB outlined NE are happy to provide support on:</p> <p>Surveys: Cassandra Jackson from NE will provide high level commentary on survey requirements. CB to chase. The Scoping report and PEIR outlines all the surveys being undertaken.</p> <p>NM to send CB a link to the PINS scoping report. HE to send CB Bexley's comments on the survey.</p> <p>Discussion on the results of the survey: NE (Cassandra Jackson) happy to have a telephone call to comment on survey results to provide an opportunity to raise any red flags.</p> <p>Mitigation Measures: – CB to confirm with Cassandra Jackson the level of input NE can provide.</p>	<p>CB</p> <p>NM/HE</p> <p>CB</p>

MINUTES

	<p>Net Gain: NE unlikely to have any time to provide specialist advice on net gain.</p> <p>CB highlighted that NE are likely to update biodiversity metric. CB to confirm timings of this and provide confirmation that in principle NE are happy with the biodiversity metric and Envirobank approach.</p> <p>Follow up meeting: NE happy to attend a follow on meeting, if required, once responses to the statutory consultation have been received.</p>	<p>CB</p>
<p>5.</p>	<p>AOB</p> <p>CB to put a quote together for advice. Advice to be provided under a single DAS quotation and drawn down from as required.</p> <p>Statement of Common Ground: CB agreed NE would be happy in principle with the production of a Statement of Common Ground. PBA to provide an initial draft</p> <p>NE Coordination: Pierre Fleet will be the lead contact for this project from our side going forward, if possible.</p>	<p>CB</p> <p>HE/NM</p>

Appendix C.18 Minutes of Project Update with Port of London Authority (21.06.18)

MEETING MINUTES

Project: Riverside Energy Park (REP)
Meeting Regarding: REP NRA Assessment
Attendees: Michael Atkins (PLA), Cathryn Spain (PLA), Mark Towens (PLA), Tim Corthorn (PLA), Ed Rogers (Marico), Andrew Rawson (Marico), Tipu Parvez (CRE), Andrew James (Cory), Andy Pike (CRE), Devon Christensen (CRE)
Meeting Date: 21 June 2018
Location: London Riverside House

Item	Subject	Action
1.	Introductions were made	
2.	<p>Riverside Energy Park (REP) The Cory team provided an overview of Cory’s existing operations and the REP proposals including the various aspects of the integrated facility.</p> <p>DC explained the main refinements to the REP project proposals that have been made since the EIA Scoping Report was submitted. These included:</p> <ul style="list-style-type: none"> • Removal of marine works • Removal of the grid connection option to Barking (Therefore the electrical connection option being taken forward is to Littlebrook, Dartford) • Inclusion of potential variants to the electrical connection to Littlebrook, pending further advice from UKPN and feedback from consultation. • Removal of potential temporary laydown area at Crabtree Manorway. <p>DCO planning process DC outlined the broad indicative programme for the REP project as:</p> <ul style="list-style-type: none"> - <i>Consultation: Summer 2018</i> - <i>Application submission: Late 2018</i> - <i>Examination phase: 6 months during 2019</i> - <i>PINS recommendation to the SoS: 3 months</i> - <i>SoS decision period: 3 months</i> - <i>Decision 2020 Q1 or early Q2</i> - <i>Construction: 2021-2024</i> - <i>Fully operational: 2024</i> 	

MEETING MINUTES

Item	Subject	Action
	<p>Consultation</p> <p>DC discussed CRE's consultation in May which included four exhibitions in the local area. The statutory consultation period began on 18 June 2018 and will go to 30 July 2018. During this time, the Preliminary Environmental Information Report (PEIR) has been made available for review and several public exhibitions will take place from the 6th of July to the 12th of July. DC will send through exhibition dates, times and locations. The deadline for providing a statutory response to consultation material is 30 July 2018.</p> <p>DC noted that CRE will be looking to develop a Statement of Common Ground with the PLA. DC offered to send a template for review and will propose wording on the agreements reached on NRA methodology.</p>	<p>DC</p> <p>DC</p>
3.	<p>Project Logistics Plan- Marico and CRE team provided an overview of current operations and proposed future operations, noting that REP is proposed to operate 6 days a week, will use day time tides and will include one additional movement to smugglers way, Walbrook/ Northumberland and Tilbury.</p> <p>Three scenarios were presented for investigation in the NRA:</p> <ol style="list-style-type: none"> 1. Maximising use of Smugglers Wharf 2. Tilbury 3. Barking 	
4.	<p>The PLA Scoping Response was discussed.</p> <p>MA confirmed that the concerns raised regarding works in the river no longer stand due to the removal of marine works. TC queried whether additional mooring was necessary. JA confirmed that no additional mooring points were necessary, and Erith could be relied on for any overflow.</p> <p>MA queried whether the existing River Works Licence will need to be amended. DC suggested that the CRE legal team provide further detail on marine licencing requirements.</p> <p>CS requested movements during the construction phase are considered in the ES.</p> <p>DC confirmed that the positioning of solar panels would ensure no glare over the River Thames.</p> <p>TC questioned whether there was a weight limit on lay-by barges. AP confirmed that the additional barges would not exceed their capability.</p> <p>MA noted that air quality is a matter the PLA would expect to be addressed in the ES. MA will send link to recent PLA AQWL Strategy.</p>	<p>DC</p> <p>MA</p>
5.	<p>Marico provided an overview of the proposed NRA methodology. Due to the low increase in tug movements Marico proposed a passage</p>	

MEETING MINUTES

Item	Subject	Action
	<p>based risk assessment rather than comprehensive modelling approach. This would include a baseline risk analysis with uplift to 2025; consultation with primary river users; passage based risk assessment; and identification of risk controls. MT confirmed that the PLA are comfortable with this approach.</p> <p>JA will send through a plan to MT outlining Walbrook operations.</p> <p>The primary scenario that Marico will assess maximises the waste throughput permissions at CRE's existing waste transfer stations. Recognising that waste may be sourced from alternative locations in the future, Marico will also investigate 2 alternative scenarios that increase movements to Tilbury and Barking.</p> <p>DC stated that the NRA will be appended to the Environmental Statement supporting the DCO application and would inform several other ES chapters including transport, air quality, and noise.</p> <p>MA and MT raised concerns regarding cumulative effects associated with the timing of other projects on the Thames such as the Swan Lane development. AR will send through a list of projects for PLA to review.</p>	<p>JA</p> <p>AR</p>
6.	<p>AOB CRE will organise additional meetings to discuss River Works Licencing and the NRA findings following the statutory consultation period.</p>	DC

Appendix C.19 Introductory Letter (20.12.17)



Your ref:

Our ref: 42166

20th December 2017

Health and Safety Executive
NSIP Consultations
Redgrave Court
Merton Road
Bootle
Merseyside
L20 7HS

Peter Brett Associates LLP
33 Bowling Green Lane
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E: london@peterbrett.com

Dear Sir/Madam

RE: Riverside Energy Park, Belvedere, South East London

Peter Brett Associates LLP (PBA) is acting on behalf of Cory Riverside Energy Holdings Limited (Cory), a leading recycling, energy recovery and resource management company.

