

THE INFRASTRUCTURE PLANNING (EXAMINATIONS PROCEDURE) RULES 2010

THE CORY DECARBONISATION PROJECT DEVELOPMENT CONSENT ORDER

PINS REFERENCE EN10128

**DEADLINE 6: PORT OF LONDON
AUTHORITY'S COMMENTS ON DEADLINE
5 SUBMISSIONS**

1.0 Introduction

1.1. This is a written submission made on behalf of the Port of London Authority ("PLA") in respect of comments on deadline 5 submissions.

1.2. Documents referred to in this submission are:

1.2.1. Applicant's Response to Interested Parties' Deadline 4 Submissions (REP5-032);

1.2.2. Draft Development Consent Order (REP5-006);

1.2.3. Land Rights Tracker (REP5-041); and

1.2.4. Sediment Sampling Technical Note (REP5-031)

2.0 Applicant's Response to Interested Parties' Deadline 4 Submissions (REP5-032)

2.1 The Applicant's response to the PLA's Deadline 4 Submission is set out in table 2-2. The PLA and the Applicant have agreed amendments to the Preliminary Navigation Risk Assessment ("pNRA") and have agreed the contents of technical notes regarding passing vessel impacts and LCO2 (not submitted). Prior to deadline 6 an updated pNRA was submitted and the PLA can confirm that it has reviewed the updated pNRA and when taken in conjunction with the technical notes, is satisfied with the conclusions, noting further work will be carried out at FEED stage.

2.2 The PLA is content with the Applicant's comments in relation to intertidal biodiversity net gain ("BNG") and for details of how BNG will be achieved in the intertidal environment to be put forward as part of the discharge of DCO Requirement 16. Under Requirement 16 the PLA will be consulted on the jetty works environmental design scheme.

3.0 Draft Development Consent Order ("dDCO") [REP5-006]

3.1 Agreed minor amendments were made to the dDCO at deadline 5. These relate to the definition of PLA General Directions, updating the definition to refer to the most up to date version. An agreed minor amendment was also made to Article 8 (19) as a result of the discussions between the Applicant and the PLA relating to any exclusion zone so that an exclusion zone may be established from the berthed tanker or in relation to the jetty itself.

3.2 Amendments will be required to the numbering within the PLA's protective provisions to correct some inconsistencies which were introduced in the deadline 5 version of the dDCO. The Applicant is aware of the amendments required and the PLA expects these amendments to be made at deadline 6.

3.3 The PLA and the Applicant have also discussed updates to the dDCO to 'future proof' the DCO in the event that the PLA's Harbour Revision Order is made. These updates do not go to the substance of the Articles or the Protective Provisions but ensure that all relevant sections of the Port of London Act 1968 as amended by the Harbour Revision Order would be disapplied in Article 7 and that the provisions in Article 8 apply equally to the granting of permits for mooring. The PLA have seen and agreed the proposed updates and expects the agreed updates to be made at deadline 6.

4.0 **Land Rights Tracker [REP5-041]**

4.1 The Land Rights Tracker [REP5-041] was updated at deadline 5 with it being confirmed that the parties are agreed on all matters concerning DCO drafting and protective provisions. A meeting took place between the parties on 1 April 2025 and discussions continue regarding the terms of the agreement for the land and rights required by the Applicant.

5.0 **Sediment Sampling Technical Note [REP5-031]**

5.1 The Sediment Sampling Technical Note [REP5-031] provides the results of the sediment sampling that the Applicant undertook in December 2024. It is understood from the Environment Agency's Statement of Common Ground [REP5-021] that as a result of this further work, the Environment Agency are content that the proposed scheme is WFD compliant for water quality.

5.2 The PLA notes that the Environment Agency's response to ExQ2 that the proposed maintenance dredging will probably take place under a 'slightly different regulatory regime' when the water column baselines will be reset and there may for example have been additional chemicals brought into regulation that would not have been considered in the current assessment. At this current time, the Applicant assumes the implementation of the same embedded mitigation measures for both the construction and operational phases of the proposed development. In the event that environmental conditions alter during the maintenance dredge period, changing these mitigations will need the appropriate data and assessments to substantiate the effectiveness of the embedded mitigation measures at the relevant time.