



# CHANGE REQUEST AND CONSULTATION REPORT APPENDICES: 9.6

DECARBONISATION

## Cory Decarbonisation Project

PINS Reference: EN010128

October 2024

Revision A

# Appendix A

# APPENDIX A: COASTAL MODELLING - VESSEL SIZE CHANGE IMPLICATIONS

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## INTRODUCTION

This Appendix details a sensitivity test run of the Cory Decarbonisation Project coastal modelling. After completion of a coastal modelling study to support **Appendix 11-4: Coastal Modelling Studies (Volume 3)** of the **Environmental Statement (APP-109)**, a potential design change has been identified to accommodate a larger size vessel. The aspects relevant to the coastal modelling study are the changes to the Proposed Jetty and deepening of the dredge berth pocket from -10.5mCD (-13.78mOD) to -11.0mCD (-14.28mOD) (with associated increase in capital and maintenance dredging volumes). The NRA process has also indicated that the limits of deviation for the Proposed Jetty should also be slightly reduced as part of the Change.

A sensitivity test run of the post-construction scenario with retention of the Belvedere Power Station Jetty (disused) (Scenario 3 from **Appendix 11-4: Coastal Modelling Studies (Volume 3)** of the **Environmental Statement (APP-109)**) was carried out to understand the potential implications of these design changes on the coastal modelling assessment.

## CHANGES TO COASTAL MODEL

The existing model mesh was adjusted to represent the changes to the Proposed Jetty location described above including the deepening of the dredged berth pocket. **Figure 1** shows the updated model layout compared to the previous version overlaid on the updated model bathymetry. The previous model roughness file was interpolated onto the updated mesh; all other model inputs (including boundary conditions) remained the same.

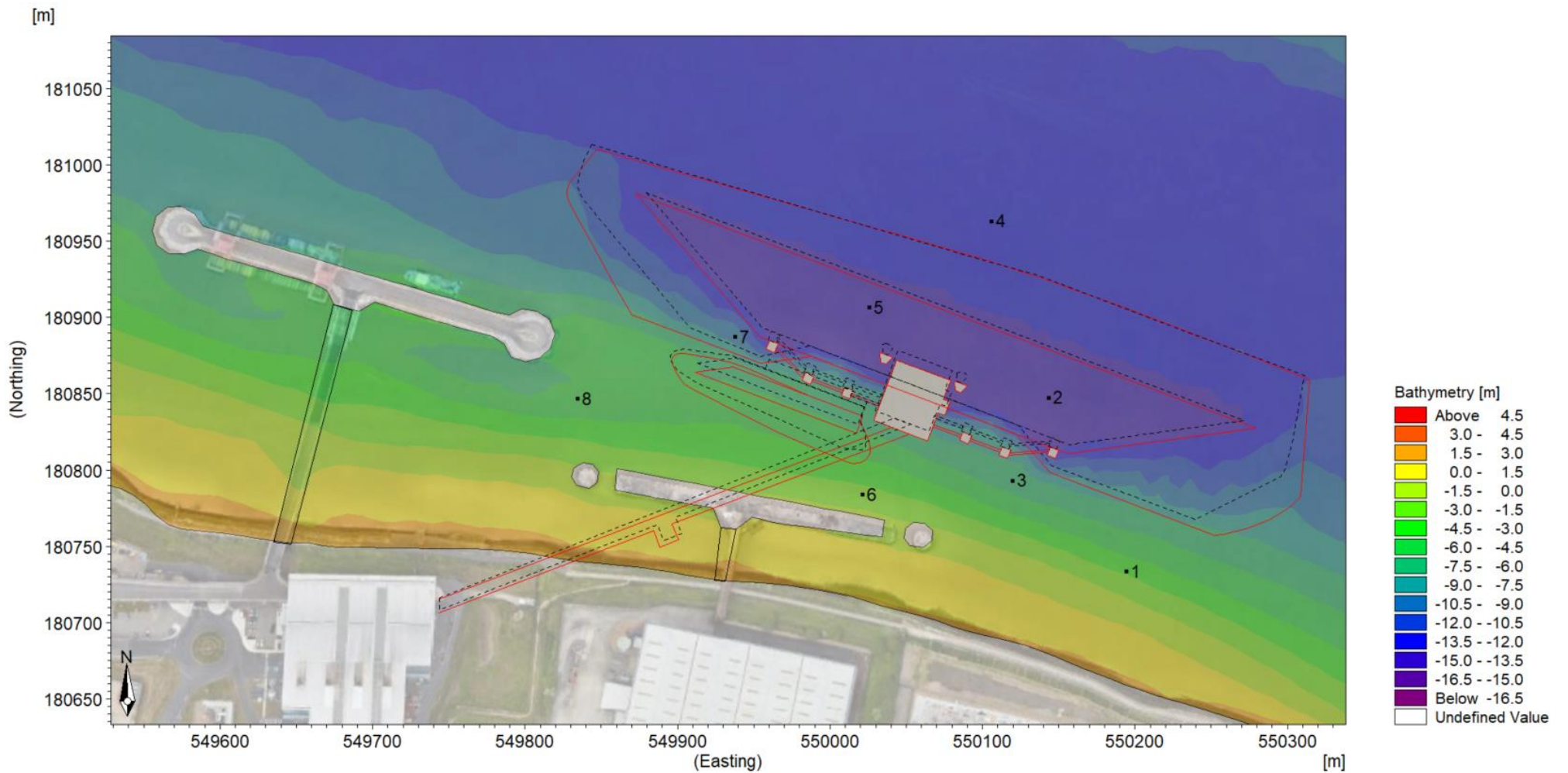


Figure 1 - Updated model layout (red) compared to previous model (black dashed) with updated bathymetry (mOD) and data extraction locations (1-8)

## RESULTS

Results have been extracted at the locations shown in **Figure 1** for each of the model outputs previously reported (water surface elevation, current speed, and bed shear stress) for the full duration of the 26-day model run. Difference maps for specific time steps (as shown in **Appendix 11-4: Coastal Modelling Studies (Volume 3)** of the **Environmental Statement (APP-109)**) have not been created due to the differing model mesh geometries causing unrepresentative outputs.

### WATER SURFACE ELEVATION

Minimum, maximum, and average differences in water surface elevation (previous model - updated model) at each location are given in **Table 1**. The differences between the two models are small and consistent around the project area, with the exception of point 6 where the difference is influenced by the model cell drying as the tide falls. The tidal range in this area is approximately 3.5m during neap tides and 5.5m during spring tides.

**Table 1 - Differences in Surface Elevation**

Difference (m)	1	2	3	4	5	6	7	8
Minimum	-0.044	-0.046	-0.044	-0.040	-0.033	-0.039	-0.033	-0.037
Maximum	0.022	0.022	0.021	0.020	0.016	2.449	0.016	0.021
Average	-0.005	-0.006	-0.006	-0.005	-0.004	-0.003	-0.004	-0.004

### CURRENT SPEED

Minimum, maximum, and average differences in current speed (previous model - updated model) at each location are given in **Table 2**. At the locations outside the dredged berth pocket (1, 3, 4, 6, and 8) the updated model shows predominantly slightly slower current speeds than the previous model. The small average differences in current speed suggest that the updated design would not have a significant impact on the sediment dispersion modelling undertaken previously. This is further supported by the fact that the current speed differences fluctuate as the water level varies and larger differences only last for a short period of time (see **Figure 2** and **Figure 3** for example at location 6).

**Table 2 - Differences in Current Speed**

Difference (m/s)	1	2	3	4	5	6	7	8
Minimum	-0.13	-0.31	-0.08	-0.01	-0.16	-0.23	-0.15	-0.03
Maximum	0.19	0.07	0.21	0.07	0.04	0.37	0.06	0.11
Average	<b>0.03</b>	<b>-0.09</b>	<b>0.06</b>	<b>0.02</b>	<b>-0.06</b>	<b>-0.001</b>	<b>-0.02</b>	<b>0.02</b>

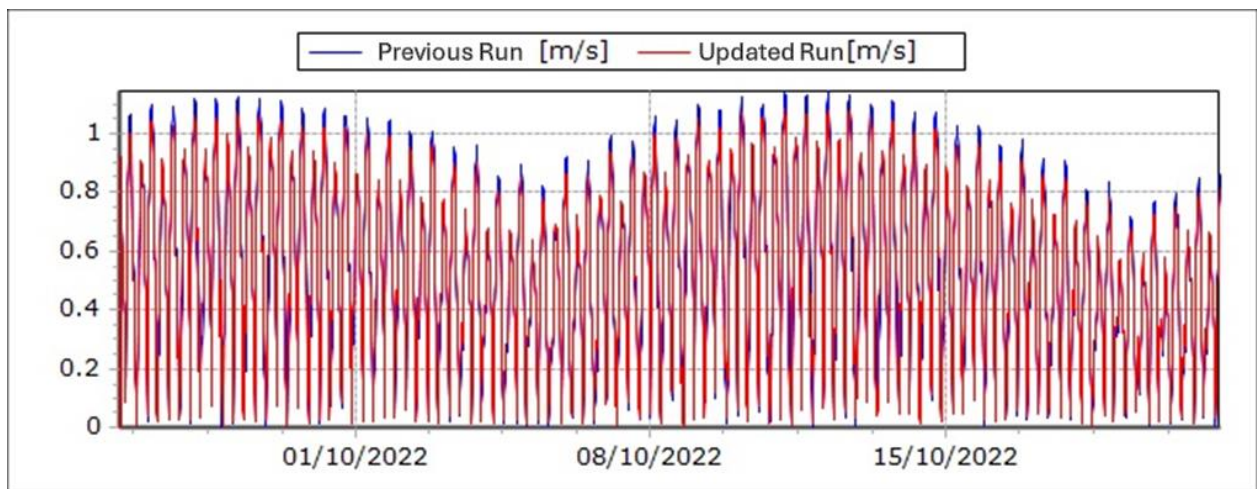


Figure 2 - Time Series of Current Speeds at Location 6

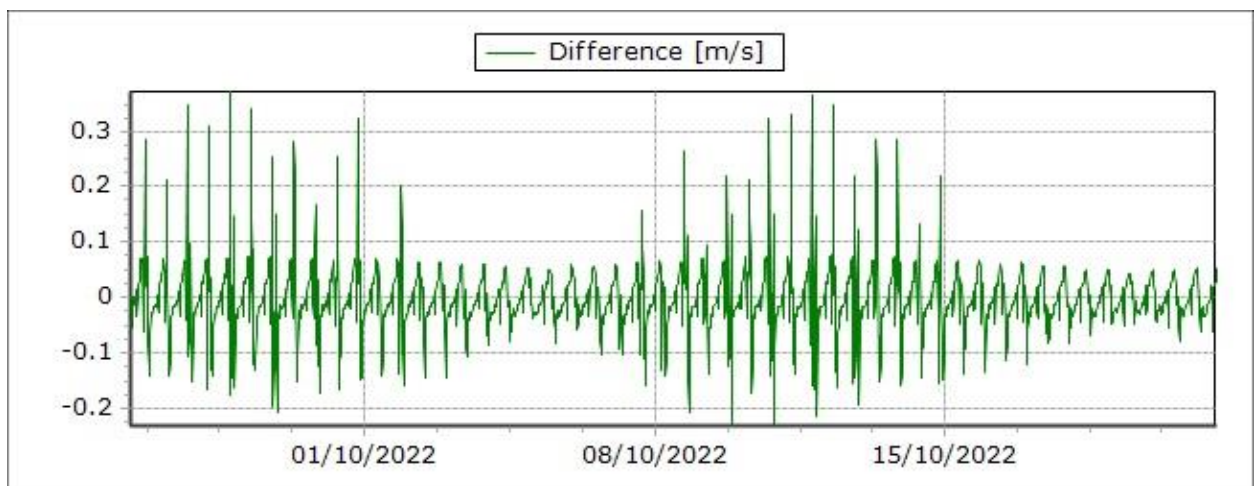


Figure 3 - Time Series of Current Speed Differences at Location 6

## BED SHEAR STRESS

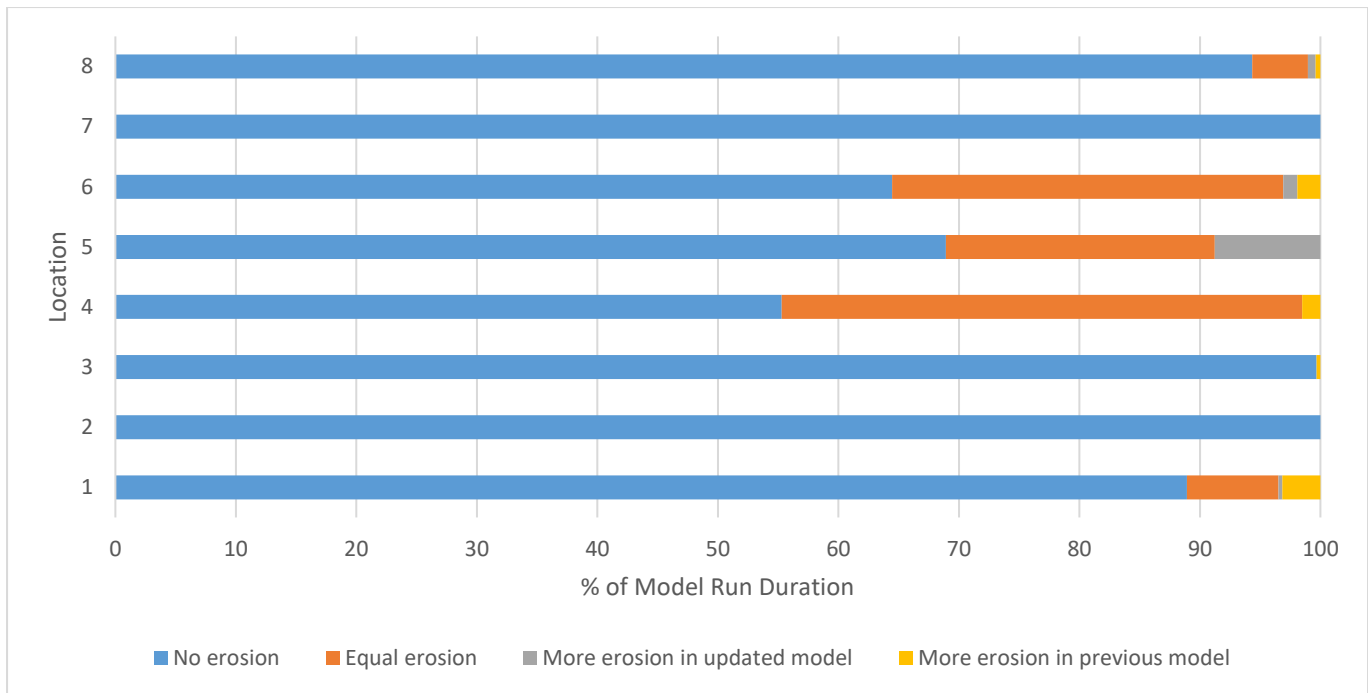
Minimum, maximum, and average differences in bed shear stress (previous model - updated model) at each location are given in **Table 3**. The bed shear stress is of interest as it influences sediment transport at the bed and therefore the predicted areas of erosion. The erosion threshold used in the previous sediment transport modelling was  $0.9\text{N/m}^2$ .

**Figure 4** a breakdown of how predicted erosion changes at each location as a percentage of the model run duration. For the majority of the time, the bed shear stress is below the  $0.9\text{N/m}^2$  threshold in both models and therefore erosion is not anticipated to occur. At location 5 (in the dredged berth pocket), the bed shear stress exceeds the  $0.9\text{N/m}^2$  threshold for 9% of the model duration when it did not previously. This suggests that accretion in this area may reduce from the rates calculated in the original assessment. However, in location 2 (downstream within the dredged berth pocket) no change between the models was seen in terms of time in exceedance of the erosion threshold. Across the dredged berth pocket, the minor changes to bed shear stresses are not anticipated to change the conclusions of the previous assessment.

At locations in the intertidal mudflat area (1, 3, 6, and 8) where minimal impact was predicted previously, it is shown that there will be marginally less erosion in the updated model for 3%, 0.3%, 2%, and 0.4% of the model duration respectively and such small differences could be considered negligible. As the previous modelling concluded that there would be no detrimental impacts on the mudflats due to sediment erosion/accretion, these marginal/ negligible changes are considered unlikely to have a significant effect on this conclusion.

**Table 3 - Differences in Bed Shear Stress**

Difference ( $\text{N/m}^2$ )	1	2	3	4	5	6	7	8
Minimum	-0.64	-0.36	-0.02	-0.01	-0.40	-0.87	-0.08	-0.05
Maximum	0.50	0.02	0.39	0.23	0.01	1.46	0.12	0.17
Average	<b>0.05</b>	<b>-0.08</b>	<b>0.08</b>	<b>0.04</b>	<b>-0.10</b>	<b>0.04</b>	<b>0.01</b>	<b>0.02</b>



**Figure 4 - Breakdown of Predicted Erosion Change as Percentage of Model Duration**

## CONCLUSION

A sensitivity test run of the coastal modelling has been carried out to understand the implications of the Change on the outcomes of the assessment described within **Appendix 11-3: Coastal Modelling Studies (Volume 3)** of the **Environmental Statement (APP-109)**. The results from this model run show that the differences in water surface elevation, current speed, and bed shear stress between the previous and updated designs are not significant. This means that the potential design change is not anticipated to change the conclusions of the related assessment in the Water chapter.



# Appendix B

**APPENDIX B: NOTICE SENT TO SECTION 42 (1)(a)-(d)  
PARTIES**

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Recipient Address

17 September 2024

Dear Sir or Madam,

## **EN010128 CORY DECARBONISATION PROJECT**

### **CONSULTATION ON PROPOSED CHANGE TO THE PROPOSED SCHEME**

I write in relation to Cory Environmental Holdings Limited's ("the Applicant") proposals to develop, install and operate a new carbon capture facility and new jetty facility at Norman Road, Belvedere, London, DA17 6JY.

The Planning Inspectorate, on behalf of the Secretary of State for Energy Security and Net Zero, accepted the application submitted for the Cory Decarbonisation Project ('the Proposed Scheme') for Examination in April 2024. Since submission, the Applicant has been working with other stakeholders in the carbon capture and storage ('CCS') sector (particularly Viking CCS, as the potential storage partner) to further develop its understanding for usage of the Proposed Jetty, to ensure this best achieves the aims of Government in bringing forward Non-Pipeline Transport as part of the CCS sector.

This work has led to the Applicant considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> previously considered in the application documentation. This is intended to be proposed as a change to the submitted application (the 'Change').

#### **Why we are contacting you**

We are contacting you because we have identified you as a consultee, because you are a prescribed consultee or local authority under the Planning Act 2008, you have been identified as a consultee that will be interested in the Change or you have an interest in the land within the Order limits for the Proposed Scheme.

We are inviting comments on the Change and this consultation is being held between 20 September and 20 October 2024. Please note that this consultation



will close at 11.59pm on 20 October 2024 and we therefore invite responses to be submitted on or before this time.

A copy of the published Notice containing details of the proposed Change is attached to the letter. You can find more information on the Change in the document library section of the project website. This is available for inspection free of charge at [www.corydecarbonisation.co.uk](http://www.corydecarbonisation.co.uk).

You can also find further information on the Change in the Notification of Intent to submit a Change Request letter published on the Planning Inspectorate website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for 'Change Request' (Document Reference AS-001).

### How to respond to the consultation

The Applicant would welcome your views on the Change. You can respond to the consultation by:

- Email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)
- Post: FREEPOST CORY CCS

When providing a response or representation, please include: your name or the name of the body or organisation you represent; the main contact person; and an address where correspondence about your response or representation may be sent.