PBA is writing to the Health and Safety Executive to inform you that Cory intends to develop an integrated low-carbon energy park at its site in Belvedere, South East London. The proposal, to be known as "Riverside Energy Park", will consist of integrated and complimentary energy technologies with up to 96 megawatts (MW) of low carbon renewable electricity generating capacity.

The Proposed Development

Riverside Energy Park would be developed immediately adjacent to Cory's existing Riverside Resource Recovery Facility (RRRF) and would complement the operation of the existing facility. It would comprise a range of technologies including waste energy recovery, waste anaerobic digestion, solar panels, and battery storage.

Cory forecasts that Riverside Energy Park would:

- Generate up to 96 MW of low carbon renewable electricity at peak times, which taken together with the permitted capacity of 72 MW from the existing RRRF is the equivalent of powering c.300,000 homes across London (almost 10% of London's 3.2m households)
- Divert a further 650,000 tonnes of residual waste away from landfill, which will save the equivalent of 130,000 tonnes of CO₂ each year
- Make use of Cory's existing river-based infrastructure on the River Thames to further reduce road traffic. At present, Cory's use of the Thames as a "Green Highway" currently removes around 100,000 truck journeys from London's roads every year. The new park would allow for a further 80,000 truck journeys to be removed
- Be capable of supplying up to 30 MW of affordable heat energy to local housing
- Create a further 175,000 tonnes/year of construction materials from the EfW process for use in building the south-east's homes and infrastructure, avoiding the need for industry to extract an equivalent tonnage of natural stone



- Make a valuable contribution to local employment, with over 100 full-time jobs and apprenticeships set to be created at the energy park and on the river. The construction period is likely to require a workforce in excess of 6,000 people.

Construction is targeted to begin in 2021, and Riverside Energy Park is expected to be fully operational by 2024.

Application for Development Consent

Due to the scale and nature of the proposed development, the Energy Park is classified as a nationally significant infrastructure project under the Planning Act 2008 (the 2008 Act). Accordingly, Cory will seek a Development Consent Order (DCO) from the Secretary of State for Business, Energy and Industrial Strategy to authorise the construction, operation and maintenance of the Riverside Energy Park. Cory will be required under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') to undertake an Environmental Impact Assessment (EIA) for the proposed development. Survey work to establish the environmental baseline of the site and its surroundings has already commenced.

Consultation Timing and EIA Scoping

Cory is currently progressing through the pre-application stage of the DCO application process and recently held an introductory meeting with the Planning Inspectorate (PINS).

On 27 November 2017, Cory submitted a request to PINS for a Scoping Opinion under the EIA Regulations. Following this request, we expect PINS to have written to you to seek your views on the scope of our EIA. PINS will provide details of how to submit your comments, which should be submitted to them directly, and are responsible for setting any deadline for the receipt of your comments.

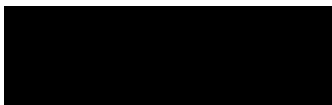
Cory is committed to undertaking successful and valuable engagement with statutory consultees, and with the local community ahead of submitting its application. As such Cory will be writing to the Health and Safety Executive again in the near future to provide details of future consultation and how you can be involved and provide comments on the proposed development.

Further Information and Contact

Your comments on the scope of the EIA should be returned to PINS but if you have any other queries about the proposals for the Riverside Energy Park please do not hesitate to contact us at info@riversideenergypark.com directly if required.

Further information can be found on the Riverside Energy Park page of the Cory website at: www.riversideenergypark.com

Yours faithfully



Dermot Scanlon
Director

For and on behalf of
PETER BRETT ASSOCIATES LLP
33 Bowling Green lane, London, EC1R 0BJ



Your ref:

Our ref: 42166

20th December 2017

The Chief Executive
The Environment Agency
Legal Services
Horizon House
Deanery Road
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BS1 5AH

Peter Brett Associates LLP
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E: london@peterbrett.com

Dear Sir/Madam

RE: Riverside Energy Park, Belvedere, South East London

Peter Brett Associates LLP (PBA) is acting on behalf of Cory Riverside Energy Holdings Limited (Cory), a leading recycling, energy recovery and resource management company.

PBA is writing to The Environment Agency to inform you that Cory intends to develop an integrated low-carbon energy park at its site in Belvedere, South East London. The proposal, to be known as "Riverside Energy Park", will consist of integrated and complimentary energy technologies with up to 96 megawatts (MW) of low carbon renewable electricity generating capacity.

The Proposed Development

Riverside Energy Park would be developed immediately adjacent to Cory's existing Riverside Resource Recovery Facility (RRRF) and would complement the operation of the existing facility. It would comprise a range of technologies including waste energy recovery, waste anaerobic digestion, solar panels, and battery storage.

Cory forecasts that Riverside Energy Park would:

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- Divert a further 650,000 tonnes of residual waste away from landfill, which will save the equivalent of 130,000 tonnes of CO₂ each year
- Make use of Cory's existing river-based infrastructure on the River Thames to further reduce road traffic. At present, Cory's use of the Thames as a "Green Highway" currently removes around 100,000 truck journeys from London's roads every year. The new park would allow for a further 80,000 truck journeys to be removed
- Be capable of supplying up to 30 MW of affordable heat energy to local housing
- Create a further 175,000 tonnes/year of construction materials from the EfW process for use in building the south-east's homes and infrastructure, avoiding the need for industry to extract an equivalent tonnage of natural stone



- Make a valuable contribution to local employment, with over 100 full-time jobs and apprenticeships set to be created at the energy park and on the river. The construction period is likely to require a workforce in excess of 6,000 people.

