

Dated

23 March 2021

**APPLICATION BY THURROCK POWER LIMITED FOR AN ORDER GRANTING DEVELOPMENT
CONSENT FOR THURROCK FLEXIBLE GENERATION PLANT**

PLANNING INSPECTORATE REFERENCE NO: EN010092

**SUMMARY OF WRITTEN REPRESENTATION
submitted on behalf of Network Rail Infrastructure
Limited**

Summary of Written Representation

1. Network Rail (**NR**) does not object in principle to the Proposed Development. However, it objects to the impact of the Proposed Development on four level crossings, the location and construction methods of the access road and junction, gas pipeline and water pipeline, the railway line itself and access to it.
2. NR's asset protection team have concluded that the additional vehicle movements resulting from the Proposed Development would increase the risk to users of the Low Street level crossing unless sufficient improvement works to the roads approaching the level crossing are carried out. NR considers that it is necessary to ensure the number of HGVs using the Low Street and the East Tilbury level crossing does not increase to a level which would have an unacceptable impact on safety. Walton Common level crossing is also at risk of trespass without upgrades to fencing and gates and the safety of the railway line would be improved by the closure of No. 168 level crossing.
3. NR considers that the proposed location of the access road and junction and gas and water pipelines should be installed further away from the railway line and appropriate mitigation measures, such as fencing to screen the railway and vehicle incursion barriers, considered. The construction methods may also impact railway assets and NR therefore considers an asset protection agreement is necessary.
4. Permanent access rights to the Walton Common level crossing and a procedure for abnormal indivisible loads should also be agreed.
5. To mitigate these risks, NR considers it important to secure appropriate protective provisions for NR's statutory undertaking, amendments to the requirements of the Proposed DCO and to enter into an agreement that regulates the use of the level crossings, the carrying out of development works and to secure mitigation measures to protect and safeguard railway assets.
6. Until such time as NR is given the protection and assurances requested as detailed in this Written Representation, NR's objection to the Proposed DCO cannot be withdrawn.
7. As set out in the Written Representation, NR requests that its bespoke protective provisions replace those at Part 6 of Schedule 9 of the Proposed DCO and that amendments be made to the Requirements of Schedule 2 of the Proposed DCO (to ensure that NR approval of the construction traffic management plan, construction worker travel plan and detailed design is required) to safeguard operational railway.
8. If sufficient progress regarding the protective provisions for railway interests and the private agreement between NR and the Applicant is not made between the parties in the coming weeks, NR will request to be heard at an appropriate hearing to explain in detail the impacts of the scheme.