

PLANNING ACT 2008  
INFRASTRUCTURE PLANNING  
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009  
REGULATION 5 (2) (q)

## PROPOSED PORT TERMINAL AT FORMER TILBURY POWER STATION

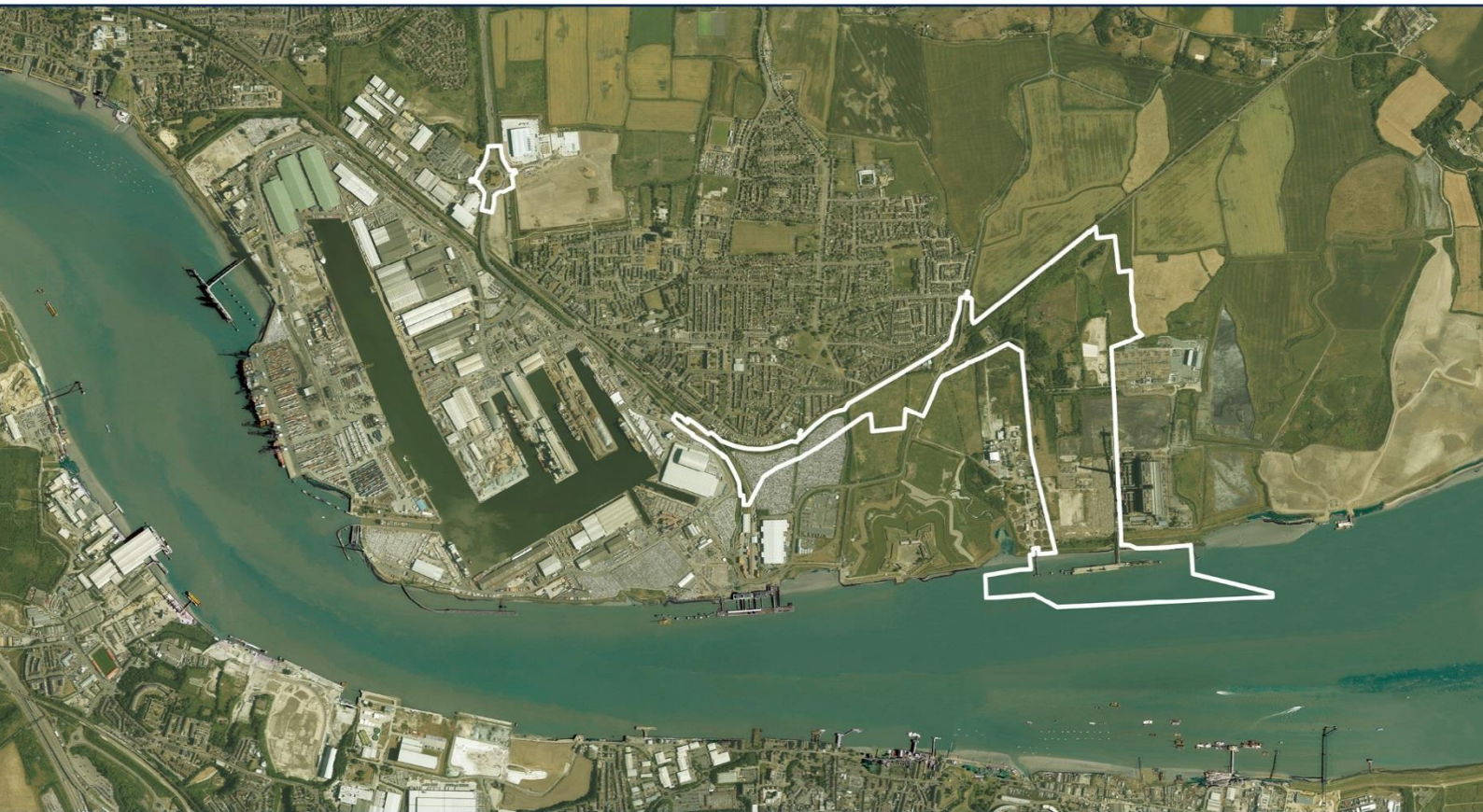
# TILBURY2

TR030003

VOLUME 5

### CONSULTATION REPORT

DOCUMENT REF: 5.1



## GLOSSARY

Term	Acronym or Abbreviation	Definition
The Act	PA2008	The Planning Act 2008 (as amended).
the Application	--	The application by Port of Tilbury London Ltd for the proposals
Asda Roundabout site	--	Land around the roundabout to the north of the Port (the "ASDA roundabout") where highway improvements may be required.
Anglian Water Services	AWS	Statutory undertaker for water and sewage
Baseline	-	The conditions that exist without a development at the time an assessment or survey is undertaken.
British Standard	BS	Standards produced by the BSI Group which is under a Royal Charter and formally designated as the National Standards Body (NSB) for the UK.
Civil Aviation Authority	CAA	UK specialist aviator regulator
Carbon Dioxide	CO <sub>2</sub>	A primary greenhouse gas emitted through human activities as well as natural sources.
Committed development	-	All land with current planning permission or allocated in adopted development plans for development (particularly residential development)
Construction Environmental Management Plan	CEMP	A plan by the contractor describing how the environmental impacts of construction activities of a project will be minimised and mitigated.
Construction Materials and Aggregates Terminal	CMAT	Area of the site to be used for aggregate handling and processing
Construction Traffic Management Plan	CTMP	A plan by the construction contractor for managing construction traffic that is submitted to the relevant Highway Authority for approval
Construction Travel Plan	CTP	A plan by the construction contractor for managing staff travel during the construction stage (e.g. car sharing, public transport) that is submitted to the local highway authority for approval.
Consultation Report	CR	Report submitted with the Application which details the outcome of the statutory consultation process and, where relevant, how responses have been incorporated into the Environmental Statement and design.
Critical Level	-	Threshold for direct effects of pollutant concentrations on plants, according to present knowledge
Critical Load	-	Estimate of exposure to deposition of one or more pollutants, below which significant harmful

Term	Acronym or Abbreviation	Definition
		effects on sensitive species do not occur, according to present knowledge
Cumulative impact	-	The impact resulting from a number of developments in a locality that together may have an increased impact on the environment
DCLG Guidance	-	Guidance issued by the Department for Communities and Local Government in March 2015 entitled: <i>Planning Act 2008: guidance on the pre-application process for major infrastructure projects</i>
Decibel	dB	Logarithmic scale for measuring sound levels.
Deep sea shipping		Refers to the maritime transport of goods on intercontinental routes, crossing oceans.
Department for Environment, Food and Rural Affairs	DEFRA	The UK Government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the UK.
Department for Transport	DfT	The UK Government department responsible for the UK transport network and infrastructure.
Deposition	-	The main pathway for removing pollutants from the atmosphere, by settling on land.
Design Manual for Roads and Bridges	DMRB	A suite of technical documents produced by Highways England that include guidance for environmental appraisal that are also used for non-highways schemes and as such are commonly used in EIA.
Development Consent Order	DCO	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project
Diffusion tube	DT	A simple, cost effective device for measuring long-term air pollutant concentrations
Disamenity		The government Planning Portal does not define disamenity, but its literal meaning would be "impaired amenity" and from its definition of amenity could be considered to be a negative element or elements that detract from the overall character or enjoyment of an area.
DP World	-	Container Port based in Corringham
Draught	-	Distance from the water line to the bottom of a ship's hull
Dust management plan	DMP	A plan that describes how dust emissions will be prevented or minimised on site to avoid impacts beyond the site boundary, including monitoring regime and record of complaints
Effects	-	The consequences of the changes in airborne concentrations and/or dust deposition for a receptor. These might manifest as annoyance due to soiling, increased morbidity or mortality due to exposure to PM10 or PM2.5 or plant dieback due to reduced photosynthesis.
Environmental Impact Assessment	EIA	Analyses of potential factors that may change environments, especially those close to the

Term	Acronym or Abbreviation	Definition
		proposal site
Emission	--	The direct or indirect release of substances, vibrations, heat or noise from individual or diffuse sources into air, water or onto land, e.g. pollution may be discharged into the atmosphere from a stack or vent.
Emission factor toolkit	EFT	Database of vehicle emission factors for use in air quality assessments, produced by DEFRA
Emission Limit Value	ELV	Legal enforcement limit on the physical, chemical or biological characteristics of a point source of emission to water or air.
English Heritage	EH	The executive non-departmental public body that advises the public and other bodies on the care of the historic environment in England.
Environment Agency	EA	The non-departmental government body responsible for protection and enhancement of the environment in England and Wales.
Environmental Health Officer	EHO	A local authority health professional responsible for carrying out measures for protecting public health.
Environmental Impact Assessment	EIA	The process of assessing the likely significant environmental impacts of a proposed project as part of gaining planning consent.
Environmental Permitting Regulations	EPR	Legislation that regulate practices that have pollution potential through a permitting system. Divided into Part A1, Part A2 and Part B activities. In England, Part A1 operators require a permit from the Environment Agency; Part A2 and Part B require a permit from the local authority.
Environmental Protection Act 1990	EPA	An act that covers, amongst other things, the regulation of air quality and contaminated land in the UK.
Environmental Statement	ES	The document which reports the process, findings and recommendations of the EIA carried out to assess the environmental impacts of the Scheme.
ESP Utilities Group	-	Statutory undertaker and utilities group
Essex County Council	ECC	County Council governing the non-metropolitan county of Essex in England.
Essex Chambers of Commerce	ECCom	Institution for helping businesses in Essex
Euro 6/VI	-	The latest European vehicle emission standards for cars/H DVs
European Commission	EC	The European Commission represents the general interest of the EU, rather than that of individual national governments or political parties. Its core responsibilities include proposing EU laws and policies and monitoring their implementation.
European Union	EU	The European Union is a political and economic union of 28 member states that are located

Term	Acronym or Abbreviation	Definition
		primarily in Europe.
Examining Authority	--	The person or panel of persons appointed by the Secretary of State to examine the Application
Flood Risk Assessment	FRA	An assessment that determines the risk of flooding to a proposed project.
Full Time Equivalents	FTE	The equivalent number of full time jobs provided by a project - e.g. two half-time jobs equates to one FTE.
Glare	gr	Condition of vision in which there is discomfort or a reduction in the ability to see details or objects, caused by an unsuitable distribution or range of luminance, or to extreme contrasts.
Gravesham Borough Council	GBC	Borough Council responsible for the borough of Gravesham
Greenhouse Gas	GHG	An atmospheric gas such as carbon dioxide, methane, chlorofluorocarbon, nitrous oxide, ozone, or water vapour that slows the passage of re-radiated heat through the Earth's atmosphere.
Green Space	-	Term used for areas of land that are open and often used for leisure, this term does not necessarily mean the green belt nor is it mutually exclusive
Habitat	-	A place where an organism (e.g. human, animal, plant, micro-organism) or population of organisms live, characterised by its surroundings.
Haul route	-	On site roads designed to carry heavily loaded trucks at a reasonable speed.
Heavy Duty Vehicle	HDV	Defined in the DMRB as vehicles with a gross weight greater than 3.5 tonnes. Includes HGVs and buses and coaches.
Heavy Goods Vehicle	HGV	A truck that when laden has a total weight of more than 3500 kg.
High sensitivity receptor (dust)	-	A receptor at which users can reasonably expect the enjoyment of a high level of amenity; or the appearance, aesthetics or value of the property would be diminished by soiling; and the people or property would reasonably be expected to be present continuously, or at least regularly for extended periods, as part of the normal pattern of use of the land.
Highway Authority	--	The relevant highway authority responsible for the noncore road network (i.e. roads other than trunk roads and motorways), usually the county council in two-tier authority areas, and Thurrock Borough Council in Thurrock as it is a unitary authority.
Highways England	-	The strategic highways company appointed by the Secretary of State to be highways authority for the roads for which he was previously the

Term	Acronym or Abbreviation	Definition
		highway authority (i.e. the strategic road network).  Government-owned company with responsibility for the operation, maintenance and improvement of the motorways and trunk roads in England.
Historic England	HiE	Executive non-departmental public body responsible for protecting the historical environment of England by preserving and listing historic buildings, ancient monuments and advising central and local government.
Health and Safety Executive	HSE	Non-departmental public body responsible for the regulation and enforcement of workplace health, safety and welfare and for research into occupational risks in Great Britain.
Impacts	-	The changes in airborne concentrations and/or dust deposition. A scheme can have an 'impact' on airborne dust without having any 'effects', for instance if there are no receptors to experience the impact.
the infrastructure corridor	-	The land containing the proposed highway and railway links from the existing network to the Tilbury2 site
Infrastructure Planning (Environmental Impact Assessment) Regulations 2009	EIA Regulations	Regulations which set out the EIA requirements for DCO applications
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009	APFP regulations	Regulations which prescribe, amongst other things, the content of a DCO application
Institute of Air Quality Management	IAQM	IAQM is a professional body for air quality professionals that publishes guidance.
Kent County Council	KCC	County Council responsible for the county of Essex
Large ship	-	For air quality assessment purposes, DEFRA define these as cross-channel ferries, RORO, bulk cargo, container ships, cruise liners. This roughly translates to a ship with a draught of over 6 metres.
Light Emitting Diode	LED	A solid state semiconductor converting electric current into Radiant and Luminous Flux.
Light Duty Vehicles	LDV	For air quality assessment purposes, this comprises vehicles with a weight less than 3.5 tonnes (gross weight). Includes cars and vans
Light pollution	-	See Obtrusive light, Skyglow, Spill Light
Light source		Lamp or LED source/module/light engine

Term	Acronym or Abbreviation	Definition
		designed to convert energy (typically electricity) into Radiant and Luminous flux
Listed Building	--	A building listed as being of special architectural or historic interest under Planning (Listed Building and Conservation Areas) Act 1990 (as amended).
Local Air Quality Management	LAQM	The mechanism by which the Government's air quality objectives are to be achieved.
Local Wildlife Site	LoWS	Non-statutory designated sites selected for their local or county nature conservation value in accordance with set criteria.
London Borough of Bexley	-	Local Authority for the London Borough of Bexley
Low Emission Zone	LEZ	An area covering most of Greater London that prevents entry of certain polluting, heavy diesel vehicles.
Luminaire	-	Apparatus and/or enclosure which contains and optically influences one or more light sources (lamps). The luminaire excludes the light source itself (with the exception integral LED examples) but contains all the part necessary for fixing and protecting the light source and connecting it to the appropriate power supply. Lamps are typically independent of the luminaire and inserted into a socket within the luminaire. LEDs may be removable or integral to the luminaire.
Maintenance	-	Maintenance can comprise inspections, repair, adjustments or alterations, removal, refurbishments, reconstruction, replacements and improvements.
Marine Management Organisation	MMO	Executive non-departmental public body responsible for sustainable development in the marine area.
MOD Safeguarding	MOD	
Mitigation	-	Measures that reduce and/or minimise impacts of the scheme.
National England	NE	Adviser to the government on the national environment
National Grid	NG	Statutory Undertaker
National Planning Policy Framework	NPPF	The National planning policy framework for England, dated March 2012.
National Policy Statement	NPS	Overarching legislative policy concerning the planning and consenting of NSIPs in the UK.
National Policy Statements for Ports	NPSP	Overarching legislative policy concerning the planning and consenting of port NSIPs in the UK.
Nationally Significant Infrastructure Project	NSIP	As defined by the Planning Act 2008, which includes new harbour facilities that will be able to handle the embarkation or disembarkation of quantities of material exceeding: <ul style="list-style-type: none"> <li>• 0.5 million Twenty Foot Equivalent Units (TEU) for a container terminal;</li> </ul>

Term	Acronym or Abbreviation	Definition
		<ul style="list-style-type: none"> <li>• 250,000 movements for roll-on roll off (ro-ro);</li> <li>• 5 million tonnes for other (bulk and general) traffic; or</li> <li>• a weighted sum equivalent to these figures taken together.</li> </ul>
Natural England	NE	The non-departmental government body responsible for England's natural environment.
Navigation Risk Assessment	NRA	Is a formal assessment of the hazards and risks to navigation within the Port
Nitrous oxides	NOx	One of the combustion products discharged by vehicles and power stations.
Network Rail	NR	Owner and infrastructure manager of rail in the UK
NHS England	NHS	NHS England is responsible for the National Health Service England.
Noise Sensitive Receptor	NSR	Receptors principally residential dwellings (existing or for which planning consent is being sought/ has been given) and any building used for long term residential purposes.
Non-Statutory Consultation Period	--	Early engagement undertaken to help raise awareness of the proposal and influence the formal statutory consultation process. This period lasted between 06 March 2017 and 21 April 2017.
Non-statutory designated site	-	Nature conservation sites with local policy protection (e.g. LWS)
Non-Technical Summary	NTS	The non-technical summary of the Environmental Statement or the PEIR.
Obtrusive light	-	This is the overarching term incorporating Light Pollution. Spill light which because of quantitative, directional or spectral attributes in a given context gives rise to annoyance, discomfort, distraction or reduction in the ability to see essential information.
Odour	-	Most odours are mixtures of many chemicals that interact to produce what humans detect as a smell.
Operation	-	The routine day to day functioning of the proposals post construction
Operational Management Plan	OMP	A management plan which covers the operational phase/ activities of a business/ facility (it should include measures such as waste management).
the Order	--	The Development Consent Order applied for by PoTLL for Tilbury2.
the Order Land	-	Land within the defined Order Limits boundary.
the Order Limits	-	The extent of land and rights over land that will be needed temporarily to construct the proposals, and permanently to operate, maintain and safeguard the proposals (often referred to as 'the red line boundary'). These are in draft form at statutory consultation stage.



Term	Acronym or Abbreviation	Definition
Ordnance Survey	OS	National mapping agency for Great Britain.
Quality of Life		An expression used often by consultees to express a range of issues, this is often concerned with health and wellbeing
Part IV	-	The section of EPA 1990 that deals with air quality
Permitted Development	-	Development that is deemed under legislation to have planning consent without the need to obtain planning permission
Planning Inspectorate's Advice Note	PINS Advice Notes	Means the advice notes issued by PINS on the process under the Planning Act 2008 - each has a different number (depending on the topic) and can be accessed on the PINS website
Port of London Authority	PLA	Statutory Authority for 95 miles of River Thames
Planning Inspectorate	PINS	Executive agency supported by the Department for Communities and Local Government which deals with planning appeals, national infrastructure, planning applications, examinations of local plans and other planning related and specialist casework in England and Wales
Planning Policy Statement	PPS	Statements from the UK government on national policy and principles around certain aspect of the town planning framework. These have been replaced by the NPPF since 2012.
Point source		Source of pollution that is emitted from a single geographical point such as a stack (as opposed to fugitive emissions)
Pollutants	-	Substances which, when present in the atmosphere under certain conditions and at certain concentrations, may have an adverse effect on human, animal, plant or microbial life, or to property, or which may interfere with the enjoyment of life or property.
Port of Tilbury London Limited	PoTLL	Project Sponsor and Developer of Tilbury2 and owner and operator of existing port
Preliminary Environmental Information Report	PEIR	A report describing the preliminary environmental assessment during the pre-application process of an NSIP.
the proposals	--	the development proposals for the Site and the Asda Roundabout site as described in Chapter 5 of the PEIR
Public Right of Way	PRoW	Paths on which the public have legally protected rights to pass.
Ramsar site	-	A designation for wetlands of International importance.
Receptor	-	An identified aspect of the environment - e.g. a resident, protected species, heritage asset, controlled water etc - that may be affected by emissions during demolition, construction or operation. Human receptors include locations

Term	Acronym or Abbreviation	Definition
		where people spend time and where property may be impacted. Ecological receptors are habitats that might be sensitive to changes in air quality.
Red line	-	The area defined by the Development Consent Order. Also known as the 'Order Limits'
Risk	-	The likelihood of an adverse event occurring.
Rochdale Envelope	-	The Rochdale cases provide the basis upon which a project can be described by a series of maximum extents – the 'worst case' scenario - allowing the detailed design of the scheme to vary within this 'envelope' without invalidating the corresponding Environmental Impact Assessment.
Royal Mail	RM	Postal Service and Courier Company
RWE	RWE	Owners of the TilburyB site and previous owners of the proposed site's land
Scheduled Ancient Monument	SAM	A "nationally important" archaeological site or historic building, protected under the Ancient Monuments and Archaeological Areas Act 1979.
Secretary of State	SoS	A Cabinet minister in charge of a government department.
Short sea shipping		The movement of cargo by sea without crossing an ocean – including within the European Union and from the UK to continental Europe
Significant effects	-	The term 'significant effect' has a specific meaning in EIA regulations. The opposite is an insignificant effect. Professional judgement is necessary to determine whether an effect is significant based on the evidence presented.
Simple assessment (air quality)	-	Refers to the use of simple calculation tools in order to estimate air pollutant concentrations
the Site	--	<ul style="list-style-type: none"> <li>• The Tilbury2 site</li> <li>• The infrastructure corridor; and</li> <li>• Sections of the tidal Thames required for the construction of expanded berthing capacity and associated dredging.</li> </ul>
the Site Boundary	--	The Order Limits for the Site.
Site of Special Scientific Interest	SSSI	A geological or biological conservation designation denoting a protected area in the UK.
Site Waste Management Plan	SWMP	Contains an estimate of waste arisings from a construction project/ scheme, provides details on waste management and enables waste generation and management to be logged and audited throughout a project/ scheme.
Skyglow		The variable brightness value of night-time sky caused by upward components of light from direct and inter-reflected light off the earth's surface (the brightness of sky glow is dependent on the amount of upward light and the presence and density of atmospheric particles and their

Term	Acronym or Abbreviation	Definition
		distance above ground level)
Statement of Community Consultation	SoCC	Document prepared in accordance with Section 47 of the Act stating the minimum ways PoTLL will consult local communities
Statutory Consultation Period	-	The period of statutory consultation undertaken, this lasted from 19 June 2017 - 28 July 2017
Spill Light	-	Light falling outside of the target area for illumination and/or outside of the illuminated property's boundary
Statutory designated site	-	Nature conservation sites with legal protection (includes Ramsar sites, SPA, SAC, SSSI)
Strategic Road Network	SRN	The network of trunk roads and motorways managed by Highways England
Sulphur dioxide	SO <sub>2</sub>	One of the products of the combustion of sulphur containing fuels that can affect human health and the environment
Thurrock Council	TC	Council responsible for the Borough of Thurrock
Tilbury Energy and Environment Centre	TEEC	Tilbury Power Station provides environment studies and power station visitor programmes to educational and community groups at the Centre sited within its grounds.
Transport for London	TfL	Local government institution responsible for transport
Trinity House	TH	Charity dedicated to safeguarding shipping and seafarers
the Tilbury2 site	--	The site of the proposed RoRo and CMAT terminals and associated infrastructure.
Transport Assessment	TA	An in-depth assessment of the transport implications of a new scheme, separate from the EIA.
Verification	-	Process of verifying the robustness of modelled data by comparing with empirical measurements
World's End Pub	-	A public house in Tilbury, this is the only public house in Tilbury.
World Health Organisation	WHO	A United Nations agency concerned with public health

## 1.0 Executive Summary

1.1.0 This Consultation Report has been prepared by Port of Tilbury London Limited (PoTLL) to accompany the application (as required by Section 37(3)(c) of the Act) that has been submitted to the Planning Inspectorate (on behalf of the Secretary of State) for a DCO to authorise the construction, maintenance and operation of a new port terminal and associated facilities. The proposed development would be situated east of the existing Port of Tilbury, on the north bank of the river Thames, and will provide facilities for importing and exporting bulk goods and include RoRo facilities. This proposal is known as and referred to as Tilbury2.

1.1.1 This Consultation Report has been prepared to report the activities undertaken by PoTLL to engage with and consult the groups specified under the Act. It also demonstrates how PoTLL has had regard to the responses received during these activities. This report draws a distinction between (often ongoing) engagement with specific, key stakeholders, and formal consultation activities undertaken with statutorily defined parties.

## 1.2 Scheme Description and Objectives

1.2.1 Port of Tilbury London Limited is proposing a new port terminal on the north bank of the River Thames at Tilbury, a short distance to the east of its existing Port. The proposed port terminal will be constructed on land that formed the western part of the now redundant Tilbury Power Station and is bounded to the west by a waste water treatment works and to the east by the Tilbury B power station that is presently being demolished.

The project is known as “Tilbury2” (and hereafter referred to as “the proposals”).

The proposed main uses on the site will be a Roll-on/Roll-off (RoRo) terminal and a Construction Materials and Aggregates Terminal (“CMAT”), and associated infrastructure including rail and road facilities and revisions to the existing marine infrastructure. An “infrastructure corridor” is proposed that will accommodate road and rail links to the existing rail and road network. The CMAT will include stockpiling of construction materials and some processing of aggregates for the production of asphalt and concrete products.

1.2.2 The project is described in further detail in Chapter 5 of the Environmental Statement (document reference 6.1) and the Masterplanning Statement (Document reference: 6.2 5.A) that form part of the application. It will require works including, but not limited to:

- creation of hard surfaced pavements;
- improvement of and extensions to the existing river jetty including creation of a new RoRo berth;
- associated dredging of berth pockets around the proposed and extended jetty and dredging of the approaches to these berth pockets;
- new and improved conveyors;
- erection of welfare buildings;

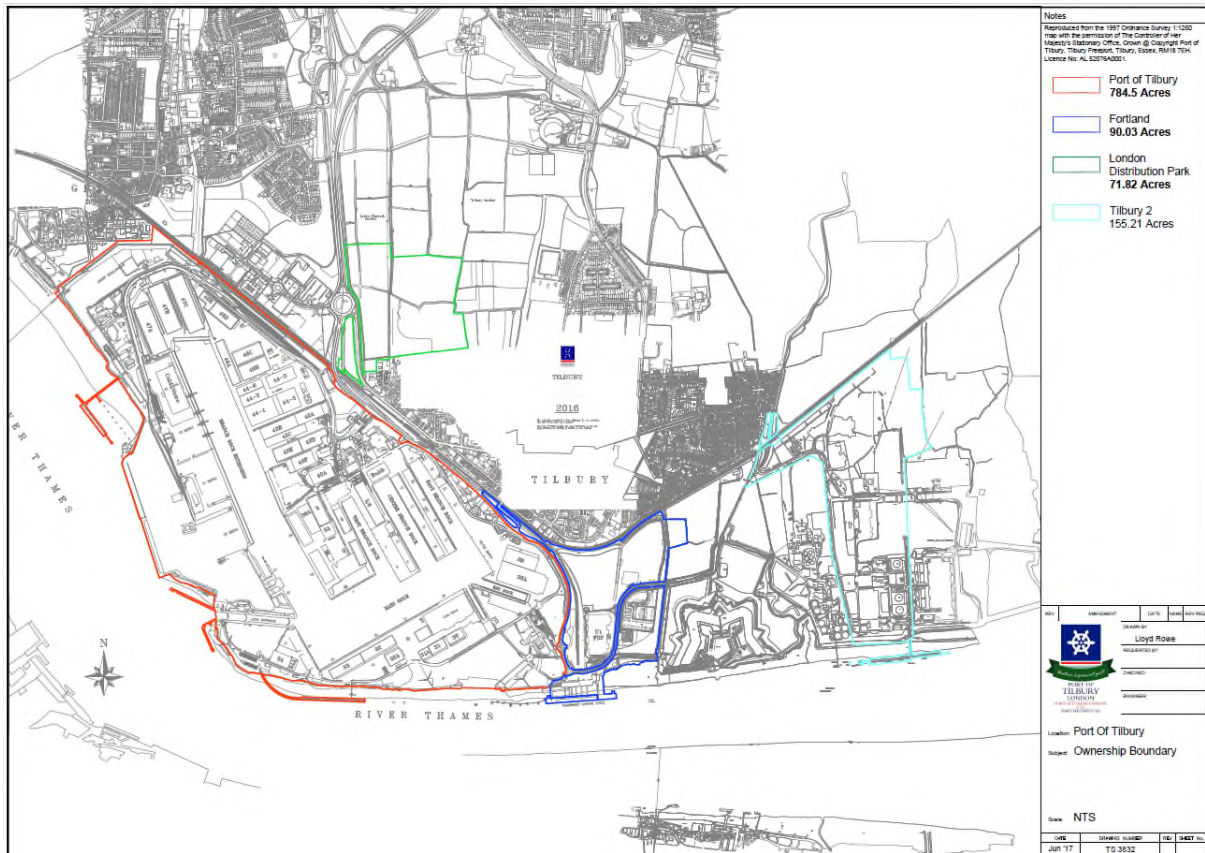
- erection of a single 10,000 sqm. warehouse
- a number of storage and production structures associated with the CMAT;
- the construction of a new link road from Ferry Road to Fort Road; and
- formation of a rail spur and sidings.

The proposed volumes of import/export of RoRo units for the terminal exceed the threshold of 250,000 units stated in the Act for throughput per annum. The Tilbury2 project therefore constitutes a Nationally Significant Infrastructure Project (NSIP).

### **1.3 The Applicant**

- 1.3.1 Port of Tilbury London Limited is part of the Forth Ports Group, a privately-owned company with a turnover of £214.4 million (year ending 31 December 2016). PoTLL operates the Port of Tilbury, which is located in Essex on the northern bank of the River Thames and could be considered to be London's major port. The Port is a diverse multi-modal hub, covering 1,100 acres, it provides facilities for importing, exporting and transporting containers, leisure cruise facilities, grain and dry bulks, paper and forest products, is the home of London Construction Link and has RoRo facilities. PoTLL has a history of developing projects such as Enterprise Distribution Centre (EDC), which is an automated paper terminal, the building of warehousing and the building of lorry parks.
- 1.3.2 For the purposes of this report, the term "the Port" is used to refer to the existing Port of Tilbury, but also the nearby London Distribution Park and Fortland. This is detailed on the map at **1.3.3** below.

### 1.3.3



1.3.4 PoTLL requires the expansion to address the tenant demand and the expansion of the business as described in the **Outline Business Case (document reference 7.1)**.

#### The Consultation Process

1.3.5 At the pre-application stage, under the Act, PoTLL has a statutory duty to consult various parties and local authorities under Section 42 and to consult the local community under Section 47.

1.3.6 The Consultation Process occurred in three main stages, although general engagement with key stakeholders occurred outside of these periods:

- Pre-Consultation Activity, which included initial interactions with key stakeholders, including by way of introductions to the project, together with the submission of the Scoping Report to the Secretary of State.
- The Non-Statutory Consultation period between 06 March 2017 and 21 April 2017, which aimed to publicise the project, highlight areas of concern, input these concerns into the development of the proposals and help better inform consultation during the statutory consultation phase.
- The Statutory Consultation period between 19 June 2017 and 28 July 2017.

- 1.3.7 There are several sections of the Act which are relevant to consultation, including those listed below. These terms are used frequently throughout this Consultation Report:

Section 42, which requires consultation with certain persons specified in the Act and prescribed in regulations.

Section 47, which requires applicants to prepare a “Statement of Community Consultation” (SoCC) in consultation with relevant Local Authorities (PoTLL undertook such consultation with Thurrock Council, Gravesham Borough Council, Essex County Council and Kent County Council), which sets out how the developer intends to consult the local community on its proposals. The developer must then publish the SoCC and undertake statutory consultation in accordance with it.

Section 48, which requires that details of the statutory consultation be publicised via a series of notices in the local and national press.

Section 49, which requires developers to have regard to all of the issues raised by respondents to the statutory consultation, most particularly through this Consultation Report.

#### **1.4 The Consultation Periods**

- 1.4.1 The output of the non-statutory consultation showed support for the proposals, but highlighted initial concerns; in particular, noise and air quality issues were mentioned by consultees as well as the proposed road and rail links. The non-statutory consultation highlighted the effectiveness of certain consultation practices, but also indicated how they could be developed further for the statutory consultation period.
- 1.4.2 Following the non-statutory consultation period, a draft of the SoCC was circulated to the local authorities specified in Section 43(1) of the Act. PoTLL received feedback from the local authorities which PoTLL had regard to, and this feedback was used to finalise the SoCC for the purposes of Section 47 of the Act. The SoCC describes how PoTLL planned to undertake the statutory consultation with the local community; this is fully expanded in the Consultation Report at Chapter 5.
- 1.4.3 Statutory consultation on the Tilbury2 proposals was held between 19 June 2017 and 28 July 2017 and in accordance with the requirements for consultation which are set out in the Act and associated regulations.
- 1.4.4 The statutory consultation showed some support for the scheme, but also in particular highlighted environmental concerns: noise, air pollution, lighting and ecology. It is also raised concerns about impacts on traffic and rail.

## 2.0 Introduction

### Overview

2.1.1 This Consultation Report accompanies PoTLL's application for a DCO for a new Port Terminal east of the existing Port of Tilbury.

2.1.2 This Report is submitted in accordance with Section 37(3)(c) of the Planning Act 2008 (the Act) which states that:

"an application for an order granting development consent must, so far as necessary to secure that the application (including accompaniments) is of a standard that the Secretary of State considers satisfactory – [...] be accompanied by the consultation report".

2.1.3 Section 37(7) defines "the consultation report" as:

"a report giving details of:

- (a) what has been done in compliance with Sections 42, 47 and 48 in relation to a proposed application that has become the application;
- (b) any relevant responses; and
- (c) the account taken of any relevant responses."

2.1.4 This provision reflects Section 49 of the Act which imposes a duty on the applicant for a DCO to have regard to any responses to the statutory consultation when deciding whether the application should be in the same terms as the proposed application that was the subject of the consultation.

2.1.5 This Consultation Report demonstrates that PoTLL has complied with the obligations imposed by Part 5, Chapter 2 of the Act and associated regulations (i.e. the APFP Regulations and the EIA Regulations). It also explains how PoTLL has had regard to the DCLG Guidance, the statutory guidance about the pre-application procedure that has been published under Section 50 of the Act. For the purposes of this report, the "non-statutory consultation" or "non-statutory consultation period" refers to the formal non-statutory consultation exercise undertaken by PoTLL in March and April 2017 prior to the formal statutory consultation exercise in June and July 2017.

## 2.2 Guide to this Report

2.2.1 This report describes the consultation processes PoTLL undertook to consult necessary respondents in accordance with the obligations of the Act. It also describes the responses to this consultation and how PoTLL had regard to these responses.

2.2.2 Contents

### 1.0 Executive Summary

This chapter summarises the report and briefly describes the most significant findings of the consultation exercises.

The output of the non-statutory consultation showed support for the proposals, but highlighted initial concerns; in particular, noise and air quality issues were mentioned by consultees as well as the proposed road and rail links.



The statutory consultation showed some support for the scheme, but also in particular highlighted environmental concerns: noise, air pollution, lighting and ecology. It is also raised concerns about impacts on traffic and rail.

## **2.0 Introduction**

Chapter two introduces the report and describes its structure, with an explanation for each chapter.

## **3.0 Description of the Scheme**

Chapter three briefly describes the proposals which are the subject of PoTLL's DCO application.

## **4.0 Pre-statutory consultation activities**

Chapter four describes both the initial engagement PoTLL undertook with key stakeholders, and the non-statutory consultation exercise PoTLL carried out. It contains tables describing whom specific correspondence was sent to. The chapter also describes how the responses collected during the non-statutory consultation exercise were considered in the context of the development of the Tilbury2 proposals.

## **5.0 Defining the Statutory Consultation Strategy**

Chapter five describes the development of the statutory consultation strategy for the Tilbury2 proposals (including the Statement of Community Consultation), the changes to the consultation and the development of materials, following the non-statutory consultation activities.

## **6.0 Undertaking the Statutory Consultation**

This chapter outlines how PoTLL undertook its statutory consultation activities to ensure the requirements of the Act were met.

## **7.0 Analysing the Responses to the Statutory Consultation**

This chapter describes how responses were recorded, collated and analysed to inform further scheme development and to provide the data to develop this Consultation Report.

## **8.0 Overview of Statutory Consultation Responses and the quality of the consultation**

This chapter describes the split of respondents and lists who replied from the Section 42 Consultees and Section 47 consultees to the statutory consultation.

## **9.0 Air Quality**

This chapter describes the comments raised by consultees during the statutory consultation on air quality, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues raised were emissions from ships and vehicles, emissions from local facilities and Health and Socio-Economic impacts from air pollution.

## **10.0 Amenities**

This chapter describes the comments raised by consultees during the statutory consultation on amenities, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues raised were on access to the riverside, Tilbury Fort and the World's End Pub, cyclepaths, bridleways and other public paths and public transport.

### **11.0 Ecology**

This chapter describes the comments raised by consultees during the statutory consultation on ecology, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues that were raised on ecology were the Ferry Fields, impact from HGVs, lighting, relocation and the Lytag site, Goshem's Farm, construction impacts, marine and costal, marshland, the open mosaic habitat, ecology and wildlife and mitigation.

### **12.0 Socio-Economics**

This chapter describes the comments raised by consultees during the statutory consultation on socio-economics, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues raised on socio-economics are the nature of jobs, the impact on the local economy, balancing economic and environmental impacts, the relationship with other ports, the contribution to the industrialisation of Tilbury and the viability of the proposals.

### **13.0 Health**

This chapter describes the comments raised by consultees during the statutory consultation on health, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues raised about health were quality of life, pollution, waste and NHS facilities.

### **14.0 Lighting**

This chapter describes the comments raised by consultees during the statutory consultation on lighting, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues concerned were about the impact on local residents arising from the proposals.

### **15.0 Querying the location of the elements of the proposals**

This chapter describes the comments raised by consultees during the statutory consultation on the location elements of proposals, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues on location were about where certain elements of the proposals would be and often their proximity to residential properties. The responses also included concerns about the cumulative impact from other projects.

### **16.0 Flooding and Water Resources**

This chapter describes the comments raised by consultees during the statutory consultation on flooding and water resources, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues raised were spillage and contaminants, waste water, drainage ditches, flooding and climate change, flood risk and defences, water courses, dredging and future proofing.

### **17.0 Ground Conditions**

This chapter describes the comments raised by consultees during the statutory consultation on ground conditions, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues raised on ground conditions were contamination and ground conditions.

### **18.0 Noise and Vibration**

This chapter describes the comments raised by consultees during the statutory consultation on noise and vibration, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues concerned were working hours and complaints, noise from construction, noise from operation of port facilities, noise from use of the infrastructure corridor, noise from A1089, noise on and across the river, vibration from use of infrastructure corridor, mitigation and noise from ships.

### **19.0 Visual Impact**

This chapter describes the comments raised by consultees during the statutory consultation on visual impact, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main issues concerned about visual impact are from properties, from Gravesend, views from the river Thames, Visual waypoints, views from Fort Road, views affected by operations and mitigation.

### **20.0 Traffic and Rail**

This chapter describes the comments raised by consultees during the statutory consultation on air quality, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main concerns about traffic are increased traffic, effect on existing infrastructure, a Fort Road Upgrade as an alternative, ASDA Roundabout flyover as an alternative, timing of works, network rail concerns, road safety, encouraging modal shift, HGVs (behaviour and routing), construction, transport assessment, rail and the impacts on Royal Mail.

### **21.0 Waste**

This chapter describes the comments raised by consultees during the statutory consultation on waste, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main concern about waste was about waste management.

### **22.0 Archaeology and Built Heritage**

This chapter describes the comments raised by consultees during the statutory consultation on archaeology and built heritage, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main concerns about Archaeology and Built Heritage were about archaeology, Coalhouse Fort, the relationship between forts, Kent historical assets, riverside station, Tilbury Fort and its setting and assets, and outreach.

### **23.0 Existing Port Operations**

This chapter describes the comments raised by consultees during the statutory consultation on existing port operations, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main concerns about existing port operations were about EMR, Amazon Warehouse, and Future Implications arising from the proposals.

### **24.0 Property**

This chapter describes the comments raised by consultees during the statutory consultation on property, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main concerns about property were about its loss and the depreciation of value.

### **25.0 Cumulative Developments and Future Baseline**

This chapter describes the comments raised by consultees during the statutory consultation on cumulative developments and future baselines, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main concerns about the cumulative developments relate to Lower Thames Crossing, Amazon Warehouse, London Resort and TilburyB Power Station.

### **26.0 Quality of the Consultation Process**

This chapter describes the comments raised by consultees during the statutory consultation on the quality of the consultation process, PoTLL's responses to those comments and how the comments have influenced the development of the DCO application for Tilbury2. The main concerns about the quality of consultation were on the questionnaire, the questionnaire's return and distribution, the materials for consultation, questionnaire access, the exhibitions, advertisements for the project and the regard by PoTLL to consultation comments.

## Appendix 1

This Appendix includes PoTLL’s media releases.

## Appendix 2

This Appendix contains the consultation materials for both the statutory and non-statutory consultation processes.

## Appendix 3

This appendix contains a table of key meetings with stakeholders and the main issues highlighted at the meetings.

## Appendix 4

This appendix contains different tables dependent on whom was consulted and with what; this contains lists of consultees whom were written to, sample letters with names redacted. This appendix includes the list of persons interested in land who were consulted.

## Appendix 5

This appendix contains both the qualitative and the quantitative results of the questionnaires and other responses for both the statutory and non-statutory consultation from all consultees.

## Appendix 6

This appendix provides a compliance checklist of the statutory requirements for consultation under the Act and its associated Regulations and explains how PoTLL has met them, together with commentary on how PoTLL has taken DCLG Guidance the Planning Inspectorate Advice Notes into account.

## Appendix 7

This appendix contains details of the steps that PoTLL has undertaken in order to ensure that all interests in the common land affected by the proposals have been identified.

## 2.3 History of Consultation

- 2.3.1 This Section sets out an overview of the history of consultation on the proposals throughout the application process. This approach is recommended in the Planning Inspectorate's Advice Note 14: Compiling the Consultation Report ("Advice Note 14").