Construction is targeted to begin in 2021, and Riverside Energy Park is expected to be fully operational by 2024.

Application for Development Consent

Due to the scale and nature of the proposed development, the Energy Park is classified as a nationally significant infrastructure project under the Planning Act 2008 (the 2008 Act). Accordingly, Cory will seek a Development Consent Order (DCO) from the Secretary of State for Business, Energy and Industrial Strategy to authorise the construction, operation and maintenance of the Riverside Energy Park. Cory will be required under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') to undertake an Environmental Impact Assessment (EIA) for the proposed development. Survey work to establish the environmental baseline of the site and its surroundings has already commenced.

Consultation Timing and EIA Scoping

Cory is currently progressing through the pre-application stage of the DCO application process and recently held an introductory meeting with the Planning Inspectorate (PINS).

On 27 November 2017, Cory submitted a request to PINS for a Scoping Opinion under the EIA Regulations. Following this request, we expect PINS to have written to you to seek your views on the scope of our EIA, which should be submitted to them directly. PINS will provide details of how to submit your comments and are responsible for setting any deadline for the receipt of your comments.

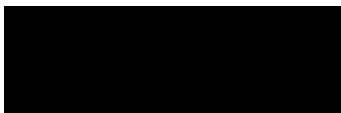
Cory is committed to undertaking successful and valuable engagement with statutory consultees, and with the local community ahead of submitting its application. As such Cory would like to arrange a meeting with The Environment Agency for the near future to offer you the opportunity to discuss the project with us. We would be grateful if you could contact us to provide details of a point of contact within your organisation.

Further Information and Contact

Your comments on the scope of the EIA should be returned to PINS but if you have any other queries about the proposals for the Riverside Energy Park please do not hesitate to contact us at info@riversideenergypark.com directly if required.

Further information can be found on the Riverside Energy Park page of the Cory website at: www.riversideenergypark.com

Yours faithfully



Dermot Scanlon
Director

For and on behalf of
PETER BRETT ASSOCIATES LLP
33 Bowling Green lane, London, EC1R 0BJ

**Appendix C.20 Updates to the Proposed
Development and Indicative
Application Boundary Letter
(23.03.18)**



Your ref: EN010093

Our ref: 42166

23 March 2018

Peter Brett Associates LLP
33 Bowling Green Lane
London
EC1R 0BJ
T: +44 (0)203 824 6600

FAO: [Name]

Dear [Name]

RE: Riverside Energy Park, Belvedere, South East London – Update to proposals and the Indicative Application Boundary

Peter Brett Associates LLP (PBA) is acting on behalf of Cory Environmental Holdings Limited (trading as Cory Riverside Energy) (Cory), a leading recycling, energy recovery and resource management company.

Cory intends to develop an integrated low-carbon energy park at its site in Belvedere, South East London. This letter provides information about important updates to Riverside Energy Park (REP), including changes to the Indicative Application Boundary and refinement of proposed construction options.

Background

The REP proposal will consist of integrated and complimentary energy technologies with up to 96 megawatts (MW) of low carbon renewable electricity generating capacity. REP would be connected to the existing National Electrical Transmission System (NETS) via a new 132 kilovolt (kV) distribution network connection (the 'Electrical Connection').

Due to the scale and nature of the proposed development, the Energy Park is classified as a nationally significant infrastructure project (NSIP) under the Planning Act 2008 (the 2008 Act). Accordingly, Cory will seek a Development Consent Order (DCO) from the Secretary of State (SoS) for Business, Energy and Industrial Strategy to authorise the construction, operation and maintenance of REP.

Cory will be required under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') to undertake an Environmental Impact Assessment (EIA) for the proposed development. Cory submitted a request to the Planning Inspectorate (PINS) for a Scoping Opinion under the EIA Regulations on 27 November 2017; a Scoping Opinion was received from PINS on 5 January 2018.



The request for a Scoping Opinion was accompanied by an EIA Scoping Report (PBA, November 2017), which included a description of the proposed development and an Indicative Application Boundary. A copy of the Scoping Indicative Application Boundary (Figure 1b Rev A) is enclosed with this letter at Appendix A.

Both the EIA Scoping Report, and subsequent Scoping Opinion, can be found on the PINS website at this link:

<https://infrastructure.planninginspectorate.gov.uk/projects/london/riverside-energy-park/?ipcsection=docs>

Following further refinement of the project proposals and engagement with various consultees, Cory is providing the following information to advise consultees of important updates to the REP proposals and Indicative Application Boundary.

1. Underground Electrical Connection Routes

The EIA Scoping Report included two potential underground electrical connection route options:

- Option 1 - new cables routed northwest from REP, following the existing Riverside Resource Recovery Facility (RRRF) electrical cable route, to its connection point north of the River Thames at the existing National Grid substation on Renwick Road, Barking. This option would utilise the existing electricity cable tunnel under the river; or
- Option 2 - new cables routed primarily within the existing road network to a connection point at the existing National Grid substation at Littlebrook (the 'Littlebrook substation'), south east of REP in Dartford.

Following engagement with UK Power Networks (UKPN), it has been confirmed that Option 1 is not viable and therefore the electrical connection for REP will connect to the existing NETS at the Littlebrook substation. Since the submission of the Scoping Report, UKPN have identified potential variants for the cable route to connect to the Littlebrook substation to that presented in the Scoping Report and are currently undertaking a study to understand the technical viability of those variants.

The Indicative Application Boundary has therefore been updated to remove Option 1; and to show the variants of the electrical connection route which are currently under consideration for the REP project.

The ongoing EIA work will therefore be based upon the area shown in the Indicative Application Boundary (Figure 1 Rev G) shown in Appendix B. The potential for effects on areas to the west of the REP site will still be considered, as appropriate.



2. Temporary Laydown Areas

The EIA Scoping Report also indicated that temporary laydown areas were proposed in two locations, as follows:

- Land to the immediate west of Norman Road, which links the REP site with the A2016; and
- Land to the south-east of the REP site and west of Crabtree Manorway North.

