

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

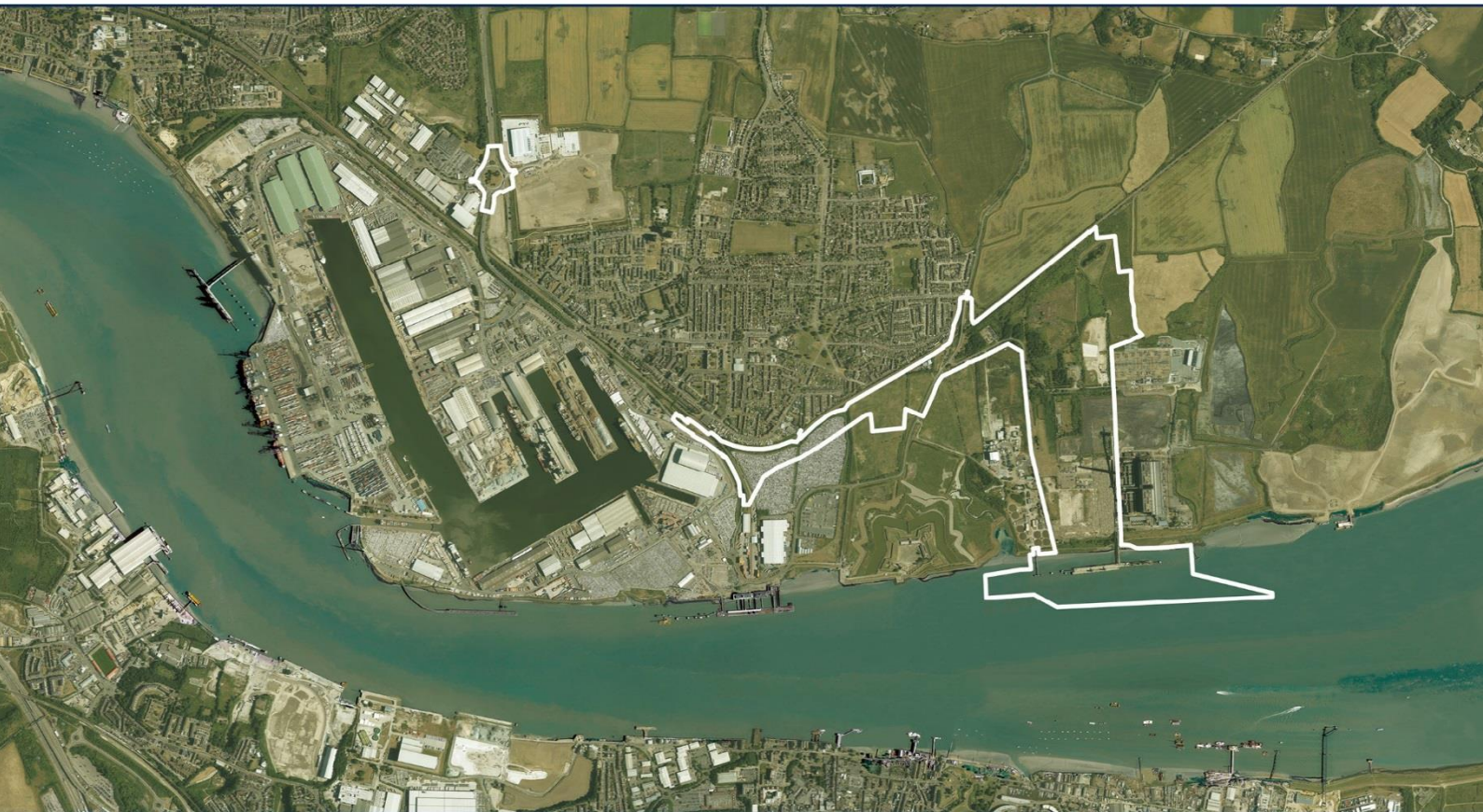
## PROPOSED PORT TERMINAL AT FORMER TILBURY POWER STATION

# TILBURY2

TR030003

VOLUME 5

## CONSULTATION REPORT: APPENDIX 2 CONSULTATION DOCUMENT REF: 5.GAPPENDIX 2



## APPENDIX 2 CONSULTATION MATERIALS

**APPENDIX 2.1 NON-STATUTORY CONSULTATION PACK**



PLANNING ACT 2008

PROPOSED PORT TERMINAL AT  
FORMER TILBURY POWER STATION

**TILBURY2**

NON-STATUTORY CONSULTATION INFORMATION PACK

MARCH 2017





## Introduction



Port of Tilbury London Limited (POTLL) owns and operates the existing Port of Tilbury (the Port).

This document provides details of POTLL's proposals to expand its existing operations at the Port by incorporating a new site to the east of the Port. The new site is known as **TILBURY2** and forms part of the former RWE Tilbury Power Station.

The expansion proposals will need to be authorised by the Secretary of State for Transport before they can take place, as they comprise a nationally significant infrastructure project for the purposes of the Planning Act 2008.

POTLL are consulting on its expansion proposals from 6 March 2017 until 21 April 2017.

This document includes copies of

- Newspaper advert and press notice
- The consultation leaflet
- The Exhibition Boards used at the public exhibitions
- The Questionnaire

Further details of POTLL's consultation events can be found at [www.tilbury2.co.uk](http://www.tilbury2.co.uk) where you will be able to find up-to-date information as well as further guidance on how to respond to this consultation.

This is a non-statutory (informal) consultation, and will be followed in summer 2017 by a statutory (formal) consultation as required by the Planning Act 2008.

If you have any opinion on the expansion proposals please contact POTLL by email at **T2consultation@potll.com**

by no later than 21 April 2017 or write to

**TILBURY2 Project,**  
**Port of Tilbury, Leslie Ford House, TILBURY, RM18 7EH**

**Newspaper advert and press notice**



PORT OF  
TILBURY  
LONDON

## FORMER TILBURY POWER STATION, FORT ROAD, TILBURY

### PORT OF TILBURY EXPANSION PLANS



Port of Tilbury London Limited (POTLL) owns and operates the existing Port of Tilbury.

POTLL is proposing to expand its existing operations at the Port by incorporating a new site 1km to the east of the Port. The new site forms part of the former RWE Tilbury Power Station. The proposals – known as TILBURY2 – include road and rail links to improve access to the new site.

The expansion proposals will need to be authorised by the Secretary of State for Transport before they can take place, as they comprise a nationally significant infrastructure project for the purposes of the Planning Act 2008.

POTLL is now consulting on its expansion proposals from 8 March 2017 until 21 April 2017. This is a non-statutory/informal consultation, and will be followed in summer 2017 by a statutory/formal consultation as required by the Planning Act 2008.

You can find out more and meet members of the Port's team at the following exhibitions:

#### Exhibition details

##### **Tilbury Hub, Civic Square, Tilbury RM18 8AD**

Monday 6th March 2017 10.00am – 7.00pm  
Friday 10th March 2017 10.00am – 7.00pm

##### **Thameside Theatre, Orsett Road, Grays RM17 5DX**

Thursday 9th March 2017 10.00am – 11.45am & 3.00pm – 6.00pm

##### **The Gateway Primary Free School, Marshfoot Road, Tilbury/Chadwell-St-Mary RM16 4LU**

Tuesday 14th March 2017 3.00pm – 8.00pm

##### **Gravesend Old Town Hall, High Street, Gravesend, Kent, DA11 0AZ**

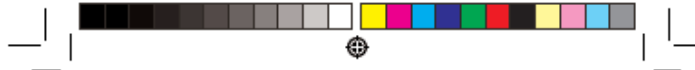
Thursday 16th March 2017 10.00am – 6.00pm

More information and an on-line questionnaire can be found at

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)





**PUBLIC NOTICE**  
**COMMON LAND OFF FORT ROAD, WEST TILBURY**  
**PORT OF TILBURY EXPANSION PLANS**  
**PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER UNDER**  
**THE PLANNING ACT 2008**

Port of Tilbury London Limited (POTLL) owns and operates the existing Port of Tilbury (the Port). POTLL is proposing to expand its existing operations at the Port by incorporating a new site to the east of the Port. The new site is shown shaded red and marked Tilbury 2 on the below plan and forms part of the former RWE Tilbury Power Station.

The expansion proposals will need to be authorised by the Secretary of State for Transport before they can take place, as they comprise a nationally significant infrastructure project for the purposes of the Planning Act 2008. The expansion proposals include the construction of new road and rail accesses through the land shown cross hatched on the below plan and which cross in part an area of common land in the vicinity of POTLL's new site. The common land is shown coloured green on the below plan.

POTLL will be consulting on its expansion proposals from 6 March 2017 until 21 April 2017. Further details can be found from 6 March 2017 at <http://tilbury2.co.uk/>. This is a non-statutory (informal) consultation, and will be followed in summer 2017 by a statutory (formal) consultation as required by the Planning Act 2008.



If you consider that you own, occupy, or have common (or other) rights in the area of common land shown coloured green and cross hatched on the below plan, or if you have any opinion on the effect of the expansion proposals on that area of common land or more generally on the common land in West Tilbury, please contact POTLL either by email to [T2consultation@potll.com](mailto:T2consultation@potll.com) or by phone 01375 852370 by no later than 21 April 2017.

POTLL is holding a series of workshops and public meetings on the proposals as part of the non-statutory consultation. From 6 March 2017 details can be found at <http://tilbury2.co.uk/>.

Peter Ward  
 Commercial Director  
 Port of Tilbury London Limited  
 10th February 2017





**Consultation leaflet**



## Port of Tilbury Planning for future success

The Port of Tilbury is one of the largest ports in the UK and plays a crucial role in the local and regional economy. It is the nearest deepwater port to London and is directly or indirectly responsible for some 8,350 jobs.

The Port needs to expand to meet increasing demand for imports and exports. To meet this need, we are planning a new Port Terminal – known as TILBURY2 – on part of the former Tilbury Power Station, some 1km east of the existing Port.

This leaflet gives you information about our plans. You are invited to a series of exhibitions which will provide further detail and where you can discuss the proposals with members of the Port's team. You can also access our website at [www.tilbury2.co.uk](http://www.tilbury2.co.uk) which will be updated as the project progresses.

The proposed site is largely 'brownfield' and has an existing deepwater jetty to the river. The Port is conducting a comprehensive assessment of the environmental impacts of the development. We are considering carefully how traffic from the proposal can be accommodated on local roads and whether improvements – such as at the A264 roundabout – will be needed.

The project is at an early stage and your views are vital. Come to our exhibitions and tell us what you think. We will take on board your comments as the project progresses and will report them in due course when we make our application for permission which, due to the quantity of goods that could be imported or exported at TILBURY2, will be made direct to the Government.

## How to get involved

We are currently conducting an informal consultation which ends on Friday 21st April 2017. Find out more about our proposals by coming to one of our staffed exhibitions. You can also visit our web site to find more details and fill in our survey.

### Exhibition details

- Tilbury Hub, Civic Square, Tilbury RM11 8 AD  
Monday 6th March 2017 10.00am – 7.00pm
- Friday 10th March 2017 10.00am – 7.00pm
- The Mercade Theatre, Orsett Road, Grays RM17 5DX  
Thursday 9th March 2017 10.00am – 11.45am & 3.00pm – 6.00pm
- The Gateway Primary Free School, Marshfoot Road, Tilbury/Chadwell-St-Mary RM16 4LU  
Tuesday 14th March 2017 3.00pm – 8.00pm
- Gravesend Old Town Hall, High Street, Gravesend, Kent, DA11 0AZ  
Thursday 16th March 2017 10.00am – 6.00pm

Please send any comments about this proposal to:



TILBURY2 Project, Port of Tilbury,  
Leslie Ford House, TILBURY, RM11 8EH



[T2consultation@portil.com](mailto:T2consultation@portil.com)

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)

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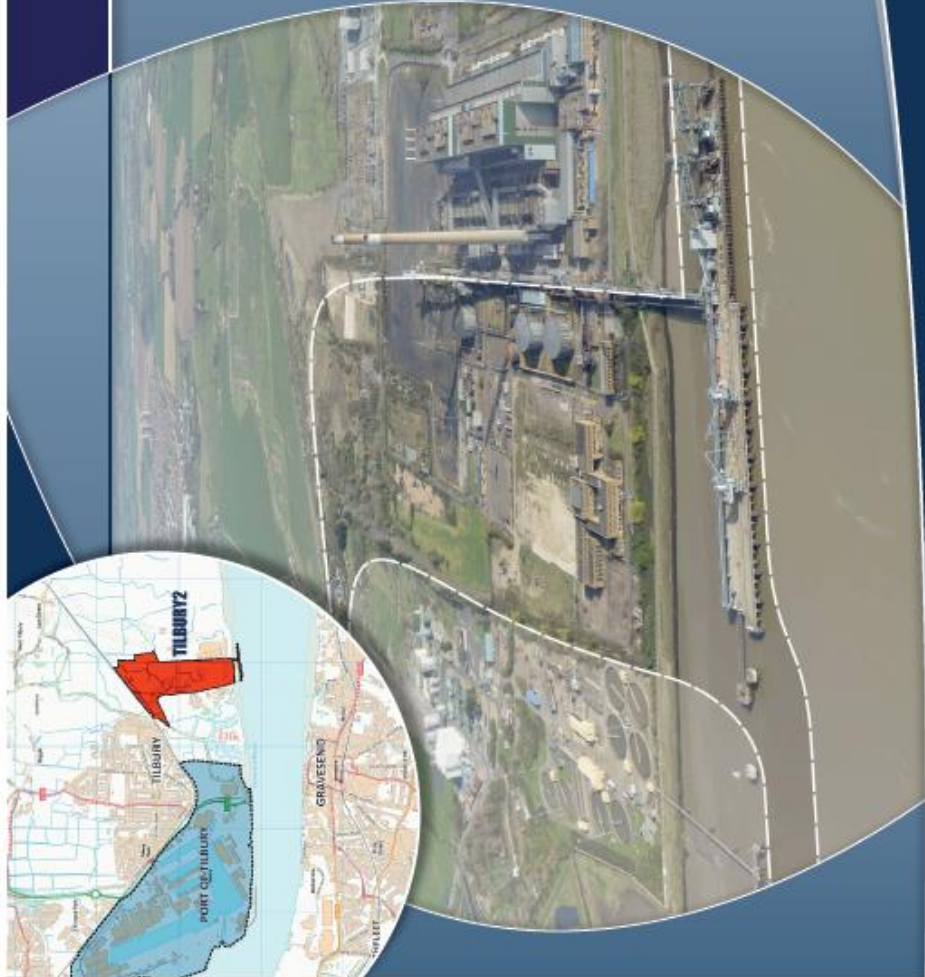
# Port of Tilbury Planning for expansion



## The proposals

- A new 'roll-on/roll-off' (Ro-Ro) terminal for importing and exporting containers and trailers
- A facility for importing and processing bulk construction materials
- Areas of external storage for a variety of other goods such as new cars

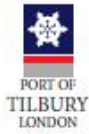
The site will be provided with new rail sidings to allow movement of goods and containers by train. A new link road will also be required. The present favoured option is between Ferry Road and Fort Road which will cross existing common land.



**Display boards**







## Welcome



**Welcome to this consultation on the proposals by the Port of Tilbury to develop a new port terminal – known as TILBURY2 - on part of the site of the disused Tilbury Power Station.**

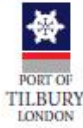
This is the first informal stage of seeking the views of the local community on the proposals. This will be followed by a further formal consultation which we currently intend to undertake in June – July 2017. At each stage, the views of the community will be reviewed in finalising the proposals before an application is made to central Government for development consent in the Autumn of 2017.

The Port of Tilbury is one of the largest ports in the UK and plays a crucial role in the local and regional economy. It is the nearest deep-water port to London, and is directly or indirectly responsible for some 8,350 jobs.

Sea ports in the UK are crucial to our national prosperity, but they have always needed to adapt, change and expand to meet modern needs. The Port of Tilbury is no different. The UK's ability to trade successfully by sea throughout the world is now even more crucial following the decision to leave the European Union.

Our success in recent years means that we now need more land close to the Port to grow our business and create more jobs, hence the plan to develop a new Port Terminal on part of the former Tilbury Power Station site, some 1km to the east of the existing Port.





## Port of Tilbury: Past, present, future



The growth of the Port of Tilbury has been crucial in the history of Tilbury and the wider Thurrock area. The first ship entered the newly constructed Docks on 17 April 1886 and improvements to our facilities have continued ever since.

Since 1992 we have added almost 43 hectares to the Port, an area the size of 60 Wembley football pitches. We have where possible, reclaimed land from the river. We also expanded eastwards in the direction of the Fort, developing the Fortress Distribution Park and a business centre for small and start-up businesses. Most recently, London Distribution Park is being developed immediately to the north of the Port with Amazon due to move in later in 2017.

Today, over 3,500 people are employed directly in the Port. In addition, there are many companies in the local area that depend on the Port.

The amount of goods coming through the Port is set to increase – we estimate that it could potentially double in the next 15 – 20 years. A recent survey indicated that 88% of tenants at the Port want to expand. We are continually making the best use of land in the Port, but there is a limit to what we can achieve without further room for expansion.

This is why we are proposing a new Port Terminal at TILBURY2.





PORT OF  
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## Planning for port expansion



### The Context

Government policy explicitly supports new port development to cater for forecast growth in imports and exports. But any expansion needs to satisfy stringent environmental controls and protect the amenity of the local community.

Locally, the Tilbury area is seen by Thurrock Council as a 'growth hub' and over the next four years the Council will prepare a Local Plan to guide development in the following 20 years.

### Expansion Options

The expansion of the Port immediately to the north or east is difficult due to Green Belt constraints, the development of the town and the presence of the Fort and its surrounding land, which is a Scheduled Ancient Monument and therefore benefits from statutory protection.

However, with the closure of Tilbury Power Station, part of that site has become available for redevelopment and has been purchased by the Port in order to create a new port terminal. The future of the remainder of the site will be decided by its owners, RWE.

### Why this site ?

- It is a largely brownfield site in need of regeneration
- It has a deepwater berth to the river
- It is close to the existing Port
- It is not immediately next to any residential areas

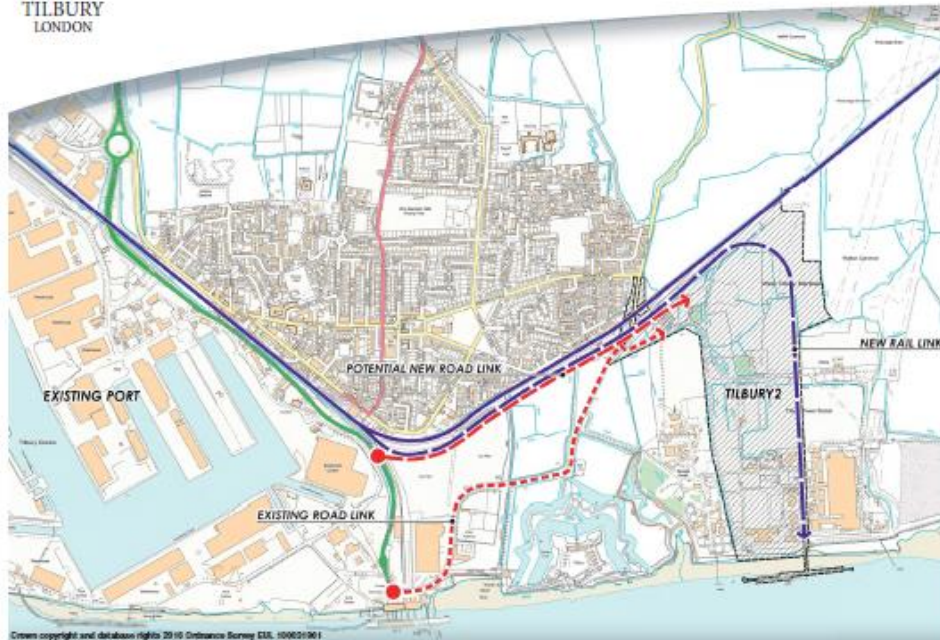








## Road and rail access



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Ensuring access to the site for goods and employees in a way that protects the environment and local residents is crucial. Improved roads are important but a new rail link is also essential to reduce the number of vehicles going to the site, especially for bulky goods such as aggregates. The rail link will comprise an extension to the Port's existing sidings.

A new road link is proposed alongside the railway extension, linking Ferry Road and Fort Road.

The alternative would be to up-grade Fort Road itself. This has been ruled out as it would not be suitable for increased HGV use, even with improvements, and would lead to more HGVs and activity close to Tilbury Fort, disturbing its setting and enjoyment by visitors. Greater use of this road would also lead to greater disturbance to footpath users and disturb enjoyment of the riverfront.

By contrast, the new road link would route traffic away from the setting of the Fort and will be designed to include facilities for cyclists and pedestrians. It will maintain the public footpath crossing of the existing railway to allow access to the riverside.



PORT OF  
TILBURY  
LONDON

## Environmental and highways issues



### Protecting the environment

In order to obtain consent, we will undertake a full assessment of the environmental impacts of the proposals, including the road and rail links. This work has started and will be reported as the process continues.

The key issues we will be looking at include, but are not limited to:-

- Noise from the TILBURY2 site and the road and rail links
- Air quality impacts of the proposals including HGV and rail movements
- Flood risk and safety, taking account of climate change
- Impacts on views of and from Tilbury Fort
- Impacts on footpaths and cycle routes
- Impacts on the local landscape
- Ecological impacts on flora and fauna

In each case we will be looking at how any impacts of the development can be reduced – this is called “mitigation” – and this will be reported in an Environmental Statement. Environmental information on all topics will be the subject of consultation throughout the pre-application process.

