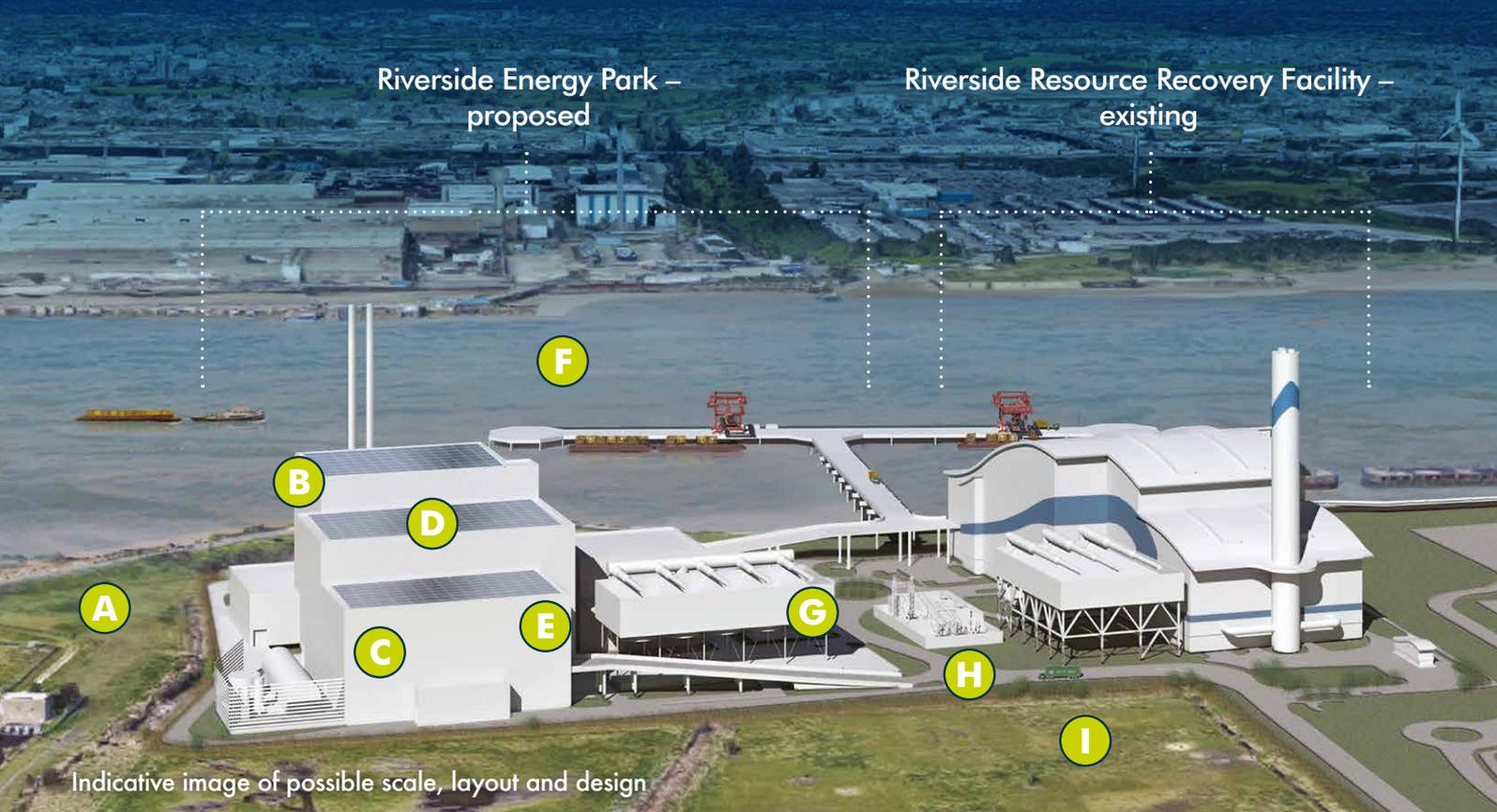


SUMMARY OF MAIN PROJECT CHANGES MADE IN RESPONSE TO FEEDBACK



Indicative image of possible scale, layout and design

This is a summary of the main changes we ('Cory') have made to our plans for the proposed Riverside Energy Park, as a result of the feedback we gathered during consultation.