Both these temporary laydown areas are brownfield sites situated adjacent to existing industrial/commercial buildings and are within 0.5 km of the REP site.

Following further engagement with landowners and consideration of the suitability of these sites, it has been agreed to remove the area of land to the south-east of the REP site (west of Crabtree Manorway North).

This land has therefore been removed from the Indicative Application Boundary and the ongoing EIA work will no longer consider the potential for direct effects on this area.

3. Temporary Works in the River Thames

The initial proposals for REP considered the use of the River Thames during the construction phase to reduce construction-related traffic movements on the road network.

At the time of publishing the EIA Scoping Report, the potential for river usage during construction was not fully determined and the scope therefore included the potential for installing a temporary causeway across the intertidal zone and for the use of a lift crane located in the river. It was noted that this may have required some localised dredging to facilitate vessel movements during the tidal cycle.

Following refinement of the REP proposals there is no longer a need to make provision for temporary works in the River Thames. Instead only the existing jetty and associated infrastructure will be used to import and export materials via the river during construction. This will still provide the opportunity to reduce construction-related traffic on the road network but will also remove the potential for direct effects to the marine environment.

Many of the potential effects to the marine environment noted in both the EIA Scoping Report and the subsequent Scoping Opinion can now therefore be scoped out of the assessment. A note is provided at Appendix C of this letter which provides further details on the removal of river works and amended scope of the EIA.

PBA will seek to agree the refined scope of the EIA with relevant consultees. Should you wish to make any specific comment with regards to these changes please do not hesitate to get in touch.

The changes above have also resulted in an alteration to the extent of the river included within the Indicative Application Boundary.

4. Indicative Application Boundary

To reflect the refinement to the REP proposals described above, the Indicative Application Boundary has been updated as follows:



- Removal of underground electrical connection Option 1;
- Removal of land to the south-east of the REP site (west of Crabtree Manorway North) previously identified as potential temporary construction laydown area;
- Alteration to the indicative application boundary within the River Thames;
- Additional land to the east of RRRF has been included within the Indicative Application Boundary for ecological enhancement purposes however it is not proposed to utilise this area for either construction or operation of REP; and
- Inclusion of potential route variants to the chosen electrical connection, which UKPN are currently investigating.

A copy of the updated Indicative Application Boundary (Figure 1 Rev G) is enclosed with this letter at Appendix B.

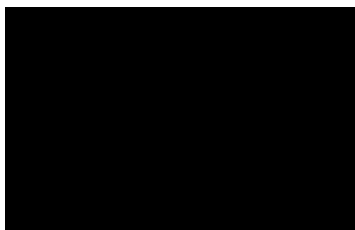
Further Information and Contact

Further information can be found on the Riverside Energy Park page of the Cory website at: www.riversideenergypark.com.

If you have any comments or queries regarding this letter or the wider REP proposals, please do not hesitate to contact us directly at info@riversideenergypark.com.

We will write to consultees again once any further updates are available with regards to project refinements, in particular in connection with the electrical connection variants explained above.

Yours sincerely

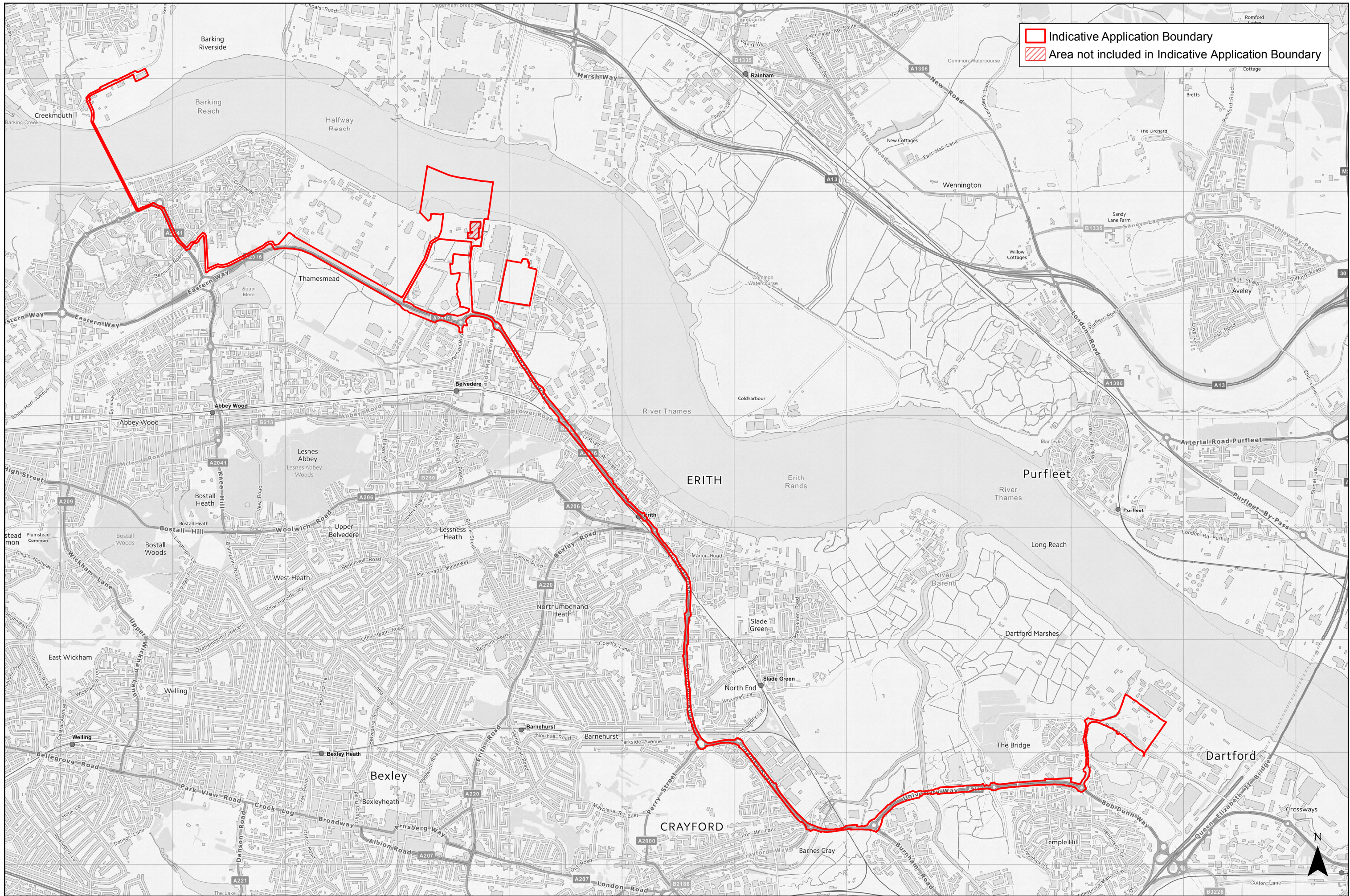


For and on behalf of
PETER BRETT ASSOCIATES LLP
33 Bowling Green lane, London, EC1R 0BJ