### Highways

A full transport impact assessment is underway. We are looking at existing vehicle numbers on local roads and how TILBURY2 could be accommodated. We will need to satisfy Thurrock Council and Highways England that we will not cause increased congestion either locally – particularly at the Asda roundabout – or further afield on the A13 and M25.

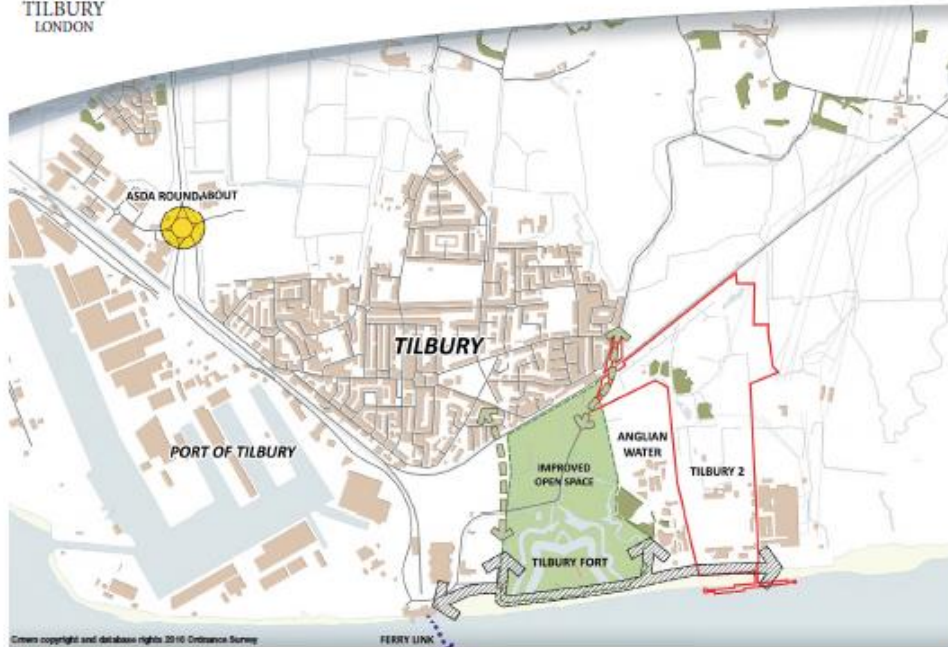
The TILBURY2 proposals have been developed independently of the proposed Lower Thames Crossing (LTC) and we will work to mitigate any impacts of TILBURY2 without relying on LTC. The Council and many in the local community do not support LTC and we do not know if it will ever happen.



**TILBURY2**



## Part of a wider vision



In preparing the proposals for TILBURY2, the Port has been discussing with Thurrock Council a wider vision for the future of this part of Thurrock.

The Port continues to work closely with the Council to ensure that TILBURY2 contributes positively to the local area and is consistent with other improvement measures that are being considered as part of a wider vision for the area forming part of the Council's emerging Local Plan, such as:-

- improving pedestrian and cycle access to the Asda supermarket as part of the new Amazon development
- improving access between the town and the river
- making the open space between the town and the river more attractive for walkers and cyclists
- improving the footpath along the riverfront

The Port will work with the Council in the development of the TILBURY2 scheme to safeguard the delivery of those measures as relevant.







## Supporting the community



**TILBURY2 will see us continuing our investment in the local community. The Port is committed to supporting education, skills and workforce development in the local area as well as helping to fund numerous community based initiatives.**

The Port supports many students and educational institutions, at primary, secondary, further and higher levels. We provide careers advice through participating in mock interviews, supporting BTEC work skills qualification and young enterprise skills days.

Through the Logistics Academy East of England, based within the Port, we support the delivery of logistics training and education to the region.

This includes:

- Providing apprenticeships including the HDS Port Operations Apprenticeship aimed at local young people
- Providing traineeships for unemployed and/or disadvantaged young people through Job Centre Plus
- Delivering pre-employment training for long term unemployed

Our wider community support includes sponsoring local sports teams, support for schools, clubs and community groups and providing training facilities and premises for use by small local companies.

In September 2016, the Port opened its doors to the local community and those from much further at its Community Day. Around 5000 people took the opportunity to take free Thames Clipper boat rides up the Thames and view the Port from a different perspective, or board an open top vintage bus for a guided tour round The Port. The Grade II listed Tilbury Cruise Terminal was turned into an exhibition space with many contemporary works of art displayed across the terminal.

Our future success will allow these initiatives to be expanded.







## What happens now?



Because of the quantity of goods that could be imported and exported at TILBURY2, the proposals are considered a “Nationally Significant Infrastructure Project”. Applications for such projects must be made direct to the Secretary of State for Transport rather than Thurrock Council, and the consent granted by the Secretary of State for Transport will be known as a ‘Development Consent Order’ (‘DCO’).

This process will take around two years, and the views of the local community play a critical role throughout it. This consultation is therefore the first step in a wider consultation process that will help us form our DCO application. We want to hear your views on what you have seen so far. You can :-

- complete the questionnaire that we have provided
- Go to our web site and fill in an on-line questionnaire
- Email us at [T2consultation@potil.com](mailto:T2consultation@potil.com)

We will then be developing our proposals for TILBURY2 further and will be consulting again later in the process.

**This informal consultation (“non-statutory consultation”)**

**Concludes 21 April 2017**

**Refining the proposals and draft Environmental Assessment**

**April – June 2017**

**Second consultation (“statutory consultation”)**

**June – July 2017**

**Submission**

**October 2017**

**Examination**

**During 2018**

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



## Questionnaire





## TILBURY2 questionnaire

11. Please provide any comments you have about the potential impacts the proposed scheme would have during the construction period.

Comments .....

.....

.....

.....

12. What do you overall opinion of the TILBURY2 project?

Support

Against

Unclear/No

Comments .....

.....

.....

13. Is there any further information that you feel you need?

Comments .....

.....

.....

.....

For information only, the consultation will continue until the end of the consultation period. We will continue to be available to provide further guidance on how to respond to the consultation. The consultation period will close on 21 April 2017. If you have any questions about the consultation, please contact PCCU by email at [tilbury2@pccu.com](mailto:tilbury2@pccu.com) by no later than 21 April 2017 or write to TILBURY2 Project, Port of Tilbury, Lime Tree House, TILBURY, SA16 7JH.

about you (optional)

Name .....

Address .....

1. Do you support the principle of expanding the Port of Tilbury?

yes  no  unclear

Comments .....

.....

.....

2. Do you think land of the former Bury Power Station is an appropriate site for the creation of a new port terminal as an expansion of the existing Port of Tilbury?

yes  no  unclear

Comments .....

.....

.....

3. Do you support the port's plans to increase job opportunities?

yes  no  unclear

Comments .....

.....

.....

4. Do you agree a road is necessary or part of the project to expand the Port of Tilbury?

yes  no  unclear

Comments .....

.....

.....

9. Do you have any other particular public or transport concerns related to the Tilbury?

yes  no  undecided

Comments .....

.....

.....

9a. If yes, what issues are you concerned about?

Comments .....

.....

.....

10. Do you have any particular environmental concerns related to the proposed continued use of the road and millits and the new part landfill?

yes  no  undecided

Comments .....

.....

.....

10b. If yes, what environmental issues are you concerned about?

yes  no  undecided

Nike

Lighting

Air quality

Ecology

Landscape

Impact on the rail

Road link

Other (please complete)

.....

.....

.....

6. Do you agree that it would not be appropriate to use the existing rail track to link to the new site (Tilbury2)?

yes  no  undecided

Comments .....

.....

.....

4. Do you agree with the proposed location of the new road link?

yes  no  undecided

Comments .....

.....

.....

7. Do you agree or not it is necessary as part of a project to expand the Port of Tilbury?

yes  no  undecided

Comments .....

.....

.....

8. Do you agree that it is important to minimise impacts on the Port?

yes  no  undecided

Comments .....

.....

.....





**TILBURY2 Project,  
Port of Tilbury, Leslie Ford House, TILBURY, RM18 7EH**

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



**APPENDIX 2.2 COMMON LAND CONSULTATION MATERIALS**

**Site Notice****Port of Tilbury Expansion - TILBURY2****IMPORTANT INFORMATION**

The Port of Tilbury is intending to apply to the Secretary of State for a Development Consent Order (DCO) to create a new port - known as TILBURY2 – on part of the former Tilbury Power Station. The proposal also includes rail and road links to existing networks to improve access to the site.

**THIS LAND IS POTENTIALLY AFFECTED  
BY THIS PROJECT**

If you have any legal interest in, on, under or over this land or adjacent properties whether as owner, lessee, tenant, occupier or any other interest; or you have power to sell, convey or release this land or adjacent properties, please contact Luke Tully on the contact details provided below, quoting the reference number also found below.

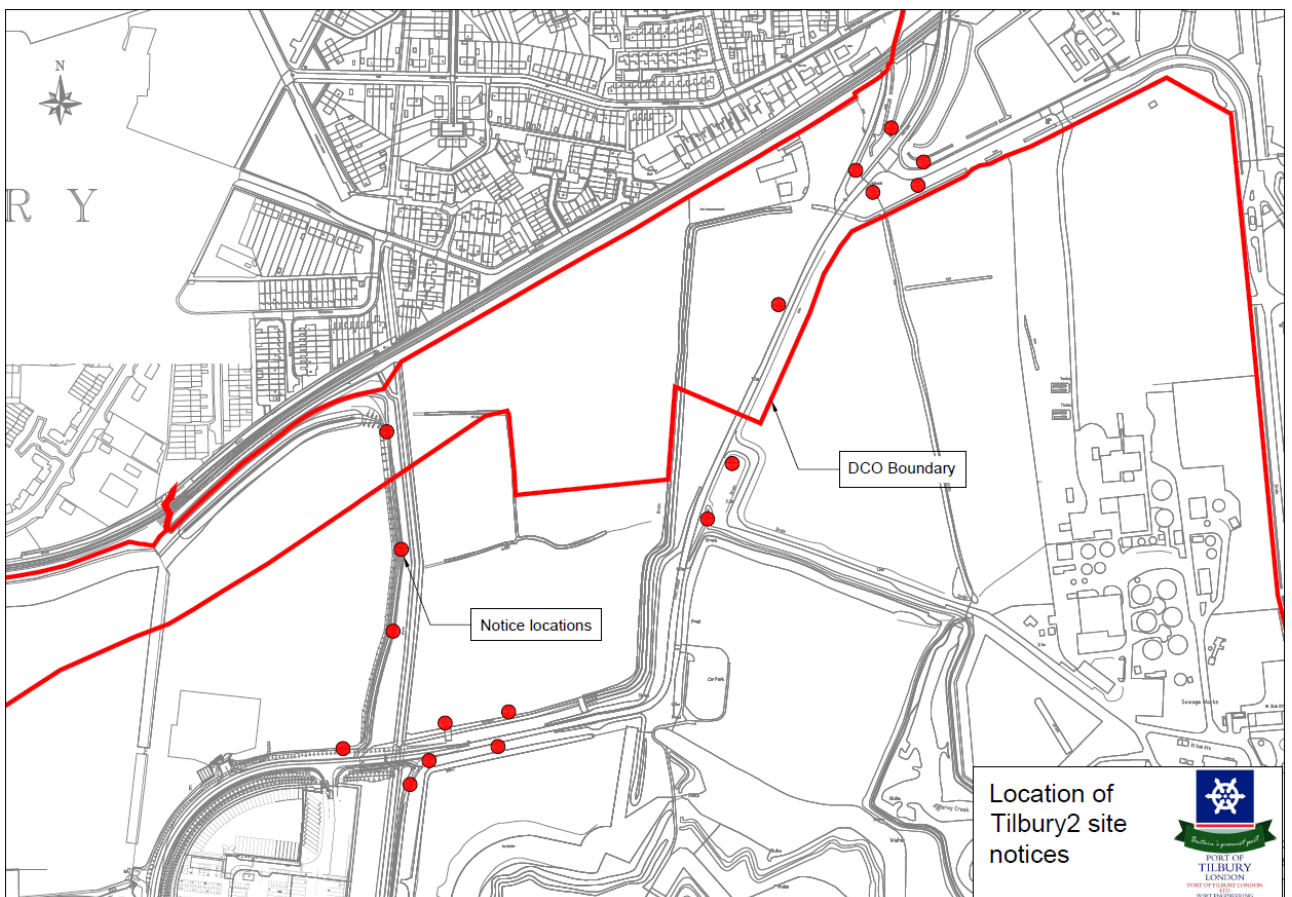
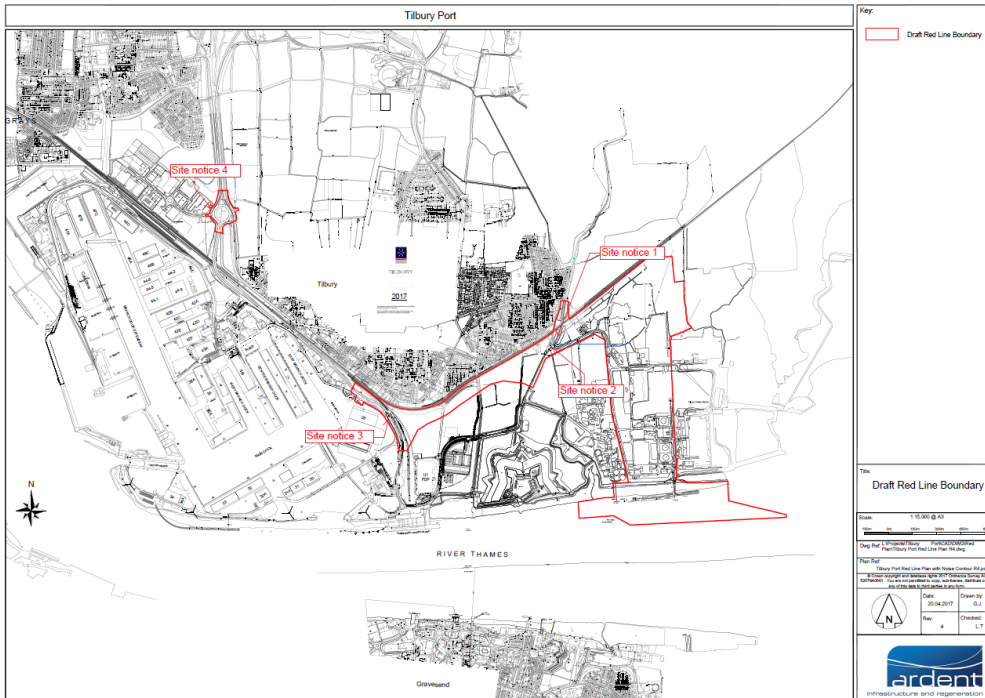
Further information can be found at the following web address:  
<http://www.tilbury2.co.uk/>

Luke Tully

Tel: 07786 238868

Email: [luketully@ardent-management.com](mailto:luketully@ardent-management.com)

Ref: 01





**Photographs of Site notices (11 May 2017)**















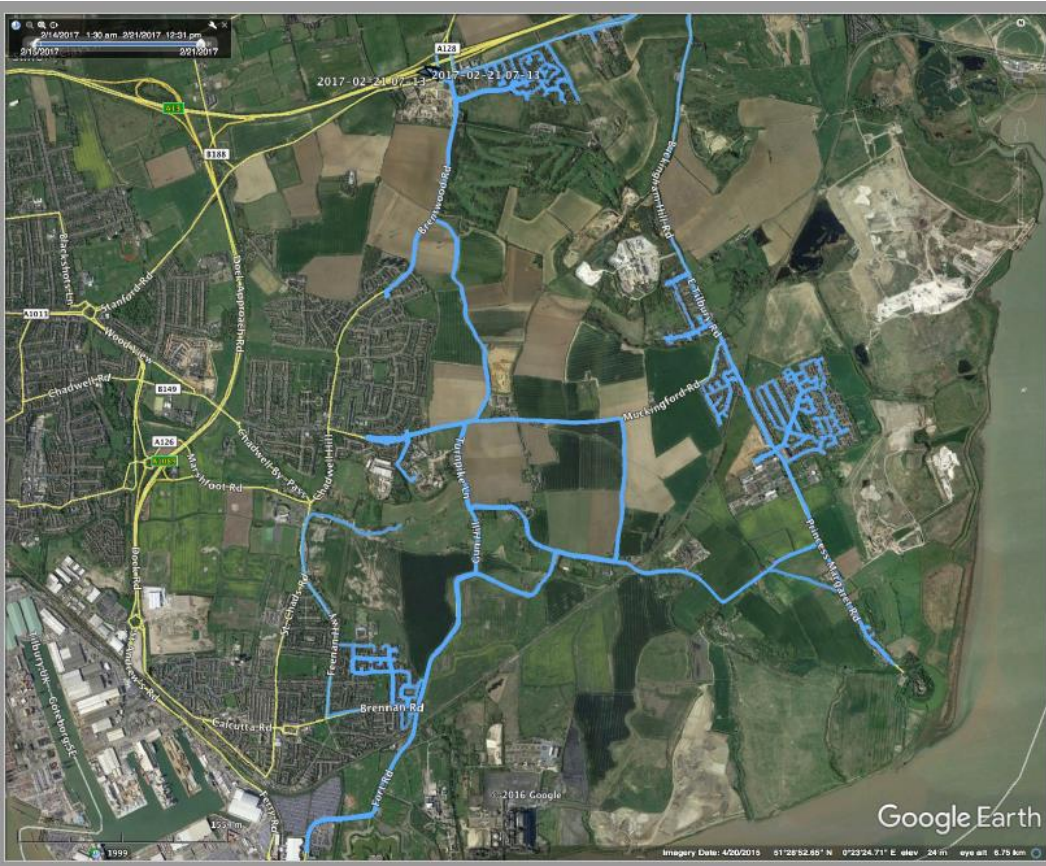












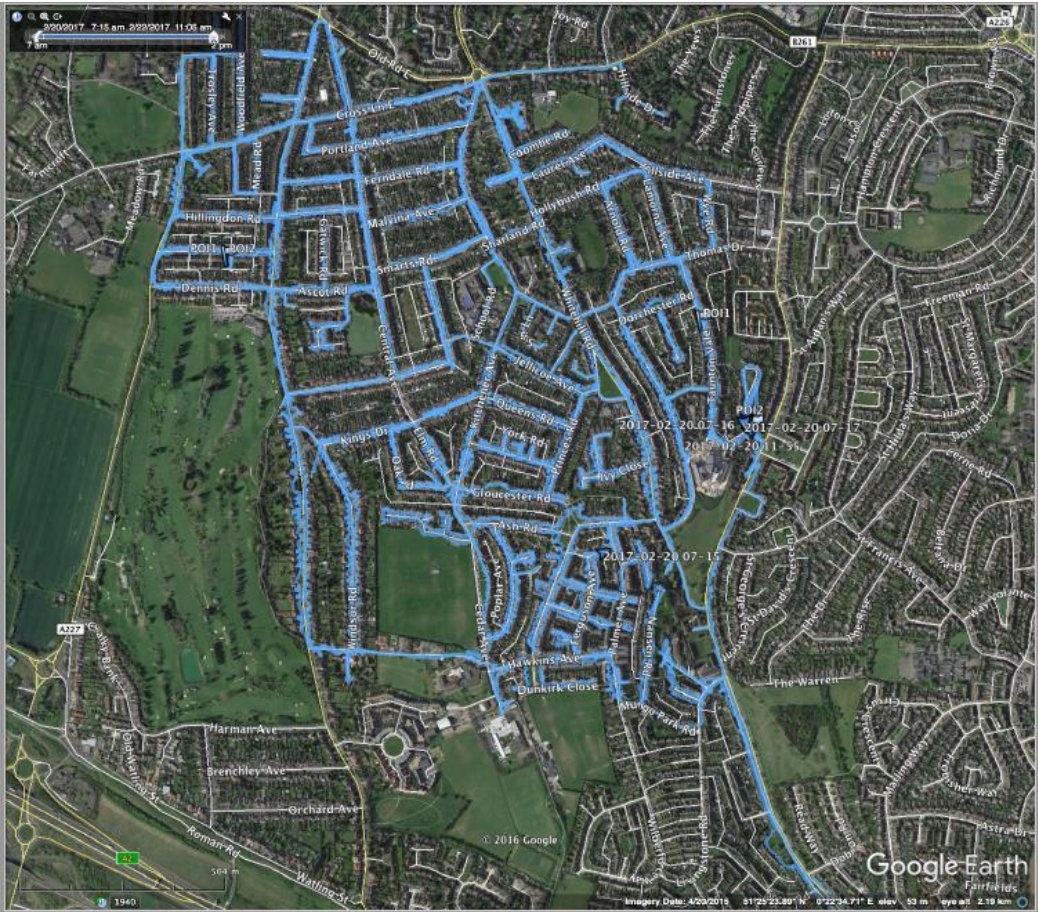


















**APPENDIX 2.4 PICTURES FROM NON-STATUTORY EXHIBITIONS**

**GRAVESHAM**









## THE GATEWAY PRIMARY FREE SCHOOL





**THAMESIDE THEATRE**



**TILBURY HUB**





**APPENDIX 2.5 DRAFT SOCC (March 2017)**



PORT OF  
**TILBURY**  
LONDON

PLANNING ACT 2008

PROPOSED PORT TERMINAL AT  
FORMER TILBURY POWER STATION

**TILBURY2**

STATEMENT OF COMMUNITY CONSULTATION  
DRAFT FOR COMMENT

MARCH 2017





**PORT OF TILBURY**

**PROPOSED PORT TERMINAL AT FORMER TILBURY POWER STATION ‘TILBURY2’**

**STATEMENT OF COMMUNITY CONSULTATION**

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**Appendices**

Appendix 1 : Non-statutory Consultation Publicity Leaflet

Appendix 2 : Non-statutory Consultation Exhibition Boards

**Drawings**

5153187-ATK-ZZ-ZZ-SK-ZZ-00      Location Plan and Order Limits

5120/150A                                      Leaflet Distribution Area

## 1.0 INTRODUCTION

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- 1.1 Port of Tilbury London Limited (PoTLL) is proposing a new port terminal and associated infrastructure on land at the former Tilbury Power Station, Tilbury, Essex. The development is to be known as “Tilbury2”
- 1.2 The proposed volumes of import/export for Tilbury2 exceed the thresholds stated in the Planning Act 2008. This means that the terminal constitutes a Nationally Significant Infrastructure Project (NSIP), and must be consented under the processes set out by the Planning Act 2008.
- 1.3 Pursuant to that Act, an application for Tilbury2 must be submitted to the Planning Inspectorate (PINS), on behalf of the Secretary of State (SoS) for Transport, for a Development Consent Order (DCO), which will constitute the consent for the new terminal and its associated infrastructure. When assessing the acceptability of a DCO application, PINS will consider a number of issues, including the impacts on the local area, and must be satisfied that sufficient pre-application consultation has been undertaken with local people and communities under the requirements section 47 of the Planning Act 2008. If the application is accepted, PINS will then coordinate the examination of the application with an independent Examining Authority panel, who will in turn make a recommendation to the SoS. The SoS will then review and comment on this before making a decision on whether to make the DCO.
- 1.4 Section 47 of the Planning Act 2008 requires that a Statement of Community Consultation (SoCC) is prepared for all NSIPs prior to the submission of a DCO application. The purpose of a SoCC is to set out how the applicant intends to consult the local community about the proposed project, and its contents are consulted upon with the host local authority for the project before it is published. This document is the first draft SoCC for Tilbury2 dealing primarily with the first informal consultation described below.
- 1.5 Pre-application consultation is important to PoTLL, as it provides a key opportunity for the local community to be engaged with, and to help shape, the proposals for Tilbury2.
- 1.6 This SoCC therefore explains PoTLL’s proposals for consultation with the immediate Tilbury and wider Thurrock community.

