

## **THURROCK FLEXIBLE GENERATION PLANT - DEADLINE 4 SUBMISSION (17 May 2021)**

As an interested party to the examination of the Thurrock Flexible Generation Plant DCO (EN010092) Highways England (20025438) make the following comments at Deadline 4.

### **Background**

Highways England has previously indicated that the Applicant and Highways England have been engaging constructively for over three years regarding the interface between their two projects. The two projects are adjacent to each other and have several physical overlaps which are under active consideration between the Applicant and Highways England.

It remains the belief of Highways England that these issues can be resolved before the end of the examination.

### **1. Comments on responses submitted for Deadline 3**

Highways England has only one comment to make.

In relation to Port of Tilbury London Limited's ("PoTLL") submission for Deadline 3 (**REP3-023**) in its response to FWQ 1.5.5 PoTLL states at page 10:

*"As expressed in its Deadline 2 representations, PoTLL is working closely with the LTC project and Highways England to ensure that the LTC project sufficiently allows for the Tilbury Link Road to be brought forward.*

*It is PoTLL's aim that the LTC project should at the very least include passive provision for the Tilbury Link Road and that it should also be factored into the construction and design methodologies of the LTC project. Current progress of discussions indicate that the TFGP would not be an impediment to delivery of the Tilbury Link Road."*

Highways England reiterates its previous comments that the Tilbury Link Road does not form part of the LTC scheme and will not be included in the LTC application when submitted to the Planning Inspectorate.

Highways England refers the ExA to its submission at Deadline 3 (HE response to ExQ 1.5.2) (**REP3-020**) where it was made clear that the Tilbury Link Road falls under the delivery mechanism of schemes which are identified in the Road Investment Strategy 2 (RIS 2). As stated in the RIS 2 document, the Tilbury Link Road is set out to be included within the pipeline for RIS3. This means it is a proposal that Highways England will develop during the RIS2 period (2020 to 2025), so that it could potentially enter construction sometime in the RIS3 period (2025- 2030), any programme still to be determined.

Highways England continues to work with stakeholders, including PoTLL, as consideration of the Tilbury Link Road progresses.

### **2. Written summaries of oral submissions made at any Hearings held during the weeks commencing 26 April 2021**

Highways England attended the Issue Specific Hearing (ISH) on Transportation and Traffic held on 27 April and the draft Development Consent Order held on 29 April. In both instances Highways England's attendance was largely as a watching brief and to provide further clarification to the ExA as required.

#### ISH 1 – Transportation and Traffic (Tuesday 27 April)

In response to clarification sought from the ExA as to the capacity and safety issues at the Asda Roundabout Glen Strongitharm (Assistant Spatial Planner Highways England) confirmed that the initial safety concerns regarding the use of the Asda Roundabout had been addressed by changes to its Construction Traffic Management Plan.

When asked by the ExA if there were any other outstanding issues in connection with the ASDA roundabout Mr Strongitharm confirmed that with regards to the application in its current form, that his understanding was that there were no other outstanding issues.

With regards to the assessment of traffic movements Mr Strongitharm expressed the concerns of Highways England that the Applicant has not provided details of where it expects the construction workers on the scheme to travel to work from. Reference was made to the approach followed on the Tilbury 2 DCO which did adopt a methodology to assess where the construction workers were likely to come from, so as to better address routes likely to be followed. This information would help Highways England better ascertain any potential impact on the strategic road network.

The ExA asked if Highways England had an industry standard that it would like to share with the Applicant to which Mr Strongitharm confirmed that Highways England is happy to discuss this with the Applicant if required.

Mr Strongitharm also referred to the planning application for temporary parking at the Raceway Tavern where the application is for 200 parking spaces but up to 350 workers could be anticipated. Mr Strongitharm confirmed that Highways England requires further information from the Applicant as to how it will deal with these additional workers.

In response to submissions from the Applicant that it had prepared, and shared with Highways England, a Technical Note explaining its approach re the temporary parking application at the Raceway Tavern, Ms Janice Burgess (Spatial Planner Highways England) confirmed that Highways England was reviewing the Technical Note and that it would return comments shortly.

In response to query from the ExA, Ms Burgess confirmed that if this review of the Technical Note meant that there was an impact of the examination of the application that this information would be fed into the examination at the appropriate point for consideration.

#### ISH 3 – draft Development Consent Order (Thursday 29 April)

With regards to requirement 6 (Construction Traffic Management Plan) Mr Lee Tearle (lawyer for Highways England) confirmed that Highways England has requested from the Applicant that it be added to this requirement as an approving authority on the grounds that Heavy Goods Vehicle's (HGV) that will be used by the Applicant to construct the scheme would use the strategic road network. It was confirmed that discussions are ongoing between the Applicant and Highways England in this regard.

Mr Tearle confirmed to the ExA that discussions are ongoing with the Applicant regarding the terms of protective provisions for the benefit of Highways England, that progress is being made and that progress on these discussions will be reported to the ExA shortly.

### **3. Progressed SoCG and updated Statement of Commonality of SOCG**

Highway England's review of the Applicant's Statement of Common Ground and associated consultation is ongoing.

In part, progression of the SoCG is dependent upon ongoing discussions that are taking place between both parties regarding the terms of an Interface Agreement that will regulate the interaction of both projects with one another where both schemes are consented and delivered.

Highways England is working with the Applicant to agree the SoCG and it is anticipated that a draft SoCG will be available by Deadline 5.