

**PLANNING ACT 2008**

**THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010**

**APPLICATION BY NATIONAL GRID ELECTRICITY TRANSMISSION**

**FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE SEA LINK PROJECT**

**(REF: EN0020026)**

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**DEADLINE 5**

**EXAMINING AUTHORITY'S WRITTEN  
QUESTIONS 2**

**PORT OF LONDON AUTHORITY**

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Number	Response by	Question / Clarification	PLA Response
2GEN26	All parties	<p><b>New requirements and conditions</b></p> <p>Notwithstanding any questions below, highlight and provide specific wording for any commitments currently included in the REAC [REP4-235] that you believe should be secured as requirements or conditions on the face of the order.</p>	<p>The REAC [REP4-235] has been updated at deadline 4 so that it now contains at Section 1 (Chapter 2) the actions and commitments that the undertaker will comply with during the construction, operation or decommissioning of the Proposed Project (secured by Requirement 5 in the Development Consent Order).</p> <p>The Section 1 Shipping and Navigation Commitments start on page 14. The PLA does not consider that any of the commitments in REP4-235 meet the threshold to be a requirement or a condition on the face of the order. Specific comments on the commitments themselves are set out in the PLA’s deadline 5 submission “<i>Port of London Authority’s Comments on Submissions Received at Deadline 4.</i>”</p> <p>Section 2 (Chapter 3) contains a full list of actions and commitments which are secured by other documents.</p> <p>GM05 is a general project commitment with the Applicant ensuring that “<i>early and continued stakeholder consultations take place.</i>” Currently it is stated that the Offshore Construction Environmental Management Plan secures this, but as set out in the PLA’s deadline 5 submission “<i>Port of London Authority’s Comments on Submissions Received at Deadline 4</i>” the section on external communication in the outline plan refers to notifications. Whilst consultation has been included in the draft protective provisions for the Port of London Authority, the PLA</p>

			considers that a DML condition would also be appropriate to provide clarity and certainty on the consultation process.
2SN4	Applicant, Maritime and Coastguard Agency (MCA), Port of London Authority, London Gateway Port Ltd, HHA, and other relevant stakeholders	<p><b>Vessel management plan (VMP)</b></p> <p>Following the submission of the updated oNIP [REP4-075], provide an update as to whether a VMP is still required and if not explain why not.</p>	<p>In the MCA's written response [REP4-164] they have noted that the oNIP may be suitable and negate the requirement for an additional VMP if their additional areas of interest are added. The PLA notes that it would appear that the deadline 4 version of the oNIP now includes these areas and the MCA will comment on whether this overcomes their concerns, however the PLA still has concerns about the suitability of the NIP to effectively cover vessel operation movements and communications.</p> <p>The Five Estuaries oNIP (para 4.2.4) contains a statement on notification of planned activities which includes a commitment to provide a process flow chart in agreement with the interested parties detailing how activities within the area of interest will be managed and what notifications will be required etc in advance of project vessel activities. There is also an optional requirement for RAM vessels to carry a pilot to provide local information and communicate directly with Sunk VTS and pilot launches during RAM vessel activities.</p> <p>The Sea Link oNIP now contains a similar requirement for a process flow chart, but only refers to agreement how activities within the five AOI will be notified to stakeholders, but not agreement on how they will be managed. This is definitely an improvement, but there is a subtle difference in the wording which is not acceptable to the PLA.</p>