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**24 September 2019**

Riverside Energy Park DCO Application – Deadline 8 – Port of London Authority

Dear Mr. Green

The East London Waste Authority's (ELWA's) Deadline 7 comments on the Applicant's Response to ELWA's Written Representations includes points that directly relate to the PLA and its role as the Statutory Harbour and Conservancy Authority for the River Thames between Teddington Lock and the North Sea. I write on behalf of the PLA to address some of those points.

As part of the DCO application process the PLA and Cory's have had discussions regarding the impact of the proposed Riverside Energy Park on river operations, and on the potential need for new riparian infrastructure required to support the development. The PLA notes that the Applicant's DCO application documents include a Navigational Risk Assessment (NRA) to support the application's Environmental Statement (reference: 6.3, APP-067). This included a quantitative assessment to determine navigational safety thresholds for proposed Cory barge movements to address concerns raised by ELWA.

The NRA included three scenarios as to how the Riverside Energy Park Facility may be serviced by different existing riparian Waste Transfer Station (WTS) sites and/or indicative potential WTS locations in the future. All three scenario assessments were calculated on the precautionary assumption that all waste is delivered to the REP via the river and not by road.

The NRA concluded that the proposed development would not necessitate additional works in the river and would therefore not physically impact the navigation of vessels. Further, the low level of additional vessel movements associated with the REP would have a negligible impact upon navigational safety on the River Thames. The PLA concurs with these conclusions. The PLA also observes that the predicted low levels of traffic also mean that ELWA's fears about tidal restrictions are misplaced.

Further information is in the submitted NRA and the Statement of Common Ground between Cory and the PLA, signed on 23 May 2019.

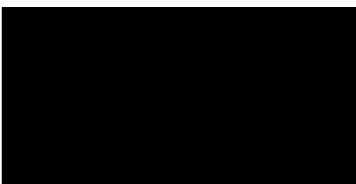
The ExA will also bear in mind that if Cory considered that new infrastructure was required, its potential effect on navigation and the river would be regulated at the time by the PLA. That is achieved by the new

article 7(1) inserted at the PLA's request in the draft DCO Rev 1 (REP2—007) submitted by the Applicant at Deadline 2, which provides as follows:

*“Nothing in this Order relieves the undertaker of any obligation to obtain any permit or licence under the Port of London Act 1968 in respect of works or operations carried out within the Thames under the powers of this Order”.*

The PLA's existing works licensing powers will therefore apply to any works that Cory might wish to construct in the river. Accordingly, if in future if any additional works are required as part of Cory's operations, at Belvedere or elsewhere within the PLA's jurisdiction, a new or amended River Works Licence will have to be applied for and granted by the PLA, in addition to any planning requirements.

Yours sincerely



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Port of London Authority