## 2.0 THE PROPOSALS

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2.1 PoTLL is proposing a new port terminal and associated infrastructure on the north bank of the River Thames at Tilbury, a short distance to the east of its existing Port (the Port). The proposed terminal will be developed on land that previously formed the western part of the now redundant Tilbury Power Station.

### **Order limits**

2.2 The red line boundary for the DCO (known as the 'Order Limits') will be established to include all works proposed by the Order including those comprising the NSIP itself and Associated Development, as defined by the Planning Act 2008 and the accompanying April 2013 DCLG Guidance. . A draft plan of the potential Order Limits is attached (5153187-ATK-ZZ-ZZ-SK-ZZ-00). The land bound by the Order limits comprises three areas, namely

- the main site of the new port facility on the former Tilbury Power Station land;
- sections of the Tidal Thames required for the construction of expanded berthing capacity;
- a surface access corridor from the main site between Ferry Road and Fort Road.

### **The main site**

2.3 The Tilbury2 site comprises approximately 61 hectares (152 acres) of the western part of RWE's former landholding at the former Tilbury Power Station. RWE are retaining the 'B' Station land to the east of the site for potential future power generation. PoTLL are the freehold owners of the Tilbury2 site.

2.4 The northern boundary of the site is defined by a railway line which comprises the Tilbury loop of the London-Southend line. The southern boundary is defined by the River Thames. Part of the ownership includes a deep water jetty, previously used for the importation of coal. The site has a frontage of 290m to the river.

2.5 To the east, the site is bounded in part by agricultural land, in part by the Tilbury 400kv substation, and in part by the remainder of the power station complex which is in the process of being demolished. To the west, the site is bounded by the Anglian Water Sewage Works, beyond which is land at and adjoining Tilbury Fort, a scheduled ancient monument and tourist attraction.

2.6 The site itself is divided by an access road which runs east-west, known as 'Substation Road' (as it provides access through the site from Fort Road to the substation referred to above). To the south of this road, the site comprises the land that formerly accommodated the Tilbury 'A' power station and areas previously used for coal storage and ancillary buildings and land including the former Tilbury Energy and Environment Centre (TEEC) which was an educational facility run by RWE and which showcased examples of brownfield habitats and reedbed. Apart from a number of small structures (see below) all buildings and operational structures have now been demolished.



- 2.7 To the north of Substation Road is land in part used for the open storage of new motor vehicles by Hyundai. PoTLL was granted temporary planning permission for 5 years for this use in September 2016 by Thurrock Council (LPA reference 16/00848/FUL). The remainder of the land north of Sub-Station Road is largely brownfield land with areas of plantation woodland and developing scrub although there are some areas of relic grazing marsh. Parts of the northern area were formerly used to manufacture 'Lytag' blocks as a by-product of fuel ash from the power station. To the north-east of this area is land formerly used for agriculture, but more recently appropriated by RWE for advance habitat creation to provide compensatory . habitat for water voles, reptiles and other species in anticipation of the loss of the TEEC site and adjoining areas to a power station development that was subsequently shelved.
- 2.8 The site is accessed directly from Fort Road, with a former rail connection point to the north, last used in the 1960's.
- 2.9 Vegetation on the site comprises areas of skeletal grassland on hard-standings or artificial substrates, established grassland in part derived from relict grazing marsh, areas of scrub and plantation woodland and smaller areas of swamp and wetland habitat. A number of drainage channels pass across the site and along its boundaries. The land is predominantly flat.
- 2.10 That part of the tidal Thames within the Order Limits includes an area of inter-tidal habitat along the site frontage itself and an extent of the river. The riverbed slopes from the frontage of the site to a depth of circa 10m at the southern boundary.

### **The Access Corridor**

- 2.11 The access corridor comprises a number of different land use types immediately adjoining the existing railway corridor.
- 2.12 At its eastern end, the land includes Fort Road itself and the existing bridge where Fort Road crosses the railway at elevation. Immediately to the west of Fort Road is an area of scrub, beyond which is a small industrial/depot site containing a number of small single storey storage buildings and an area of external vehicle and plant storage.
- 2.13 At its western end, the corridor includes land occupied by an existing rail siding and operational land used by the Port for external storage (presently for import new cars) known as the 'Fortland' site, and a narrow corridor of landscaping between this and the railway itself.
- 2.14 Between these two developed areas at either end of the corridor is an area of grazing land typically used by for the grazing of horses.

### **The project**

- 2.15 Tilbury2 comprises the redevelopment of the site as an extension to the existing port. .” The proposed main uses on the site will be a Roll-on/Roll-off (Ro-Ro) 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. There will also be an 'access corridor' to provide links to the existing rail and road network. The CMAT will include stockpiling of construction materials and some processing of materials for the production of asphalt and concrete products.

- 2.16 These proposed uses will likely require works including, but not limited to:
- creation of hard surfaced pavements;
  - improvement of and extensions to the existing jetty including creation of a new Ro-Ro berth;
  - associated dredging of berth pockets around the proposed and extended jetty;
  - new and improved conveyors;
  - erection of welfare buildings;
  - erection of a single 10,000sq.m. 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;
  - formation of a rail spur and sidings.

#### **ENVIRONMENTAL IMPACT ASSESSMENT AND PRELIMINARY ENVIRONMENTAL INFORMATION**

- 2.17 Environmental Impact Assessment (EIA) is a process for identifying the likely environmental effects (positive and negative) of proposed developments, and their significance, before development consent is granted. The findings of the assessment are presented in an Environmental Statement (ES).
- 2.18 The DCO application for Tilbury2 will be supported by an ES produced in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2012.
- 2.19 To develop this ES, the first informal non-statutory stage of consultation will identify the key environmental issues it considers are relevant to Tilbury2 (and thus the development of the ES), and consultees will have the opportunity to have their say on these topics, and suggest any others they consider are of relevance to Tilbury2.
- 2.20 Following this, and prior to the submission of the ES that will form part of the application, PoTLL will publish "Preliminary Environmental Information". This will be published on the project website in May/June 2017 and will be available as part of the second formal statutory stage of consultation (see below).
- 2.21 At this second stage of consultation, PoTLL will also summarise this information as part of its consultation materials, indicating the likely environmental effects of Tilbury2 and how these effects will be mitigated to enable consultees, including the general public, to develop an informed view of the project and to inform the development of the final Environmental Statement.

## **3.0 APPROACH TO CONSULTATION**

---

- 3.1 Part 5 of the Planning Act 2008 sets out statutory requirements for applicants to engage in pre-application consultation with local communities, local authorities, and those who would be directly affected by the project. The front-loaded emphasis of consultation in the major infrastructure planning regime is designed to ensure a more transparent and efficient examination process.
- 3.2 The following sections describe PoTLL's proposals for consultation in accordance with Part 5 of the Planning Act 2008.
- 3.3 PoTLL proposes to have 2 stages of consultation for Tilbury2. An initial informal non-statutory consultation to help refine and develop the proposals for Tilbury2 followed by the formal statutory consultation required by Part 5 on the refined proposals.

### **METHODS OF CONSULTATION**

- 3.4 Both stages of the consultation on the Tilbury2 project will play a key role in informing the proposals that will be submitted for application. Both stages will adopt the same methodology. The main methods of communication will be:-
- a project web site that will be updated with information about the project, consultation events and results of events undertaken. The web site will itself be a route by which the community can express their views on the project through a consultation survey (the Consultation Survey);
  - direct engagement with community interest groups and schools in the area via meetings and workshops;
  - wider public consultation events in the form of staffed exhibitions explaining the proposals. These exhibitions will be publicised by means of leaflets and advertisements and notices in the local press, and the project web site;
  - publicity / notices in local newspaper(s); and
  - direct mailshots to addresses within a defined area (for the informal consultation) and as required under s.42 of the Planning Act 2008 (for the formal consultation).

### **ACTIVITIES TO DATE**

- 3.5 PoTLL has already been actively discussing the proposals with the local community through its regular community engagement channels. The Port hosts the Tilbury Community Forum and has kept the Forum informed as to their plans.
- 3.6 Furthermore, the Port has worked with officers of the Council to develop a wider plan for the land around the Port by preparing a 'Tilbury Vision'. Tilbury2 forms a part of the wider Tilbury Vision. This was the subject to a presentation to the Council's Planning and Regeneration Overview and Scrutiny Committee on 6 January 2017, at which Members expressed their views as to the key issues relating to the development whilst generally endorsing the Port's wish to expand.



## CONSULTATION OBJECTIVES

- 3.7 The objectives of the community consultation process in relation to Tilbury2 are to:
- **Inform:** to provide information to all sections of the local community, landowners and other affected stakeholders in a clear and non-technical way;
  - **Engage:** to establish a process through which local people, landowners and other affected stakeholders can comment on the formal proposals and shape their final form; part of this process involves summarising and feeding back the views and expressed;
  - **Understand:** to ensure that PoTLL understands the views of the local community, landowners and other affected stakeholders so that they can be considered during the project development and subsequent operation on the site.

## COMMUNITY AWARENESS

- 3.8 PoTLL will take steps to ensure that particular communities in the area that may be affected by the proposals are targeted by its consultation activities. Traditional methods of communication may be less effective in relation to certain communities. The 'Tilbury Hub' has been chosen for have two of the consultation events as it is centrally located and is used by harder to reach groups. The Tilbury Hub is used by Batias a group that supports people with learning difficulties, Thurrock Council Housing Surgeries, Healthwatch which helps with social care services, Scope supports people with disabilities and Councillors surgeries.
- 3.9 As well as holding the manned exhibitions, the display material has been left at Tilbury Hub in order that visitors to these other events will be able to see them.

## ON-GOING CONSULTATION

- 3.10 In addition, all consultation information, including details of exhibitions, will be available to the public throughout 2017 on the project website: [www.tilbury2.co.uk](http://www.tilbury2.co.uk). This website (and the Consultation Survey within it) will be kept live and refreshed, with new information or documentation regularly added to it. It will also be possible to make comments via email as part of the consultation process.

## **STAKEHOLDER DIRECTORY**

- 3.11 A Stakeholder Directory has been prepared in order to identify those groups and individuals that will be directly approached as part of the non-statutory and statutory consultation processes. The Directory includes persons prescribed under s.42(a) of the Planning Act 2008 and listed in column 1 of the table set out in Schedule 1 of the Infrastructure Planning (Applications : Prescribed Forms and Procedures) Regulations ('the APFP Regulations') as amended and relevant non-prescribed consultation bodies in Table 1 to the Annex to PINS Advice Note Three 'EIA Notification and Consultation.' The Directory further includes neighbouring local authorities and local interest groups, schools and politicians.
- 3.12 This directory was provided to the Local Authority for comment.

## 4.0 OVERVIEW OF CONSULTATION STAGES

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### **Phase 1 : Informal/non-statutory pre-application consultation**

- 4.1 This consultation will take place between 6<sup>th</sup> March and 21<sup>st</sup> April 2017. It will be the opportunity to explain to the local community the principles behind the development, including the need for and benefits of the expansion plans; the options that exist in relation to certain components of the proposals and to set out the key issues for the forthcoming assessment of the process.
- 4.2 A 'Consultation Area' has been defined in Plan 5120/150 attached. It comprises an area bounded by the M25 corridor to the west, the A13 corridor to the north and the settlements of East Tilbury and Linford to the east. The area includes Gravesend that lies to the south of the river.
- 4.3 The area has been discussed with officers of the Council, and reasonably includes all households and businesses that could possibly be affected by the development whether by some 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 was included within the Consultation Area.

### **Leaflet drop**

- 4.4 A leaflet has been prepared and is attached as Appendix 1. This identifies the site and gives broad details of what is proposed on the Tilbury2 site and a potential road and rail corridor between the Port and site. It gives information on the proposed public exhibitions and details of the project website.
- 4.5 A leaflet drop has taken place to all households and business in the Consultation Area, amounting to approximately 75,000 addresses.
- 4.6 In addition, leaflets have been handed out as follows :-
- Asda super store - Tilbury :- a Friday morning; 9am - 11am
  - Tilbury Town Railway Station :- a Monday morning; 630am -9am

### **News coverage**

- 4.7 Newspaper advertisements and press releases will be used to further publicise the consultation. Advertisements detailing the public exhibitions and a link to the website and online survey will be placed in local newspapers, with a quarter page advertisement being placed in the Thurrock Gazette and Kent Messenger (Gravesend edition) in each of the two weeks prior to the commencement of the public exhibitions.

### **Exhibitions**



- 4.8 Exhibition locations have been chosen to ensure the community in the area can reasonably attend to discuss the proposals with the Port's team in more detail. The exhibitions are focussed on the settlement of Tilbury itself which is closest to the site, including a location in Tilbury town centre and the local secondary school which lies on the northern outskirts of the town.
- 4.9 An exhibition is also being held in the centre of Grays, the main town centre in the Thurrock Council area, some 2km north west of the main port. This is a key a retail and leisure destination for the area and therefore draws visitors from further afield. It is also easy to access by public transport.
- 4.10 In order to ensure that those on the south side of the river also have access to the exhibition material, a separate exhibition will be held in Gravesend.
- 4.11 Staffed exhibitions are therefore taking place as follows:-

Tilbury Hub, Civic Square, Tilbury RM18 8AD	Monday 6th March 2017 10.00am – 7.00pm  Friday 10th March 2017 10.00am – 7.00pm
Thameside Theatre, Orsett Road, Grays RM17 5DX	Thursday 9th March 2017 10.00am – 11.45am & 3.00pm – 6.00pm
The Gateway Primary Free School, Marshfoot Road, Tilbury/Chadwell-St-Mary RM16 4LU	Tuesday 14th March 2017 3.00pm – 8.00pm
Gravesend Old Town Hall, High Street, Gravesend, Kent, DA11 0AZ	Thursday 16th March 2017 10.00am – 6.00pm

- 4.12 The exhibition will include display boards that will introduce the proposals and set out why the Port believes it needs to expand. It sets out current development principles including broad uses on the main Tilbury2 site and the proposed access corridor. The boards also explain the key environmental considerations that are being assessed at the present time. The display boards are attached as Appendix 2.
- 4.13 At the exhibition, visitors will be invited to complete a questionnaire. This will invite attendees to comment on the proposals in principle and also invite them to highlight any particular concerns. The questionnaire will be replicated on the web site.
- 4.14 PoTTL staff and consultants will be available to answer queries about Tilbury2 and will record the issues and concerns raised with them.

### **Workshops**

- 4.15 Interactive workshops will be held that involve explaining the proposals and the planning process in more detail and structuring discussions around key issues. These will be held as follows:-

Thameside Theatre for local councillors - Thursday 9<sup>th</sup> March 2017

Tilbury Community Forum – Friday 17<sup>th</sup> March 2017

### **Presentations**

4.16 Presentations to regular meetings of a number of other organisations are proposed to take place during the consultation period. These are :-

- Thurrock Business Board
- The Economic and Development Skills Partnership
- Community Local Led Development – Tilbury Local Action Group

### **Digital Consultation Survey**

4.17 A link to the Consultation Survey on the project website will also be circulated through PoTLL social media.

### **Phase 2 : Formal Statutory Consultation**

4.18 It is currently PoTTL's intention that this consultation will take place in June/early July. It will use similar techniques as for Phase 1, but will give an opportunity for greater details of the proposals to be presented and comply with the specific requirements of the Planning Act 2008. It will also allow the results of environmental studies to be explained as part of the Preliminary Environmental Information referred to above. This will give consultees a better understanding of the predicted impacts of the development and what mitigation is proposed to help inform their responses.

4.19 The exact dates and locations of the Phase Two consultation events have not yet been set but they will be published in the local press and may be the subject of a further leaflet. In accordance with the legislation, formal public consultation will be held over a minimum of a 28 day period.

4.20 Consultation documents (the Preliminary Environmental Information) will also be available at the exhibition venues and deposited at other locations such as local libraries for inspection, details of which will be confirmed nearer the time.

4.21 Full details of this second formal statutory stage of consultation will be set out in a revised version of this Statement of Community Consultation to be consulted upon with Thurrock Council, pursuant to the requirement of section 47 of the Planning Act 2008.

## **5.0 TAKING ACCOUNT OF RESPONSES TO THE CONSULTATION**

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- 5.1 As referred above, regular dialogue and informal consultation with a wide range of interested parties and stakeholders has already been undertaken by PoTLL. The consultation set out in this statement will help the proposals evolve and be developed in response to the views and preferences of a wide range of organisations and groups, as well as individuals.
- 5.2 Representations received during both phases of the consultation will similarly be properly and fully considered. Where appropriate the project team will respond directly to the points that people make, particularly where specific proposals or amendments are suggested.
- 5.3 An explanation of how consultation input and representations received have shaped and influenced the proposed development will be provided to the Secretary of State in a 'Consultation Report', which is required by the Planning Act 2008 to accompany the application for a Development Consent Order.







5153187-ATK-ZZ-ZZ-SK-ZZ-00      Location Plan and Order Limits

5120/150A      Leaflet Distribution Area



**APPENDIX 2.6 DRAFT SOCC (April 2017)**



PORT OF  
**TILBURY**  
LONDON

PLANNING ACT 2008

PROPOSED PORT TERMINAL AT  
FORMER TILBURY POWER STATION

**TILBURY2**

STATEMENT OF COMMUNITY CONSULTATION  
DRAFT FOR COMMENT

APRIL 2017



**PORT OF TILBURY**

**PROPOSED PORT TERMINAL AT FORMER TILBURY POWER STATION ‘TILBURY2’**

**STATEMENT OF COMMUNITY CONSULTATION**

**Draft for comment**

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5.0 TAKING ACCOUNT OF RESPONSES TO THE CONSULTATION..... 82

**Drawings**

- 5153187-ATK-ZZ-ZZ-SK-ZZ-001/P4                      Location Plan
- 5120/150A    Leaflet Distribution Area

Formal Issue Schedule

<b>Version</b>	<b>V&amp;G File reference</b>	<b>Final Issue Date</b>
Draft to local authorities for comment	Statement of Community Consultation R5 25_04_17	25 April 2017

TILBURY2 PROJECT TEAM  
 PORT OF TILBURY LONDON LIMITED  
 Leslie Ford House  
 Port of Tilbury  
 Tilbury  
 Essex  
 RM18 7EH





## **6.0 INTRODUCTION**

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- 6.1 Port of Tilbury London Limited (PoTLL) is proposing a new port terminal and associated infrastructure on land at the former Tilbury Power Station, Tilbury, Essex. The development is to be known as “Tilbury2”
- 6.2 The proposed volumes of import/export for Tilbury2 exceed the thresholds stated in the Planning Act 2008. This means that the terminal constitutes a Nationally Significant Infrastructure Project (NSIP), and must be consented under the processes set out by the Planning Act 2008.
- 6.3 Pursuant to that Act, an application for Tilbury2 must be submitted to the Planning Inspectorate (PINS), on behalf of the Secretary of State (SoS) for Transport, for a Development Consent Order (DCO), which will constitute the consent for the new terminal and its associated infrastructure. When assessing the acceptability of a DCO application, PINS will consider a number of issues, including the impacts on the local area, and must be satisfied that sufficient pre-application consultation has been undertaken with local people and communities under the requirements of section 47 of the Planning Act 2008. If the application is accepted, PINS will then coordinate the examination of the application with an independent Examining Authority panel, who will in turn make a recommendation to the SoS. The SoS will then review and comment on this before making a decision on whether to make the DCO.
- 6.4 Section 47 of the Planning Act 2008 requires that a Statement of Community Consultation (SoCC) is prepared by the proposed applicant for an NSIP prior to submission of the related DCO application. The purpose of a SoCC is to set out how the applicant intends to consult the local community about the proposed project, and its contents are consulted upon with the host local authority for the project before the SoCC is finalised and a summary of it is published. This document is the second draft SoCC for Tilbury2. An earlier draft dealing primarily with the first informal consultation described below was submitted to the host authority but no comment, either positive or negative, was received on its contents.
- 6.5 The Planning Act 2008 provides local authorities with a period of 28 days (that begins with the day after the day on which the local authority received it) to provide comments on a draft of a proposed SoCC.
- 6.6 Pre-application consultation is important to PoTLL, as it provides a key opportunity for the local community to be engaged with, and to help shape, the proposals for Tilbury2.
- 6.7 This draft SoCC therefore explains PoTLL’s proposals for consultation within the immediate Tilbury and wider Thurrock community as well as those living south of the river in Gravesham Borough.