Please note that this public consultation will close **at 11.59pm on 20 October 2024** and we therefore invite responses to be submitted on or before this date.

Your response will be analysed by the Applicant and its appointed agents and may be passed in due course to the Planning Inspectorate and any other relevant statutory authorities so that your comments can be considered as part of the DCO Examination process. Your response may therefore be made public; however, we will request that your personal details are not placed on public record. The Applicant, its affiliates and appointed agents will hold your personal details securely and in accordance with applicable data protection legislation. They will be used solely in connection with the consultation process and the DCO process and, except as noted above, they will not be passed to third parties. The Applicant's Privacy Policy can be found on the project website: <https://corydecarbonisation.co.uk/privacy/>.

If you have any questions about this letter or the enclosures, please call on 0203 116 5919 or send an email to [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk).



Yours faithfully,



Richard Wilkinson  
Project Director  
Email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)  
Online: [corydecarbonisation.co.uk](http://corydecarbonisation.co.uk)  
Phone: 0330 838 4254  
Post: FREEPOST CORY CCS

SAMPLE



## PLANNING ACT 2008

### CORY DECARBONISATION PROJECT DEVELOPMENT CONSENT ORDER

PLANNING INSPECTORATE REFERENCE: EN010128

### NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER APPLICATION

Cory Environmental Holdings Limited ('Cory') of 10 Dominion Street, Floor 5, London, EC2M 2EF is consulting on its proposals to make a change to its application for a Development Consent Order for the Cory Decarbonisation Project (the 'Application') between 20 September and 20 October 2024. The Application (Reference EN010128) was accepted for examination by the Planning Inspectorate on behalf of the Secretary of State for Energy Security and Net Zero ('Secretary of State') under delegated powers on 18 April 2024.

On 14 August 2024 Cory notified the Examining Authority appointed by the Secretary of State that it was considering making a request to make a change to the Application. Cory is holding a consultation on that proposed change. This notice explains the change and how you can take part in consultation on it.

#### Summary of the change sought

The Applicant has, since the submission of the Application, been working with other stakeholders in the carbon capture and storage ('CCS') sector (particularly Viking CCS, as the potential storage partner) to further develop its understanding for usage of the Proposed Jetty to ensure this best achieves the aims of the Government in bringing forward Non-Pipeline Transport as part of the CCS sector.

This work has led to the Applicant considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> previously considered in the Application documentation. This is intended to be proposed as a change to the submitted application (the 'Change').

#### Summary of the Proposed Scheme

The Proposed Scheme proposes to install carbon capture technology to both the Applicant's energy from waste facilities, Riverside 1 and Riverside 2, located at Norman Road, Belvedere Kent DA17 6JY. The Proposed Scheme also includes a new Proposed Jetty and the pipe and duct corridor routing/connections between that Jetty and the carbon capture plant.

In summary, the development for which the Application is seeking development consent includes:

- a) a Carbon Capture Facility, comprising up to two plants designed to capture some 1.3 million tonnes (1.3Mt) of carbon dioxide (CO<sub>2</sub>) per annum;



- b) a proposed new Jetty, extending into the Thames to facilitate the onward transfer of the captured CO<sub>2</sub>;
- c) the Mitigation and Enhancement Area, designed both to enhance biodiversity and to improve public access to outdoor space;
- d) three temporary construction compounds; and
- e) connections to utilities and provision of site access works.

The Proposed Scheme is an Environmental Impact Assessment (EIA) development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Proposed Scheme is located in the London Borough of Bexley. A map showing the location of the Proposed Scheme can be viewed on the project's page on the Planning Inspectorate website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for Site Location Plan (Document Reference APP-135)

### Further information

You can find more information on the Change in the document library section of the project website. This is available for inspection free of charge at [www.corydecarbonisation.co.uk](http://www.corydecarbonisation.co.uk). You can also find further information on the Change in the Notification of Intent to submit a Change Request letter published on the Planning Inspectorate website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for 'Change Request' (Document Reference AS-001)

The consultation information will be available to view online from 20 September 2024 until the close of the consultation at 11.59pm on 20 October 2024.

If you have any questions about this consultation, you can email [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk), write to FREEPOST CORY CCS or contact Cory Decarbonisation Project by telephone on 0330 838 4254.

### How to respond to the consultation

The Applicant would welcome your views on the Change. You can respond to the consultation by:

- Email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)
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When providing a response or representation, please include: your name or the name of the body or organisation you represent; the main contact person; and an address where correspondence about your response or representation may be sent. Any elements of responses that refer to aspects of the Proposed Scheme that are unrelated to the Change will be disregarded.



Please note that this public consultation will close **at 11.59pm on 20 October 2024** and we therefore invite responses on or before this date.

Your response will be analysed by the Applicant and its appointed agents and may be passed in due course to the Planning Inspectorate and any other relevant statutory authorities so that your comments can be considered as part of the DCO Examination process. Your response may therefore be made public; however, we will request that your personal details are not placed on public record. The Applicant, its affiliates and appointed agents will hold your personal details securely and in accordance with applicable data protection legislation. They will be used solely in connection with the consultation process and the DCO process and, except as noted above, they will not be passed to third parties. The Applicant's Privacy Policy can be found on the project website:

<https://corydecarbonisation.co.uk/privacy/>

#### **What happens after the consultation**

The Applicant will consider the consultation responses made and will have regard to them as it finalises its request to make the Change to the Application. It will compile a consultation report, which sets out how it has undertaken its consultation and how regard has been had to the responses received. This will be submitted with the request to make changes to the Application. The Examining Authority will then decide whether to accept the request.

**Cory Environmental Holdings Limited**  
**September 2024**



# Appendix C

**APPENDIX C: FULL LIST OF ORGANISATIONS SENT THE  
42 (1)(a)-(d) NOTICE**

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<b>Organisation Name</b>
Aidien Ltd
Cadent Gas Limited
Canal & River Trust
Civil Aviation Authority
CNG Services Ltd
Commissioner of Police of the Metropolis (Metropolitan Police)
Dartford Borough Council
Eclipse Power Network Limited
Environment Agency
Energy Assets Pipelines Limited
Energy Assets Networks Limited
ES Pipelines Ltd
ESP Connections Ltd
ESP Networks Ltd
ESP Pipelines Ltd
ESP Electricity Limited
Equality and Human Rights Commission
Fulcrum Pipelines Limited
Fulcrum Electricity Assets Limited
GTC Pipelines Limited
Greater London Authority
Harlaxton Gas Networks Limited
Harlaxton Energy Networks Limited
Homes England
Independent Distribution Connection Specialists Ltd
Independent Pipelines Ltd
Independent Power Networks Limited
Indigo Pipelines Limited
Indigo Power Limited
Kent County Council
Kent Fire and Rescue Service
Kent Police
Kent & Medway N H S & Social Care Partnership Trust
Last Mile Electricity Ltd
Last Mile Gas Ltd
Leep Electricity Networks Limited
Leep Gas Networks Limited
London Ambulance Service NHS Trust
London Borough of Bexley
London Borough of Bromley
London Borough of Barking and Dagenham
London Borough of Havering
London Fire Brigade
Mua Electricity Limited

Mua Gas Limited
Marine Management Organisation
Mayor's Office for Police and Crime
Ministry of Defence
Natural England
NATS En-Route Safeguarding
National Grid Gas Transmission Plc
National Grid Electricity Transmission Plc
National Grid Electricity System Operator Limited
National Gas Ltd
National Highways
National Highways Historical Railways Estate
Network Rail
NHS England
NHS SE London Integrated Care Board
NHS South East London Integrated Care Board
Northern Gas Networks Limited
Office for Health Improvement and Disparities
Optimal Power Networks Limited
Port of London Authority
Quadrant Pipelines Limited
Royal Borough of Greenwich
Royal Mail Group
Scotland Gas Networks Plc
Sevenoaks District Council
South East Coast Ambulance Service NHS
Squire Energy Metering Ltd
Squire Energy Limited
Thames Water
Thames Water Commercial Services
The Environment Agency
The Electricity Network Company Limited
The Secretary of State for Transport
The Office Of The Police & Crime Commissioner
The Health & Safety Executive
Thurrock Council
Transport for London
Trinity House
UK Health Security Agency
UK Power Distribution Limited
UK Power Networks Limited
Utility Assets Limited
Vattenfall Networks Limited

# Appendix D

**APPENDIX D: NEWS SHOPPER NOTICE**

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**PLANNING ACT 2008  
CORY DECARBONISATION PROJECT DEVELOPMENT CONSENT ORDER  
PLANNING INSPECTORATE REFERENCE: EN010128**

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This work has led to the Applicant considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup>, previously considered in the Application documentation. This is intended to be proposed as a change to the submitted application (the 'Change').

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The Proposed Scheme is an Environmental Impact Assessment (EIA) development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Proposed Scheme is located in the London Borough of Bexley. A map showing the location of the Proposed Scheme can be viewed on the project's page on the Planning Inspectorate website at <https://nationalinfrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for Site Location Plan (Document Reference APP-135).

**Further information**

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The consultation information will be available to view online from 20 September 2024 until the close of the consultation at 11.59pm on 20 October 2024.

If you have any questions about this consultation, you can email [decarbonisation@Corygroup.co.uk](mailto:decarbonisation@ Corygroup.co.uk), write to FREEPOST CORY CCS or contact The Cory Decarbonisation Project by telephone on 0330 838 4254.

**How to respond to the consultation**

The Applicant would welcome your views on the Change. You can respond to the consultation by:

- Email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)
- Post: FREEPOST CORY CCS

When providing a response or representation, please include: your name or the name of the body or organisation you represent; the main contact person; and an address where correspondence about your response or representation may be sent. Any elements of responses that refer to aspects of the Proposed Scheme that are unrelated to the Change will be disregarded.

Please note that this public consultation will close **at 11.59pm on 20 October 2024** and we therefore invite responses on or before this date.

Your response will be analysed by the Applicant and its appointed agents and may be passed in due course to the Planning Inspectorate and any other relevant statutory authorities so that your comments can be considered as part of the DCO Examination process. Your response may therefore be made public; however, we will request that your personal details are not placed on public record. The Applicant, its affiliates and appointed agents will hold your personal details securely and in accordance with applicable data protection legislation. They will be used solely in connection with the consultation process and the DCO process and, except as noted above, they will not be passed to third parties. The Applicant's Privacy Policy can be found on the project website: <https://corydecarbonisation.co.uk/privacy/>

**What happens after the consultation**

The Applicant will consider the consultation responses made and will have regard to them as it finalises its request to make the Change to the Application. It will compile a consultation report, which sets out how it has undertaken its consultation and how regard has been had to the responses received. This will be submitted with the request to make changes to the Application. The Examining Authority will then decide whether to accept the request.

**Cory Environmental Holdings Limited  
September 2024**

**LONDON BOROUGH OF LEWISHAM  
TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 (as amended)  
DIRECTION MADE UNDER ARTICLE 4(1)**

**Article 4 (1) Direction Class MA for the change of use from commercial, business and service Class E use to dwellinghouse Class C3 use**

The London borough of Lewisham ("the Council") HEREBY GIVES NOTICE that being the appropriate local planning authority has made a non-immediate Article 4 (1) Direction on 11th September 2024 under Article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) ("the Order").

The direction applies to development consisting of a change of use of a building and any land within it's curtilage from a use falling within Class E commercial, business and service use of Schedule 2 to the Town & Country Planning (Use Classes) Order 1987 (as amended) to a use falling within Class C3 dwellinghouse of Schedule 1 to that Order being development within Class MA of Part 3 to Schedule 2 of the Order.

The effect of the Direction is that the permitted development right granted for this development under Article 3 of the Order will not apply. Therefore an application for planning permission will be required for the change of a use of a building and associated land from commercial, business and service use to use as a dwellinghouse in the areas specified below.

In accordance with the Order, the Direction shall come into force on 1st November 2025, if it is confirmed by the Council.

The Direction applies to;

**Part of the following areas:**

1. Major Centres; Catford, Lewisham (northern and central focus), Lewisham (southern focus)
2. District Centres; New Cross, Deptford, Forest Hill, Sydenham, Blackheath, Lee Green, Downham
3. Local Centres; Evelyn Street, New Cross Road, Brockley Cross, Ladywell, Crofton Park, Honor Oak/Brockley Rise, Bellingham, Downham Way, Hither Green Lane, Staplehurst Road, Grove Park, Lee Station, Kirkdale, Lewisham Way
4. Parades; Burnt Ash Hill, Marvels Lane & Chinbrook Road, Evelyn Street, Southend Lane, Brockley Rise, Perry Vale, Perry Hill, Verdant Lane, Stanstead Road, Sangley Road & Sandhurst Road
5. Strategic Industrial Locations; Bromley Road and Surrey Canal
6. Mixed use Employment Locations; Plough Way, Convoys Wharf, Grinstead Road, Surrey Canal Triangle, Childers Street East, Arklow Road
7. Locally Significant Industrial Sites; Endwell Road, Malham Road, Childers Street West, Lower Creekside

**Whole of the following areas:**

1. Mixed Use Employment Locations; Oxestalls Road, Sun and Kent Wharf, Thanet Wharf

2. Locally Significant Industrial Sites; Blackheath Hill, Evelyn Court, Willow Way, Worsley Bridge Road, Stanton Square, Apollo Business Centre, Trundley's Road, Perry Vale, Clyde Vale

The Direction, associated documents and a copy of the maps defining the area to which the Direction relates can be viewed online at <https://lewisham.gov.uk/myservices/planning/policy/article-4-direction-for-class-e> or can be viewed at the following locations; Catford Library 23-24 Winslade Way SE6 4JU, Deptford Library The Lounge 9 Giffin St SE8 4RH, Grove Park Library Somertrees Avenue SE12 0BX Downham Library 7-9 Moorside Rd Bromley BR1 5EP and Sydenham Library 210 Sydenham Rd SE26.

You may make written representations concerning the Article 4 Direction during the representation period which is between 18 September 2024 and 01 November 2024.

Representations can be made by;

- Completing our online survey: <https://consultation.lewisham.gov.uk/planning/changeofuseart4-1/>
- Emailing [planning.policy@lewisham.gov.uk](mailto:planning.policy@lewisham.gov.uk)
- Post to Strategic Planning Team, 4th Floor, Laurence House, Catford Rd, London SE6 4RX

18th September 2024

Nick Fenwick, Director of Planning

Duly authorised officer of the Council

# Appendix E



# APPENDIX E: THE GUARDIAN NOTICE

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**PLANNING ACT 2008**  
**CORY DECARBONISATION PROJECT DEVELOPMENT CONSENT ORDER**  
**PLANNING INSPECTORATE REFERENCE: EN010128**  
**NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE**  
**DEVELOPMENT CONSENT ORDER APPLICATION**

Cory Environmental Holdings Limited ('Cory') of 10 Dominion Street, Floor 5, London, EC2M 2EF is consulting on its proposals to make a change to its application for a Development Consent Order for the Cory Decarbonisation Project (the 'Application') between 20 September and 20 October 2024. The Application (Reference EN010128) was accepted for examination by the Planning Inspectorate on behalf of the Secretary of State for Energy Security and Net Zero ('Secretary of State') under delegated powers on 18 April 2024.

On 14 August 2024 Cory notified the Examining Authority appointed by the Secretary of State that it was considering making a request to make a change to the Application. Cory is holding a consultation on that proposed change. This notice explains the change and how you can take part in consultation on it.

**Summary of the change sought**

The Applicant has, since the submission of the Application, been working with other stakeholders in the carbon capture and storage ('CCS') sector (particularly Viking CCS, as the potential storage partner) to further develop its understanding for usage of the Proposed Jetty to ensure this best achieves the aims of the Government in bringing forward Non-Pipeline Transport as part of the CCS sector.

This work has led to the Applicant considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> previously considered in the Application documentation. This is intended to be proposed as a change to the submitted application (the 'Change').

**Summary of the Proposed Scheme**

The Proposed Scheme proposes to install carbon capture technology to both the Applicant's energy from waste facilities, Riverside 1 and Riverside 2, located at Norman Road, Belvedere Kent DA17 6JY. The Proposed Scheme also includes a new Proposed Jetty and the pipe and duct corridor routing/connections between that Jetty and the carbon capture plant.

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The Proposed Scheme is an Environmental Impact Assessment (EIA) development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Proposed Scheme is located in the London Borough of Bexley. A map showing the location of the Proposed Scheme can be viewed on the project's page on the Planning Inspectorate website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for Site Location Plan (Document Reference APP-135).

**Further information**

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- Post: freepost cory ccs

When providing a response or representation, please include: your name or the name of the body or organisation you represent; the main contact person; and an address where correspondence about your response or representation may be sent. Any elements of responses that refer to aspects of the Proposed Scheme that are unrelated to the Change will be disregarded.

Please note that this public consultation will close at **11.59pm on 20 October 2024** and we therefore invite responses on or before this date.

Your response will be analysed by the Applicant and its appointed agents and may be passed in due course to the Planning Inspectorate and any other relevant statutory authorities so that your comments can be considered as part of the DCO Examination process. Your response may therefore be made public; however, we will request that your personal details are not placed on public record. The Applicant, its affiliates and appointed agents will hold your personal details securely and in accordance with applicable data protection legislation. They will be used solely in connection with the consultation process and the DCO process and, except as noted above, they will not be passed to third parties. The Applicant's Privacy Policy can be found on the project website: <https://corydecarbonisation.co.uk/privacy/>

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Cory Environmental Holdings Limited  
September 2024

# Appendix F

**APPENDIX F: FISHING NEWS NOTICE**

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## INSURANCE

## PUBLIC NOTICES

### NOTIFICATION AND PUBLICATION OF AN EIA DECISION AND REGULATORY DECISION | EIA CONSENT DECISION

#### Areas 1806 and 1807 Marine Aggregate Dredging

The Marine Management Organisation (MMO) has carried out an Environment Impact Assessment (EIA) under the Marine Works (EIA) Regulations 2007 ("The Regulations") in relation to the Aggregate Dredge Area 1806 (case reference MLA/2023/00199), to be carried out by Hanson Aggregates Marine Limited, and Aggregate Dredge Area 1807 (case reference MLA/2023/00200), to be carried out by Volker Dredging Limited.

In accordance with Regulation 22 of the Regulations, the MMO has decided to grant EIA consent for the projects on 10 September 2024 subject to certain conditions being imposed.

Full details of the decision, including the environmental information taken into consideration, the main reasons and considerations on which the EIA consent decision was based, and the conditions attached to the consent can be found at [https://marineconsents.marinemangement.org.uk/mmofoxs/foxlive/MMO\\_PUBLIC\\_REGISTER](https://marineconsents.marinemangement.org.uk/mmofoxs/foxlive/MMO_PUBLIC_REGISTER). This information may also be inspected free of charge during normal working hours at the MMO's office (a charge may be made for copies of data provided). Requests to inspect such information should be directed to:

Marine Licensing Team Marine Management Organisation Lancaster House Hampshire Court Newcastle upon Tyne NE4 7YH  
Tel: 0300 123 1032

Email: [marine.consents@marinemangement.org.uk](mailto:marine.consents@marinemangement.org.uk)

#### Effect of EIA Decision on the Regulatory Decision

Following the above EIA consent decision in accordance with Regulation 24 of the Regulations, the MMO has decided to grant a marine licence for Aggregate Dredging at Area 1806 and a marine licence for Aggregate Dredging at Area 1807 under the Marine and Coastal Access Act 2009 on 10 September 2024, subject to certain conditions being imposed.