<b>Significant Dates</b>	
06 March 2017 – 21 April 2017	Non-Statutory Consultation Period
19 June 2017 – 28 July 2017	Statutory Consultation Period

- 2.3.2 The Act imposes specific obligations in respect of pre-application consultation for nationally significant infrastructure projects. This report refers to the consultation activities undertaken by PoTLL in accordance with these obligations as "statutory consultation". PoTLL also undertook a formal consultation exercise prior to this statutory consultation and this is known as non-statutory consultation (as the requirements of the Act were not (and were not required to be) followed). Furthermore, PoTLL was involved in ongoing engagement with key stakeholders

outside of the "formal" consultations by way of meetings (which are described in **Appendix 3**), as discussed in **Chapter 4**.

- 2.3.3 The DCLG Guidance which is the statutory guidance for the purposes of, Section 50 of the Act, recognises at paragraph 68 that, to be of maximum value, consultations should occur during formative stages to enable consultees to influence the proposals. PoTLL understood and reflected this in its consultation exercises. Paragraph 20 explains consultation is of most value when (a) based on accurate information to give consultees a clear view of what is being proposed; (b) shared at an early stage so that the proposal can still be influenced; and (c) engaging and accessible in style. PoTLL took this into account when devising its consultation proposals and materials.
- 2.3.4 The DCLG Guidance describes in overall terms that the aim of promoters should be to ensure that consultation is thorough, effective and proportionate, and appropriate to the scale and nature of the project and where its impacts will be experienced (paragraphs 24 and 25).
- 2.3.5 Given PoTLL's regard for paragraph 70 of the DCLG guidance (which states that an initial non-statutory consultation exercise can be beneficial), PoTLL decided that it would hold one formal non-statutory consultation exercise, preceded by some initial engagement activity, and that only one statutory consultation exercise was necessary, following this, having taken into account the scale and nature of the proposals.
- 2.3.6 The compliance checklist at **Appendix 6** explains further how PoTLL has had regard to the DCLG Guidance.

### 3 Description of the Scheme

- 3.1.1 Port of Tilbury London Limited (“PoTLL”) is proposing a new port terminal on the north bank of the River Thames at Tilbury, a short distance to the east of its existing Port. The proposed port terminal will be constructed on land that formed the western part of the now redundant Tilbury Power Station and is bound to the west by a waste water treatment works and to the east by the Tilbury B power station that is presently being demolished.
- 3.1.2 The project is known as “Tilbury2” (and hereafter referred to as “the proposals”).
- 3.1.3 The proposed main uses on the site will be a Roll-on/Roll-off (RoRo) terminal and a Construction Materials and Aggregates terminal (the “CMAT”), and associated infrastructure including rail and road facilities and revisions to the existing marine infrastructure. An “infrastructure corridor” is proposed that will accommodate road and rail links to the existing rail and road network. The CMAT will include stockpiling of construction materials and some processing of aggregates for the production of asphalt and concrete products.
- 3.1.4 The project is described in further detail in Chapter 5 of the Environmental Statement (Document Reference 6.1) and in the Masterplanning Statement Document reference: 6.2 5.A) that forms part of the application. It will require works including, but not limited to:
- creation of hard surfaced pavements;
  - improvement of and extensions to the existing river jetty including creation of a new RoRo berth;
  - associated dredging of berth pockets around the proposed and extended jetty and dredging of the approaches to these berth pockets;
  - new and improved conveyors;
  - erection of welfare buildings;
  - erection of a single 10,200 sqm. warehouse
  - a number of storage and production structures associated with the CMAT;
  - the construction of a new link road from Ferry Road to Fort Road; and
  - formation of a rail spur and sidings.
- 3.1.5 The proposed volumes of import/export of RoRo units for the terminal exceed the threshold of 250,000 units stated in the Act for throughput per annum. The Tilbury2 project therefore constitutes a Nationally Significant Infrastructure Project (NSIP).

## 4.0 Pre-Statutory Consultation Activities

- 4.0.1 This chapter sets out an overview of the history of the engagement and formal non-statutory consultation carried out by PoTLL on the Tilbury2 proposals prior to the formal statutory consultation exercise. This approach is recommended in the Planning Inspectorate's Advice Note 14: Compiling the Consultation Report ("Advice Note 14").
- 4.0.2 PoTLL undertook a formal, non-statutory consultation exercise which is described at section 4.3. Sections 4.1 sets out the preliminary engagement activities PoTLL undertook prior to and during that consultation exercise, to both raise awareness of the scheme generally and the formal non-statutory consultation exercise.

## 4.1 Stakeholder Engagement

- 4.1.1 PoTLL has actively engaged with particular key stakeholders in respect of the Tilbury2 proposals for a period prior to the formal non-statutory consultation period. This was to obtain feedback on an ongoing basis, as well as to enable these stakeholders to provide a more thorough response during the consultation exercise, given their status and, in many cases, their technical expertise. The existing Port of Tilbury has operated for over a century and therefore has a long standing history and connection with the community and key stakeholders. The early stage of engagement for the Tilbury2 proposals was in line with "business as usual" engagement that PoTLL undertakes in relation to the existing activities and presence.

### 4.2.1 Stakeholder Engagement

As a major local employer and part of the local community, PoTLL has regular discussions with Thurrock Council at all levels, both with officers and Members. PoTLL attend meetings with Councillors and the Tilbury Forum. All meetings are described in **Appendix 3**.

PoTLL is also a major supporter of the "Tilbury on the Thames Trust" which was set up in 2016 with a focus to restore and celebrate the Grade II\* Cruise Terminal complex. Working collaboratively with PoTLL, the Trust blends community and commercial uses to safeguard the heritage of the terminal through leisure and education opportunities whilst positioning it as a tourism hub for the wider region.

Prior to the non-statutory consultation period, representatives from PoTLL met with English Heritage and Historic England, Tilbury Riverside Project (a group founded to promote regeneration in Tilbury), Tilbury on Thames Trust (a community organisation focused on Tilbury and with a vision statement of the restoration of the cruise terminal) and One Community (a charity focusing on benefiting people in Southern Thurrock) in an initial proactive effort to engage with community groups. The Tilbury Forum forms the major community association for Tilbury and is made up of different community organisations such as Tilbury Riverside Project and One Community. Meetings occurred both before and during the non-statutory consultation and these are detailed in **Appendix 3**. The below sections summarise engagement activity undertaken with some of these key stakeholders.



PoTLL also engaged with certain statutory bodies during this time, given their technical expertise (e.g. the Environment Agency and Highways England). Details of meetings with these bodies are also set out in **Appendix 3** and summarised below.

#### 4.2.2 **Thurrock Council**

The opportunity for PoTLL to purchase the Tilbury2 site led to initial discussions with Thurrock Council officers. This commenced in late 2015/early 2016 with discussions regarding the then current planning policy position, emerging development plan, planning strategy and common land issues. Planning strategy guidance was sought on both short term uses for the land and the longer term aspirations of PoTLL to develop the entire site as a port extension.

Initial contact on the Tilbury2 proposals specifically were held in April 2016 to consider not only the Port's ambitions for the Tilbury2 site but also a wider plan for the area around the Port that would result in community and environmental benefits. Meetings were then held in July and November 2016 to help develop the proposals further, with input from the officers.

Members were updated in December 2016 and February 2017.

At this stage (prior to the throughput calculations being finalised), it was assumed that the proposals for Tilbury2 would take the form of a planning application to Thurrock Council under the conventional Town and Country Planning Regime. For this reason a request for a Scoping Opinion was submitted in August 2016. Although this application was to prove unnecessary, it provided a further vehicle for seeking the views of the Council and other stakeholders. The principles of the development were as now proposed through this DCO application and included the proposed infrastructure corridor. The Scoping Opinion issued by the Council at that stage gave PoTLL useful guidance as to the environmental work which was by then on-going.

#### **Briefing of the Chief Executive of Thurrock Council**

A separate briefing of the CEO of Thurrock Council occurred and discussed ways of consulting the council and arranging site visits as well as overviewing the project.

#### **Member presentation**

In late 2016, further meetings were held to update the Council officers on the proposals. Engagement with Members was also undertaken and on 05 January 2017, PoTLL presented their "Tilbury Vision" – with the Tilbury2 proposals being a key part of this – to the Council's Planning, Transport, Regeneration Overview and Scrutiny Committee. The Members of the committee made a number of comments, both supporting PoTLL's contribution and aspirations whilst raising key environmental concerns. The minutes record that

*"Members noted the report as a statement of the current status and progress on the production of a Development Strategy for the eastern expansion of Port of Tilbury and provide comments to assist in the further development of that Strategy."*

### **Officer training session**

On 09 March 2017, with the conclusion that the NSIP route was necessary for the Tilbury2 proposal, PoTLL engaged with officers regarding the proposed consultation strategy. In addition, a training session was held with officers (given that Thurrock Council has, to date, not been a host authority to a DCO). Chaired by a former examining Inspector, the session gave planning, highways and environmental health officer's information about the DCO process and their role in it. This was deemed sensible by PoTLL to introduce the local authorities because of their inexperience with the DCO process.

#### **4.2.3 Highways England**

PoTLL had an initial meeting with Highways England on 21 February 2017 to introduce the project and introduce the proposed development and the infrastructure corridor. This was followed by meetings on 19 April 2017 to detail the proposed development further and summarise the proposed transport assessment scoping note.

#### **4.2.4 English Heritage and Historic England**

PoTLL had an initial meeting to outline PoTLL's plans for the Tilbury2 site with Historic England and English Heritage.

PoTLL met with Historic England and English Heritage on 6 January 2017 to discuss Tilbury Fort and its connection to Tilbury2, together with the 10 year plan for The Fort. The meeting outlined the NSIP planning process, and details of the proposals, including the Infrastructure Corridor, the Road and Rail plans, the link with Tilbury Town, River and Recreation, together with the proposed timeline for the DCO application. PoTLL noted that they would be formally writing to the Fort, but PoTLL considered it appropriate to make initial pre-formal consultation contact.

#### **4.2.5 Environment Agency**

PoTLL met with the EA on 10 February 2017 to discuss flood risk assessment, flood protection, surface water drainage and environmental permitting & pollution.

Further to this there was another meeting on 01 March 2017, which covered all aspects of the EA's input to the scheme including marine. The EA confirmed the existing historic data of fish and discussions were held on the restrictions on dredging, water quality risks, benthic ecology, the proposed scope of work for the investigations, RWE permit surrender, as well as the fact that the submission of ground investigations would be submitted at detailed design stage.

PoTLL further met the EA on 7 April 2017 to discuss the benthic survey.

#### **4.2.6 PLA**

PoTLL had initial engagement with PLA planners on 18 August 2016. PoTLL met with the PLA on 19 January 2017 to outline the planning process, the project itself and how it relates to marine works. The PLA advised that the proposals did not

constitute a major marine project in relation to other works. This was followed by a further meeting during the non-statutory consultation period which gave further overviews of the project.

#### 4.2.7 **Buglife**

Buglife are an organisation dedicated to the conservation of invertebrates. These were deemed to be an important consultee to maximise the effectiveness of ecological mitigation. Buglife take an active interest in Thames Estuary brownfield sites where they are known to have high invertebrate interest and are the subject of redevelopment. Given the known high profile of (in particular) the Lytag Site in invertebrate conservation circles, PoTLL felt that they were a relevant stakeholder and likely participant in the Examination process. PoTLL also recognised they would have significant experience to bring to bear on the matter of appropriate compensation and routes to achieve that.

Buglife's engagement by PoTLL began with initial contact on 24 February 2017 and then further invitations to meetings, which are described in **Appendix 3**. This included meetings facilitated by PoTLL on 24 April.

#### 4.2.8 **Tilbury Community Forum, Tilbury Riverside Project and One Community**

In January 2017 Annie O'Brien (the project manager for Tilbury Riverside Project) agreed to circulate the link for the non-statutory consultation to her contact list of 400 people. PoTLL also had further discussion with Tilbury Riverside Project on 10 March 2017 to introduce the project.

Prior to the non-statutory consultation, a meeting with the Chair of the Tilbury Community Forum took place on 20 January 2017. This discussion noted specifically that community involvement would be important for the consultation. PoTLL contacted One Community and discussed the consultation process; One Community agreed to meet with the Community Forum on 17 March 2017.

The Chair of the Tilbury Community Forum suggested at this meeting that two or three exhibitions should take place at the Tilbury Hub, which is something PoTLL reflected in both its non-statutory and statutory consultations.

PoTLL met with the Tilbury Community Forum during the non-statutory consultation period on 17 March 2017 and this is discussed further below at 4.7.1.

#### 4.2.9 **Tilbury on the Thames Trust**

PoTLL introduced the NSIP planning process, consultation and the Tilbury2 website on 2 March 2017 to the Trust.

#### 4.2.10 **Cefas**

A teleconference was held with Cefas on 7 April 2017 to discuss and agree the proposed Benthic specification.

#### 4.2.11 **MMO**

PoTLL had met with the MMO on 14 February 2017 to introduce the project and enquire about licensing requirements for surveys and discuss the environmental assessments to support the DCO (and associated deemed marine licence) application.

PoTLL met with the MMO again on 24 March 2017 to update them on the progress of the project and seek initial comments on the Tilbury2 scoping report. PoTLL and the MMO also discussed dredging requirements.

PoTLL had a further meeting on 07 April 2017 to discuss the proposed benthic survey specification, following the meeting a finalised specification was circulated.

#### 4.2.12 Natural England

PoTLL met with Natural England to discuss the proposals on 22 March 2017 and seek their views on the scope of surveys and assessments for the EIA. Natural England and PoTLL discussed varied topics arising from this ecological issues.

### 4.3 Formal non-statutory consultation exercise

4.3.1 A non-statutory consultation for the project was carried out by PoTLL from 6 March to 23.59 on 21 April 2017 with the local community and key consultees. This was done to introduce the project to the community and other stakeholders. It, amongst other things, informed PoTLL of stakeholder and community concerns about the proposals at an early stage.

4.3.2 This part of the chapter describes both the processes that PoTLL undertook to publicise the non-statutory consultation period *prior* to it commencing and how PoTLL engaged with stakeholders *during* the non-statutory consultation period, as well as how the responses of consultees were incorporated into the development of the Tilbury2 proposals.

#### 4.4.0 Pre non-statutory consultation publicity

##### Letters

4.4.1 Letters were sent to customers of the existing Port of Tilbury (for whom PoTLL handle cargo, but may have their own facility) and tenants (whom have their own facilities at the Port of Tilbury) of PoTLL attaching a leaflet describing the proposals (included in the pack at **Appendix 2.1**) and containing information on the non-statutory consultation process (including dates of the non-statutory consultation and details of how to respond), the project's location and stating that it is an NSIP project.

##### Media Advertisements

4.5.1 Press releases informing the local communities about the project and consultation events were issued in the *Kent Messenger* and *Thurrock Gazette* on 23 February 2017 and 02 March 2017. These included details of the exhibitions and where details of the online questionnaire. Additionally press releases were made available online (in a variety of local and trade publications fully screenshotted in **Appendix 1.1 Part 2**) and in later editions of the local papers (**Appendix 1.1 Part 1**). The local newspapers were selected, as they are local newspapers that have a circulation adequate enough to reach an appropriate proportion of the local population that could be interested in the proposals. Press statements and press releases about the

project and the consultation were also available on the project website <https://www.tilbury2.co.uk/news> and on social media, including on Twitter (screenshots also at **Appendix 1.1 Part 3**).

### **Leaflet Drops**

- 4.5.2 A non-statutory consultation leaflet, included in the pack at **Appendix 2.1**, was dropped across highlighted areas in **Appendix 2.3** prior to the exhibition events to ensure that consultees had adequate time to make preparations to allow them to attend. The leaflet also included details as to how consultees could respond to the consultation. The areas highlighted were identified, at a high level, as potentially affected areas (in terms of environmental, social and economic impact) and therefore it was appropriate that local residents that should be directly notified of the non-statutory consultation exercise. To ensure the appropriate spread of the leaflet, the leaflet dropping was tracked by GPS.
- 4.5.3 The leaflet was originally dropped between 20-21 February 2017 and was therefore dropped 13 or 14 days before the beginning of the non-statutory consultation period and the first exhibition on 06 March 2017.
- 4.5.4 The leaflet was also handed out at ASDA super store (03 March 2017 at 09.30-12.30) as it is the main supermarket in Tilbury, as well as Tilbury Town railway station (03 March 2017 at 06.30-09.00) to notify commuters; both of these places were seen as “hubs” and therefore generate more footfall from the local community.
- 4.5.5 This leaflet was made available at the Tilbury Hub, online and to requested respondents during the non-statutory consultation period.

### **4.6 Non-Statutory Consultation Information**

- 4.6.1 A set of non-statutory consultation materials were assembled by PoTLL prior to the non-statutory consultation period, which reflected details of the Scheme as understood at the time and included the newspaper advert (public notice), the non-statutory consultation leaflet, the exhibition boards used at the public exhibitions and the non-statutory questionnaire (included in the pack at **Appendix 2.1**). These materials were deployed in various ways during the non-statutory consultation, as detailed below.

### **4.7 How were the stakeholders consulted for the non-statutory consultation?**

- 4.7.1 PoTLL undertook 7 consultation events during the non-statutory consultation period, attended by over 400 people, which were hosted by members of the Tilbury 2 project team who were on hand to introduce the proposals to attendees and answer any questions. Photographs of the events are provided in **Appendix 2.4**. Following the exhibitions a press release thanking those that attended and re-outlining the project was released (**Appendix 1.2, Part 1**); full online media articles are appended in **Appendix 1.2, Part 2**. The article thanked the community for engaging at the events and also outlined what the events were and the Tilbury2 proposals themselves.

The following consultation events were divided between public exhibitions (which refer to the specific advertised events for the public), workshops (where attendees were looking to interact and learn about the proposals or the DCO process) and meetings:

<b>Non-Statutory Consultation Public Exhibitions</b>
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Location	Time	Date	Approximate attendance (based on sign in sheet and therefore minimum)
Tilbury Hub	10.00-19.00	6 March 2017	49
	10.00-19.00	10 March 2017	56
Thameside Theatre	10.00 -11.45 and 15.00-18.00	9 March 2017	17
The Gateway Academy - Primary Free School	15.00-20.00	14 March 2017	27
Gravesend Market Place	10.00-18.00	16 March 2017	42

#### **Non-Statutory Consultation Councillor Workshop**

Location	Time	Date	Attendance (based on sign in sheet and therefore minimum)
Thameside Theatre	12.00-14.00	9 March 2017	8

#### **Consultations for Specific Groups**

Stakeholder	Date	Attendance (based on sign in sheet and therefore minimum)
Tilbury Community Forum	17 March 2017	12

The Tilbury Community Forum engagement event was set up through liaison with Tilbury Community Forum; however, this was not limited to the forum and any community groups or individuals would have been welcome to attend, hence why PoTLL classes it as “consultation event”.

The locations of the exhibitions were chosen specifically for their access facilities for disabled people and to encourage attendance by a diverse range of people. Each of the locations was in a population centre close to the Tilbury2 site:

- Tilbury Hub attracts a range of diverse communities in Tilbury; it is also centrally located in Tilbury on Civic Square. Moreover, the Tilbury Hub is used by different groups that may not be likely to otherwise attend consultations events: DWP, Thurrock Council Housing Surgery, Senior Groups, Batias Sessions (<http://www.batias.com/>), Inspire, and Citizen’s Advice. Footfall through the hub is over 800 people per week. The Hub is also the home of the Tilbury Riverside Project and One Community Trust.
- Thameside Theatre is centrally located in Grays; it has its own car park and public transport links. It is also contains the Grays local library and a café. It is only 0.3 miles from Thurrock Council Offices (Google Maps) making it easily accessible for councillors and visitors to the council buildings.
- The Gateway Academy is local to the Port and is one of the largest secondary and primary schools in the area. The Academy is keen to promote events through their own medial channel to the parents of their pupils whom were a key audience for the consultation. The Academy also has large amounts of parking and events were

scheduled at the end of the day; therefore, those collecting pupils were exposed to the project.

- Gravesend Old Town Hall is a central location, PoTLL benefited from people passing through that were not specifically visiting the Old Town Hall for the exhibitions and disabled access

4.7.2 At public exhibitions, information boards (include in the pack at **Appendix 2.1**) were put up based on the information on the proposals available at the time and the same information was made available in binding for ease of access for disabled or impaired people. The boards contained varied information highlighting key areas of the project. Small--scale copies of the information boards were also included in a bound information pack (which was a collection of the consultation materials prepared for the non-statutory consultation). The boards outlined the history of the existing Port, the limits of the expansion and the DCO boundary, the planned layout of the site, the road and rail access new routes, some information about protecting the environment, the discussed improved space that would be accessible and some of the work done in the community. Boards were left at Tilbury Hub and One Community Shop (which is a central location for One Community) for four weeks – both venues were open to the public during normal opening hours.

4.7.3 The workshop for Thurrock Council councillors also included the circulation of a briefing note containing FAQs on the role of local authorities within the DCO process.

4.7.4 The website, which was advertised in the non-statutory consultation leaflet and press adverts/releases, was visited more frequently at the beginning of the consultation period, having been live from 21 February 2017, and was reasonably steady, bar a peak of hits between 10 April 2017 - 12 April 2017. This peak equates to the period when people with potentially affected land interests received Land Interest Questionnaires from PoTLL's land referencers, Ardent. The full description of PoTLL's work with Ardent is described in **6.4**. When letters were sent, there was a media release which stated why the letters enclosing the Land Interest Questionnaires were issued and the remaining duration of the non-statutory consultation period. The graph showing the number of hits throughout the consultation is included in **Appendix 2.17**.

The website analytics also show a roughly even spread between adult age groups, although there was significantly less people from the age group 18-24. Age and gender google analytics are included in **Appendix 2.17**.

#### **4.8 How could consultees respond?**

4.8.1 PoTLL made online and paper questionnaires available, including at all of the locations of the exhibition events described in **4.7.1** and the online questionnaires were signposted in the non-statutory consultation materials including the leaflet. Furthermore, where someone requested a paper questionnaire (whether through the website or by email, letter or phone) they would be sent one in the post, although this was not advertised. The questionnaire invited respondents to answer both open and closed (tick-box) questions on the project: it asked questions on the road and rail links, the principle of expansion, the support of new jobs, environmental issues, traffic and transport, the construction period and overall opinion.

4.8.2 The deadline for the responses, including by way of questionnaires, was 23:59 21 April 2017. There were 142 Online Respondents and 44 Paper Respondents to the

questionnaire. To clarify, this is not as is described in the SoCC due to a clerical error - 186 respondents is the correct figure. However, this does not in any way impact on the consultation undertaken under the SoCC (on which, please see the commentary in **Chapter 6**).

- 4.8.3 Respondents were also able to contact PoTLL with queries directly by email, the address of which was set out on the website and leaflet. Responses were considered by PoTLL up to the end of 21 April 17. Any questionnaire responses after 21 April were not inputted into the statistics for the non-statutory questionnaire results. Where appropriate responses received before the deadline were given direct replies or, where they involved land issues, referred to PoTLL's land referencers Ardent.
- 4.8.4 Comments could be provided orally at the consultation events, but respondents were encouraged to respond through the questionnaire to ensure a more accurate recording of their views.
- 4.8.5 Following the non-statutory consultation, those parties which responded that would have the status of a "non-land" statutory consultee under Section 42 of the Act were written to individually because of their status. They were written to with responses to the points raised, where appropriate, and with an explanation of PoTLL's next steps.

#### **4.9 Responses and change**

- 4.9.1 The qualitative results showed issues that were most likely to affect the day-to-day lives of local residents to be the most likely to be raised in the consultation responses: noise, air quality and traffic. These responses were assessed and responded to in the PEIR, which outlined potential mitigation of those impacts.
- 4.9.2 The quantitative results demonstrated that noise and air quality were most significant environmental issues to respondents and an objection to the proposed road link which was not supported, with a split of results approximately yes 29%, no 43% and undecided 28%.

The non-statutory questionnaire also showed support for the principle of expansion and approximately 2/3 support for the Port's plans to increase job opportunities and majority support for the proposals. Furthermore, the questionnaires highlighted overwhelming support (approximately 93%) for the minimisation of impact on the fort.

The paper questionnaire had an additional question and this showed support for the specific project proposals.

- 4.9.3 Full qualitative and quantitative analyses and PoTLL's responses to the responses made through the non-statutory consultation are set out in **Appendix 5.1-5.2**.
- 4.9.4 The comments made raised important issues and the information was used to help inform the further development of the project and its supporting documentation, and the scope for statutory consultation.
- 4.9.5 Although no major adaptations were made to the scheme as a result of the non-statutory consultation, the issues raised during the process resulted in continued work on mitigation proposals for the key issues raised by consultees such as air, traffic and noise impacts, as well as prompting further discussions with statutory and non-statutory bodies in respect of public rights of way, amenities and recreational spaces around Tilbury, including Tilbury Fort.



- 4.9.6 As a result of some of the confusion expressed by respondents as to port capacity and a lack of awareness of the investment in the community by PoTLL and the conflation of different port operating companies, a new brochure, *Re:Port* was released on 15 May 2017 targeting the community; *Re:Port* is a community based brochure which outlines some profiles of those who work in the Port, some history of the Port, details of what occurs inside the port and some of the work the port is doing with the community. *Re:Port* is appended in **Appendix 1.3 Part 4**. *Re:Port* was made available in the “Downloadable Documents” section of the website. This was circulated between all PoTLL employees and was left at different locations close to the site of the proposed project: Tilbury Hub, Tilbury Riverside project (for circulation at community events), Grays Library, One Community, Thurrock Council, Gravesend Library, Gravesend Council and the reception area of Leslie Ford House, as well as being handed to over 500 people at the Orsett Show. 3000 copies of *Re:Port* were printed and circulated through Tilbury Hub community events and meetings.
- 4.9.7 The non-statutory consultation also helped to confirm and where necessary modify some of the contact details for certain consultees.

## 5.0 Defining the Statutory Consultation Strategy and Materials

- 5.1.1 This chapter describes the development of the statutory consultation strategy for the Tilbury2 proposals. It describes the development of the material used at the statutory consultation stage and the strategy that was used at statutory consultation for consulting the local community; **Chapter 6** describes the process of the statutory consultation itself, demonstrating how PoTLL complied with the various statutory requirements.
- 5.1.2 As is described in this chapter, the strategy for statutory consultation was developed in conjunction with local authorities to ensure that the local community were aware of the full suite of consultation activities taking place, to enable their participation in them and to ensure that they could have a say on the development of the Tilbury2 proposals.
- 5.1.3 The strategy was also devised with a view to ensuring that consultees could see that the concerns raised at non-statutory consultation stage were taken into account by PoTLL as part of the development of the proposals.
- 5.1.4 PoTLL's strategy for the statutory consultation was developed on the basis of seeking alignment with the Gunning Principles<sup>1</sup> for consultation. The consultation aligned with these principles from an early stage.
- 5.1.5 PoTLL's strategy also considered and had regard to the DCLG Guidance and this is explained in **Appendix 6**.

## 5.2 Consultation on draft SoCC

- 5.2.1 As is required by Section 47 of the Planning Act 2008, the strategy for statutory consultation with the local community was framed by the Statement of Community Consultation (SoCC), which itself was required (pursuant to Section 47) to be consulted upon before statutory consultation activities commenced.

PoTLL initially identified the local communities for the purposes of the statutory consultation on a geographical basis; the local community on the north bank of the Thames is readily defined by the immediate proximate built up area of Tilbury itself and the contiguous built up area of Grays, together with the outlying settlements of East Tilbury and Chadwell St Mary. On the south bank there is a readily defined built up area of Gravesham which forms the local community on that side of the Thames - this is directly South of the Tilbury2 proposed site.

PoTLL sent an initial draft of the SoCC (**Appendix 2.5**) to Thurrock Council for comment on 8 March 2017 with a request for comments before 20 March 2017.

- 5.2.2 In compliance with Section 47(2) PoTLL sent a further draft SoCC to Thurrock Council for comment as the "host" authority under Section 43(1) (as is required under the Act) on 25 April 2017 (**Appendix 2.6**).
- 5.2.3 Although not strictly required by Section 47(2), PoTLL also sent the same draft SoCC to Gravesham Borough Council and Essex and Kent County Councils for comment also on 25 April 2017.

The letters to the authorities stated in **5.2.2-5.2.3** are appended in **Appendix 4.12**.

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<sup>1</sup> As set out in the case of R v. Brent London Borough Council, ex parte Gunning (1985) 84 LGR 168  
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5.2.4 The councils were given 28 days beginning with the day after the day on which they received the consultation documents to provide comments on the draft SoCC, as required by Section 47(3).

5.2.5 The strategy encapsulated within the draft SoCC for the statutory consultation sent to the local authorities was predominantly based on the activities and methods that had been undertaken for the non-statutory consultation period, but with additional methods added to reflect "lessons learned" from the non-statutory consultation. The key "principles" for continuation are set out below:

- PoTLL would continue communications as done previously, following the success of the project website for example, as well as publicity in local newspapers, targeted social media advertisements and leaflet drops and direct mailshots to addresses together with continued direct engagement of community groups. In addition, PoTLL would have staffed exhibitions with PoTLL employees,
- Meetings would continue with key stakeholders as done in the non-statutory consultation, as appropriate
- Presentations would continue to different groups of stakeholders to ensure they were informed and have further ability to engage with PoTLL
- The objectives of the consultation would remain the same
- Consultation results would be inputted into a consultation report

5.2.6 The table below describes the most significant messages received and the lessons which arose during the non-statutory consultation period. PoTLL considered it appropriate to consider how these could be addressed ahead of the formal statutory consultation exercise. PoTLL's responses to these messages/lessons are set out accordingly.

<b>Message/ Lesson</b>	<b>PoTLL Response</b>
At the non-statutory consultation exhibitions, visitors had expressed their concerns that it would be difficult for full-time workers to attend exhibitions as they had only taken place during working hours.	The draft SoCC suggested later exhibition times at the Tilbury Hub, Gravesend, Gateway Academy and Grays.
At the non-statutory consultation exhibitions, visitors had expressed their desire for more removable information to be available at the exhibition venues.	Copies of the Booklets produced for the consultation (see below) and copies of <i>Re:Port</i> (a community brochure explained in chapter 4) were brought to the exhibitions and available for the public to take away.
At the non-statutory consultation exhibitions, visitors had stated that the layout of the plans at the exhibition meant that it was not clear what impacts would arise in relation to the south side of the River Thames, particularly Gravesend.	All plans and drawings within the statutory consultation materials, including at the exhibitions, made clear the relationship between the Tilbury2 site and the south side of the River Thames.
At the non-statutory consultation exhibitions, when visitors expressed concern as to the impacts of the proposals on their specific property, PoTLL staff were unable to quickly point out the location of that property and its relationship with different elements of the	Road maps were made available at exhibitions held during the statutory consultation process to show the town of Tilbury and some of the surrounding areas. As a result consultees could directly point to their houses to allow

proposals.	PoTLL staff to explain the nearby elements of the proposals at that location. A local map was also brought to the Gravesend exhibition for the same purposes.
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### 5.3 Local Authority Responses to the Draft SoCC

5.3.1 Essex County, Thurrock and Gravesham Borough councils responded with comments on the consultation strategy as expressed in the draft SoCC. PoTLL had regard to these comments, and incorporated them into the SoCC where appropriate (and thenceforth the statutory consultation strategy) as detailed below, in compliance with Section 47(5) of the Act. Kent County Council did not offer any comments on the draft SoCC. Following the receipt of comments from these authorities PoTLL acknowledged these by a letter sent by email and in hard copy, and this covering letter is appended with the Essex County, Thurrock and Gravesham Borough Councils responses in **Appendix 4.13**.

#### 5.3.2 Thurrock Council Responses

Comment (SoCC page references)	PoTLL Response
Page 9, para. 3. The SoCC should Clarify that the Tilbury Forum is a body independent of the Port	The SoCC was amended to indicate that the Port has hosted the Forum (and the Forum is therefore an independent body). The relevant workshop also included members of Tilbury Riverside Project and One Community Development Trust.
page 10, para. 3.15 The Tilbury Hub hosts a range of diverse groups that should be acknowledged in the SoCC.	Amended SoCC to read as suggested to clarify the wide influence and reach of the hub (3.15-3.18 of SoCC).
page 13, para. 4.9 Suggested the use of the Thurrock Enquirer as well as the Thurrock Gazette	The Thurrock Gazette and Thurrock Enquirer were both used to publicise the statutory consultation. Please see <b>Appendix 1.3, Part 1</b> and <b>paragraph 4.9</b> of the SoCC.
page 14, para. 4.15 The consultation needs to ensure engagement with other local voluntary, community and faith organisations	The SoCC was amended and the Port actioned that invitations to the workshop with Tilbury Community Forum were extended to Tilbury Riverside Project, One Community and other community and faith organisations. The list of the community and faith organisations is described in <b>Appendix 4.5</b> and was identified through the community work PoTLL has done to date in respect of the existing Port.

#### 5.3.3 Essex County Council Responses

Comment	PoTLL Response
<p>The SoCC should be explicit that pre-application discussions with ECC will take place as well as formal notification. Wider community engagement across south Essex may also be beneficial. This may require a wider newspaper coverage.</p>	<p>Amended paragraph 1.7 to note that the wider community of south Essex is part of the local area within which consultation would take place.</p> <p>Wider Community Consultation included radio advertisements on Radio Essex, Smooth Radio Kent, KMFM West, the publication of wider press releases in local papers in the <i>Thurrock Gazette</i>, <i>Gravesend and Dartford Messenger</i>, there was engagement with the Thurrock Business Board and Opportunity South Essex Board and wider consultation with councils in Essex: Brentwood Borough Council, Basildon Borough Council, Castle Point Borough Council. It also included Thurrock Council and London Borough of Havering, which are not Essex Councils.</p> <p>This followed initial written contact during the non-statutory consultation.</p> <p>The SoCC was also amended to make it clear that active engagement had been taken place and would continue to take place with Thurrock Council, Gravesham Borough Council and Essex County Council, and that this would continue throughout the DCO process.</p> <p>As explained above and below, as was set out in the SoCC, newspaper coverage was widened from the non-statutory consultation stage to include the <i>Thurrock Enquirer</i> and the <i>Gravesend Messenger Extra</i> (understood to be the <b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b>) to ensure wider circulation.</p>
<p>Board on “highways issues “should cover ‘transport’ issues.”</p>	<p>Amended SoCC to read as suggested. At the exhibition this was covered on board 4.</p>
<p>Details on exhibition boards relating to transportation</p>	<p>Essex's comments were taken into account in the development of the community consultation booklet (summarised below).</p> <p>An additional bullet point was added to para. 4.14 of the SoCC to state that the exhibitions will indicate how PoTLL would deal with other plans for the area (such as the Lower Thames Crossing) in our assessment of the Tilbury2 proposals. This was then incorporated in the exhibition materials (board 4 and consultation booklet page 6) and was made clear in the PEIR.</p>

### 5.3.4 Gravesham Borough Council Responses

Comment	PoTLL Response
Clarify that the exhibition will be in the Kent Room at the Council's offices.	The SoCC was updated to add these details and this was also reflected in the leaflets distributed to publicise the statutory consultation (see below).
Suggest using the Gravesend Messenger Extra	<b>The Kent Messenger Extra Gravesend &amp; Dartford</b> was used to publicise the statutory consultation. Please see <b>Appendix 1.3 Part 1</b> .
Suggest questionnaires are left at document deposit locations for people to complete and return.	Questionnaires were left at deposit locations (and this was signposted in the SoCC).

## 5.4 Publication of the SoCC

5.4.1 Following the updating of the SoCC as described above, and in compliance with Section 47(6)(za), the final SoCC (as appended at **Appendix 2.7**) was available for inspection by the local community in the following ways:

- From 30 May 2017 the SoCC was displayed at the Tilbury Hub, Thurrock Council Civic Offices, the Gravesend Library, Grays Library and Gravesham Borough Council offices, and on the PoTLL website.
- The SoCC was also available online on the Tilbury2 website from 31 May 2017. Copies of the SoCC were also placed in the reception of PoTLL offices and were made available at the public exhibitions.

Up to 3 Copies of the SoCC could also be requested from PoTLL to be taken away or delivered, at a charge of £2.20. In accordance with Section 47(6)(a) of the Act, PoTLL published a notice publicising the Statement of Community Consultation in the local papers as detailed below.

Advertising of the SoCC		
Publication	Date	Appendix Reference
Thurrock Gazette	1 June 2017	<b>Appendix 1.3 Part 5</b>
Thurrock Enquirer	1 June 2017	<b>Appendix 1.3 Part 5</b>
<i>Kent Messenger Extra Gravesend &amp; Dartford</i>	30 May 2017	<b>Appendix 1.3 Part 5</b>

In summary, the SoCC provided for:

- 4 exhibitions in Thurrock
- 1 exhibition in Gravesham
- 1 formal workshop with invitations extended to Tilbury Riverside Project, One Community and other community and faith organisations
- Coverage of 15km on Social media (through "boosted" posts through Facebook)
- Leaflet dropping as in the Consultation Area as defined in the drawing 5120/150A

- Press advertisements in the *Thurrock Gazette*, *Thurrock Enquirer* and *Kent Messenger Extra Gravesend & Dartford* in addition to formal notices as Appended in **Appendix 1.3 Part 1**

## 5.5 Development of Consultation Material

- 5.5.1 Following the non-statutory consultation period it was recognised that a “consultation booklet” (which is appended in **Appendix 2.9**) would be a helpful tool for the local community to understand the full picture of the Tilbury2 proposals, including the need for it, and how different elements of the proposals would work together. This document sought to describe the proposals, explain the latest progress with issues that had been identified during the non-statutory consultation process, provided potential visuals in the context of the wider area, and summarised some of the key environmental issues that had been identified in consultation and in development of the PEIR that was also included within the statutory consultation materials (see below). A hard copy of this document was sent to Section 42(d) consultees (as identified through the process set out in Chapter 6) and was included on the memory stick sent out to Section 42(a) to (c) consultees (as identified through the process set out in Chapter 6) and those bodies identified under Regulation 9 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.
- 5.5.2 The PEIR was developed to provide consultees with environmental information that had been compiled by the time of statutory consultation. This was in respect to the environmental baselines of the Tilbury2 proposals with an initial view of the predicted environmental impacts of the project and the potential mitigation measures. This ensured that all consultees would have an opportunity to give an informed response to the environmental issues faced by the proposals. This was made available at the deposit locations, online and at public exhibitions the details of which are in **Chapter 6**. It was also included on the memory stick sent out to Section 42(a) to (c) consultees and those bodies identified under Regulation 9 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. The PEIR also included a non-technical summary and this is appended in **Appendix 2.15**.
- 5.5.3 A set of engineering plans were also produced for the statutory consultation stage and these were available electronically on the website and on memory sticks sent to Section 42(a) to (c) consultees. These drawings were produced to enable consultees to have an appreciation of how the proposals could look from an engineering perspective, and to provide an illustration of what was expressed in the PEIR and consultation booklet. It was hoped again that such plans would enable consultees to give an informed response to the proposals, thus allowing PoTLL to give considered thought to developing the scheme. A location plan was also sent to all Section 42 Consultees and those bodies identified under Regulation 9 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.
- 5.5.4 At the exhibitions, 10 poster boards were displayed to visitors as appended at **Appendix 2.10** These boards sought to present an update on the key issues raised during the non-statutory consultation and help visitors understand the latest developments in the scheme and the initial results of environmental work. The boards were also bound so attendees of the exhibition could view the exhibition boards without the need to stand if so required.

<b>Statutory Consultation Boards (Appendix 2.10)</b>	
Board Title	Content
Welcome	Introduction of the project Image and DCO boundary map
About Tilbury2	Graphical image of Tilbury2 and representations of its main components
About Tilbury2	Representations of where different parts of the proposals would be located.
Accessing Tilbury2	Addressed the rail and road plans for the proposals and included a drawing of where the infrastructure corridor is proposed to be located.
Why are we expanding?	Set out the reasons why PoTLL needs to expand
Pedestrians, Cyclists & Public Transport	Outlined that there is no impact from the proposals on the ferry Outlined the desire for better river front access, working in partnership with Thurrock Council.
The Environment	Outlined how PoTLL had approached the PEIR and how it would approach the development of ES
The Environment	Addresses different issues that had been identified as major concerns at the non-statutory consultation: <ul style="list-style-type: none"> <li>• Views of and from Tilbury Fort and From Gravesend</li> <li>• Noise from the Tilbury2 site and the Road and Rail Links</li> <li>• Ecological impacts on Flora and Fauna</li> <li>• Visual Impact including the effect of lighting</li> <li>• Green Belt</li> <li>• Air Quality</li> <li>• Flood risk and safety, taking account of climate change</li> </ul>
The Community	Noted that there would be a specific assessment of the impact of the proposals on health and wellbeing and addressed concerns that had been raised on jobs.
What Next	Identified how consultees could respond to the consultation and a timeline of the DCO process.

5.5.5 **Appendix 2.12** contains the questionnaire that was written to capture the thoughts of the local community, and copies were available at deposit locations, on request and at the exhibition venues as detailed in **5.4** and **6.7.11** respectively. The questions were developed in light of the issues raised most frequently in the non-statutory consultation and as a result of the development of the PEIR, including aspects where PoTLL would need to be considering appropriate mitigation measures. It was



assembled to provide a framework for respondents to comment on different specific issues as well as to provide general comment. In line with the recommendations of the initial equalities assessment carried out for the PEIR, the questionnaire also provided a chance for respondents to provide equalities data as discussed in **Chapter 8**.

- 5.5.6 The website that had been established for non-statutory consultation was also updated to include the PEIR, SoCC, consultation booklet, public exhibition boards and questionnaire. A link to this website was included within all of the statutory notices and correspondence produced by PoTLL as part of the statutory consultation.
- 5.5.7 Following the public exhibitions, but still within the statutory consultation period, a list of frequently asked questions were uploaded to the website on 20 July 2017. This was based on what the project team felt had most often been asked about the project at the exhibitions. As part of this exercise, a guide for the public on claims that could potentially be made under Part 1 of the Land Compensation Act 1973 (**Appendix 2.14**) was also published on the website as this had been a frequent concern of attendees at the exhibitions.
- 5.5.8 Across the consultation material, project branding was incorporated to make sure there was consistency and a familiar layout.