## 7.0 THE PROPOSALS

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7.1 PoTLL is proposing a new port terminal and associated infrastructure on the north bank of the River Thames at Tilbury, a short distance to the east of its existing Port (the Port). The proposed terminal will be developed on land that previously formed the western part of the now redundant Tilbury Power Station. The proposals will require a new road link and rail sidings that will be accommodated in an infrastructure corridor.

### **ORDER LIMITS**

7.2 The red line boundary for the DCO (known as the 'Order Limits') will be established to include all works proposed by the Order including those comprising the NSIP itself and Associated Development, as defined by the Planning Act 2008 and the accompanying April 2013 DCLG Guidance. A draft plan of the potential Order Limits is attached (5153187-ATK-ZZ-ZZ-SK-ZZ-001/P4). The land bound by the Order limits comprises four areas, namely

- the main site of the new port facility on the former Tilbury Power Station land;
- sections of the Tidal Thames required for the construction of expanded berthing capacity and associated dredging;
- a surface access corridor from the main site between Ferry Road and Fort Road; and
- land around the roundabout to the north of the Port (the “ASDA roundabout”) where highway improvements may be required.

7.3 Additional areas may be included that embrace any proposed consequential changes to the highway and public rights of way network in the vicinity of these proposed works or areas required for construction of the works, together with construction compounds and/or corridors and any offsite environmental mitigation areas considered to be necessary as a result of the EIA process.

### **TILBURY2 SITE**

7.4 The Tilbury2 site comprises approximately 61 hectares (152 acres) of the western part of RWE’s former landholding at the former Tilbury Power Station. RWE are retaining the ‘B’ Station land to the east of the site for potential future power generation. PoTLL are the freehold owners of the Tilbury2 site.

7.5 The northern boundary of the site is defined by a railway line which comprises the Tilbury loop of the London-Southend line. The southern boundary is defined by the River Thames. Part of the ownership includes a deep water jetty, previously used for the importation of coal. The site has a frontage of 290m to the river.

7.6 To the east, the site is bounded in part by agricultural land, in part by the Tilbury 400kv substation, and in part by the remainder of the power station complex which is in the process of being demolished. To the west, the site is bounded by the Anglian Water Sewage Works, beyond which is land at and adjoining Tilbury Fort, a scheduled ancient monument and tourist attraction.



- 7.7 The site itself is divided by an access road which runs east-west, known as 'Substation Road' (as it provides access through the site from Fort Road to the substation referred to above). To the south of this road, the site comprises the land that formerly accommodated the Tilbury 'A' power station and areas previously used for coal storage and ancillary buildings and land including the former Tilbury Energy and Environment Centre (TEEC) which was an educational facility run by RWE and which showcased examples of brownfield habitats and reedbed. Apart from a number of small structures all buildings and operational structures have now been demolished.
- 7.8 To the north of Substation Road is land in part used for the open storage of new motor vehicles by Hyundai. PoTLL was granted temporary planning permission for 5 years for this use in September 2016 by Thurrock Council (LPA reference 16/00848/FUL). The remainder of the land north of Sub-Station Road is largely brownfield land with areas of plantation woodland and developing scrub although there are some areas of relic grazing marsh. Parts of the northern area were formerly used to manufacture 'Lytag' blocks as a by-product of fuel ash from the power station. To the north-east of this area is land formerly used for agriculture, but more recently appropriated by RWE for advance habitat creation to provide compensatory habitat for water voles, reptiles and other species in anticipation of the loss of the TEEC site and adjoining areas to a power station development that was subsequently shelved.
- 7.9 The site is accessed directly from Fort Road, with a former rail connection point to the north, last used in the 1960s.
- 7.10 Vegetation on the site comprises areas of skeletal grassland on hard-standings or artificial substrates, established grassland in part derived from relict grazing marsh, areas of scrub and plantation woodland and smaller areas of swamp and wetland habitat. A number of drainage channels pass across the site and along its boundaries. The land is predominantly flat.
- 7.11 That part of the tidal Thames within the intended Order Limits includes an area of inter-tidal habitat along the site frontage itself and an extent of the river. The riverbed slopes from the frontage of the site to a depth of circa 10m at the southern boundary.

#### **THE ACCESS CORRIDOR**

- 7.12 The access corridor comprises a number of different land use types immediately adjoining the existing railway corridor.
- 7.13 At its eastern end, the land includes Fort Road itself and the existing bridge where Fort Road crosses the railway at elevation. Immediately to the west of Fort Road is an area of scrub, beyond which is a small industrial/depot site containing a number of small single storey storage buildings and an area of external vehicle and plant storage.
- 7.14 At its western end, the corridor includes land occupied by an existing rail siding and operational land currently used by PoTLL for external storage (presently for import new cars) known as the 'Fortland' site, and a narrow corridor of landscaping between this and the railway itself.
- 7.15 Between these two developed areas at either end of the corridor is an area of grazing land typically used by for the grazing of horses.

- 7.16 The effects of the change that the Tilbury2 project will bring to these existing land uses will be considered as part of the ES.

### **THE PROJECT**

- 7.17 The proposed main uses on the site will be a Roll-on/Roll-off (Ro-Ro) terminal and a Construction Materials and Aggregates terminal (the “CMAT”), associated infrastructure including rail and road facilities and revisions to the existing marine infrastructure. There will also be an 'access corridor' to provide links to the existing rail and road network. The CMAT will include stockpiling of construction materials and some processing of materials for the production of asphalt and concrete products.

- 7.18 These proposed uses will likely require works including, but not limited to:

- creation of hard surfaced pavements;
- improvement of and extensions to the existing jetty including creation of a new Ro-Ro berth;
- associated dredging of berth pockets around the proposed and extended jetty and their approaches;
- new and improved conveyors;
- erection of welfare buildings;
- erection of a single 10,000sq.m. 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;
- formation of a rail spur and sidings to provide rail access to the Tilbury2 site.

### **ENVIRONMENTAL IMPACT ASSESSMENT AND PRELIMINARY ENVIRONMENTAL INFORMATION**

- 7.19 Environmental Impact Assessment (EIA) is a process for identifying the likely environmental effects (positive and negative) of proposed developments, and their significance, before development consent is granted. The findings of the assessment are presented in an Environmental Statement (ES).
- 7.20 The DCO application for Tilbury2 will be supported by an ES produced in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2012. The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, coming into force in May 2017, will be taken into account as necessary.
- 7.21 To develop this ES, the first informal non-statutory stage of consultation was undertaken to identify the key environmental issues it considers are relevant to Tilbury2 (and thus the development of the ES). Consultees were given the

opportunity to have their say on these topics, and to suggest any others they considered of relevance to Tilbury2. An informal consultation on the draft Scoping Report was also undertaken between 6 and 17 March 2017 with key statutory stakeholders. Responses to this consultation were considered and amendments to the Scoping Report made prior to its submission to the Planning Inspectorate on 24 March 2017. Consultation will be conducted by PINS with statutory bodies and a scoping response published by them on or before 8 May 2017.

- 7.22 Following this, and prior to the submission of the ES that will form part of the application, PoTLL will publish a “Preliminary Environmental Information Report” (PEIR). This will be published on the project website on 19 June 2017 and will be available as part of the second formal statutory stage of consultation (see below).
- 7.23 At this second stage of consultation, PoTLL will also summarise this information as part of its consultation materials, indicating the potential environmental effects of Tilbury2 (such as they are known at that time) and how these effects will be mitigated. This will enable consultees, including the general public, to develop an informed view of the project and to inform the development of the final Environmental Statement.



## **8.0 APPROACH TO CONSULTATION**

---

8.1 Part 5 of the Planning Act 2008 sets out statutory requirements for applicants to engage in pre-application consultation with local communities, local authorities, and those who would be directly affected by the project. The front-loaded emphasis of consultation in the major infrastructure planning regime is designed to ensure a more transparent and efficient examination process.

8.2 The following sections describe PoTLL's proposals for consultation in accordance with Part 5 of the Planning Act 2008.

8.3 PoTLL is undertaking two stages of consultation for Tilbury2. An initial informal non-statutory consultation was undertaken in March to April 2017 to help refine and develop the proposals for Tilbury2. This will be followed by the formal statutory consultation required by Part 5 on the refined proposals.

### **METHODS OF CONSULTATION**

8.4 The statutory consultation on the Tilbury2 project will play a key role in informing the proposals that will be submitted for application. The main methods of communication will be:-

- a project web site that will be updated with information about the project, consultation events and results of events undertaken. The web site will itself be a route by which the community can express their views on the project through a consultation survey (the Consultation Survey);
- direct engagement with community interest groups and schools in the area via meetings and workshops;
- wider public consultation events in the form of staffed exhibitions explaining the proposals. These exhibitions will be publicised by means of leaflets and advertisements and notices in the local press, and the project web site;
- publicity / notices in local newspaper(s);
- advertisements in social media;
- a leaflet drop to the Consultation Area set out in plan drawing 5120/150A attached;
- direct mailshots to addresses and land interests within the Order Limits, and those with a relevant claim for compensation, both pursuant to section 42 of the Planning Act 2008.

### **ACTIVITIES PRIOR TO STATUTORY CONSULTATION**

8.5 PoTLL has been actively discussing the proposals with the local community through its regular community engagement channels since it acquired an interest in the Tilbury2 site in early 2016. The Port hosts the Tilbury Community Forum and has kept the Forum informed as to their plans.

- 8.6 Meetings were held during 2016 with a number of key stakeholders including the host authority (Thurrock Council).
- 8.7 During this time, the Port has worked with officers of the Council to develop a wider plan for the land around the Port by preparing a 'Tilbury Vision' alongside representations to the Council's emerging Local Plan. This was the subject to a presentation to the Council's Planning and Regeneration Overview and Scrutiny Committee on 6<sup>th</sup> January 2017, at which Members expressed their views as to the key issues relating to the development whilst generally endorsing the Port's wish to expand.
- 8.8 PoTLL has already undertaken a significant amount of consultation with the wider community. A non-statutory consultation exercise took place between 6<sup>th</sup> March and 21<sup>st</sup> April 2017. This was an opportunity to explain to the local community the principles behind the development, including the need for and benefits of the expansion plans; the options that exist in relation to certain components of the proposals and to set out the key issues for the forthcoming environmental assessment process.
- 8.9 The non-statutory consultation used similar techniques to those that will be employed in the statutory consultation stage, as described below. A leaflet drop was undertaken to approximately 70,000 households and business in the area providing information as to the proposals, the public exhibitions and the web site. Newspaper advertisements and press releases further publicised the events and leaflet drops were also undertaken at Tilbury railway station and the local ASDA supermarket.
- 8.10 Consultation events were undertaken within the community with exhibitions being staffed by members of PoTLL's project team at three locations in Tilbury and Grays, and once location south of the river in Gravesend. Display panels described the proposals in broad terms and identified the likely environmental issues that were being considered. Hard copy and on-line questionnaires were provided seeking views of the community.
- 8.11 Over 400 people attended the consultation events. A total of 166 questionnaire responses were received, of which 40 were handed in at exhibition venues, with the remainder being on line.
- 8.12 During the non-statutory consultation, presentations were made to meetings of Thurrock Business Board, The Economic Development and Skills Partnership, and Community Local Led Development – Tilbury Local Action Group. A workshop was held with the Tilbury Community Forum and a separate briefing and workshop held with Councillors from the host authority.

## **CONSULTATION OBJECTIVES**

- 8.13 The objectives of the community consultation process in relation to Tilbury2 are to:
- **Inform:** to provide information to all sections of the local community, landowners and other affected stakeholders in a clear and non-technical way;
  - **Engage:** to establish a process through which local people, landowners and other affected stakeholders can comment on the formal proposals and

shape their final form; part of this process involves summarising and feeding back the views expressed; and

- **Understand:** to ensure that PoTLL understands the views of the local community, landowners and other affected stakeholders so that they can be considered during the project development and subsequent operation on the site.

## **COMMUNITY AWARENESS AND DIVERSITY**

- 8.14 Tilbury today is made up of diverse individuals of varying ages, sexes, races and ethnic backgrounds, physical abilities, and faiths. PoTLL will take steps to ensure that particular communities in the area that may be affected by the proposals are targeted by its consultation activities. Traditional methods of communication may be less effective in relation to certain communities.
- 8.15 The 'Tilbury Hub' will be a key location for consultation events on the north side of the river due to its accessibility and its links and inclusion of the wider local community. As well as the cross cultural diversity of its volunteers, it is a popular resource for all members of the community (Chinese, Nepalese, Indian, Caribbean, Irish, African, White British). It is centrally located and is used by harder to reach groups.
- 8.16 Groups that meet and use the Tilbury Hub on a regular basis and who will have full access to the consultation events and exhibition materials include:-
- Department of Work and Pensions surgeries – support for people who are out of work for over 16 weeks.
  - Thurrock Council Housing Surgery - Council housing issues.
  - Baby Rhyme Time - Parents and Children
  - Knitter Natter senior group
  - Batias sessions - support for people with mental health and physical disability
  - Inspire – career advisory service for young people age 16-19
  - Citizens Advice – sessions every week.
- 8.17 Footfall through the hub per week is over 800 people.
- 8.18 As well as holding the staffed exhibitions, display material will be left at Tilbury Hub in order that visitors to these other events will be able to see them.

## **ON-GOING CONSULTATION**

- 8.19 In addition, all consultation information, including details of exhibitions, will be available to the public throughout 2017 on the project website: [www.tilbury2.co.uk](http://www.tilbury2.co.uk). This website (and the Consultation Survey within it) will be kept live and refreshed, with new information or documentation regularly added to it. It will also be possible to make comments via email as part of the consultation process.

## **STAKEHOLDER DIRECTORY**



- 8.20 A Stakeholder Directory has been prepared in order to identify those groups and individuals that will be directly approached as part of the consultation processes. The Directory includes persons prescribed under s.42(a) of the Planning Act 2008 and listed in column 1 of the table set out in Schedule 1 of the Infrastructure Planning (Applications : Prescribed Forms and Procedures) Regulations ('the APFP Regulations') as amended and relevant non-prescribed consultation bodies in Table 1 to the Annex to PINS Advice Note Three 'EIA Notification and Consultation.' The list will also be added to on receipt of the Planning Inspectorate's Scoping Opinion when the Planning Inspectorate will likely also recommend further bodies that should be consulted. The Directory further includes neighbouring local authorities and local interest groups, schools and politicians.

## **9.0 OVERVIEW OF CONSULTATION PROCESSES**

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- 9.1 It is PoTTL's intention that formal statutory consultation will take place between 19<sup>th</sup> June and 28<sup>th</sup> July 2017. The commencement of the consultation period will coincide with the publication of the Preliminary Environmental Information Report (PEIR).
- 9.2 It will give an opportunity for greater details of the proposals to be presented and will comply with the specific requirements of the Planning Act 2008. It will also allow the emerging or current findings of environmental studies to be explained as part of the PEIR referred to above. This will give consultees a better understanding of the predicted impacts of the development and what mitigation is proposed.
- 9.3 The statutory consultation will be based upon the events undertaken for the non-statutory stage, albeit some changes will be incorporated to the consultation strategy to maximise the exposure of the proposals and the opportunities for the community to engage with the project. These include ensuring that more consultation events run into the evening. In addition, the exhibition material will be improved to ensure better understanding of the relationship between named roads to the north and south of the river to allow those attending to understand the relationship between their individual properties and the proposals.
- 9.4 The exact dates and locations of the Phase Two exhibitions will be published in the local press and will be the subject of a further leaflet (see details below).
- 9.5 Consultation documents (including a summary of the Preliminary Environmental Information) will be available at the exhibition venues and deposited at other locations such as local libraries for inspection, details of which will be confirmed nearer the time in accordance with statutory rules, and will be added to the publicised version of this Statement of Community Consultation.

### **Leaflet drop**

- 9.6 A new leaflet will be prepared explaining the scope of the consultation. This will give further details of what is proposed on the Tilbury2 site and the road and rail corridor between the Port and site. It will give detailed information on the proposed public exhibitions and details of the project website.
- 9.7 The leaflet will be delivered to the same Consultation Area defined in drawing 5120/150A attached, as was used for the non-statutory consultation. 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.

9.8 In addition, as previously, leaflets will be handed out outside the ASDA supermarket in Tilbury and at Tilbury railway station (during the morning rush hour).

**News coverage**

9.9 Newspaper advertisements and press releases will again be placed in Thurrock Gazette and Kent Messenger (Gravesend edition) in each of the two weeks prior to the commencement of the public exhibitions.

**Exhibitions**

9.10 The non-statutory exhibition locations will be utilised for the statutory consultation. No concerns were raised by the host local authority or any members of the community that these locations were not appropriate.

9.11 Staffed exhibitions will take place as follows [note all dates provisional] :-

Thameside Theatre, Orsett Road, Grays RM17 5DX	<p>Wednesday 21<sup>st</sup> June 2017</p> <p>10am – 12pm</p> <p>2.30 – 9.00pm</p>
Tilbury Hub, Civic Square, Tilbury RM18 8AD	<p>Monday 26<sup>th</sup> June 2017</p> <p>3.00pm – 9.00pm</p> <p>Wednesday 28<sup>th</sup> June 2017</p> <p>10.00am - 5.00pm</p>
The Gateway Primary Free School, Marshfoot Road, Tilbury/Chadwell-St-Mary RM16 4LU	<p>Tuesday 27<sup>th</sup> June 2017</p> <p>3.00pm – 9.00pm</p>
Kent Room, Gravesend Borough Council Offices	<p>Thursday 29<sup>th</sup> June 2017</p> <p>10.00am – 12.00pm</p> <p>2.30pm – 9.00pm</p>

9.12 The exhibition will include display boards with further detail on the proposals and potential environmental and community issues being considered. The boards will cover

- Summary of the proposals
- Current general arrangement plans
- Highways issues
- Key environmental issues raised at the non-statutory stage and how the projects intends to address them

- Further work
- Next stages

9.13 At the exhibition, visitors will 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. The questionnaire will be replicated on the web site.

9.14 PoTTL staff and consultants will be available to answer queries about Tilbury2 and recorded the issues and concerns raised with them.

### **Workshops**

9.15 A further workshop will be held with the Tilbury Community Forum just prior to the formal consultation period (currently planned for 16<sup>th</sup> June) in order that they can also disseminate information on the project to the wider community.

### **Social Media**

9.16 As for the non-statutory stage, social media will be used to ensure wider awareness of the consultation events. It is proposed that Facebook sponsored advertising will be expanded to an area of 15km from the site.

### **Web site**

9.17 The Tilbury2 web site will be kept up to date and links to consultation material and the PEIR will be provided.



## **10.0 TAKING ACCOUNT OF RESPONSES TO THE CONSULTATION**

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- 10.1 As referred above, regular dialogue and informal consultation with a wide range of interested parties and stakeholders has already been undertaken by PoTLL. The consultation set out in this statement will help the proposals evolve and be developed in response to the views and preferences of a wide range of organisations and groups, as well as individuals.
- 10.2 Representations received during both phases of the consultation will similarly be properly and fully considered. Where appropriate the project team will respond directly to the points that people make, particularly where specific proposals or amendments are suggested.
- 10.3 An explanation of how consultation input and representations received have shaped and influenced the proposed development will be provided to the Secretary of State in a 'Consultation Report', which is required by the Planning Act 2008 to accompany the application for a Development Consent Order.