Full details of the decision, including the environmental information taken into consideration, the main reasons and considerations on which the Regulatory Decision was based and the conditions attached to the consent can be found at [https://marineconsents.marinemangement.org.uk/mmofoxs/foxlive/MMO\\_PUBLIC\\_REGISTER](https://marineconsents.marinemangement.org.uk/mmofoxs/foxlive/MMO_PUBLIC_REGISTER).

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## QUOTAS LICENCES & VESSELS

### PLANNING ACT 2008 | CORY DECARBONISATION PROJECT DEVELOPMENT CONSENT ORDER

#### PLANNING INSPECTORATE REFERENCE: EN010128

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#### Summary of the change sought

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This work has led to the Applicant considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> previously considered in the Application documentation. This is intended to be proposed as a change to the submitted application (the 'Change').

#### Summary of the Proposed Scheme

The Proposed Scheme proposes to install

carbon capture technology to both the Applicant's energy from waste facilities, Riverside 1 and Riverside 2, located at Norman Road, Belvedere Kent DA17 6JY. The Proposed Scheme also includes a new Proposed Jetty and the pipe and duct corridor routing/connections between that Jetty and the carbon capture plant.

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Cory Environmental Holdings Limited  
September 2024

# Appendix G

**APPENDIX G: LONDON GAZETTE NOTICE**

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# THE GAZETTE

LONDON GAZETTE

**CONTAINING ALL NOTICES PUBLISHED ONLINE ON  
19 SEPTEMBER 2024**

**PRINTED ON 20 SEPTEMBER 2024 | NUMBER 64519**  
PUBLISHED BY AUTHORITY | ESTABLISHED 1665  
[WWW.THEGAZETTE.CO.UK](http://WWW.THEGAZETTE.CO.UK)

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Money/

**Companies/18226\***

**People/18283\***

**Terms & Conditions/18309\***

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\* Containing all notices published online on 19 September  
2024

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the New Bond Street and Brook Street chamfered corner of the Building

SCHEDULE TWO: The parts of the highway New Bond Street that this order authorises to be stopped up: units in metres below are the distances of each part of highway from the common boundary of the buildings 63 New Bond Street and 52 New Bond Street

part of the highway New Bond Street	south most limit of this part of the highway New Bond Street	north most limit of this part of the highway New Bond Street	Area square metres	Maximum extent of highway to be stopped up perpendicular to present building external wall
G	59.30	65.00		
H	56.50	58.71	0.265	0.32
I	32.15	35.99	0.26	0.06
J	25.15	31.55	7.749	1.63
K	20.59	24.55	0.262	0.11
L	15.69	18.86	2.297	1.040

(4707387)

**CORY ENVIRONMENTAL HOLDINGS LIMITED  
PLANNING ACT 2008  
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**Cory Environmental Holdings Limited  
September 2024**

(4706133)

# Appendix H

**APPENDIX H: LLOYD'S LIST NOTICE**

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## PLANNING ACT 2008

### CORY DECARBONISATION PROJECT DEVELOPMENT CONSENT ORDER

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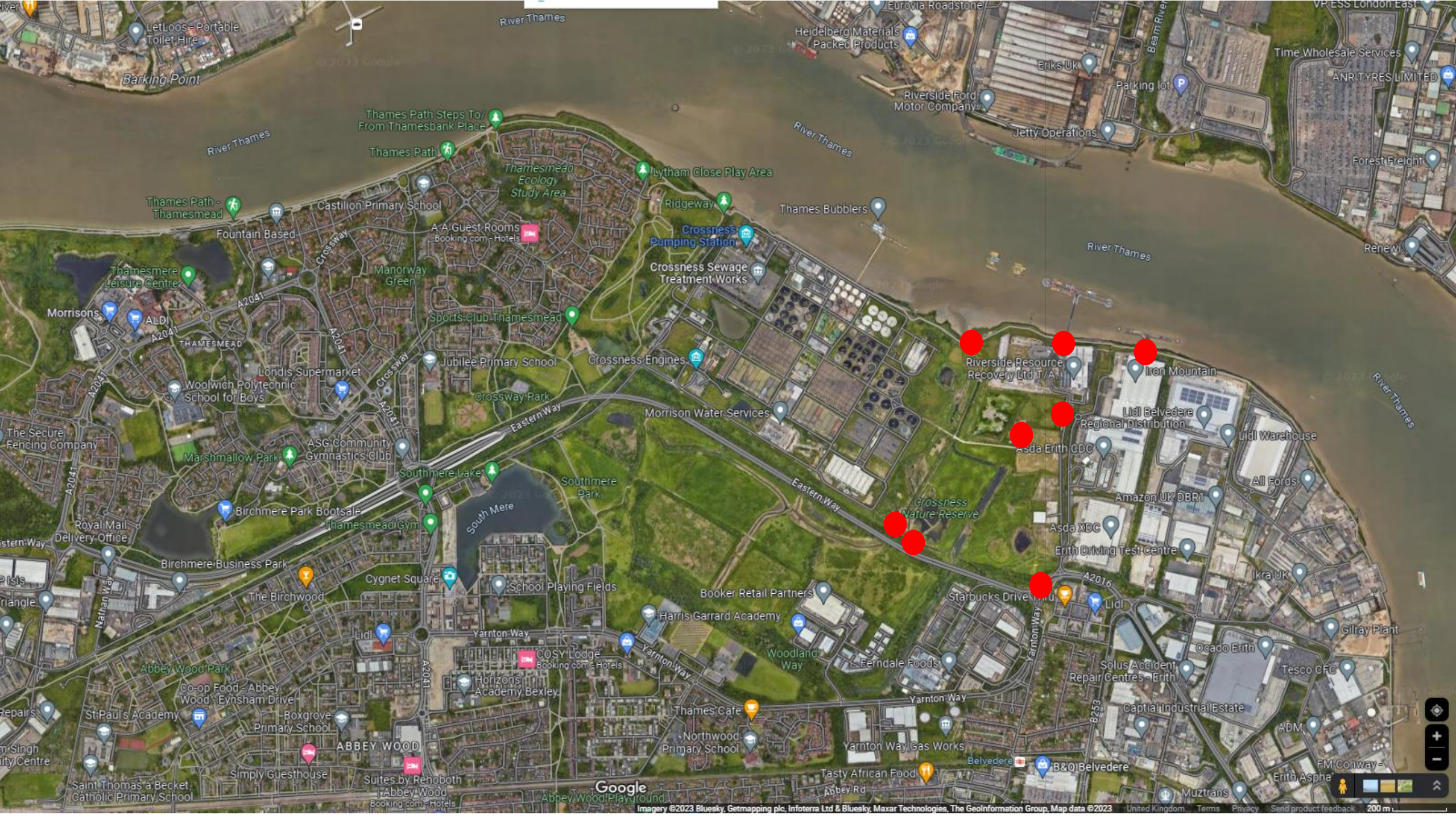
**Cory Environmental Holdings Limited**  
**September 2024**

# Appendix I

**APPENDIX I: NOTICE LOCATIONS MAP**

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LetLoos - Portable Toilet Hire  
Barking Point

River Thames

Thames Path Steps To/ From Thamesbank Place

Thames Path

River Thames

Heidelberg Materials Packed Products

River Thames

Riverside Ford Motor Company

Jetty Operations

Beam River

Eriks UK

Parking lot

Time Wholesale Services

ANR TYRES LIMITED

Forest Freight

Renew

Thames Path - Thamesmead

Castillon Primary School

Thamesmead Ecology Study Area

Lytham Close Play Area

Ridgeway

Thames Bubblers

Thamesmere Leisure Centre

Fountain Based

Manorway Green

A A Guest Rooms

Crossness Pumping Station

Crossness Sewage Treatment Works

Morrisons

ALDI

Londis Supermarket

Sports Club Thamesmead

Crossness Engines

Jubilee Primary School

Woolwich Polytechnic School for Boys

ASG Community Gymnastics Club

Morrison Water Services

Riverside Resource Recovery Ltd T/A

Iron Mountain

Lidl Belvedere Regional Distribution

Lidl Warehouse

Marshmallow Park

Southmere Lake

Southmere Park

Crossness Nature Reserve

Asda Erith CDC

Amazon UK DBRT

All Fords

Birchmere Business Park

Cygnets Square

School Playing Fields

Booker Retail Partners

Starbucks Drive Thru

Asda XDC

Erith Driving Test Centre

Ikra UK

Abbey Wood Park

Lidl

Horizons Academy Bexley

Harris Garrard Academy

Woodland Way

Eerndale Foods

Solus Accident Repair Centres - Erith

Ocado Erith

Tesco CFC

Co-op Food - Abbey Wood - Eynsham Drive

Boxgrove Primary School

ABBEY WOOD

Thames Cafe

Northwood Primary School

Yarnton Way Gas Works

B&Q Belvedere

Capital Industrial Estate

ADM

Saint Thomas a Becket Catholic Primary School

Simply Guesthouse

Suites by Rehoboth Abbey Wood

Abbey Wood Playground

Tasty African Food

Belvedere

Muztrans

Erith Aspha

FM Conway

Google

# Appendix J

**APPENDIX J: CONTENT AVAILABLE ON  
APPLICANT'S PROJECT WEBSITE**

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We're currently consulting on a change to the Development Consent Order (DCO) application we submitted to the Planning Inspectorate earlier this year.

Click the link below to find out more information.

[FIND OUT MORE](#)

Our application for development consent has been accepted for examination. You can view the notice publicising the dates and times of the examination hearings in our document library.

Full instructions on how to register to join online or by telephone is provided in the Rule 6 Letter published on the Planning Inspectorate website by the Examining Authority [here](#).

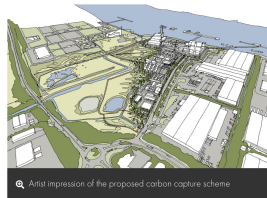
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## ABOUT CORY

Cory is one of the UK's leading recycling and waste management companies. We help to ensure that London and the South East have a safe, clean and sustainable way of managing recyclable and non-recyclable waste.

We're proud to deliver an important service for our local communities by providing reliable and efficient waste management services and diverting from landfill.

However, we know that we need to reduce our carbon impact and get to net zero.



### WEBINAR EVENT

Click the link below to watch the webinar event we hosted on **Wednesday 15 November 2023**

[WATCH HERE](#)

## FAST FACTS



## FREQUENTLY ASKED QUESTIONS

This page provides answers to questions that directly relate to our decarbonisation proposals and are likely to be of interest to stakeholders and the wider local community. They will be regularly reviewed to ensure they are up to date.

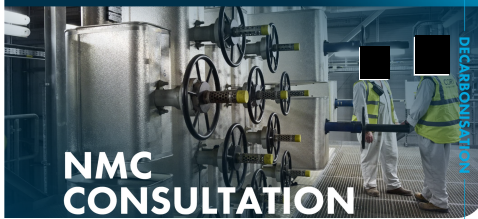
**How much carbon dioxide will you capture?**

Our CCS project has the potential to capture c. 1.3 million tonnes of CO<sub>2</sub> per year. This equates to more CO<sub>2</sub> than is emitted by a town the size of Reading each year.

**What is carbon capture and storage (CCS)?**

CCS is a process that captures carbon dioxide (CO<sub>2</sub>) emissions from energy generation sources such as power plants, EW facilities and other industrial emission sources. It is then transported and stored safely so that it will not re-enter the atmosphere.

[VIEW ALL PAGES](#)



We're currently consulting on a change to the Development Consent Order (DCO) application we submitted to the Planning Inspectorate earlier this year.

Since submission, we've been working with other stakeholders in the carbon capture and storage (CCS) sector (particularly Viking CCS, on the selected storage permit) to further develop our understanding for usage of the Proposed Jetty. Not least, this is to ensure we best achieve the aims of Government in bringing forward Non-Pipeline Transport as part of the CCS sector.

This work has led to us considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> that was previously considered in the application documentation.

We're consulting on this change between 20 September and 11.59pm on 20 October 2024. We invite responses to be submitted during this time.



Indicative Gas Carrier with similar dimensions to 20,000m<sup>3</sup> LCO2 vessel

You can find a map showing the indicative location of the Change in the Document Library [here](#)

## FURTHER INFORMATION ON THE PROPOSED CHANGE

The Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> that was previously considered in the application documentation.

Such a change will enable fewer vessel movements which would:

- facilitate more economically efficient operation (aligned with Government objectives) due to less fuel consumption, port fees and capital costs;
- allow for a faster CO<sub>2</sub> unloading rate when it reaches its destination terminal, which will be beneficial to the CCS sector as a whole, given consideration of the safer potential uses that would be using the Humberport Green Energy Terminal when Viking CCS is taken forward; and
- would allow for lower carbon intensity of the transport movements associated with the Proposed Scheme.

Facilitating vessels of approximately 20,000m<sup>3</sup> means that the following matters of relevance to the Proposed Scheme will be sought to be dealt with in the Change Application:

- A change to navigational risk, given the size and number of vessel movements will be changed, necessitating an update to the Preliminary Navigational Risk Assessment (PNRA) which we will undertake in engagement with key stakeholders such as the PLA and CIGN.

While the limits of deviation shown on the Works Plans will not change as a result of the proposed Change, there would be:

- an increase in assumed capital dredging volume (by approximately 40,000m<sup>3</sup>) to account for small changes in jetty design, which, although not a secured number, will need to be considered from an assessment perspective; and
  - a likely increase in the size of the sheet pile retaining wall within side of the dredged pocket (by a combined approximately 70m) which, although not a secured parameter, will need to be considered from an assessment perspective.
- The downwards limits of deviation for dredging, as set out in article 2 of the draft DCO will need to be increased from minus 10.50 chart datum to minus 11.00 chart datum.

This is the only design change to the Proposed Scheme required (which would be achieved through amending article 2 of the draft DCO (APP-018)) and no changes are required to any of the certified plans. In particular, the Applicant confirms that the change to provision for vessels of approximately 20,000m<sup>3</sup> would not require any changes in the size of the LCO<sub>2</sub> Buffer Change Area, because the area is already of sufficient size to facilitate loading of vessels of that capacity.

## ENVIRONMENTAL EFFECTS

We have given early consideration of the Change in the context of the environmental impact assessment (EIA) carried out in respect of the Proposed Scheme, the findings of which are reported in the Environmental Statement (ES) available on the Planning Inspectorate's website.

For all the technical topics of the ES the proposed Change is within the Site Boundary and Study Area assessed. You can find a map showing the indicative location of the Change in the document library of this website.

For the below technical topics, based on the early review undertaken, the Change is not considered likely to result in changes to the significance of effects as reported in the ES, its associated appendices, and the mitigation measures presented remain appropriate.

- Chapter 5: Air Quality [APP-054]
- Chapter 6: Noise and Vibration [APP-055]
- Chapter 7: Terrestrial Biodiversity [APP-056]
- Chapter 8: Marine Biodiversity [APP-057]
- Chapter 9: Historic Environment [APP-058]
- Chapter 10: Transience and Visual [APP-059]
- Chapter 12: Climate Resilience [APP-061]
- Chapter 13: Greenhouse Gases [APP-062]
- Chapter 14: Population, Health and Land Use [APP-063]
- Chapter 15: Socio-economics [APP-064]
- Chapter 16: Materials and Waste [APP-065]
- Chapter 17: Ground Conditions and Soils [APP-066]
- Chapter 18: Landside Transport [APP-067]
- Chapter 20: Major Accidents and Disaster [APP-069]
- Chapter 21: Cumulative Effects [APP-070]

With respect to Chapter 11: Water Environment and Flood Risk (APP-060) and in particular Appendix 11-4: Coastal Modelling Studies (APP-109), an sensitivity test of the model mesh and location of the Proposed Jetty within the coastal processes model has been undertaken.

The results from the sensitivity test show that the differences in water surface elevation, current speed, and bed shear stress resulting from the change are not significant and does not change the significance of effects or mitigation measures proposed in the assessment.

We believe there would be no change to the conclusions of the information to inform Appropriate Assessment (APP-090).

We will also be updating the Preliminary NRA (APP-115) given the change to navigational risk resulting from the size and number of vessel movements. Once complete a review will be undertaken of Chapter 10: Marine Navigation (APP-061). Based on the information known to date the Change is unlikely to result in changes to the significance of effects as we will utilise appropriate measures to ensure that the updated Preliminary NRA reaches the same conclusion that risks can be kept As Low As Reasonably Practicable (ALARP).

In summary, the Change is not expected to result in any new or different likely significant environmental effects than those reported in the ES.

We intend to present the detailed findings of the environmental review and appraisal as part of the Change Application that we will submit to the Planning Inspectorate. It will then be available to view on the Planning Inspectorate's website. This will include consideration of any changes in the calculations that have underpinned the CHG assessment in Chapter 13: Greenhouse Gases (APP-062).

You can find a map showing the indicative location of the Change and a copy of the notice we sent to key stakeholders in the document library section of this website.

You can also find further information on the change in the notification of intent to submit a change request letter published on the Planning Inspectorate website at <https://www.planninginspectorate.gov.uk/consult/EN010078>, and then by clicking on the Document tab followed by the link to the Examination Library and searching for 'Change Request (Document Reference AG-001)'

## HOW TO PROVIDE FEEDBACK

You can provide feedback to this consultation by:

Email: [decarbonisation@corpgroup.co.uk](mailto:decarbonisation@corpgroup.co.uk)

Post: FREEPOST CORY CCS

Please note that this public consultation will close at 11.59pm on 20 October 2024 and we therefore invite responses to be submitted on or before this date.

CORY

T: 0330 830 4254  
E: [decarbonisation@corpgroup.co.uk](mailto:decarbonisation@corpgroup.co.uk)

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Cory is the trading name for each of the companies within the Cory Group, comprising Cory Tees Limited, Ingham Company number 11265842 and its subsidiaries including Cory Environmental Holdings Limited, Cory Government Limited, Riverside Resource Recovery Limited, Riverside Thermal Limited, Riverside Energy Park Limited, Cory Ship Repair Services Limited, and Cory Banking Operations Limited.