Encs: Appendix A - Indicative Application Boundary (Figure 1b Rev A)
Appendix B - Indicative Application Boundary (Figure 1 Rev G)
Appendix C - Removal of River Works and Amended Scope of EIA Note

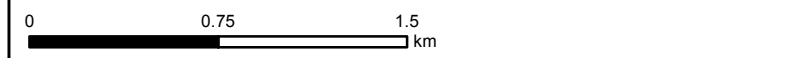


Appendix A - Indicative Application Boundary (Figure 1b Rev A)



Indicative Application Boundary
 Area not included in Indicative Application Boundary

RIVERSIDE ENERGY PARK



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 Based on Babcock/EDF plan - RRRRL Cable Route Landowners - 2-01-2010 - Drawing NO. Cable Route Plan



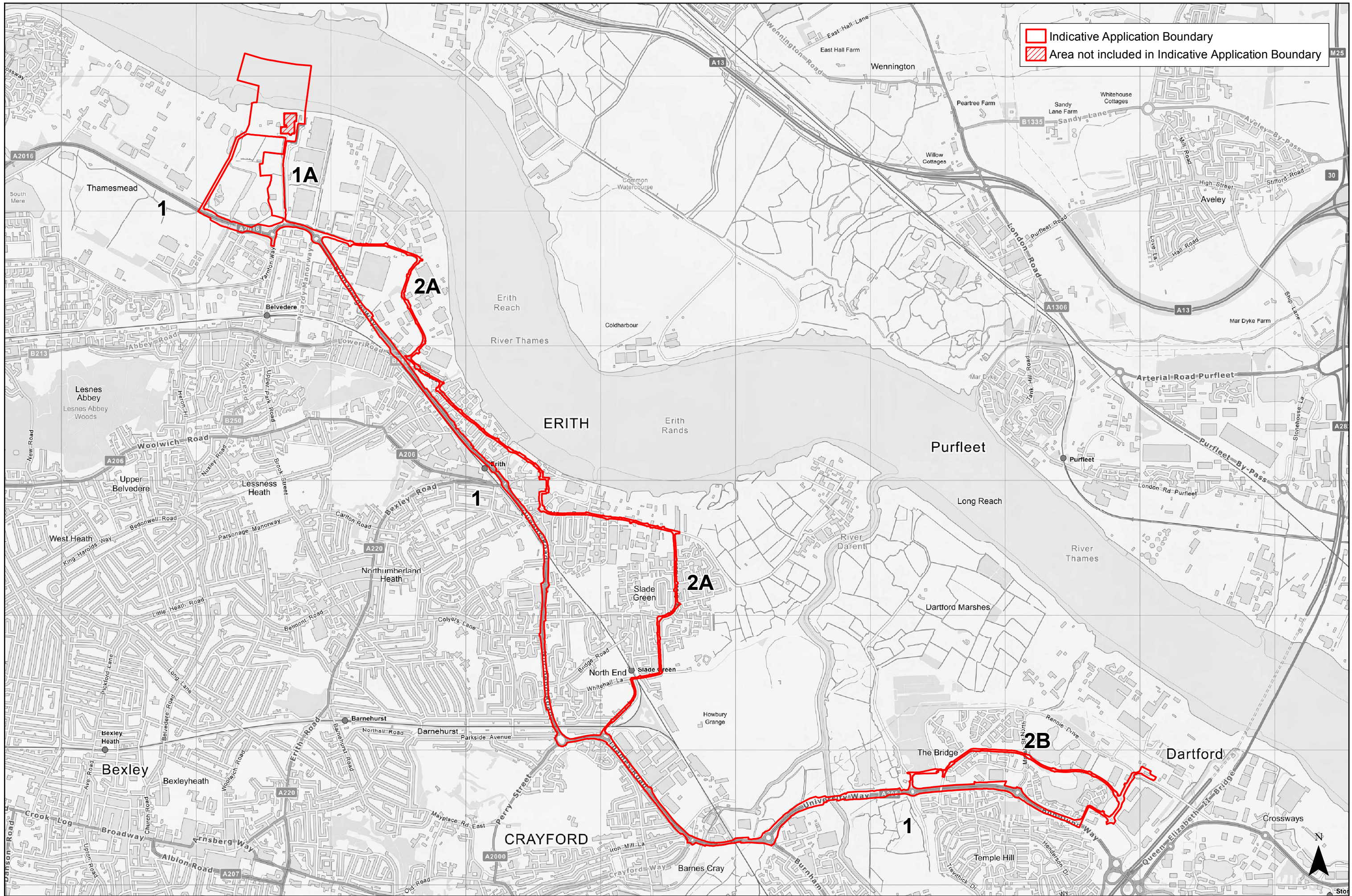
Client

1:30,000 @ A3
27/11/17
Drawn: CM
Checked: JM

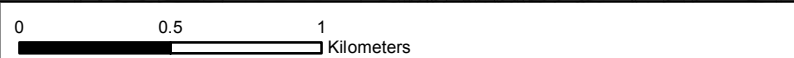
Indicative Application Boundary



Appendix B - Indicative Application Boundary (Figure 1 Rev G)



RIVERSIDE ENERGY PARK



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Based on Babcock/EDF plan - RRRL Cable Route Landowners - 2-01-2010 - Drawing NO. Cable Route Plan