**Drawings**

5153187-ATK-ZZ-ZZ-SK-ZZ-001/P4

Location Plan

5120/150A

Leaflet Distribution Area



**APPENDIX 2.7 FINAL SOCC**



PLANNING ACT 2008

PROPOSED PORT TERMINAL AT  
FORMER TILBURY POWER STATION

**TILBURY2**

STATEMENT OF COMMUNITY CONSULTATION

JUNE 2017



**PORT OF TILBURY**

**PROPOSED PORT TERMINAL AT FORMER TILBURY POWER STATION ‘TILBURY2’**

**STATEMENT OF COMMUNITY CONSULTATION**

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**Drawings**

5153187-ATK-ZZ-ZZ-SK-ZZ-0001/P6	Location Plan
5120/150A	Leaflet Distribution Area

Formal Issue Schedule

<b>Version</b>	<b>V&amp;G File reference</b>	<b>Final Issue Date</b>
Draft to local authorities for comment	Statement of Community Consultation R5 25_04_17	25 April 2017
Final version to be placed on deposit	Statement of Community Consultation Final	30 May 2017

TILBURY2 PROJECT TEAM  
 PORT OF TILBURY LONDON LIMITED  
 Leslie Ford House  
 Port of Tilbury  
 Tilbury  
 Essex  
 RM18 7EH

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)

## **11.0 INTRODUCTION**

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- 11.1 Port of Tilbury London Limited (PoTLL) is proposing a new port terminal and associated infrastructure on land at the former Tilbury Power Station, Tilbury, Essex. The development is to be known as “Tilbury2”
- 11.2 The proposed volumes of import/export for Tilbury2 exceed the thresholds stated in the Planning Act 2008. This means that the terminal constitutes a Nationally Significant Infrastructure Project (NSIP), and must be consented under the processes set out by the Planning Act 2008.
- 11.3 Pursuant to that Act, an application for Tilbury2 must be submitted to the Planning Inspectorate (PINS), on behalf of the Secretary of State (SoS) for Transport, for a Development Consent Order (DCO), which will constitute the consent for the new terminal and its associated infrastructure. When assessing the acceptability of a DCO application, PINS will consider a number of issues, including the impacts on the local area, and must be satisfied that sufficient pre-application consultation has been undertaken with local people and communities under the requirements of section 47 of the Planning Act 2008. If the application is accepted, PINS will then coordinate the examination of the application with an independent Examining Authority panel, who will in turn make a recommendation to the SoS. The SoS will then review and comment on this before making a decision on whether to make the DCO.
- 11.4 Section 47 of the Planning Act 2008 requires that a Statement of Community Consultation (SoCC) is prepared by the proposed applicant for an NSIP prior to submission of the related DCO application. The purpose of a SoCC is to set out how the applicant intends to consult the local community about the proposed project, and its contents are consulted upon with the host local authority for the project before the SoCC is finalised and a summary of it is published. This document is the final SoCC for Tilbury2. An early draft dealing primarily with the first informal consultation described below was submitted to the host authority but no comment, either positive or negative, was received on its contents.
- 11.5 The Planning Act 2008 provides local authorities with a period of 28 days (that begins with the day after the day on which the local authority received it) to provide comments on a draft of a proposed SoCC.
- 11.6 Pre-application consultation is important to PoTLL, as it provides a key opportunity for the local community to be engaged with, and to help shape, the proposals for Tilbury2.
- 11.7 This SoCC therefore explains PoTLL’s proposals for consultation within the immediate town of Tilbury, the wider Thurrock community and communities in south Essex, as well as those living south of the river in Gravesham Borough.
- 11.8 As well as individuals and interest groups within those communities, PoTLL is actively engaging with Thurrock Council, Gravesham Borough Council, Essex County Council and Kent County Council on the proposals for Tilbury2. A draft of this document was provided to all four authorities on 25 April 2017 with an invitation to make comments on its contents by 23 May 2017. Responses were received from Thurrock Council, Gravesham Council and Essex County Council. Amendments have been made where appropriate in response to comments made by these authorities that related directly to the process of consultation set out in this SoCC. In particular, all three



respondents commented on the appropriate newspapers for communicating details of the consultation events. These suggestions were taken on board in finalising this SoCC and will be actioned as part of the statutory consultation process.

## 12.0 THE PROPOSALS

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- 12.1 PoTLL is proposing a new port terminal and associated infrastructure on the north bank of the River Thames at Tilbury, a short distance to the east of its existing Port (the Port). The proposed terminal will be developed on land that previously formed the western part of the now redundant Tilbury Power Station. The proposals will require a new road link and rail sidings that will be accommodated in an infrastructure corridor.

### **ORDER LIMITS**

- 12.2 The red line boundary for the DCO (known as the 'Order Limits') will be established to include all works proposed by the Order including those comprising the NSIP itself and Associated Development, as defined by the Planning Act 2008 and the accompanying April 2013 DCLG Guidance. A draft plan of the potential Order Limits is attached (5153187-ATK-ZZ-ZZ-SK-ZZ-0001/P6). The land bound by the Order limits comprises four areas, namely

- the main site of the new port facility on the former Tilbury Power Station land;
- sections of the tidal Thames required for the construction of expanded berthing capacity and associated dredging;
- a surface access corridor from the main site between Ferry Road and Fort Road; and
- land around the roundabout to the north of the Port (the “ASDA roundabout”) where highway improvements may be required.

- 12.3 Additional areas may be included that embrace any proposed consequential changes to the highway and public rights of way network in the vicinity of these proposed works or areas required for construction of the works, together with construction compounds and/or corridors and any offsite environmental mitigation areas considered to be necessary as a result of the EIA process. Depending on the level of certainty achieved by the time the draft DCO is submitted, any off-site ecological compensation sites may also be included within the Order Limits.

### **TILBURY2 SITE**

- 12.4 The Tilbury2 site comprises approximately 61 hectares (152 acres) of the western part of RWE’s former landholding at the former Tilbury Power Station. RWE are retaining the ‘B’ Station land to the east of the site for potential future power generation. PoTLL are the freehold owners of the Tilbury2 site.
- 12.5 The northern boundary of the site is defined by a railway line which comprises the Tilbury loop of the London-Southend line. The southern boundary is defined by the River Thames. Part of the ownership includes a deep water jetty, previously used for the importation of coal. The site has a frontage of 290m to the river.
- 12.6 To the east, the site is bounded in part by agricultural land, in part by the Tilbury 400kv substation, and in part by the remainder of the power station complex which is in the process of being demolished. To the west, the site is bounded by the Anglian

Water Sewage Works, beyond which is land at and adjoining Tilbury Fort, a scheduled ancient monument and tourist attraction.

- 12.7 The site itself is divided by an access road which runs east-west, known as 'Substation Road' (as it provides access through the site from Fort Road to the substation referred to above). To the south of this road, the site comprises the land that formerly accommodated the Tilbury 'A' power station and areas previously used for coal storage and ancillary buildings and land including the former Tilbury Energy and Environment Centre (TEEC) which was an educational facility run by RWE and which showcased examples of brownfield habitats and reedbed. Apart from a number of small structures all buildings and operational structures have now been demolished. Parts of this area are presently the subject of an application for temporary storage of new import vehicles for a temporary period of 5 years (LPA reference 17/00560/FUL).
- 12.8 To the north of Substation Road is land in part used for the open storage of new motor vehicles by Hyundai. PoTLL was granted temporary planning permission for 5 years for this use in September 2016 by Thurrock Council (LPA reference 16/00848/FUL). The remainder of the land north of Sub-Station Road is largely brownfield land with areas of plantation woodland and developing scrub although there are some areas of relic grazing marsh. Parts of the northern area were formerly used to manufacture 'Lyttag' blocks as a by-product of fuel ash from the power station. To the north-east of this area is land formerly used for agriculture, but more recently appropriated by RWE for advance habitat creation to provide compensatory habitat for water voles, reptiles and other species in anticipation of the loss of the TEEC site and adjoining areas to a power station development that was subsequently shelved.
- 12.9 The site is accessed directly from Fort Road, with a former rail connection point to the north, last used in the 1960s.
- 12.10 Vegetation on the site comprises areas of skeletal grassland on hard-standings or artificial substrates, established grassland in part derived from relict grazing marsh, areas of scrub and plantation woodland and smaller areas of swamp and wetland habitat. A number of drainage channels pass across the site and along its boundaries. The land is predominantly flat.
- 12.11 That part of the tidal Thames within the intended Order Limits includes an area of inter-tidal habitat along the site frontage itself and an extent of the river. The riverbed slopes from the frontage of the site to a depth of circa 10m at the southern boundary.

### **THE INFRASTRUCTURE CORRIDOR**

- 12.12 The infrastructure corridor comprises a number of different land use types immediately adjoining the existing railway corridor.
- 12.13 At its eastern end, the land includes Fort Road itself and the existing bridge where Fort Road crosses the railway at elevation. Immediately to the west of Fort Road is an area of scrub, beyond which is a small industrial/depot site containing a number of small single storey storage buildings and an area of external vehicle and plant storage.
- 12.14 At its western end, the corridor includes land occupied by an existing rail siding and operational land currently used by PoTLL for external storage (presently for import new cars) known as the 'Fortland' site, and a narrow corridor of landscaping between this and the railway itself.

- 12.15 Between these two developed areas at either end of the corridor is an area of grazing land typically used by for the grazing of horses.
- 12.16 The effects of the change that the Tilbury2 project will bring to these existing land uses will be considered as part of the ES.

### **THE PROPOSALS**

- 12.17 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”), associated infrastructure including rail and road facilities and revisions to the existing marine infrastructure. There will also be an 'access corridor' to provide links to the existing rail and road network. The CMAT will include stockpiling of construction materials and some processing of materials for the production of asphalt and concrete products.
- 12.18 These proposed uses will likely require works including, but not limited to:
- creation of hard surfaced pavements;
  - improvement of and extensions to the existing jetty including creation of a new RoRo berth;
  - associated dredging of berth pockets around the proposed and extended jetty and their approaches;
  - new and improved conveyors;
  - erection of welfare buildings;
  - erection of a single 10,000sq.m. 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;
  - formation of a rail spur and sidings to provide rail access to the Tilbury2 site.

### **ENVIRONMENTAL IMPACT ASSESSMENT AND PRELIMINARY ENVIRONMENTAL INFORMATION**

- 12.19 Environmental Impact Assessment (EIA) is a process for identifying the likely environmental effects (positive and negative) of proposed developments, and their significance, before development consent is granted. The findings of the assessment are presented in an Environmental Statement (ES).
- 12.20 The DCO application for Tilbury2 will be supported by an ES produced in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2012.
- 12.21 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, implementing Directive 2014/52/EU, came into force on 16 May 2017. Whilst the result of the transitional provisions of these Regulations is that they do not apply to the proposals, the main principles contained with them have been taken into account



as part of the EIA process, as it has been undertaken by a competent expert, and includes a specific assessment on the effect of the proposals on health.

- 12.22 To develop this ES, the first informal non-statutory stage of consultation was undertaken to identify the key environmental issues it considers are relevant to Tilbury2 (and thus the development of the ES). Consultees were given the opportunity to have their say on these topics, and to suggest any others they considered of relevance to Tilbury2. An informal consultation on the draft Scoping Report was also undertaken between 6 and 17 March 2017 with key statutory stakeholders. Responses to this consultation were considered and amendments to the Scoping Report made prior to its submission to the Planning Inspectorate on 24 March 2017. Consultation was then conducted by PINS with statutory bodies and a scoping response was published by them on 5 May 2017.
- 12.23 Following this, and prior to the submission of the ES that will form part of the application, PoTLL will publish a “Preliminary Environmental Information Report” (PEIR). This will be published on the project website on 19 June 2017 and will be available as part of the second formal statutory stage of consultation (see below).
- 12.24 At this second stage of consultation, PoTLL will also summarise this environmental information as part of its consultation materials, indicating the potential environmental effects of Tilbury2 (such as they are known at that time) and how these effects will be mitigated. This will enable consultees, including the general public, to develop an informed view of the project and to inform the development of the final Environmental Statement.

## **13.0 APPROACH TO CONSULTATION**

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- 13.1 Part 5 of the Planning Act 2008 sets out statutory requirements for applicants to engage in pre-application consultation with local communities, local authorities, and those who would be directly affected by the project. The front-loaded emphasis of consultation in the major infrastructure planning regime is designed to ensure a more transparent and efficient examination process. PoTLL are actively engaged in pre-application discussions with statutory bodies and local authorities in the area, in particular Thurrock Council, Gravesham Borough Council and Essex County Council, and this will continue throughout the process.
- 13.2 The following sections describe PoTLL's proposals for consultation in accordance with Part 5 of the Planning Act 2008.
- 13.3 PoTLL is undertaking two stages of consultation for Tilbury2. An initial informal non-statutory consultation was undertaken in March to April 2017 to help refine and develop the proposals for Tilbury2. This will followed by the formal statutory consultation required by Part 5 on the refined proposals.

### **METHODS OF CONSULTATION**

- 13.4 The statutory consultation on the Tilbury2 project will play a key role in informing the proposals that will be submitted for application. The main methods of communication will be:-
- a project web site that will be updated with information about the project, consultation events and results of events undertaken. The web site will itself be a route by which the community can express their views on the project through a consultation survey (the Consultation Survey);
  - direct engagement with community interest groups and schools in the area via meetings and workshops;
  - wider public consultation events in the form of staffed exhibitions explaining the proposals. These exhibitions will be publicised by means of leaflets and advertisements and notices in the local press, and the project web site;
  - publicity / notices in local newspaper(s);
  - advertisements in social media;
  - a leaflet drop to the Consultation Area set out in plan drawing 5120/150A attached;
  - direct mailshots to addresses for land interests within the Order Limits, and those with a relevant claim for compensation, both pursuant to section 42 of the Planning Act 2008.

### **ACTIVITIES PRIOR TO STATUTORY CONSULTATION**

- 13.5 PoTLL has been actively discussing the proposals with the local community through its regular community engagement channels since it acquired an interest in the Tilbury2 site in early 2016. The Port has regularly hosted members of the Tilbury Community Forum and has kept the Forum informed as to their plans. During the non-statutory consultation period, a workshop was undertaken at the Port, with Members of the Tilbury Community Forum, Tilbury Riverside Project and One Community Development Trust.
- 13.6 Meetings were also held during 2016 with a number of key stakeholders including the host authority (Thurrock Council).
- 13.7 During this time, the Port has worked with officers of the Council to develop a wider plan for the land around the Port by preparing a 'Tilbury Vision' alongside representations to the Council's emerging Local Plan. This was the subject to a presentation to the Council's Planning and Regeneration Overview and Scrutiny Committee on 6<sup>th</sup> January 2017, at which Members expressed their views as to the key issues relating to the development whilst generally endorsing the Port's wish to expand.
- 13.8 PoTLL has already undertaken a significant amount of consultation with the wider community. A non-statutory consultation exercise took place between 6<sup>th</sup> March and 21<sup>st</sup> April 2017. This was an opportunity to explain to the local community the principles behind the development, including the need for and benefits of the expansion plans; the options that exist in relation to certain components of the proposals and to set out the key issues for the forthcoming environmental assessment process.
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- 13.12 During the non-statutory consultation, presentations were made to meetings of Thurrock Business Board, The Economic Development and Skills Partnership, and Community Local Led Development – Tilbury Local Action Group. A separate briefing and workshop was also held with Councillors from the host authority during this period.

### **CONSULTATION OBJECTIVES**

- 13.13 The objectives of the community consultation process in relation to Tilbury2 are to:

- **Inform:** to provide information to all sections of the local community, landowners and other affected stakeholders in a clear and non-technical way;
- **Engage:** to establish a process through which local people, landowners and other affected stakeholders can comment on the formal proposals and shape their final form; part of this process involves summarising and feeding back the views expressed; and
- **Understand:** to ensure that PoTLL understands the views of the local community, landowners and other affected stakeholders so that they can be considered during the project development and subsequent operation on the site.

## **COMMUNITY AWARENESS AND DIVERSITY**

- 13.14 Tilbury today is made up of diverse individuals of varying ages, sexes, races and ethnic backgrounds, physical abilities, and faiths. PoTLL will take steps to ensure that particular communities in the area that may be affected by the proposals are targeted by its consultation activities. Traditional methods of communication may be less effective in relation to certain communities.
- 13.15 The 'Tilbury Hub' will be a key location for consultation events on the north side of the river due to its accessibility and its links and inclusion of the wider local community. The hub aims to attract a cross cultural diversity of visitors and volunteers. It is centrally located and is used by harder to reach groups.
- 13.16 Groups that meet and use the Tilbury Hub on a regular basis and who will have full access to the consultation events and exhibition materials include:-
- Department of Work and Pensions surgeries – support for people who are out of work for over 16 weeks.
  - Thurrock Council Housing Surgery - Council housing issues.
  - Baby Rhyme Time - Parents and Children
  - Knitter Natter senior group
  - Batias sessions - support for people with mental health and physical disability
  - Inspire – career advisory service for young people age 16-19
  - Citizens Advice – sessions every week.
- 13.17 Footfall through the hub per week is over 800 people.
- 13.18 As well as holding the staffed exhibitions, display material will be left at Tilbury Hub in order that visitors to these other events will be able to see them.

## **ON-GOING CONSULTATION**

- 13.19 In addition, all consultation information, including details of exhibitions, will be available to the public throughout 2017 on the project website: [www.tilbury2.co.uk](http://www.tilbury2.co.uk). This website (and the Consultation Survey within it) will be kept live and refreshed,



with new information or documentation regularly added to it. It will also be possible to make comments via email (through an address given on the consultation material and the project website) as part of the consultation process.

### **STAKEHOLDER DIRECTORY**

- 13.20 A Stakeholder Directory has been prepared in order to identify those groups and individuals that will be directly approached as part of the consultation processes. The Directory includes statutorily prescribed bodies under the Planning Act 2008 and the Infrastructure Planning (Applications : Prescribed Forms and Procedures) Regulations; as well as non-statutory bodies derived from PINS Advice Notes, PINS' list of recommended bodies provided with its Scoping Opinion on the project, and other bodies (such as local wildlife groups, neighbouring authorities and local interest groups) who may be affected by the proposals.

## **14.0 OVERVIEW OF CONSULTATION PROCESSES**

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- 14.1 It is PoTLL's intention that formal statutory consultation will take place between 19<sup>th</sup> June and 28<sup>th</sup> July 2017. The commencement of the consultation period will coincide with the publication of the Preliminary Environmental Information Report (PEIR).
- 14.2 It will give an opportunity for greater details of the proposals to be presented and will comply with the specific requirements of the Planning Act 2008. It will also allow the emerging or current findings of environmental studies to be explained as part of the PEIR referred to above. This will give consultees a better understanding of the predicted impacts of the development and what mitigation is proposed.
- 14.3 The statutory consultation will be based upon the events undertaken for the non-statutory stage, albeit some changes have been incorporated to the consultation strategy to maximise the exposure of the proposals and the opportunities for the community to engage with the project. These include ensuring that more consultation events run into the evening. In addition, the exhibition material will be improved to ensure better understanding of the relationship between named roads to the north and south of the river to allow those attending to understand the relationship between their individual properties and the proposals.
- 14.4 The exact dates and locations of the Phase Two exhibitions, as set out below, will be published in the local press and will be the subject of the leaflet drop (as described below). This will be undertaken prior to the formal commencement of consultation
- 14.5 Consultation documents (including a summary of the Preliminary Environmental Information) will be available at the exhibition venues and deposited at other locations such as local libraries for inspection. The consultation documents will be available between 19<sup>th</sup> June and 28<sup>th</sup> July 2017 at the venues set out in Table 1 below.

Table 1 : Deposit Venues

<b>Deposit Venue</b>	<b>Days</b>	<b>Times</b>
<b>Tilbury Hub</b> Civic Square Tilbury RM18 8AD	Monday, Wednesday and Friday	<b>10.00am – 5.00pm</b>
	Tuesday, Thursday, Saturday and Sunday	<b>Closed</b>
<b>Thurrock Council Civic Offices (Public Counter)</b> New Road Grays RM17 6SL	Monday – Friday	<b>9.00am – 4.30pm</b>
	Saturday and Sunday	<b>Closed</b>
<b>Gravesham Borough Council</b> Civic Centre Windmill Street Gravesend Kent DA12 1AE	Monday – Friday	<b>9am - 5pm</b>
	Saturday and Sunday	<b>Closed</b>
<b>Gravesend Library</b> Windmill Street Gravesend Kent DA12 1BE	Monday – Friday	<b>9.00am – 6.00pm</b>
	Saturday	<b>9.00am – 5.00pm</b>
	Sunday	<b>Closed</b>
<b>Reception of the offices of Port of Tilbury London Limited</b> Leslie Ford House Port of Tilbury RM18 7EH	Monday – Friday	<b>8.00am – 5.00pm</b>
	Saturday and Sunday	<b>Closed</b>

<b>Grays Library</b> Orsett Rd Grays RM17 5DX	Monday and Thursday	<b>9.00am – 7.00pm</b>
	Tuesday, Wednesday and Friday	<b>9.00am – 5.00pm</b>
	Saturday	<b>9.00am – 1.00pm</b>
	Sunday	<b>1.00pm</b>
		<b>Closed</b>

### **Leaflet drop**

- 14.6 A new leaflet will be prepared explaining the scope of the consultation. This will give further details of what is proposed on the Tilbury2 site. It will give detailed information on the proposed public exhibitions and details of the project website.
- 14.7 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.
- 14.8 In addition, as previously, leaflets will be handed out outside the ASDA supermarket in Tilbury and at Tilbury railway station (during the morning rush hour).

### **News coverage**

- 14.9 Newspaper advertisements and press releases will again be placed in Thurrock Gazette, Thurrock Enquirer, Gravesend Messenger Extra in each of the two weeks prior to the commencement of the public exhibitions.
- 14.10 Statutory notices required by sections 47 of the Planning Act 2008. publicising this statement will also be published in the above newspapers in the week commencing 29 May 2017.
- 14.11 In addition, statutory notices required by section 48 of the Planning Act 2008, publicising the consultation itself, will be published in the same newspapers in the weeks commencing 12 and 19 June 2017.

### **Exhibitions**



- 14.12 The non-statutory exhibition locations will be utilised for the statutory consultation with the exception of that to be held in Gravesend that will be at the Council offices. No concerns were raised by the host local authority or any members of the community that these locations were not appropriate.
- 14.13 Staffed exhibitions will take place as set out in Table 2 below.