# Appendix K

**APPENDIX K: CONSULTATION RESPONSES**

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## Appendix K: Consultation comments received and the Applicant's response

Reference	Consultee Comment	Applicant's Response
<p><b>Dartford Borough Council</b></p>	<p>Thank you for your letter dated 17th September 2024 advising that the scheme is being amended to increase the maximum vessel size.</p> <p>Having considered this change, the Council has nothing further to add to its comments submitted on 12th June 2024.</p> <p>Please advise if you have any queries.</p>	<p>The Council's confirmation is noted.</p>
<p><b>GTC</b></p>	<p>Having cross referenced the location as noted on the website it would appear that your proposed works should not have an impact on our assets.</p> <p>Please follow your company policy generally and for GTC owned assets please follow the guidelines for safe digging practices including just hand excavation and follow HSG47 at all times. As I am sure you are aware the drawings/plans are only a guide of the route. If you have any issues or require any further assistance, please do not hesitate to contact us.</p> <p>Once you have confirmed that your proposed works will have an impact on our network,</p>	<p>GTC's response is noted.</p> <p>Although not impacted by the Change, GTC's response also refers to its assets located to the southeast of the Order Limits. Using the suite of plans appended to GTC's response, the Applicant has cross referenced these GTC assets against the Proposed Scheme. The Applicant notes that the Order Limits are adjacent to some of GTC's Asset Boundary, but do not anticipate any impacts to these assets resulting from the Proposed Scheme. GTC has been notified.</p>



Reference	Consultee Comment	Applicant's Response
	<p>please submit your C2/C3 diversion request along with a copy of this letter/email to [REDACTED]. If this is for an electric only network, please send to [REDACTED]. The following must be submitted in order for us to escalate this to our design team.</p> <ul style="list-style-type: none"> <li>• An outline of your proposed works.</li> <li>• Highlighted GTC drawing with the area in question.</li> <li>• Our designer can then quote for costs for diversion works and respond back to you directly with the necessary information.</li> </ul>	
<p><b>Kent County Council</b></p>	<p>Thank you for your attached letter.</p> <p>We have spoken with our Property team and also our Pensions Fund team and we understand KCC has no interest in this land. Just checking if we received this for information only?</p>	<p>The Council's confirmation is noted.</p> <p>KCC was contacted as a neighbouring local authority to the location of the Proposed Scheme as well as for the position it has as the Local Highway Authority for the road network through the administrative area of Dartford (which would be a key route for vehicles accessing the Site).</p>

Reference	Consultee Comment	Applicant's Response
<p><b>Maritime and Coastguard Agency</b></p>	<p>I write with regard to the consultation on proposed change to the proposed scheme. I am trying to ascertain if we have access to the most up to date documents included proposed changes. As on your website, the consultation mentions that as part of the proposed changes that you will update the document APP-115 - Preliminary NRA. However, when I search for this document in the Examination library, it takes me to a version of the NRA from March 2024 below:</p> <p>(ENVIRONMENTAL STATEMENT: 6.3 APPENDIX 19-1: PRELIMINARY NAVIGARION RISK ASSESSMENT Cory Decarbonisation Project PINS Reference: EN010128 March 2024 Revision A) RIs there a later version of the PNRA than March 2024, or a more updated version of the Chapter 19 of the PEIR than from October 2023, or an updated version of Ch 19 (APP-068)? If you could please confirm that there are currently no new documents for us to assess, only the 'Change Request' (Document Reference AS-001).RRR.</p>	<p>Revision B of <b>Appendix 19-1: Preliminary Navigational Risk Assessment</b> of the <b>Environmental Statement (AS-025)</b> was submitted to the Examining Authority on 25<sup>th</sup> September 2024. Subsequently, Revision C of <b>Appendix 19-1: Preliminary Navigational Risk Assessment</b> of the <b>Environmental Statement</b> was submitted to the Examining Authority on 25<sup>th</sup> October 2024 (alongside this report), which has been updated to account for the Change.</p>

Reference	Consultee Comment	Applicant's Response
<b>Maritime and Coastguard Agency</b>	<p>Thank you for your letter inviting the Maritime and Coastguard Agency (MCA) to comment on the public consultation on proposed changes for the Cory Decarbonisation Project. The MCA is a statutory consultee and/or primary advisor to the marine licensing and offshore consenting regulators, depending on the relevant legislation throughout the UK. The MCA has an interest in the works associated with the marine environment (below the Mean High-Water Springs), and the potential impact on shipping, safe navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations. The project includes a carbon capture facility, a proposed jetty, and temporary construction compounds. The works therefore will likely have an impact on other marine users during the construction, operation and decommissioning phases.,</p>	<p>Noted.</p>
	<p>We note the location of the works in the marine environment falls within a Statutory Harbour Authority – The Port of London Authority (PLA). As such, the PLA has jurisdiction and is therefore responsible for the safety of</p>	<p>The northern Limit of Deviation (LoD) for Work No. 4B presented in the <b>Works Plans</b> has been updated to correspond to the berthing line of the Proposed Jetty. The pNRA considers the</p>

Reference	Consultee Comment	Applicant's Response
	<p>navigation in their waters. The MCA would like to ensure that the worst-case scenario for shipping and safe navigation is considered going forward through a Navigation Risk Assessment (NRA), in accordance with the Port Marine Safety Code and its Guide to Good Practice.</p> <p>The MCA would expect any new impacts caused by the proposed changes to shipping and navigation be fully assessed by the applicant. We understand from the "Notification of intention to submit a change request" that the Preliminary Navigation Risk Assessment (APP-115) will be updated and following that, a review will be undertaken of Chapter 19: Marine Navigation of the PEIR (APP-068).</p> <p>The MCA would expect the applicant to consult with the PLA on the updated NRA going forward and we welcome the intent to engage with the PLA and CLdN on the NRA to ensure all projects risks are assessed and mitigated to As Low As Reasonably Possible (ALARP). We also note that the applicant intends to engage in local stakeholder engagement with</p>	<p>updated <b>Works Plan</b> which is the worst case scenario with respect to the distance from the authorised navigation channel.</p> <p>The pNRA has been updated in line with the Change. The conclusions of the updated pNRA are similar to the previous version. <b>Chapter 19: Marine Navigation (Volume 1)</b> of the <b>Environmental Statement (APP-068)</b> has been checked and does not require any updates as the conclusions remain valid.</p> <p>PLA and CLdN have been informed of the Change and navigation impacts have been discussed. The pNRA is indicating the potential risk controls necessary to reach ALARP. The full NRA undertaken at detailed design will include all relevant mitigation measures and will be agreed with the PLA.</p>

Reference	Consultee Comment	Applicant's Response
	<p>recreational users' groups and local yacht and rowing clubs which we welcome.</p>	
	<p>The MCA will continue to monitor this development through the examination process and will maintain our regulatory remit with regards to ships and the associated safety functions. The management of safe navigation and risk within the harbour remains solely with the Statutory Harbour Authority (SHA). However, should the MCA be asked to comment on the proposals in order for the Examination Authority to make its recommendations to the Secretary of State, the MCA may comment on the approach taken/methodology for the NRA, the consultation process and whether we feel the proposals are being carried out in accordance with the Port Marine Safety Code and its Guide to Good Practice.</p>	<p>The pNRA has been completed following the PLA's standard risk assessment methodology in line with the Port Marine Safety Code requirements.</p> <p>The PLA has confirmed that it has no comments on the scope of the pNRA, recognising it to be proportionate to the scale of the project.</p>
	<p>The MCA would expect every attempt to be undertaken by the applicant to resolve any concerns raised by interested parties, with</p>	<p>Noted.</p>

Reference	Consultee Comment	Applicant's Response
	<p>more detailed justification where consensus cannot be achieved and that the proposals are carried out in accordance with the Port Marine Safety Code (PMSC) and its Guide to Good Practice.</p>	
	<p>Finally, we politely request that further consultation materials or project updates are sent to our team email address navigationsafety@mcga.gov.uk. We have recently discovered that there was a previous non-statutory consultation for this project sent by letter from October to November 2023 for which we believe we did not receive any notification and therefore we have not yet commented on the project until this current consultation.</p>	<p>The Applicant notes the MMO's correct email address and has updated its interested parties mailing list accordingly.</p>
<p><b>Natural England</b></p>	<p>I just wanted to get in touch and confirm that I have read around the proposed change and agree that it is unlikely Natural England need to issue any comments on this matter. I have not looked at any of the documentation in detail other than the CoCP (tracked) document which seems to confirm my initial judgement that</p>	<p>This confirmation is noted.</p>

Reference	Consultee Comment	Applicant's Response
	<p>there is nothing here that NE need to comment on. If you feel there is anything that I have missed or need to look at specifically please do let me know.</p>	
<p><b>NATS Safeguarding</b></p>	<p>NATS anticipates no impact from the proposal and has no objections to the proposed changes to the scheme.</p>	<p>This confirmation is noted.</p>
<p><b>Royal Borough of Greenwich</b></p>	<p>I refer to your letter dated 18 September 2024 enclosing details in respect of the above.</p> <p>The Royal Borough has now formally considered the matter and raises no objections.</p> <p>The Council has NO further observations to make.</p> <p>Thank you for consulting me on this matter.</p>	<p>The Council's confirmation is noted.</p>
<p><b>Thames Water Utilities Ltd</b></p>	<p>We write on behalf of Thames Water Utilities Ltd in relation to the above matter.</p> <p>We have been provided a letter from Cory to Thames dated 17 September 2024 relating to a proposed change to the above project, namely to increase the size of the proposed jetty to</p>	<p>Thames Water Utilities Ltd's response is noted.</p> <p>The Applicant responded to relevant representations on 25 September 2024 in the <b>Applicant's Response to Relevant Representations (AS-043)</b> and accompanying <b>Relevant Representations Appendices (AS-044)</b>.</p>

Reference	Consultee Comment	Applicant's Response
	<p>facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>.</p> <p>Our client has no specific comments to make at this stage in relation to the proposed change but would like to take this opportunity to remind Cory of the representation submitted to the ExA on 14 June 2024, and the requests set out therein.</p> <p>Please do not hesitate to contact us should you wish to discuss this matter further.</p>	
<p><b>Marine Management Organisation</b></p>	<p>The MMO was made aware on 15 August 2024 that you are seeking to impose several changes to the proposed Cory Decarbonisation Project that is due to start Examination on 6 November 2024. The changes relevant to the MMO, to the originally submitted Application are:</p> <ul style="list-style-type: none"> <li>An increase in assumed capital dredging volume by approximately 40,000 cubic metres (m<sup>3</sup>) to account for small tweaks in jetty design, which, although not a secured number, will need to be considered from an assessment perspective; and</li> </ul>	<p>No response required.</p>



Reference	Consultee Comment	Applicant's Response
	<ul style="list-style-type: none"> <li>• A likely increase of the size of the sheet pile retaining wall either side of the dredge pocked by a combined approximately 70 metres (m), which, although not a secured parameter, will need to be considered from an assessment perspective; and</li> <li>• The downwards limits of deviation for dredging setting out in article 2 of the draft DCO will need to be increased from minus 10.50 chart datum to minus 11.00 chart datum.</li> </ul> <p>The MMO has reviewed these proposed changes, in consultation with our scientific advisors at the Centre for Environment, Fisheries and Aquaculture Science (Cefas). The MMO's comments are below:</p>	
	<p><b>Dredge and Disposal</b></p> <p>It was outlined in the Preliminary Environmental Impact Report (PEIR) that the works will require capital dredging of a worst-case volume of 180,000 m<sup>3</sup> of material. It is anticipated that a combination of water injection (WID), trailer</p>	<p>As set out in <b>Chapter 2: Site and Proposed Scheme Description</b> of the <b>Environmental Statement (Volume 1) (APP-051)</b> at <b>Paragraphs 2.4.61 to 2.4.62</b>, dredging activities will be carried out using a backhoe dredger. WID and TSHD dredging will not be undertaken as part of capital or maintenance dredging for the Proposed Scheme. This chapter also explains that the capital dredge volume is approximately 110,000m<sup>3</sup> of material;</p>

Reference	Consultee Comment	Applicant's Response
	<p>suction hopper (TSHD), and backhoe dredging methods would be used. However, the Application for a sample plan in relation to the capital dredge suggested a dredge of 110,000 m<sup>3</sup> up to a depth of 5.8 m. Seven sample sites of the dredge area were suggested which is in line with the OSPAR guidelines of 7-15 stations for dredges between 100,000 m<sup>3</sup> and 500,000 m<sup>3</sup>. The seven sample sites suggested for an additional 40,000 m<sup>3</sup> a total of 150,000 m<sup>3</sup> is still within this range and the MMO is content that no additional stations would be required. However, depending on the dredge depth at the sample site it was agreed to dredge at the surface (0m) and then at every 1 m to the maximum dredge depth at each site, as the maximum dredge depths ranged from 2-5.8m. The same contaminant analysis would apply.</p> <p>The MMO provided comments on the PEIR (dated 22 December 2024), for you (the Applicant) to consider the impacts of the worst-case scenario of suspended sediment concentration as a result of WID the 180,000 m<sup>3</sup> of capital dredge material. Therefore, the maximum volume that would be anticipated to be relocated using WID should be fully</p>	<p>the Change would lead to an increase in the assumed capital dredging volume by approximately 40,000 m<sup>3</sup>.</p> <p>As described in the <b>Applicant's Responses to Relevant Representations (AS-043)</b>, the Applicant has made a commitment to complete additional sediment sampling at depth across the proposed dredging profile, in line with the controls in the Deemed Marine Licence, at Schedule 11 of the <b>Draft DCO (AS-014)</b>, to corroborate the conclusions of <b>Appendix 11-1: Water Framework Assessment of the Environmental Statement (Volume 3) (APP-106)</b>. The proposed sampling methodology and scope has been discussed and agreed in principle with the relevant stakeholders (MMO, CEFAS, PLA and Environment Agency). The agreed methodology includes 10 sample locations, it is acknowledged and agreed by the Applicant that no changes are required to the number of sample sites as a result of the Change as the methodology is line with the OSPAR guidelines of 7-15 stations for dredges between 100,000 m<sup>3</sup> and 500,000 m<sup>3</sup>. The Applicant will be taking samples in the locations specified in the sampling methodology which will involve taking samples at 1 metre depth intervals to the maximum dredge depth(s) as indicated on the sample plan. The Applicant acknowledges that the MMO is content that the contaminant analysis remains as per the agreed sampling methodology.</p> <p>A further commitment has been made to develop a Technical Note, once the sediment sampling has been completed, which</p>

Reference	Consultee Comment	Applicant's Response
	<p>addressed within future assessments. The MMO strongly recommends that, if it is decided that WID will be the primary dredge method, you (the Applicant) engage with the Port of London Authority, the Environment Agency and the Zoological Society of London to ensure that the large volume does not lead to adverse effects on migratory fish.</p> <p>Comments made previously on the Environmental Statement (ES) were concerned that the material had not been fully characterised and thus there was insufficient information to support the conclusions reached in relation to water quality and the release of contaminants. It is recommended that you review your assessment alongside the sample results, once available.</p> <p>The MMO recommends that the proposed changes are appropriately assessed, and evidence is presented to demonstrate why the change is not likely to result in changes to the significance of effects. For example, you (the Applicant) could confirm whether or not there will be any changes to the piling scenarios and</p>	<p>will present the data findings and assessment to validate these against the recommendations of the submitted <b>Appendix 11-1: Water Framework Assessment of the Environmental Statement (Volume 3) (APP-106)</b>. Should the results of the sediment sampling necessitate additional mitigation measures these will be developed in discussion with relevant stakeholders, including the MMO, the PLA, and the Environment Agency and be added to the dredging Method Statement (required by Paragraph 10 in Part 2 of Schedule 11 of the <b>Draft DCO (AS-014)</b> and the <b>Outline CoCP (AS-029)</b>) if relevant.</p> <p>As described within the Marine Biodiversity row of <b>Table 4-1</b> within the main report, there are no anticipated changes to the vibro-piling and impact piling, specifically:</p> <p><i>“vibro-piling: Up-to 15 piles per day to be installed. Each pile has been assumed to take 20 minutes of continuous vibratory piling until refusal based on experience on similar projects. Impact Piling: 1 pile per day would be installed using impact piling. It was assumed that each pile required 900 strikes to refusal, based on experience on similar projects.”</i></p> <p>These parameters are considered conservative and representative of a typical worst case scenario.</p> <p>The Applicant has described, with evidence, that the Change is not likely to result in changes to the conclusions within the</p>

Reference	Consultee Comment	Applicant's Response
	<p>the predicted effect ranges presented in the assessment.</p>	<p>Environmental Statement. This is presented at <b>Table 4-1</b> of the main report.</p>
	<p>Benthic Ecology</p> <p>The MMO does not have any additional concerns regarding the proposed changes with regards to benthic ecology receptors.</p>	<p>Noted.</p>
	<p>Coastal Process</p> <p>The MMO notes that Natural England and the Environment Agency also raised concerns around subtidal and intertidal habitat during previous consultations. You (the Applicant) have recognised that the proposed changes affect hydrodynamics and with respect to Appendix 11-4: Coastal Modelling Studies [APP-109], “a sensitivity test of the model mesh and location of the Proposed Jetty within the coastal processes model has been undertaken. The results from the sensitivity test show that the differences in water surface elevation, current speed, and bed shear stress resulting from the Change are not significant and thus does not change the significance of</p>	<p>The Applicant has undertaken a sensitivity test run of the coastal hydrodynamic model incorporating the Change, which showed that there are no significant differences to water surface elevation, current speed, and bed shear stress. The full report is provided at <b>Appendix A</b> of this report, and summarised in <b>Table 4-1</b> of the main report.</p>

Reference	Consultee Comment	Applicant's Response
	<p>effects or mitigation measures proposed in the assessment.” This is a plausible outcome, but the MMO, in consultation with Cefas, are unable to confirm this assessment – the results are not presented with the letter, nor any magnitude of change discussed. The paragraph only explicitly references jetty changes, so it can only be assumed that the sensitivity tests included changes to the dredge pocket and berth. No reference is made to the operational phase implications of the dredge pocket changes, nor the increased disposal.</p> <p>The MMO defers to the views of the Environment Agency and Natural England in this instance with regards to whether they retain any of their previous concerns around the dredge and disposal and habitat impacts of the work. The MMO will review their responses and determine whether the sensitivity assessments conducted need to be assessed in regards to the claims of significant impact from the change, as it is currently not possible for the MMO, in consultation with Cefas, to advise whether the claims are supported by the coastal process changes.</p>	

Reference	Consultee Comment	Applicant's Response
	<p>Shellfisheries</p> <p>The MMO has no concerns relating to shellfisheries caused by the proposed changes to the project and therefore has no further comments to make regarding this.</p>	<p>Noted.</p>
	<p>Fisheries and Fish Ecology</p> <p>The MMO notes that only a brief description of the proposed changes to the project has been provided; however, no mention has been made to how this will affect the works schedule/methodology. For example, will this result in an increased duration of the dredging and piling works, or will the intensity be increased, such as more hours worked per day or multiple rigs/vessels working concurrently? In the original project methodology, it is stated that one pile would be installed in each 12-hour period and constitute 30 minutes of piling. In addition, the total piling period was to be four months. It can be assumed that at least some of these estimates will need to be revised to take into account the potential additional piling works. The MMO would have expected you (the Applicant) to have provided more detail on</p>	<p>As described within the Marine Biodiversity row of <b>Table 4-1</b> (of the main report), the dredging durations are predicted to remain the same (at six months) with the Change and there are no anticipated changes to the piling works.</p> <p>The amendments required to the retaining wall as a result of the Change are described within <b>Section 2</b> of the main report.</p> <p>Further detail with regard to the likely effect the Change would have on the Environmental Statement is provided in <b>Table 4-2</b> of the main report.</p>

Reference	Consultee Comment	Applicant's Response
	<p>the new piling and dredging methodology/schedule and how this might differ from that originally proposed as this may have implications regarding the potential impacts to fish receptors. It should also be noted that you (the Applicant) have not quantified the number of sheet piles that will be required for the longer retaining wall, this should also be clearly stated.</p> <p>You (the Applicant) have stated that “the proposed changes are not considered likely to result in differences to the significance of the effects reported in the ES and its associated appendices, and therefore the mitigation measures presented by the Applicant remain appropriate”. The MMO does not agree with this statement. As discussed during the ES consultation, the mitigation measures in their current form are not considered appropriate to sufficiently reduce the impacts to key migratory fish receptors. With the changes proposed requiring increased dredging and piling works, appropriate mitigation will be even more important. Therefore, you (the Applicant) should ensure the implementation of the mitigation suggested by the MMO, in consultation with Cefas Fisheries advisors, in</p>	