## 6 Undertaking the statutory consultation

- 6.0.1 This chapter of this Consultation Report provides an account of the Statutory Consultation undertaken by PoTLL in accordance with Sections 42, 47 and 48 of the Act. It is **Chapters 8-26** which provide the results of this consultation and PoTLL's responses. Those responses explain how PoTLL has had regard to comments raised. There is also a specific column in those chapters which explains whether the consultee response has resulted in a change to the proposals.
- 6.0.2 The statutory consultation period ran between 19 June 2017 and 28 July 2017 and was undertaken in accordance with the proposals set out in the statement of community consultation and relevant legislation.
- 6.0.3 This chapter has been prepared with regard to DCLG Guidance and relevant PINS Advice Notes.

### 6.1 Consultation materials

- 6.1.1 As expanded in **Chapter 5**, the consultation materials that were prepared for the statutory consultation exercise were the consultation booklet, PEIR (including a non-technical summary), a location plan, engineering drawings, poster-boards and a questionnaire. All this information was available on the website and, dependent on the consultee, in hard copy or on USB sticks.
- 6.1.2 As a result of issues raised at the public exhibitions held as part of the statutory consultation exercise, a series of FAQs and answers, and a public guide to "part one claims", were published on the Tilbury2 website.
- 6.1.3 Following the statutory consultation period, a pop-up board was made and placed in different places in communities throughout Thurrock. This contained samples of the questions and information on Tilbury2 and the Port.

### 6.2 Deposit Locations

- 6.2.1 The consultation materials were available for inspection at the below deposit locations (as required by Section 48 of the Act) throughout the statutory consultation period. The rationale for each location being chosen is also set out. This did not include the pop-up board, which was available after the statutory consultation.

Deposit Locations	
Location	Reason
Tilbury Hub	Tilbury Hub attracts a range of diverse communities in Tilbury; it is also centrally located in Tilbury on Civic Square. Moreover, the Tilbury Hub is used by different groups that may not be likely to otherwise attend consultation events or access consultation materials: DWP, Thurrock Council Housing Surgery, Senior Groups, Batias Sessions ( <a href="http://www.batias.com/">http://www.batias.com/</a> ), Inspire, Citizens Advice. Footfall through the hub is over 800 people per week. The Hub is also the home of the Tilbury Riverside Project and One Community Trust.

Thurrock Council Civic Offices	Thurrock Council Civic Offices have members of the Thurrock community entering everyday. Thurrock Council Civic Offices are also centrally located in Grays, the largest population centre in Thurrock.
Gravesend Library	Gravesend library is located close to the station therefore is easily accessible (0.2 miles – 4 minutes’ walk) (Bing Maps). It is also a community “hub”; therefore it attracts a wide variety of people in the community.
Reception of the offices of Port of Tilbury London Limited	As the applicant, PoTLL was willing to make the consultation materials available at its offices during business hours. In addition, people waiting or passing through the lobby of PoTLL’s offices could access the information.
Grays Library	Grays Library is inside Thameside Theatre, which is centrally located in Grays; it has its own car park and public transport links. It also contains the Grays local library and a café. It is only 0.3 miles from Thurrock Council Offices (Google Maps) and is therefore easily accessible for councillors.
Gravesham Borough Council	The Civic Square provided a central location that was easily accessible by public transport. It had good disabled access.

### 6.3 Consultation under Section 42 of the Act

6.3.1 Section 42 of the Act requires that the following groups are consulted on a proposed application for a NSIP:

- Section 42(1)(a) – “Persons as may be prescribed”. These are set out in Schedule 1 to the APFP Regulations;
- Section 42(1)(aa) – The Marine Management Organisation, for schemes which would affect, or would be likely to affect, any of the marine areas specified in Section 42(2);
- Section 42(1)(b) – Local authorities, as defined by Section 43 of the Act;
- Section 42(1)(c) – the Greater London Authority, if the land is in Greater London; and
- Section 42(1)(d) – All those who have an interest in land that may be affected by the Scheme, as defined by Section 44 of the Act.

6.3.2 These groups are referred to in this report as "Section 42 consultees". How PoTLL identified the Section 42 consultees for this project, as well as how consultation was undertaken with these groups, in accordance with the Act is described below.

### 6.4 Identifying the section 42 consultees

In compiling the list of section 42 consultees, PoTLL ensured compliance with the following:

- Schedule 1 to the APFP Regulations;

- Consultees who were notified to PoTLL by the Planning Inspectorate under Regulation 9 of the EIA Regulations;
- Planning Inspectorate's Advice Note 3;
- Planning Inspectorate's Advice Note 14; and
- DCLG Guidance.

- 6.4.1 PoTLL considered that a precautionary approach was appropriate for identifying the Section 42 consultees, and this was therefore employed.
- 6.4.2 **Appendix 4.2** of this report lists the consultees identified in accordance with Section 42(1)(a), (aa), (b) and (c) of the Act. Variations between PoTLL's list of prescribed consultees and Schedule 1 of the APFP Regulations is explained in Appendix 4.2
- 6.4.3 **Appendix 4.9** of this report lists the consultees identified in accordance with Section 42(1)(d) of the Act. The appendix also indicates when the relevant consultees were sent a s.42 consultation letter. The vast majority of Section 42 consultees identified under this 'head' were consulted between 19 June 2017 and 28 July 2017. However, PoTLL has continued to undertake diligent inquiries, to ensure that all persons that fall under Section 44 of the Act have been identified. As a result of this, additional consultees have been identified and consulted with. A refresh of the land registry information was carried out on 12 September 2017 and a number of new parties were identified. They were sent a consultation letter on the 15 September 2017 and given until 23.59 on 6 October 2017 to respond (**Appendix 4.21**).
- 6.4.4 PINS Advice Note 14 advises that where prescribed consultees under Schedule 1 are also included in the book of reference, that they should be highlighted in the consolidated list of prescribed consultees. Those organisations shaded green in **Appendix 4.2** are those section 42 (1)(a), (aa), (b) and (c) consultees who also appear in the submitted book of reference. Those persons shaded green in **Appendix 4.9** are those Section 42 (1)(d) persons who were statutory consultees under Section 42 (1)(a), (aa), (b) and (c) and so also appear in **Appendix 4.2**.

#### ***Identifying specified consultees***

- 6.4.5 The Section 42(1)(a) prescribed consultees were identified by reference to Schedule 1 to the APFP Regulations. Schedule 1 identifies prescribed consultees as either:
- a specified person or organisation (for example Natural England); or
  - a category of person or organisation (for example the relevant statutory undertakers).
- 6.4.6 Where specific persons are identified in Schedule 1 then PoTLL has consulted that person. In some instances PoTLL consulted a number of persons within certain organisations to ensure that it complied with the statutory requirements as well as consulted persons within that organisation that had knowledge of the Scheme. An example of this is consultation undertaken with the Environment Agency.
- 6.4.7 Where Schedule 1 of the APFP Regulations identifies a category of persons it is explained below how reference to a category of persons within Schedule 1 was interpreted to identify particular persons within that category by application of the 'relevance test' and/or the "circumstances" test from PINS Advice Note 3.
- 6.4.8 PoTLL took into account the advice contained in PINS Advice Note 3 when determining categories of persons as prescribed consultees. In particular:

- Schedule 1 to the APFP Regulations identifies persons by relevance to the Scheme. The definition of 'relevant' was amended by the Infrastructure Planning (Prescribed Consultees and Interested Parties etc.) (Amendment) Regulations 2013 so that "relevant" in relation to a body, means the body which has responsibility for the location where the proposals may or will be sited. PoTLL adopted the meaning of the terms in this definition as explained in Advice Note 3.
- PoTLL also adopted the circumstances test described in PINS Advice Note 3.

6.4.9 Where PoTLL has not consulted a person which is included in Schedule 1 of the APFP Regulations, **Appendix 4.2** explains why that person should not be consulted in the context of the relevance and/or circumstance test. In identifying relevant statutory undertakers, PoTLL applied the statutory test set out in the APFP Regulations and followed the advice in PINS Advice Note 3. In particular:

- Statutory undertakers are defined in the APFP Regulations as having the same meaning as in Section 127 of the Act. Section 127 of the Act defines statutory undertakers as having the meaning given by Section 8 of the Acquisition of Land Act 1981 (as amended) ("the ALA") and also includes;
  - bodies which are deemed to be statutory undertakers for the purposes of the ALA, by virtue of another enactment; and
  - health bodies which are statutory undertakers for the purposes of s.16(1) and (2) of the ALA.

6.4.10 PoTLL applied the advice contained in PINS Advice Note 3, for the identification of relevant statutory undertakers.

- All statutory undertakers were consulted where the circumstances in column 2 of Schedule 1 of the APFP Regulations were met.
- Table 2 of the Annex to PINS Advice Note 3 explains the definitions of the relevant statutory undertakers. These definitions were adopted when identifying the relevant statutory undertakers. The list included at **Appendix 4.2** includes additional information explaining this process.
- **Appendix 4.2** includes all relevant water and sewage undertakers. As advised by the Annex to Advice Note 3, the OFWAT website, which explains the geographic areas covered by the water companies, was utilised to prepare this list.
- Public gas transporters were identified by reference to the OFGEM public register. Where the public gas transporters licence covers the whole of Great Britain then a precautionary approach was taken and the statutory undertaker was consulted.
- Electricity undertakings were identified with reference to the advice in footnote 31 of the annex to Advice Note 3.
- PoTLL ensured that all persons identified by the Secretary of State pursuant to Regulation 9 of the EIA Regulations, and referred to in the Scoping Opinion Report were included in the list of prescribed consultees.

6.4.11 Whilst not strictly required, as the Scheme sits outside of Greater London, PoTLL considered it appropriate to consult the Greater London Authority under Section 42(1)(c) given the potential impacts of the Scheme on Greater London. The Marine Management Organisation was consulted under Section 42(1)(aa) of the Act on the

basis that the Scheme would affect or be likely to affect an area listed in s. 42(2)(a) (i.e. the tidal Thames constitutes waters in or adjacent to England).

**Identifying local authorities**

6.4.12 Section 42(1)(b) requires the applicant to consult each local authority that is within Section 43 of the Act. PoTLL applied Section 43 as set out in the table below.

**Local authorities within Section 43 of the Act**

Authority	Provision	Category for Section 43(2)	Description
Thurrock Council	Section 43(1)	B	The land to which the proposed application relates is in the authority's area.
Brentwood District Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
Basildon District Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
Gravesham District Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
Dartford District Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
Castlepoint District Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)

London Borough of Havering	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
London Borough of Bexley	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
Medway Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
Essex County Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)
Kent County Council	Section 43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a local authority within Section 43(1)

### ***Identifying persons with an interest in land***

6.4.13 Section 42(1)(d) requires the applicant to consult each person who is within one or more of the categories set out in Section 44 of the Act. The identification of these persons has been an ongoing process since February 2017 by the PoTLL's land referencers Ardent. For this purpose, the land was defined by reference to Section 41(2) of the Act as the land to which the proposed application relates. This includes all persons interested in land within the proposed Order limits which had been set at that point<sup>2</sup> to reflect what was considered at the time to be the land needed to fulfil

<sup>2</sup> It should be noted that the Order limits were amended to a small extent following the statutory consultation exercise. This had minor impacts for a very small number of persons with land interests, but a further

the operational requirements of the Tilbury2 proposals and the areas of land that may need to be developed as a result. Persons interested in land outside of the Order limits who could be eligible to make a Part 1 Compensation claim under the Land Compensation Act 1973. The boundaries of these latter parties were determined by the data provided by the noise specialists by way of a noise contour, as this was considered by PoTLL to be the “widest reaching” (in terms of geographical area) potential impact of the proposals and land registry information was obtained for these properties (as well as those with interest in the Order limits) as the first step.

- 6.4.14 In March 2017 formal land referencing questionnaires were issued to all identified affected parties within the Order limits. In April 2017 formal land referencing questionnaires were issued to all identified potentially affected parties outside of the Order limits (i.e. those persons within the noise contour), and to identified statutory undertakers within the Order limits. Telephone numbers and email addresses were provided on the letter which accompanied the land referencing questionnaires, allowing parties to make contact if they sought further information on the project.
- 6.4.15 This was followed by a further round of formal land referencing questionnaires for parties who were yet to respond in April 2017 and in May 2017. Where there was unregistered land within the Order limits, site notices were affixed on or adjacent to the land in order to notify any unregistered interested parties of the project.- Examples of how these notices were placed, the locations where they were placed and an example of the notice itself are attached in (**Appendix 2.2**). These notices were fixed on 11 May 2017 and again on 09 June 2017 and left in situ in advance of the statutory consultation exercise.
- Where there was unregistered properties outside of the Order limits in Tilbury and Gravesend, site visits were conducted which involved visiting residences and door knocking to attempt to identify landowners. Referencing questionnaires were also hand delivered through the letter boxes.
- 6.4.16 PoTLL's solicitor Walker Morris identified parties who had an interest in the common land within the Order limits (incorporating both the freeholders and those persons with a right of common, or 'the commoners'). Ongoing discussions have also occurred with the Clerk to the Conservators and the land agent acting on behalf of the owner of the common land. **Appendix 7** sets out the process and investigations for determining those persons that had an interest in the common land.
- 6.4.17 In June 2017 a further round of formal land referencing questionnaires was sent to statutory undertakers within the Order limits, and site notices were monitored and replaced within the Order limits.
- 6.4.18 The combination of the above land referencing activities produced a list of interests for the statutory consultation exercise under the Act, which commenced in June 2017.
- 6.4.19 In September 2017 a Land Registry refresh of titles was carried out to verify the current registered proprietors and identify any changes in ownership that had occurred since titles were first downloaded. A follow up round of statutory consultation under the Act was undertaken for those newly identified parties with an

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'targeted' formal consultation was not considered necessary given PoTLL was discussing the Scheme with those persons as part of ongoing engagement. Indeed, some of these changes resulted in the Order limits reducing.



interest within and outside of the Order boundary. A total of 98 letters were issued along with land referencing forms. The consultation letter was sent on 15 September 2017 and respondents were given until 23.59 on 6 October 2017 to respond. No consultation responses have been received back to date.

6.4.20 In accordance with Advice Note 14, the consultee list has been cross checked against the Book of Reference (Document Reference 4.3). The list of Section 42(1)(d) consultees in **Appendix 4.9** is not identical to the list of parties in the book of reference as, for example, there are many additional parties that were consulted who are no longer considered to be an affected party in the submitted book of reference. It is confirmed that all of the persons in the book of reference have been consulted and are included in the list of Section 42(1)(d) consultees in **Appendix 4.9**, aside from those parties referenced in Section **6.9** below.

#### ***Consulting the Section 42 consultees***

6.4.21 Section 42 consultees were identified as described in the sections above.

6.4.22 Statutory consultation was undertaken by way of a letter sent by special delivery (or first class post for those persons with an interest in land) on 16 June 2017. One letter was issued to s42 (1) (a), (aa), (b) and (c) consultees (copy at **Appendix 4.10**) and another to all s42 (1) (d) consultees (copy at **Appendix 4.11**). The exception to this is that some persons identified pursuant to s42(1)(d) were contacted after the commencement of the statutory consultation period, as detailed above. As mentioned, **Appendix 4.9** indicates those landowners who were consulted after the commencement of the consultation on 19 June 2017. The letters notified recipients that the consultation period commenced on 19 June 2017 and the deadline for responses was 23.59 on 28 July 2017. Therefore, consultees were provided with 42 days to respond to the consultation, significantly in excess of the minimum 28 days required by Section 45 of the Act. In accordance with paragraph 72 of the DCLG Guidance, PoTLL considered that a longer period than the statutory minimum was appropriate. For anyone consulted after the start of the statutory consultation, PoTLL gave the relevant 21 days from receipt of the letter and consultation documents to respond. This was considered sufficient when the nature of the land interests was taken into account (and, indeed, the fact they arose from a land referencing refresh as opposed to the main land referencing exercise to inform the statutory consultation) and to allow PoTLL sufficient time to take any responses received into account.

6.4.23 The Section 42 consultation was undertaken simultaneously with the Section 47 consultation and the publicity under Section 48 of the Act. Enclosed with each letter was a consultation pack which together comprised the consultation documents for the purposes of section 45(3) of the Act. This pack comprised in all cases:

- A covering letter (based on two templates – one for Section 42(1)(a), (aa), (b) and (c) consultees (copy at **Appendix 4.10**) and another for Section 42(1)(d) consultees (copy at **Appendix 4.11**), which:
  - explained that PoTLL would be making an application for development consent under the Act and that under the provisions of the Act it was required to carry out pre-application consultation. This letter was being sent by PoTLL pursuant to that duty;
  - the statutory consultation would take place between 19 June 2017 and 28 July 2017;

- referred to the availability of additional information about the Scheme that was available via the project website; and
- explained how to submit a response to the pre-application consultation.

6.4.24 In addition to the covering letter, Section 42(1)(a), (aa), (b) and (c) consultees received a USB stick, containing:

- a copy of PoTLL's Consultation Booklet, which provided a summary of the background to the Tilbury2 proposals and the need for the project, together with details of the proposed application, further information on how consultees could provide comments and a brief summary of the next steps;
- copies of a plan showing the proposed Order limits within which Tilbury2 would be constructed together with a number of illustrative engineering drawings showing the Tilbury2 proposals as they are currently understood. These were subject to change as the scheme was still being developed at that time and in order to take into account comments made during the consultation exercise; and
- the Preliminary Environmental Information Report (and non-technical summary) to help consultees understand the likely effects of the construction and operation of Tilbury2.

6.4.25 Section 42(1)(d) consultees did not receive the USB stick, but did, alongside the letter, receive a hard copy of PoTLL's consultation booklet, as well as a hard copy plan showing the proposed Order limits. This is because PoTLL felt this more appropriate, given the different nature of this set of consultees. However, the covering letter made clear how the full suite of documents could be inspected and viewed (by reference to the project website).

6.4.26 A copy of the Section 48 notice (which was prepared in accordance with regulation 4 of the APFP Regulations and regulation 11 of the EIA Regulations) was additionally sent to all S42 (1) (a), (aa), (b) and (c) consultees. It is included in Appendix **1.3 Part 6**. Further detail of the Section 48 notice is included below. The notice explained that the proposed Scheme is "EIA development" for the purposes of the EIA Regulations and therefore PoTLL is required to carry out an Environmental Impact Assessment and submit an Environmental Statement with the application containing information about the likely significant effects of the project on the environment. Further, and as required, the notice also provides details of where the PEIR could be viewed.

6.4.27 Where the same organisation was identified as a statutory consultee for multiple reasons under S42(1) (a), (aa), (b) and (c), the organisation was consulted once (i.e. they received one consultation pack including the letter, USB stick and the Section 48 notice). For example, the Marine Management Organisation was identified under Section 42(1)(a) and also Section 42(1)(aa) but received only one consultation pack.

6.4.28 Where the same organisation was identified as a statutory consultee under S42 (1) (a), (aa), (b) or (c) and also under S42 (1) (d), the organisation was consulted twice. In practice this means that that organisation received two different consultation packs – the first in its capacity as a statutory consultee, and the second being in relation to its affected land interests. In these instances, the organisations have been shaded green on **Appendix 4.2**. However, please see the commentary at the end of this chapter in respect of specific parties which did not get both letters.

6.4.29 PoTLL did not send reminder letters, but considered its methods of general publicity were appropriate in the context of the scale of the consultation. These are discussed in further detail below.

### ***Undeliverable mail***

6.4.30 As is common in large scale consultation exercises, there were instances where the letters and associated consultation packs sent pursuant to section 42 of the Act were returned to sender.

In respect of Section 42(1)(a)to(c) consultees, only letters addressed to the Highways England Historical Railways Estate and the NHS Institute for Innovation and Improvement (in their capacities as statutory undertakers) were returned to sender. PoTLL undertook an exercise of investigating the contact details of these parties and resent the consultation letters to alternative addresses on 27 June 2017 (these letters are included at **Appendix 4.16**). As such, these parties still had more than the statutory minimum 28 days to respond. PoTLL did receive consultation responses from both these parties.

The following principles were, where practicable, applied by PoTLL where letters sent to Section 42(1)(d) consultees were returned to sender. Relevant parties were searched online to identify any potential alternative address available and, where this yielded a result, the letter and pack was resent with a brief covering note to explain it had been returned to sender (a sample of this covering note is included at **Appendix 4.17**). Where PoTLL could not establish alternative contact address details, a new letter and pack was issued to the affected address, but addressed to 'The Occupier'.

Where PoTLL became aware of an undelivered consultation pack, but had already identified that the addressee in question was no longer considered to be a consultee under Section 42 (such as because they no longer held an interest within the limits of the scheme, or were no longer considered to be a "category 3 person") then the letter was not resent to that person but instead resent to the affected property addressed to The Occupier.

To the best of PoTLL's knowledge, undelivered packages in respect of Section 42(1)(d) consultees were discovered early enough during the statutory consultation period to allow all recipients of "resent" packs a period of 28 days to respond.

### ***Responses from Section 42 consultees***

6.4.31 PoTLL received 25 responses from persons consulted pursuant to Section 42. Chapter 7 gives a further overview, including a breakdown of the number of responses received from each sub-group of persons identified pursuant to Section 42 of the Act. **Chapters 9 –26** address each of the issues raised by respondents to the consultation.

6.4.32 Some responses from Section 42 consultees were accepted by PoTLL beyond the deadline stated in the consultation materials. This was predominantly a reflection of the status of those consultees. For example, Highways England submitted a response over three weeks after the deadline but this was still taken into account by PoTLL, recognising the important role and technical expertise Highways England has in respect of the Scheme.

6.4.33 PoTLL sent emails to Highways England, Gravesham Borough Council, Essex County Council, Environment Agency, Historic England and Natural England

between 4 July 2017 and 5 July 2017 to remind them of the consultation process, given their status, role in relation to the Scheme and technical expertise.

## **6.5 Notification pursuant to Section 46 of the Act**

- 6.5.1 As required by section 46 of the Act, PoTLL sent to the Planning Inspectorate, on behalf of the Secretary of State sample copies of the letters sent to both the section 42(1)(a)-(c) consultees and the section 42(1)(d) consultees, together with a copy of the section 48 notice and a USB stick containing all consultation materials. PoTLL was required to supply this information on or before commencing consultation under section 42 of the Act. The information was sent to the Secretary of State on 16 June 2017 and the consultation commenced on 19 June 2017 - therefore the provisions of section 46 of the Act were complied with.
- 6.5.2 A copy of the letter sent to the Secretary of State is included at **Appendix 4.8**, together with an acknowledgment from the Planning Inspectorate.

## **6.6 Non-Section 42 Activities**

- 6.6.1 In addition to the Section 42 consultees identified above, PoTLL also consulted with a number of "non-Section 42" consultees that responded to the previous non-statutory consultation. They were written to on the same day as the Section 42 consultees (i.e. 16 June 2017) and issued with a USB stick of the consultation materials and a hard copy of the section 48 notice. The letter contained the same information as that sent to the Section 42 consultees, including the deadline by which responses should be received. A complete list of the non-statutory consultees consulted with in this way is set out in **Appendix 4.3**.
- 6.6.2 PoTLL wrote to its customers that use the exiting Port of Tilbury. A copy of the consultation booklet was sent and the covering letter containing information about the Scheme, the deadlines by which responses should be received and the URL for the website. A sample copy of the letter sent is appended in **Appendix 4.7**.
- 6.6.3 PoTLL also wrote to its employees. A copy of the consultation booklet was sent, and the covering letter contained information about the Scheme, the deadlines by which responses should be received and the URL for the website. A sample copy of the letter sent is appended in **Appendix 4.6**.

## **6.7 Section 47 Activities**

- 6.7.1 Section 47 of the Act requires promoters of "Nationally Significant Infrastructure Projects" to prepare a Statement of Community Consultation ("SoCC"), in consultation with local authorities that are within Section 43(1) of the Act. The SoCC must set out how the applicant proposes to consult, about the proposed application "people living in the vicinity of the land".
- 6.7.2 Section 47(7) of the Act requires that scheme promoters carry out the consultation with the community in accordance with the published SoCC. The published SoCC is included at **Appendix 2.7**.
- 6.7.3 This section below explains how PoTLL conducted consultation with the community in accordance with Section 47 of the Act. It includes a check-list of activities PoTLL committed to undertake in its SoCC during its statutory consultation with the community. This chapter also explains how the consultation pursuant to section 47 of the Act was publicised to the community, including what steps PoTLL took to

promote the statutory consultation beyond those it had committed to in the finalised SoCC. Where additional consultation was undertaken which was not referred to in the SoCC the reason for this is explained in this chapter, as required by PINS Advice Note 14.

### **Overview of community consultation**

- 6.7.4 Statutory consultation under Section 47 of the Act was carried out simultaneously with consultation under Section 42 and the publicity under Section 48. The consultation, identified in the SoCC and described in this chapter, with the community commenced on 19 June 2017 and ended on 28 July 2017.
- 6.7.5 The statutory consultation undertaken pursuant to the SoCC was publicised to the community using a variety of tools, which are more fully described in this chapter, but included a letter drop to an area specified in the SoCC, press and digital advertising via a press release. PoTLL held five separate public exhibitions at the times, dates and venues specified in the SoCC, at which interested members of the community could find out more about the Scheme.
- 6.7.6 At the launch of the statutory consultation undertaken in accordance with the SoCC on 16 June 2017, PoTLL published details of the statutory consultation and the proposals for the Scheme as follows:
- Providing the Consultation Documents listed in the SoCC at the six specified “deposit points”. The deposit points were located at the locations specified in section 6.2.1 of this chapter.
  - Making the Consultation Documents and other information about the Scheme proposals available on the project website
  - The Consultation Documents consisted of:
    - A Consultation Booklet
    - Preliminary Environmental Information Report (PEIR)
    - Non-technical Summary of the PEIR
    - Consultation Plans, Maps and Drawings
    - Display Boards (which were available both online and as boards and bound documents)
    - Consultation Leaflet
- 6.7.7 All documents were published for the start of the consultation on 19 June 2017, with the exception of a document answering a number of frequently asked questions from the public exhibitions, which was published on 20 July 2017 and made available online.
- 6.7.8 PoTLL established three channels for the community to provide their feedback to the statutory consultation. These channels were explained in PoTLL’s consultation booklet and promoted via the range of publicity tools described later in this chapter. These channels were:
- a consultation questionnaire that was available via the project website and in paper at the deposit locations;
  - the email address [t2consultation@potll.com](mailto:t2consultation@potll.com); and
  - PoTLL's postal address.

6.7.9 PoTLL also committed to making a paper copy of its consultation questionnaire available free of charge on request, and provided copies on request to visitors to the various consultation events held during the consultation.

**Activities included in the SoCC**

6.7.10 PoTLL’s SoCC contained commitments for the statutory consultation with the community. The table below lists these commitments and explains how each commitment was satisfied.

Paragraph	Intention	What happened
4.1	<p>It was PoTLL’s intention that formal statutory consultation would take place between 19 June and 28 July 2017.</p> <p>The commencement of the consultation period would coincide with the publication of the Preliminary Environmental Information Report (PEIR).</p>	<p>PoTLL undertook the formal statutory consultation in accordance with the SoCC between 19 June and 28 July 2017.</p> <p>The Preliminary Environmental Information Report (PEIR) was published, deposited in the specified locations on or before 19 June 2017 and made available on the project website from 19 June 2017.</p>
4.3	<p>It was desired that the statutory consultation would be based upon the events undertaken for the non-statutory consultation period, albeit some changes would be incorporated to the consultation strategy to maximise the exposure of the proposals and the opportunities for the community to engage with the project.</p> <p>These included ensuring that more consultation events ran into the evening.</p>	<p>Additional events took place in the evenings:-</p> <p>Wednesday 21 June 2017 at Thameside Theatre, Grays, until 9pm</p> <p>Monday 26 June 2017 at Tilbury Hub, Tilbury, until 9pm</p> <p>Tuesday 27 June 2017 and Gateway Primary Free School until 9pm</p> <p>Thursday 29 June 2017 Gravesham Civic Centre until 9pm</p> <p>PoTLL ensured additional materials to aid explanations of the relationship between named roads adjacent to the infrastructure corridor.</p> <p>Statutory consultation boards included aerial photographs of Gravesham as well as Tilbury.</p>

Paragraph	Intention	What happened
4.4	<p>The exact dates and locations of the Phase Two exhibitions would be published in the local press and would be the subject of the leaflet drop (as described below). This would be undertaken prior to the formal commencement of the consultation period.</p>	<p>The exact dates and locations of the Phase Two exhibitions were published in the local press and were the subject of the leaflet drop prior to the commencement of the consultation.</p>
4.5	<p>Consultation documents (including a summary of the Preliminary Environmental Information) were to be available at the exhibition venues and deposited at other locations such as local libraries for inspection.</p> <p>The consultation documents would be available between 19 June 2017 and 28 July 2017 at the venues set out in the SoCC.</p>	<p>Consultation documents (including a summary of the Preliminary Environmental Information) were available at the exhibition venues and deposited at the following locations:-</p> <p>Reception of the offices of Port of Tilbury London Limited Thurrock Council Gravesend Council Grays Library Tilbury Hub Gravesend Library</p> <p>The deposit locations were advertised in the press.</p>
4.6	<p>A new leaflet was to be prepared explaining the scope of the consultation. This will give further details of what is proposed on the Tilbury2 site.</p> <p>The leaflet would give detailed information on the proposed public exhibitions and details of the project website.</p>	<p>A new leaflet was prepared. It explained the nature of the consultation and gave further details of what is proposed on the Tilbury2 site.</p> <p>Unlike the non-statutory consultation leaflet, the statutory consultation leaflet contained an illustrative layout and the most significant issues raised by the local community.</p> <p>The locations and times of the exhibitions was set out on the leaflet. The leaflet is included in <b>Appendix 2.13</b>.</p>

Paragraph	Intention	What happened
4.7	The leaflet would be delivered to the same Consultation Area defined in drawing 5120/150A attached, as was used for the non-statutory consultation prior to the commencement of the statutory consultation period.	<p>The leaflet was distributed to the area shown on plan 5120/150A by Letterbox Distribution between 30 May and 5 June 2017 and GPS evidence of delivery was obtained. GPS tracking evidence is provided in <b>Appendix 2.8.</b></p> <p>One area could not be accessed on delivery days due to police closing the road. Leaflets were delivered to this area on 15 June 2017.</p>
4.8	In addition, as previously, leaflets would be handed out outside the ASDA supermarket in Tilbury and at Tilbury Town railway station (during the morning rush hour).	Two people handed out leaflets at Tilbury Town Station from 6.30am on 16 June 2017 and at ASDA from 09.30am on the same date. These lasted 3 hours.
4.9	<p>Newspaper advertisements and press releases were again to be placed in the <i>Thurrock Gazette</i>, in the two weeks prior to the commencement of the public exhibitions.</p> <p>Advertisements were to be added in the <i>Thurrock Enquirer</i> and <b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b></p>	Newspaper advertisements were placed in <i>Thurrock Gazette</i> , <i>Thurrock Enquirer</i> , <b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b> in each of the two weeks prior to the commencement of the public exhibitions, namely 8 and 15 June 2017 for the <i>Thurrock Gazette</i> and the <i>Thurrock Enquirer</i> and 6 June 2017 and 13 June 2017 for the <b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b> . This is included in <b>Appendix 1.3, Part 1.</b>
4.10	Statutory notices required by Sections 47 of the Planning Act 2008 publicising the Section 47 Notice would also be published in the above newspapers in the week commencing 29 May 2017.	Statutory notices required by Sections 47 of the Planning Act 2008 publicising this statement were published in <i>Thurrock Gazette</i> , <i>Thurrock Enquirer</i> and the <b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b> newspapers in the week commencing 29 May 2017. This is included in <b>Appendix 1.3, Part 5.</b>



Paragraph	Intention	What happened
4.11	In addition, statutory notices required by Section 48 of the Planning Act 2008, publicising the consultation itself, would be published in the same newspapers in the weeks commencing 12 and 19 June 2017.	Statutory notices publicising the consultation itself, were published in <i>Thurrock Gazette</i> , <i>Thurrock Enquirer</i> and the <b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b> in the weeks commencing 12 and 19 June 2017. This is included in <b>Appendix 1.3, Part 6</b> .
4.12	The non-statutory public exhibition locations would be utilised for the statutory consultation public exhibitions with the exception of the public exhibition to be held in Gravesham that will be at the Council offices.	The exhibition locations were used in accordance with this statement with Gravesham Civic Centre replacing the previous location in Gravesham and the other exhibitions remaining the same from the non-statutory consultation period.
4.13	Staffed exhibitions would take place as set out in Table 2 below.	The staffed exhibitions took place in accordance with the table in the SoCC.
4.14	The exhibition would include display boards with further detail on the proposals and potential environmental and community issues being considered. The boards will cover	The exhibition included display boards with further detail on the proposals and potential environmental and community issues being considered. The boards' titles were
	<ul style="list-style-type: none"> <li>- Summary of the proposals</li> <li>- Current general arrangement plans</li> <li>- Transport issues</li> <li>- Key environmental issues raised at the non-statutory stage and how the projects intends to address them</li> <li>- How we are dealing with other plans for the area (such the Lower Thames Crossing) in our assessment of the Tilbury2 proposals</li> <li>- Further work</li> <li>- Next stages</li> </ul>	<ul style="list-style-type: none"> <li>Welcome</li> <li>About Tilbury2</li> <li>Accessing Tilbury2</li> <li>Why are we expanding?</li> <li>Pedestrians, cyclists and public transport</li> <li>The Environment</li> <li>The Community</li> <li>What next?</li> </ul>

Paragraph	Intention	What happened
4.15	<p>At the exhibition, visitors would be invited to complete a further questionnaire. This will ask attendees to comment on more detailed material that will be available, including the initial assessment of environmental effects of the development.</p> <p>The questionnaire would be replicated on the website and hard copies will also be left at the deposit locations.</p> <p>Completed questionnaires from these venues will be picked up at the end and throughout the consultation period.</p>	<p>A questionnaire was provided at the exhibition venues.</p> <p>This asked attendees to comment on more detailed material that will be available, including the initial assessment of environmental effects of the development.</p> <p>The questionnaire was replicated on the web site and hard copies will were left at the deposit locations referred to above.</p> <p>Completed questionnaires from these venues were picked up at the end and throughout the consultation period.</p>
4.16	<p>PoTLL staff and consultants would be available at the exhibitions to answer queries about Tilbury2 and record the issues and concerns raised with them.</p>	<p>Attendees from PoTLL, Pixelwork (PoTLL's community affairs advisers) and Vincent and Gorbings (PoTLL's planning consultants) attended each exhibition to explain the proposals and answer questions.</p>
4.17	<p>A further workshop would be held with the Tilbury Community Forum during the statutory formal consultation period (which was at the time of the SoCC planned for 30 June 2017) in order that they can also disseminate information on the project to the wider community.</p> <p>Invitations to this workshop were also to be extended to the Tilbury Riverside Project, One Community and other community and faith organisations.</p>	<p>The event was held at PoTLL's TRACC building and mainly consisted of a question and answer session with 3 members of the Tilbury2 team.</p> <p>The community did comment that they wanted to know more about Port activities and the development of the community newsletter <i>Re:Port</i> came out of this.</p>
4.18	<p>As during the non-statutory consultation period, social media would be used to ensure wider awareness of the consultation events. It was proposed that Facebook sponsored advertising will be expanded to an area of 15km from the site.</p>	<p>Facebook Adverts            25/06/17 – 12 days – reached 9213            16/07/17 – 6 days – reached 4319</p>

### Public exhibitions

6.7.11 The table below sets out the locations, dates, times and estimated attendance of each publicised public exhibition held during the statutory consultation period.

Location	Time	Date	Estimated attendance based on sign in sheet (where applicable)
Thameside Theatre*	10:00-12:00 & 14:30-21:00	21 June 2017	21
Tilbury Hub	15:00-21:00	26 June 2017	33
The Gateway Primary Free School	15:00-21:00	27 June 2017	9
Tilbury Hub	10:00-17:00	28 June 2017	36
Gravesend Civic Centre*	10:00-12:00 & 14:30-21:00	29 June 2017	50
<b>Total</b>			<b>149</b>

\* Exhibitions had a specific time between 12:00-14:30 for councillors of Thurrock and Gravesham to further examine the proposals and ask questions.

Following the exhibitions, PoTLL held an additional exhibition at Tilbury Hub this was attended by a consultant from Ardent to specifically answer questions on Part One Claims. This was run as an interview style session around a table and not with the boards as presented before.

Tilbury Hub	10:00-12:00	21 July 2017	4
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### 6.7.12 Summary of publicity of the Public Exhibitions

Advertisement	Description	Appendix Reference where appropriate
Tilbury2 Website	The dates, times and locations of the public exhibitions were available on the website.	Screenshots - <b>Appendix 1.3 Part 2</b>
Tilbury2 website and email contacts	Information would be sent about the exhibitions where requested or if questions about the project were asked before the final exhibition the remaining exhibitions would highlighted.	
Social Media	Posts on Twitter and Facebook announced the public exhibitions	Screenshots - <b>Appendix 1.3 Part 3</b>

Print Media	Articles advertised the exhibitions stating their date, time and location were published in the <i>Kent Messenger Extra Gravesend &amp; Dartford</i> , <i>Thurrock Gazette</i> and the <i>Thurrock Enquirer</i>	Main exhibition advertisement Articles - <b>Appendix 1.3 Part 1</b>
Online media	Articles advertised the exhibitions stating their date, time and location were published online.  The additional exhibition with the Ardent consultant was advertised separately.	Main exhibition advertisement Articles - <b>Appendix 1.3 Part 2</b>  Additional exhibition advertisement – <b>Appendix 1.4 Part 2</b>
Leaflets	The leaflets contained the date, time and location of the exhibition and dropped to areas in Grays, Tilbury and Gravesham.	Distribution of leaflets, GPS - <b>Appendix 2.8</b> Leaflet – <b>Appendix 2.13</b>
Orally	PoTLL advertised the exhibitions during meetings and encounters with the local community.  This also included discussions with the Traveller and Showmen communities through Liaison officers as indicated in <b>6.12</b> .	
Radio Ad	PoTLL raised awareness of the consultation and that there were events, linking to local press and to the website.  A Radio advert was run on 12 June 2017 on Radio Essex, Smooth Radio Kent and KMFM West. The advert directed respondents to attend a formal consultation event and highlighted the website and local press for details.	Detail of the advert <b>Appendix 1.3 Part 4</b>
Consultation Booklet	PoTLL stated the dates, times and locations of the exhibitions in the consultation booklet. This was distributed to	Consultation Booklet – <b>Appendix 2.9</b>

	Consultees (as stated in <b>6.3.1 -6.3.3</b> ) and online	
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### Advertising the Extra consultation event

Advertisement	Description	Appendix Reference where appropriate
Tilbury2 Website	The dates, times and locations of the additional public exhibition was available on the website.	Screenshots - <b>Appendix 1.4 Part 2</b>
Social Media	Posts on Twitter and Facebook announced the additional public	Screenshots - <b>Appendix 1.4 Part 3</b>

### Publicising the Exhibitions

#### 6.7.13 Details of PoTLL's leafleting

Leafleting		
Date	Location	Reasoning
June 2017	Parts of Grays, Tilbury and Gravesend	These are the parts of the local community nearest to the Tilbury2 site, so most likely to be potentially impacted by the proposals. The leaflet will be delivered to the same Consultation Area defined in drawing 5120/150A attached, as was used for the non-statutory consultation prior to the commencement of the statutory consultation period. The area was discussed with officers of the host authority prior to non-statutory consultation taking place, and reasonably includes all households and businesses that could possibly be affected by the development whether by some significant direct visual relationship to the proposals or externalities from the development such as the passage of vehicles along the main roads that would be used by vehicles accessing the port terminal, in particular the A1089, A13 and M25. To the south of

		the river, the main impact is likely to be the change in the river frontage when viewed from the south bank of the Thames. However, as the land rises to the south from the riverside, wider views of the river are available. For the avoidance of doubt the whole of the urban area of Gravesend is included within the Consultation Area. No stakeholder or member of the community has expressed concern that this distribution area was not wide enough.
16 June 2017 (06.30-09.30)	London bound side of Tilbury Town Station	The London bound side of the station was chosen to capture commuters to London that may be too busy to attend an exhibition, but may be affected and travel through one central point.
16 June 2017 (09.30-12.30)	Front of the ASDA store	ASDA is the main supermarket in Tilbury as well as being the largest and is attended by the Tilbury community. The ASDA supermarket also provides a large amount of disabled parking spaces and therefore is easily accessible to less able people.

- 6.7.14 A letter to community groups and religious organisations was sent on 12 June with two copies of *Re:Port* and 4 leaflets. A list of those it was sent to is available in **Appendix 4.5**, the list was assembled because of the long relationships that PoTLL has had with different community and outreach groups; however, nobody responded.
- 6.7.15 Initial contacts were followed up with a meeting on 11 July 2017 to discuss further information required and people's questions. It was noted as well received and some had said they would go to consultation events in Tilbury and PoTLL agreed to provide answers or arrange to see them if needed. Consultation Document was provided to them on 11 July 2017. The Traveller and Showman Communities' only main concern was the grazing of horses.

### **Public Exhibition Details**

6.7.16 Locations were chosen for the reasons indicated in 4.7.1. The change in location of exhibition occurred in Gravesham. The Civic Square provided a central location that was easily accessible by public transport. It had good disabled access and an on-site café. Furthermore, the council reception staff promoted the event on the day and this location allowed the promotion of Tilbury2 internally. Photos of the exhibitions can be found at **Appendix 2.16**.

6.7.17 As a result of PoTLL's initial impressions of the public exhibitions, a series of FAQs were published. These were made available online and are attached in **Appendix 2.18**.