Table 2 : Exhibition Venues

Thameside Theatre, Orsett Road, Grays RM17 5DX	<p>Wednesday 21<sup>st</sup> June 2017</p> <p>10am – 12pm</p> <p>2.30 – 9.00pm</p>
Tilbury Hub, Civic Square, Tilbury RM18 8AD	<p>Monday 26<sup>th</sup> June 2017</p> <p>3.00pm – 9.00pm</p> <p>Wednesday 28<sup>th</sup> June 2017</p> <p>10.00am - 5.00pm</p>
The Gateway Primary Free School, Marshfoot Road, Tilbury/Chadwell-St-Mary RM16 4LU	<p>Tuesday 27<sup>th</sup> June 2017</p> <p>3.00pm – 9.00pm</p>
Kent Room, Gravesend Borough Council Civic Centre, Windmill Street, Gravesend, Kent, DA12 1AU	<p>Thursday 29<sup>th</sup> June 2017</p> <p>10.00am – 12.00pm</p> <p>2.30pm – 9.00pm</p>

- 14.14 The exhibition will include display boards with further detail on the proposals and potential environmental and community issues being considered. The boards will cover
- Summary of the proposals
  - Current general arrangement plans
  - Transport issues
  - Key environmental issues raised at the non-statutory stage and how the projects intends to address them
  - How we are dealing with other plans for the area (such the Lower Thames Crossing) in our assessment of the Tilbury2 proposals
  - Further work
  - Next stages

- 14.15 At the exhibition, visitors will 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. The questionnaire will be replicated on the web site and hard copies will also be left at the deposit locations referred to above. Completed questionnaires from these venues will be picked up at the end of the consultation period
- 14.16 PoTTL staff and consultants will be available at the exhibitions to answer queries about Tilbury2 and record the issues and concerns raised with them.

### **Workshops**

- 14.17 A further workshop will be held with the Tilbury Community Forum during the statutory formal consultation period (currently planned for 30<sup>th</sup> June) in order that they can also disseminate information on the project to the wider community. Invitations to this workshop will also be extended to the Tilbury Riverside Project, One Community and other community and faith organisations.

### **Social Media**

- 14.18 As for the non-statutory stage, social media will be used to ensure wider awareness of the consultation events. It is proposed that Facebook sponsored advertising will be expanded to an area of 15km from the site.

### **Web site**

- 14.19 The Tilbury2 web site will be kept up to date and links to consultation material and the PEIR will be provided.

## **15.0 TAKING ACCOUNT OF RESPONSES TO THE CONSULTATION**

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- 15.1 As referred above, regular dialogue and informal consultation with a wide range of interested parties and stakeholders has already been undertaken by PoTLL. The consultation set out in this statement will help the proposals evolve and be developed in response to the views and preferences of a wide range of organisations and groups, as well as individuals.
- 15.2 Representations received during both phases of the consultation will similarly be properly and fully considered. Where appropriate the project team will respond directly to the points that people make, particularly where specific proposals or amendments are suggested.
- 15.3 An explanation of how consultation input and representations received have shaped and influenced the proposed development will be provided to the Secretary of State in a 'Consultation Report', which is required by the Planning Act 2008 to accompany the application for a Development Consent Order.

**Drawings**

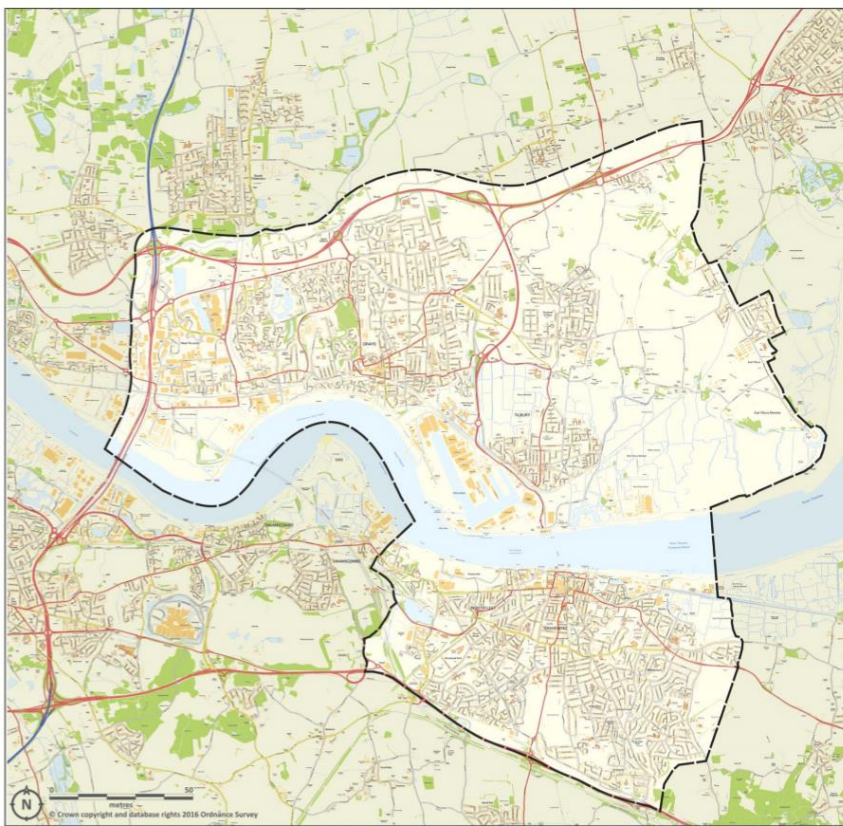
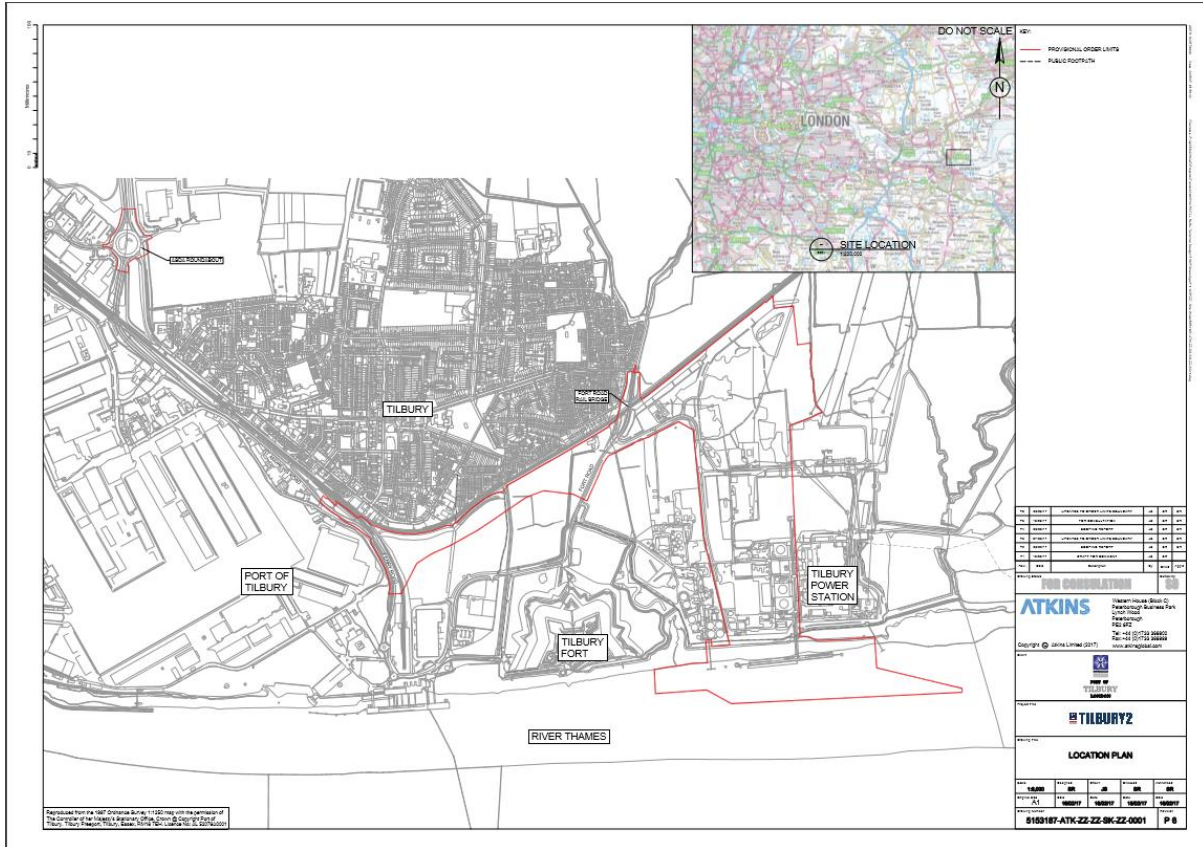
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Location Plan

5120/150A

Leaflet Distribution Area



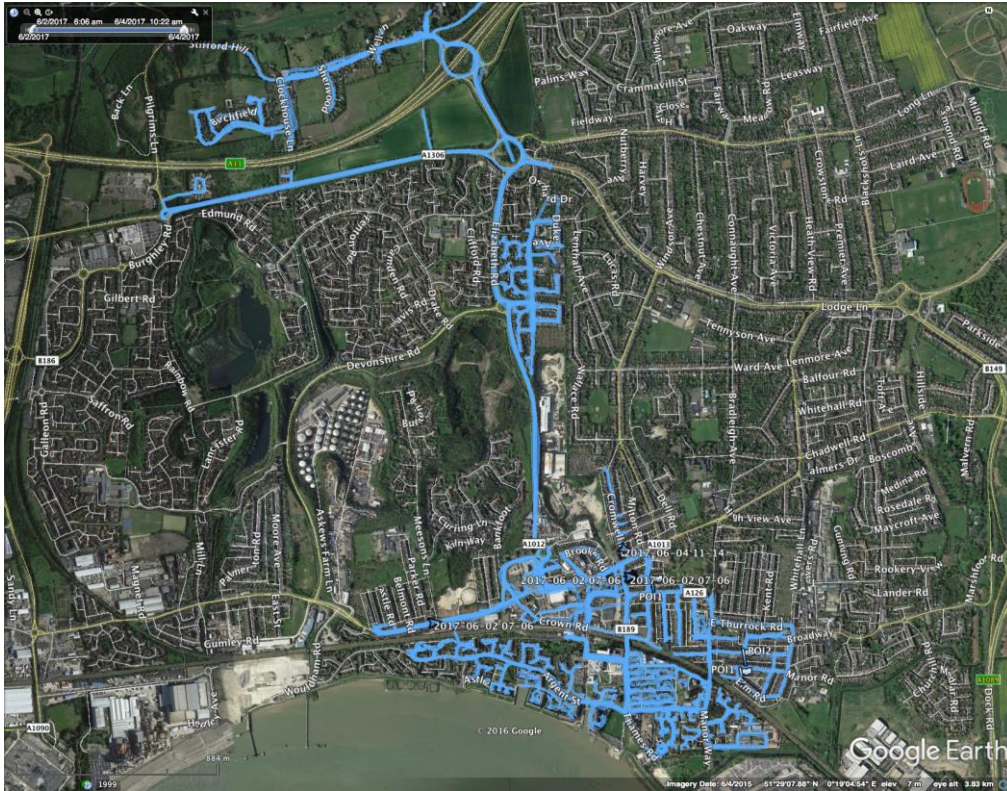


**APPENDIX 2.8 GPS OF STATUTORY CONSULTATION LEAFLET DISTRIBUTION**





























**APPENDIX 2.9 STATUTORY CONSULTATION BOOKLET**





# PORT OF TILBURY: **TILBURY2**

CONSULTATION DOCUMENT

JUNE 2017






# CONTENTS

- 01. INTRODUCTION**
  - 02. ABOUT TILBURY2**
  - 03. THE STORY SO FAR**
  - 04. THE NEXT STEPS**
  - 05. WHY WE ARE EXPANDING**
  - 06. ACCESSING TILBURY2**
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  - 08. THE ENVIRONMENT**
  - 09. THE COMMUNITY**
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## 01. INTRODUCTION

Port of Tilbury London Limited (PoTLL) is planning a new port terminal and associated facilities on land at the former Tilbury Power Station. The proposals will form an extension to the operations at the existing Port of Tilbury, allowing the growth of the Port and its continued support of local, regional and national economic growth.



### THE DEVELOPMENT IS KNOWN AS **TILBURY2**.

Because of the quantity of goods that could be imported and exported at TILBURY2, the proposals are considered by the Planning Act 2008 to be a 'Nationally Significant Infrastructure Project'. Applications for such projects must be made directly to the Planning Inspectorate (on behalf of the Secretary of State for Communities and Local Government) rather than Thurrock Borough Council, and the consent granted will be known as a 'Development Consent Order' (DCO).

Before an application for a DCO is submitted, the local community and other stakeholders must be formally consulted on the proposals including their design and likely environmental effects based on preliminary environmental information which is available at that stage (a full environmental impact assessment must be undertaken ahead of the application being submitted).





## ABOUT THIS BOOKLET

*This booklet summarises key information about our proposals to help you have your say.*

If you wish to read more, there are a number of environmental and technical reports together with other supporting information available via our website at [tilbury2.co.uk](http://tilbury2.co.uk). These documents will also be available for inspection at a number of locations – details are provided in this booklet.

To have your say please see our website which has an online questionnaire, or email us at [t2consultation@potll.com](mailto:t2consultation@potll.com). If you would prefer to write to us please do so at the project team address:

**TILBURY2 Project**  
Port of Tilbury,  
Leslie Ford House,  
TILBURY  
RM18 7EH

The closing date for comments is 23.59 hours on 28th July 2017. We will use your feedback to refine our proposals. We then plan to submit our application for a DCO in October 2017.

## 02. ABOUT TILBURY2

TILBURY2 is a proposed new port terminal with associated facilities for importing, exporting and processing a variety of goods. It will be very much an extension to the existing port operations and will be managed by PoTLL staff.



Illustrative depiction of what TILBURY2 could look like - this recognises that RWE plans to demolish the existing power station, but that does not form part of the TILBURY2 proposal

### THE MAIN COMPONENTS OF TILBURY2 WILL BE:

- A Roll-On / Roll-Off (RoRo) terminal for importing and exporting containers and trailers. This will be located at the southern part of the site.
- A 'Construction Materials and Aggregates Terminal' (CMAT) for handling and processing bulk construction materials. This will be located at the northern part of the site.
- Other parts of the site will be used for storage of bulk goods or vehicles, much as you see on the existing Port.



## 03. THE STORY SO FAR AND WHAT NEXT?

Between March and April 2017 we undertook an informal (non-statutory) consultation with the local community on the principle of using the land at the former Tilbury Power Station for a new port terminal, as well as proposed new road and rail links to the site. Over 400 people attended the exhibitions and many responded to a questionnaire either at the exhibitions or online.

After reviewing the responses we are now conducting a further formal (statutory) consultation which takes place between 19th June and 28th July 2017.

The non-statutory process allowed us to raise awareness of the plans. We asked for feedback on the issues that the proposals raised for those living in the area, on both sides of the river.

We continue to seek the views and opinions of those living locally.

### YOU RAISED A NUMBER OF ISSUES

- Ensuring economic growth and jobs meet local needs
- Accommodating traffic and where improvements might be required
- Minimising noise pollution
- Addressing air quality
- Minimising the impact of lighting
- Protecting the setting of Tilbury Fort and views from Gravesend
- Protecting and enhancing access to open space in the area for walkers and cyclists
- Addressing nature conservation issues
- Ensuring no increased risk of flooding

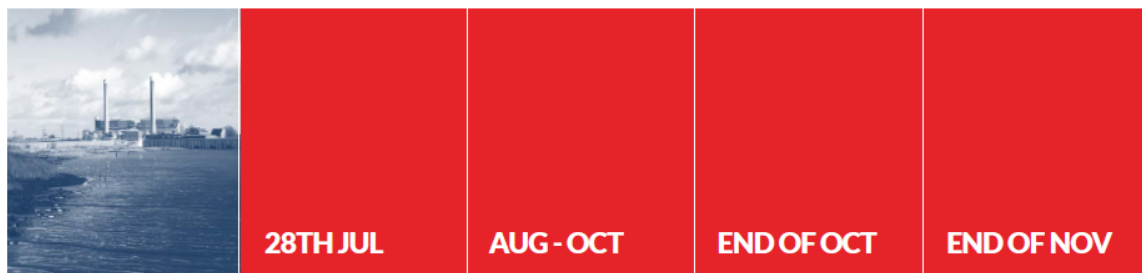
### OUR RESPONSE

We will take the above issues, and any comments received as part of this consultation, into account when refining and finalising our proposals ahead of a planned application for a DCO later this year.

If the application is accepted, a 6 month examination will take place, likely in 2018.

## 04. THE NEXT STEPS

2017



**19 JUN**

- Statutory consultation begins
- Publication of Preliminary Environmental Information

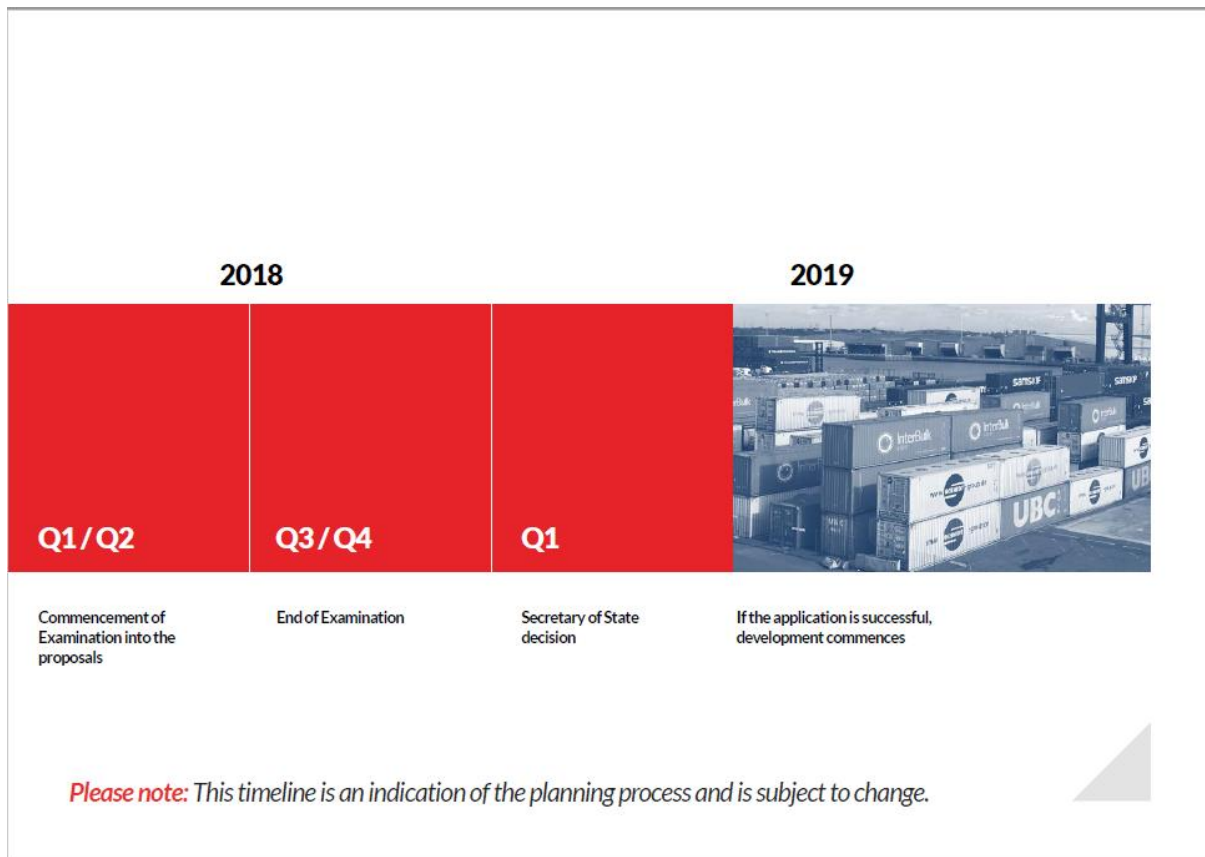
Statutory consultation ends

On going consultation with all interested parties

Application submitted

Acceptance by Planning Inspectorate



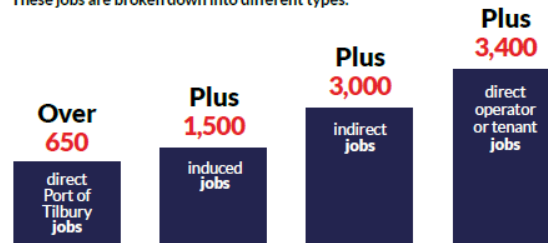


### Employment

It is estimated that the Port supports a variety of jobs across the region, approximately

# 8,600

Approximate full-time equivalent jobs across the region. These jobs are broken down into different types:



**Direct Employment** - those who are employed by the Port or its tenants or operators.

**Indirect Employment** - those who are employed by suppliers of the Port or its tenants or operators.

**Induced Employment** - those jobs which are supported by the local spending of directly and indirectly employed staff.

Many businesses have plans to expand in the short-to-medium term.

## 88% & 65%

of tenants of customers

said their plans would require additional capacity at the Port of Tilbury.

## 75%

of employees supported by the Port are located within a 10 mile radius of the Port of Tilbury.

## Two-thirds

of customers and tenants feel the scale, success and future of their business is dependent on the Port.

## 80%

of jobs supported by the Port are skilled or semi-skilled.

Source ARUP



## 05. WHY WE ARE EXPANDING

### PROVIDING JOBS AND INVESTMENT

Sea ports in the UK are crucial to our national prosperity, but they have always needed to adapt, change and expand to meet modern needs. The Port of Tilbury is no different.