Reference	Consultee Comment	Applicant's Response
	<p>the ES consultation and discussed in the meeting dated 19/08/2024 and the associated review of the minutes.</p> <p><b>Underwater Noise</b></p> <p>The MMO previously provided advice on the ES, which appropriately recognised that noise and vibration could occur as a result of impact piling, vibro-piling, capital dredging, vessel movements and the demolition of the Belvedere Power Station Jetty (disuses) if undertaken. An underwater noise assessment was also provided (Appendix 6-4) to support the ES. The MMO, in consultation with Cefas, had several queries regarding the assessment presented in this Appendix which still remain, and therefore request that these comments are addressed.</p> <p>It was also requested that further clarity be provided regarding the piling scenarios presented in the assessment. For vibro-piling, the assessment considered a total of 15 piles installed per day, with a duration of 20 minutes per pile. However, for the impact piling scenario, the assessment was based on the</p>	<p>The Applicant responded to the MMO's queries regarding underwater noise with regard to piling within the <b>Applicant's Responses to Relevant Representations (AS-043)</b>. The Applicant has submitted Revision B of the <b>Outline CoCP (AS-029)</b> which contains updated mitigation measures, as discussed with the MMO on 19<sup>th</sup> August 2024, specifically <i>"no impact piling will occur at night, and piling activity will not be continuous (limited to 30 minutes per day for percussive piling), so a window for upstream migration will be available"</i>.</p> <p>As described within <b>Table 4-1</b> of the main report, there are no anticipated changes to the vibro-piling and impact piling, specifically:</p> <p><i>"vibro-piling: Up-to 15 piles per day to be installed. Each pile has been assumed to take 20 minutes of continuous vibratory piling until refusal based on experience on similar projects. Impact Piling: 1 pile per day would be installed using impact piling. It was assumed that each pile required 900 strikes to refusal, based on experience on similar projects."</i></p>



Reference	Consultee Comment	Applicant's Response
	<p>installation of only a single pile per day (with piling activity taking place for 30 minutes per day). It is the MMO's understanding that the total duration of vibro-piling per day is to be confirmed.</p> <p>The MMO recommends that the proposed changes are appropriately assessed, and evidence is presented to demonstrate why the change is not likely to result in changes to the significance of effects. For example, it could be confirmed whether or not there will be any changes to the piling scenarios and the predicted effect ranges presented in the assessment. However, with the proposed mitigation, the MMO believes the proposed changes are unlikely to cause significant effects beyond those reported in the ES.</p> <p>Conclusion</p> <p>The MMO does not have major concerns regarding the proposed changes to the Application at this time, however, would like to point you (the Applicant) to the comments raised above.</p>	<p>These parameters are considered conservative and representative of a typical worst case scenario with the Change in place.</p> <p>The Applicant confirms that the Change has been assessed in an appropriate and proportionate manner. The rows above respond to each of the comments made by the MMO.</p> <p>Further detail with regard to the likely effect the Change would have on the Environmental Statement is provided in <b>Table 4-1</b> of the main report.</p>

Reference	Consultee Comment	Applicant's Response
<p><b>National Highways</b></p>	<p>Thank you for the draft SOCG sent to National Highways on 16 October. We have only been given 5 working days to agree and sign the SOCG before the deadline submission of 22 October. I have 2 very small queries before I move to agree and sign;</p> <ol style="list-style-type: none"> <li>1. What is the purpose and relevance of s 1.3.2</li> <li>2. Was a copy of the SOCG submitted to PINS with the DCO Application before being agreed with National Highways</li> </ol> <p>Following the meeting on 9 October we have the following comments;</p> <p>We have reviewed the Framework CTMP and Construction Worker Trip Note supplied and provided yourselves with our initial comments during the course of the discussion. We have listed the additional information that National Highways will require to complete our assessment below, as we outlined during the meeting:</p> <ul style="list-style-type: none"> <li>• Extension of HGV and workforce distribution/assignment to include peak</li> </ul>	<p>National Highways' confirmation of no comments is noted.</p> <p>The Applicant continues to engage with National Highways regarding the SoCG.</p>

Reference	Consultee Comment	Applicant's Response
	<p>hour turning movements for construction workforce and construction HGVs at A282 J1a.</p> <ul style="list-style-type: none"> <li>• Investigation of further measures that can be committed to at this stage to enforce the peak spreading of workforce arrivals and departures across the peak periods.</li> <li>• Commitment to ensure a DCO requirement to consult with National Highways on the contents of the full CTMP and CWTP when these are produced, to ensure we are satisfied with the package of mitigation measures included prior to commencement of construction.</li> </ul> <p>We will wait to receive updated documents from yourselves addressing the above, before we provide any further comment.</p> <p>I also acknowledge receipt of the consultation notice dated 17 September 2024 setting out details of proposed changes to the DCO regarding Thames dredging and an increase to the size of vessels that will be able to utilise the</p>	

Reference	Consultee Comment	Applicant's Response
	jetty. National Highways has no comment to make on this consultation.	
<b>Port of London Authority</b>	<p>Clearly this proposed change is of fundamental importance to the PLA, bearing in mind its statutory duties for navigational safety, conservancy and the statutory consenting of works and dredging in the river.</p> <p>Due to the lack of detail within the documentation associated with the consultation and more particularly any new &amp; updated assessments, it's not possible for the PLA to fully consider the proposed change and therefore provide a detailed response across its statutory duties. As such, we must reserve our position on the assertion made that the proposed changes result in no new or materially different impacts. Notwithstanding this, it is important to note that whilst the PLA is content that further simulation work is not necessary with the change in vessel size (albeit that the pNRA and the vessel interaction study need revision), contrary to bulleted point in the further information section, the PLA has not yet been consulted on these updated documents;</p>	<p>The Applicant's <b>NISCR (AS-001)</b> and Notice sent to S42(1)(a)-(d) interested parties notified all relevant parties of the upcoming Change proposal, directing them to the Applicant's project website, which contained information on: what the Change comprises; why it is needed; what it means for the Application documentation; and a summary of the Applicant's view of the environmental impacts compared to the submitted ES and HRA.</p> <p>The Applicant's <b>NISCR (AS-001)</b> etc were issued prior to a detailed consideration of the Change in the context of the environmental impact assessment undertaken of the Proposed Scheme, the findings of which are reported in the ES (<b>APP-050-120</b>).</p> <p>The Applicant has now considered the Change in the context of the ES and HRA and can confirm that it will result in no new or materially different likely significant environmental effects, as evidenced in the Supporting Environmental Information presented at Section 4 of the main report.</p> <p>The Applicant welcomes the PLA's comments of the proposed revised vessel size following this submission.</p>

Reference	Consultee Comment	Applicant's Response
	<p>only the previous revisions associated with the 15k m<sup>3</sup> vessel.</p>	
	<p>The sediment samples taken for the capital dredging associated with the scheme were on the basis that the dredge depth was determined as -10.5m CD. On the basis that that the dredge depth of the berth within the proposed change is lower, new samples at dredge depth will need to be taken and analysed.</p>	<p>The Applicant has committed to taking and analysing samples at dredge depth. Please see the response within the MMO rows above for further detail.</p>
	<p>The PLA looks forward to continuing dialogue with the applicant on this proposed change and the Application as a whole through the impending hearings.</p>	<p>The Applicant is pleased to continue to engage with the PLA.</p>
<p><b>National Grid</b></p>	<p>This is a response on behalf of National Grid Electricity Transmission PLC (NGET).</p> <p>Existing Infrastructure</p> <p>I confirm that NGET has no existing apparatus within or in close proximity to the proposed site boundary but would like to be kept informed as the proposal progresses.</p> <p>New Infrastructure</p>	<p>This confirmation is noted.</p> <p>The Applicant commits to notifying NGET as the proposal progresses and to give future assets due consideration as appropriate.</p>

Reference	Consultee Comment	Applicant's Response
	<p>Please also refer to the Holistic Network Design (HND) and the National Grid ESO website to view the strategic vision for the UK's ever growing electricity transmission network. <a href="https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd">https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd</a>'</p> <p>There are no known future projects that interact with the above Proposed Development. Notwithstanding this, NGET requests that all future assets are given due consideration given their criticality to distribution of energy across the UK. We remain committed to working with promoters in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible.</p> <p>The Great Grid Upgrade is the largest overhaul of the electricity grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and</p>	

Reference	Consultee Comment	Applicant's Response
	<p>infrastructure webpage. <a href="https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects">https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects</a>. Where it has been identified that your project interacts with or is in close proximity to one of NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity.</p> <p>These projects are all essential to increase the overall network capability to connect the numerous new offshore wind farms that are being developed, and transport new clean green energy to the homes and businesses where it is needed.</p> <p>If you require any further information, please do not hesitate to contact me.</p>	

# Appendix L



**APPENDIX L: Copies of Response Received**

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# Dartford Borough Council

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**Subject:** Fw: M/R 23/01224/NSIP - Cory Decarbonisation Project, Belvedere - EN010128  
**Sent:** 10/10/2024, 10:38:54  
**From:** Decarbonisation<decarbonisation@corygroup.co.uk>  
**To:** [REDACTED]

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Floor 5, 10 Dominion Street, London, EC2M 2EF  
0207 417 5200 | Fax 0844 854 1001

[www.corygroup.co.uk](http://www.corygroup.co.uk)



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**From:** [REDACTED]<[REDACTED]@dartford.gov.uk>  
**Sent:** 04 October 2024 10:54  
**To:** Decarbonisation <[decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)>  
**Subject:** M/R 23/01224/NSIP - Cory Decarbonisation Project, Belvedere - EN010128

Dear [REDACTED],

Thank you for your letter dated 17<sup>th</sup> September 2024 advising that the scheme is being amended to increase the maximum vessel size.

Having considered this change, the Council has nothing further to add to its comments submitted on 12<sup>th</sup> June 2024.

Please advise if you have any queries.

Regards,

[REDACTED]

[REDACTED]  
Team Leader (Major Projects)  
Planning Services  
T: [REDACTED] (direct dial)  
M: [REDACTED]  
[www.dartford.gov.uk](http://www.dartford.gov.uk)



[Check our consultations, fresh strategic planning guidance and data, including the new Dartford CIL Guide and the Dartford Plan to 2037](#)

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# GTC

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Dear [REDACTED],

Thank you for the information pertaining to the above scheme.

Having cross referenced the location as noted on the website it would appear that your proposed works should not have an impact on our assets, please see below;



However, as there are assets just outside your boundary line, I have attached the asset maps for your reference.

Please follow your company policy generally and for GTC owned assets please follow the guidelines for safe digging practices including just hand excavation and follow HSG47 at all times. As I am sure you are aware the drawings/plans are only a guide of the route. If you have any issues or require any further assistance, please do not hesitate to contact us.

Once you have confirmed that your proposed works will have an impact on our network, please submit your C2/C3 diversion request along with a copy of this letter/email to [Network\\_Variations@gtc-uk.co.uk](mailto:Network_Variations@gtc-uk.co.uk) . If this is for an electric only network, please send to [electricity.diversions@gtc-uk.co.uk](mailto:electricity.diversions@gtc-uk.co.uk) .The following must be submitted in order for us to escalate this to our design team.

- An outline of your proposed works.
- Highlighted GTC drawing with the area in question.
- 

Our designer can then quote for costs for diversion works and respond back to you directly with the necessary information.

We look forward to hearing from you shortly.



## SAFE WORKING IN THE VICINITY OF UTILITY NETWORKS

(Refer to the HSE Guidance Document HSG47)

### Introduction

This document should be issued to anyone intending on working in the vicinity of GTC and associated entities' utility networks and should be used in conjunction with HSG47, NJUG guidance and industry recognised practices.

Confirmation should be sought from the asset owner in any instance of ambiguity or if there is confusion.

Any queries regarding diversions, alterations, and disconnections for Gas, Water, Distributed Heat and Fibre please contact: [REDACTED]

Any queries regarding diversions, alterations, and disconnections for Electric, please contact: [REDACTED]

For more information please see the GTC website: [REDACTED] or alternatively contact [REDACTED]

### The Dangers

Damage to services can cause significant disruption and project delays and therefore incur considerable costs as well as the potential for severe or fatal injury to not only to those directly involved but also the general public.

Damages often have instantaneous reactions like explosive arcing with cables or leaks for gas and water mains however latent reactions due to damages that are ignored, consealed, or unnoticed can have much greater consequences.

### General

1. It is imperative that all works are carried out in accordance with the guidance provided by the HSE (Health and Safety Executive) in their document HSG47 "Avoiding Danger from Underground Services", ISBN 978 0 7176 6584 6, 3<sup>rd</sup> Edition 2014. No party shall carry out any excavation works or other intrusive works such as piling, blasting or demolition without following the guidance in HSG47.
2. We own gas, electricity, water, waste water, fibre, and district heating apparatus located in the highway, private property and through the countryside. Some plant may be located in land for which a wayleave or easement has been granted and there may be no surface evidence of the presence of apparatus.
3. Ensure that you have obtained detailed plans of existing and proposed gas, electricity, water, waste water, fibre, and district heating networks before any works commence.
4. The position of the networks shall be pinpointed as accurately as possible by visually surveying the area for indications of apparatus, by means of a locating device, and reference the information gathered to the plans. Locating equipment must be tested and calibrated within the manufacturer's calibration date.

Excavation work should be carried out where applicable, carefully following recognised safe digging practices. Once a locating device has been used to determine position and route, excavation may proceed; trial holes should be dug using suitable hand tools to confirm the position of buried networks. During excavation the locating device should be reused to check position and route of buried apparatus.



Once the apparatus has been located, appropriate marking be made on the covering hard surface confirming location and any errors in plans identified, GTC should be advised to allow plans to be updated.

5. Hand-held power tools can damage buried apparatus and shall be used with care until the exact position of a utility has been determined. They may only be used to break a paved or concrete surface above the network, unless there are any indications that the network is particularly shallow; in such circumstances, accuracy of plant location is determined and excavation initiated adjacent to the apparatus.
6. No manhole, chamber or other structure shall be built over, around or under the network. Such structures, other pipes, ducts and cables should be laid to provide a minimum clearance from the existing network of 300mm or 1.5 times the diameter of the asset, whichever is the greater. No work should be carried out if this minimum clearance cannot be met or which results in a reduction of cover or protection over the network, without first consulting GTC, please seek advice from GTC.
7. Where an excavation uncovers any network apparatus the backfill shall be adequately compacted, particularly beneath the network, to prevent any settlement, which would subsequently damage the network. Backfill material adjacent to the network shall be selected fine material or sand, containing no stones, bricks or lumps of concrete etc. and shall be suitably compacted to give comparable support and protection to that provided before excavation. No power compaction shall take place until at least 200mm cover of selected fine fill has been suitably compacted by hand tools.
8. If the road construction is close to the top of the network, GTC shall be asked to identify whether any additional precautions are necessary. The road construction depth should not be reduced without permission from the local Highway Authority.
9. Costs incurred by GTC through direct or consequential damage shall be recharged.
10. Where utilities are within a duct the duct should be treated in the same manner as live utility cable/pipe/fibre and any work in the vicinity of the apparatus shall be carried out with caution.

Any damage caused no matter how insignificant or minor in appearance SHALL BE REPORTED to GTC as soon as possible.

### **Precautions for Gas Networks**

11. Plans do not always show the presence of gas service pipes (from the gas main to premises) but their existence should be assumed with consideration given to the increased height of the service off-take fitting on the main.
12. The depth of cover for gas mains is typically 750mm in carriageways and grass verges, 600mm in footways and 1.1m in open field. The depth of cover for gas services is typically between 375mm and 600mm. Reference should always be made to the network drawing. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
13. Gas pipes should be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.

14. If a gas leak is suspected, the following action should be taken immediately:
- Remove all people from the immediate vicinity of the escape. If the service connection to a building or the adjacent main has been damaged, warn the occupants to leave the building, and any adjoining building, until it is safe for them to return. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building. Gas leaking from the damage inside or gas travelling along the line of the service connection pipe from outside the building may cause a build-up of gas within the building.
  - Prohibit smoking, and extinguish all naked flames and other sources of ignition i.e. stop excavator and compressor engines within at least 5.0m of the leak.
  - Inform the National Gas Emergency Service immediately by dialling:  
**0800 111 999**
  - Remain on site.
  - Assist the Gas Emergency Service Provider staff, Police, Fire Services or other Statutory Authorities as requested.
15. Where gas pipes cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the gas pipe or cause excessive loading over the gas pipe then GTC shall be consulted.
16. No concrete or other hard material should be placed or left under or adjacent to any gas pipe as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a gas pipe.
17. Where an excavation uncovers a gas pipe with a damaged wrapping, GTC shall be informed, so that repairs can be made to prevent future corrosion and leakage.
18. Pipe restraints or thrust blocks close to gas mains shall not be removed or interfered with as they are a safety feature of the live gas network.
19. Anyone who carries out work near underground gas plant should observe any specific requirements made by the site manager, and ensure that access to the plant by the asset owners staff is available at all times. No unauthorised repairs to gas pipes should be made.
20. Where excavation is within 5m proximity to above or below ground pressure control equipment, ground workers must be aware of the possibility of encountering small auxiliary pipework that is more susceptible to damage.
21. Where PE pipes and cables have been exposed and it is intended that hot work (e.g. welding, grinding, etc) be carried out, contact shall be made with GTC to confirm additional precautions and actions that may require to be undertaken.
22. GTC shall be consulted if it is intended to carry out any of the following activities:

- Using explosives within 30m of gas pipes or 400m of gas pressure reduction equipment.
- Piling or boring within 15m of gas plant.
- Excavating within 10m of pressure reduction equipment.
- Reducing the cover or protection of a gas pipe.
- Carrying out deep excavations nearby (minimum of 2m up to 15m).
- Working within 3m of GTC's intermediate pressure (IP) mains.

### **Precautions for Electricity Networks**

- 23.** Plans do not always show the presence of electric service cables (from the electricity main to premises) but their existence should be assumed.
- 24.** In most cases there will be no permanent surface marker posts or other visible indication of the presence of a buried cable. Even if no cables are shown on plans or detected by a locator, there may still be cables present, which could be live and a close watch should be kept for any signs which could indicate their presence such as marker tape, tape tile, concrete tiles and wooden battens. Any marker which is disturbed by our excavations must be replaced once work is completed.
- 25.** Typically underground cables are laid in trenches between 450mm and 1000mm deep, although some high voltage cables will be deeper, however, depths should never be assumed.
- 26.** A cable is positively located only when it has been safely exposed. Even then, digging should still proceed with care as there may be other cables adjacent or lower down.
- 27.** Occasionally, cables are terminated in the ground by means of a seal, sometimes with external mechanical protection. These "pot ended" or "bottle ended" cables should be treated as live and should not be assumed to be abandoned or disused. They can be difficult to detect with locators even when "live".
- 28.** Where practicable, such power tools shall only be used 500mm or more away from the indicated line of a cable buried in or below a hard surface. Having done so, the cable shall then be positively located by careful hand digging under the hard surface. The hard surface should be gradually removed until the cable is exposed. If the cable is not exposed then it must be assumed to be embedded within the surface. Where possible a cable locator shall be used as a depth guide down the side of the excavation.
- 29.** Because of the difficulty in confirming depth, hand held power tools shall never be used over the cable unless either:
  - The cable has already been exposed by digging under the surface to be broken out and it is at a safe depth (at least 300mm) below the bottom of the hard surface material.
  - or
  - Physical precautions have been taken to prevent the tool striking the cable.