Client
1:25,000 @ A3
23/03/18
Drawn: CM
Checked: JM

Indicative Application Boundary
Figure 1 Rev G



Appendix C - Removal of River Works and Amended Scope of EIA Note

TECHNICAL NOTE

Job Name: Riverside Energy Project
Job No: 42166
Date: 01/02/2018
Prepared By: C. Leach / N. Frost
Subject: Removal of river works and amended scope of EIA

Introduction

Cory Environmental Holdings Limited (trading as Cory Riverside Energy) (Cory) intends to apply for development consent to build, commission and operate an integrated Energy Park consisting of complementary energy generating development, with an electrical output of up to 96 megawatts (MWe), together with a new connection to the existing electricity network and provision for Combined Heat and Power (CHP) readiness. The Proposed Development, located in Belvedere in the London Borough of Bexley, would be known as 'Riverside Energy Park' (REP) and would be sited adjacent to an existing Energy Recovery Facility (referred to as Riverside Resource Recovery Facility (RRRF)) also operated by Cory.

A Scoping Report for REP was submitted to the Planning Inspectorate (PINS) in November 2017 (ref: EN010093-00004). Paragraph 2.2.3 of the Scoping Report states: *"In order to facilitate construction of REP, temporary works in the River Thames may be required. Cory are currently exploring two potential options for this element of the proposed works. The first would be to install a temporary causeway across the intertidal zone, where self-propelled multi-axle trailers would roll the construction modules off a barge. The second option would include the use of a lift crane, which could be either located on a jetty head constructed in the river or constructed near the river bank, which would directly lift the modules from a barge into the site. Both options would require provision to lift the construction modules over the flood defence wall and the Thames River Path. Some localised dredging may also be required to ensure sufficient vessel access during the tidal cycle"*.

Furthermore, paragraph 2.2.4 states that the marine-related works would be temporary and limited only to the construction phase of the Proposed Development.

Given the nature of these works and the potential for impacts from REP on the Thames Estuary, Sections 7.8 and 7.9 of the Scoping Report describe the proposed scope of the EIA in relation to addressing potential impacts of REP on marine biodiversity and marine geomorphology.

The Scoping Opinion for REP was issued by PINS on behalf of the Secretary of State in January 2018. The Opinion includes a number of responses from stakeholders in relation to refining the scope of assessment of marine works (see Table 1).

Design Iteration

Since the Scoping Opinion was published, further refinement of the REP design and likely construction methodologies has removed the need to undertake any temporary works within the River Thames. Instead, the Applicant is proposing to utilise the existing jetty and fuel delivery infrastructure (currently used for RRRF).

It is anticipated that there would be a peak increase of four vessel movements per day through the existing jetty during the construction phase. At the latter end of this period, during commissioning, this peak daily figure would increase to eight which also represents the peak daily increase in operational vessel movements from that currently existing.

It is noted that the existing jetty has capacity to accommodate this increase in vessel movements without requiring works to the existing structure or cranes. A Navigational Risk Assessment (NRA) will be prepared for the REP DCO application, which will assess the operational increase in vessel movements over existing movements within this part of the River Thames.

On the basis of this design refinement, the temporary river works described in the Scoping Report will no longer form part of the project description for the purposes of the EIA.

TECHNICAL NOTE

Given these changes to the Proposed Development, the scope of the EIA will be amended to exclude an assessment of the likely impacts of the temporary works in the River Thames described in the Scoping Report. Table 1 below sets out the original consultee responses to the Scoping Report which specifically reference likely impacts of the temporary works in the River Thames, along with how the Applicant proposes to address these comments in the light of the proposed change in REP design and likely construction methodologies described.

Table 1 – Scoping responses and revised actions as a result of removing temporary river works

Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
Marine Management Organisation (MMO)	Marine Biodiversity	3.4 - Recommend that Marine Conservation Zone is scoped in.	As no temporary works within the river are now planned, there will be no potential impacts on the MCZ.
Marine Management Organisation (MMO)	Marine Geomorphology	4.1 to 4.3 - MMO recommend effects of vessel wash and wave impacts on intertidal sediments should be considered.	<p>During construction of REP, it is anticipated that there would be an additional two vessel movements per day, within the worst-case month, above existing vessel movements. This worst-case scenario is anticipated to last for a single month with all other construction months requiring fewer additional vessel movements.</p> <p>It is considered that the anticipated additional vessel movements would not be likely to cause significant effects from vessel wash or wave impacts on intertidal sediments. Accordingly, it is considered that wave impacts on intertidal sediments from vessel wash can be scoped out of the EIA.</p>
Marine Management Organisation (MMO)	Marine Biodiversity	<p>6.4 - MMO advises effects of underwater noise and vibration on herring to be assessed, and also recommends impacts relating to fish receptors are not scoped out at this stage.</p> <p>6.8 - MMO recommends noise disturbance as a result of vessel movement during marine works, temporary habitat loss and change resulting from marine infrastructure, light disturbance</p>	<p>No potential impacts as no works to take place within river.</p> <p>As above, the anticipated additional vessel movements are not considered to cause likely significant effects on underwater noise and vibration, habitat loss or change. Accordingly, it is considered that these impacts can be scoped out of the EIA.</p>

