



Meeting note

Project name	Thurrock Flexible Generation Plant (TFGP)
File reference	EN010092
Status	Final
Author	The Planning Inspectorate
Date	20 September 2019
Meeting with	Thurrock Power Ltd
Venue	Temple Quay House, Bristol
Meeting objectives	Project Update
Circulation	All attendees

Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Project update

The red line boundary has altered, omitting some areas north of the proposed generating station site and incorporating additional land to the south. The project will now contain a causeway, which will be used to transport abnormal indivisible loads from the River Thames to the site of the proposed generating station. The Applicant explained that as most of the building materials would now be delivered via the causeway, the construction traffic impact from the project will be lower than previously proposed and certain temporary accesses, road closures and highway improvements are no longer required. There would also no longer be a need to crane materials/ equipment over the railway. It was confirmed that the Applicant will be using Tilbury2 access road when needed. The causeway is proposed to be a permanent structure (including elements in the marine area) and would result in the loss of an area of saltmarsh.

The baseline studies and potential impacts considered in the Environmental Statement and Habitats Regulations Assessment would address the new areas of land take and changes to the project.

The two options for the gas pipeline will be retained in the Applicant's final draft Development Consent Order (DCO) as requested by the landowner.

The draft order will also contain a Deemed Marine Licence (DML), and the Applicant confirmed they had been in discussions with the Marine Management Organisation and Port of London Authority with regard to the proposed causeway.

The Applicant noted there is no longer an interaction between the red line boundary of this project and that of the Lower Thames Crossing.

Consultation

The Applicant confirmed that it intends to reconsult under s42, 47 and 48 of the PA2008 due to the changes to the project. The Applicant intends only to reconsult the s47 consultees who responded to the original consultation due to the low public interest in the project. The Applicant was advised to publish the notices in the same manner as an offshore windfarm due to the DML. The Inspectorate noted that the s55 checklist (Section 19(d)) had been updated in January 2019 in this regard (see the Inspectorate's [Advice Note 6, Appendix 3](#)). The Applicant confirmed that it was discussing with the host local authority whether the Statement of Community Consultation needed to be updated. The updated consultation documentation will be accompanied by a changes report to aid the consultees.

Anticipated submission date

December 2019

Any Other Business

The Inspectorate drew the Applicant's attention to the Highways England guidance on [Water Preferred Policy – Guidelines for the movement of abnormal indivisible loads](#) (Updated May 2019) which provides details of the water preferred policy for the movement of abnormal loads, and the correspondence from the Department for Transport regarding the movement of abnormal loads, which is available on the [guidance section](#) of the Inspectorate's website.

The Inspectorate advised that its [Advice Note 17 – Cumulative Effects Assessment](#) had recently been updated.