- 30.** Excavating close to electricity cables buried in concrete is dangerous and shall not be undertaken unless the cable(s) have been isolated. For this reason alone electricity cables should not be buried in concrete.
- 31.** Where mechanical excavators are used in the possible vicinity of underground cables, the work should be arranged so that damage to cables is avoided so far as is reasonably practicable. To minimise danger to operatives those onsite shall be outside of the reach of the excavator bucket and shall not enter the trench whilst digging is undertaken. Excavator operators shall be instructed to stay in the cab if a cable is struck. If excavator operators have to exit the cab they should jump clear. If excavator operators climb down from the cab the risk of electrocution is significantly increased. If a cable is struck, the machine involved shall be subject to continuous observation and no one shall enter the excavation or approach the machine or the cable until GTC have been contacted and the damaged cable has been made safe.
- 32.** Where cables have been exposed:
- Any damage shall be reported to GTC immediately on: **0800 032 6990**  
And work shall not be undertaken in the vicinity of a damaged cable until GTC has investigated its condition.
  - For more than 1.0m and they cross a trench, support shall be provided. If the exposed cable length is shorter than 1.0m support shall still be considered if joints have been exposed or the cable appears otherwise vulnerable to damage. Where advice and help is needed contact GTC.
  - Suitable precautions shall be taken to prevent damage from on-going work in the excavation. This may involve for example the use of physical means (e.g. timber boards, sandbags etc) to prevent mechanical damage. Materials or equipment which could damage or penetrate the outer sheath of the cable shall not be used. Cables lying in the bottom of an excavation are particularly vulnerable and shall be protected by nail free wooden planks, troughing or other suitable means.
  - Cables shall not be moved aside unless the operation is supervised by GTC.
  - Precautions shall be taken to prevent access by members of the public.
- 33.** GTC shall be consulted if it is intended to carry out any of the following activities:
- Using explosives within 30m of plant or substations piling or boring within 15m of electric plant.
  - Excavating within 10m of a substation.
  - Carrying out deep excavations nearby (minimum of 2m up to 15m).
  - Working near GTC's HV plant.

### **Precautions for Water Networks**

- 34.** Plans do not always show the presence of water service pipes (from the water main to premises) but their existence should be assumed with consideration given to the increased height of the service off-take fitting on the main.

35. The depth of cover for water mains are typically 900mm. The depth of cover for water services are typically 750mm. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
36. Water mains shall be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.
37. The danger created by damaging a water pipe with an excavator is much greater than if the damage is done with a hand-held power tool. Water pipes may have projections such as valve housings, which are not shown on the plans and to allow for this mechanical excavators shall not be used within 500mm of a water pipe.
38. If a water leak is suspected, the following action should be taken immediately:
  - Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building.
  - Shut down all working plant and machinery in the vicinity of the damage
  - Inform IWNL by dialling: [REDACTED]
  - Remain on site.
  - Do not attempt to make a repair.
  - Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested.
39. Where water pipes cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the water pipe or cause excessive loading over the water pipe then GTC must be consulted.
40. No concrete or other hard material should be placed or left under or adjacent to any water pipe as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a water pipe.
41. Where an excavation uncovers a water pipe with a damaged wrapping, GTC shall be told, so that repairs can be made to prevent future corrosion and leakage.
42. Pipe restraints or thrust blocks close to water mains should never be removed.
43. Anyone who carries out work near underground water plant shall observe any specific requirements made by the site manager, and ensure that access to the plant by GTC staff is available at all times. No unauthorised repairs to water pipes should be made.
44. Where PE pipes and cables have been exposed and it is intended hot work (e.g. welding, grinding, etc) be carried out, contact shall be made with GTC to confirm additional precautions and actions that may require to be undertaken.
45. GTC shall be consulted if it is intended to carry out any of the following activities:
  - Using explosives within 30m of plant.

- Piling or boring within 15m of water plant.
- Excavating within 10m of water asset structures.
- Reducing the cover or protection of a water main or service.
- Carrying out deep excavations nearby (minimum of 2m up to 15m).

### **Precautions for Fibre Networks**

- 46.** Plans may not always show the presence of fibre ducts but their existence should be assumed if GTC advise they have fibre services deployed in the given area. Any planned excavation work should only proceed with due care and attention.
- 47.** Chambers with IFNL or OFNL marked lids can be used as an onsite indicator that GTC have fibre plant deployed in a given area however an exclusion of their presence does not necessarily mean there is no plant present.
- 48.** In most cases there will be no permanent surface marker posts or other visible indication of the presence of a buried fibre duct. Even if no ducts are shown on plans there may still be ducts present which could have live fibre service installed. A close watch shall be kept for any signs which could indicate duct presence such as marker tape. Any marker which is disturbed by our excavations must be replaced once work is completed.
- 49.** The depth of cover for fibre duct is typically between 350mm and 600mm in footways and grass verges, 600mm in carriageways and 1m in agricultural deployments. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
- 50.** Fibre ducts should be located by hand digging before mechanical excavation begins. When the positions and depth of the ducts have been determined, work can proceed. Even then, digging should still proceed with care as there may be other ducts adjacent or lower down.
- 51.** If fibre duct damage is suspected, the following action should be taken immediately:
  - Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only cause damage at the point of impact. For example, damage to a fibre connection outside the building may result in further, unseen damage to the connection inside the building.
  - Shut down all working plant and machinery in the vicinity of the damage.
  - Inform GTC Fibre immediately on: XXXXXXXXXX
  - Remain on site.
  - Do not attempt to make a repair.
  - Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested.
- 52.** Where fibre ducts cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress on the duct. For ducts parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the duct from the excavation, the type of soil and any

excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the fibre duct or cause excessive loading over the fibre duct then GTC must be consulted.

53. No concrete or other hard material shall be placed or left under or adjacent to any fibre duct as this can cause damage to the duct at a later date. Any backfill should comply with the requirements of NRSWA. Concrete backfill should not be used within 300mm of a fibre duct.
54. Anyone who carries out work near underground fibre plant should observe any specific requirements made by the site manager, and ensure that access to the plant by GTC staff is available at all times. No unauthorised repairs to fibre ducts should be made.
55. Where fibre ducts have been exposed and it is intended hot work (e.g. welding, grinding, etc) be carried out, contact must be made with GTC to confirm additional precautions and actions that may require to be undertaken.
56. GTC shall be consulted if it is intended to carry out any of the following activities:
  - Using explosives within 30m of plant or fibre asset structures.
  - Piling or boring within 15m of fibre plant.
  - Excavating within 10m of fibre asset structures (including the OSCP).
  - Reducing the cover or protection of a fibre asset.
  - Carrying out deep excavations nearby (minimum of 2m up to 15m).

### **Precautions for District Heating Networks**

For information with respect to District Heating Networks this could also include District Cooling.

57. Plans do not always show the presence of District Heating service pipes (from the District Heating main to premises) but their existence should be assumed.
58. The depth of cover for District Heating mains is typically a minimum of 600mm under normal light carriageways and during construction activities, additional temporary protective bridging should be placed over DHN pipe runs. The depth of cover for District Heating services is typically 6000mm. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
59. District Heating mains shall be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.
60. The danger created by damaging a District Heating with an excavator is much greater than if the damage is done with a hand-held power tool. District Heating pipes may have projections such as valve housings, which are not shown on the plans and to allow for this mechanical excavators should not be used within 600mm of a District Heating pipe.
61. If a water leak is suspected, the following action should be taken immediately:

- Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building.
  - Shut down all working plant and machinery in the vicinity of the damage.
  - Inform Metropolitan by dialling: [REDACTED]
  - Remain on site.
  - Do not attempt to make a repair.
  - Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested.
- 62.** Where District Heating cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the District Heating or cause excessive loading over the water pipe then Metropolitan must be consulted.
- 63.** No concrete or other hard material should be placed or left under or adjacent to any District Heating as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a District Heating.
- 64.** Where an excavation uncovers a District Heating pipe with a damaged insulation, Metropolitan should be told, so that repairs can be made to prevent future corrosions and leakage.
- 65.** Pipe restraints , Anchor blocks or foam padding close to district heating mains shall never be removed.
- 66.** Anyone who carries out work near underground district heating plant shall observe any specific requirements made by the site manager, and ensure that access to the plant by the asset owners staff is available at all times. No unauthorised repairs to district heating pipes shall be made.
- 67.** Where District Heating pipes have been exposed and it is intended hot work (e.g. welding, grinding, etc) will be carried out, contact shall be made with Metropolitan to confirm additional precautions and actions that may require to be undertaken.
- 68.** Metropolitan shall be consulted if it is intended to carry out any of the following activities:
- Using explosives within 30m of gas pipes or 400m of gas pressure reduction equipment.
  - Piling or boring within 15m of District Heating pipe.
  - Reducing the cover or protection of a District Heating pipe.
  - Carrying out deep excavations nearby.



# Kent County Council

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**Subject:** Fw: Your letter dated 17.9.24  
**Sent:** 03/10/2024, 17:28:11  
**From:** Decarbonisation<decarbonisation@corygroup.co.uk>  
**To:** CoryCCS  
**Attachments:** [REDACTED]

---

Decarbonisation  
Decarbonisation



Floor 5, 10 Dominion Street, London, EC2M 2EF  
0207 417 5200 | Fax 0844 854 1001

[www.corygroup.co.uk](http://www.corygroup.co.uk)



---

**From:** [REDACTED]@kent.gov.uk [REDACTED]@kent.gov.uk  
**Sent:** 01 October 2024 14:09  
**To:** Information (public website) <[info@corygroup.co.uk](mailto:info@corygroup.co.uk)>; Decarbonisation <[decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)>  
**Subject:** Your letter dated 17.9.24

Hello

Thank you for your attached letter.

We have spoken with our Property team and also our Pensions Fund team and we understand KCC has no interest in this land. Just checking if we received this for information only?

Many thanks

**Chief Executive's Office**  
**Kent County Council**

[View our privacy notices here](#)

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Level 5,  
10 Dominion Street  
London EC2M 2EF  
Tel: 020 7417 5200  
Fax: 020 7417 5222  
Email:  
info@corygroup.co.uk  
www.corygroup.co.uk

To,

[REDACTED]  
Chief Executive  
Kent County Council  
County Hall,  
Maidstone  
ME14 1XQ

17 September 2024

Dear Sir or Madam,

## **EN010128 CORY DECARBONISATION PROJECT**

### **CONSULTATION ON PROPOSED CHANGE TO THE PROPOSED SCHEME**

I write in relation to Cory Environmental Holdings Limited's ("the Applicant") proposals to develop, install and operate a new carbon capture facility and new jetty facility at Norman Road, Belvedere, London, DA17 6JY.

The Planning Inspectorate, on behalf of the Secretary of State for Energy Security and Net Zero, accepted the application submitted for the Cory Decarbonisation Project ('the Proposed Scheme') for Examination in April 2024. Since submission, the Applicant has been working with other stakeholders in the carbon capture and storage ('CCS') sector (particularly Viking CCS, as the potential storage partner) to further develop its understanding for usage of the Proposed Jetty, to ensure this best achieves the aims of Government in bringing forward Non-Pipeline Transport as part of the CCS sector.

This work has led to the Applicant considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> previously considered in the application documentation. This is intended to be proposed as a change to the submitted application (the 'Change').

#### **Why we are contacting you**

We are contacting you because we have identified you as a consultee, because you are a prescribed consultee or local authority under the Planning Act 2008, you have been identified as a consultee that will be interested in the Change or you have an interest in the land within the Order limits for the Proposed Scheme.

We are inviting comments on the Change and this consultation is being held between 20 September and 20 October 2024. Please note that this consultation

will close at 11.59pm on 20 October 2024 and we therefore invite responses to be submitted on or before this time.

A copy of the published Notice containing details of the proposed Change is attached to the letter. You can find more information on the Change in the document library section of the project website. This is available for inspection free of charge at [www.corydecarbonisation.co.uk](http://www.corydecarbonisation.co.uk).

You can also find further information on the Change in the Notification of Intent to submit a Change Request letter published on the Planning Inspectorate website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for 'Change Request' (Document Reference AS-001).

#### **How to respond to the consultation**

The Applicant would welcome your views on the Change. You can respond to the consultation by:

- Email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)
- Post: FREEPOST CORY CCS

When providing a response or representation, please include: your name or the name of the body or organisation you represent; the main contact person; and an address where correspondence about your response or representation may be sent.

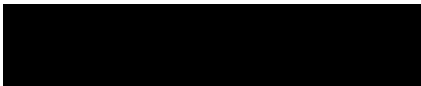
Please note that this public consultation will close **at 11.59pm on 20 October 2024** and we therefore invite responses to be submitted on or before this date.

Your response will be analysed by the Applicant and its appointed agents and may be passed in due course to the Planning Inspectorate and any other relevant statutory authorities so that your comments can be considered as part of the DCO Examination process. Your response may therefore be made public; however, we will request that your personal details are not placed on public record. The Applicant, its affiliates and appointed agents will hold your personal details securely and in accordance with applicable data protection legislation. They will be used solely in connection with the consultation process and the DCO process and, except as noted above, they will not be passed to third parties. The Applicant's Privacy Policy can be found on the project website: <https://corydecarbonisation.co.uk/privacy/>.

If you have any questions about this letter or the enclosures, please call on 0203 116 5919 or send an email to [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk).



Yours faithfully,



Richard Wilkinson  
Project Director  
Email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)  
Online: [corydecarbonisation.co.uk](http://corydecarbonisation.co.uk)  
Phone: 0330 838 4254  
Post: FREEPOST CORY CCS

**PLANNING ACT 2008**

**CORY DECARBONISATION PROJECT DEVELOPMENT CONSENT ORDER**

**PLANNING INSPECTORATE REFERENCE: EN010128**

**NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER APPLICATION**

Cory Environmental Holdings Limited ('Cory') of 10 Dominion Street, Floor 5, London, EC2M 2EF is consulting on its proposals to make a change to its application for a Development Consent Order for the Cory Decarbonisation Project (the 'Application') between 20 September and 20 October 2024. The Application (Reference EN010128) was accepted for examination by the Planning Inspectorate on behalf of the Secretary of State for Energy Security and Net Zero ('Secretary of State') under delegated powers on 18 April 2024.

On 14 August 2024 Cory notified the Examining Authority appointed by the Secretary of State that it was considering making a request to make a change to the Application. Cory is holding a consultation on that proposed change. This notice explains the change and how you can take part in consultation on it.

**Summary of the change sought**

The Applicant has, since the submission of the Application, been working with other stakeholders in the carbon capture and storage ('CCS') sector (particularly Viking CCS, as the potential storage partner) to further develop its understanding for usage of the Proposed Jetty to ensure this best achieves the aims of the Government in bringing forward Non-Pipeline Transport as part of the CCS sector.

This work has led to the Applicant considering that the Proposed Jetty, and associated dredging, should now be designed to facilitate a maximum vessel size of approximately 20,000m<sup>3</sup>, rather than the maximum 15,000m<sup>3</sup> previously considered in the Application documentation. This is intended to be proposed as a change to the submitted application (the 'Change').

**Summary of the Proposed Scheme**

The Proposed Scheme proposes to install carbon capture technology to both the Applicant's energy from waste facilities, Riverside 1 and Riverside 2, located at Norman Road, Belvedere Kent DA17 6JY. The Proposed Scheme also includes a new Proposed Jetty and the pipe and duct corridor routing/connections between that Jetty and the carbon capture plant.

In summary, the development for which the Application is seeking development consent includes:

- a) a Carbon Capture Facility, comprising up to two plants designed to capture some 1.3 million tonnes (1.3Mt) of carbon dioxide (CO<sub>2</sub>) per annum;

- b) a proposed new Jetty, extending into the Thames to facilitate the onward transfer of the captured CO<sub>2</sub>;
- c) the Mitigation and Enhancement Area, designed both to enhance biodiversity and to improve public access to outdoor space;
- d) three temporary construction compounds; and
- e) connections to utilities and provision of site access works.

The Proposed Scheme is an Environmental Impact Assessment (EIA) development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Proposed Scheme is located in the London Borough of Bexley. A map showing the location of the Proposed Scheme can be viewed on the project's page on the Planning Inspectorate website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for Site Location Plan (Document Reference APP-135)

#### Further information

You can find more information on the Change in the document library section of the project website. This is available for inspection free of charge at [www.corydecarbonisation.co.uk](http://www.corydecarbonisation.co.uk). You can also find further information on the Change in the Notification of Intent to submit a Change Request letter published on the Planning Inspectorate website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010128> and then by clicking on the Document tab followed by the link to the Examination Library and searching for 'Change Request' (Document Reference AS-001)

The consultation information will be available to view online from 20 September 2024 until the close of the consultation at 11.59pm on 20 October 2024.

If you have any questions about this consultation, you can email [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk), write to FREEPOST CORY CCS or contact Cory Decarbonisation Project by telephone on 0330 838 4254.

#### How to respond to the consultation

The Applicant would welcome your views on the Change. You can respond to the consultation by:

- Email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)
- Post: FREEPOST CORY CCS

When providing a response or representation, please include: your name or the name of the body or organisation you represent; the main contact person; and an address where correspondence about your response or representation may be sent. Any elements of responses that refer to aspects of the Proposed Scheme that are unrelated to the Change will be disregarded.

Please note that this public consultation will close **at 11.59pm on 20 October 2024** and we therefore invite responses on or before this date.

Your response will be analysed by the Applicant and its appointed agents and may be passed in due course to the Planning Inspectorate and any other relevant statutory authorities so that your comments can be considered as part of the DCO Examination process. Your response may therefore be made public; however, we will request that your personal details are not placed on public record. The Applicant, its affiliates and appointed agents will hold your personal details securely and in accordance with applicable data protection legislation. They will be used solely in connection with the consultation process and the DCO process and, except as noted above, they will not be passed to third parties. The Applicant's Privacy Policy can be found on the project website:

<https://corydecarbonisation.co.uk/privacy/>

#### **What happens after the consultation**

The Applicant will consider the consultation responses made and will have regard to them as it finalises its request to make the Change to the Application. It will compile a consultation report, which sets out how it has undertaken its consultation and how regard has been had to the responses received. This will be submitted with the request to make changes to the Application. The Examining Authority will then decide whether to accept the request.

**Cory Environmental Holdings Limited**  
**September 2024**



# Marine Management Organisation

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Mr Richard Wilkinson  
Cory Decarbonisation Project Team  
Cory Environmental Holdings Limited  
10 Dominion Street  
London  
EC2M 2EF

**[By email only]**

MMO Reference: DCO/2023/00007  
Planning Inspectorate Reference: EN010128

18 October 2024

Dear Mr Wilkinson

**Cory Decarbonisation Project - Proposed Changes Notification Report**

The MMO was made aware on 15 August 2024 that you are seeking to impose several changes to the proposed Cory Decarbonisation Project that is due to start Examination on 6 November 2024. The changes relevant to the MMO, to the originally submitted application are:

- An increase in assumed capital dredging volume by approximately 40,000 cubic metres (m<sup>3</sup>) to account for small tweaks in jetty design, which, although not a secured number, will need to be considered from an assessment perspective; and
- A likely increase of the size of the sheet pile retaining wall either side of the dredge pocked by a combined approximately 70 metres (m), which, although not a secured parameter, will need to be considered from an assessment perspective; and
- The downwards limits of deviation for dredging setting out in article 2 of the draft DCO will need to be increased from minus 10.50 chart datum to minus 11.00 chart datum.

