

Thurrock Flexible Generation Plant

Thurrock Power Ltd and Network Rail Infrastructure Ltd

Joint Statement

- 1 In its Deadline 2 Written Representation (REP2-089) (WR) Network Rail Infrastructure Limited (NR) raised concerns about the impacts 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. Thurrock Power Ltd (TPL) commented on NR's Deadline 2 written representation in its Deadline 3 submission (REP3-010).
- 2 Since these submissions were made, discussions have been continuing between TPL and NR and progress has been made on the issues raised.
- 3 In particular, TPL and NR have agreed the following points:
 - (a) NR will be added as a consultee to the Construction Traffic Management Plan and Construction Worker Travel Plan (Requirements 6 and 7 of the draft DCO). Requirement 6 will be amended to refer to Network Rail approval of the details of routes to be used for the delivery of abnormal indivisible loads if the route includes crossing Network Rail's operational railway assets;
 - (b) TPL will not be required to contribute or facilitate upgrades to the Low Street level crossing approach roads and it is agreed that the proposed development does not have any adverse impacts on this crossing;
 - (c) As a gesture of goodwill TPL will contribute to the cost of upgrading the fencing between the new common exchange land (Work No. 14) and the railway line and the gates at Walton Common level crossing which will be secured through a private agreement between the parties with any works to be carried out by NR outside of the DCO;
 - (d) TPL will not be required to contribute or facilitate closure of the No. 168 level crossing and it is agreed that the proposed development does not impact on this crossing; and
 - (e) Should any works be constructed on land within the agreed distances from the London, Tilbury and Southend railway line set out below (**Set-Off Distances**), TPL will submit the detailed design of works to be constructed within the relevant Set-Off Distance to NR for approval prior to commencement of such works. The Set-Off Distances are:
 - (i) In relation to any works relating to Work No. 4 (a new gas pipeline): 200 metres;
 - (ii) In relation to any works relating to Work No. 6 (a new access road): 10 metres; and
 - (iii) In relation to any works relating to Work No. 7 (a new water pipeline): 10 metres.

The parties note that the protective provisions included in NR's Deadline 2 WR in its Deadline 3 submission (REP3-010) refer to 'Specified Work' as being "the construction and maintenance of any of the authorised development as situated upon, across, under over or within 15 metres of, or many in any way adversely affect, railway property". NR shall submit a revised version of the protective

provisions at Deadline 4 and include an amended definition of Specified Work to reflect the Set-Off Distances agreed with TPL in respect of Work Numbers 4, 6 and 7.

- (f) NR will be consulted on the detailed design of any works outside the Set-Off Distances which would have any impact (adverse or otherwise) on railway property, including but not limited to impacts resulting from interference from water courses and lighting design.

4 NR continues to have concerns relating to:

- (a) the provision of access rights over Work No. 6 in the event that TPL acquires the land to the south of the London, Tilbury and Southend railway line. Since the submission of its Written Representation TPL has indicated to NR that it intends to acquire the leasehold rather than freehold title. However, NR continues to require a grant of access rights given that TPL will have exclusive possession of the land if it acquires a leasehold interest. TPL will allow NR access insofar as it is able to do so within the legal agreement with landowners; and
- (b) the location of the junction of the access road (Work Number 6) onto Station Road, which NR requires to be at least 90 metres from the stop-line of the Low Street level crossing rather than the proposed 45 metres.

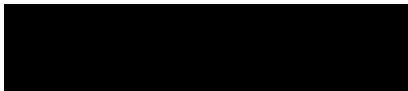
5 In addition, NR has concerns with regards to the provision of mitigation measures on Station Road between Low Street level crossing and junction of the access road (Work Number 6) onto Station Road. If the junction of the access road is closer to the stop-line of the Low Street level crossing than 90 metres, it may be necessary for an electronic road traffic light, integrated with the electronic lights at the level crossing, to be installed at TPL's expense. If the junction of the access road is located at least 90 metres from the stop-line, then the installation of warning signage would be required. This concern was not raised in its Relevant Representation or Written Representation and has emerged as the result of further investigation.

6 TPL and NR continue to negotiate these outstanding points and are seeking to agree Protective Provisions and a private Framework Agreement. Both parties expect that these can be agreed before the end of the Examination.

26 April 2021

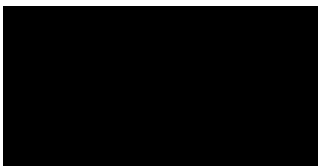
This statement has been prepared jointly and agreed by:

Signed on behalf of Thurrock Power Limited



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