6.7.18 PoTLL used a variety of tools to publicise the statutory consultation to the community. Each is described in detail above.

6.7.19 All of the materials stated in **6.1.1** were made available on the website [www.tilbury2.co.uk](http://www.tilbury2.co.uk), this made the website the most significant public access point. The website was available 24 hours and had a contact form on it that emailed the project team directly.

### ***Further Consultation Engagement Events***

6.7.20 As well as the public exhibitions, PoTLL undertook further consultation engagement events for specific parts of the community, these are expressed in the table below.

<b>Event</b>	<b>Date</b>	<b>Audience (not including PoTLL)</b>	<b>Notes</b>
Councillors' Exhibition	17 July 2017	9	Councillors were offered packs containing a leaflet, consultation document, non-technical summary of the PEIR and SoCC.  This was additional and included by a number of councillors as well as the deputy director of planning for Gravesham.
Rail Freight Group	26 June 2017	Circa. 70 people Rail Freight Group at Orsett Hall	14 people attended the proposed site tour
CILT Group	5 July 2017	CILT Group	Consultation Document was handed out
Tilbury Community Forum (Tilbury2 site tour)	30 June 2017	4	After this meeting a tour of the Tilbury2 site was organised. This was organised for 15 people on 11 August 2017 and 4 people attended.

			Confirmation emails were sent thanking for the opportunity after.
Thurrock Park	27 July 2017	Chair Thurrock Park Residents Association	The chair of the Thurrock Park Residents Association was given a presentation of the scheme and packs similar to those given to councillors were presented to them.
Chadwell Community Forum	24 July 2017	4 (This included attendance by Cllr Gerard Rice)	Attendees were sent the same presentation and given the packs as the councillors at the Councillor's Exhibition meeting and if desired at the public exhibitions.
Tilbury Community Forum	30 June 2017	11 (This included attendance by Cllr Steve Liddiard)	The main focus of this event was a workshop where there were discussions and input from the forum on jobs and wayfinding.

#### 6.7.21

##### **Activities undertaken in addition to those specified in the SoCC**

- An exhibition was undertaken with the Chadwell Community Forum, this emerged following contact made by Peter Saunders (the Chair of Chadwell Community Forum at the public exhibition at Gateway Academy on 27 June 2017. The Chadwell Community Forum meeting was attended by local councillor Cllr Gerard Rice.
- A series of FAQs were released following the exhibitions, this was deemed appropriate following the public exhibitions. This was not in relation to local authorities' comments.
- An additional exhibition was set up specifically for land referencing, this was deemed appropriate following the public exhibitions to be able to answer specific questions on Part One claims, this was not in relation to local authorities comments.
- A presentation was given to Thurrock Park Residents Association, this was not in relation to local authorities comments.

##### ***Responding to queries raised by the community***

Consultation Full Report

Submission Version Final Report October 2017



The proposals are on the site which housed the TilburyB power station; this power station featured two chimneys, which were a landmark to the local community. PoTLL were asked about the adjacent TilburyB site and in particular the demolition date of the chimneys. The demolition activity is not undertaken by PoTLL; therefore, PoTLL was unable to provide this information.

## Methods of Response

PoTLL could be responded to orally, at public exhibitions, through letters and emails. The website had the ability to leave comments that were directly sent to PoTLL and would appear on the website. These are in addition to the questionnaire.

Where the responses posed further questions answerable by the Port and if possible these were directly responded to in responses that often highlighted the questionnaire.

## 6.8 Section 48 Activities

- 6.8.1 In accordance with Section 48 of the Act PoTLL publicised its proposed application for development consent in the manner prescribed by regulation 4(2) of the APFP Regulations. These notices are referred to as “the Section 48 notice” throughout this chapter.
- 6.8.2 Regulation 4(2) of the APFP Regulations requires that the Section 48 notice be published:
- in one or more local newspapers circulating in the vicinity of where the proposed development would be situated for at least two successive weeks;
  - in a national newspaper on at least one occasion; and
  - in the London Gazette on at least one occasion.
- 6.8.3 Regulation 4(2) of the APFP Regulations also requires that where a proposed application relates to 'offshore development', a notice must be published once in the Lloyd's List and once in an appropriate fishing journal. The concept of 'offshore development' is not defined in the Act. Whilst PoTLL considers it is doubtful that the Scheme could be considered to be “offshore development”, given it is located on the river Thames, it has nevertheless decided, taking a precautionary approach, to proceed as if the Scheme was “offshore development”. This is predominantly due to this being questioned on other, similar schemes by the Planning Inspectorate previously.
- 6.8.4 The proposed application for development consent does not affect land in Scotland, so there was no requirement to publish a notice in the Edinburgh Gazette.
- 6.8.5 There is a further requirement (under regulation 11 of the EIA Regulations), to send at the same time as publishing notice of the proposed development under Section 48, a copy of the Section 48 notice to the consultation bodies (defined in regulation 2 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009) and to any persons notified to the applicant in accordance with Regulation 9(1)(c) of the same regulations. This requirement applies to schemes which are classified as 'EIA Development' under the EIA Regulations, which the Scheme is.
- 6.8.6 PoTLL publicised its proposed application in the manner required by the Act and all associated Regulations. This below section explains how these requirements were met.

**Publication of the Section 48 notice**

6.8.7 DCLG Guidance states that the notice "is an integral part of the public consultation process". The guidance also states that, where possible, the publication of the first of the two required local newspaper notices should coincide approximately with the beginning of the consultation with communities. For this reason, PoTLL arranged for the Section 48 notice to first appear in the local and national newspaper titles in the week before the commencement of its statutory consultation, which was being undertaken pursuant to Section 42 and Section 47 of the Act, from 16 June 2017. The notices published under Section 48 of the Act stipulated that the deadline for responses was 28 July 2017, which was also consistent with the consultation being undertaken pursuant to section 42 and section 47 of the Act. The table below lists the dates and titles in which PoTLL's Section 48 notice was publicised. A copy of each notice is located in the indicated Appendix.

<b>Publication</b>	<b>Date</b>	<b>Circulation</b>	<b>Appendix Reference</b>
<i>London Gazette</i>	14 June 2017	National	<b>1.3 Part 6</b>
<b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b>	13 June 2017	Barnehurst, Dartford, Gravesend, Hartley Rural Area, Swanley, Swanscombe, Greenhithe	<b>1.3 Part 6</b>
<b><i>Kent Messenger Extra Gravesend &amp; Dartford</i></b>	20 June 2017	Barnehurst, Dartford, Gravesend, Hartley Rural Area, Swanley, Swanscombe, Greenhithe	<b>1.3 Part 6</b>
<i>Lloyd's List</i>	14 June 2017	Shipping and maritime community	<b>1.3 Part 6</b>
<i>The Times</i>	14 June 2017	National	<b>1.3 Part 6</b>
<i>Thurrock Enquirer</i>	15 June 2017	Dartford Crossing, Purfleet, Aweley, West Thurrock, Ockendon, Stifford, Bulphan, Horndon on the Hill, Corringham, Fobbing, Coryton, Thames Haven, Stanford - le - hope, Mucking, Tilbury, linford, Muckingford, Blackshots, Grays	<b>1.3 Part 6</b>
<i>Thurrock Enquirer</i>	22 June 2017	Dartford Crossing,	<b>1.3 Part 6</b>

		Purfleet, Aweley, West Thurrock, Ockendon, Stifford, Bulphan, Horndon on the Hill, Corringham, Fobbing, Coryton, Thames Haven, Stanford - le - hope, Mucking, Tilbury, linford, Muckingford, Blackshots, Grays	
<i>Thurrock Gazette</i>	15 June 2017	Grays, Ockendon, Purfleet, Thurrock, Stanford Le Hope, Tilbury	<b>1.3 Part 6</b>
<i>Thurrock Gazette</i>	22 June 2017	Grays, Ockendon, Purfleet, Thurrock, Stanford Le Hope, Tilbury	<b>1.3 Part 6</b>
<i>Fishing News</i>	22 June 2017	Fishing community	<b>1.3 Part 6</b>

6.8.8 As required under regulation 11 of the EIA Regulations, a copy of the section 48 notice was also included in the consultation packs which were sent to the consultees identified as falling under Section 42(1)(a), (b) and (c) (the consultation bodies) and the organisations included in the list provided to PoTLL under regulation 9 of the EIA Regulations. This is further reported on above.

#### **Content of the Section 48 notice**

6.8.9 Copies of the Section 48 notice are included in **Appendix 1.3, Part 6**.

6.8.10 The Section 48 notice complied with the requirements of Regulation 4(3) of the APFP Regulations and included:

- the name and address of the applicant;
- a statement that the applicant intends to make an application for development consent to the Secretary of State;
- a statement as to whether the application is EIA development;
- a summary of the main proposals, specifying the location or route of the proposed development;
- a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice as well as via PoTLL's project website<sup>3</sup>;

<sup>3</sup> The six deposit locations are described in section 6.1 of this chapter, including the rationale for the selection of each one.

- the latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the deadline in sub-paragraph (i));
- whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;
- details of how to respond to the publicity; and

A deadline for receipt of responses by the applicant being 23.59 on 28 July 2017. The Section 48 notice was last published on 22 June 2017 meaning that there was in excess of the 28 days required by regulation 4(3)(i).

## 6.9 Parties not formally consulted under specified categories

6.9.1 The above section of this report describes how PoTLL identified and consulted with parties required to be consulted under sections 42(1)(a) to (d).

6.9.2 Whilst finalising the consultation report in preparation for submission of the DCO application, PoTLL's land referencers, Ardent, undertook a "final cross check" exercise in October 2017. This included undertaking a cross check that the parties included in the list of identified Section 42(1)(d) consultees all received consultation letters in their capacity as persons with an interest in land. On concluding this check, it became apparent that due to an administrative error, a small number of those with potential interests in land did not receive such a letter. These parties are included in the table below, together with an explanation as to whether they were consulted in a different capacity, with the remainder of this section providing an explanation of actions taken:

Party and nature of interest	Consulted in another capacity?
Network Rail Infrastructure Limited – in respect of operational railway land	Yes – received s.42 consultation letter and package of information as a statutory undertaker for the purposes of section 42(1)(a)
Essex and Suffolk Water – in respect of underground water and sewerage apparatus	Yes – received s.42 consultation letter and package of information as a statutory undertaker for the purposes of section 42(1)(a)
Cadent Gas Limited (previously National Grid Gas) – in respect of underground gas apparatus.	Yes – received s.42 consultation letter and package of information as a statutory undertaker for the purposes of section 42(1)(a)
UK Power Networks – In respect of underground electricity apparatus.	Yes – received s.42 consultation letter and package of information as a statutory undertaker for the purposes of section 42(1)(a)
Plancast Limited – in respect of underground telecommunications apparatus.	No, although PoTLL has engaged with this party (in respect of its apparatus that could be impacted) outside of the statutory consultation process during pre-application engagement

KPN International - in respect of underground telecommunications apparatus.	No, although PoTLL has engaged with this party (in respect of its apparatus that could be impacted) outside of the statutory consultation process during pre-application engagement
Level 3 Communications Limited - in respect of underground telecommunications apparatus.	No, although PoTLL has engaged with this party (in respect of its apparatus that could be impacted) outside of the statutory consultation process during pre-application engagement
Openreach Limited - in respect of underground telecommunications apparatus.	No, although PoTLL has engaged with this party (in respect of its apparatus that could be impacted) outside of the statutory consultation process during pre-application engagement
Zayo Group Limited - in respect of underground telecommunications apparatus.	No, although PoTLL has engaged with this party (in respect of its apparatus that could be impacted) outside of the statutory consultation process during pre-application engagement

6.9.3 Because some of these parties had been formally consulted (under sections 42(1)(a) to (c)), albeit they did not receive a formal “landowner’ s.42 consultation letter”, PoTLL decided to categorise the above parties into those that had been consulted during the statutory consultation in a different capacity and those that hadn't and in turn deal with each category in different ways. The below sections summarise what action PoTLL took in respect of each of these two 'categories' with a view to ensuring (and confirming) the relevant parties were not prejudiced in any way by not being prescriptively consulted in their capacity as a person with a land interest.

***Parties consulted in a different statutory capacity***

6.9.4 As mentioned, four of the parties not consulted under s..42(1)(d) were consulted under s.42(1)(a) in their capacity as statutory undertakers. As such, each of these parties received a “non-landowner” s.42 consultation letter, together with a USB stick containing information about the Scheme including the consultation booklet, PEIR and illustrative engineering drawings. In addition, PoTLL has been engaging on an ongoing basis with these parties in relation to the impacts of the Scheme on these parties' land interests.

6.9.5 In this light, PoTLL considers that it has been demonstrated that there has been full information provided to these parties and thus an opportunity for full understanding of the project, its likely effects and engagement with the pre-application process. Therefore it is reasonable to conclude that these parties are in effect in no different a position than they would have been if they had received the formal “landowner” s.42 consultation letter and pack and are not considered to be prejudiced as a result of not receiving the “landowner” s.42 consultation letter and pack. In coming to this position PoTLL confirms that they had received, in their capacity as a statutory undertaker, all relevant information about the Scheme available at the time of the statutory

consultation which would have been sufficient to identify any interactions between the Scheme and their land interests. The lack of the “landowner” s.42 consultation letter and pack would not have affected the parties' understanding of the project. In their capacity as a statutory undertaker, they also had been given more than 28 days, within the overall identified, publicised and notified statutory consultation period, to directly engage with and respond to statutory consultation. To illustrate this, Network Rail Infrastructure Limited and Cadent Gas Limited responded before the statutory consultation deadline.

- 6.9.6 However, recognising the administrative error that Ardent identified in October 2017, PoTLL sent a letter to these four parties (**Appendix 4.18**) on 16 October 2017 apologising for the error but confirming that they had received all relevant available information during the consultation.

#### ***Parties not consulted through statutory consultation process***

- 6.9.7 As set out in the table above, five parties with potential land interests did not receive any direct prescribed materials during the statutory consultation due to an administrative error. When it became aware of this error, PoTLL sent letters (**Appendix 4.19**) on 16 October 2017 to these parties, enclosing the information they would have received during the consultation (i.e. a plan of the proposed Order limits and PoTLL's consultation booklet), and which briefly described the Scheme as well as setting out how they could take part in the examination of the DCO application. The parties were not invited to submit comments directly to PoTLL as this was not seen as appropriate for the reasons set out below. PoTLL has, to date, received responses from Zayo Group Limited and Interoute (on behalf of Plancast Limited) which only confirm the nature of interests in the site and make no substantive comments.
- 6.9.8 It should be noted that PoTLL's consultants, Atkins, have been in contact previously (at the end of 2016) with all these parties to discuss the potential impact of the Scheme on their apparatus and diversions that might be required. As such, these parties will be aware of the proposals, notwithstanding they did not get a direct statutory consultation letter.
- 6.9.9 In this light, given (a) the nature of the land interests in question (i.e. relating to standard telecoms apparatus in the land); (b) the level of publicity and general notification of statutory consultation and wide ranging engagement and non-statutory consultation that actively continues; (c) the ability for these parties to play a full and active role during the examination of the DCO application if they wish (which has been flagged with them in the recent letter); and (d) PoTLL's proposal to include a standard set of protective provisions for the benefit of telecoms network operators (by reference to the electronic communications code), PoTLL does not consider the omission to consult these parties in the formally prescribed manner during the statutory consultation as prejudicing these parties in respect of their land interests, particularly where PoTLL has already engaged with them and continues to seek to do so. They will have a number of opportunities to continue direct engagement and agreement and to make representations on the proposals and be fully heard during the examination.
- 6.9.10 PoTLL fully intends, should this DCO application be accepted for examination, to include all nine parties on a precautionary and inclusive basis in its lists of relevant persons to be notified under Section 56 of the Act.

## 6.10 Consultation under the EIA and Habitats Regulations

6.10.1 PoTLL identified at an early stage that the application for development consent for the Scheme would be an EIA development under the terms of the EIA Regulations. As such an environmental statement would be submitted with the application for development consent and PoTLL would need to comply with the requirements of the EIA Regulations.

6.10.2 It should be noted that the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) have been followed in respect of consultation requirements. Whilst the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, implementing Directive 2014/52/EU, came into force on 16 May 2017, the result of the transitional provisions of these Regulations is that they do not apply to the proposals.

6.10.3 PINS Advice Note 14 states:

*"Consultation undertaken as part of the EIA regime is separate to that required under the Planning Act 2008. Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to this consultation should be kept separate from the statutory consultation carried out under the provisions of the Planning Act 2008."*

6.10.4 The pre-application publicity and consultation requirements (including consultation on the preliminary environmental information) of the EIA Regulations are consistent with those under the Act. Therefore, it is difficult to distinguish the responses received pursuant to the consultation undertaken under the Act and the EIA Regulations and therefore Chapters 09 – 26 describe the responses received to the statutory consultation and PoTLL's response to it. This chapter explains the steps that PoTLL undertook to comply with consultation requirements that are specific to the EIA Regulations.

6.10.5 The EIA development process is referred to as the "EIA process" throughout this section of **Chapter 6** for ease of reference.

### ***Screening and scoping***

6.10.6 Regulation 6 of the EIA Regulations provides that a person who proposes to make an application for development consent must, before carrying out consultation under section 42 of the Act, either request a screening opinion from the Secretary of State or notify the Secretary of State in writing that the person proposes to provide an environmental statement in respect of the development. This is further explained at paragraph 3 of Advice Note 7.

6.10.7 In March 2017, by means of a letter to the Planning Inspectorate, PoTLL notified the Secretary of State under regulation 6(1)(b) of the EIA Regulations that it proposed to provide an environmental statement in respect of the Scheme. A copy of that letter is included at **Appendix 4.14**, with an acknowledgement from the Planning Inspectorate included at **Appendix 4.15**.

6.10.8 Regulation 8 of the EIA Regulations provides that a person who proposes to make an application for an order granting development consent may ask the Secretary of State to state a written opinion as to the information to be provided in the environmental statement ("a Scoping Opinion").

6.10.9 In March 2017 in the same letter as above, and in accordance with regulation 8(1) and (3) of the EIA Regulations, PoTLL requested that the Planning Inspectorate provide it with an EIA Scoping Opinion on behalf of the Secretary of State. At this time, PoTLL also provided to the Planning Inspectorate an EIA scoping report. Evidence of PoTLL's application for a Scoping Opinion is included in the letter included in **Appendix 4.14**.

6.10.10 The Planning Inspectorate reviewed and consulted on PoTLL's scoping report and in May 2017 issued a Scoping Opinion to PoTLL on behalf of the Secretary of State. PoTLL's Environmental Statement (Document Reference 6.1) explains how PoTLL took account of this Opinion.

### ***Requirements of the EIA Regulations***

6.10.11 Regulation 9 of the EIA Regulations applies as PoTLL notified the Secretary of State pursuant to Regulation 6(1)(b) that it would be providing an environmental statement with its application for development consent.

6.11.12 Regulation 9 (1)(b) of the EIA Regulations provides that the Secretary of State must identify to the applicant all those bodies it had consulted as part of the EIA Scoping process (the "Regulation 9 List"). Regulation 9(1)(c) provides that the Secretary of State should also identify to the applicant:

- all those it considers to be, or likely to be affected by or to have an interest in the proposed development; or
- to be unlikely to become aware of the proposed development by means of the pre-application consultation process.

6.11.13 PoTLL ensured that all persons identified to them by the Planning Inspectorate in this regard were included in the list of prescribed consultees to be consulted under section 42 of the Act. Further details are provided earlier in this chapter.

6.11.14 Pursuant to Regulation 10 of the EIA Regulations, PoTLL confirmed in its SoCC that the application for the Scheme would be accompanied by Environmental Statement for the purposes of the EIA Regulations.

6.11.15 Additionally, PoTLL set out in its SoCC how it would be publicising and consulting on the PEIR, as part of the statutory consultation undertaken between 16 June 2017 and 28 July 2017. Further information in respect of how the SoCC was publicised and consulted upon is included earlier in this chapter.

6.11.16 Regulation 11 of the EIA Regulations provides that applicants must, simultaneously with publishing a notice under Section 48 of the Act, send a copy of this notice to consultation bodies (as defined in the EIA Regulations), as well as all those bodies identified by the Planning Inspectorate under Regulation 9(1)(c) of the EIA Regulations. PoTLL complied with this requirement and sent a copy of the Section 48 notice to those bodies identified as part of its consultation undertaken pursuant to section 42(1)(a), (aa), (b) and (c) of the Act and to those organisations included in the list provided by PINS under Regulation 9 of the EIA Regulations. Further details on PoTLL's statutory consultation under Section 42 of the Act are set out in earlier in this chapter.

6.11.17 Chapters 09 –26 summarises the issues raised by respondents to the statutory consultation. Responses to the statutory consultation from all those bodies



identified to PoTLL by PINS pursuant to Regulation 9 of the EIA Regulations are considered and responded to in those chapters.

### **Habitats Regulation Assessment consultation**

6.11.18 The applicant for a development consent must give consideration to whether a project has the potential to significantly affect certain European protected wildlife sites<sup>4</sup>, the applicant must provide a report which should include the site(s) that may be affected, together with sufficient information to enable the Secretary of State, as decision maker, to conclude whether an appropriate assessment is required, and, if so, to undertake such an assessment. PoTLL has submitted with its application for development consent a Habitats Regulation Assessment Report.

6.11.19 Paragraph 96 of the DCLG guidance recommends that scheme promoters should, in preparing the reports referred to in paragraph 6.11.18 above, consult with certain statutory conservation bodies (and any other non-statutory bodies the promoter considers necessary) before finalising its HRA report or No Significant Effects Report.

6.11.20 PoTLL has engaged with Natural England pre-submission on the contents of its HRA Report.

## **6.12 Further Consultation**

6.12.1 The relative lack of information on the Gypsy and Traveller and Travelling Show people communities, and their often transient lifestyles are likely to require more targeted consultation to ensure that proposals are accessible and understood by those who wish to engage. The Royal Town Planning Institute's "Good Practice Note" recommends that there should be not be an expectation that Traveller and Showpeople communities will participate in "open" consultation meetings, and therefore suitable methods of bringing respective communities together should be explored. This is best achieved through existing forums, liaison officers and the local authority.

6.12.2 The Port arranged contact with the Traveller and Showman Communities after initial contact 8 June 2017. The Traveller and Showman Welfare Officers at Thurrock Council agreed to deliver leaflets and copies of *Re:Port* to six camps in Thurrock: Biggin Lane, Chadfield, The Pig Farm, Herd Lane, Lower Crescent and Three Acres. Tilbury and the rest of Thurrock have a sizable Gypsy and Traveller and Travelling Showpeople communities and it was felt appropriate they should be particularly targeted. The 2011 Census identified Thurrock as having a population of 308 Gypsy & Traveller residents. Across the authorities within Essex, Thurrock has the second largest population of these communities.

## **6.13 Pre-application, further consultation**

6.13.1 Following the statutory consultation and before the submission of the application, PoTLL sent the following documents on 22 September 2017 with a request for responses before 13 October

- Draft Land Plans and Crown Land Plan;

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<sup>4</sup> See the Habitats Directive (Council Directive 92/43/EEC), the Conservation of Habitats and Species Regulations 2010, Offshore Marine Conservation (Natural Habitats etc.) Regulations 2007 and the Wild Bird Directive (2009/147/EC)

- Draft Works Plans;
- Draft General Arrangement Plans;
- Draft Engineering Section Drawings and Plans made up of the following sets:  
Highway; Railway; and Illustrative Cross-Sections
- Draft Chapters 1-6 of the Environmental Statement
- Draft Masterplanning Statement.

On 2 October, PoTLL circulated the following documents (as detailed in table below)

- Draft DCO (including deemed marine licence)Dredging Plan
- Construction Environment Management Plan
- Operation Management Plan
- Relevant Topic Chapters of the ES (this is with the exception of RWE and Anglian Water)

**PRE-APPLICATION CONSULTATION 2 OCTOBER 2017**

**CIRCULATION CHECKLIST**

Topic	Documents	Thurrock Council	Gravesham Council	Essex CC	Historic England	EA	PLA	MMO	NE	AWS
Heritage	Draft ES Chapter on Built Heritage	Sent	Sent	Sent	Sent					
LVIA	Draft ES Chapter and all Appendices and Figures	Sent	Sent	Sent	Sent					
Terrestrial Ecology	n/a	Bioscan (PoTLL consultant) to undertake further consultation direct								
Marine Ecology	Draft ES Chapter and Appendices	Sent	Sent	Sent		Sent	Sent	Sent	Sent	
Navigation	Draft ES Chapter and NRA						Sent			
Waste	Draft ES Chapter and appendices	Not be circulated at this stage								
Hydrogeology and Ground Conditions	Draft ES Chapter and Appendices/Figures  Hydrodynamic	Sent				Sent				

Topic	Documents	Thurrock Council	Gravesham Council	Essex CC	Historic England	EA	PLA	MMO	NE	AWS
	modelling study	Sent				Sent				
Noise and Vibration	Draft ES Chapter and Appendices/Figures	Sent	Sent		Sent	Sent				
Air Quality	Draft ES Chapter and Appendices/Figures	Sent	Sent		Sent	Sent				
Traffic	Draft ES Chapter and CTMP,FTP, SDP, TA	Liaison direct between i-transport (PoTLL consultant) and highways authorities								
Lighting	Main document – appendix to LVIA	Sent	Sent	Sent	Sent					
Water Resources and Flood Risk	Draft ES Chapter and Level 2 and Level 3 FRA,Other Appendices and Figures	Sent	Sent			Sent	Sent	Sent		
	Draft ES HR Wallingford Report and Drainage Strategy	Sent	Sent			Sent	Sent	Sent		

Topic	Documents	Thurrock Council	Gravesham Council	Essex CC	Historic England	EA	PLA	MMO	NE	AWS
		Sent	Sent			Sent	Sent	Sent		
WFD+Drainage	Draft ES WFD Assessment									
CEMP	Main document and SWMP	Sent	Sent		Sent	Sent	Sent	Sent		
Operational Management Plan	Main document	Sent	Sent		Sent	Sent	Sent	Sent		
Plans: TRM RoW Classification Accompanying Schedules	As topic	For direct discussions with stakeholders								
DCO	Draft DCO (including DML)  Dredging plan	Sent	Sent	Sent	Sent	Sent	Sent	Sent		

## 7 Analysing the responses to the consultation

7.1.1 This chapter describes how responses were recorded, collated and analysed to inform further scheme development and to provide the data to develop this Consultation Report.

### 7.2 Section 42 Responses

7.2.1 Responses from section 42 consultees have been dealt with in the following ways

Section 42 Consultation Responses			
Consultee Type		Response Received in relation to the statutory consultation phase	Location in the Report
Land Interests		<p>None received from land interests within the Order limits.</p> <p>Some responses received from those with a potential “relevant claim” querying the mechanics of compensation.</p>	n/a
Local Authorities	Thurrock Council	A formal Section 42 response was received from different parts of Thurrock Council.	<p>Responses to the Council’s comments can be found in <b>Chapters 9 to 26</b>, with a summary in <b>Appendix 5.3</b>.</p> <p>Details of the meetings that have been held with Thurrock Council are outlined in <b>Appendix 3</b>.</p>
	Gravesham Borough Council	A formal Section 42 response was received from different parts of Thurrock Council.	<p>Responses to the Council’s comments can be found in <b>Chapters 9 to 26</b>, with a summary in <b>Appendix 5.3</b>.</p> <p>Details of the meetings that have been held with Gravesham Borough Council are outlined in <b>Appendix 3</b>.</p>
	Essex County Council	A formal Section 42 response was received from Essex County Council	<p>Responses to the Council’s comments can be found in <b>Chapters 9 to 26</b>, with a summary in <b>Appendix 5.3</b>.</p> <p>Details of the meetings that have been held with Essex County Council are outlined in <b>Appendix 3</b>.</p>

	Kent County Council	Kent County Council sent their original scoping report as a response.	Individual Responses are summarised in <b>Appendix 5.3</b> .
	London Borough of Bexley	A formal Section 42 response was received from the London Borough of Bexley	Responses to the Council's comments can be found in <b>Chapters 9 to 26</b> , with a summary in <b>Appendix 5.3</b> .
Statutory Undertakers	Anglian Water Services	Responses received related to the protection of their own assets and access to these and further	Individual Responses are summarised in <b>Appendix 5.3</b> .  The interaction of the proposals with statutory undertakers will be managed through protective provisions in the DCO, which PoTLL is discussing with these bodies.  Meetings with these consultees are outlined in <b>Appendix 3</b> .
	National Grid		
	RWE		
	Cadent		
	ESP Utilities Group	ESP Utilities Group expressed no concerns as there was no gas or electricity apparatus in the vicinity.	Individual Responses are summarised in <b>Appendix 5.3</b> .
Statutory Consultees	Civil Aviation Authority	A formal Section 42 response was received from the Civil Aviation Authority.	Individual Responses are summarised in <b>Appendix 5.3</b> .  Meetings with consultees are outlined in <b>Appendix 3</b> .
	NHS	A formal Section 42 response was received from the NHS.	
	Natural England	A formal Section 42 response was received from Natural England.	
	Environment Agency	A formal Section 42 response was received from the Environment Agency.	
	Port of London Authority	A formal Section 42 response was received from the Port of London Authority.	

	Trinity House	A formal Section 42 response was received from Trinity House.	
	Marine Management Organisation	A formal Section 42 response was received from the MMO.	
	Royal Mail	A formal Section 42 response was received from the Royal Mail.	
	TfL	Two formal Section 42 responses were received from TfL.	
	HSE	A formal Section 42 response was received from HSE.	
	Essex Chambers of Commerce	A formal Section 42 response was received from Essex Chamber of Commerce.	
	Network Rail	A formal Section 42 response was received from Network Rail.	
	Historical England	A formal Section 42 response was received from Historical England.	
	Highways England	A formal Section 42 response was received from Highways England	
	Department Infrastructure Organisation	Further to the CAA's recommendation to consult with the DIO following the statutory consultation period, a response was received from the Safeguarding Department Statutory and Offshore, Defence Infrastructure Organisation.	

### 7.3 Section 47 Stakeholder Groups

- 7.3.1 PoTLL wrote to different community groups as part of the consultation process, identified through the port's existing community work and knowledge.
- 7.3.2 PoTLL offered meetings to Section 47 Stakeholder Groups as well. Details of the meetings held are set out in **Appendix 3**.
- 7.3.3 PoTLL engaged in ongoing consultation with Section 47 stakeholder groups.

Consultee	Chapter response is dealt with predominantly in full	Predominant Chapter Number
Amazon	Traffic and Rail	20
Campaign for Better	Traffic and Rail	20



Transport		
Essex Field Club	Ecology	11
Thurrock Local Access Forum	Amenities	10
Essex Bridleways Association	Amenities	10
North Kent Yachting Association	Several chapters	N/A
Rail Freight Group	Socio-Economics	12
Academy of Learning	Socio-Economics	12
Sustrans	Amenities	10

7.3.4 The above table at **7.3.3** describes the Section 47 stakeholder groups that offered a written response to the statutory consultation, during the statutory consultation period of 19 June 2017 – 28 July 2017.

#### **7.4 Section 47 Community Responses**

7.4.1 PoTLL undertook a statutory consultation between 19 June 2017 and 28 July 2017. This is outlined in **Chapter 6** and was undertaken with material developed as described in **Chapter 5**.

7.4.2 Many comments were received orally in exhibitions. The concerns that were raised at the exhibitions were also reflected in the 74 questionnaire responses that were received as well as 13 emails, 5 letters and 2 late questionnaires from the non-statutory consultation.

7.4.3 Where respondents asked a question by letter or email and gave a return address, they were directly responded to. In so doing, PoTLL emphasised the completion of the questionnaires to ensure that all results were gathered both quantitatively and qualitatively.

7.4.4 Consultation responses have been analysed both qualitatively and quantitatively, with the most significant trends and list of themes and sub themes in **8.5.2**. The results are also dealt with thematically, stating PoTLL's actions and responses in chapters **9-26**. This has been sorted by theme rather than question because respondents used the questionnaire as a loose frame and sorting comments by theme is a more representative breakdown of their responses.

## 8 Overview of Consultation Responses

8.1.1 This chapter provides an overview of the consultation responses that were received as part of the statutory consultation. Chapters 9 to 26 provide a detailed analysis of the issues that were raised by all section 42 and 47 consultees on a theme by theme basis.

### 8.2 Section 42 Responses

8.2.1 The following statutory consultees (as defined under section 42(a) to (c) of the Act and Regulation 9 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009) responded to the Statutory Consultation:

Highways England	Network Rail	HSE
MOD Safeguarding*	RWE	Cadent Gas Ltd
Civil Aviation Authority	Navigation Services	Bexley Council
Thurrock Council	Marine Management Organisation	Essex Chamber of Commerce
Essex County Council	Historic England	ESP Utilities Group
Kent County Council	Royal Mail	Gravesham Borough Council
NHS	TFL	Environment Agency
Natural England	Port of London Authority	National Grid
Anglian Water Services		

8.2.2 \*MOD Safeguarding were contacted on the request of the Civil Aviation Authority.

8.2.3 No responses were received from land interests within the proposed Order Limits, however responses were received from parties who are potentially able to make a 'relevant claim' under Part 1 of the Land Compensation Act 1973 in respect of their property.

### 8.3 Section 47 Stakeholder Responses

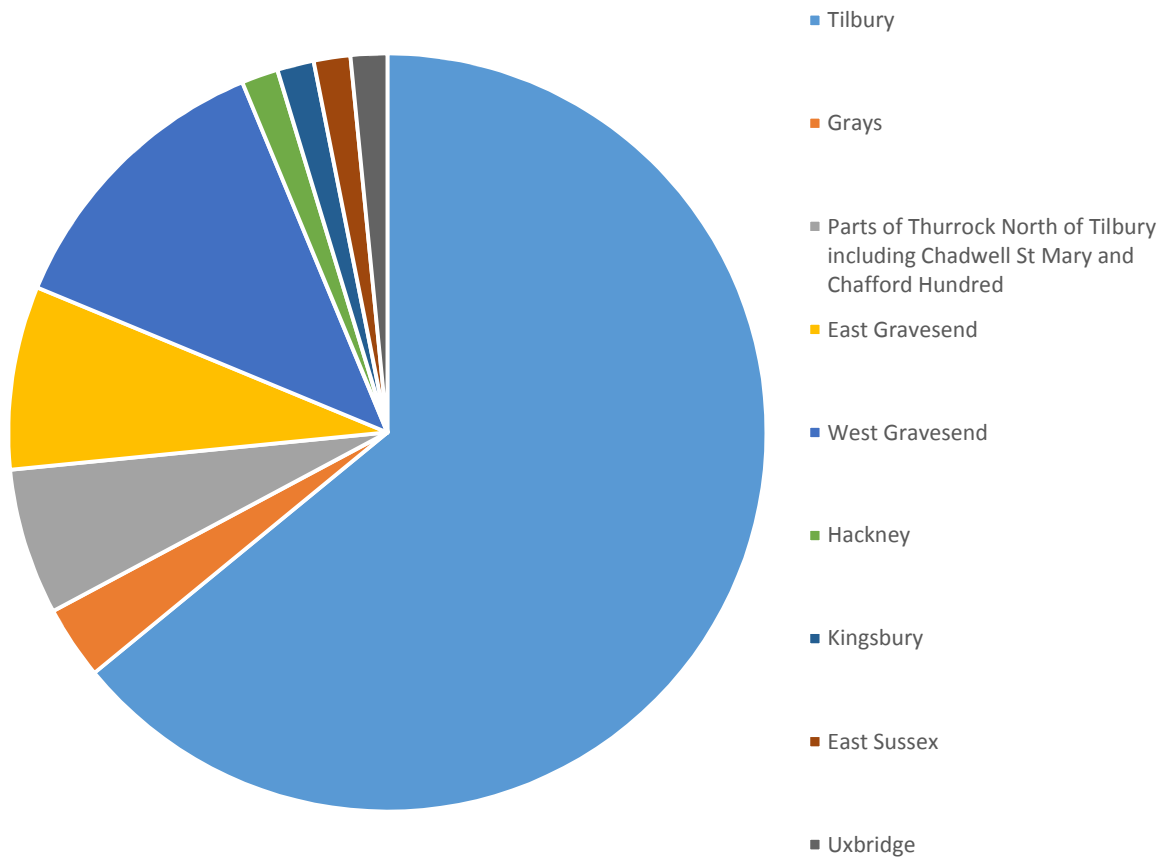
8.3.1 The following non-statutory groups responded to the Statutory Consultation

Campaign for Better Transport
Essex Field Club
Rail Freight Group
Amazon
Thurrock Local Access Forum
Essex Bridleways Association
Healthwatch Thurrock
North Kent Yachting Association
Unite
Academy of Learning
Sustrans

### 8.4 Section 47 Responses – Including Questionnaire Quantitative Data

- 8.4.1 There were 152 attendees at the statutory consultation exhibitions and 74 questionnaire responses. Of those that responded by questionnaire 37 were online and 37 were completed on paper.
- 8.4.2 PoTLL received responses which it categorised based on respondent into 13 emails and 7 letters (two of which included non-statutory questionnaires received during the statutory consultation period – for the purposes of categorisation in this report, these are referred to as letters) during the statutory consultation period or just after it (all of which have been included in this figures). One comment was also received through the project website – this has been categorised as a response by email for the purpose of this report.
- 8.4.3 Comments received orally at exhibition events have also been captured and responded to in this report.
- 8.4.4 Of the 74 questionnaires that were received, 64 gave details of their address (through their postcode). The below pie chart sets out the areas from which responses were received.

PoTLL wanted to gage the spread of respondees to the questionnaire, but owing to the sample size, PoTLL was unable to extrapolate how the populations of Grays, Tilbury, Gravesend and other areas would have responded, from this data, because the sample size was too small.



Postcode	Approximate Area	Number of Respondents
RM18	Tilbury	41
RM17	Grays	2
RM16	Parts of Thurrock North of Tilbury including Chadwell St Mary and Chafford Hundred	4
DA12	East Gravesend	5
DA11	West Gravesend	8
E8	Hackney	1
NW9	Kingsbury	1
BN27	East Sussex	1
UB10	Uxbridge	1

8.4.5 The postcode data shows that most respondents were from Tilbury and therefore were from the nearest population centre to the project.

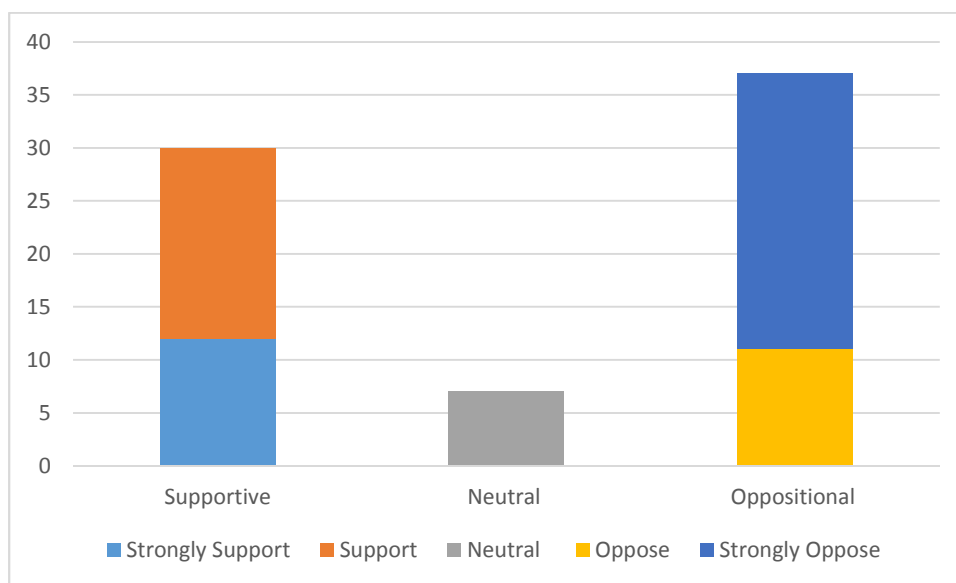
Those that responded by questionnaire were disproportionately more likely to live in Tilbury than attended the exhibitions in Tilbury (approximately 45 percent of the attendees of the exhibitions were at the Tilbury Hub although their questionnaires made up approximately 64 percent – based on an extrapolation of those that answered the question on postcodes).

8.4.6 A quantitative analysis of the concerns raised through the questionnaires demonstrates that the biggest issue for respondents was about the environmental impacts arising from the project. A full analysis is presented at **Appendix 5.4**. This chapter presents a summary of the issues raised.

Do you support Tilbury2?

(This question was split between a range of 5 options to indicate support for the proposals.)

PoTLL wanted to understand the support for the project following the non-statutory consultation period and the questionnaire available for that period. Support was asked on a scale of 1 to 5 or strongly supportive to strongly oppose to indicate the level of support or opposition for the project.



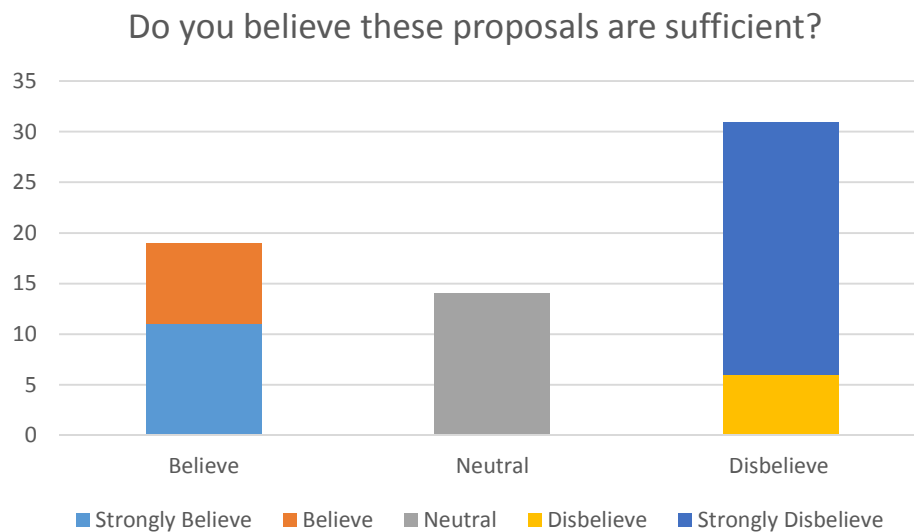
Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Skipped
12	18	7	11	26	0
Conclusions					
Although the statutory consultation results demonstrate an opposition to the scheme, the sample size is much smaller than the non-statutory consultation (186 respondents), which showed support for the scheme as highlighted in <b>Appendix 5.2</b> . PoTLL considers that the sample size was reduced because in a two stage consultation process those that were more opposed were more motivated to respond the second time.					