Government policy is to support sustainable port development to meet the needs of importers and exporters thus contributing to long term economic growth of the UK.

We've been here for 130 years and our success in recent years means that we now need more land close to the Port to grow our business and create more jobs. This is why we are moving forward with the TILBURY2 plans on part of the former Tilbury Power Station site, some 1km to the east of the existing port.

Crucially the site provides an additional frontage to the River Thames as well as land for storage of containers and bulk goods.

### OUR ECONOMIC CONTRIBUTION

Port of Tilbury London Limited directly employs 754 Full Time Equivalent (FTE) staff.

Taking into account all those working within the Port, other related companies off-site and the spending in the local economy, the Port supports over 8,600 FTE jobs. TILBURY2 itself will create several hundred new jobs.

Building on the economic strength of the Port a long term regeneration programme in Tilbury seeks to increase employment levels.

### OUR TENANTS WANT TO EXPAND

Tilbury is a successful place to do business. It's well located and close to London, has excellent river, rail and road links. When we asked them recently, 80% of our customers and tenants said they had expansion plans. TILBURY2 will assist in delivering those plans.

## YOU SAID

*With London Gateway now developing, why does the Port of Tilbury need to grow as well?*

## WE SAY

*We are complementary to London Gateway, which is focussed on the largest container vessels. TILBURY2 will expand our capacity to handle short-sea Roll-on Roll-off (RoRo) vessels and bulk goods such as aggregates. Despite the development of London Gateway, demand for space at Port of Tilbury continues to rise.*

## 06. ACCESSING TILBURY2

In order to achieve suitable access to the site, a carefully designed new road and rail corridor is proposed.

### HOW DOES TILBURY2 RELATE TO THE LOWER THAMES CROSSING ?

The short point is that it doesn't. The Lower Thames Crossing (LTC) proposals are at an early stage and whilst the Department for Transport has announced its preferred route, the timetable for bringing the LTC proposals forward is such that TILBURY2 needs to be able to operate without it.



Illustrative road and rail links

### RAIL ACCESS

Ensuring that the impact of TILBURY2 on the road network is minimised was a clear message from the community during the non-statutory consultation. Having a rail link into the site is fundamental. A large proportion of the materials through the CMAT and RoRo will leave by rail.

We propose diverting the existing Riverside Railhead to the TILBURY2 site to ensure that TILBURY2 is fully rail enabled from the outset.

Network Rail have confirmed there is sufficient capacity for this on the rail network.

### ROAD ACCESS

A new road link is proposed linking Ferry Road and Fort Road.

The alternative would be to upgrade Fort Road itself. This has been ruled out as it would not be suitable for increased HGV use, even with improvements, and would lead to more HGVs and activity close to Tilbury Fort, disturbing its setting and enjoyment by visitors.

The new road will include provision for cyclists and pedestrians. It will be a single carriageway road and we are currently considering the nature and location of the street lighting.

### How much traffic?

The Port presently generates 13,500 vehicle movements in a typical day.

By comparison, the A1089 north of the ASDA roundabout accommodates approximately 29,000 vehicles per day.

We estimate that TILBURY2, as a very worse case, will generate approximately 3,000 vehicles per day.



## YOU SAID

*The ASDA roundabout will not cope with the additional traffic.*

## WE SAY

*- All of our traffic modelling takes account of the Amazon warehouse as though it were fully operational*

*- Recent traffic modelling shows that the ASDA roundabout can cope with the traffic levels predicted. We will continue to do more traffic counts later in 2017 to make sure the actual impact of Amazon is taken into account in our modelling*

*- We are discussing the details of our traffic models with Highways England and Thurrock Highways who both need to be satisfied with our proposals. We are discussing with them any improvements to the ASDA roundabout that might be necessary*



### CAN THE ASDA ROUNDABOUT BE IMPROVED?

We are looking at improvements to the layout of the ASDA roundabout and discussing these with Highways England and Thurrock Highways. We believe that the geometry of the roundabout could be improved to reduce queueing. Less queueing would lessen the impact of pollution from HGVs on the area.

Some in the local community have suggested building a flyover at the roundabout. We believe this is unnecessary, would be visually intrusive, and would have a greater environmental impact.

A new route for pedestrians and cyclists from the town to the ASDA supermarket is already being put in place as part of the Amazon development, avoiding the need to cross the road at the ASDA roundabout.

## 07. PEDESTRIAN, CYCLIST & PUBLIC TRANSPORT

*Working with Thurrock Borough Council to improve and make better use of open space by providing improved access to green areas and the river front*

### THE TILBURY-GRAVESEND FERRY

The Ferry is a very important facility and the proposals for TILBURY2 will not in any way affect its operation. As part of our commitment to the Ferry, we agreed funding of £350,000 over five years as part of the development of London Distribution Park.

By creating more jobs at TILBURY2, the demand for the Ferry – and hence its on-going viability – will only increase.







## YOU SAID

*Will the footpath along the river be retained?*

## WE SAY

*Yes, the Thames Estuary Path runs along the frontage of the TILBURY2 site; this is also part of the Two Forts Way. We are looking to see how this can be improved on the boundary of our site for both cyclists and pedestrians and are discussing proposals with both Thurrock Borough Council and Sustrans who work to improve cycle routes and encourage cycling throughout the UK.*

*This is part of a wider review of pedestrian and cycling provision on the TILBURY2 site that we are discussing with Thurrock Borough Council.*

# 08. THE ENVIRONMENT: UNDERSTANDING & ADDRESSING THE EFFECTS

We will include a thorough report called an Environmental Statement (ES) in our DCO application.

Our ES will set out the likely significant effects of TILBURY2 on the environment and how these can be mitigated through careful and considered design. The ES will cover the construction of TILBURY2 and the new road and rail links as well as their subsequent operations.

Prior to completing the ES we are required to consult the community on what we know of the environmental effects of the proposals at this stage. We have therefore produced a Preliminary Environmental Information Report (PEIR) which is based on environmental information we have gathered as part of our design process.

Our PEIR is an important consultation document and allows the community to assess our preliminary considerations of the environmental effects of the proposals and provide us with informed consultation responses. In addition to the full PEIR we have also produced a shorter Non-Technical Summary (NTS) of the PEIR.

The full PEIR, the NTS and all other consultation documents are available on our website: [tilbury2.co.uk](http://tilbury2.co.uk). They are also available to view at the deposit locations until 28th July 2017 and at our exhibition events.

## DEPOSIT LOCATIONS

### Gravesend Library

Windmill Street, Gravesend,  
DA12 1BE

Mon - Fri: 9am - 6pm

Sat: 9am - 5pm

Sun: Closed

### Gravesend Borough Council

Civic Centre, Windmill Street,  
Gravesend, Kent, DA12 1AE

Mon - Fri: 9am - 5pm

Sat & Sun: Closed

### Grays Library

Orsett Rd, Grays, RM17 5DX

Mon & Thurs: 9am - 7pm

Tues, Weds & Fri: 9am - 5pm

Sat: 9am - 1pm

Sun: Closed

### The Port of Tilbury

Leslie Ford House, Port of Tilbury, RM18  
7EH

Mon - Fri: 8am - 5pm

Sat & Sun: Closed

### Thurrock Borough Council Civic Offices (Public Counter)

New Road, Grays, RM17 6SL

Mon - Fri: 9am - 4.30pm

Sat & Sun: Closed

### Tilbury Hub / Library

Civic Square, Tilbury, RM18 8AD

Mon, Weds & Fri: 10am - 5pm

Tues, Thurs, Sat & Sun: Closed



*Aerial view of the TILBURY2 site*



*Aerial view of Tilbury Fort*

## **THE KEY ENVIRONMENTAL ISSUES THAT WE ARE PRESENTLY CONSIDERING ARE**

### **VIEWS OF AND FROM TILBURY FORT AND FROM GRAVESEND**

Tilbury Fort is located close by and is of national significance. However, the proposals will have no physical impacts on it. Any proposals will need to minimise the impact on its setting. We are preparing a series of photomontages from locations agreed with Historic England in order that the exact impact of the proposals on views can be assessed.

South of the river, Gravesend has two Conservation Areas and a number of listed buildings. We are also looking at how TILBURY2 will affect the setting of these other heritage assets, albeit TILBURY2 is 1km away across the river.

### **NOISE FROM THE TILBURY2 SITE AND THE ROAD AND RAIL LINKS**

We are presently monitoring existing noise levels, both north and south of the river at locations agreed with the two councils. With estimates of road traffic, rail and shipping movements we will then consider the potential effects of noise and whether we need to reduce noise by acoustic fences, low noise surfacing or by other means to ensure that residents living close by are not disturbed by the proposals.





#### ECOLOGICAL IMPACTS ON FLORA AND FAUNA

We are undertaking extensive ecological studies including on the TILBURY2 site itself, within the river and along the road and rail corridor. Our aim is to secure minimal or no net loss of biodiversity. To achieve no net loss will require improvements to the nature conservation value of land elsewhere; translocation of reptiles from the site will also be carefully undertaken. This is an approach we took at London Distribution Park which proved extremely successful.

#### GREEN BELT

Almost all of the site is outside of the green belt but we are proposing that a small part of the green belt would be used in the northwest corner of the site.

#### AIR QUALITY

We are presently monitoring existing air quality over a wide area and will consider the potential for increases in traffic to make a difference, taking account of future vehicle emission rates and careful controls on operation, including managing freight to maximise the use of rail and river transport.

#### VISUAL IMPACT INCLUDING THE EFFECT OF LIGHTING

We are in the process of establishing from where the proposals for TILBURY2 will be visible, including proposed lighting within the site and any that may be needed on the new road and rail links. We are taking into account views from both the south and north of the river. This will take into account the existing power station on the neighbouring land. Reducing the visual impact of the proposals may include planting more trees and using high quality LED lighting. We are presently considering whether lighting on the road link can be limited to the junctions.

#### FLOOD RISK AND SAFETY, TAKING ACCOUNT OF CLIMATE CHANGE

The drainage strategy for the site will ensure no increased risk of flooding. It will, where possible, use open drainage ditches that have ecological value. The flood defences along the riverside will be protected, working closely with the Environment Agency.

*Other environmental topics we are looking at include archaeology, river navigation and waste.*

## 09. THE COMMUNITY: MAXIMISING THE BENEFITS

**We are also assessing the effects of the proposals on health and wellbeing. As part of this we are looking at how the economic benefits can be maximised.**

A Health Impact Assessment that will accompany the application will be prepared that will draw from all of the environmental topics such as noise, air quality, transport and employment impacts and identify the impacts on health and wellbeing on different sectors of the local community.

These are important factors to take into account alongside the environmental assessments.

### YOU SAID

*Will new jobs go to local people ?*

### WE SAY

*We are committed to making best use of local labour: we advocate local jobs for local people and always look at ways to train local people into the jobs on offer at the port. HDS our in port recruitment company work across local networks to recruit local people. Recently, we have been working with Job Centre Plus to run the Access 2 Logistics programme.*

## HAVE YOUR SAY

Meet our team and tell us your views

We welcome comments about TILBURY2 via the following:



TILBURY2 Project  
Port of Tilbury,  
Leslie Ford House,  
TILBURY, RM18 7EH



T2consultation@potil.com



Complete our  
questionnaire at:  
tilbury2.co.uk



We are seeking views on specific elements of the scheme, as well as environmental impacts, although all comments are welcome.

Copies of the consultation documents can be requested via the above contact details.

## ATTEND OUR EXHIBITIONS

-  **Thameside Theatre, Orsett Road, Grays RM17 5DX**  
Wednesday 21st June 2017 10.00am – 12.00pm & 2.30pm – 9.00pm
-  **Tilbury Hub, Civic Square, Tilbury RM18 8AD**  
Monday 26th June 2017 3.00pm – 9.00pm  
Wednesday 28th June 2017 10.00am – 5.00pm
-  **The Gateway Primary Free School, Marshfoot Road, Tilbury/Chadwell-St-Mary RM16 4LU**  
Tuesday 27th June 2017 3.00pm – 9.00pm
-  **Gravesham Civic Centre, Kent Room, Windmill Street, Gravesend DA12 1AU**  
Thursday 29th June 2017 10.00am – 12.00pm & 2.30pm – 9.00pm

View hard copies of our consultation documentation at the deposit locations described above.

The consultation takes place between 19th June 2017 and 28th July 2017.

PoTLL will use the information supplied in response to the consultation solely in connection with the consultation process and the proposed application. Responses may be made publicly available, but personal details will be kept confidential. Respondents do not have to provide any personal information, but this information will help PoTLL to understand the range of responses, and to provide updates about the project and the outcome of the consultation.



When you have finished with this item please recycle it.



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WWW.FORTHPORTS.CO.UK  
WWW.TILBURY2.CO.UK

**APPENDIX 2.10 STATUTORY CONSULTATION EXHIBITION BOARDS**



# 01. WELCOME



## INTRODUCTION

Port of Tilbury London Limited (PoTLL) is planning a new port terminal and associated facilities on land at the former Tilbury Power Station. The proposals will form an extension to the operations at the existing Port of Tilbury, allowing the growth of the Port and its continued support of local, regional and national economic growth.

## THE DEVELOPMENT IS KNOWN AS TILBURY2.

Because of the quantity of goods that could be imported and exported at TILBURY2, the proposals are considered by the Planning Act 2008 to be a 'Nationally Significant Infrastructure Project'. Applications for such projects must be made directly to the Planning Inspectorate (on behalf of the Secretary of State for Communities and Local Government) rather than Thurrock Borough Council, and the consent granted will be known as a 'Development Consent Order' ('DCO').

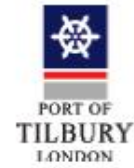
## CONSULTING THE COMMUNITY

Before an application for a DCO is submitted, the local community and other stakeholders must be formally consulted on the proposals including their design and likely environmental effects. Between March and April 2017 we undertook an informal (non-statutory) consultation. Over 400 people attended our exhibitions and many responded to our questionnaire at that time. We are now conducting a further formal (statutory) consultation which takes place between 19th June and 28th July 2017.

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



## 02. ABOUT TILBURY2



*Illustrative depiction of what TILBURY2 could look like - this recognises that RWE plans to demolish the existing power station, but that does not form part of the TILBURY2 proposals*

TILBURY2 is a proposed new port terminal with associated facilities for importing, exporting and processing a variety of goods. It will be very much an extension to the existing port operations and will be managed by PoTLL staff.

**THE MAIN COMPONENTS OF TILBURY2 WILL BE**

- A Roll-On/ Roll-Off (RoRo) terminal for importing and exporting containers and trailers. This will be located at the southern part of the site.
- A 'Construction Materials and Aggregates Terminal' (CMAT) for handling and processing bulk construction materials. This will be located at the northern part of the site.
- Other parts of the site will be used for storage of bulk goods or vehicles, much as you see on the existing Port.

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



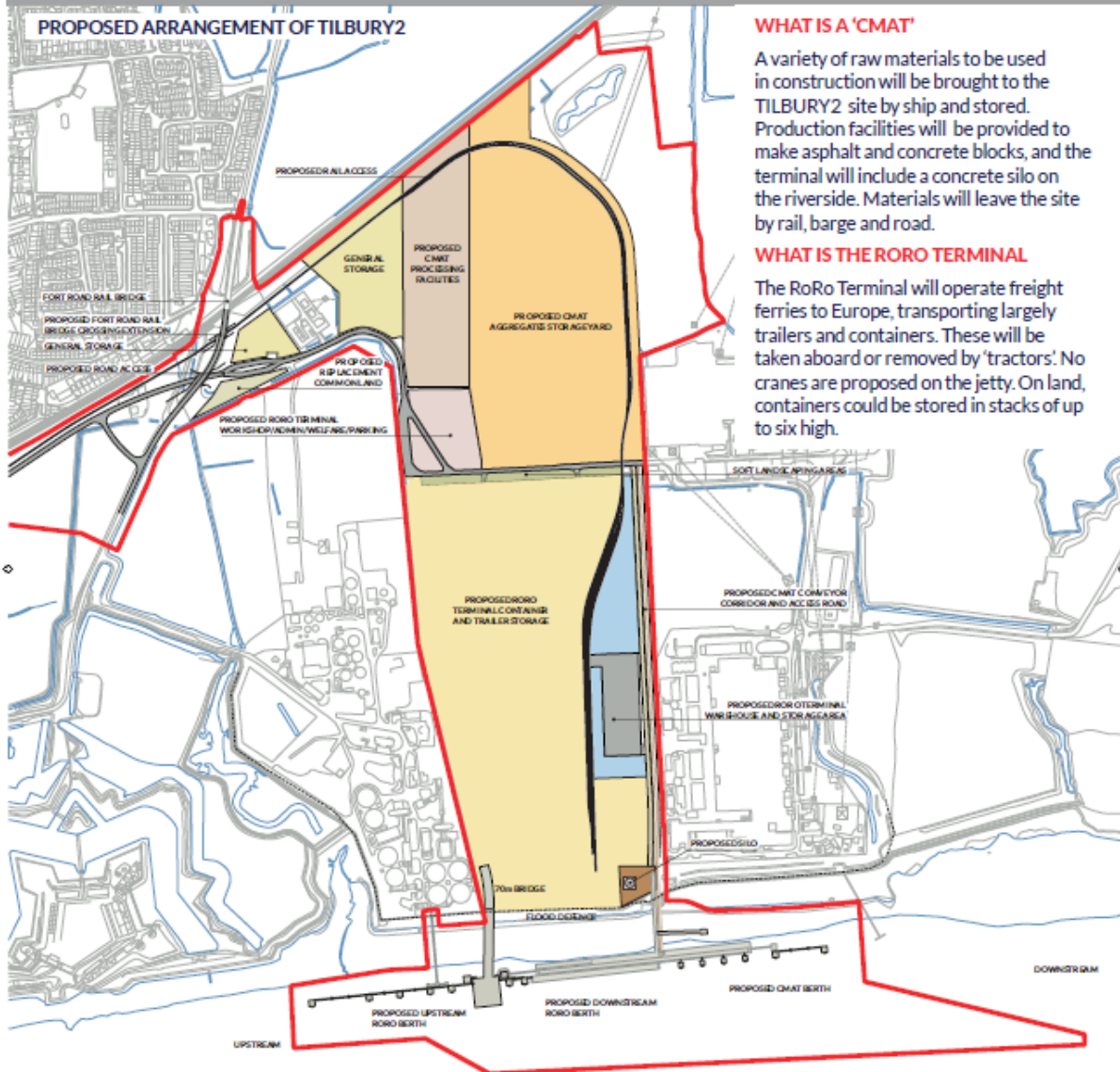




## 03. ABOUT TILBURY2



PROPOSED ARRANGEMENT OF TILBURY2



### WHAT IS A 'CMAT'

A variety of raw materials to be used in construction will be brought to the TILBURY2 site by ship and stored. Production facilities will be provided to make asphalt and concrete blocks, and the terminal will include a concrete silo on the riverside. Materials will leave the site by rail, barge and road.

### WHAT IS THE RORO TERMINAL

The RoRo Terminal will operate freight ferries to Europe, transporting largely trailers and containers. These will be taken aboard or removed by 'tractors'. No cranes are proposed on the jetty. On land, containers could be stored in stacks of up to six high.

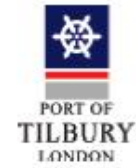
### WORKS IN THE RIVER

There is an existing deep water jetty on the river frontage in the Thames. This will be extended both upstream and downstream allowing one berth for aggregate ships and two for RoRo ships.

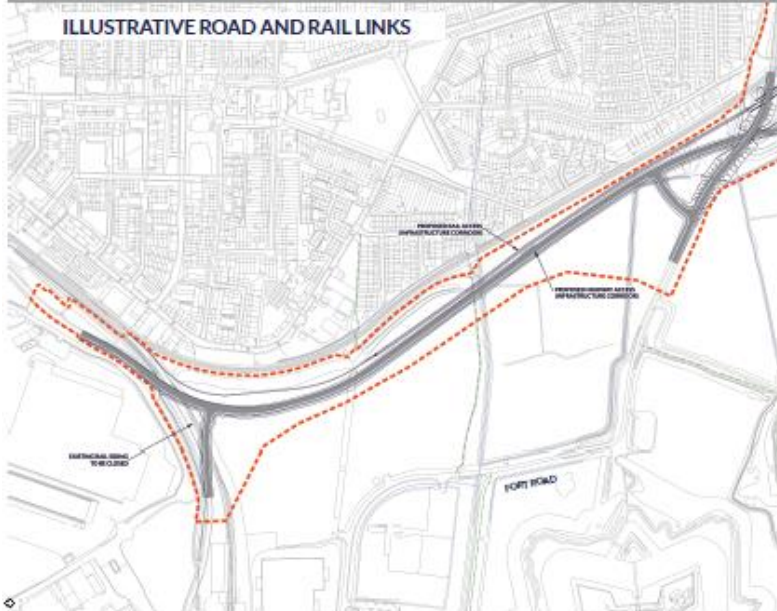
[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



# 04. ACCESSING TILBURY2



ILLUSTRATIVE ROAD AND RAIL LINKS



### CAN THE ASDA ROUNDABOUT BE IMPROVED?

We are looking at improvements to the layout of the ASDA roundabout and discussing these with Highways England and Thurrock Highways. We believe that the geometry of the roundabout could be improved to reduce queueing. Less queueing would lessen the impact of pollution from HGVs on the area.

Some in the local community have suggested building a flyover at the roundabout. We believe this is unnecessary, would be visually intrusive, and would have a greater environmental impact.