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		and remobilising contaminated sediment are considered.	
Marine Management Organisation (MMO)	Marine Biodiversity	7.2 - MMO recommend the potential impacts on fish, marine mammals, benthic species and shellfish must be considered.	No construction infrastructure in the river will be required, so any potential impacts can be scoped out.
Port of London Authority (PLA)	Marine Biodiversity	(No para reference) - PLA highlight the need to remove construction infrastructure with appropriate restoration.	No construction infrastructure in the river will be required, so no requirement to remove such infrastructure will be necessary.
Port of London Authority (PLA)	Marine Geomorphology	(No para reference) - PLA recommend consideration to physical impacts on nearby terminals and the navigation channel.	No construction works will take place within the river and therefore there is no potential for physical impacts on the navigation channel.
Environment Agency	Marine Licences	(No para reference) - EA note that dredging and marine construction works both require marine licences.	No dredging or construction works are required within the river.
Environment Agency	Marine Biodiversity	(No para reference) - EA recommend that lighting be included for marine and terrestrial habitats in order to demonstrate that it is identical in terms of impact to the existing conditions. This approach applies to all development aspects that that could impact in the adjacent nature reserve and River Thames.	No construction works will take place within the river. As existing infrastructure will be utilised, effects from lighting on marine habitat will remain the same.
PINS	General Assessment	2.3.11 - The Scoping Report identifies the potential for dredging during the construction phase. The ES should delineate the areas that would be dredged and identify the likely quantities of material that would be dredged, along	No construction infrastructure or dredging will be required, so any potential impacts can be scoped out.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		with the frequencies of these activities.	
PINS	General Assessment	2.3.12 - The Applicant is currently exploring two options for the temporary works within the River Thames; a temporary causeway or a lift crane. The Scoping Report does not state whether the DCO application will retain both options or opt for a single option. The ES should ensure that the significant effects associated with these options are assessed.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine archaeology	Section 4.5 (9) - This chapter of the Scoping Report has focused primarily on land-based archaeology. The ES should also assess the potential for effects to archaeology within the marine environment.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine conservation	Section 4.7 (1) - The Inspectorate considers that designation of the rMCZ is likely and therefore the ES should assess impacts on the rMCZ and its features.	As no temporary works within the river are now planned, there will be no potential impacts on the MCZ.
PINS	Marine Biodiversity	Section 4.7 (2) - The Scoping Report states that crustacean sensitivity to underwater sound and vibration is very much lower than fish and that noise levels are unlikely to adversely impact the benthic community of shellfish. The Scoping Report has not provided existing and predicted noise levels or details of marine construction and noise generating activities. In the absence of detail of the marine construction works, the Inspectorate does not agree that this matter can be scoped out and recommends that the Applicant agrees the approach	<p>No temporary works within the river are now planned, therefore construction noise impacts to the benthic community of shellfish would only occur from the small increase over current total levels of river traffic. This small effect would be temporary and is not anticipated to result in significant effects.</p> <p>As with noise impacts associated with the increase in operational vessel movements, construction noise impacts associated with vessel movements are scoped out.</p>

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		with the Marine Management Organisation.	
PINS	Marine Biodiversity	Section 4.7 (3) - The Scoping Report states that the footprint of the proposed works and extent of indirect habitat change only covers a highly localised area that constitutes a very small fraction of the known ranges of local fish and marine mammal populations. However, the area of habitat loss and its importance to species has not been detailed within the Scoping Report. As such the Inspectorate does not agree to scope this out of the ES.	No temporary works within the river are now planned and therefore there will be no marine habitat loss. Therefore the need for assessment is scoped out.
PINS	Marine Biodiversity	Section 4.7 (5) - The Scoping Report states that the area of river that will be lit as a result of the new temporary infrastructure will only constitute a small fraction of the total width of the river and therefore no disruption or blocking of migratory routes are anticipated. No information on the importance of the affected area as a migratory route or the lux levels of lighting has been provided within the Scoping Report. In the absence of such information, the Inspectorate does not agree that this can be scoped out of the ES.	No temporary works within the river are now planned and therefore there will be no lighting required in the river. Therefore the need for assessment is scoped out.
PINS	Marine Biodiversity	Section 4.7 (10) - The Marine Management Organisation's response highlights the Cefas spawning maps, the Cefas young fish survey and The Fish Atlas of the Celtic Sea, North Sea and Baltic Sea. The	As no temporary works within the river are now planned, there will be no potential impacts on fish species.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
		Inspectorate advises that these resources are used to help establish the baseline environment.	
PINS	Marine Biodiversity	Section 4.7 (11) - No fish or marine mammal surveys are proposed. The Scoping Report proposes to utilise data from the London Zoological Society, Environment Agency, the National Biodiversity Network and previous impact assessments for nearby developments. The Inspectorate recommends that the Applicant agrees the level of necessary survey effort with relevant consultees including Natural England, the Environment Agency and the Marine Management Organisation.	No temporary works within the river are now planned and therefore the need for assessment of impacts on marine mammals is scoped out.
PINS	Marine Geomorphology	Section 4.7 (12) - The ES should detail how the seabed would be restored following the removal of marine infrastructure that is required for the construction phase. The aims of the restoration should be clear. The ES should provide details of any necessary pre- and post-construction coastal monitoring arrangements with any necessary defined triggers for intervention and restoration.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine Geomorphology	Section 4.7 (13) - The ES should identify the logarithmic spreading model and the piling parameters that have been utilised. A worst case assessment should be allowed for.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine Geomorphology	Section 4.7 (15) - The Inspectorate agrees with the Marine Management Organisation that the potential remobilisation of contaminated sediment should be assessed within the ES.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
PINS	Marine Biodiversity	Section 4.7 (16) - The Inspectorate notes from the Marine Management Organisation's response that the Thornback ray is an important species in the Thames estuary. This species has not been identified within the Scoping Report; the Inspectorate considers the potential impacts on this species should be assessed.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Marine Biodiversity	Section 4.7 (17) - The assessment of impacts to marine mammals should consider inter-related impacts of a minor nature.	No temporary works within the river are now planned and therefore the need for assessment of impacts on marine mammals is scoped out.
PINS	General Assessment	Section 4.8 (1) - The Inspectorate understands that all temporary structures in the River Thames would be removed following completion of construction of the REP. On that basis, the Inspectorate agrees that significant effects during operation of the REP (i.e. following removal of the structures) are unlikely and can be scoped out of the ES. However, for the avoidance of doubt, the Inspectorate would expect the effects of decommissioning of the temporary structures and reinstatement of habitats to be assessed. The Inspectorate does not therefore agree that the decommissioning of temporary structures can be scoped out.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
PINS	Marine Geomorphology	Section 2.8 (2) -The Scoping Report states that the complex morphological shape of the Thames Estuary is likely to lead to dissipation of swell waves prior to entering the middle estuary containing the Proposed Development. Consequently, any wave activity at the site would be a result of local wind generation and will be small in magnitude. The Inspectorate considers that a jetty or causeway has the potential to generate a wave shadow and that the impacts of this on intertidal sediments, for example erosion or accretion around the structure, should be considered within the ES. As the Scoping Report does not provide details of the proposed structures in the River Thames, the Inspectorate does not agree that sufficient information is available to agree to scope out impacts from changes to wave climate.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Contamination	Section 4.8 (3) - The nearest bathing water (The Serpentine in Hyde Park) is located at a distance greater than 20km from the Proposed Development. The nearest shellfish water protected area (Southend shellfish water) is located greater than 30km from the application site. The distances of these areas from the Proposed Development are noted, however the Scoping Report has not demonstrated there is no pathway for effect (e.g. via the deposition of emissions), or that the concentrations of pollutants would not be at level to impact on these areas. Therefore the Inspectorate does not agree to scope out these matters.	No temporary works within the river are now planned and therefore there will be no pathway to the Serpentine or Southend Shellfish Water. The need for assessment is scoped out.