#### 8.4.7

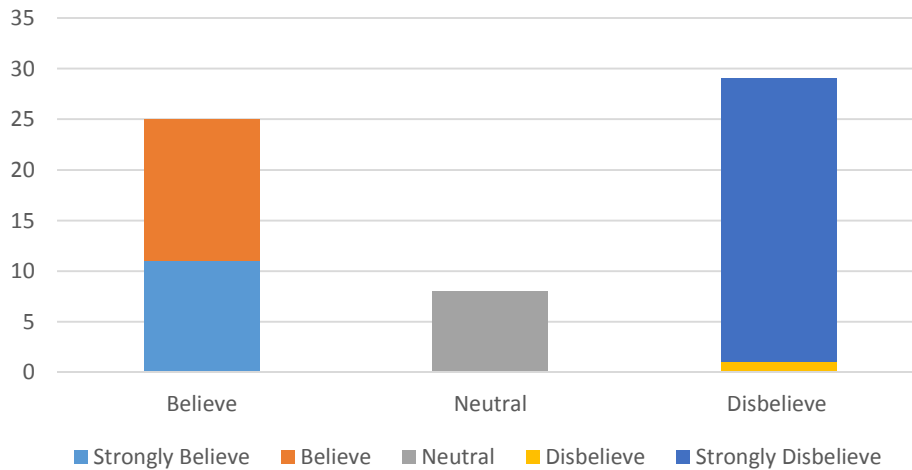
As part of the Tilbury2 proposals, a new “infrastructure corridor” is proposed to the west of the main site, which would contain in a new road link between Ferry Road and Fort Road and a new rail link to the new port facilities.

PoTLL asked the community whether it believed these proposals were sufficient or the best option (this question was split into three parts where respondents were asked based on a 5 point measure to describe their feelings)

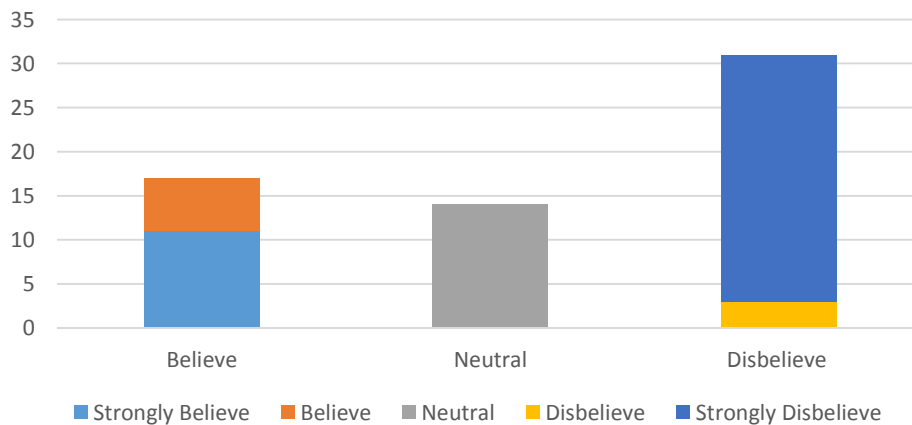
PoTLL asked whether respondents felt the “infrastructure corridor” had certain traits and their response to what PoTLL felt described the project. Disagreement with PoTLL represented a difference in opinion between the questionnaire responder and PoTLL.



### Do you believe these proposals are necessary?



### Do you believe these proposals are the best option?



	Strongly Believe	Believe	Neutral	Disbelieve	Strong Disbelieve	Skipped
Sufficient	11	8	14	6	25	10
Necessary	11	14	8	1	28	12
The best option	11	6	14	3	28	12

#### Conclusions

The quantitative data shows that the “infrastructure corridor” is opposed by the respondents to the scheme which is a consistent message from the non-statutory consultation, where respondents showed a disagreement with the location of the “new road link”.

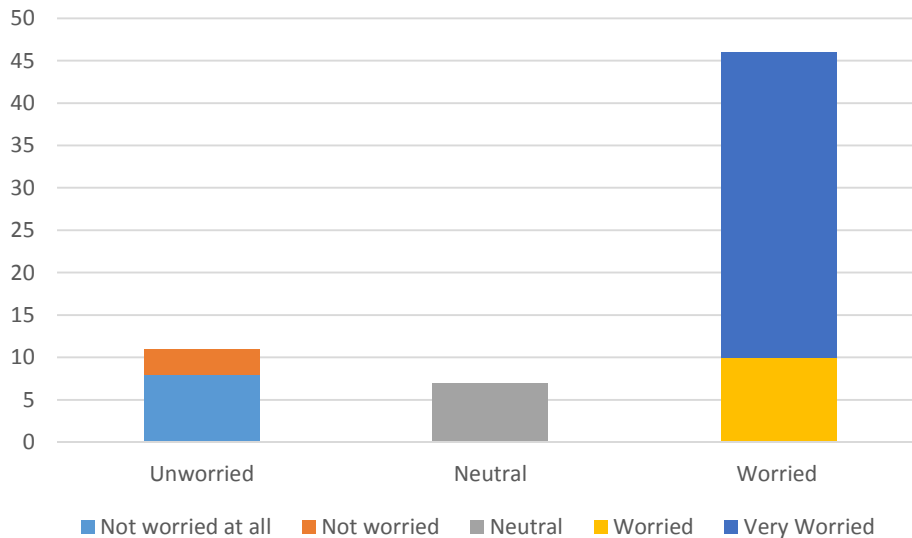
The new road and rail infrastructure corridor is required to facilitate the scheme and handle additional freight (both road and rail) that the scheme will generate. To facilitate this the purchase of part of the common land is essential.

#### 8.3.0.9

PoTLL proposes to replace any common land which is permanently required for Tilbury2.

Are you worried about the impact on common land the infrastructure corridor may have? (This question was split between a ranges of 5 options to indicate concern over the impact on common land by these proposals.)

PoTLL wanted to judge how respondents felt about the role of common land in the project, PoTLL were not able at the stage of statutory consultation to provide the dimensions of this land. PoTLL wanted to note that any common land was proposed to be replaced.



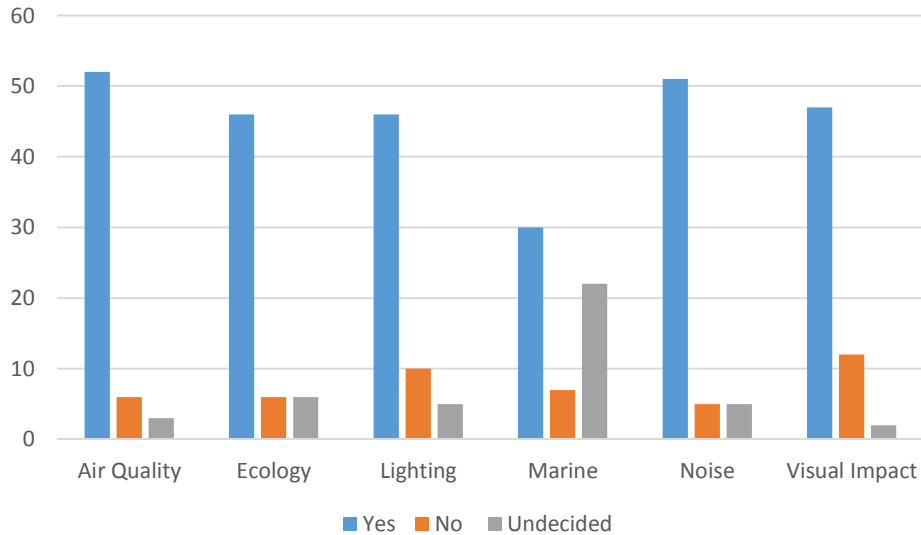
Not worried at all	Not worried	Neutral	Worried	Very Worried	Skipped
8	3	7	10	36	10
<b>Conclusions</b>					
Whilst it is acknowledged that this is a concern for the community, the acquisition of common land has been kept to a minimum by PoTLL as part of the DCO process; however such acquisition is necessary in order to deliver the infrastructure corridor.					

#### 8.4.8

PoTLL has presented its preliminary consideration of the environmental impacts of Tilbury2 (during both construction and operation) in the Preliminary Environmental Information Report (“PEIR”), which is available as part of this consultation. Which environmental issues are you particularly concern about and why? Please tell us and add any comments in the space below.

Having developed the question from the non-statutory consultation period, PoTLL desired to understand what were the most important environmental issues to the respondees of the questionnaire. Unlike the non-statutory questionnaire, PoTLL decided that it needed to separate construction and operational impacts.

#### During Construction



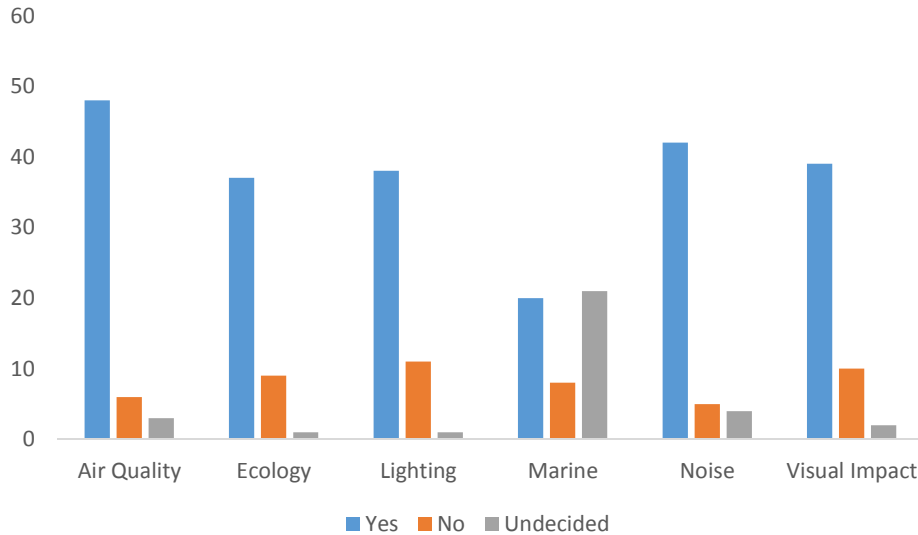
	<b>Yes</b>	<b>No</b>	<b>Undecided</b>	<b>Skipped</b>
Air Quality	52	6	3	13
Ecology	46	6	6	16
Lighting	46	10	5	13
Marine	30	7	22	15
Noise	51	5	5	13
Visual Impact	47	12	2	13
<b>Conclusions</b>				
For both construction and operation, the results were very similar to the non-statutory consultation as noise and air quality emerged as the two most significant issues that respondents were concerned about, although these concerns were not expressed quantitatively as much as ecology, lighting or visual impact.				

#### 8.4.8

PoTLL has presented its preliminary consideration of the environmental impacts of Tilbury2 (during both construction and operation) in the Preliminary Environmental Information Report (“PEIR”), which is available as part of this consultation. Which environmental issues are you particularly concern about and why? Please tell us and add any comments in the space below.

During Operation





	Yes	No	Undecided	Skipped
Air Quality	48	6	3	17
Ecology	37	9	1	27
Lighting	38	11	1	24
Marine	20	8	21	25
Noise	42	5	4	23
Visual Impact	39	10	2	23
<b>Conclusions</b>				
This result was very similar to the non-statutory consultation as noise and air quality emerged as the two most significant issues that respondents were concerned about.				

8.4.10 As set out in chapter 7, all of the qualitative responses to the questionnaires have been amalgamated with responses made by section 42 consultees and non-statutory groups to create the key themes addressed in chapters 9 – 26 and summarised in 8.4.2 below. **Appendix 5.3** sets out the comments made per respondent.

## 8.5 Themes Raised During Consultation

8.5.1 The table below summarises the themes raised by consultees. Full responses to these points are set out in each chapter.

### 8.5.2

Theme	Chapter	Summary of Description
Air Quality	9	<ul style="list-style-type: none"> <li>Emissions and lowering of air quality from traffic, HGVs, rail, ships and operations</li> <li>Emissions from Stobart’s Facility</li> <li>Health and Socio-Economic impacts from air pollution.</li> </ul>
Amenities	10	<ul style="list-style-type: none"> <li>Two Forts Way and river access</li> <li>Tilbury Fort and World’s End Pub</li> <li>Other public footpaths</li> <li>Cycleways and Bridleways and Crossings</li> <li>Public Transport</li> <li>The Tilbury-Gravesend Ferry</li> </ul>

		<ul style="list-style-type: none"> <li>• Green Spaces and Common Land</li> <li>• The River Thames</li> <li>• Security and policing</li> </ul>
Ecology	11	<ul style="list-style-type: none"> <li>• The Ferry Fields</li> <li>• Impact from HGVs</li> <li>• Lighting</li> <li>• Relocation and the Lytag site</li> <li>• Goshem's Farm</li> <li>• Construction Impacts</li> <li>• Marine and Coastal</li> <li>• Marshland</li> <li>• Open Mosaic</li> <li>• Ecology and Wildlife</li> <li>• Mitigation</li> </ul>
Socio-Economics	12	<ul style="list-style-type: none"> <li>• Nature of Jobs</li> <li>• Impact on Local Economy</li> <li>• Balancing economic and environmental impacts</li> <li>• Relationship Other Ports</li> <li>• Contribution to the industrialisation of Tilbury</li> <li>• Viability of the proposals</li> </ul>
Health	13	<ul style="list-style-type: none"> <li>• Quality of Life</li> <li>• Pollution</li> <li>• Waste</li> <li>• NHS facilities</li> </ul>
Lighting	14	<ul style="list-style-type: none"> <li>• Impact on local residents arising from the proposals</li> </ul>
Querying the location of elements of the proposals	15	<ul style="list-style-type: none"> <li>• Infrastructure Corridor</li> <li>• CMAT</li> <li>• Port Facilities as a whole</li> <li>• Cumulative impacts with other projects</li> <li>• Effect on Kent developments</li> <li>• Safety concerns arising from use of infrastructure corridor</li> <li>• Effect on Anglian Water Jetty</li> <li>• Silo</li> </ul>
Flooding and Water Resources	16	<ul style="list-style-type: none"> <li>• Spillage and Contaminants</li> <li>• Waste Water</li> <li>• Drainage Ditches</li> <li>• Flooding and Climate Change</li> <li>• Flood Risk and Defences</li> <li>• Water Courses</li> <li>• Dredging</li> <li>• Future Proofing</li> </ul>
Ground Conditions	17	<ul style="list-style-type: none"> <li>• Ground Conditions</li> <li>• Contamination</li> </ul>
Noise and Vibration	18	<ul style="list-style-type: none"> <li>• Working hours and complaints</li> <li>• Noise from Construction</li> <li>• Noise from Operation of Port Facilities</li> <li>• Noise from use of Infrastructure</li> </ul>

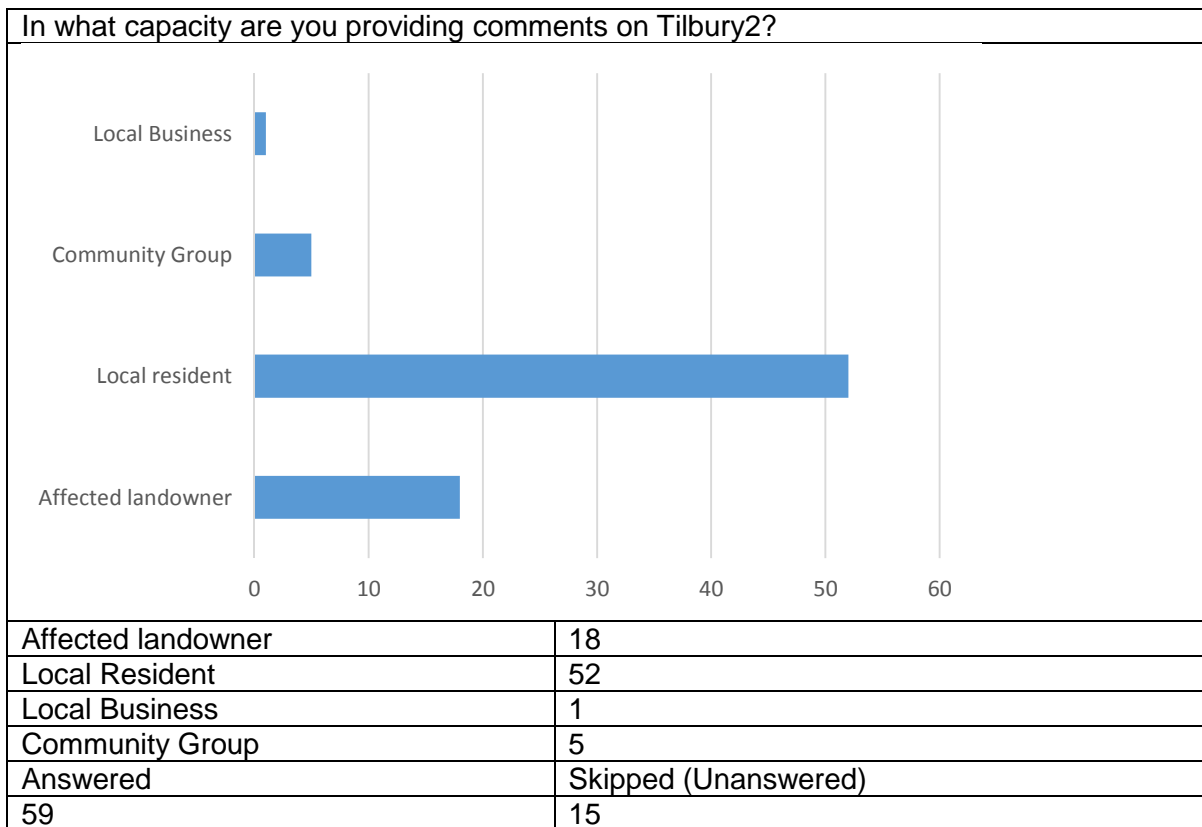
		<ul style="list-style-type: none"> <li>Corridor</li> <li>Vibration from use of the Infrastructure Corridor</li> <li>Noise on A1089</li> <li>Noise on and across the river</li> <li>Vibration from use of Infrastructure corridor</li> <li>Mitigation</li> <li>Noise from Ships</li> </ul>
Visual Impact	19	<ul style="list-style-type: none"> <li>From Properties</li> <li>From Gravesend</li> <li>Views from the River Thames</li> <li>Visual Waypoints</li> <li>Views from Fort Road</li> <li>Views affected by operations</li> <li>Mitigation</li> </ul>
Traffic and Rail	20	<ul style="list-style-type: none"> <li>Increased Traffic</li> <li>Effect on existing infrastructure</li> <li>Fort Road Upgrade as an alternative</li> <li>ASDA Roundabout Flyover as an alternative</li> <li>Timing of works</li> <li>Network Rail concerns</li> <li>Road Safety</li> <li>Encouraging Modal Shift</li> <li>HGVs - behaviour and routing.</li> <li>Construction</li> <li>Transport Assessment</li> <li>Rail</li> <li>Impacts on Royal Mail</li> </ul>
Waste	21	<ul style="list-style-type: none"> <li>Waste Management</li> </ul>
Archaeology and Built Heritage	22	<ul style="list-style-type: none"> <li>Archaeology</li> <li>Coalhouse Fort</li> <li>The relationship between forts</li> <li>Kent Historical Assets</li> <li>Riverside Station</li> <li>Tilbury Fort and its setting and assets</li> <li>Outreach</li> </ul>
Existing Port Operations	23	<ul style="list-style-type: none"> <li>EMR</li> <li>Amazon Warehouse</li> <li>Future Implications arising from the proposals.</li> </ul>
Property	24	<ul style="list-style-type: none"> <li>Depreciation</li> <li>Loss of property</li> </ul>
Cumulative Developments/Future Baseline	25	<ul style="list-style-type: none"> <li>Lower Thames Crossing</li> <li>Amazon Warehouse</li> <li>London Resort</li> <li>Tilbury B Power Station</li> </ul>
Quality of Consultation	26	<ul style="list-style-type: none"> <li>Questionnaire, Questionnaire Return and Questionnaire Distribution</li> <li>Materials for consultation</li> </ul>

		<ul style="list-style-type: none"> <li>• Questionnaire Access</li> <li>• Exhibition</li> <li>• Advertisements for the project</li> <li>• Regard by PoTLL to consultation comments</li> </ul>
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## 8.6 Analysis of Nature of Respondent

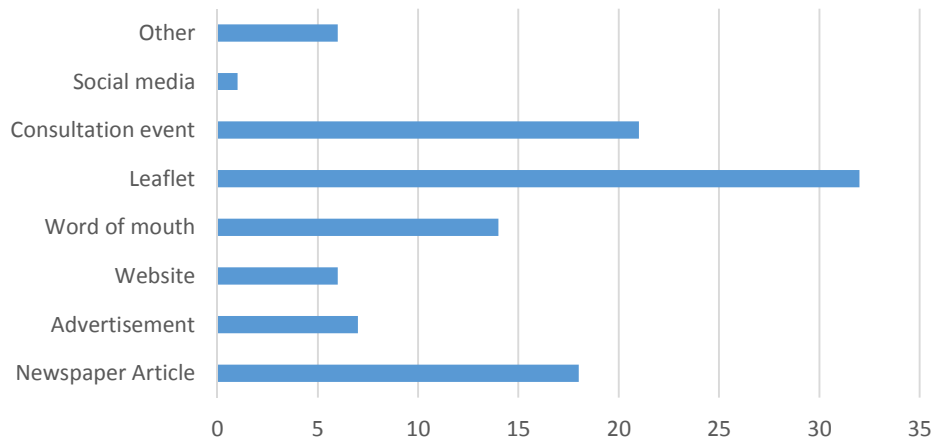
8.6.1 As part of the questionnaire a number of questions were asked to help identify the nature of respondents who had taken part in the statutory consultation. This enabled PoTLL to undertake an analysis of this data to understand the profile of those who feel they are affected by the proposals. This will help inform the nature of the proposals moving forward in ensuring that mitigation measures such as on-going community engagement can be tailored to meet the needs of those affected.

### 8.6.2



### 8.6.3

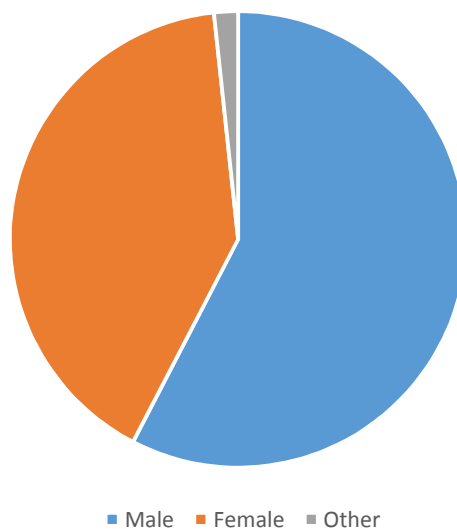
How did you hear about this consultation?



Newspaper Article	18
Advertisement	7
Website	6
Word of Mouth	14
Leaflet	32
Consultation Event	21
Other	6
Answered	Skipped (Unanswered)
59	15

### 8.6.4

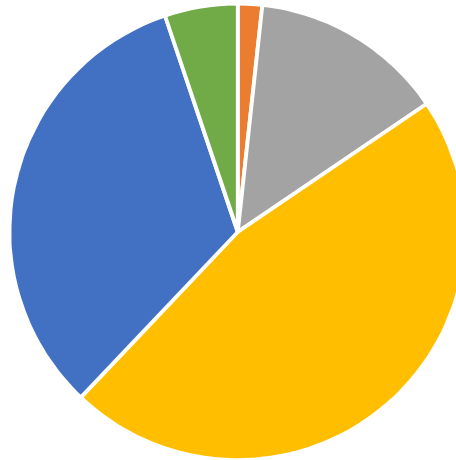
Are you?



Male	34
Female	24
Other	1
Answered	Skipped (Unanswered)
59	15

### 8.6.5

What age group do you belong to?

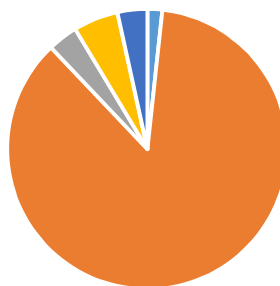


■ Under 16 ■ 16-25 ■ 26-45 ■ 46-65 ■ Over 65 ■ Prefer not to say

Under 16	0
16-25	1
26-45	8
46-65	27
Over 65	19
Prefer not to say	3
Answered	Skipped (Unanswered)
58	16

### 8.6.6

To which of these ethnic groups do you belong?



■ Black/ African/ Caribbean/ Black British (African)  
 ■ White (English/ Welsh Scottish/ Northern Irish/ British)  
 ■ White (Irish)  
 ■ Prefer not to say  
 ■ Other (Please specify)

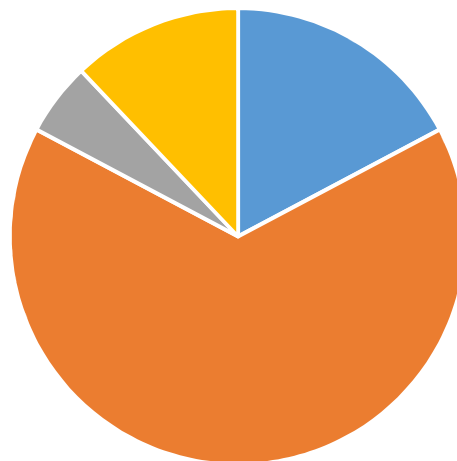
White (English/ Welsh/ Scottish/ Northern Irish/ British)	50
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White (Irish)	2
White	1
German	1
Black (African/ Caribbean/ Black British African)	1
Prefer not to say	3
Other	2
Answered	Skipped (Unanswered)
58	16

The online questionnaire only included options for white British and not white English etc. and so English, Welsh, Scottish and Northern Irish were included as British.

### 8.6.7

Do you have a disability as defined by the disability discrimination act? (Prefer not to say results excluded)

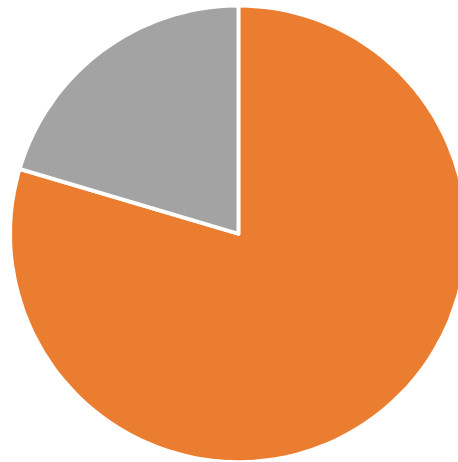


■ Yes ■ No ■ Don't Know ■ Prefer not to say

Yes	10
No	38
Don't Know	3
Prefer not to say	7
Answered	Skipped (Unanswered)
58	16

8.6.8

Do you self-define as transgender, non-binary, or genderqueer

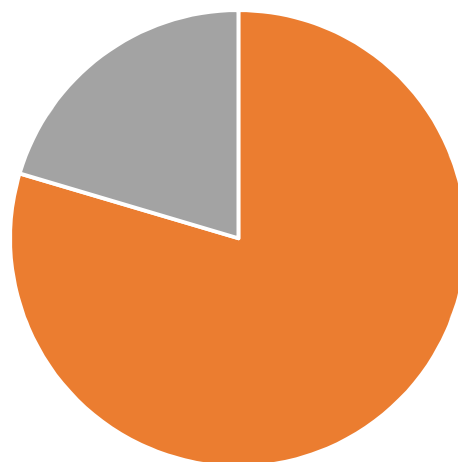


■ Yes ■ No ■ Prefer not to say

Yes	0
No	39
Prefer not to say	10
Answered	Skipped (Unanswered)
49	25

8.6.9 When asked how would describe their sexuality, all those that preferred to say stated heterosexual/ straight (46 heterosexual and 9 prefer not to say).

How would you describe your sexuality?



■ Yes ■ No ■ Prefer not to say

Heterosexual/ Straight	46
Gay/ lesbian/ homosexual	0
Bisexual	0
Prefer not to say	9
Other	0



Answered	Skipped (Unanswered)
55	19

## 9.0 Air Quality

9.1 This chapter describes the consultation responses received during the statutory consultation for Air Quality.

9.2 Respondents are divided in the table below into the categories. The questionnaire responses formed the majority of the responses on this topic.

Qualitative Comments				
Theme of Responses	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Air Quality	Q7, Q9, Q11, Q12, Q13, Q14, Q19, Q20, Q21, Q22, Q23, Q25, Q27, Q29, Q30, Q34, Q36, Q42, Q43, Q44, Q45, Q46, Q49, Q53, Q54, Q56, Q57, Q59, Q60, Q63, Q64, Q65, Q66, Q67, Q70, Q71, Q72, Q73, Q74	E5, E7, E8, E11, E12, NS2, L2, L3, L4, Oral Representations	Gravesham Borough Council, Historic England, Port of London Authority, Thurrock Council	
Air Quality	40 out of 74 Questionnaire Respondents made comments about air quality	4 out of 7 letters (including non-statutory consultation questionnaires) and 5 out of 13 email respondents made comments about air quality	3 of the 25 Section 42 Consultees made comments in relation to air quality	None of the 10 respondents made comments on Air Quality

9.3 Many responses queried the impacts on air quality that would arise from the proposals. These impacts occurred in different ways and this table has sought to encapsulate the key sub themes that arose from the responses expressed by the consultees listed in 9.2 that dealt with the different aspects of the proposals.

9.4 Responses from the questionnaire addressed air quality throughout; however, responses tended to come as a response to the question querying support for Tilbury2, as a contrast or a balance to Tilbury2's economic benefits, the question on which environmental issues were of most concerned and in 'other' comments. Like noise (**Chapter 18**), the responses focused on the potential impacts on residents in the area that it would cause on top of what they perceived as existing issues.

- 9.5 The most common issues on air quality were dust, air quality from traffic and HGVs and the impacts on health. The issues addressed on air quality were also linked to pre-existing air quality issues in the local environment, particularly in Thurrock areas.

## 9.6 Thematic Responses on Air Quality

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Air Quality</b>				
Ship Emissions	Respondents questioned the environmental impacts of emissions (particularly sulphur) arising from ships utilising the new port facilities – both when stationary and when moving.	Q7, Q60, Q71, Q74, E7, NS2, Gravesham Borough Council	Sulphur content of fuels used by ships is regulated by the Merchant Shipping Regulations 2008.  As is set out in the Air Quality Chapter of the ES (document reference 6.1), the number of additional shipping movements has been evaluated in line with DEFRA guidance. This considers the size and type of ships and distance of the RoRo berth and shipping channel to sensitive receptors. As there is no relevant exposure, there is no requirement for detailed modelling either of stationary or moving ships and the impact can be determined as not significant. The SoS agreed with this conclusion in the Scoping Opinion	No change
Dust	Respondents were concerned about the impacts of dust emissions from operation of Tilbury2, particularly the CMAT facilities and conveyor	Q9, Q27, Q36, Q43, Q49, Q56, Q57, Q59, Q60, Q64, Q65, Q66, Q67, Q70, E11, E12, Gravesham	As is set out in the Air Quality Chapter of the ES (document reference 6.1), an assessment of dust emissions during operation of Tilbury2 has been undertaken. The assessment has followed Institute of Air Quality	The development of an Operational Management Plan to ensure that any dust impacts are mitigated.

	belts. Respondents sought confirmation that dust controls will be used, and that dust impacts will not be constant.	Borough Council	Management (IAQM) guidance.  The Air Quality Chapter also describes the mitigation measures that will be used to control operational dust emissions. These will be introduced either as a result of the environmental permitting regime, or are included within the Operational Management Plan (OMP) (document reference 6.10) for the facilities. This plan includes a mechanism for recording and responding to complaints.	
	Tilbury Fort – Historic England were particularly concerned about the potential impact of dust to the fabric and earthworks of Tilbury Fort.	Historic England	The ES Air Quality Chapter (document 6.1) includes an assessment of construction and operational dust emissions on sensitive receptors, including the fort based on the scheduled monument boundary. This has identified suitable mitigation measures that will be introduced as a result of the environmental permitting regime or included within the Construction Environmental Management Plan (CEMP) (document reference 6.9) and OMP (document reference 6.10). This will ensure adequate mitigation of emissions for all sensitive receptors including Tilbury Fort.	Tilbury Fort has been included as a receptor and assessed in accordance with the appropriate IAQM guidance.
Stobart Facility	Respondents were concerned about wood	L2, E5	The ES Air Quality Chapter (document 6.1) includes an assessment of Tilbury2	As is set out in Chapter 2 of the ES (document

	dust arising from the adjacent Stobart facility.		<p>dust emissions during construction and operation. The type of dust that will be generated by the materials being handled and processed at Tilbury2 will be mineral based (sand, cement, asphalt). The proposals will not introduce new sources of wood dust. Wood dust is much lighter in nature and therefore travels greater distances than any mineral type dusts the proposals might generate.</p> <p>The ES has identified suitable mitigation measures for dust that will be included as a result of compliance with the CEMP (document reference 6.9) and OMP (document reference 6.10) respectively. There will be no significant cumulative impact with the proposals.</p>	reference 6.1), the Stobart facility is included within the future baseline against which the impacts of the Tilbury 2 proposals are assessed.
	Gravesham suggested that the ES should include further explanation of the planning status of this facility.	Gravesham Borough Council	The planning position with respect to this facility has been updated prior to submission.	As is set out in Chapter 2 of the ES (document reference 6.1), the Stobart facility is included within the future baseline against which the impacts of the Tilbury 2 proposals will be assessed.
HGVs	Respondents were concerned about dust emissions and pollution arising from lorries (including emissions	Q21, Q42, Q49	The ES Air Quality Chapter (document 6.1) describes the assessments of dust and exhaust emissions from heavy goods vehicles (HGVs) during construction and operation of Tilbury2.	The development of an Operational Management Plan to secure the mitigation measures.

	arising from their exhausts).		The ES also describes the mitigation measures that will be used to control dust and exhaust emissions. These will be implemented as a result of compliance within the CEMP (document reference 6.9) and OMP (document reference 6.10).	
Traffic using Infrastructure Corridor	Respondents set out that they were worried about air pollution arising from traffic using the proposed infrastructure corridor.	Q7, Q11, Q14, Q29, Q66, Q73, Q74, E12	The ES Air Quality Chapter (document 6.1) contains a combined assessment of road vehicle and rail freight emissions, using worst case assumptions, for operation of Tilbury2. The assessment considers the future concentrations of pollutants at sensitive receptors and compares these to the national air quality objectives. The receptors closest to the infrastructure corridor were selected to give a robust answer. The assessment of operational traffic emissions has found no exceedances of air quality objectives and there are slight to negligible impacts at all but one receptor.	Assessment included in the ES
RoRo Terminal	A concern was raised about emissions arising from operation of the RoRo terminal.	E7	The additional shipping movements have been evaluated in line with DEFRA guidance, which considers the size of ship and distance of the RoRo berth to sensitive receptors. This concluded no requirement for detailed modelling as the potential for significant impacts is low. The SoS agreed with this conclusion in	The development of an Operational Management Plan to secure the mitigation measures.

			<p>the Scoping Opinion.</p> <p>Dust emissions from unloading have been assessed in line with IAQM guidance and suitable mitigation has been included in the OMP.</p>	
CMAT Plant	A concern was raised about emissions arising from CMAT plant	Gravesham Borough Council	The ES Air Quality Chapter (document 6.1) contains an assessment of dust and odour emissions from the CMAT facilities. This has informed the measures included within the Operational Management Plan (OMP).	The development of an Operational Management Plan to secure the mitigation measures.
Rail	A concern was raised about diesel fumes arising from use of the proposed new rail corridor.	Q57, NS2	The ES Air Quality Chapter (document 6.1) contains an assessment of rail freight emissions during operation of Tilbury2. The assessment considers the future concentrations of pollutants and compares these to the national air quality objectives and concludes there will be no significant effects arising from the rail link. The receptors closest to the infrastructure corridor were selected to give a robust answer.	Rail emissions have been included in the assessment of the infrastructure corridor.
Cumulative	Respondents were concerned about the cumulative emissions arising from traffic movements and the operation of the Lower	Q7, Q71	As is set out in Chapter 2 of the ES (document reference 6.1), the London Distribution Park and Stobart facility are included within the future baseline against which the impacts of the Tilbury 2 proposals will be assessed.	Assessment included in the ES



	Thames Crossing, the London Distribution Park, and nearby Biomass facilities.		<p>A cumulative assessment has been undertaken to consider emissions from future, committed development including: Thames Enterprise Park, Oikos Storage Proposals, Goshems Farm Jetty and West Thurrock Biomass CHP plant.</p> <p>PoTLL have concluded that it is not possible to properly define a Lower Thames Crossing (LTC) 'scheme' in order to assess the cumulative impacts with the proposals. Given this context the cumulative impact with Tilbury2 is not assessed.</p>	
	A concern was raised that Tilbury2 could exacerbate fumes arising from Anglian Water's sewage treatment plan	Q44, Q70, L3	As is set out in Chapter 16: Water Resources and Flood Risk of the ES, the impact of Tilbury2 in terms of any additional sewage loading on the adjacent sewage treatment works will not be significant due to the low numbers of staff on site.	The development of a Drainage Strategy to ensure that this is the case, compliance with which is secured by the DCO.
Health	A number of concerns were raised that Tilbury2 will affect Air Quality in the local residential area which is already perceived as bad, leading to negative health impacts, particularly to children, asthma and COPD sufferers (such as	Q12, Q13, Q14, Q19, Q20, Q22, Q25, Q30, Q34, Q43, Q45, Q46, Q53, Q54, Q59, Q63, Q70, Q72, E12	<p>The ES Air Quality Chapter (document 6.1) contains an assessment of transport emissions during operation of Tilbury2. The assessment considers the presence of existing air quality management areas, the future concentrations of pollutants when Tilbury2 will be operational and compares the assessment findings to the national air</p>	In undertaking the air quality assessment, the location of the most sensitive receptors was considered, including local schools. Mitigation measures have been developed and form part of the Operational Management Plan,

	through silica dust)		quality objectives.	compliance with which is secured by the DCO.
Socio-Economics	Respondents queried what would be done to protect properties from Air Quality pollution and dust, and ensure a good standard of living.	Q23, Q59, E8, E12	As is set out in the Air Quality Chapter of the ES (document reference 6.1), there will be a number of controls on dust emissions both during construction and operation. These will be introduced either as a result of the environmental permitting regime, or as a result of compliance with the CEMP (document reference 6.9) in construction and the OMP (document reference 6.10). The CEMP and OMP require monitoring to be undertaken to check for any unacceptable dust deposition beyond the site boundary.	The development of mitigation measures secured in the CEMP and OMP.
	Responded queried if PoTLL would provide any kind of financial recompense for Air Quality impacts arising from the Tilbury2 proposals such as contributions to people moving home, or reductions in council tax.	Q25, Q65	Any claim for loss of property value arising from the operation of Tilbury2 would be dealt with under the provisions of Part 1 of the Land Compensation Act 1973. Such a claim can include a loss of value arising from smell, fumes, or smoke impacts of the proposals. There are therefore legal protections in place for such loss of value.  PoTLL does not envisage making any direct contribution to people deciding to move home, and no residential properties are proposed to be acquired. Any reduction in Council Tax can only be instigated by Thurrock Council, and is	n/a

			therefore not within the control of PoTLL.	
Complaints	A respondent queried how complaints about Air Quality would be dealt with, and records of how they are dealt with now.	L4	<p>The Construction Environmental Management Plan (document reference 6.9) explains that a complaints phone and email system will be utilised during construction. Complaints mechanisms during operation are explained in the Operational Management Plan and the Operational Community Engagement Plan (document reference 5.7).</p> <p>PoTLL does not currently hold records for complaints against existing Port operations, as these are dealt with by individual tenants when they are raised</p>	Application documents include specific mechanisms to deal with complaints.
Mitigation	A respondent suggested that trees and bushes would be helpful as mitigation for air quality effects of the Tilbury2 proposals.	Q9, Q74	<p>The presence of existing vegetative barriers has been considered as part of the dust emissions assessment. The assessment identifies the need for additional mitigation as recommended by the IAQM guidance.</p> <p>Trees and bushes will be retained where it is possible to do so. Significant areas of scrub and tree planting are proposed along the infrastructure corridor to provide both landscape and ecological mitigation, as shown indicatively on the General Arrangement Plans (document reference 2.2) and secured through the DCO requirement to comply with the Landscape and Ecology Management</p>	Trees and bushes are to be included, where practicable within the ecological mitigation that forms part of the Tilbury2 proposals.

			and Maintenance Plan (document reference 6.2..	
Methodology	Thurrock were generally satisfied with the PEIR approach, but wanted the ES to be clear on how results would be modelled, particularly in relation to concentrations.	Thurrock Council	The approach to the air quality assessment has been agreed in consultation with Thurrock Council and is fully described within Air Quality Appendix 18 (document 6.1).	A detailed dispersion model has been used to assess air quality impacts.
Shore Power	The PLA advised that shore power could be installed to lower Air Quality impacts	Port of London Authority	Existing technology on ships and local electricity capacity in the Tilbury area mean that it is not currently possible for shore power to be currently utilised at Tilbury2. However, the proposals do not preclude future utilisation of shore power if it becomes practicable.	No change possible.
Monitoring	Questions on the locations of the air quality monitoring stations and how they work	Oral Representations	As part of the EIA processes, passive diffusion tubes were used to measure nitrogen dioxide at certain key points in the study area. Figure 18.3 in the ES shows the location of the monitors plus those of the local authorities. The tubes absorb pollution over the course of a month and are sent for analysis. They were replaced each month and the exercise was undertaken for six months which is sufficient (as outlined in Defra technical guidance LAQM.TG16) for an annual average, which is the air quality objective of most concern for nitrogen dioxide. Local authorities also monitor air	n/a

			quality continuously and passively at locations in their boroughs. This process is explained further and measures presented within the ES.	
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## 10.0 Amenities

10.1 This chapter describes the consultation responses received during the statutory consultation for amenities.

10.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Amenities	Q2, Q3, Q4, Q5, Q9, Q11, Q12, Q14, Q15, Q17, Q20, Q21, Q22, Q23, Q25, Q28, Q29, Q35, Q39, Q42, Q44, Q45, Q46, Q49, Q61, Q49, Q56, Q57, Q66, Q67, Q68, Q69, Q70, Q71, Q72, Q74	E7, E12, L1, L3, NS1, Oral Representations	Thurrock Council, Essex County Council, Highways England, Gravesham Borough Council	Essex Bridleways Association, Thurrock Local Access Forum, North Kent Yachting Association, Sustrans
Amenities	36 Questionnaire Respondents commented on impacts to amenities	2 email respondents out of 13 made comments on amenities  3 Letters out of 7 letters (including non-statutory consultation questionnaires) comments on impacts to amenities	4 of 25 Section 42 Consultees made comments on impacts to amenities	5 respondents out of the 10 stakeholders made comments on impacts to amenities

10.3 Different respondents queried the impacts of the proposals on specific amenities in the local area. The table at **10.6** has thematically encapsulated the key sub themes that arose from the consultees listed in **10.2**.

