

[REDACTED]

From: Crowhurst, Kerry (BEIS)
Sent: 13 July 2021 10:48
To: Crowhurst, Kerry (BEIS)
Subject: FW: Port of London Authority Response (DC 837) Application to vary the current section 36 consent for the Riverside Resource Recovery Facility ("RRRF") pursuant to section 36C of the Electricity Act 1989

From: [REDACTED]
Sent: 07 June 2021 14:01
To: Energy Infrastructure Planning <beiseip@beis.gov.uk>
Cc: [REDACTED]
Subject: Port of London Authority Response (DC 837) Application to vary the current section 36 consent for the Riverside Resource Recovery Facility ("RRRF") pursuant to section 36C of the Electricity Act 1989

FAO: Kerry Crowhurst

Dear Kerry

Thank you for consulting the Port of London Authority (PLA) on the application to vary the current section 36 consent for the Belvedere Riverside Resource Recovery Facility ("RRRF") pursuant to section 36C of the Electricity Act 1989 and which includes the associated EIA Report, in accordance with regulation 22(3) of the Electricity Works (Environmental Impact Assessment) (England and Wales) Regulations 2017 (the "EIA Regulations").

It is noted that the proposed changes are to:

- Amend the power generation description of RRRF in paragraph 2 of the 2015 s.36 Variation to change the energy generation limit from 'up to 72MW' to 'up to 80.5MW'; and
- Request that the Secretary of State gives a direction under section 90(2) of the TCPA 1990 varying the conditions attached to the 2017 Permission, to increase the maximum waste throughput from 785,000 tpa to 850,000 tpa; and
- Amend the s.36 Variation and to incorporate into the new deemed planning permission the amendments authorised by the Secretary of State in the Riverside Energy Park (REP) Development Consent Order (DCO) with regard to the ash storage area for RRRF and use of the jetty by both RRRF and REP

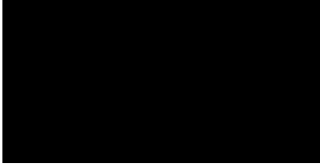
I have now had the opportunity to review the application documents, which state that no physical changes are proposed to the existing land or marine infrastructure at this location. Furthermore It is noted that the additional waste will come from the same four Safeguarded Wharves that the applicant currently uses (Smugglers Way, Cringle Dock, Walbrook Wharf and Northumberland Wharf) and no physical changes are proposed to any of these sites as a result and that these wharves all have the capability to handle larger quantities of waste than currently managed without variation to either the existing planning permissions or Environmental Permits for these sites. As a result of the expansion, in line with the associated DCO the submitted Planning Statement in paragraph 5.4.13 states that it is anticipated that the additional waste throughput will be delivered by one additional barge which would result in an additional five barge movements a week. This would require no additional tug movements and as a result it is not considered that this would result in significant effects to the navigational safety of the River Thames. To confirm the PLA agree with this assessment.

In addition, as a result of the proposals there are no additional tug movements to/from the Port of Tilbury for the transportation of waste and incinerator bottom ash ('IBA'). It is also noted that it is not proposed that any of the existing conditions attached to the 2017 Permission on restricting vehicle movements would be amended as part of

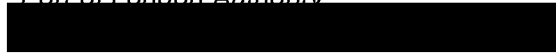
this proposal because the transport of any additional inputs and outputs to and from RRRF can be accommodated within the existing limits imposed on road transport movements.

Therefore, to confirm the PLA has no objection to the proposed variation of the current section 36 consent for the Belvedere Riverside Resource Recovery Facility.

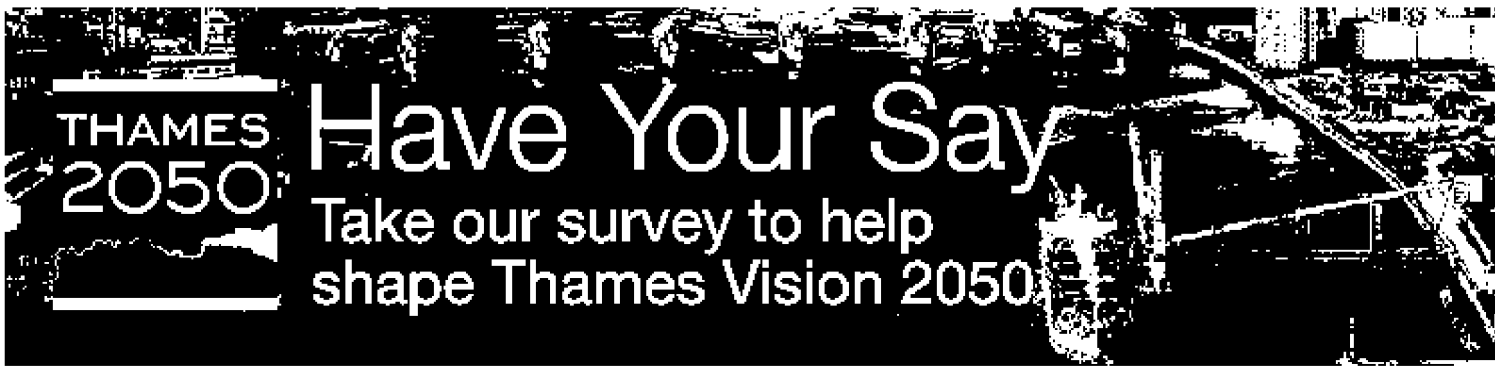
Regards



Port of London Authority



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