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Organisation	Specific topic area	Comment – paragraph references relate to individual responses appended to the Scoping Opinion.	Applicant response in light of removing temporary works from River Thames
PINS	Assessment methodology	Section 4.8 (4) - The Inspectorate notes that the suspended sediment concentrations for the Thames Estuary are based on data collected in 2004. The Applicant should ensure that up-to-date information is utilised, or provide justification within the ES as to why data of this age is considered to be suitable and relevant.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	General Assessment	Section 4.8 (8) - The design of the proposed temporary marine works should be provided within the ES and used to inform the scope of hydrodynamic assessments.	No temporary works within the river are now planned and therefore the need for assessment is scoped out.
PINS	Hydrology, Flood Risk and Water Resources	Section 4.9 (7) - The Scoping Report refers to a flood defence wall over which construction modules would be lifted. The ES should identify the locations of the flood defences and detail whether any works are required to them and, if so, the potential impacts from these works should be assessed. The ES should assess the potential impacts of the Proposed Development on the existing flood defences, in particular any effects resulting from changes to the hydrodynamic and sedimentary regime from the temporary marine infrastructure.	No construction infrastructure will be required, as such no lifting over the flood wall would take place. It is considered that use of the jetty would pose no greater risk to the integrity of the flood defence than through already consented operational activities, and any associated potential impacts can be scoped out. The outline Code of Construction Practise to be included within the DCO application would provide for a briefing of construction workers to maintain the integrity of the jetty.

Conclusion

Since publication of the REP Scoping Opinion, further refinement of the project design and construction methodologies has removed the need to undertake temporary works within the River Thames. Those temporary works will therefore no longer form part of the project description for the purposes of the EIA. The Applicant considers that many of the original comments raised by consultees within the Scoping Opinion in respect of those river works can now be scoped out of the assessment (see Table 1).

Consequently, for the reasons set out above, the Applicant considers that the Marine Biodiversity and Marine Geomorphology chapters of the PEIR and ES are no longer required. It is therefore not proposed to consider these further within the application for development consent and Cory is seeking to agree this approach with the statutory bodies whose comments are described in the table above. Notwithstanding this, consideration will still be given within the REP DCO application to the

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requirements of the Water Framework Directive, and to Navigational Risk as appropriate. The views of consultees to confirm this approach are sought.

DOCUMENT ISSUE RECORD

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Appendix C.21 Cory Riverside Energy Website Information Updates



Cory Riverside Energy reveals plans for new energy park in London



1 February 2018

Cory Riverside Energy (“Cory”), a leading recycling, energy recovery and resource management company, has today revealed ambitious plans to build an integrated, low-carbon energy park at its site in Belvedere, South East London.

The energy park would complement Cory’s existing Riverside Energy Recovery Facility (ERF), and comprise a range of technologies including waste energy recovery, anaerobic digestion, solar panels, and battery storage.

Riverside Energy Park would enable the company to convert even more of London’s residual “black bin” waste into green electricity, particularly during times of peak usage, and produce cheap heat for export to nearby homes and businesses. In addition, it would continue to convert



Cory has advised the Government's Planning Inspectorate, which handles applications for this type of project, of its proposals.

Meanwhile, Cory will develop the scheme and consult with the local community and other organisations about the proposals before formally submitting an application to the Secretary of State for development consent.

The company expects to hold public exhibitions during the summer of 2018 and, before then, will work with key public bodies and local stakeholders to identify the main environmental and planning considerations that will be addressed by the design of the energy park.

Construction is targeted to begin in 2021, and the energy park is expected to be fully operational by 2024. Cory has selected Hitachi Zosen Inova as its Engineering, Procurement and Construction (EPC) contractor, following its excellent delivery of the existing Riverside ERF.

Cory forecasts that the Riverside Energy Park would:

- Generate up to 96 megawatts (MW) of low carbon renewable electricity at peak times, which taken together with the permitted capacity of 72 MW from the existing Riverside ERF is the equivalent of powering c.300,000 homes across London (almost 10% of London's 3.2m households)
- Divert a further 650,000 tonnes of residual waste away from landfill, which will save an additional 130,000 tonnes of CO₂ each year
- Make use of Cory's existing river-based infrastructure on the River Thames to further reduce road traffic. At present, Cory's use of the Thames as a "Green Highway" currently removes around 100,000 truck journeys from London's roads every year. The new park would allow for a further 80,000 truck journeys to be removed.
- Be capable of supplying up to 30MW of affordable heat energy to local housing
- Create a further 175,000 tonnes/year of construction materials from the EfW process for use in building the south-east's homes and infrastructure, avoiding the need for industry to extract an equivalent tonnage of natural stone.
- Make a valuable contribution to local employment, with over 100 full-time jobs and apprenticeships set to be created at the energy park and on the river. The construction period is likely to require a workforce in excess of 6,000 people.



management and energy generation needs. Our current Riverside Energy Recovery Facility has been reliably operating at capacity and within all air pollution limits since day one, so expanding our energy generating capabilities in a more ambitious integrated Energy Park is the natural next step.

“London is facing a significant capacity gap in its ability to appropriately dispose of and treat all its waste. This new park is an important part of the solution.”

“By employing a range of technologies which are proven at scale, we can expand our ability to generate clean, low carbon renewable energy for London and treat more of London’s waste within the city’s boundaries.”

“ The new energy park represents a huge step forward when it comes to meeting London’s waste management and energy generation needs. ”

PROJECT

PROJECT OUTLINE

PROJECT TIMELINE

CONSULTATION

COMMUNITY CONSULTATION

DCO PROCESS