10.4 Questionnaire responses were not limited to any specific question, but tended to respond to the questions on local public transport provision and existing pedestrian and cycling facilities, and in the 'other' comments sections of the questionnaire.

10.5 The main issues were footpaths and cycleways in the area, access to green areas, access to the riverside and the Tilbury-Gravesend Fe



## 10.6 Thematic Responses on Amenities

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Amenities</b>				
Two Forts Way	Respondents sought a desire for improvements to the Two Forts Way and access to the World's End Pub from it to be maintained, particularly to try and avoid its flooding (including repair of cracks to the sea walls), improved access for people with disabilities, barriers to prevent usage by motor vehicle, and the installation of gates, seats and bins.	Q3, Q4, Q9, Q25, Q35, Q44, Q49, Q56, NS1, L3, E7, Thurrock Council, Sustrans	The proposed S106 Agreement with Thurrock Council (document reference 5.4) includes an Active Travel Strategy which comprises a package of measures to improve access to the river, the Two Forts Way itself, and footpaths/cycleways in the vicinity generally. Those measures of that strategy that fall within the Order limits have been incorporated within the proposals sought to be consented through the DCO, and will be 'signed off' by Thurrock Council through the protective provisions contained within the DCO.	Provided for in S106 agreement and DCO.
Footpaths south of the river	A concern was raised that there would be no benefits to footpaths south of the Thames.	Q2	There will be no impact on footpaths south of the river so any suggested improvements would not be reasonably related to the development.	No change
Other footpaths, footways, cycleways and	Respondents were concerned that existing footpaths and cycle tracks should not suffer	Q5, Q12, Q14, Q15, Q17, Q20, Q21, Q22, Q28, Q42,	The proposed S106 Agreement with Thurrock Council (document reference 5.4) includes an Active	Provided for in S106 agreement and DCO.



cycle tracks	and should be improved, maintained, and be as safe as possible; ensuring they are not used for other uses such as lorry parking, and that any new paths should be sufficiently wide, especially to avoid risks from HGVs, and have sufficient waymarking.	Q68, Q69, Q70, Q71, Q74, L1, E12, Essex County Council, Sustrans	<p>Travel Strategy which comprises a package of measures to improve access to the river, the Two Forts Way itself and footpaths/cycleways in the vicinity generally. Those measures of that strategy that fall within the Order limits have been incorporated within the proposals sought to be consented through the DCO, and will be 'signed off' by Thurrock pursuant to the protective provisions for their benefit in the DCO.</p> <p>The Tilbury2 proposals include sufficient space for HGV parking which should help to prevent parking outside of the site.</p>	
	Highways England suggested that the ES should specifically deal with effects on cyclists delay and amenity as well as for pedestrians.	Highways England	The ES considers the impact of the proposed development traffic on cyclist delay as well as pedestrian delay.	Matter included within the ES.
Bridleways	Respondents queried whether that cycle paths and footpaths could be upgraded so they can be used by horses	Essex Bridleways Association, Thurrock Local Access Forum	The suggestion that footpaths be upgraded to bridleways was considered but was considered to raise practical difficulties regarding access for horses, appropriate surfacing and control of unlawful access by other uses such as motorcycles and fly-grazing and so	No change

			was not taken forward.	
Crossings	Respondents queried whether a foot and cycle crossing could be provided over the infrastructure corridor	Essex Bridleways Association, Thurrock Local Access Forum	A pedestrian and cycle (“Toucan”) crossing is proposed as part of the Active Travel Strategy to enhance the access from the Hairpin Bridge to the Cruise Terminal and Ferry.	S106 Agreement
Riverside Access	Respondents were keen to ensure that the proposals do not affect access to the riverside and station and, where possible, improved it. It was hoped that this would lead to improvements to the riverside area as a whole.	Q15, Q21, Q23, Q35 Q57, Q66, Gravesham Borough Council	The proposed S106 Agreement with Thurrock Council (document reference 5.4) includes an Active Travel Strategy which comprises a package of measures to improve access to the river. The proposals have no impact on the Riverside Station building or access to it by foot and vehicle.	Improvements to riverside access provided for in section 106 agreement.
Public Transport	Respondents queried whether public transport would be affected (particularly the route 99 bus) and that it should in fact be promoted	Q35, Q45, Q46, Q61, Q74, Gravesham Borough Council, Thurrock Council	No public transport routes will be affected. PoTLL proposes to facilitate the installation of a new bus stop for this route on Fort Road.	No change
Tilbury to Gravesend Ferry	Respondents felt that the Ferry is currently underused so should be promoted and improved (such as a (financial contribution or providing itself) second boat and a link to the Thames Clipper), and were concerned that the Tilbury2 proposals should not affect its	Q17, Q23, Q29, Q56, Q68, L1, Gravesham Borough Council	The proposed S106 agreement with Thurrock Council (document reference 5.4) includes a small contribution to the Ferry which builds on the major contributions that PoTLL has made in the recent past as a result of the London Distribution Park development.	Provided for in section 106 agreement.

	operation.			
	A respondent queried whether the rail link to the ferry could be restored.	L1	The rail link to the ferry is within the Port operational area and it is not feasible to reinstate it to passenger traffic. Indeed, the proposals include closing the existing railhead which ends to the north of the former Riverside Station building	No change
Green Space	Concerns were raised by respondents about the impact on green areas of land that would be affected by the Tilbury2 proposals.	Q11, Q12, Q20, Q57, Q66, Q67	There will be some loss of undeveloped land in the infrastructure corridor. Common land affected by the infrastructure corridor is to be re-provided, and the infrastructure corridor design includes landscaping and ecological mitigation, as shown illustratively on the General Arrangement Plans (document reference 2.2)	Inclusion of infrastructure corridor mitigation areas and the provision of replacement common land within the proposals.
	Thurrock suggested that PoTLL should mitigate the impact of the Tilbury2 proposals on green spaces by making a contribution to Coalhouse Fort and/or the EWT run Mucking Flats.	Thurrock Council	Contributions to these suggested off site and unrelated sites would not be fairly and reasonably related to the proposals in planning terms and are therefore not included within the Tilbury2 proposals.	No change
Common Land	Concerns were raised by respondents as to building over of the Common Land, and the loss of amenity to its users and the horses on the land; from the	Q25, Q39, Q57, Q72, NS1, Oral representations.	Replacement common land will be provided as part of the DCO proposals.  The Common Land is likely to be	Inclusion of replacement common land within the proposals.  Noise monitoring and mitigation

	operation of the Tilbury2 proposals such as through noise.		affected by increased noise levels but its use is transient in nature and exposure would only be for short periods of time and the impacts are considered not significant.	will be included within the DCO>
Security	A respondent suggested that there should be a gatekeeper for the project to make sure lorries and cars leave safely.	Q69	A security cordon will be provided; the indicative location of which is shown on the General Arrangement Plans (document reference 2.2).	The design of the proposals includes provision for security facilities.
Tourism	A respondent wanted to encourage more cross river tourism	Q17	As part of the Active Travel Strategy, and in a proposed section 106 agreement with Gravesham for the south side of the river, there is proposed the creation of a wayfinding and interpretation signage scheme to enhance the offer to visit both sides of the river giving the area, a sense of place and heritage focus,  The Tilbury on the Thames Trust is working with The Port of Tilbury and Gravesham Council to look at the development of the cruise terminal as a tourism hub for the wider	Measures included within Active Travel Strategy as part of the proposals, secured through section 106 agreements.

			<p>region through heritage funding, and blending commercial and community uses.</p> <p>The Tilbury Riverside Project already have volunteer guides who are linking and promoting both sides of the river to cruise ship passengers.</p>	
Policing	A respondent queried how the Tilbury2 proposals would be policed.	Q74	Tilbury2 will be under the jurisdiction of PoTLL Crown Police Force, whom are privately funded.	n/a
Tilbury Fort	Respondents were concerned that Tilbury Fort should not be forced to close by the Tilbury2 proposals.	L1, NS1	<p>Tilbury Fort as a visitor attraction will not be forced to close as a result of the Tilbury2 proposals.</p> <p>As an enhancement to the local area (rather than a mitigation for any Tilbury2 impacts), PoTLL is in discussions with English Heritage and Historic England to provide funding for improvements to the visitor experience at Tilbury Fort and associated footpaths. Discussions are continuing with both bodies as to how this will be secured.</p> <p>The visitor experience will be improved as part of the active travel strategy discussed above, which will improve wayfinding car park</p>	PoTLL may, as an enhancement, make funding contribution to improve the Tilbury Fort visitor experience.

			resurfacing and new pathways to access the Fort area.	
Effects on smaller boats and events	Concerned about the effects on the channel of water, particularly when passing the Tilbury2 jetty. Concerned that boats would face wind shadows and eddies and would be pushed out into the deep water channel.	North Kent Yachting Association, Gravesham Borough Council	As part of the Consultation exercise, PoTLL consulted with the PLA who are the statutory harbour authority for the Thames. The PLA advised that in their view there is no need to assess the wider impact of the development as the impact of vessels using Tilbury2 will not be significantly different to the impact of the vessels that used the jetty when it was previously in operation.	The development of an Operational Community Engagement Plan that will require engagement with Gravesham rowing and sailing clubs.
Obstructions of the Channel	Concerned about the impact on local river based activities that use the channel	North Kent Yachting Association	The Construction Environmental Management Plan (document reference 6.9) sets out how PoTLL will engage with the local community during construction.  The Operational Community Engagement Plan (document reference 5.7 ) explains how PoTLL will engage with the local community during operation; particularly in relation to the interaction with nearby yachting and rowing clubs.	Community engagement measures for construction and operation included within the DCO application.
Mooring and Landing	Requested some form of mooring and landing for small boats	North Kent Yachting Association	There are no plans for a landing stage for Tilbury2 as this will be an industrial port operation. On this basis for safety reasons a landing	No change.

			<p>stage for leisure vessels has not been considered.</p> <p>There will two or three large movements every 24 hours associated with Tilbury2; therefore, it is considered that it will be an unsafe environment for the mooring of small boats.</p>	
Local Services	A respondent suggested that more local services (housing, hospitals) etc would be needed to meet the needs of locally sourced labour	Q9	<p>The provision of local services such as housing and hospitals are the responsibility of the local council. This is not within the scope of these proposals, nor would they be considered appropriate for a section 106 agreement.</p>	

## 11.0 Ecology

11.1 This chapter describes the consultation responses received during the statutory consultation for ecology.

11.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Ecology	Q11, Q12, Q13, Q18, Q19, Q20, Q22, Q25, Q27, Q29, Q30, Q42, Q43, Q47, Q49, Q51, Q54, Q57, Q59, Q60, Q63, Q65, Q66, Q67, Q68, Q71, Q72, Q74	E11, E12, NS1, NS2	Environment Agency, Essex County Council, Network Rail, Gravesham Borough Council, Natural England, MMO, PLA, Thurrock Council	Essex Field Club,
Ecology	28 Questionnaire Respondents commented on ecology	2 respondents by email out of 13 made comments on ecology  2 Letters out of 7 letters (including non-statutory consultation questionnaires) comments on ecology	8 of 25 Section 42 Consultees made comments on ecology	1 respondent out of the 10 Section 47 Stakeholders made comments on ecology

11.3 Many consultees responded on the topic of ecology and the responses are responded to thematically at **11.6**.

11.4 Responses to the questionnaire addressed ecology in different questions, but mainly responses were from the question on environmental impacts.

11.5 The most common issues were the impacts on the Ferry Fields and more general issues of ecology and wildlife.



## 11.6 Thematic Responses on Ecology

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Ecology</b>				
The Ferry Fields	Respondents were concerned about the impact of the Tilbury2 proposals on the Ferry Fields and its ecology, particularly that they would become industrialised, and a suggestion that they should be returned as a wildlife park.	Q13, Q18, Q19, Q43, Q49, Q63, Q65, NS1	By 'Ferry Fields' it is assumed that respondents are referring to Tilbury Marshes (the Ferry Fields site sensu stricto was developed some years ago). Tilbury Marshes is affected by the infrastructure corridor and significant work has been done on the design of this to minimise landtake from the marshes. Landscape and ecological mitigation will be employed to minimise the effect on the marshland landscape and ecology (as shown indicatively on the General Arrangement Plans (document reference 2.2)). The remainder of the marsh will remain protected through local planning policy (including as a Local Wildlife Site) and by virtue of its proximity to and relationship with the historic Tilbury Fort.	The inclusion of ecological mitigation within the DCO application.
HGVs	A concern was raised as to the	Q25, Q54	Traffic emissions have been fully	n/a

	effect of HGV and other traffic emissions on ecology.		<p>assessed in the ES. Critical loads for ecological receptors in proximity to the link road are not predicted to be exceeded, so no significant effects on ecology are anticipated from this source.</p> <p>Traffic and rail emissions associated with the proposals have been fully assessed by means of a detailed air dispersion modelling study, described in the Air Quality chapter of the ES. The increase in nitrogen deposition within the local wildlife site adjacent to the infrastructure corridor will not cause the critical load for coastal and floodplain grazing marsh to be exceeded, so no significant effects on this priority habitat are anticipated from this source.</p>	
Lighting	A concern was raised as to the effect of the lighting proposals for the project on ecology.	Q66	Light emissions both on marine and terrestrial receptors are fully assessed in the ES (document reference 6.1). Where necessary, measures to reduce or prevent light spill outside operational areas will be employed. These are set out in the Preliminary Lighting Strategy (document reference 6.2 xx). The final lighting strategy shall be developed in accordance with this	Final lighting proposals for the proposals will be approved by Thurrock Council pursuant to a DCO requirement.

			document and approved by Thurrock Council in consultation with Gravesham Borough Council and Historic England., pursuant to a DCO requirement.	
Former Tilbury Energy and Environment Centre	Respondents were concerned as to the impact on this area, and queried why PoTLL wasn't planning to do something similar.	Q57, Q71, Essex Field Club	As set out in the ES, as part of the Tilbury2 proposals, POTLL are planning to deliver a combination of on-site and off-site mitigation and compensation, including for the loss of the former TEEC, with the aim of ensuring no net loss to biodiversity.	Tilbury2 proposals to include no net loss to biodiversity.
Relocation	Concerns were raised that relocation of species is not a good enough response to the impacts caused, and that there must be substantial off-site compensation if it is to be taken forward.	Q11, Q60, Q67, E11, Essex Field Club, Environment Agency	Operational (as set out in the Masterplanning Statement (Document reference: 6.2 5.A and economic (as set out in the Outline Business Case (document reference 7.1) drivers connected to the need for port expansion dictate that efficient use of the Tilbury2 site needs to be made. This leaves reduced scope for accommodation of species on-site and determines that a measure of off-site translocation will be required. The proposals allow for delivery of substantial off-site compensation.	The DCO application seeks to explain the operational and economic reasons as to why on-site relocation and off-site compensation is required.
Lytag Site	The Club were concerned about the impact of the Tilbury2 proposals on ecology existent on the Lytag site that is present	Essex Field Club	The loss of the Lytag Site will be compensated by off-site brownfield habitat creation, involving translocation of Lytag substrate	The inclusion of off-site compensation within the Tilbury2 proposals.

	on the land, arguing that it is irreplaceable because brownfield habitat is difficult to replace and is not immediate.		where possible. Post-industrial habitats are by definition not irreplaceable, although it is accepted that like for like replacement may be difficult to achieve.	
Goshem's Farm	The club were concerned about the cumulative ecological impact of the Tilbury2 proposals and the restored jetty proposed at the adjacent Goshem's Farm.	Essex Field Club	Cumulative impacts are assessed in the ES, and specifically include Goshem's Farm.	Goshem's Farm is included within the cumulative impact assessment.
Construction Impacts	A concern was raised that during construction, disruption to ecology will be inevitable.	Q51, E11, Natural England	Construction phase impacts are assessed in the ES. Disruption to ecology is an inescapable consequence of the development, but is reduced as much as possible by reason of the avoidance, mitigation and compensation measures employed, and as set out in the ES and secured in the Construction Environmental Management Plan (document reference 6.9).	Mitigation measures are included within the DCO application through the CEMP.
Fencing	A concern was raised about the amount of fencing that would be utilised as part of the project, particularly both in terms of its impact on ecology, but also in how it being used to assist ecology could impacts on	Q47, NS2	Fencing is a necessary part of the secure operation of the port. The power station also deployed significant fencing, some of which will be removed. The net change is unlikely to be significant for any	n/a

	nearby properties.		ecological receptor.  There are minimum standards the Ports external (and some internal) fencing must comply with to meet the requirements of the International Ship and Port Facilities (ISPS) Code and those of Border Force. These are set out in BS 1722-10:2006 Fences – Part 10: Specification for anti-intruder fences in chain link and welded mesh.	
Landscaping	Respondents highlighted that trees and bushes should be retained and new features planted as mitigation for ecological and visual impacts.	Q27, Q51, Q57, Essex County Council	Trees and bushes will be retained where it is possible to do so. Significant areas of scrub and tree planting are proposed along the infrastructure corridor to provide both landscape and ecological mitigation, as shown indicatively on the General Arrangement Plans (document reference 2.2) and secured through the DCO requirement to comply with the Landscape and Ecological Management Plan (document reference 6.2.10.P).	Trees and bushes will be retained where it is possible to do so. Significant areas of scrub and tree planting are proposed along the infrastructure corridor to provide both landscape and ecological mitigation sympathetic to the landscape character and setting of Tilbury Fort where appropriate.
	Network Rail set out recommended landscaping measures where the land is adjacent to their operations.	Network Rail	These have been taken into account in the design of landscape and ecological planting schemes that form part of the Tilbury2 proposals.	Network Rail's concerns have been taken into account in developing the landscape design.

	Essex County Council commented that they expected Tree Survey/Tree Constraints Plans, Arboricultural Impact Appraisal and Arboricultural Method Statement/Tree Protection Plans to be included in the ES.	Essex County Council	This information is included in the ES appendices (document reference 6.2).	A tree survey is attached as Appendix 9.K to the ES.  Where trees can be retained and this is not inconsistent with the proposed uses this is controlled through the LEMP and the CEMP (compliance with both of these documents is secured by way of DCO requirements).
Marine Ecology	Respondents were concerned about pollution to the River Thames and associated impacts to marine ecology.	Q49, Q59, Q68, Q74, Gravesham Borough Council	The EIA assess the potential impacts of the project on marine ecology, including the potential release of pollutants during construction from site run off, accidental spillage and seabed sediment disturbance. Appropriate mitigation has been put in place to reduce potential impacts at both construction and operation stage, and has been set out in the Construction Environmental Management Plan (document reference 6.9) and the DCO (including the Deemed Marine Licence) (document reference 3.1).	Mitigation measures to avoid effects on marine ecology are included within the DCO application.
	NE and MMO acknowledged that the PEIR identified the information available at the time of publishing but, in summary,	NE, MMO	As agreed with the MMO, NE and the EA, additional survey work of the benthic environment has been undertaken and this is presented in	Ongoing discussions with NE and MMO have shaped the application documentation.

	<p>expressed their view that:</p> <ul style="list-style-type: none"> <li>• more survey work is required for greater confidence in the benthic features;</li> <li>• the tentacle lagoon worm may be present and will need to be mitigated against;</li> <li>• controls will be needed to avoid construction impacts on smelt;</li> <li>• consideration will need to be given to cetaceans; and</li> <li>• further discussions are required in relation to fish impact from dredging and piling – particularly in relation to noise impacts;</li> <li>• the HRA report will need to consider hydrological change.</li> </ul>		<p>the ES.</p> <p>There have been ongoing discussions with the MMO, NE and EA about tentacled lagoon worm. Survey data shows that the worm is not currently present in the sediment at Tilbury2 and the Deemed Marine Licence within the DCO (document reference 3.1) will ensure that all reasonable precautions have been put in place to protect the species during the works.</p> <p>The marine ecology chapter of the ES assesses potential impacts to smelt and puts appropriate mitigation measures in place (included in the Deemed Marine Licence within the DCO (document reference 3.1) to protect them while they are passing the Tilbury2 development on their way to their spawning ground further upriver.</p> <p>Potential impacts on cetaceans are assessed in the marine mammals section of the marine ecology chapter of the ES.</p> <p>Underwater noise monitoring and modelling has been undertaken to inform the assessment of impacts</p>	
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			<p>from piling and dredging on fish and marine mammals (see appendix 17B) of the Environmental Statement (document reference 6.2 11A).</p> <p>Modelling work of potential changes to hydrodynamics and sediment has been used to inform the HRA.</p>	
	<p>The PLA were concerned that there is potential for discharge from the outfall just upstream of the Marsh Farm Jetty and from the now closed Bill Meroy Creek which could transport sediment into the new upper berth – these discharges should be assessed further.</p>	<p>Port of London Authority</p>	<p>The drainage strategy (document reference 6.2.16.E) includes provision for the treatment of suspended solids (silt traps) to avoid the discharge of significant amounts of silt into receiving watercourses. Compliance with the drainage strategy is secured by a requirement in the DCO (document reference 3.1).</p>	<p>Controls on sediment are included within the DCO application.</p>
<p>Impact on Marshland</p>	<p>A concern was raised as to the amount of building that are proposed to be built on marshland/</p>	<p>Q72, Environment Agency</p>	<p>Tilbury Marshes is affected by the infrastructure corridor and significant work has been done on the design of this to minimise landtake from the marshes. Landscape and ecological mitigation will be employed to minimise the effect on the marshland landscape and ecology (as shown indicatively on the General Arrangement Plans (document reference 2.2 and Landscape Strategy plan). The</p>	<p>Design mitigation minimises the landtake from the marshes, and off-site compensation is intended to include an element of coastal grazing marsh restoration</p>



			remainder of the Tilbury Marshes will remain protected through local planning policy (including as a Local Wildlife Site) and by virtue of its proximity to and relationship with the historic Tilbury Fort.	
Coastal Processes	Gravesham were concerned about the potential impact on coastal processes and coastal wildlife.	Gravesham Borough Council	Modelling of potential changes to hydrodynamics and sediment circulation has been undertaken to inform the ES, HRA, WFD and MCZ assessments. The modelling shows that the construction and operation of Tilbury2 will result minimal effects on coastal processes and coastal wildlife with appropriate mitigation in place. This mitigation will be secured through the DCO.	The design of marine structures and the methodologies proposed for dredging seek to minimise the potential for disruption of coastal/estuarine hydrogeomorphological processes, to avoid negative effects on wildlife.
Open Mosaic Habitat	Thurrock raised a concern as to the impacts of the Tilbury2 proposals particularly on open mosaic habitat.	Thurrock Council	The impact on open mosaic habitats is recognised and documented in the ES.	As set out in the ES, as part of the Tilbury2 proposals, POTLL are planning to deliver a combination of on-site and off-site mitigation and compensation, including for the loss of open mosaic habitats, with the aim of ensuring no net loss to biodiversity.

<p>General Impact on ecology and wildlife</p>	<p>Respondents raised general concerns that there should not be a negative impact on ecology arising from the project, particularly on species with special features and creatures such as slow worms, Hornet Robber Fly, and lizards and anthills.</p>	<p>Q12, Q20, Q22, Q29, Q30, Q42, Q57, Q59, Q60, Q66, Q67, Q68, Q74, NS2, E11, E12, Essex Field Club, Thurrock Council, Environment Agency</p>	<p>As set out in the ES, as part of the Tilbury2 proposals, POTLL are planning to deliver a combination of on-site and off-site mitigation and compensation which will include appropriate mitigation for protected species such as slow worms and common lizard (with any licences as required), and will aim to ensure no long term net loss to biodiversity</p>	<p>Proposals include appropriate mitigation for protected species such as slow worms and common lizard, and will aim to ensure no long term net loss to biodiversity</p>
	<p>Natural England acknowledged that further information was awaited at the time of writing the PEIR and were satisfied that all protected sites and species had been or would be identified, but raised particular concerns as to the impact on invertebrate ecology; how that was to be mitigated, and the impacts on North Kent Downs AONB.</p>	<p>Natural England</p>	<p>As set out in the ES, as part of the Tilbury2 proposals, POTLL are planning to deliver a combination of on-site and off-site mitigation and compensation, including for protected species and invertebrates with the aim of ensuring no net loss to biodiversity.</p> <p>The proposals lie approximately 4.6km from the North Kent Downs AONB. However, the predicted maximum extent of the Zone of Significant Visibility for proposed development extends to approximately 4.0km from the order limits boundary. As such effects on this area have not been further considered within the ES.</p>	<p>Ecological mitigation and its long term management are secured through the DCO.</p>
<p>Mitigation</p>	<p>A respondent suggested</p>	<p>NS2, Environment</p>	<p>Drainage ditches that will have a</p>	<p>Drainage ditches form part of</p>

	<p>drainage ditches that will aid ecology should form part of the Tilbury2 proposals.</p>	<p>Agency</p>	<p>primary ecological function and will fully compensate for losses to development form part of the proposals.</p>	<p>the proposals.</p>
	<p>Thurrock and Essex councils raised concerns over the proposals for off-site compensation, querying:</p> <ul style="list-style-type: none"> <li>that the reliance on off-site compensation means that an important complex of interrelated sites is being lost with greater degrees of separation between the best sites; and</li> <li>whether a better balance could be achieved between possible onsite and local mitigation and off-site mitigation measures. It is considered important that any compensation sites should be as local as possible, ideally within the borough.</li> </ul>	<p>Essex County Council and Thurrock Council</p>	<p>Operational (as set out in the Masterplanning Statement (Document reference: 6.2 5.A) and economic (as set out in the Outline Business Case (document reference 7.1) drivers connected to the need for port expansion dictate that efficient use of the Tilbury2 site needs to be made. This leaves reduced scope for accommodation of habitats and species on-site and determines that a measure of off-site translocation will be required.</p>	<p>Operational and economic drivers connected to the need for port expansion dictate that efficient use of the Tilbury2 site needs to be made.</p>
	<p>The EA set out their concerns as to ecology mitigation:</p> <ul style="list-style-type: none"> <li>that any translocation should be species</li> </ul>	<p>Environment Agency</p>	<p>Drainage ditches that will have a primary ecological function, will fully compensate for losses to development and will serve as receptor sites for any water voles</p>	<p>On-site receptors for water voles included in proposals.  On and off-site receptors for translocated reptiles included in</p>

	<p>appropriate, especially for water voles;</p> <ul style="list-style-type: none"> <li>existing features could be used for on-site mitigation, but adjacent green belt land should be assessed for carrying capacity and checked for suitability of quality/ appropriateness; and that</li> <li>culverting should be avoided where possible and implementing clear-span bridges is an advisable alternative to avoid any detrimental effects on water bodies and avoid unnecessary loss of habitat</li> </ul>		<p>requiring to be translocated form part of the proposals. Carrying capacity considerations have formed a part of the process of identifying on and offsite mitigation and compensation options.</p> <p>The desire to avoid culverting has informed the design process, however the low-lying and flat landscape and the need to respect the setting of historic assets and limit obtrusive upstanding features militates against the elevation of road and rail infrastructure to enable clear-span crossings of existing watercourses. Box-culvert designs with incorporated wildlife features are therefore proposed. The EA will have final approval of such designs through the operation of their protective provisions in the DCO.</p>	<p>proposals.</p> <p>Appropriate on-site mitigation for badgers and bats included in proposals.</p> <p>Culverts will be as short as possible and will be open box-type structures with incorporated mammal shelves to facilitate continued passage of riparian species.</p>
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## 12.0 Socio-Economics

12.1 This chapter describes the consultation responses received during the statutory consultation for Socio-Economics.

12.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Socio-Economics	Q3, Q5, Q7, Q8, Q9, Q10, Q13, Q15, Q16, Q17, Q18, Q20, Q22, Q23, Q24, Q25, Q26, Q27, Q28, Q29, Q30, Q31, Q33, Q34, Q35, Q36, Q39, Q40, Q42, Q43, Q45, Q46, Q47, Q48, Q49, Q50, Q51, Q53, Q55, Q56, Q57, Q58, Q59, Q60, Q62, Q63, Q64, Q65, Q66, Q67, Q68, Q69, Q70, , Q72, Q74	E2, E10, L2, L5, Oral representations	Essex Chambers of Commerce, Thurrock Council, Gravesham Borough Council, Essex County Council, London Borough of Bexley	Unite, Academy of Learning
Socio-Economics	56 Questionnaire Respondents commented on Socio-Economics	Two email respondents out of the 13 respondents made comments on ecology  2 Letters out of 7 letters (including non-statutory consultation questionnaires) comments on socio-economics	5 of 25 Section 42 Consultees made comments on socio-economics	2 Section 47 Stakeholders respondents made comments on socio-economics

12.3 Many responses expressed concerns about the Socio-Economic benefits; however, responses also expressed endorsements of the benefits of the project.

12.4 The questionnaire responses on Socio-Economics tended to be in response to the question regarding “economic benefits and job opportunities”, but were not limited to this.

12.5 Responses most often referred to the jobs going to local people and that they should be high quality jobs. Several consultees also expressed concerns about the balance between economic benefit and environmental impact and the industrialisation of Tilbury.

## 12.6 Thematic Responses on Socio-Economics

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Socio-Economics</b>				
Nature of Jobs	Respondents were concerned that jobs should be high quality, and go to local people.	Q13, Q18, Q30, Q34, Q39, Q49, Q51, Q53, Q65, Q66, Q69, Q72, L2, Thurrock Council	<p>The socio-economic assessment identifies predicted effects on employment, setting out anticipated jobs that can be sourced from the local labour market. These include temporary jobs during the construction phase and permanent jobs throughout the operational phase.</p> <p>A skills and employment strategy to be agreed by Thurrock Council forms part of the DCO application and will be secured through the section 106 agreement.</p>	Development of an Employment and Skills strategy.
	Gravesham suggested that it was important that those from south of the River should be able to access employment opportunities.	Gravesham Borough Council	The socio-economic assessment sets out how Tilbury2 is likely to attract firms and employment opportunities, which could act as an additional catalyst for regeneration within Gravesham, and could contribute to regeneration initiatives already taking place within the Opportunity Areas located along the waterfront in Gravesham.	n/a

			<p>PoTLL also support the Gravesend-Tilbury passenger ferry service through an annual payment, and contribute to rent at the landing stage. As part of the S106 agreement, PoTLL will make modest contributions to enhance the ferry service, which will act as an enhancement measure to support connectivity to opportunities.</p> <p>Within Gravesham, the passenger ferry service is located within the Gravesend Town Centre Opportunity Area. Tilbury2 is likely to attract firms and workers to Gravesend, and is likely to further contribute to the overall regenerative potential of the Gravesend area, contributing to the wider growth aspirations of Gravesham.</p>	
Local Economy	Respondents suggested that they felt that the project would help improve the local economy, particularly because of Brexit, access to global markets, increased rateable income and job creation.	Q3, Q5, Q7, Q8, Q9, Q14, Q15, Q16, Q17, Q23, Q24, Q26, Q28, Q31, Q33, Q34, Q35, Q40, Q42, Q45, Q46, Q48, Q50, Q51, Q55, Q56, Q58, Q66, Q68,	The socio-economic assessment sets out the predicted effects of Tilbury2 proposals on GVA and employment. It is expected these will contribute to the regional and UK-wide economy. Estimates of the effects at both scales also include and take account of more localised effects.	n/a

		Q70, Q74, E2, E10, Unite, Academy of Learning, Essex Chambers of Commerce, Thurrock Council, Gravesham Borough Council	The Outline Business Case (document reference 7.1) provides further detail on the strategic and economic case for Tilbury proposals. This includes the contribution of increased operational and capacity, along with greater access to international trading opportunities and the opening up of new markets.	
Interaction with Local Economy	Thurrock suggested that the socio-economic and health facilities information in the PEIR needs to be updated, and that more focus should be on how the proposals could support and build upon existing initiatives to support employment and skills for local people, linking with the community, training providers, skills and economic growth teams. Essex County Council also wanted more information on the wider impacts to employment from the proposals.	Thurrock Council and Essex County Council	Paragraph 7.83 of the ES states that proposals for Tilbury2 are expected to build upon existing initiatives, current partnership working across a range of sectors and link up with existing community funds to overcome barriers to employment in Tilbury. POTLL have existing links with the local community in supporting a number of training programmes, notably the Logistics Academy, and a relationship with the Gateway Academy School. It is expected that these links could be built upon as part of the Tilbury2 proposal to support further opportunities for local people. Furthermore an Employment and Skills Strategy has been developed, which is secured by the section 106 agreement with	Development of an Employment and Skills Strategy



			Thurrock Council.	
Replication	A respondent queried whether Tilbury2 replicates Cobelfret or if it is a replacement. The same respondent also queried what demand there is for further short-sea traffic independent of London Gateway. Is Purfleet Deep Wharf driving the need for Tilbury2?	Q29	The proposals do not replicate Cobelfret and there is a significant growing demand North of the Thames to supply London and the South East RoRo markets. This means that the proposals are independent of London Gateway and Complimentary of Purfleet Wharf.	n/a
Balancing Exercise	A number of respondents felt that the economic benefits from the project were outweighed by the environmental impacts, or were not as strong as suggested.	Q7, Q8, Q9, Q10, Q23, Q24, , Q26, Q27, Q30, Q47, Q59, Q62, Q63, Q64	In accordance with the NPS on Ports, the application, across the full suite of documents seeks to set out the economic, environmental and social benefits of the development against the adverse environmental impacts to allow a judgement about the acceptability of the proposals. This judgement will bear in mind that the NPS advises that the decision-maker should start with a presumption in favour of granting consent to applications for port developments unless any more specific and relevant policies set out	No change

			in the NPS clearly indicate that consent should be refused.	
	A Kent respondent considered that they received no economic benefit but still received environmental impacts.	Q60	Figure 8.2 within the Socio-Economic chapter of the Environmental Statement shows the current location of Port employees by skill band. There are many employees that reside within the Kent (and Medway) administrative areas. Beyond this a number of customers, tenants and suppliers of the Port have a presence within Kent and they, in turn, have employees within the Kent area.	n/a
	A respondent suggested that the only parties to benefit would be those whose own land is being built on.	L5	The economic benefits of the Tilbury2 proposals is set out in the socio-economic chapter of the ES and explains the wide range of positive impacts that will arise.	n/a
Open Days	A query was raised as to whether or not the port could hold open days once it was open.	Q17	The Port of Tilbury holds biennial Port Open Days. These tours include open top bus tours of the Port Of Tilbury.  Tilbury2 will become part of these tours, linking the Port's activity in both Ports and giving the local community, a chance to see and understand more about the	n/a

			industry. The next Port Open Day will take place in 2018.	
Industrialisation	Respondents were concerned that the proposals would lead to the continued industrialisation of Tilbury – replacing green spaces with concrete and pollution.	Q11, Q13, Q18, Q20, Q22, Q25, Q27, Q36, Q43, Q57, Q67, E2, L2	The Tilbury2 site is a brownfield site. It is acknowledge that there will be a loss of green space within the infrastructure corridor; although this will be offset somewhat by the landscaping proposals included within the proposals. The loss of green space will, however, need to be considered in the planning balance as part of the Secretary of State’s decision on the proposals as a whole.	No change
Viability	Respondents were concerned about the ability of the CMAT aspects of the proposals to exist given existing cement facilities in Kent, DP world and Purfleet.	Oral representation	There is a growing demand and requirement in London and the South East for cement aggregates and associated production facilities. The facility at DP World (London Gateway) has a facility, but this is for its own construction.	n/a
Bexley	Bexley raised a concern as to the impact of the Tilbury2 proposals in Bexley that currently use safeguarded wharves such as the Riverside Resource Recovery Facility (RRRF). Although this could lead to reduced road traffic,	London Borough of Bexley	The proposals will have no impact on the RRRL facility in Bexley. Ash generated from the facility is containerised on site and transported down river to Tilbury for recycling into secondary aggregate. PoTLL has a long term commercial relationship with RRRL and this will	n/a

	there is a concern that increased river traffic may affect the operation of the RRRL.		continue to be unaffected by this proposals. There will be no impact on RRRL due to barge movements from Tilbury2.	
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### 13.0 Health

13.1 This chapter describes the consultation responses received during the statutory consultation for health.

13.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Health	Q2, Q4, Q5, Q7, Q8, Q9, Q10, Q12, Q13, Q14, Q16, Q18, Q19, Q20, Q22, Q26, Q27, Q30, Q36, Q39, Q41, Q49, Q54, Q57, Q59, Q60, Q61, Q62, Q63, Q64, Q65, Q66, Q68, Q71, Q73	E12	NHS England	
Health	35 Questionnaire Respondents commented on health	1 Emailer out of 13 made comments on health	1 of the Section 42 consultees made comments on health	

13.3 Many responses queried the impacts on health. The comments on health were also linked to other issues such as pollution. The responses expressed by the consultees listed in **13.6** dealt with the different aspects of the proposals.

13.4 Responses on health were spread throughout the questionnaire and quality of life was often balanced against economic benefit for the question on the economic benefits.

13.5 The most common issues on health related to pollution concerns and worries as to potential impacts on quality of life.

### 13.6 Thematic Responses on Health

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Health</b>				
Quality of Life	Respondents were concerned that both the proposed port and the proposed infrastructure corridor would affect quality of life due to air, noise and visual impacts of the project.	Q2, Q4, Q7, Q8, Q10, Q12, Q13, Q16, Q19, Q20, Q22, Q36, Q41, Q57, Q59, Q60, Q63, Q65, Q71	The health assessment undertaken as part of the application has specifically considered health and quality of life impacts of the proposal on air quality, noise and the visual quality of the neighbourhood, and is set out in the ES (document reference 6.1). This has concluded that the proposals could have a negligible to moderate effect on health in respect of noise and a negligible/minor effect on health in respect of visual impacts, which has been assessed as part of neighbourhood quality. The impact on air quality was concluded to be negligible/minor. A range of mitigation measures has also been proposed as part of this assessment, and are set out in the ES chapter.	A health assessment forms part of the ES for the Tilbury2 proposals which considers each of these issues.
	To avoid prolonged impacts, a respondent suggested that the project should be built as	Q68	The Health Impact Assessment details health impacts specifically associated with the construction of the proposal, based on a	The proposals involve a brisk construction period.

	briskly as possible.		construction period of 1 year (Q1 2019-Q1 2020). Construction will take place 7 days a week during this period. Therefore, the construction period is already as short as it can be. The Construction Environmental Management Plan (document reference 6.9) sets out mitigation measures in respect of noise during construction.	
Pollution	Respondents were concerned that the infrastructure corridor will bring increased pollution.	Q4, Q5, Q9, Q14, Q18, Q26, Q27, Q30, Q39, Q41, Q49, Q54, Q57, Q59, Q61, Q62, Q65, Q66, Q73	<p>The noise and air quality health impacts of the operation of the infrastructure corridor have been considered in the Health Impact Assessment.</p> <p>The Health Impact Assessment suggests that the noise effects of the infrastructure corridor would be negligible: this rating is made by evaluating the noise levels against established guidelines/standards and takes into account the provision of noise barriers on the infrastructure corridor. The effect of the infrastructure corridor on air quality was evaluated as negligible/minor based on annual mean concentrations of NO<sub>2</sub>.</p>	The Health Impact Assessment for the Tilbury2 proposals set out that there will not be a significant impact of pollution on quality of life as a result of the Tilbury2 proposals, following the mitigation measures developed as part of the CEMP and OMP.
Waste	A respondent was concerned that the project could lead to discharge of health damaging	E12	Jennifer Warhurst	Potential contaminated land risks in relation to the development have been

	waste materials such as liquid or solid substances.			assessed in the Hydrogeology & Ground Conditions chapter of the Environmental Statement. With the adoption of the proposed mitigation measures, negligible effects are generally predicted during the construction phase and negligible or minor beneficial effects (associated with the removal / mitigation of any on-site contamination sources) are anticipated.
NHS	<p>NHS England made clear their view that health impacts would need to be mitigated.</p> <p>They also specifically suggested that PoTLL should give a contribution towards the planned integrated health centre in Tilbury.</p>	NHS England	<p>Mitigation has been proposed to address the health impacts identified in the Health Impact Assessment, as set out in the ES (document reference 6.1). No residual health impacts have been identified as part of the Health Impact Assessment undertaken for the scheme.</p> <p>The Integrated Healthy Living Centre is planned to open in Tilbury in 2019. The socio-economic Assessment made for the ES has estimated that Tilbury2 will support 57 local jobs during construction and 138 jobs locally during operation. These are evaluated as</p>	No change.