The MMO has reviewed these proposed changes, in consultation with our scientific advisors at the Centre for Environment, Fisheries and Aquaculture Science (Cefas). The MMO's comments are below:

**Dredge and Disposal**

It was outlined in the Preliminary Environmental Impact Report (PEIR) that the works will require capital dredging of a worst-case volume of 180,000 m<sup>3</sup> of material. It is anticipated that a combination of water injection (WID), trailer suction hopper (TSHD), and backhoe dredging methods would be used. However, the application for a sample plan in relation to the capital dredge suggested a dredge of 110,000 m<sup>3</sup> up to a depth of 5.8 m. Seven sample sites of the dredge area were suggested which is in line with the OSPAR guidelines of 7-15 stations for



dredges between 100,000 m<sup>3</sup> and 500,000 m<sup>3</sup>. The seven sample sites suggested for an additional 40,000 m<sup>3</sup> a total of 150,000 m<sup>3</sup> is still within this range and the MMO is content that no additional stations would be required. However, depending on the dredge depth at the sample site it was agreed to dredge at the surface (0m) and then at every 1 m to the maximum dredge depth at each site, as the maximum dredge depths ranged from 2-5.8m. The same contaminant analysis would apply.

The MMO provided comments on the PEIR (dated 22 December 2024), for you (the Applicant) to consider the impacts of the worst-case scenario of suspended sediment concentration as a result of WID the 180,000 m<sup>3</sup> of capital dredge material. Therefore, the maximum volume that would be anticipated to be relocated using WID should be fully addressed within future assessments. The MMO strongly recommends that, if it is decided that WID will be the primary dredge method, you (the Applicant) engage with the Port of London Authority, the Environment Agency and the Zoological Society of London to ensure that the large volume does not lead to adverse effects on migratory fish.

Comments made previously on the Environmental Statement (ES) were concerned that the material had not been fully characterised and thus there was insufficient information to support the conclusions reached in relation to water quality and the release of contaminants. It is recommended that you review your assessment alongside the sample results, once available.

The MMO recommends that the proposed changes are appropriately assessed, and evidence is presented to demonstrate why the change is not likely to result in changes to the significance of effects. For example, you (the Applicant) could confirm whether or not there will be any changes to the piling scenarios and the predicted effect ranges presented in the assessment.

### **Benthic Ecology**

The MMO does not have any additional concerns regarding the proposed changes with regards to benthic ecology receptors.

### **Coastal Process**

The MMO notes that Natural England and the Environment Agency also raised concerns around subtidal and intertidal habitat during previous consultations. You (the Applicant) have recognised that the proposed changes affect hydrodynamics and with respect to Appendix 11-4: Coastal Modelling Studies [APP-109], *“a sensitivity test of the model mesh and location of the Proposed Jetty within the coastal processes model has been undertaken. The results from the sensitivity test show that the differences in water surface elevation, current speed, and bed shear stress resulting from the Change are not significant and thus does not change the significance of effects or mitigation measures proposed in the assessment.”* This is a plausible outcome, but the MMO, in consultation with Cefas, are unable to confirm this assessment – the results are not presented with the letter, nor any magnitude of change discussed. The paragraph only explicitly references jetty changes, so it can only be assumed that the sensitivity tests included changes to the dredge pocket and berth. No reference is made to the operational phase implications of the dredge pocket changes, nor the increased disposal.



The MMO defers to the views of the Environment Agency and Natural England in this instance with regards to whether they retain any of their previous concerns around the dredge and disposal and habitat impacts of the work. The MMO will review their responses and determine whether the sensitivity assessments conducted need to be assessed in regards to the claims of significant impact from the change, as it is currently not possible for the MMO, in consultation with Cefas, to advise whether the claims are supported by the coastal process changes.

### **Shellfisheries**

The MMO has no concerns relating to shellfisheries caused by the proposed changes to the project and therefore has no further comments to make regarding this.

### **Fisheries and Fish Ecology**

The MMO notes that only a brief description of the proposed changes to the project has been provided; however, no mention has been made to how this will affect the works schedule/methodology. For example, will this result in an increased duration of the dredging and piling works, or will the intensity be increased, such as more hours worked per day or multiple rigs/vessels working concurrently? In the original project methodology, it is stated that one pile would be installed in each 12-hour period and constitute 30 minutes of piling. In addition, the total piling period was to be four months. It can be assumed that at least some of these estimates will need to be revised to take into account the potential additional piling works. The MMO would have expected you (the Applicant) to have provided more detail on the new piling and dredging methodology/schedule and how this might differ from that originally proposed as this may have implications regarding the potential impacts to fish receptors. It should also be noted that you (the Applicant) have not quantified the number of sheet piles that will be required for the longer retaining wall, this should also be clearly stated.

You (the Applicant) have stated that *“the proposed changes are not considered likely to result in differences to the significance of the effects reported in the ES and its associated appendices, and therefore the mitigation measures presented by the Applicant remain appropriate”*. The MMO does not agree with this statement. As discussed during the ES consultation, the mitigation measures in their current form are not considered appropriate to sufficiently reduce the impacts to key migratory fish receptors. With the changes proposed requiring increased dredging and piling works, appropriate mitigation will be even more important. Therefore, you (the Applicant) should ensure the implementation of the mitigation suggested by the MMO, in consultation with Cefas Fisheries advisors, in the ES consultation and discussed in the meeting dated 19/08/2024 and the associated review of the minutes.

### **Underwater Noise**

The MMO previously provided advice on the ES, which appropriately recognised that noise and vibration could occur as a result of impact piling, vibro-piling, capital dredging, vessel movements and the demolition of the Belvedere Power Station Jetty (disuses) if undertaken. An underwater noise assessment was also provided (Appendix 6-4) to support the ES. The MMO, in



consultation with Cefas, had several queries regarding the assessment presented in this Appendix which still remain, and therefore request that these comments are addressed.

It was also requested that further clarity be provided regarding the piling scenarios presented in the assessment. For vibro-piling, the assessment considered a total of 15 piles installed per day, with a duration of 20 minutes per pile. However, for the impact piling scenario, the assessment was based on the installation of only a single pile per day (with piling activity taking place for 30 minutes per day). It is the MMO's understanding that the total duration of vibro-piling per day is to be confirmed.

The MMO recommends that the proposed changes are appropriately assessed, and evidence is presented to demonstrate why the change is not likely to result in changes to the significance of effects. For example, it could be confirmed whether or not there will be any changes to the piling scenarios and the predicted effect ranges presented in the assessment. However, with the proposed mitigation, the MMO believes the proposed changes are unlikely to cause significant effects beyond those reported in the ES.

### **Conclusion**

The MMO does not have major concerns regarding the proposed changes to the application at this time, however, would like to point you (the Applicant) to the comments raised above.

Yours faithfully

[Redacted signature]

[Redacted name]

Marine Licencing Case Officer

D [Redacted]

E [Redacted]@marinemanagement.org.uk



# Maritime and Coastguard Agency

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Maritime &  
Coastguard  
Agency

**Maritime and Coastguard Agency**

Bay 2/24  
Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG

[www.gov.uk/mca](http://www.gov.uk/mca)

Your Ref: EN010128

20<sup>th</sup> October 2024

Via email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)

Dear Cory Decarbonisation Project Team,

## **EN010128 CORY DECARBONISATION PROJECT – PROJECT UPDATE AND NOTIFICATION OF INTENTION TO SUBMIT A CHANGE REQUEST**

Thank you for your letter inviting the Maritime and Coastguard Agency (MCA) to comment on the public consultation on proposed changes for the Cory Decarbonisation Project. The MCA is a statutory consultee and/or primary advisor to the marine licensing and offshore consenting regulators, depending on the relevant legislation throughout the UK. The MCA has an interest in the works associated with the marine environment (below the Mean High-Water Springs), and the potential impact on shipping, safe navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations.

The project includes a carbon capture facility, a proposed jetty, and temporary construction compounds. The works therefore will likely have an impact on other marine users during the construction, operation and decommissioning phases.

We note the location of the works in the marine environment falls within a Statutory Harbour Authority – The Port of London Authority (PLA). As such, the PLA has jurisdiction and is therefore responsible for the safety of navigation in their waters. The MCA would like to ensure that the worst-case scenario for shipping and safe navigation is considered going forward through a Navigation Risk Assessment (NRA), in accordance with the Port Marine Safety Code and its Guide to Good Practice.

The MCA would expect any new impacts caused by the proposed changes to shipping and navigation be fully assessed by the applicant. We understand from the “*Notification of intention to submit a change request*” that the Preliminary Navigation Risk Assessment (APP-115) will be updated and following that, a review will be undertaken of Chapter 19: Marine Navigation of the PEIR (APP-068).

The MCA would expect the applicant to consult with the PLA on the updated NRA going forward and we welcome the intent to engage with the PLA and CLdN on the NRA to ensure all projects risks are assessed and mitigated to As Low As Reasonably Possible (ALARP). We also note that the applicant intends to engage in local stakeholder engagement with recreational users' groups and local yacht and rowing clubs which we welcome.

The MCA will continue to monitor this development through the examination process and will maintain our regulatory remit with regards to ships and the associated safety functions. The management of safe navigation and risk within the harbour remains solely with the Statutory Harbour Authority (SHA). However, should the MCA be asked to comment on the proposals in order for the Examination Authority to make its recommendations to the Secretary of State, the MCA may comment on the approach taken/methodology for the NRA, the consultation process and whether we feel the proposals are being carried out in accordance with the Port Marine Safety Code and its Guide to Good Practice.

The MCA would expect every attempt to be undertaken by the applicant to resolve any concerns raised by interested parties, with more detailed justification where consensus cannot be achieved and that the proposals are carried out in accordance with the Port Marine Safety Code (PMSC) and its Guide to Good Practice.

Finally, we politely request that further consultation materials or project updates are sent to our team email address [navigationsafety@mcga.gov.uk](mailto:navigationsafety@mcga.gov.uk). We have recently discovered that there was a previous non-statutory consultation for this project sent by letter from October to November 2023 for which we believe we did not receive any notification and therefore we have not yet commented on the project until this current consultation.

I hope you find this feedback useful at this stage.

Yours faithfully,

[Redacted Signature]

[Redacted Name]

Marine Licensing Lead  
UK Technical Services Navigation



# National Grid

---

[REDACTED]  
Development Liaison Officer  
UK Land and Property  
[REDACTED] [@nationalgrid.com](mailto:[REDACTED]@nationalgrid.com)

[www.nationalgrid.com](http://www.nationalgrid.com)

SUBMITTED ELECTRONICALLY:  
decarbonisation@corygroup.co.uk

18 October 2024

Dear Sir / Madam

**RE: CORY DECARBONISATION PROJECT  
CONSULTATION ON PROPOSED CHANGE TO THE PROPOSED SCHEME**

I refer to your letter dated 17th September 2024 regarding the above Proposed Development. This is a response on behalf of National Grid Electricity Transmission PLC (NGET).

**Existing Infrastructure**

I confirm that NGET has no existing apparatus within or in close proximity to the proposed site boundary but would like to be kept informed as the proposal progresses.

**New Infrastructure**

Please also refer to the Holistic Network Design (HND) and the National Grid ESO website to view the strategic vision for the UK's ever growing electricity transmission network.  
<https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd>

There are no known future projects that interact with the above Proposed Development. Notwithstanding this, NGET requests that all future assets are given due consideration given their criticality to distribution of energy across the UK. We remain committed to working with promoters in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible.

The Great Grid Upgrade is the largest overhaul of the electricity grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and infrastructure webpage. <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects>. Where it has been identified that

your project interacts with or is in close proximity to one of NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity.

These projects are all essential to increase the overall network capability to connect the numerous new offshore wind farms that are being developed, and transport new clean green energy to the homes and businesses where it is needed.

If you require any further information, please do not hesitate to contact me.

Yours faithfully



**Development Liaison Officer  
Commercial and Customer Connections  
Electricity Transmission Land and Property**

# National Highways

---

**Subject:** Fw: EN010128-000246 – Cory Decarbonisation Project  
**Sent:** 21/10/2024, 09:03:15  
**From:** Decarbonisation<decarbonisation@corygroup.co.uk>  
**To:** [REDACTED]

Decarbonisation  
Decarbonisation



Floor 5, 10 Dominion Street, London, EC2M 2EF  
0207 417 5200 | Fax 0844 854 1001

[www.corygroup.co.uk](http://www.corygroup.co.uk)



**From:** [REDACTED] <[REDACTED]@nationalhighways.co.uk>  
**Sent:** 18 October 2024 18:26  
**To:** [REDACTED] <decarbonisation@corygroup.co.uk>  
**Cc:** [REDACTED]  
**Subject:** RE: EN010128-000246 – Cory Decarbonisation Project

Sina, Richard,  
I have updated my response below to include acknowledgement of the consultation letter of 17 September about changes to the proposed DCO.

Regards,

[REDACTED]

[REDACTED] Spatial Planner  
Pronounced: [REDACTED]  
Pronouns: [REDACTED]  
National Highways Limited  
Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ  
Registered in England and Wales No. 9346363

**Tel:** [REDACTED] | **Mobile:** [REDACTED]  
<https://nationalhighways.co.uk>

**From:** [REDACTED] <[REDACTED]@nationalhighways.co.uk>  
**Sent:** 18 October 2024 16:30  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: EN010128-000246 – Cory Decarbonisation Project

Hello [REDACTED]  
Thank you for the draft SOCG sent to National Highways on 16 October. We have only been given 5 working days to agree and sign the SOCG before the deadline submission of 22 October. I have 2 very small queries before I move to agree and sign;

1. What is the purpose and relevance of s 1.3.2
2. Was a copy of the SOCG submitted to PINS with the DCO application before being agreed with National Highways

Following the meeting on 9 October we have the following comments;

We have reviewed the Framework CTMP and Construction Worker Trip Note supplied and provided yourselves with our initial comments during the course of the discussion. We have listed the additional information that National Highways will require to complete our assessment below, as we outlined during the meeting:

- Extension of HGV and workforce distribution/assignment to include peak hour turning movements for construction workforce and construction HGVs at A282 J1a.
- Investigation of further measures that can be committed to at this stage to enforce the peak spreading of workforce arrivals and departures across the peak periods.
- Commitment to ensure a DCO requirement to consult with National Highways on the contents of the full CTMP and CWTP when these are produced, to ensure we are satisfied with the package of mitigation measures included prior to commencement of construction.

We will wait to receive updated documents from yourselves addressing the above, before we provide any further comment.

I also acknowledge receipt of the consultation notice dated 17 September 2024 setting out details of proposed changes to the DCO regarding Thames dredging and an increase to the size of vessels that will be able to utilise the jetty. National Highways has no comment to make on this consultation.

Regards,

[Redacted]

[Redacted] Spatial Planner

Pronounced: [Redacted]

Pronouns: [Redacted]

National Highways Limited  
Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ  
Registered in England and Wales No. 9346363

Tel: [Redacted] | Mobile: [Redacted]

<https://nationalhighways.co.uk>

From: [Redacted]@wsp.com>

Sent: Wednesday, October 16, 2024 5:48 PM

To: [Redacted]  
Cc: [Redacted]

Subject: RE: EN010128-000246 – Cory Decarbonisation Project

Hi both,

As discussed during the meeting on 9<sup>th</sup> October (and in accordance with Action 9 of the meeting minutes), we have attached a word version and a PDF copy of the Statement of Common Ground for you to sign and return to us.

In accordance with Action 6 of the meeting minutes, we have also attached the Riverside 2 Construction Traffic Management Plans.

If you're able to provide a response this week that would be very much appreciated.

Kind regards,



[Redacted]  
Graduate Transport Planner  
[Redacted]

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From: [Redacted]

Sent: Monday, October 14, 2024 4:55 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: EN010128-000246 – Cory Decarbonisation Project

Good afternoon all,

Please find attached the minutes from the meeting held on Wednesday 9<sup>th</sup> October regarding the Updated FCTMP and accompanying Technical Note for the Cory Decarbonisation Project.

Please could you review the noted actions and let us know if you have any queries.

Kind regards,



[Redacted]  
Graduate Transport Planner  
[Redacted]

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-----Original Appointment-----

From: [Redacted]

Sent: Friday, September 27, 2024 10:49 AM

To: [Redacted]

CC:

**Subject:** EN010128-000246 – Cory Decarbonisation Project

**When:** 09 October 2024 10:00-11:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

**Where:** Microsoft Teams Meeting

Good afternoon all,

Many thanks for providing us with your availability. Please find attached the updated Framework Construction Traffic Management Plan (FCTMP) which addresses the concerns raised in the Relevant Representation Submission Comments. Also attached, is a Technical Note which provides a more detailed forecast of construction worker vehicle movements across the construction phase, supplementing the worst-case assessment undertaken in Chapter 18 of the Environmental Statement and the accompanying Transport Assessment.

Regarding the points raised within the Relevant Representation Submission Comments, please find a summary of responses below. Note, these points are further elaborated upon within the attached documentation.

Relevant Representation Submission Comments	Updated FCTMP / Technical Note Response
Traffic Management Forum to be established to ensure regular liaison with key stakeholders	A Traffic Management Forum could be established, as noted in <i>Paragraph 3.4.7.</i> of the FCTMP, to ensure regular liaison with key stakeholders throughout the construction period. It is proposed within the Updated FCTMP ( <i>Paragraph 3.4.7.</i> ) that the Traffic Management Forum could meet (monthly, bi-monthly, or quarterly) to discuss issues and opportunities.
Routeing plans should be provided within the FCTMP showing the route to/from the Site, including to/from the M25 (no HGVs through Dartford Town Centre)	The FCTMP has been revised to provide greater clarity on the likely HGV Routeing associated with the construction phase of the Proposed Scheme – with a Draft HGV Routeing Plan shown in <i>Figure 3</i> of the updated FCTMP.  <i>Paragraphs 3.2.4. to 3.2.9.</i> demonstrate how HGVs would be required to follow a designated route to/from the Site, with areas of high sensitivity – such as Dartford Town Centre – being avoided.
Reference to a robust monitoring system should be made and should be detailed in the full CTMP	A robust monitoring process will be implemented, as outlined in <i>Paragraph 3.5.3</i> of the Updated FCTMP. This process will track progress and demonstrate the achievement of SMART targets in the Construction Workforce Travel Plan (CWTP).
Construction Workforce Travel Plan should contain a robust set of measures to discourage vehicular travel and promote sustainable transport modes	As covered in <i>Section 3.3.</i> of the Updated CTMP, A CWTP will be developed as a part of the full CTMP to promote sustainable transport by staff during construction of the Proposed Scheme.  As part of the CWTP, it is anticipated that the Contractor(s) would undertake the role of Travel Plan Coordinator (TPC) to implement initiatives to minimise the environmental impacts of workforce travel and the impacts of commuting on the local road network.
Measurable interim targets reducing the number of motorised trips should be established within the full Travel Plan	At present, there are a number of unknown factors and considerations – including the origin and number of construction staff that would commute on a daily basis to the Site in each of the main construction stages.  At this stage, an interim target of a 38% car driver mode share has been presented within the Updated CTMP ( <i>Paragraph 3.3.5.</i> ). This interim target would be refined as appropriate once more accurate construction worker mode share data is provided from an initial baseline travel survey that would take into account the location of the construction staff travelling to the Site on a daily basis.
Greater certainty over duration of peak construction	At this stage, Contractor(s) not been appointed for the Proposed Scheme; thus, it is difficult to accurately predict the profile of staff numbers that would be on Site across the construction programme. It is, however, recognised that the nature of construction work would change over time, resulting in different demands for staff.  <i>Figure 1</i> within the Technical Note provides an overview of the personnel projection associated with the Applicant's Riverside 2 facility (currently under construction). The construction projection for Riverside 2 provides a proxy to the construction projection of the Proposed Scheme due to it being similar in size, scale, location and construction duration. <i>Table 1</i> within the Technical Note provides a comparable proxy as to the number of daily staff that could be on site per month associated with the Proposed Scheme, should the construction programme be similar to that of Riverside 2.
Concerns regarding the development's construction phase and its traffic impact on the Road Network, specifically M25 (A282) J1a and A206 Thames Road / Bob Dunn Way	The findings within Chapter 18 of the Environmental Statement and the accompanying Transport Assessment assessed a negligible impact on the surrounding transport networks as a result of the construction of the Proposed Scheme. The assumptions within these documents provided a robust worst-case scenario for the assessment of the temporary construction traffic impacts. It is considered likely that the number of construction staff on site will vary throughout the construction phases, hence, the impacts of construction traffic associated with the Proposed Scheme are likely to be within daily flow variations for the road types which will provide the main access routes to/from the Site as outlined within the accompanying Technical Note.  The Technical Note highlights that workforce trips are likely to be distributed across the peak given that existing peak period congestion in the A206 and A282 will encourage those driving to the Site to/from the east to travel earlier and later, and different shift patterns could be in operation resulting in the arrival and departure of workers vehicles being spread over the peak periods.