These changes have formed part of our application for development consent. That application was recently accepted for Examination by the Planning Inspectorate on behalf of the Secretary of State.

Feedback was considered as we reviewed our designs and prepared plans and reports for the application.

Our Consultation Report, which we submitted as part of the application, sets out in more detail the changes we made to the proposals following our consultation. The application documents, including the Consultation

Report, can be viewed on the Riverside Energy Park page of the Planning Inspectorate's website at the following link: <https://infrastructure.planninginspectorate.gov.uk/projects/london/riverside-energy-park/>

Overall, we have considered the design of the proposed Energy Park and have proposed ways in which we can address any potential impacts that have been raised, either as part of the consultation process or through our own studies.

SUMMARY OF MAIN PROJECT CHANGES MADE IN RESPONSE TO FEEDBACK

We have plotted these main themes on the indicative image of our proposed Energy Park:

- A Protecting views:** We have considered views from Crossness Conservation Area, the Thames Path and Lesnes Abbey in order to reduce visual impact. As a result, our commitment to appropriate landscaping around our site has also been reinforced to strengthen the design of the facility and enhance how it looks.
- B Using lighter colours:** We will use lighter colours for the upper parts of the main building and darker colours for the base. This will help to reduce visual impact by enabling the upper part of the building to blend into the sky. The darker colours will help to reduce the building's perceived size by fitting in better with the landscape and its urban setting.
- C Our building:** We consulted on three different building forms and have chosen the stepped roof design for the application. We reviewed the comments we received and considered various factors including visual appearance, energy production and ease of maintenance. Based on your feedback and our own assessments, we came to the conclusion that the stepped roof building form design presents the best overall solution taking the different factors into account. This design will reduce visual impact and improve our ability to generate renewable energy using solar panels. Additionally, the stepped design reduces the scale, height and size of the proposed buildings, which will minimise impacts on the surrounding areas, including the Crossness Nature Reserve and the Thames Path.
- D Maximising renewable energy:** The building design will maximise the amount of renewable energy we can generate from solar power while making sure the roof has safe access for cleaning and maintenance.
- E Our electrical connection:** The final electrical connection has not yet been confirmed as investigation and assessment by UK Power Networks is still on-going. However, our preferred route is predominantly along the A2016 and the A206 towards Littlebrook power station. We're also hoping to use Norman Road (option 1A) which means we can avoid the Crossness Nature Reserve when we're laying the electricity cables.
- F Protecting the River Thames:** We have produced a robust plan (known as our Outline Code of Construction Practice) which explains how we will prevent potential impacts to the River Thames during construction and operation. We also took an early project decision to remove works within the river during discussions with relevant bodies and to minimise effects.
- G Appropriate lighting:** We'll make sure that the lighting we use on our site is appropriate for the setting and doesn't affect the nature reserve.
- H Managing construction traffic:** The majority of the waste transported to the proposed Energy Park when it is operational would be by river – but we anticipated that we will need to bring construction material in using the roads. We've carefully considered the route that our construction vehicles will take during the construction phase. We've prepared a report which outlines how we will manage traffic and the workforce during the construction period (known as our Outline Construction Traffic Management Plan), which we will agree with the local authorities, in order to minimise and mitigate any disruption that may arise.
- I Looking after wildlife:** We have carried out ecology surveys and gathered lots of data about the local wildlife, such as breeding birds. We will work closely with stakeholders to finalise our strategy (known as our Outline Biodiversity and Landscape Mitigation Strategy) that sets out how we will avoid and reduce any potential impacts. We will also be making a financial contribution to the Environment Bank, an independent organisation that provides biodiversity compensation agreements. This funding will help improve habitats outside the boundary of our proposals. These activities have helped us to prioritise the protection of the local environment and ensure there is a net gain in biodiversity.

We would like to thank everyone who took part in our consultations. We have taken all feedback into account as we prepared our final proposals and application.