			<p>moderate increases in employment in the socio-economic assessment, that would not impact significantly on demand for the Integrated Healthy Living Centre, which is already designed to accommodate a significant increase in population by 2025 or 2030 of an additional 1,000 new homes in Tilbury: an estimated population increase of 2,650 individuals. PoTLL therefore does not consider that a funding contribution is appropriate in this regard.</p>	
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## 14.0 Lighting

14.1 This chapter describes the consultation responses received during the statutory consultation for amenities.

14.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Lighting	Q9, Q10, Q11, Q13, Q18, Q19, Q20, Q21, Q23, Q26, Q27, Q29, Q34, Q36, Q39, Q43, Q47, Q49, Q51, Q57, Q59, Q63, Q65, Q66, Q67, Q68, Q70, Q71, Q72, Q74	E5, E8, E9, E11, E12	Gravesham Borough Council	NKYA
Lighting	30 Questionnaire Respondents commented on lighting	5 email respondents out of 13 made comments on lighting	1 of the section 42 consultees made comments in relation to lighting	1 of the Section 47 Stakeholders made comments on lighting

14.3 Many responses queried impacts from lighting that would come from the proposals. The concerns about impacts were expressed in different ways and this table sought to encapsulate the key sub themes that arose from responses expressed by the consultees listed in **14.5**.

14.4 Responses tended to be in relation to the impacts on local housing from the development.

## 14.5 Thematic Responses regarding Lighting

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Lighting</b>				
Impact on Local Residents	Respondents were concerned about the impact of lighting on residential properties arising from the Tilbury 2 proposals, particularly from the infrastructure corridor; and that this would be the case even if LED lighting was used.	Q9, Q10, Q11, Q13, Q18, Q19, Q20, Q21, Q23, Q26, Q27, Q34, Q36, Q39, Q43, Q47, Q49, Q51, Q57, Q59, Q63, Q65, Q66, Q67, Q70, Q71, Q72, Q74, E5, E8, E9, E11, E12	<p>Lighting to the road portion of the infrastructure corridor is contained to the eastern and western ends.</p> <p>Illumination for rail sidings would be provided from low level bollard luminaires.</p> <p>Simulations undertaken show that the road will not generate obtrusive light to residents (by reference to Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011</p>	A Preliminary Lighting Strategy and Impact Assessment (document reference (6.2.9.J) forms part of the DCO application. Final approval of the lighting strategy once the detailed design is known will be granted by Thurrock Council in consultation with Gravesham Borough Council and Historic England.
	A concern was raised that there would be light pollution 24/7 during the construction period.	Q65, E5, E11	<p>The CEMP has been developed to ensure that non-obtrusive lighting is used during construction.</p> <p>Construction working hours referred to in the CEMP will mean that no lighting is used on the infrastructure corridor at night, subject to health and safety considerations.</p>	Measures included in the CEMP.
	A concern was raised as to the potential effects of port lighting and ship lighting on the Kent	Q68, Gravesham Borough Council	Visual reflections of light on Thames (elongated reflections) are acknowledged. Mitigation in the	The full lighting strategy for the proposals must be developed and approved by Thurrock

	<p>side of the river.</p> <p>A concern was raised that there would be lighting spill over the Thames itself.</p>	<p>North Kent Yachting Association</p>	<p>form of baffles and rear spill shields to high mast luminaires will be applied where applicable.</p> <p>Simulations show that obtrusive lighting levels will not exceed those stated within Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011 on either side of the river.</p> <p>Simulations show that direct light spill onto the Thames (necessary in providing safe working illumination around head height at edge of pontoon and jetty) is contained within as close a radius of the facility as possible through managing luminaire mounting heights and orientations. Mitigation in the form of baffles and rear spill shields will be applied where applicable.</p>	<p>Council, in consultation with Historic England and Gravesham Borough Council, as secured by a DCO Requirement. This will include mitigation measures.</p>
	<p>A respondent suggested that lighting effects would be particularly bad south of Calcutta Road and Brennan Road</p>	<p>Q29</p>	<p>As is set out in the Preliminary Lighting Strategy and Impact Assessment (Appendix 6.2.9.J of the ES), simulations show that there is no significant contribution to illumination levels around properties in this area.</p>	<p>n/a</p>

## 15.0 Location Elements of the Proposals

15.1 This chapter describes the consultation responses received during the statutory consultation querying the location of certain aspects of the proposals.

15.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Location	Q4, Q12, Q18, Q20, Q21, Q25, Q29, Q36, Q39, Q41, Q43, Q47, Q52, Q55, Q57, Q60, Q62, Q64, Q65, Q66, Q71	E3, E7, NS1, Oral representations	PLA, Trinity House, Anglian Water, National Grid, Environment Agency, RWE, Network Rail, Cadent, HSE, Gravesham Borough Council	Unite
Location	21 Questionnaire Respondents commented on location	1 letter out of 7 letters (including non-statutory consultation questionnaires) comments on location  2 emails respondents out of 13 made comments on location	10 Section 42 consultees made comments in relation to location	1 of the section 47 Stakeholders made comments on location

15.3 Many consultees questioned the location elements of the proposals and the list of consultees is presented in **15.2**. The concerns on the impacts occurred in different ways and the table at **15.6** expresses this.

15.4 Responses from the questionnaire addressed location throughout and tended to be in relation to specific questions such as for the infrastructure corridor - most responses tended to be in relation to the question that specifically regarded each element. However, responses were also spread out to other questions throughout the questionnaire.

15.5 The main issues on location were about where certain elements of the proposals would be and often their proximity to residential properties. The responses also included concerns about the cumulative impact from other projects.



## 15.6 Thematic Responses to Location Elements of the Proposals

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Location</b>				
Infrastructure Corridor	Respondents queried the location of the infrastructure corridor, and suggested it is too close to housing and uses green land.	Q12, Q18, Q20, Q25, Q29, Q36, Q43, Q47, Q57, Q65, Q66.	The Masterplanning Statement and its appendices Document reference: 6.2 5.A) explain that detailed alignment optioneering that has taken place for the infrastructure corridor, taking account of environmental and engineering considerations; and explaining why it has been taken forward rather than upgrading Fort Road.	The DCO application explains the reasons for the location of the infrastructure corridor.
	A respondent suggested that Fort Road should be upgraded instead or land opposite gateway academy should be used for a road to link Marshfoot road with the A1089.	Q43	Using this suggested route would result in the interaction of HGV traffic with local traffic. The proposed Infrastructure Corridor provides a direct link from the site to the strategic road network and existing Port, which is suitable for the HGV traffic that the proposed development will generate.	n/a
	A respondent suggested that the road link should be built to go north and connect the old A13 with a roundabout.	Q21	The proposed Tilbury 2 site is an extension to the existing Tilbury site and as such some operations between both ports will be shared. As such it is practical for the route	n/a

			connecting the two sites to be of the shortest length feasible, this in turn reduces journey times and associated emissions where journey's between the two sites are required. Furthermore, the existing A1089 route from the A13 is maintained and therefore negates the need for additional highway infrastructure, reducing the overall impact upon the surrounding area.	
	A respondent was concerned about the layout of the infrastructure corridor, particularly where it joins/leaves St Andrew's Road.	E7	The proposed highway arrangement where it joins/leaves St Andrews Road is designed in accordance with the current highway design standards. The selection of junction type, in this case a priority junction, is dictated by the predicted vehicular trips and associated traffic movements. The Masterplanning Statement and its appendices Document reference: 6.2 5.A) explain the detailed alignment optioneering that has taken place at this location.	n/a
	A respondent was concerned that Brunel Close, Bown Close and the Beeches would be affected by the rail link as they are built on rafts.	Q52	The rail link will have negligible noise and vibration impacts to properties on Brunel Close, Bown Close and the Beeches due to the separation distance. The rail link will be behind the existing bund which	



			is adjacent to the properties and this will act as a noise barrier for this section of the track.	
	Respondent was concerned the new road link would sever the existing siding, taking it out of use.	E7	The existing siding will be severed, but the customer it serves will be relocated or facilitated in the c existing Port.	n/a
	Respondents queried why the highway proposals were not dual carriageway.	Oral representations	Predicted traffic levels/flows suggest that a single two-way carriageway will be sufficient. The introduction of a dual carriageway where not required may see a disproportionate increase in vehicle speeds, increase the risk of accidents relating to speed and encourage more traffic.	n/a
	Respondents queried why the red line boundary on the consultation plans comes north of the railway line and near to Brennan Road.	Oral representations	The red line crosses north of the railway line in order to provide sufficient space to allow for potential signage, lighting and related construction activities that may be required as a result of the proposed new bridge on Fort Road (which passes over the new Tilbury2 access road, rail sidings and existing rail line). . However, it is the case that this land will only be required temporarily during construction and will not be required during operation. Apart from the new bridge, all the permanent road	n/a

			and rail works will be to the south of the existing railway line.	
CMAT	A respondent queried why the CMAT facilities needed to be located nearer to houses.	Q57	As is set out in the Masterplanning Statement (Document reference: 6.2 5.A), it is the location of the RoRo terminal that is sensitive, in terms of the amount of land required and the distance that the terminal facilities sit from the arrival of vessels. As such, it is required to sit nearest to the river, which means that the CMAT facilities sit furthest from the quayside.	n/a
Port facilities as a whole	Whilst it was appreciated that the port facilities were to be built on brownfield land, it was suggested that London Gateway Port should be used instead.	Q39, Q55, Q62, Q64, Q71	<p>Tilbury2 is an expansion for the existing Port customers who are looking to expand and provide expansion areas for growth areas of the existing business. Tilbury is a multi-purpose port capable of handling a diverse range of cargoes and is not a specialist container port like London Gateway.</p> <p>London Gateway as it is a specialised Port does not have the capability to handle the services Tilbury2 will accommodate. It is also a competitor business to PoTLL with different ownership who have their own plans for expansion with deep sea containers.</p>	n/a

	<p>Respondents suggested that land opposite Gateway Academy should be used rather than the proposed site for both the port facilities and access to them</p>	<p>Q4, Q43</p>	<p>This would not be possible as the RoRo terminal facilities proposals require berthing on the river Thames.</p>	<p>n/a</p>
	<p>Respondents suggested that the port should take place in a more isolated area, such as on the coast.</p>	<p>Q41, Q60</p>	<p>Tilbury 2 is an extension of the existing port and provides services to the existing and potential new customer requirements. Ports are located next to major infrastructure such as river and roads and historically have been located next to population centres. Tilbury is 132 years old as a business and was constructed to serve the London market which it continues to do. Relocating to a coastal area would have significant environmental impacts not just on the chosen site but also in putting in the required infrastructure to ensure the port could operate effectively.</p>	<p>No change</p>
	<p>The PLA and Trinity House required a full Navigation Risk Assessment to be submitted with the DCO.</p> <p>The PLA also suggested that more information on the proposed pontoon will be needed for DCO submission.</p>	<p>Port of London Authority, Trinity House</p>	<p>A Navigation Risk Assessment has been completed and shall be submitted with the DCO.</p> <p>The detailed design for the Pontoon is yet to be completed. At present it is anticipated that the pontoon will be restrained by 3No. restraint structures comprising of 2No. new</p>	<p>A Navigation Risk Assessment has been completed and shall be submitted with the DCO.</p> <p>The DCO drawings have been updated to include the envisaged restraint structures.</p>

			steel piled structures and the existing RWE water outlet culvert structure, but this will be explored further at detailed design. In addition to this anchor chains may be provided to the pontoon subject to detailed design.	
Proctor & Gamble Biomass Plant	A respondent raised a concern about the cumulative effect of the proposed nearby bio-mass plant owned by Proctor and Gamble, and suggested that should be moved to the Tilbury2 site.	E3	The list of Cumulative Developments within the ES has been reviewed and this project has been added to it.	The biomass plant proposals have now been incorporated into the Cumulative impact assessments within the ES.
Approval of Location	Respondents approved of using a brown field site	NS1, Unite	PoTLL agree.	n/a
Kent	Respondents queried whether any development would occur on the Kent side of the river.	Oral representations	The Tilbury2 proposals do not involve development south of the river.	n/a
Statutory Undertakers	A number of statutory undertakers are affected by the scheme. They submitted consultation responses seeking protections for their assets, apparatus and operations (and access to them) and for discussions to continue with PoTLL.	Anglian Water, National Grid, Environment Agency, RWE, Network Rail, Cadent	PoTLL continued discussions with undertakers affected by the Tilbury2 proposals and has included suitable measures within the draft DCO where appropriate.	Protective Provisions have been included within the DCO.
Safety	HSE raised concerns that the	HSE	There are currently occupied	n/a

	<p>Order limits fall within the consultation zones of Tilbury1 which is a major accident hazard site, which could lead to an objection if any occupied buildings fell within the zones.</p> <p>HSE also raised the need for a hazardous substance consent if any hazardous substances were to be dealt with in construction or operation.</p>		<p>buildings within Tilbury1, that fall within the major accident hazard zone. These buildings are essential port operational buildings only and the same will apply to Tilbury2.</p> <p>As the amount of hazardous material that will be affected by construction or handled during operation is not currently known, provision has not been included within the DCO for hazardous consent. Such consent will be sought once these details are known.</p>	
Anglian Water Jetty	Gravesham requested more clarity on what role the Anglian Water jetty would have in relation to the Tilbury2 proposals, and how it would be dealt with in the DCO.	Gravesham Borough Council	This will be demolished and this has been communicated to Gravesham Borough Council.	n/a
Silo	Gravesham suggested that the proposed silo should be replaced with several smaller ones.	Gravesham Borough Council	As set out in the Masterplanning Statement, the silo has to be located at the waterfront for operational and commercial reasons an alternative approach is required. A single 100m silo, suitably coloured, would be visually preferable at the waterfront location as the alternative available (two	The DCO includes a requirement that the surface material of the silo will be required to be approved by Thurrock Council, in consultation with Gravesham Council and Historic England.

			500m high silos) would still be tall enough to draw the eye in the locality and would present a less elegant structure with more visual 'bulk'	
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## 16.0 Flooding and Water Resources

16.1 This chapter describes the consultation responses received during the statutory consultation for Flooding and Water Resources.

16.2

<b>Qualitative Comments</b>				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Flooding and Water Resources		NS2	Gravesham Borough Council, Environment Agency, Essex County Council, PLA	
Flooding and Water Resources	None of the questionnaires referred to flooding and water resources in their comments.	1 letter made comments on flooding and water resources	4 of the Section 42 Consultees made comments about flooding and water resources	

### 16.3 Thematic Responses to Flooding and Water Resources

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Flooding and Water Resources</b>				
Spillage and Contaminants	Gravesham raised their concern that the fuelling and maintenance of vessels will need to be managed to avoid spillages of contaminants.	Gravesham Borough Council	Spillages associated with maintenance or refuelling in the river will come under PLA jurisdiction rather than PoTLL.	n/a
	The EA raised a concern that chemicals should be securely stored to avoid impacts in a flooding event.	Environment Agency	Recommendations to store potential contaminant sources in accordance with the Control of Pollution (Oil Storage) (England) Regulation 2001 are provided in the ES, and will be implemented in construction through the Construction Environmental Plan (document reference 6.9) and in operation through the Operational Management Plan (document reference 6.10), and the DCO's requirement for compliance with the Flood Risk Assessments that have been produced for the proposals.	Controls on chemical storage are included in the DCO application.
Waste Water	The EA suggested that PoTLL confirm that there is sufficient waste water capacity to take in the Tilbury2 proposals.	Environment Agency	Potential impacts on the foul water system have been taken into account in the Level 2 and Level 3 FRA and in the design of the	The DCO requires compliance with the flood risk assessments and the drainage strategy, which includes measures to



			drainage strategy, such that a negative impact is not envisaged.	avoid impacts on the existing foul water system
Drainage Ditches	A concern was raised about the sufficiency of drainage ditches to deal with the Tilbury2 proposals.	NS2, Environment Agency	It is envisaged that run-off will be limited to Q1 Greenfield run-off levels (or as low is practically possible to avoid maintenance issues with small outfall pipework) as explained in the Drainage Strategy (document reference 6.2.16E). Discharges into existing ditches will be controlled through those bodies responsible for the relevant ditch (either the Environment Agency or Thurrock Council as lead local flood authority). Meetings have been held with both parties to agree the approach to this, and the process will ultimately be dealt with through the operation of the protective provisions within the DCO that exist for their benefit. The Drainage Strategy also sets out the new drainage infrastructure that is proposed to be developed on the Tilbury2 site, and explains why it is sufficient.	N/A
Flooding and Climate Change	Essex County Council sought confirmation that EA climate change allowances and rising sea levels would be taken into	Essex County Council, Environment Agency	Recommendations with regard to climate change have been replicated as part of the Flood Risk Assessments (document reference	Climate change allowances have been included in the FRA for the Tilbury2 proposals.

	<p>account in the Flood Risk Assessment within the ES.</p> <p>The Environment Agency made similar points and advised as how this should be best approached.</p>		<p>6.2.16.A and 6.2.16.B) for the Tilbury2 proposals. A DCO requirement sets out that the Tilbury2 proposals must be constructed and operated in accordance with the flood risk assessment.</p>	
Flood Risk	<p>Gravesham raised a concern that that decreased flood risk would increase the flood risk elsewhere</p>	<p>Gravesham Borough Council</p>	<p>A quantitative flood risk assessment has been made as part of the Level 3 FRA which indicates the areas at greater flood risk and any potential change in the flood risk downstream. This indicates that, compared to the current conditions, it is likely there will be largely positive effects from the proposed developments, as there will be a reduction of the flood depth both on-site and off-site.</p>	<p>This point is dealt with in the Level 3 FRA for the proposals.</p>
Flood Defences	<p>The EA suggested that improvements will be necessary to the existing flood defences on the main Tilbury2 site and in the infrastructure corridor the supporting wall of East Dock Sewer, and that the interaction of the proposals with the defence will need to be considered.</p>	<p>Environment Agency</p>	<p>This interaction will be managed through the procedure created by the protective provisions for the benefit of the EA in the DCO.</p>	<p>n/a</p>
Watercourses	<p>Essex County Council suggested that consideration</p>	<p>Essex County</p>	<p>This issue has been taken into consideration in the Level 3 FRA</p>	<p>Impacts on surface water flows have been included in the FRA</p>

	<p>must also be given to the impact that alterations to ordinary water courses and main river will have on the conveyance of surface water flows.</p>	Council	<p>(document reference 6.2 Appendix 16.B) which takes in consideration the proposed culverts and alterations of watercourses.</p> <p>The outcomes of the Level 3 FRA indicate that, compared to the current conditions, it is likely there will be largely positive effects from the proposed developments, as there will be a reduction of the flood depth both on-site and off-site.</p>	for the Tilbury2 proposals.
	<p>The EA indicated that the Level 3 FRA should include a site-specific breach assessment if the mitigation measures for the development want to work to site-specific accurate breach flood depths.</p>	Environment Agency	<p>It will be necessary to divert a length of Pincocks Trough Sewer and replace the existing culvert under Fort Road with a new structure This interaction will be managed through the procedure created by the protective provisions for the benefit of the EA in the DCO.</p>	n/a
Future proofing	<p>Respondents suggested that the Tilbury2 proposals should take into account the need for future barrier raising under the EA's TE2100 plan.</p>	Gravesham Borough Council, Environment Agency	<p>It is difficult for the Tilbury2 proposals to take into account such long term proposals at this stage given that plans for Tilbury2 cannot extend that far into the future. That said, land within the existing Port has had to be flexible in order to adapt to changes in technology, cargo demand and legislation as well as other factors. Tilbury2 would be no different and although safeguarding of land for a potential</p>	No change

			future barrier is not included within the proposals, as with the existing port, that is not to say that operational land may not become available in the future. PoTLL is happy to continue discussions with the EA on this over time.	
	The EA indicated that the Level 3 FRA should include a site specific breach assessment if the mitigation measures for the development want to work to site-specific accurate breach flood depths.	Environment Agency	This issue has been taken into consideration in the Level 3 Flood Risk Assessment (document reference Appendix 6.2.16.B) for the Tilbury proposals.	A breach assessment has been included in the Level 3 FRA for the Tilbury2 proposals, which concludes that, there will be no unacceptable changes to flood levels as a result of the proposals if a breach of flood defences were to occur.
	The EA indicated that outflows from the Tilbury Food Storage Area must not be interrupted unless otherwise approved by the EA.	Environment Agency	Provision for this has been included within the recommendations in the Level 2 FRA.	Compliance with the recommendations of the FRA that deal with this issue is secured by a DCO requirement.
Dredging	The EA explained that they would want to see any justification for using dispersive dredging methods.	Environment Agency	In the EIA and WFD assessment both removal dredging via backhoe and dispersive dredging via water injection dredging have been assessed.  In discussions with the EA it was noted that dispersive dredging is preferable, as it retains the material within the estuary sediment system, so long as it does not result in	This matter is considered fully within the DCO application.

			significant impacts. The assessments conclude that there will be no significant impacts from either method of dredging with appropriate mitigation in place.	
	<p>The PLA had a number of comments on dredging:</p> <ul style="list-style-type: none"> <li>• that dredge monitoring would be welcomed;</li> <li>• that existing dredging programmes of the PLA and third parties should be taken into account and further clarity should be provided on what cumulative projects would be being considered.;</li> <li>• clarification was sought on the various time limit restrictions suggested in the PEIR, and considers they may not be justified; and</li> <li>• a concern that vessel scour may limit depths of maintenance dredging on approach to the berth;</li> <li>• questioned why a sheet piled wall is proposed to</li> </ul>	Port of London Authority	<p>It is anticipated that the dredge area would be monitored to determine the volume and frequency of maintenance dredging and chemical analysis of the material to be dredged would be undertaken approx. every 3 years.</p> <p>The cumulative assessment in the marine ecology chapter considers other dredge and construction projects within the Thames within a 15km radius of Tilbury2.</p> <p>The marine ecology chapter of the EIA assessed the potential for impacts on marine species and suggests mitigation as appropriate. This includes WID on the ebb tide only, and no WID during the summer months, as secured through the CEMP and as will be possible through any approval under a Deemed Marine Licence. PoTLL intends to undertake 'business as usual' bathymetric surveys post-dredge.</p>	This is considered fully within the DCO application.

	<p>be installed on the northern boundary of the dredging volumes;</p> <ul style="list-style-type: none"><li>• suggested that injection dredging should not be used during May-July due to Salmon smolt;</li><li>• requested that a post dredge monitoring programme be implemented.</li></ul>			
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## 17.0 Ground Conditions

17.1 This chapter describes the consultation responses received during the statutory consultation for ground conditions.

17.2

<b>Qualitative Comments</b>				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Ground Conditions	Q74		Historic England, Environment Agency	
Ground Conditions	1 out of 74 questionnaires made comments on ground conditions.		2 of the Section 42 Consultees made comments in relation to ground conditions.	

## 17.6 Thematic Responses to Ground Conditions

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Ground Conditions</b>				
Ground conditions	A concern was raised as to the depth of excavation that would be possible at the Tilbury2 site given its previous uses.	Q74	Potential contaminated land and geotechnical risks in relation to the development have been assessed, and mitigation measures suggested in the Hydrogeology & Ground Conditions chapter.	Risks from excavation have been addressed in the ES.
	Historic England raised their concern that the Alluvium deposits may be compressed as part of the development, which could lead to the loss or degradation of archaeological and palaeoenvironmental remains of interest. They also asked for more clarification on the proposed ground stability improvement and compaction.	Historic England	The Hydrogeology & Ground Conditions and Archaeology and Cultural Heritage chapters were updated to include impacts on the potential archaeological resource within the Site from piling and ground improvement works. Clarification was also provided on the proposed ground stability improvement and compaction. It is considered that any indirect effects from compression of the peat, in terms of its water content, on palaeoenvironmental and/or archaeological features present therein are likely to be negligible.	The information has been added to the ES.



Contamination	The EA noted that historic tipping was observed in the northern part of the new port terminal area and would require investigation and further mention in the ES.	Environment Agency	The Hydrogeology & Ground Conditions chapter has been updated to include the historic tipping. This area was investigated as part of the ground investigation undertaken by RPS in 2015.	
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## 18.0 Noise and Vibration

18.1 This chapter describes the consultation responses received during the statutory consultation for noise and vibration.

18.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Noise and Vibration	Q2, Q4, Q5, Q9, Q10, Q11, Q12, Q14, , Q19, Q21, Q22, Q23, Q25, Q26, Q27, Q29, Q34, Q35, Q39, Q43, Q47, Q49, Q51, Q53, Q54, Q57, Q59, Q60, Q63, Q65, Q66, Q67, Q68, Q70, Q71, Q72, Q73, Q74	E1, E5, E6, E8, E9, E11, E12, L2, L5, , NS1, NS2, Oral Representations	Historic England, Thurrock Council, Network Rail, Highways England, Gravesham Borough Council	North Kent Yachting Association
Noise and Vibration	39 Questionnaire Respondents commented on noise and vibration	7 email respondents out of 13 made comments on noise and vibration  4 Letters out of 7 (including non-statutory consultation questionnaires commented on noise and vibration	5 of the Section 42 Consultees made comments in relation to Noise and Vibration	1 Section 47 Stakeholder out of 10 made comments on Noise and Vibration

18.3 Many responses queried the noise impacts that may potentially arise from the proposals. These impacts occurred in different ways and the table at **18.6** responds to these on a thematised basis from the consultees expressed in **18.2**.

18.4 Responses from the questionnaire addressed noise throughout; responses tended to be as a response to the question on supporting Tilbury2, as a contrast to the economic benefits, the infrastructure corridor, and questions on environmental impact itself... Like air quality (**Chapter 9**), the responses focused on the potential impacts on residents in the area and the disruption it would cause on top of what they perceived as existing issues.

18.5 The most common issues on noise were about noise on the infrastructure corridor, the impacts on the infrastructure corridor and the noise from operation of Port Facilities.

## 18.6 Thematic Responses in relation to Noise

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Noise and Vibration</b>				
Working Hours	Concerns were raised by respondents about the potential for operations being 24/7 and 365 days a year, and that this would cause a constant supply of noise.	Q2, Q59, Q60, Q65, Q72, E9, E11	Tilbury2 will need to be operational 24/7 to facilitate vessels. This is the same as the main Tilbury1 Port, Purfleet and London Gateway.	
	Respondents suggested limits on hours of working, either 9-5 or 7.00 – 21.00.	Q2, Q51	Tilbury2 will need to be operational 24/7 to facilitate vessels. This is the same as the main Tilbury1 Port, Purfleet and London Gateway.	
Noise from Construction	Respondents were concerned about the noise impacts to local properties from the construction phase.	Q21, Q35, Q60, Q63, E5, E11	A construction noise assessment has been undertaken and the results are presented in the ES. The construction activities will result in temporary, direct, adverse effects at receptors in Tilbury overlooking the proposed road and rail link. As a result, a package of measures has been included within the Construction Environmental Management Plan to mitigate against these effects. The impacts due to construction noise are considered temporary and further	A construction noise assessment is included within the ES, and mitigation measures are included within the Construction Environmental Management Plan.

			mitigated by the CEMP and therefore are not significant.	
	Thurrock Council were concerned about noise impacts to residents arising from piling	Thurrock Council	A piling noise assessment has been undertaken and the results are presented in the ES. Piling will result in temporary noise impacts on nearby noise sensitive locations. As a result, a package of measures has been included within the Construction Environmental Management Plan to mitigate against these effects.	A piling noise assessment is included within the ES, and mitigation measures are included within the Construction Environmental Management Plan.
Noise from Operation of Port Facilities	Respondents were concerned about noise impacts to properties arising from operation of the port facilities, such as the dropping of materials.	Q9, Q63, Q66, Q74, E5, E11, E12, Historic England	An operational noise assessment has been undertaken using plant noise levels measured at Tilbury to inform the Tilbury2 noise assessment and the results are presented in the ES. This has identified that there will be noise impacts from the operation of the port facilities on nearby noise sensitive locations. As such a number of mitigation measures have been included within the Operational Management Plan, as well as a requirement for a monitoring and mitigation scheme to be developed (pursuant to a requirement in the DCO) further to detailed design of the proposals to provide at-receptor mitigation at	An operational noise assessment is included within the ES, and a package of mitigation measures forms part of the DCO application.

			locations where this becomes necessary.	
Noise from use of Infrastructure Corridor	Concerns were raised by respondents about the noise impacts on properties arising specifically from use of the proposed rail link, and suggested measures such as speed control and sound barriers.	Q5, Q35, Q43, Q49, Q57, Q63, Q70, Q73, Q74, L5, E1, E12	Noise barriers have been included as part of the design to control the noise impact on properties from the rail link. Their inclusion is secured by a requirement within the DCO (document reference 3.1).	An assessment of rail impacts from the infrastructure corridor is included within the ES and has led to the development of mitigation measures.
	Concerns were raised by respondents about the noise impacts on properties arising specifically from traffic using the proposed road link.	Q5, Q9, Q18, Q54, Q57, Q66, Q73	Noise barriers have been included as part of the design to control the noise impact on properties from the road link. Their inclusion is secured by a requirement within the DCO (document reference 3.1).	An assessment of road impacts from the infrastructure corridor is included within the ES and has led to the development of mitigation measures.
	Concerns were raised by respondents about the noise impacts on properties arising specifically from HGV use of the proposed road link.	Q29, L2, E5	A road traffic noise assessment has been undertaken to assess the noise impact on properties including the movement of HGV's and the results are presented in the ES. Noise barriers have been included as part of the design to control the noise impact on properties from their use of the infrastructure corridor.	HGVs are included within the noise assessments within the ES.
	Concerns were raised by respondents about the noise	Q4, Q5, Q10, Q11, Q12, Q14, Q18,	A noise assessment has been undertaken to assess the noise	An assessment of impacts from the infrastructure corridor has

	impacts on properties arising from the use of the infrastructure corridor as a whole.	Q21, Q23, Q25, Q26, Q27, Q34, Q39, Q43, Q47, Q49, Q59, Q63, Q65, Q66, Q67, Q68, Q70, NS1, E12, Historic England	impact on properties and the results are presented in the ES. Noise barriers have been included as part of the design to control the noise impact on properties from the infrastructure corridor. Their inclusion is secured by a requirement within the DCO (document reference 3.1).	been included within the ES.
	A respondent queried what protective measures against the effects of rail link would benefit Sandown Road, Brennan Road and Fort Road	Q9	A noise barrier will be installed to mitigate noise from the rail link, which will reduce the noise impact by approximately 5-8 dB at the most exposed receptors within Tilbury.	
Vibration from use of Infrastructure Corridor	Respondents were concerned about vibration effects being caused by the rail link and the effect this would have on properties, given that there are existing vibration issues.	Q59, Q72, E6, Network Rail	Existing vibration measurements have been undertaken to assess the impact due to the proposed rail link and this is set out in the ES. The Infrastructure Corridor will result in negligible effects at nearby receptors in respect of vibration from the rail link.	An assessment of vibration impacts from the rail link has been included within the ES.
Noise on A1089	A respondent raised concern as to noise from traffic on the whole A1089, particularly because of the Lower Thames Crossing.	Q53	A road traffic noise assessment has been undertaken to assess the noise impact on properties based on existing and future traffic flows and the results are presented in the ES. The results show that there will be only minor increases and	A road traffic noise assessment has been undertaken to assess the noise impact on properties and the results are presented in the ES.

			decreases in noise on the A1089 due to traffic movements.	
Sound barriers on A1089	A respondent requested sound barriers to deal with noise and air pollution.	Q54	There is no need to consider noise barriers as a mitigation option for air quality, as the concentrations at the nearest properties are estimated to be well below the relevant air quality objectives in future with and without the scheme in place. Currently noise barriers are not intended to be implemented on the A1089 to deal with noise as the predicted increase due to the development is minor/ moderate in the short-term and negligible in the long-term.	No change.
Existing Noise Issues	Respondents raised concerns about noise issues at PoTLL's existing operations, including tannoy noise at the Hyundai site and truck movements at the distribution centre	Q19, Q22, Q34, Q57, Q65, Q70, E8.	There are no recorded complaints about Hyundai particularly relating to tannoy noise.  With regards to the distribution centre there are no recorded complaints regarding truck movements or other operations.	n/a.
Bryanstone and Sandhurst Roads	A Respondent had specific concerns about the amount of noise that would be created that would specifically affect	L5	An operational noise assessment has been undertaken using plant noise levels measured at Tilbury to inform the Tilbury2 noise	An assessment of impacts across the river has been included within the ES and a package of mitigation measures

	Bryanstone and Sandhurst roads.		assessment and the results are presented in the ES. This has identified that there will be noise impacts from the operation of the port facilities on nearby noise sensitive locations. As such a number of mitigation measures have been included within the Operational Management Plan, as well as a requirement for a monitoring and mitigation scheme to be developed (pursuant to a requirement in the DCO) further to detailed design of the proposals to provide at-receptor mitigation at locations where this becomes necessary.	forms part of the DCO application.
Noise on the river	Concern for noise travelling over the river, affecting river users.	North Kent Yachting Association	The noise model assumes a worst case for noise propagation over water. An assessment of impacts across the river has been included in the ES. This has identified that there will be noise impacts from the operation of the port facilities on river users. As such a number of mitigation measures have been included within the Operational Management Plan, as well as a requirement for a monitoring and mitigation scheme to be developed (pursuant to a requirement in the DCO) further to detailed design of	An assessment of impacts across the river has been included within the ES, and a package of mitigation measures forms part of the DCO application.



			the proposals to provide at-receptor mitigation at locations where this becomes necessary.	
Noise Impacts on Gravesham	Gravesham clarified that noise impacts from Gravesend should include an assessment of the waterfront immediately east of Gravesend Canal Basin in resident use rather than the current industrial use; and raised general concerns as to noise to Gravesham arising from construction, operation of the terminal, and operation of the ships manoeuvring to and from the new port.	Gravesham Borough Council	The noise assessment has been undertaken for construction and operation with receptor locations positioned on the Gravesend side of the river, including a planned residential development. This has identified that there will be noise impacts from the operation of the port facilities on receptors in Gravesham. As such a number of mitigation measures have been included within the Operational Management Plan, as well as a requirement for a monitoring and mitigation scheme to be developed (pursuant to a requirement in the DCO) further to detailed design of the proposals to provide at-receptor mitigation at locations where this becomes necessary.	An assessment of impacts across the river has been included within the ES, and a package of mitigation measures forms part of the DCO application.
Mitigation	Respondents suggested that trees should be planted as a barrier.	Q9, NS2	Noise monitoring has been undertaken at representative properties close to the proposed development to measure the	Noise monitoring has informed the ES and will also take place post completion of the project.

			existing ambient noise levels.  A noise monitoring strategy will be implemented following post-completion of the project and this is secured through a requirement in the DCO (document reference 3.1).	
	A respondent suggested that trees should be planted as a barrier.	Q9, NS2	Noise barriers are intended to be installed along the rail and road link. Trees perform a role suitable for visual mitigation but are not effective as noise barriers.	No change.
	Respondents suggested that mitigation would be needed and that noise banks or noise barriers should be installed and if they are to be installed, requested details of what barriers would be installed	Q25, Q27, Q49, Q54, E9, E12	Noise barriers are intended to be installed along the rail and road link, further details of the actual type of barrier to be installed will be provided prior to installation. Their inclusion in the project is secured by a requirement within the DCO (document reference 3.1).	Noise barriers are to be installed as part of the Tilbury2 proposals.
	A respondent queried whether triple glazing would be offered for free.	Q65	A noise monitoring and mitigation strategy (based on a reassessment of the detailed design) will be implemented following post-completion of the project and this is secured through a requirement in the DCO (document reference 3.1). As set out in the ES, where this monitoring indicates a significant effect is likely to arise, an offer of	DCO provision is made specifically for noise monitoring and the triggering for mitigation measures such as glazing.

			glazing may be made by PoTLL.	
	Highways England confirmed that any mitigation that affected the Strategic Road Network would need to be agreed with them.	Highways England	There is no mitigation proposed to be installed for the Strategic Road Network.	n/a
Complaints	A respondent queried how complaints about Noise would be dealt with, and records of how they are dealt with now.	E11	The Construction Environmental Management Plan (document reference 6.9) explains that a complaints phone and email system will be utilised during construction. Complaints mechanisms during operation are explained in the Operational Management Plan (document reference 6.10).	Application documents include specific mechanisms to deal with complaints.
Anglian Water	A respondent was concerned about cumulative noise impacts with the Anglian Water Plant	Q70	A full noise assessment has been carried out and submitted as part of the ES and this includes consideration of any existing background noise such as the Anglian Water Plant.	
From Ships	A Respondent was concerned about noise arising from ship horns, engines and pumps and claimed noise presently goes as far back as Shorne Woodlands.	Q71, E11	Noise measurement of vessels have been undertaken at Tilbury Docks to inform the noise assessment for the ship operation and are presented in the ES. This has included that there would be an imperceptible change in noise level arising from vessels.	n/a

Noise monitoring	Respondents asked that the location of noise monitoring be confirmed.	Oral Representations	<p>A baseline noise survey was undertaken to establish the pre-development noise levels at closest Noise Sensitive Receptors in the vicinity of the Site. Noise monitoring comprised both short term attended and longer term unattended measurements. Short term attended and long term unattended measurements were undertaken in 2015 and 2016. For the purposes of the ES, further longer term noise monitoring was undertaken in May 2017 at three residential properties close to the proposed development for a week including a weekend period. The recent noise monitoring properties are shown in the attached figure 17.1. These locations are labelled LT2-LT4.</p> <p>This monitoring regime has been agreed with Thurrock Council. Further detail regarding baseline information is provided within the ES including a plan of the monitoring locations in Appendix 17.1 Figure 1</p>	n/a
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## 19.0 Visual Impact

19.1 This chapter describes the consultation responses received during the statutory consultation for visual impact.

19.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Visual Impact	Q2, Q9, Q10, Q18, Q19, Q21, Q22, Q23, Q29, Q36, Q43, Q49, Q51, Q57, Q60, Q63, Q65, Q66, Q67, Q68, Q71, Q72, Q73, Q74	E8, NS2	Thurrock Council, Gravesham Borough Council	North Kent Yachting Association
Visual Impact	24 Questionnaire Respondents commented on visual impact	1 letter out of 7 (including non-statutory consultation questionnaires and 1 email respondent out of the 13 respondents made comments on visual impact.	2 of the section 42 consultees made comments in relation to visual impact	1 Section 47 Stakeholder out of 10 made comments on visual impact

19.3 Many responses queried the impacts of the proposals of visual impact. Consultees were concerned about the impacts in different ways and the table at **19.6** describes these thematically.