We have scheduled a meeting for **Wednesday 9<sup>th</sup> October** from **10:00 to 11:00** to discuss the representation comments and whether they have been suitably addressed within the updated FCTMP and Technical Note attached.

Kind regards,



[Redacted]  
Graduate Transport Planner  
[Redacted]

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For organizers: [Meeting options](#)

**From:** [REDACTED]  
**Sent:** Tuesday, September 24, 2024 10:32 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: EN010128-000246 – Cory Decarbonisation Project

Good morning all,

I just wanted to kindly follow up on my email from last week regarding scheduling a virtual meeting to discuss the updated FCTMP and the standalone Technical Note. Could you please confirm your availability for a one-hour meeting during the w/c **30/09** or **07/10** at your earliest convenience? We will aim to find a suitable time for everyone and circulate the relevant documents and meeting details accordingly.

Kind regards,



[REDACTED]  
Graduate Transport Planner  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, September 19, 2024 4:33 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: EN010128-000246 – Cory Decarbonisation Project

Good afternoon all,

Following on from the below, we have updated our Framework Construction Traffic Management Plan (FCTMP) and have also prepared a standalone Technical Note – providing a more detailed forecast of construction worker vehicle movements across the construction phase – in response to your Relevant Representation submission comments.

We are now seeking to schedule a virtual meeting during the w/c **30/09** or **07/10** to discuss these documents further. If you could please provide your availability during those weeks for a one-hour meeting, we will aim to find a date/time that suits the majority and circulate a placeholder as well as the relevant documentation.

Kind regards,



[REDACTED]  
Graduate Transport Planner  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, August 9, 2024 6:27 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** EN010128-000246 – Cory Decarbonisation Project

Dear Sir / Madam,

**Re. EN010128-000246 – Cory Decarbonisation Project**

WSP, on behalf of Cory Environmental Holding Limited (CEHL) ("The Applicant"), would like to extend our thanks to you for registering as an Interested Party on the Cory Decarbonisation Project.

We are in the process of reviewing the comments that you made within your relevant representation submission and would welcome the opportunity to discuss them in greater detail with you prior to the examination period.



I'd be grateful if you could confirm the correct member(s) of your organisation that would be best suited to attend a virtual meeting which we will arrange in due course (likely to be early September). In the meantime, have a good weekend.

Kind Regards,



[Redacted]  
Principal Transport Planner  
[Redacted]

[Redacted]

[Redacted]

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**National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | [info@nationalhighways.co.uk](mailto:info@nationalhighways.co.uk)**

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# Natural England

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**Subject:** FW: EN010128 - 478224 Natural England Cory Decarbonisation - Project change

**Sent:** 08/10/2024, 13:40:52

**From:** [Redacted]

**To:** [Redacted]

**Cc:** [Redacted]

FYI – response from NE below.

Best,



[Redacted]  
Infrastructure Planning  
Consultant  
[Redacted]  
[Redacted]  
[Redacted]

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**From:** [Redacted] <[\[Redacted\]@naturalengland.org.uk](mailto:[Redacted]@naturalengland.org.uk)>

**Sent:** Tuesday, October 8, 2024 1:38 PM

**To:** [Redacted] <[\[Redacted\]@wsp.com](mailto:[Redacted]@wsp.com)>

**Cc:** [Redacted]

**Subject:** RE: EN010128 - 478224 Natural England Cory Decarbonisation - Project change

Good afternoon [Redacted]

Thank you to yourself and to [Redacted] for sending through notifications and documentation relating to the change of the project.

I just wanted to get in touch and confirm that I have read around the proposed change and agree that it is unlikely Natural England need to issue any comments on this matter. I have not looked at any of the documentation in detail other than the CoCP (tracked) document which seems to confirm my initial judgement that there is nothing here that NE need to comment on. If you feel there is anything that I have missed or need to look at specifically please do let me know.

Kind regards,

[Redacted]  
Senior Officer - Nationally Significant Infrastructure Projects  
Thames Solent Team  
Natural England

[www.naturalengland.gov.uk](http://www.naturalengland.gov.uk)

Eastleigh House  
Upper Market Street  
Eastleigh  
SO50 9YN

**Advance notice of leave:** I will be on annual leave from the 14<sup>th</sup> – 18<sup>th</sup> October.

**From:** [Redacted] <[\[Redacted\]@wsp.com](mailto:[Redacted]@wsp.com)>

**Sent:** 07 October 2024 13:33

**To:** [Redacted]

[decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)

**Cc:** [Redacted]

**Subject:** RE: EN010128 - 478224 Natural England Cory Decarbonisation - Meeting Minutes from 25/07/2024

Dear [REDACTED],

As you may be aware, on August 15, Cory Environmental Holdings [the Applicant] formally advised the Examining Authority of their intention to update some of the submitted DCO Application documents (PINS ref: AS-001 - [EN010128-000281-Notification of Change Letter PINS.pdf \(planninginspectorate.gov.uk\)](#)). On 25 September, the Applicant submitted these updates however they have not yet been made available on the PINS website. Therefore, in order to help with your examination preparations, you will soon receive an email from WSP containing a link that will take you to the revised documents.

Please do let [REDACTED] (cc'd) and I know if there any access issues with the link.

Kindest regards,

[REDACTED]



[REDACTED]  
Clients and Growth Lead  
Environmental Management & Assessment

[REDACTED]  
[REDACTED]  
2 London Square  
Cross Lanes  
Guildford  
Surrey  
GU1 1UN

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**From:** [REDACTED] <[\[REDACTED\]@naturalengland.org.uk](mailto:[REDACTED]@naturalengland.org.uk)>

**Sent:** Thursday, October 3, 2024 3:13 PM

**To:** [REDACTED] <[decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)>

**Cc:** [REDACTED]

**Subject:** RE: EN010128 - 478224 Natural England Cory Decarbonisation - Meeting Minutes from 25/07/2024

Dear [REDACTED],

Thank you for sending through the meeting minutes. Please find our written advice on AQ attached.

Kind regards,

[REDACTED]

Senior Officer - Nationally Significant Infrastructure Projects  
Thames Solent Team  
Natural England

[www.naturalengland.gov.uk](http://www.naturalengland.gov.uk)

Eastleigh House  
Upper Market Street  
Eastleigh  
SO50 9YN

**Advance notice of leave:** I will be on annual leave from the 14<sup>th</sup> – 18<sup>th</sup> October.

From: [REDACTED] <[REDACTED]@wsp.com>

Sent: 11 September 2024 15:50

To: [REDACTED] <[REDACTED]@naturalengland.org.uk>

Cc: [REDACTED]

Subject: EN010128 - 478224 Natural England Cory Decarbonisation - Meeting Minutes from 25/07/2024

Hi [REDACTED],

Please find attached minutes from our meeting on the 25/07/2024. Do let me know if any details are outstanding or need clarifying.

[REDACTED]



[REDACTED]  
Associate Director, Ecology

T: [REDACTED]

WSP in the UK  
70 Chancery Lane  
London  
WC2A 1AF

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# NTS Safeguarding

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**From:** Decarbonisation <decarbonisation@corygroup.co.uk>  
**Sent:** 03 October 2024 17:28  
**To:** CoryCCS  
**Subject:** Fw: EN010128 Cory Decarbonisation Project - consultation on proposed change to the proposed scheme [SG35191]  
**Attachments:** Post - Cory.pdf

Decarbonisation  
Decarbonisation



Floor 5, 10 Dominion Street, London, EC2M 2EF  
0207 417 5200 | Fax 0844 854 1001

[www.corygroup.co.uk](http://www.corygroup.co.uk)



---

**From:** NATS Safeguarding [REDACTED]  
**Sent:** 02 October 2024 14:42  
**To:** Decarbonisation <decarbonisation@corygroup.co.uk>  
**Subject:** EN010128 Cory Decarbonisation Project - consultation on proposed change to the proposed scheme [SG35191]

Our Ref: SG35191

Dear Sir/Madam

NATS anticipates no impact from the proposal and has no objections to the proposed changes to the scheme.

Yours faithfully



NATS Safeguarding

E: [REDACTED]

4000 Parkway, Whiteley,  
Fareham, Hants PO15 7FL  
[REDACTED]



NATS Internal

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# Port of London Authority

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**Subject:** Fw: EN010128 Cory Decarbonisation Project - Consultation on proposed change to the proposed scheme  
**Sent:** 21/10/2024, 09:02:41  
**From:** Decarbonisation<decarbonisation@corygroup.co.uk>  
**To:** [REDACTED]

---

Decarbonisation  
Decarbonisation



Floor 5, 10 Dominion Street, London, EC2M 2EF  
0207 417 5200 | Fax 0844 854 1001

[www.corygroup.co.uk](http://www.corygroup.co.uk)



G R E S B  
INFRASTRUCTURE  
sector leader 2024

---

**From:** [REDACTED]<[REDACTED]@pla.co.uk>  
**Sent:** 18 October 2024 11:07  
**To:** Decarbonisation <[decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)>  
**Subject:** EN010128 Cory Decarbonisation Project - Consultation on proposed change to the proposed scheme

Thanks for consulting the Port of London Authority on a proposed change to the current scheme submitted to PINS for a new carbon capture facility and associated jetty at Norman Road, Belvedere, namely that the proposed jetty and associated dredging be designed to accommodate a maximum vessel of 20k m<sup>3</sup> capacity, rather than the maximum currently proposed (15k m<sup>3</sup>).

Clearly this proposed change is of fundamental importance to the PLA, bearing in mind its statutory duties for navigational safety, conservancy and the statutory consenting of works and dredging in the river.

Due to the lack of detail within the documentation associated with the consultation and more particularly any new & updated assessments, it's not possible for the PLA to fully consider the proposed change and therefore provide a detailed response across its statutory duties. As such, we must reserve our position on the assertion made that the proposed changes result in no new or materially different impacts. Notwithstanding this, it is important to note that whilst the PLA is content that further simulation work is not necessary with the change in vessel size (albeit that the pNRA and the vessel interaction study need revision), contrary to bulleted point in the further information section, the PLA has not yet been consulted on these updated documents; only the previous revisions associated with the 15k m<sup>3</sup> vessel.

The sediment samples taken for the capital dredging associated with the scheme were on the basis that the dredge depth was determined as -10.5m CD. On the basis that that the dredge depth of the berth within the proposed change is lower, new samples at dredge depth will need to be taken and analysed.

The PLA looks forward to continuing dialogue with the applicant on this proposed change and the application as a whole through the impending hearings.

All the best

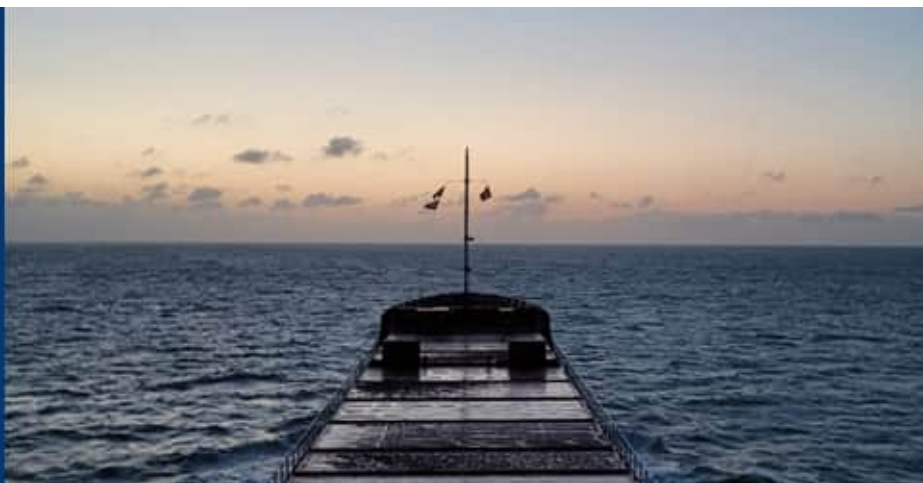
[REDACTED]

[REDACTED]

Director of Planning and Development

# PORT INFORMATION GUIDE

## NAVIGATION GUIDANCE



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# Royal Borough of Greenwich

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██████████@royalgreenwich.gov.uk

██████████  
Cory Environmental Holdings Limited  
Level 5  
10 Dominon Street  
London  
EC2M 2EF

**Directorate of Regeneration,  
Enterprise & Skills**  
Woolwich Centre, 5th Floor,  
35 Wellington Street,  
London, SE18 6HQ

**24/3059/K**

24 September 2024

Dear Sir/Madam,

**Site:** **CORY RIVERSIDE RESOURCE RECOVERY FACILITY, NORMAN ROAD, BELVEDERE, KENT, DA17**

**Applicant:** Richard Wilkinson Cory Environmental Holdings Limited

**Proposal:** **Application by Cory Environmental Holdings Limited to make a change to its application for a Development Consent Order under the Planning Act 2008 for the Cory Decarbonisation project to install carbon capture technology to the existing Riverside 1 and Riverside 2 waste facilities which will involve:**

- a) **A Carbon Capture Facility, comprising up to two plants designed to capture some 1.3 million tonnes (1.3Mt) of carbon dioxide (CO<sub>2</sub>) per annum;**
- b) **A proposed new Jetty, extending into the Thames to facilitate the onward transfer of the captured CO<sub>2</sub>;**
- c) **The Mitigation and Enhancement Area, designed both to enhance biodiversity and to improve public access to outdoor space;**
- d) **Three temporary construction compounds; and**
- e) **Connections to utilities and provision of site access works.**

**The proposed change to the design is to facilitate an increased maximum vessel size capacity of the proposed new Jetty from 15,000m<sup>3</sup> to 20,000m<sup>3</sup>.**

I acknowledge receipt of your communication dated 18 September 2024, which was received as valid on 18 September 2024.

I will endeavour to let you know the Council's view as soon as possible.

Yours Faithfully

[REDACTED]

Development Control

-



Maritime &  
Coastguard  
Agency

**Maritime and Coastguard Agency**

Bay 2/24  
Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG

[www.gov.uk/mca](http://www.gov.uk/mca)

Your Ref: EN010128

20<sup>th</sup> October 2024

Via email: [decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)

Dear Cory Decarbonisation Project Team,

## **EN010128 CORY DECARBONISATION PROJECT – PROJECT UPDATE AND NOTIFICATION OF INTENTION TO SUBMIT A CHANGE REQUEST**

Thank you for your letter inviting the Maritime and Coastguard Agency (MCA) to comment on the public consultation on proposed changes for the Cory Decarbonisation Project. The MCA is a statutory consultee and/or primary advisor to the marine licensing and offshore consenting regulators, depending on the relevant legislation throughout the UK. The MCA has an interest in the works associated with the marine environment (below the Mean High-Water Springs), and the potential impact on shipping, safe navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations.

The project includes a carbon capture facility, a proposed jetty, and temporary construction compounds. The works therefore will likely have an impact on other marine users during the construction, operation and decommissioning phases.

We note the location of the works in the marine environment falls within a Statutory Harbour Authority – The Port of London Authority (PLA). As such, the PLA has jurisdiction and is therefore responsible for the safety of navigation in their waters. The MCA would like to ensure that the worst-case scenario for shipping and safe navigation is considered going forward through a Navigation Risk Assessment (NRA), in accordance with the Port Marine Safety Code and its Guide to Good Practice.

The MCA would expect any new impacts caused by the proposed changes to shipping and navigation be fully assessed by the applicant. We understand from the “*Notification of intention to submit a change request*” that the Preliminary Navigation Risk Assessment (APP-115) will be updated and following that, a review will be undertaken of Chapter 19: Marine Navigation of the PEIR (APP-068).

The MCA would expect the applicant to consult with the PLA on the updated NRA going forward and we welcome the intent to engage with the PLA and CLdN on the NRA to ensure all projects risks are assessed and mitigated to As Low As Reasonably Possible (ALARP). We also note that the applicant intends to engage in local stakeholder engagement with recreational users' groups and local yacht and rowing clubs which we welcome.

The MCA will continue to monitor this development through the examination process and will maintain our regulatory remit with regards to ships and the associated safety functions. The management of safe navigation and risk within the harbour remains solely with the Statutory Harbour Authority (SHA). However, should the MCA be asked to comment on the proposals in order for the Examination Authority to make its recommendations to the Secretary of State, the MCA may comment on the approach taken/methodology for the NRA, the consultation process and whether we feel the proposals are being carried out in accordance with the Port Marine Safety Code and its Guide to Good Practice.

The MCA would expect every attempt to be undertaken by the applicant to resolve any concerns raised by interested parties, with more detailed justification where consensus cannot be achieved and that the proposals are carried out in accordance with the Port Marine Safety Code (PMSC) and its Guide to Good Practice.

Finally, we politely request that further consultation materials or project updates are sent to our team email address [navigationsafety@mcga.gov.uk](mailto:navigationsafety@mcga.gov.uk). We have recently discovered that there was a previous non-statutory consultation for this project sent by letter from October to November 2023 for which we believe we did not receive any notification and therefore we have not yet commented on the project until this current consultation.

I hope you find this feedback useful at this stage.

Yours faithfully,

[Redacted Signature]

[Redacted Name]

Marine Licensing Lead  
UK Technical Services Navigation



# Thames Water

---

**Subject:** Fw: Cory Decarbonisation Project [ES-CLOUD\_UK.FID10984399]

**Sent:** 03/10/2024, 17:27:54

**From:** Decarbonisation<decarbonisation@corygroup.co.uk>

**To:** CoryCCS

Decarbonisation  
Decarbonisation



Floor 5, 10 Dominion Street, London, EC2M 2EF  
0207 417 5200 | Fax 0844 854 1001

[www.corygroup.co.uk](http://www.corygroup.co.uk)



**From:** [REDACTED]<[REDACTED]@eversheds-sutherland.com>

**Sent:** 01 October 2024 12:26

**To:** [REDACTED] Decarbonisation <[decarbonisation@corygroup.co.uk](mailto:decarbonisation@corygroup.co.uk)>

**Cc:** [REDACTED]

**Subject:** Cory Decarbonisation Project [ES-CLOUD\_UK.FID10984399]

Good afternoon,

We write on behalf of Thames Water Utilities Ltd in relation to the above matter.

We have been provided a letter from Cory to Thames dated 17 September 2024 relating to a proposed change to the above project, namely to increase the size of the proposed jetty to facilitate a maximum vessel size of approximately 20,000m3.

Our client has no specific comments to make at this stage in relation to the proposed change but would like to take this opportunity to remind Cory of the representation submitted to the ExA on 14 June 2024, and the requests set out therein.

Please do not hesitate to contact us should you wish to discuss this matter further.

Kind regards,

[REDACTED]

[REDACTED]

**Senior Associate - Planning and Infrastructure Consenting, Eversheds Sutherland (International) LLP**

T: [REDACTED]

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