19.4 Responses from the questionnaire addressed visual impact and responses were spread across the questionnaires.

19.5 The most common issues on visual impact were views from properties and also specifically views from Gravesend.

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## 19.6 Thematic Responses on Visual Impact

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Visual Impact</b>				
Views from Properties	Respondents were concerned that views from their homes to green fields, the river and the Fort would be disrupted and replaced with an eyesore by Tilbury.	Q2, Q10, Q18, Q19, Q21, Q22, Q36, Q43, Q57, Q63, Q65, Q67, Q72, E8, Thurrock Council	Views from residential properties have been taken into account and mitigation measures to reduce or eliminate potential adverse effects on visual amenity are being incorporated into the scheme design.	A package of landscape measures has been included within the DCO design and their long term management is secured by a DCO requirement.
Views from Gravesend	Respondents were concerned about the view of the river and of the Fort from Gravesend being negatively affected by the Tilbury2 proposals.	Q23, Q29, Q60, Q68, NS2, Gravesham Borough Council	Views from the southern shore (including Gravesend and the waterfront east of the Canal Basin) have been recorded. Potential adverse effects of development have been identified, including those occurring at night time for which a range of mitigating measures have been incorporated into the scheme design.	A package of landscape measures has been included within the DCO design and their long term management is secured by a DCO requirement.
	Gravesham clarified that visual impacts from Gravesend should include an assessment of the waterfront immediately east of Gravesend Canal Basin in resident use rather than the current industrial use.	Gravesham Borough Council		
	A respondent queried if they would be compensated for resultant property depreciation from effects arising from the change in view of the river from	Q23	Any claim for loss of property value arising from the operation of Tilbury2 would be dealt with under the provisions of Part 1 of the Land	

	Gravesend.		Compensation Act 1973.	
Views from the River Thames	Respondents were concerned that the views of Tilbury and Tilbury Fort from the river would be negatively affected by the Tilbury2 proposals.	Q49, Q72	Views towards Tilbury town and Tilbury Fort have been addressed within the LVIA.	Views of Tilbury Fort from the river Thames would be occasionally screened in part by proposed shipping at the proposed RoRo jetty. Otherwise views of the fort would remain.
Visual Waypoints	A concern was raised that with the removal of the former power station chimneys that there will not be a visual waypoint for river users.	North Kent Yachting Association	Under the current proposals the proposed cement silo will provide a near equivalent for the power station chimneys in this respect, albeit being a lower structure.	n/a
Views from Fort Road	A respondent raised a concern that views from Fort road over Tilbury Fort to Kent would be negatively affected by the Tilbury2 proposals.	Q66	Views from Fort Road have been addressed within the LVIA.	Views from Fort Road in this location over Tilbury Fort to Gravesend would remain intact though proposed shipping at the proposed RoRo jetty would occasionally screen views of Kent further to the east.
Views during Construction	A respondent suggested that during construction Tilbury2 should blend in with all the surroundings, using trees and wooden fencing to thus hide eye sores.	Q74	Recommendations for reducing operational effects on visual amenity form part of the LVIA.	Operational landscape mitigation is included in the DCO design and its long term management is secured through a DCO requirement.
Views affected by	A respondent raised a concern that there would be a visual	Q71	The potential effect of proposed HGV traffic has been identified and	Landscape mitigation for the infrastructure corridor is

Project Operations Jim Meadowcroft	impact arising from more HGVs being present.		mitigation measures are being incorporated into the scheme design.	included in the DCO design and its long term management is secured through a DCO requirement.
	A respondent raised a concern about the visual impact that may be caused by dust and dirt created by the Tilbury2 proposals.	Q73	The potential visual effect of windblown dust and aggregates has been identified and recommendations for mitigating this effect form part of the air quality assessment and LVIA.	Dust mitigation has been included in the CEMP and OMP to enable such effects to be avoided.
	A respondent was concerned about the height of container stacking given the conservation features of the local area.	NS2	The height of proposed container stacking has been taken into account in the LVIA and mitigation devised to restrict the height and partially screen this aspect of development.	Where practicable mature trees located at the western boundary of the main site would be retained so as to provide long term visual screening of part of the container storage. The lower levels would be screened form the outset.
Views from Public Rights of Way	A respondent raised concern as to the visual impacts on views from footpaths.	Q9	Views from Public Rights of Way have been addressed within the LVIA.	A package of landscape measures has been included within the DCO design and their long term management would be secured by a DCO requirement.
Mitigation	A respondent suggested blocking views of the Tilbury2 proposals with high quality trees, which were preferred over the use of fencing.	Q51, NS2	Where practicable existing trees with screening potential will be retained and new landscape and ecological planting, sympathetic to the local landscape character and setting of Tilbury Fort will be	Measures in this regard are included in the CEMP.



			incorporated where appropriate. This is secured in the CEMP.	
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## 20.0 Traffic and Rail

20.1 This chapter describes the consultation responses received during the statutory consultation for traffic and rail.

20.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Traffic and Rail	Q9, Q10, Q11, Q12, Q13, Q14, Q16, Q17, Q18, Q19, Q21, Q22, Q24, Q25, Q27, Q29, Q36, Q41, Q42, Q43, Q45, Q46, Q49, Q50, Q53, Q54, Q57, Q59, Q61, Q63, Q64, Q65, Q66, Q68, Q69, Q70, Q71, Q73, Q74	E1, E5, E9, E11, E12, E13, NS1, Oral Representations	Thurrock Council, Network Rail, Highways England, TFL, PLA, Essex County Council, Gravesham Borough Council, London Borough of Bexley, Royal Mail	Unite, Amazon, Rail Freight Group, Campaign for Better Transport
Traffic and Rail	39 Questionnaire Respondents commented on traffic and rail	6 email respondents out of 13 and 1 out of 7 Letters (including non-statutory consultation questionnaires made comments on traffic and rail	9 of the Section 42 consultees made comments in traffic and rail	4 of the section 47 out of 10 stakeholders made comments on traffic and visual

20.3 Many respondents queried the impacts from the traffic and rail aspects of the proposals. The impacts that were queried occurred in different ways and the table at **20.6** describes these as sorted by theme.

20.4 The questionnaire responses about traffic and rail were spread throughout the questionnaire.

20.5 The main issues that arose were fears of increased traffic flows and potential safety impacts.

## 20.6 Traffic and Rail thematic Responses

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Traffic and Rail</b>				
Increased Traffic	Respondents were concerned that traffic is already bad in the Tilbury area (including on the Asda roundabout) and that the Tilbury2 proposals could make this worse.	Q10, Q11, Q12, Q18, Q19, Q20, Q22, Q24, Q25, Q27, Q36, Q41, Q49, Q61, Q63, Q64, Q65, Q66, Q73, Q74, E5, E12, E13, Amazon, Thurrock Council	A Transport Assessment (document reference 6.2) has been carried out and has established that the Tilbury2 proposals (including proposed improvements to the Asda roundabout) will have an acceptable impact on traffic conditions in the Tilbury area.	n/a
Existing Infrastructure	Respondents suggested that existing road (particularly Fort Road) and parking infrastructure is currently not good enough, and is particularly not good enough for HGVs.	Q21, Q22, Q24, Q25, Q59, Q64	<p>A new link road will be provided from the site access to Ferry Road, thus negating the need for the development traffic to travel on Fort Road. The delivery of the Link Road, will enable the status of Fort Road to be downgraded to further reduce the traffic using this route.</p> <p>Parking will be provided within the site to accommodate the expected demand. This is secured through the Sustainable Distribution Plan through a parking management plan to be approved by Thurrock Council.</p>	The Tilbury2 proposals include new infrastructure to avoid current impacts on existing infrastructure.

Fort Road Upgrade	Respondents suggested that Fort Road should be upgraded	Q22, Oral Representations	<p>A new link road will be provided from the site access to Ferry Road, thus negating the need for the development traffic to travel on Fort Road. The delivery of the Link Road, will enable the status of Fort Road to be downgraded to further reduce the traffic using this route.</p> <p>The Surface Access Options Report appended to the Masterplanning Statement (Document reference: 6.2 5.A) explains why this new infrastructure is required, rather than improvements to Fort Road.</p>	No change.
ASDA Roundabout Flyover	A respondent suggested that a flyover should be built over the ASDA roundabout.	E13	The impact of the proposal on the operation can be suitably mitigated with minor improvements to the junction layout. A grade separated junction would be a disproportionate improvement in the context of modest increases in traffic.	n/a
Timing	Respondents suggested that the infrastructure corridor must be in place before the opening of the port facilities.	Q17, Q68	Upon completion of the infrastructure corridor, traffic associated with the proposed development will be required to use it.	No change.
Network Rail	Network Rail requested that the Transport Assessment for the Tilbury2 proposals should assess and consider the potential safety impacts from	Network Rail	An assessment of the safety impacts is included within the Transport Assessment towards Tilbury Town Station. Traffic will not route east and therefore would not	Safety impacts on Tilbury Town station have been included within the Transport Assessment for the Tilbury2

	the development towards Tilbury Town Station, also Tilbury East Junction, Low Street, Walton Common and No 168 Level Crossings.		impact on Tilbury East Junction, Low Street, Walton Common and No 168 Level Crossings.	proposals.
Safety	Respondents were concerned that the proposals would lead to increased risks to road safety.	Q14, E12	A review of the road safety impacts is included in the Transport Assessment. It is concluded that the proposed development will have a negligible impact upon accidents and safety.	Road safety impacts have been included within the Transport Assessment for the Tilbury2 proposals.
	Respondents raised concerns as to what would happen if an accident were to occur on existing or new roads, as it currently re-routes through Tilbury Town.	Q13, Q18, Q22, Q43, Q57, Q70, Q74	If an accident occurred on the Link Road, which required traffic to divert, it would be possible to utilise Fort Road, rather than diverting traffic through Tilbury town centre.  Routing of traffic from existing roads in an emergency will be subject to the direction of the relevant highway authority and the emergency services.	No change.
	A respondent raised concerns about ensuring safety for pedestrians and children.	Q25, Q59	Safety of pedestrians was considered as part of the development of the Tilbury2 proposals and the Active Travel Study.  A dedicated shared use cycleway has been provided to the south of the infrastructure corridor. Findings	n/a

			from the Active Travel Study such as provision of Toucan Crossing near the Hairpin Bridge and closure of the at grade level crossing have been included within the Tilbury2 proposals (either through the DCO or secured through the section 106 agreement).	
	A respondent raised concerns about what the consequence would be of rail accidents on the new rail link.	NS1	This risk of a rail accident on the new rail link is considered low.	Track alignment/design in accordance with best practice, RSSB Railway Group Standards and also Network Rail Line Standards.  Approved safety case in place.  The proposed line speed is relatively low (15mph max) and the track will be new infrastructure (good/new condition), hence minimal risk of derailments
	A respondent raised concerns about what the consequence would be of rail accidents on the new rail link.	NS1	This risk of a rail accident on the new rail link is considered low.  A derailment on the Up & Down Through could block rail access to Tilbury2 until the re-railed train is recovered, however if/when the Arrival/Departure Sidings twin track section is installed this would	Track alignment/design in accordance with best practice, RSSB Railway Group Standards and also Network Rail Line Standards;  The Ports Rail Operations sub-contractor will have to work to the requirements of the Railway

			<p>reduce the risk of a derailment completely blocking the Terminal.</p>	<p>Group Standards 'Rule Book' and will need to have an approved safety case in place.</p> <p>The proposed line speed is relatively low (15mph max) and the track will be new infrastructure (good/new condition), hence minimal risk of derailments</p> <p>The Port will need to maintain the track in accordance with Group Standards, hence minimal risk of derailments</p>
	<p>Highways England queried that abnormal loads will be dealt with in the ES as well as hazardous loads.</p>	<p>Highways England</p>	<p>Hazardous loads would be dealt with in accordance with the 'The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009.' It is identified in the CTMP that there would be an occasional requirement for abnormal loads associated with delivery of specific plant or pre-fabricated structures. The management of these loads will be co-ordinated with the relevant highway authorities, including Thurrock Council and Highways England, (with appropriate</p>	<p>The CTMP makes provision for dealing with abnormal loads, and this plan will be developed further at detailed design as required by the CEMP (which is itself secured by the DCO).</p>

			notification to the Police).	
Modal Shift	Respondents expressed their desire that goods should be sent by rail and/or sea to keep lorries off the roads, and supported the idea that this scheme would also deliver this.	Q42, Q45, Q46, Q53, Q54, Q61, Q69	It is estimated that 700,000 tonnes of material will be exported by rail and 150,000 tonnes by river, with the remaining 750,000 tonnes transport by road. The uptake for exporting materials by alternative modes has therefore been maximised. A Sustainable Distribution Plan dealing with modal shift has also been produced as part of the DCO application and is secured by a requirement in the DCO (document reference 3.1).	A Sustainable Distribution Plan is included in the DCO application.
	Respondents expressed their view that this scheme would help take traffic off the roads and encourage movements of freight and minerals by river	Q16, Q17, Unite, Amazon, Rail Freight Group, Campaign for Better Transport, TfL, PLA, Essex County Council, Gravesham Borough Council	It is estimated that 700,000 tonnes of material will be exported by rail and 150,000 tonnes by river, with the remaining 750,000 tonnes transport by road. The uptake for exporting materials by alternative modes has therefore been maximised. A Sustainable Distribution Plan dealing with modal shift has also been produced as part of the DCO application and is secured by a requirement in the DCO (document reference 3.1).	A Sustainable Distribution Plan is included in the DCO application.
	Respondents expressed their view that this modal shift could be encouraged by expanding rail further, arguing that the	Q29, Thurrock Council	The rail network and capacity of trains is not in the control of PoTLL. The proposals do include passive provision for another siding to be	No change



	current proposals are not enough.		laid for the port to allow for departure and arrival of trains at the same time.	
	A respondent expressed their view that this modal shift could be encouraged by building a new rail link under the Thames to link to Highspeed 1.	Q24	A rail link such as this is not in the control of PoTLL, and would be developed by Network Rail if felt appropriate.	No change
	A respondent suggested that products should be moved by sea only.	E12	<p>A range of modal opportunities are provided for at Tilbury2 and PoTLL cannot force tenants to use particular modes.</p> <p>However, it is estimated that 700,000 tonnes will be exported by rail and 150,000 tonnes by river, with the remaining 750,000 tonnes transport by road. The uptake for exporting materials by alternative modes has therefore been maximised. A Sustainable Distribution Plan dealing with modal shift, to encourage use of rail and sea, has also been produced as part of the DCO application and is secured by a requirement in the DCO (document reference 3.1).</p>	A Sustainable Distribution Plan is included in the DCO application.
	Respondents suggested that the scheme should seek to promote sustainable methods of transport once the port is	Amazon, Essex County Council	<p>The proposals will do that.</p> <p>The Framework Travel Plan and Sustainable Distribution Plan</p>	A Framework Travel Plan and Sustainable Distribution Plan has been included within the application and compliance with

	operational.		provides the basis for promoting sustainable travel modes for on-site staff and during operation.	them is secured by a requirement in the DCO.
	A respondent suggest that waterways should be used and this is vital to the project.	E11	<p>A range of modal opportunities are provided for at Tilbury2.</p> <p>It is estimated that 700,000 tonnes will be exported by rail and 150,000 tonnes by river, with the remaining 750,000 tonnes transport by road. The uptake for exporting materials by alternative modes has therefore been maximised. A Sustainable Distribution Plan dealing with modal shift, to encourage use of rail and sea, has also been produced as part of the DCO application and is secured by a requirement in the DCO (document reference 3.1).</p>	A Sustainable Distribution Plan is included in the DCO application.
HGVs	Respondents were concerned that HGVs frequently go through Tilbury Town and Chadwell.	Q21, Q25, Q41, Q49, Q50	Signing to Tilbury2 will be provided on the A13 and A1089 to help ensure that HGVs travel to the site on the strategic road network. The construction of the direct infrastructure corridor will also help to ensure traffic does not go through the built up areas during operation. During construction vehicle movements will be managed by a Construction Traffic Management Plan approved by	The inclusion of a new, direct, infrastructure corridor should help to ensure Tilbury2 HGVs do not go through the town.

			Thurrock Council.	
	Respondents raised concerns about the bad behaviour of HGVs currently being continued, such as littering and leaving engines running and being left overnight.	Q21, Q71, E12	Provision has been made within the Tilbury2 proposals for sufficient parking for HGVs. PoTLL cannot control the behaviour of HGVs on the public highway.	Parking provision for HGVs has been included within the Tilbury2 proposals. This is secured through the Sustainable Distribution Plan through a parking management plan to be approved by Thurrock Council.
	Respondents suggested that lorry parking should be built as part of the Tilbury2 proposals. Gravesham noted that this is particularly the case given the Lower Thames Crossing.	Q21, Thurrock Council, Gravesham Borough Council	Provision has been made within the Tilbury2 proposals for sufficient parking for HGVs accessing the site.	Provision has been made within the Tilbury2 proposals for sufficient parking for HGVs. This is secured through the Sustainable Distribution Plan through a parking management plan to be approved by Thurrock Council.
	A respondent suggested that there would be increased lorry movements as a result of the Tilbury2 proposals.	Q25	The increase in HGV movements have been assessed as part of the Transport Assessment (document reference 6.2.13.A). It is expected that the proposed development will result in c2,100 two-way daily HGV movements, which equates to a 24% increase of HGVs using the A1089 St Andrews Road, North of Gate 1. Assessments demonstrate the road network including the new link road can accommodate the additional traffic in an efficient manner. A Sustainable Distribution	Development of a Sustainable Distribution Plan

			Plan (SDP), will be implemented as part of the proposed development. The SDP seeks to minimise the impact of the proposed development on the local highway network, through managing the arrival and departure times of HGV traffic, encouraging the use of alternative modes and identify sustainable practices such as backhauling and optimisation of vehicle capacity.6.2	
Construction	A respondent queried who will pay for any damage to existing infrastructure during construction.	Q9	If PoTLL caused damage to existing infrastructure during construction it would have to pay for it; however, it is not anticipated that any damage will be caused.	No change
	A respondent queried the routes that construction vehicles would take during construction or raised concerns in the abstract about construction related traffic , and some expressed concern that debris would be left on roads during construction. Essex and Highways England requested sight of any Construction Traffic Management Plan before it is submitted.	Q63, E5, E9, Essex County Council, Highways England	A preliminary Construction Traffic Management Plan has been prepared as part of the submission (document reference 6.9); however, all construction vehicles would be required to route via the A1089(T). Between the A1089(T) and the various compounds the principal route would be: <ul style="list-style-type: none"> <li>• south on the A1089 Dock Road to the ASDA roundabout, then via the A1089 St Andrews Road / Ferry Road to Fort Road,</li> </ul>	Suggested construction routes are set out in the DCO application.

			<p>travelling as far as the last compound (which may well be on the northern side of the railway line).</p> <p>Highways England and Essex County Council were given the chance to review the CTMP prior to submission of the DCO application.</p> <p>As set out in the Construction Environmental Management Plan (document reference 6.9), the final CTMP will be approved by Thurrock Council at the detailed design stage. Compliance with the CEMP is secured by a requirement in the DCO (document reference 3.1)</p> <p>It is identified in the CTMP that any vehicle which enters a site compound must not be authorised to leave the site until it has utilised the on-site wheel washing facilities. Roads adjoining site compounds would be regularly inspected for any deposits of spoil or debris deposited by construction traffic associated with the site. If necessary the road would be cleaned by mechanical sweeper or manually. Vehicles must also comply with the Dust Management Plan to be agreed pursuant to the CEMP.</p>	
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	Highways England queried whether construction of the infrastructure corridor will involve closure of one side of the A1089, and that if so, this would need to be dealt with in the CTMP and with Thurrock Council.	Highways England	Traffic management along A1089 Ferry Road will be required where the link road meets it during construction. This will be covered through the CTMP in discussion with Thurrock Council. It will not affect Highways England's road network.	No change
Transport Assessment	Essex County Council suggested that the transport assessment should extend to include the strategic routes (A12, A127, A130, A13 and M11) in addition to assessing Lower Thames Crossing. Highways England requested sight of the draft Transport Assessment before it is submitted.	Essex County Council, Highways England	It was agreed at the meeting with Essex County Council on 24 May 2017, that detailed assessments of road network in Essex was not required as the expected number of development trips would be a proportionately low level in the context of existing traffic volumes. It was also agreed that no sensitivity testing of the Lower Thames Crossing was required due to the limited information and unknown likelihood of delivery (at the time of the meeting only a preferred route had been announced).  Highways England was given the chance to review the Transport Assessment prior to submission of the DCO application.	Continued engagement with Essex County Council and Highways England was undertaken as part of the preparation of the DCO application.
Rail	Respondents raised concerns over the negative impacts arising from increased rail	Q25, Q27, Q74.	The rail traffic using the proposed rail link will be modern cleaner and have quieter traction (class 60, 66,	n/a

Peter Ward	traffic.		70) when compared to historic/current traffic.	
	A respondent queried why all rail traffic couldn't be diverted via the Tilbury 2 site (reconnecting later down the London to Tilbury line)	E1, Q27	An option for making an new connection to the existing main line further towards East Tilbury was considered during design development.  Network Rail resisted this option and steered PoTLL towards the chosen option using part OF the existing connection.	n/a
	TfL, Bexley and Essex raised a concern that the Tilbury2 proposals would lead to increased pressure on rail freight paths, particularly with the proposed SFRI at Howbury Park.	TfL, London Borough of Bexley, Essex County Council	Network Rail have confirmed that the current headroom within rail routes on the London to Southend railway line provides ample capacity for Tilbury2 rail traffic.	n/a
	Network Rail particularly raised concern as to the effect on existing level crossings; and that any closures would need to be safely managed.	Network Rail	The DCO (document reference 3.1) includes explicit provision for the closure of the existing Tilbury level crossing. The practical steps to undertake this closure are being discussed with Network Rail and will be dealt with pursuant to the Protective Provisions for Network Rail included within the DCO.	Protective Provisions for Network Rail's benefit are included in the DCO.

	Thurrock queried what would happen to the land used for the current rail siding.	Thurrock Council	This land will be re-used for port related activity.	No change
	Thurrock raised a concern as to the likely impacts if the passive provision for the new rail siding was used.	Thurrock Council	All the assessments have taken into account that the passive rail siding will be operational. During construction the main works will be completed, leaving only the rail to be laid as it becomes operationally required. It is important that this is provided so the port can handle increased rail freight in the future.	
Impacts on Royal Mail	<p>Royal Mail expressed concern as to the impact of construction and operational traffic from Tilbury2 on Royal Mail operations, and suggested that:</p> <ul style="list-style-type: none"> <li>the ES should include information on the needs of major roads users and through consultation ensure that major road users are not disrupted;</li> <li>the ES should include detailed information on construction traffic mitigation such as a CTMP;</li> </ul>	Royal Mail	<p>The ES assesses the impacts of the proposed development during both construction and operation on <b>all</b> types of road users within the study network agreed with the highway authorities.</p> <p>The management of any associated temporary road closures and other traffic management requirements are set out in the Construction Traffic Management Plan. A preliminary Construction Traffic Management Plan (included in document reference 6.9), has been developed, and will be approved in detailed design by Thurrock Council. The Construction Environmental Management Plan (document reference 6.9) also</p>	A CTMP and CEMP have been developed and included in the DCO application to ensure that the impact of construction traffic is minimised.



	<ul style="list-style-type: none"> <li>• the ES should include an assessment of all potential cumulative effects; and</li> <li>• it should specifically be consulted on any proposed road closures / diversions/ alternative access arrangements, hours of working and the content of the CTMP and the ES should acknowledge the need for this consultation with Royal Mail and other relevant local businesses / occupiers.</li> </ul>		<p>provides for PoTLL to engage with Royal Mail where necessary.</p> <p>Cumulative traffic impacts have been considered as part of the ES as set out in Chapters 2 and 20.</p>	
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## 21.0 Waste

21.1 This chapter describes the consultation responses received during the statutory consultation about waste

21.2

<b>Qualitative Comments</b>				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Waste			Essex County Council	
Waste			1 of the Section 42 consultees made comments in relation to waste	

21.3 No questionnaire responses concerned waste.

## 21.4 Thematic Responses on Waste

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Waste</b>				
Waste Management  Jenny Warhurst	<p>Essex County Council were concerned that Essex was being used as a proxy for regional significance within the waste assessment.</p> <p>The Council also raised detailed technical queries as to the assumptions and information provided.</p>	Essex County Council	<p>Further to discussions with both Essex County Council and Thurrock Council. It is acknowledged that Tilbury2 sits within the Unitary Authority of Thurrock, however, due to the lack of readily available waste arisings and infrastructure capacity data, Essex is considered the most appropriate proxy study area. The use of this proxy is supported by an assessment of data published by the Environment Agency (EA) which indicates that approximately 65% of the CD&amp;E waste arisings from Thurrock generated in 2016 were exported to Essex for treatment/disposal. Whilst the assessments undertaken by PoTLL are considered robust as a result, at the request of Thurrock (as it does not publish its own data), further information relating to waste infrastructure within Thurrock has been requested from the EA and that data will be considered once available. However, this information</p>	

			is not expected to change the result of the assessments.	
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## 22.0 Archaeology and Built heritage

22.1 This chapter describes the consultation responses received during the statutory consultation on Archaeology and Built Heritage

22.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Archaeology and Built Heritage			Historic England, Thurrock Council, Essex County Council, Gravesham Borough Council	
Archaeology and Built Heritage			4 of the section 42 consultees made comments in relation to Archaeology and built heritage	

22.3 No questionnaire responses related to archaeology. Built heritage issues raised in questionnaires have been dealt with in the context of other themes (e.g. Visual Impact) within this report.

## 22.4 Thematic Responses to Archaeology and Built heritage

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Archaeology and Built Heritage</b>				
Archaeology	<p>Historic England raised a number of technical queries as to the archaeological PEIR chapter and its various appendices. Major concerns included:</p> <ul style="list-style-type: none"> <li>• that palaeo-environmental deposits should be upgraded in importance;</li> <li>• that more than one core should be used;</li> <li>• that more information needed on piling methodologies; and</li> <li>• that detail is needed as to potential impacts on soil stabilisation.</li> </ul>	Historic England	<p>Technical concerns have been addressed through continued consultation and updates of baseline assessments in response to Historic England’s comments.</p> <p>It is agreed with Historic England that the final construction methodology will not be available until post consent and so consequently ES assesses the Rochdale Envelope for the Tilbury2 proposals. This is agreed with Historic England on the understanding that following consent they will be provided with the detailed methodology including the final piling layout in order to ensure that the most appropriate mitigation measures are undertaken. This is secured through the Terrestrial Written Scheme of Investigation (document reference 6.2.12.D), compliance with which is</p>	<p>Discussions with Historic England have continued in relation to technical matters, and agreed mitigation measures have been included within a Written Scheme of Investigation.</p>

			secured by a requirement in the DCO (document reference 3.1).	
Coalhouse Fort	Thurrock Council queried the importance level that should be given to Coalhouse Fort	Thurrock Council.	This has been raised from 'High' to 'Very High' in recognition that it is one of the finest examples of an armoured casemate fort in England and is well documented historically.	A change to the importance level has been incorporated into the ES.
Kent Historical Assets	Historic England suggested that the built heritage assets on the Kent side needed consideration, including Shoomead and New Tavern Forts.	Historic England	<p>A search radius of 2km from the site boundary for the identification of built heritage assets was agreed with Historic England. This takes into account built heritage assets on the Kent side of the River Thames, including New Tavern Fort which lies broadly opposite the site.</p> <p>In agreement with Historic England, three additional heritage assets which fell outside of this 2km search radius were also included in the assessment, given their high level of significance. On the Kent side this included Cliffe Fort (Scheduled Monument) and Shornemead Fort, a non-designated heritage asset of high importance.</p> <p>The significance and potential impact of the proposals on heritage assets on the Kent side of the River Thames have been assessed proportionately, as per the</p>	Discussions with Historic England have continued in relation to this matter, and the agreed position has been reflected in the ES.

			requirements of the NPS and NFFP, within the Built Heritage Assessment (Document Reference 6.2.12.B) and Chapter 12 of the ES (Document Reference 6.1).	
Riverside Station	Thurrock Council raised concerns as to the visual impact of the Tilbury2 proposals on Riverside Station.	Thurrock Council	The significance of the Riverside Station and the potential impact of the Proposals upon its significance has been assessed in detail within the Built Heritage Assessment and Chapter 12 of the ES, including their potential visual impact.	This impact has been considered within the ES.
Tilbury Fort and its setting	The Councils raised concerns as to the visual impact of the Tilbury2 proposals on Tilbury Fort and its character and setting, including its inter visibility with other nearby forts, particularly with the proposed silo, and queried what mitigation measures would be utilised. It was also suggested that the assessment should be based on the new port operating at maximum capacity.	Essex County Council, Gravesham Borough Council and Thurrock Council	The maximum parameters of the new port have been assessed in order to understand the 'worst case scenario' of port operation and the potential impacts of that scenario upon the surrounding built heritage assets. The ES Built Heritage and visual assessment includes an assessment of the impacts on Tilbury Fort and its setting and has concluded the Proposals are likely to have an overall moderate adverse visual impact upon the setting of Tilbury Fort, resulting in a moderate to major significance of effect.	The ES Built Heritage and visual assessments includes specific consideration of Tilbury Fort and its setting. Landscape mitigation will help to reduce the visual effects of the infrastructure corridor as set out in the Landscape and Ecology Mitigation and Management Plan that form part of the application. The external appearance of silo and processing facilities will be approved by Thurrock Council, in consultation with Historic England and Gravesham, in accordance with the DCO.
	Historic England raised a number of concerns as to the	Historic England	The proposals have been modelled and shown in wireline form from	Discussions with Historic England have continued in



	<p>visual impact of the proposals on Tilbury Fort and its setting including technical queries as to the technical information provided, including:</p> <ul style="list-style-type: none"> <li>• impacts of the silo;</li> <li>• impacts of pontoon/mooring;</li> <li>• impacts of vehicular access;</li> <li>• impacts of berthed shipping (with visualisation needing to show two ships at the RoRo berth);</li> <li>• erosion of inland open views as a result of the CMAT facilities and infrastructure corridor</li> </ul>		<p>surrounding viewpoint locations which have been agreed with Historic England, including viewpoints from within and around Tilbury Fort. These images have informed an assessment of the potential impacts of the proposals upon the setting and significance of Tilbury Fort. This is included in detail within Chapter 12 of the ES and the accompanying Built Heritage Assessment which forms a Technical Appendix to this chapter.</p> <p>The wirelines show two ships at the RoRo berth and one ship at the CMAT berth, i.e. the maximum parameters.</p>	<p>relation to matters related to Tilbury Fort, and the ES chapter deals with the concerns that Historic England have raised.</p>
	<p>Historic England suggested that individual elements of the scheme should be sited appropriately within the Order limits to reduce impact to Tilbury Fort.</p>	<p>Historic England</p>	<p>The siting and location of individual elements within the scheme, including the silo, aggregate storage and processing plant and Ro-Ro terminal have been informed by operational constraints. This is explained in detail within the Masterplanning Statement (Document reference: 6.2 5.A).</p>	<p>The DCO application includes an explanation of the operational reasons for the location of structures that may create impacts.</p>
<p>Tilbury Fort and Kent Historical</p>	<p>Historic England raises concerns as to the impact of</p>	<p>Historic England</p>	<p>The potential impact of the proposals on Tilbury Fort has been</p>	<p>The ES includes an assessment of the impacts on</p>

Assets together	the proposals on Tilbury Fort and across the river to Gravesend and New Tavern Fort, Shommead Fort and other built heritage receptors on the Kent side of the river taken together.		assessed in detail within the Built Heritage Assessment and Chapter 12 of the ES. This includes its relationship with assets on the southern side of the river in Gravesend, including New Tavern Fort.	Tilbury Fort, Gravesham and New Tavern Fort.
Fort crossfire	Gravesham suggested that the proposed jetty should be moved so that ship movements did not clash with the alignment of cross fire patterns between Tilbury and New Tavern Forts.	Gravesham Borough Council	The position of the jetty cannot be moved due to operational constraints; this is explained in detail within the Masterplanning Statement (Document reference: 6.2 5.A). The Built Heritage Assessment (Appendix 12.B to the ES) includes an assessment of the historic cross fire sightlines from Tilbury Fort to New Tavern Fort and the potential impact that the Proposals will have upon this, concluding that berthed vessels at the western end of the RoRo berth will partially disrupt the wider sightlines from Tilbury Fort. However, this will only be effected when vessels are berthed and, furthermore, the key sightlines between Tilbury Fort and New Tavern Fort will not be visually disrupted.	The DCO application includes an explanation of the operational reasons for the location of structures that may create impacts.
Outreach	Thurrock suggested that PoTLL should use the project as an	Thurrock Council	PoTLL has a demonstrable track record of supporting the Tilbury	Continued community engagement forms a part of the

	<p>opportunity to invest in community outreach initiatives for local heritage assets.</p>		<p>community, and this will continue with the Tilbury2 proposals with the mitigation and enhancement measures that are set out in the DCO (document reference 3.1) and proposed section 106 agreement (document reference 5.4).</p> <p>By way of example, PoTLL published an edition of the communication newsletter <i>Re:Port</i> (as appended in XXX and detailed in XXX) on, and further issues will be published this year. The DCO also requires compliance with the Operational Community Engagement Plan (document reference 5.7)</p>	<p>DCO application documentation.</p>
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## 23.0 Existing Port Operations

23.1 This chapter describes the consultation responses received during the statutory consultation for existing port operations.

23.2

<b>Qualitative Comments</b>				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Existing Port Operations	Q4, Q13, Q34, Q43, Q62, Q66	L2, L3	Gravesham Borough Council	
Existing Port Operations	6 Questionnaire Respondents commented on existing port operations.	2 Letters out of 7 Letters (including non-statutory consultation questionnaires) made comments on existing port operations.	1 of the section 42 consultees raised comments on existing port operations.	

23.3 5 questionnaire respondents commented on concerns they have in relation to existing port operations, particularly the EMR site.

## 23.4 Thematic Responses to Existing Port Operations

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Existing Port Operations</b>				
EMR	Respondents raised concerns about the existing operations of EMR including for noise and dust; and that they did not want these effects aggravated by Tilbury2. There was also concern that any proposed acoustic barriers would have limited effects. One respondent also asked if EMR could be relocated to the Tilbury2 site.	Q4, Q13, Q34, Q43, Q62, Q66, L3	<p>PoTLL is subject to monitoring by the Environment Agency for control of operations on the existing Tilbury port, including operations at EMR, and the EA are able to take enforcement action if this monitoring indicates concern. The noise assessments undertaken as part of the ES have indicated a requirement for noise barriers to assist with mitigation. They are a proven method of reducing noise.</p> <p>EMR cannot be moved to Tilbury 2 because the new facilities would not be able to deal with the type of vessel that EMR require. Furthermore EMR have made a number of recent investments to their existing facilities so would not want to move.</p>	No change
Amazon Warehouse	A respondent raised a concern about the visual impact of the nearby Amazon warehouse.	L2	The Amazon Warehouse is part of the future baseline against which Tilbury2 has been assessed.	No change
Consequential	Gravesham Borough Council	Gravesham	The backfilling of the Port will be	Backfilling of the Port referred

Effects	suggested that the ES should deal with the future use or impact of operational areas that would be vacated as a consequence of Tilbury2 opening.	Borough Council	taken in to account.	to in ES.
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## 24.0 Property

24.1 This chapter describes the consultation responses received during the statutory consultation raising concerns about the effect of the proposals on property values and the availability of compensation.

24.2

<b>Qualitative Comments</b>				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Property	Q2, Q14, Q23, Q35, Q36, Q65	E4, E5, E9, NS1, NS2, L2, L4, L5, Oral Representations		
Property	6 Questionnaire Respondents commented on property	3 email respondents out of 13 and 5 letters out of 7 Letters (including non-statutory consultation questionnaires) made comments on property		

### 24.3 Thematic Responses about Property

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Property</b>				
Depreciation	Respondents were concerned that the effects of Tilbury2 would lead to a depreciation in the value in their property, and that this should be compensated.	Q2, Q14, Q23, Q35, Q36, Q65, L2, L4, L5, E4, E5, E9, NS1, NS2	Any claim for loss of property value arising from the operation of Tilbury2 would be dealt with under the provisions of Part 1 of the Land Compensation Act 1973.	No change
Loss of Property	Respondents raised concerns that PoTLL will purchase residential homes as part of the Tilbury2 proposals.	Oral representations.	PoTLL can confirm that no residential properties are proposed to be acquired as part of the Tilbury2 proposals.	No change



## 25.0 Cumulative Impacts and Future Baseline

25.1 This chapter describes the consultation responses received during the statutory consultation in relation to the possibility of cumulative impacts and views on those developments which should be taken into account as part of the future baseline.

25.2

<b>Qualitative Comments</b>				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Cumulative Development Future Baseline	Q4, Q23, Q43, Q53, Q54, Q65, Q71	E7	Essex County Council, Gravesham Borough Council, Thurrock Council, Historic England	Amazon
Cumulative Development Future Baseline	7 Questionnaire Respondents commented on cumulative development future baseline	1 Emailer out of 24 made comments on cumulative development baseline	4 of the S42 consultees made comments on cumulative development baseline	1 Section 47 Stakeholder responded on cumulative impacts and future baseline

### 25.3 Thematic Responses to Cumulative Developments and Future Baselines

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Cumulative Developments/Future Baseline</b>				
Lower Thames Crossing	Respondents felt that Tilbury2 should consider the effects of this project and the Lower Thames Crossing particularly in relation to traffic.	Q23, Q43, Q65, Q71, E7, Essex County Council, Gravesham Borough Council	The LTC is at an early stage and is not considered to be appropriate for inclusion in the Cumulative Effects Assessment given PINS criteria. This is explained further in chapter 2 of the ES	No change
Lower Thames Crossing and Amazon Warehouse	Respondents felt that Tilbury2 should consider the effects of this project, Lower Thames Crossing and the Amazon Warehouse.	Q4, Q53, Q54, Amazon	The Amazon Warehouse is considered as part of the future baseline, as set out in chapter 2 of the ES. The LTC The LTC is at an early stage and is not considered to meet appropriate for inclusion in the Cumulative Effects Assessment given PINS criteria. This is explained further in chapter 2 of the ES	No change
London Resort	Respondents suggested that London Resort should be included in the cumulative impacts assessment	Thurrock and Gravesham Councils	PoTLL do not consider that London Resort, at the early stage that it is, is appropriate for inclusion in Cumulative Effects Assessment, having regard to PINS criteria. This is explained further in chapter 2 of the ES	No change
Tilbury	Thurrock and Gravesham	Thurrock Council,	As set out in Chapter 2 of the ES,	The ES was made clearer than

	<p>councils suggested clarity was needed as to how the on-going demolition and new proposals at Tilbury B Power Station will be dealt with in the ES, particularly with regard to visual impact.</p>	<p>Gravesham Borough Council and Historic England</p>	<p>the future baseline for the purposes of the ES assumes that Tilbury B is completely demolished. The proposed new power generation facility on that site is at a very early stage and therefore is not considered to be appropriate for inclusion in the Cumulative Effects Assessment</p>	<p>the PEIR in this regard</p>
	<p>Historic England raised a concern as to the 'cumulative' effect of the removal of Tilbury B power station and the creation of new port facilities, if the power station site were to also be redeveloped.</p>	<p>Historic England</p>	<p>On 20 July 2017 RWE Generation, the owners of the Tilbury B Power Station site, wrote to PoTLL to advise that they are proposing the development of a project to be known as "Tilbury Energy Centre." No details of the proposal are yet available. RWE anticipate that an application will be submitted to the Planning Inspectorate under the Planning Act 2008 at the end of 2018 or early in 2019. Having regard to PINS guidance on cumulative impacts in its Advice Notes 9 and 17, PoTLL have concluded that it is not possible to properly define a 'scheme' for the putative RWE Power Station in order to assess the cumulative impacts with the proposals. Accordingly, the proposal is not included as a cumulative development within this</p>	<p>n/a</p>

			assessment.	
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## 26.0 Quality of the Consultation

26.1 This chapter describes the consultation responses received during the statutory consultation about the Quality of the consultation.

26.2

Qualitative Comments				
Theme	Respondents (questionnaires)	Respondents (other)	S42	S47 Stakeholders
Quality of Consultation	Q8, Q9, Q18, Q27, Q30, Q41, Q56, Q57, Q59, Q60, Q61, Q62, Q64, Q65, Q66	E4, E11, E12, NS1		
Quality of Consultation	15 Questionnaire Respondents commented on the quality of consultation	3 Email respondents out of 13, 1 Letters out of 7 (including non-statutory consultation questionnaires) made comments on the quality of consultation		

26.3 12 questionnaire responses raised queries about the quality of the consultation.

26.4 The main issues raised were about the questions on the questionnaire, access to it and concerns as to how comments would be taken into account.

## 26.5 Thematic Responses to the quality of the consultation

Sub-Theme	Response Raised	Consultation reference	PoTLL Response	How the Tilbury2 proposals have taken into account the response
<b>Quality of Consultation</b>				
Questionnaire	Respondents objected to the first question and equalities questions in the questionnaire.	Q8, Q9, Q56, Q60, Q61, Q62, Q64	The equalities questions were entirely optional and had no impact on the interpretation of responses. PoTLL kept the information on the questionnaires confidential and the data was only used to check that PoTLL was appropriately reaching out to minority groups, as recommended in the Equalities Impact Assessment that formed part of the Preliminary Environmental Information Report.	n/a
Questionnaire Distribution	A respondent queried questionnaire distribution as they had not received one and had not been able to find one at the local library	Q57	PoTLL had extensive distribution points (see paragraph <b>6.2.1</b> ) and all material was available online or on request. It is possible that all the questionnaires had been taken when the respondent arrived; however, the respondent did later respond via a questionnaire.	n/a
Questionnaire Return	A respondent raised a concern that he was not given a self-addressed envelope in order to return the questionnaire.	Q64	PoTLL did not initially send out self-addressed envelopes; however, these were available on request. Questionnaires were available at	n/a

			the distribution points.	
Amount of Material	A respondent suggested that they had not been given sufficient consultation material to understand the proposals.	E4	PoTLL provided extensive material during consultation, including leaflets, consultation booklets, posters, exhibitions and a website, and responded to individual emails; all of which linked to detailed technical information incorporated in the PEIR. This is expanded upon further in <b>Chapter 5</b> of this Consultation Report.	n/a
Questionnaire Access	Respondents suggested that they had difficulty using the questionnaire online	E12.	Paper questionnaires were sent upon request to respondents that had difficulty using the online questionnaires.	n/a
Exhibition	A respondent suggested that representatives at the exhibition did not appear to be concerned about Tilbury.	Q30	PoTLL has a demonstrable track record of supporting the Tilbury community, as is highlighted in <i>Re:Port</i> , the CEMP and the OMP, ( <b>A1.3 Part 4</b> ), and this will continue with the Tilbury2 proposals with the mitigation and enhancement measures that are set out in the DCO (document reference 3.1) and proposed section 106 agreement (document reference 5.4).	n/a
	A respondent expressed concern that no numbers were expressed in the materials	Q41	Quantitative data was expressed in the Consultation Booklet (Pages 4-5, <b>Appendix 2.9</b> ), in the Socio-	n/a

	available for economic benefit.		Economic chapter of the PEIR, in person, orally, at exhibitions, on the website and on the fifth exhibition board.	
	A respondent suggested that the consultation material was not clear that CMAT processing facilities would be part of the proposals.	E12	CMAT was referenced in the non-statutory consultation 4 <sup>th</sup> board.	
	A respondent expressed his view that road links were not on the consultation plans	NS1	Information on the new road link was available during non-statutory consultation on the “Road and Rail access boards”, in person at exhibitions, via contact forms and letters and on the website.  During the statutory consultation the information on the new road was available on the website, in person at exhibitions, via contact forms and letters, the website, the Consultation booklet ( <b>Appendix 2.9</b> ), and on the exhibition poster boards ( <b>Appendix 2.10</b> ),.	n/a
Taking on-board consultation comments	Respondents were concerned that their concerns would not be taken into account, as the proposal had to date not taken into account local residents.	Q18, Q27, Q30, Q59, Q60, Q65, Q66, E11, E12	As set out in Appendix 1.1 of the PEIR, PoTLL set out how it took into account concerns raised at non-statutory consultation in developing the proposals. This Consultation Report explains how residents’ concerns at statutory	n/a



			<p>consultation have been taken into account in the DCO application.</p> <p>The consultation report also describes in these themed chapters how responses were taken into account and the changes that were incorporated through this. The full statutory consultation undertaken by PoTLL is described in <b>Chapters 6-8.</b></p>	
Advertisement of the Project	Respondent was pleased with the extent of leafleting done for the project	E11	PoTLL thanks the respondent and is pleased that its extensive leafleting was effective.	n/a