A new route for pedestrians and cyclists from the town to the ASDA supermarket is already being put in place as part of the Amazon development, avoiding the need to cross the road at the ASDA roundabout.

In order to achieve suitable access to the site, a carefully designed new road and rail corridor is proposed.

#### RAIL ACCESS

Ensuring that the impact of TILBURY2 on the road network is minimised was a clear message from the community during the non-statutory consultation. Having a rail link into the site is fundamental. A large proportion of the materials through the CMAT and RoRo will leave by rail.

Network Rail have confirmed that there is sufficient capacity for the predicted number of trains.

We propose diverting the existing Riverside Railhead to the TILBURY2 site to ensure that TILBURY2 is fully rail enabled from the outset.

#### ROAD ACCESS

A new road link is proposed linking Ferry Road and Fort Road.

The alternative would be to upgrade Fort Road itself.

This has been ruled out as it would not be suitable for increased HGV use, even with improvements, and would lead to more HGVs and activity close to Tilbury Fort, disturbing its setting and enjoyment by visitors.

The new road will include provision for cyclists and pedestrians. It will be a single carriageway road and we are currently considering the nature and location of the street lighting.

#### HOW MUCH TRAFFIC?

The Port presently generates 13,500 vehicle movements in a typical day.

By comparison, the A1089 north of the ASDA roundabout accommodates approximately 29,000 vehicles per day.

We estimate that TILBURY2, as a very worse case, will generate approximately 3,000 vehicles per day.

#### HOW DOES TILBURY2 RELATE TO THE LOWER THAMES CROSSING?

*The short point is that it doesn't. The Lower Thames Crossing (LTC) proposals are at an early stage and whilst the Department for Transport has announced its preferred route, the timetable for bringing the LTC proposals forward is such that TILBURY2 needs to be able to operate without it.*



## 05. WHY ARE WE EXPANDING

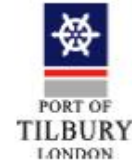


### YOU SAID

*With London Gateway now developing, why does the Port of Tilbury need to grow as well?*

### WE SAY

*We are complementary to London Gateway, which is focussed on the largest container vessels. TILBURY2 will expand our capacity to handle short-sea Roll-on Roll-off (RoRo) vessels and bulk goods such as aggregates. Despite the development of London Gateway, demand for space at Port of Tilbury continues to rise.*



### PROVIDING JOBS AND INVESTMENT

Sea ports in the UK are crucial to our national prosperity, but they have always needed to adapt, change and expand to meet modern needs. The Port of Tilbury is no different.

Government policy is to support sustainable port development to meet the needs of importers and exporters thus contributing to long term economic growth of the UK.

We've been here for 130 years and our success in recent years means that we now need more land close to the Port to grow our business and create more jobs. This is why we are moving forward with the TILBURY2 plans on part of the former Tilbury Power Station site, some 1km to the east of the existing port.

Crucially the site provides an additional frontage to the River Thames as well as land for storage of containers and bulk goods.

### OUR ECONOMIC CONTRIBUTION

Port of Tilbury London Limited directly employs around 700 Full Time Equivalent (FTE) staff.

Taking into account all those working within the Port, other related companies off-site and the spending in the local economy, the Port supports over 8,600 FTE jobs. TILBURY2 itself will create several hundred new jobs.

Building on the economic strength of the Port is part of a long term regeneration programme that seeks to increase employment and skills levels.

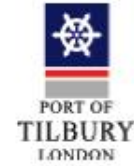
### OUR TENANTS WANT TO EXPAND

Tilbury is a successful place to do business. It's well located and close to London, has excellent river, rail and road links. When we asked them recently, 80% of our customers and tenants said they had expansion plans. TILBURY2 will assist in delivering those plans.

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



## 06. PEDESTRIANS, CYCLISTS & PUBLIC TRANSPORT



We are working with Thurrock Borough Council to improve and make better use of open space by providing improved access to green areas and the river front

### THE TILBURY-GRAVESEND FERRY

The Ferry is a very important facility and the proposals for TILBURY2 will not in any way affect its operation. As part of our commitment to the Ferry, we agreed funding of £350,000 over five years as part of the development of London Distribution Park.

By creating more jobs at TILBURY2, the demand for the Ferry – and hence its on-going viability – will only increase.



**YOU SAID**  
*Will the footpath along the river be retained?*

**WE SAY**  
*Yes, the Thames Estuary Path runs along the frontage of the TILBURY2 site; this is also part of the Two Forts Way. We are looking to see how this can be improved on the boundary of our site for both cyclists and pedestrians and are discussing proposals with both Thurrock Borough Council and Sustrans who work to improve cycle routes and encourage cycling throughout the UK.*

*This is part of a wider review of pedestrian and cycling provision that we are discussing with Thurrock Borough Council.*

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)







## 07. THE ENVIRONMENT



### UNDERSTANDING AND ADDRESSING THE EFFECTS

We will include a thorough report called an Environmental Statement (ES) in our DCO application.

Our ES will set out the likely significant effects of TILBURY2 on the environment and how these can be mitigated through careful and considered design. The ES will cover the construction of TILBURY2 and the new road and rail links as well as their subsequent operation.

Prior to completing the ES we are required to consult the community on what we know of the environmental effects of the proposals at this stage. We have therefore produced a Preliminary Environmental Information Report (PEIR) which is based on environmental information we have gathered as part of our design process.

Our PEIR is an important consultation document and allows the community to assess our preliminary considerations of the environmental effects of the proposals and provide us with informed consultation responses. In addition to the full PEIR we have also produced a shorter Non-Technical Summary (NTS) of the PEIR.

The full PEIR, the NTS and all other consultation documents are available on our website: [tilbury2.co.uk](http://tilbury2.co.uk). They are also available at this exhibition to review and will be available throughout the consultation period at the libraries in Grays, Tilbury and Gravesend, as well as the offices of Gravesend and Thurrock Borough Councils and the Port itself. Further details are set out in our 'Consultation Document', copies of which are available to take away – please speak to a member of our team for more information



AERIAL VIEW OF TILBURY2 SITE

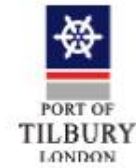
[www.tilbury2.co.uk](http://www.tilbury2.co.uk)

 **TILBURY2**





## 08. THE ENVIRONMENT



We are presently considering a number of environmental issues.

### IEWS OF AND FROM TILBURY FORT AND FROM GRAVESEND

Tilbury Fort is located close by and is of national significance. However, the proposals will have no physical impacts on it. Any proposals will need to minimise the impact on its setting. We are preparing a series of photomontages from locations agreed with Historic England in order that the exact impact of the proposals on views can be assessed.

South of the river, Gravesend has two Conservation Areas and a number of listed buildings. We are also looking at how TILBURY2 will affect the setting of these other heritage assets, albeit TILBURY2 is 1km away across the river.



AERIAL VIEW OF TILBURY FORT

### NOISE FROM THE TILBURY2 SITE AND THE ROAD AND RAIL LINKS

- ◊ We are presently monitoring existing noise levels, both north and south of the river at locations agreed with the two councils. With estimates of road traffic, rail and shipping movements we will then consider the potential effects of noise and whether we need to reduce noise by acoustic fences, low noise surfacing or by other means to ensure that residents living close by are not disturbed by the proposals.



### ECOLOGICAL IMPACTS ON FLORA AND FAUNA

We are undertaking extensive ecological studies including on the TILBURY2 site itself, within the river and along the road and rail corridor. Our aim is to secure minimal or no net loss of biodiversity. To achieve no net loss will require improvements to the nature conservation value of land elsewhere; translocation of reptiles from the site will also be carefully undertaken. This is an approach we took at London Distribution Park which proved extremely successful.

#### GREEN BELT

Almost all of the site is outside of the green belt but we are proposing that a small part of the green belt would be used in the northwest corner of the site.

#### AIR QUALITY

We are presently monitoring existing air quality over a wide area and will consider the potential for increases in traffic to make a difference, taking account of future vehicle emission rates and careful controls on operation, including managing freight to maximise the use of rail and river transport.

### VISUAL IMPACT INCLUDING THE EFFECT OF LIGHTING

We are in the process of establishing from where the proposals for TILBURY2 will be visible, including proposed lighting within the site and any that may be needed on the new road and rail links. We are presently considering whether lighting on the road link can be limited to the junctions.

We are taking into account views from both the south and north of the river. Reducing the visual impact of the proposals may include planting more trees and using high quality LED lighting.

### FLOOD RISK AND SAFETY, TAKING ACCOUNT OF CLIMATE CHANGE

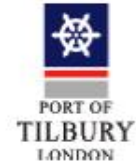
The drainage strategy for the site will ensure no increased risk of flooding. It will, where possible, use open drainage ditches that have ecological value. The flood defences along the riverside will be protected, working closely with the Environment Agency.

*Other environmental topics we are looking at include archaeology, river navigation and waste.*





# 09. THE COMMUNITY



**WE ARE ALSO ASSESSING THE EFFECTS OF THE PROPOSALS ON HEALTH AND WELLBEING. AS PART OF THIS WE ARE LOOKING AT HOW THE ECONOMIC BENEFITS CAN BE MAXIMISED.**

A Health Impact Assessment that will accompany the application will be prepared that will draw from all of the environmental topics such as noise, air quality, transport and employment impacts and identify the impacts on health and wellbeing on different sectors of the local community.

These are important factors to take into account alongside the environmental assessments.



## YOU SAID

*Will new jobs go to local people ?*

## WE SAY

*We are committed to making best use of local labour: we advocate local jobs for local people and always look at ways to train local people into the jobs on offer at the port. HDS our in port recruitment company work across local networks to recruit local people. Recently, we have been working with Job Centre Plus to run the Access 2 Logistics programme.*



**75%**

of employees supported by the Port are located within a 10 mile radius of the Port of Tilbury

**80%**

of jobs supported by the Port are skilled or semi-skilled

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



# 10. WHAT NEXT

## HAVE YOUR SAY



We want to hear your views on our proposals. We will take all comments received as part of this consultation into account when refining and finalising our proposals ahead of the application for a DCO later this year.

A questionnaire is available at this exhibition or you can make comments on TILBURY2 via the following:

TILBURY2 Project  
Port of Tilbury, Leslie Ford House, TILBURY, RM18 7EH

T2consultation@potll.com

Complete our questionnaire at: [tilbury2.co.uk](http://tilbury2.co.uk)



The closing date for comments is 23:59 hrs on 28th July 2017

## THE NEXT STEPS

Once submitted, the application will be subject to an 'Examination' by the Planning Inspectorate, which the public can take part in. The final decision will then be taken by the Secretary of State for Transport.



*Please note:* This timeline is an indication of the planning process and is subject to change.

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



**APPENDIX 2.11 STATUTORY CONSULTATION BANNER**



PORT OF  
**TILBURY**  
LONDON

# FORMER TILBURY POWER STATION

## FORT ROAD, TILBURY

EXPANSION PROPOSALS BY PORT OF TILBURY



The Port of Tilbury is planning to construct and operate a new port terminal on land at the former Tilbury Power Station. The Port is conducting a series of public consultation events in June 2017 with the intention of making an application to the Government for permission to construct and operate the new terminal in the Autumn. The proposals will be displayed at public exhibitions to be held at the following locations.

Thameside Theatre, Orsett Road, Grays RM17 5DX  
Wednesday 21st June 2017 10.00am - 12.00pm &  
2.30pm - 9.00pm

The Gateway Primary Free School, Marshfoot Road,  
Tilbury/Chadwell-St-Mary RM16 4LU  
Tuesday 27th June 2017 3.00pm - 9.00pm

Tilbury Hub, Civic Square, Tilbury RM18 8AD  
Monday 26th June 2017 3.00pm - 9.00pm  
Wednesday 28th June 2017 10.00am - 5.00pm

Gravesend Civic Centre, Kent Room, Windmill  
Street, Gravesend DA12 1AU  
Thursday 29th June 2017 10.00am - 12.00pm &  
2.30pm - 9.00pm



[www.tilbury2.co.uk](http://www.tilbury2.co.uk)


**TILBURY2**



**APPENDIX 2.12 STATUTORY CONSULTATION QUESTIONNAIRE**

# TILBURY2 STATUTORY CONSULTATION QUESTIONNAIRE

JUNE 2017



Please complete the following questionnaire in respect of Port of Tilbury London Limited's ("PoTLL") proposals to construct and operate a new port terminal, with associated facilities, on land at the former Tilbury Power Station site.

PoTLL will use the information supplied in response to this questionnaire solely in connection with the DCO consultation process and the TILBURY2 proposals. Responses may be made publicly available, but personal details will be kept confidential.

First part of the postcode where you live: \_\_\_\_\_

## GENERAL

Q1: Do you support TILBURY2?

Strongly support     Support     Neutral     Oppose     Strongly oppose

Comments

## ECONOMY

Q2: What are your views on the economic benefits and job creation opportunities of TILBURY2?

Comments

[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



## ACCESSING TILBURY2

**Q3:** As part of the TILBURY2 proposals, a new 'infrastructure corridor' is proposed to the west of the main site, which would contain a new road link between Ferry Road and Fort Road and a new rail link to the new port facilities.

Do you believe these proposals are:

**A) Sufficient**

Strongly believe     Believe     Neutral     Disbelieve     Strongly disbelieve

**B) Necessary**

Strongly believe     Believe     Neutral     Disbelieve     Strongly disbelieve

**C) The best option**

Strongly agree     Agree     Neutral     Disagree     Strongly disagree

**Q4:** 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?

Very worried     Worried     Neutral     Not worried     Not worried at all

**Q5:** Do you have any concerns in relation to the impacts TILBURY2 may have on traffic in the local area?

Comments

**Q6:** Do you have any other comments about the infrastructure corridor or road and rail access arrangements generally for TILBURY2?

Comments

## PUBLIC TRANSPORT AND OTHER MODES

**Q7:** Do you have any comments on the effect of the TILBURY2 proposals on local public transport provision or on existing pedestrian and cycling facilities (including public footpaths in and around the TILBURY2 site)?

Comments



## ENVIRONMENT

**Q8:** 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 concerned about and why? Please tell us and add any comments in the space below.

ISSUE	DURING CONSTRUCTION	DURING OPERATION
<b>Air Quality:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided
Comments		
<b>Ecology:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided
Comments		
<b>Lighting:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided
Comments		
<b>Marine:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided
Comments		
<b>Noise:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided
Comments		
<b>Visual impact:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided
Comments		
<b>Other:</b> _____ <small>(Please State)</small>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Undecided
Comments		

E: T2consultation@potll.com A: TILBURY2 Project, Port of Tilbury, Leslie Ford House, TILBURY, RM18 7EH [www.tilbury2.co.uk](http://www.tilbury2.co.uk)

## ANY OTHER COMMENTS

**Q9:** Do you have any other comments on the principle or detail of the TILBURY2 proposals?

Comments

## YOUR DETAILS - OPTIONAL

You do not have to provide any personal information, but this information will help PoTLL to understand the range of responses, and who they come from.

Personal data supplied will be held by POTLL and accessed by its study team only for the purposes of diversity monitoring relating to the Tilbury 2 DCO application process. It will not be passed on to parties outside of the study team for any reason. Nothing will be passed on or published which makes use of personal data or consultation responses in any way that is personally attributable or identifiable. All personal data will be destroyed upon completion of the DCO application process.

If you are willing, PoTLL would therefore be grateful if you would complete the following details:

In what capacity are you providing comments on TILBURY2:

- Affected landowner   
  Other statutory consultee   
  Local resident   
  Community group  
 Local business   
  Other \_\_\_\_\_

How did you hear about this consultation:

- Newspaper article   
  Advertisement   
  Website   
  Word of mouth  
 Leaflet   
  Consultation event   
  Other \_\_\_\_\_

Are you     Male     Female     Other

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

- Yes     No     Prefer not to say

What age group do you belong to:

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

Do you have a disability as defined by the Disability Discrimination Act:

- Yes     No     Don't know     Prefer not to say

E: [T2consultation@potll.com](mailto:T2consultation@potll.com) A: TILBURY2 Project, Port of Tilbury, Leslie Ford House, TILBURY, RM18 7EH [www.tilbury2.co.uk](http://www.tilbury2.co.uk)

## YOUR DETAILS - OPTIONAL (continued)

To which of these ethnic groups do you belong:

### White:

- |  |   |                                   |   |
|--|---|-----------------------------------|---|
| <input type="checkbox"/> English         | <input type="checkbox"/> Welsh                      | <input type="checkbox"/> Scottish | <input type="checkbox"/> Northern Irish |
| <input type="checkbox"/> British         | <input type="checkbox"/> Irish                      | <input type="checkbox"/> European | <input type="checkbox"/> Gypsy          |
| <input type="checkbox"/> Irish Traveller | <input type="checkbox"/> Any other white background |                                   |   |

### Mixed or multiple ethnic groups:

- |  |   |
|--|---|
| <input type="checkbox"/> White and Black Caribbean | <input type="checkbox"/> White and Black African                      |
| <input type="checkbox"/> White and Asian           | <input type="checkbox"/> Any other mixed / multiple ethnic background |

### Asian or Asian British:

- |   |                                    |                                      |                                  |
|---|------------------------------------|--------------------------------------|----------------------------------|
| <input type="checkbox"/> Indian                     | <input type="checkbox"/> Pakistani | <input type="checkbox"/> Bangladeshi | <input type="checkbox"/> Chinese |
| <input type="checkbox"/> Any other Asian background |                                    |                                      |                                  |

### Black, African, Caribbean or Black British:

- |                                    |                                  |   |
|------------------------------------|----------------------------------|---|
| <input type="checkbox"/> Caribbean | <input type="checkbox"/> African | <input type="checkbox"/> Any other Black British, African or Caribbean background |
|------------------------------------|----------------------------------|---|

### Any other ethnic group:

Comments

- Prefer not to say

### How would you describe your sexuality:

- |  |  |
|--|--|
| <input type="checkbox"/> Heterosexual / Straight | <input type="checkbox"/> Gay woman / Lesbian |
| <input type="checkbox"/> Gay man / Homosexual    | <input type="checkbox"/> Bisexual            |
| <input type="checkbox"/> Prefer not to say       |  |

Please leave your completed questionnaire in the box provided or return it by post to:

TILBURY2 Project, Port of Tilbury, Leslie Ford House, TILBURY, RM18 7EH

E: [T2consultation@potl.com](mailto:T2consultation@potl.com) A: TILBURY2 Project, Port of Tilbury, Leslie Ford House, TILBURY, RM18 7EH [www.tilbury2.co.uk](http://www.tilbury2.co.uk)



**APPENDIX 2.13 STATUTORY CONSULTATION LEAFLET**

## HOW TO GET INVOLVED

Due to the quantity of goods that could be imported or exported at TILBURY2, an application for permission to construct and operate the project, through what is known as a Development Consent Order (DCO), must be made directly to the Government.

In preparing the DCO application it is crucial that we hear the views of the community and show how we have taken them into account in the application proposals.

This formal consultation runs from 19th June to 28th July 2017. Find out more about our proposals by coming to one of our exhibitions and meeting members of our project team. We will have a questionnaire to complete and this will also be available on the project website [www.tilbury2.co.uk](http://www.tilbury2.co.uk). A number of technical reports, engineering drawings and other documents will also be available at the exhibitions and on the website from 19th June 2017. At the same time, hard copies will be available at Tilbury Hub in the Civic Square, Thurrock Civic Offices in Grays and Gravesend Civic Centre in Gravesend until 28th July 2017.

## EXHIBITION DETAILS

**Thameside Theatre, Orsett Road, Grays RM17 5DX**  
Wednesday 21st June 2017 10.00am – 12.00pm & 2.30pm – 9.00pm

**Tilbury Hub, Civic Square, Tilbury RM18 8AD**  
Monday 26th June 2017 3.00pm – 9.00pm  
Wednesday 28th June 2017 10.00am – 5.00pm

**The Gateway Primary Free School, Marshfoot Road, Tilbury/Chadwell-St-Mary RM16 4LU**  
Tuesday 27th June 2017 3.00pm – 9.00pm

**Gravesend Civic Centre, Kent Room, Windmill Street, Gravesend DA12 1AU**  
Thursday 29th June 2017 10.00am – 12.00pm & 2.30pm – 9.00pm

## WHAT HAPPENS AFTER THE CONSULTATION?

After this consultation we will be analysing all responses from the local community and other stakeholders. We will prepare a Consultation Report that will set out the results of the consultation, the comments received and our responses to them and this will be submitted to the Government with our DCO application in the Autumn.

If our DCO application is 'accepted' by the Government (in other words, it is found to have fulfilled the relevant legal requirements), the proposals will be subject to a 6-months 'Examination' in 2018. At that time you can express your views directly to government-appointed inspectors.

Please send any comments about these proposals to:

TILBURY2 Project  
Port of Tilbury,  
Leslie Ford House,  
TILBURY, RM18 7EH  
[T2consultation@potil.com](mailto:T2consultation@potil.com)

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# PORT OF TILBURY:

## PROPOSED PORT TERMINAL AT THE FORMER POWER STATION



*The Port of Tilbury is planning to construct and operate a new port terminal on land at the former Tilbury Power Station.*

The Port is conducting a series of public consultation events in June 2017 with the intention of making an application to the Government for permission to construct and operate the new terminal in the Autumn.

This leaflet provides more information on the proposals and the consultation events.

Further details can be found on our website  
[www.tilbury2.co.uk](http://www.tilbury2.co.uk)



## OVERVIEW

The Port of Tilbury is one of the largest ports in the UK and plays a crucial role in the local and regional economies. It is the nearest deepwater port to London and is directly or indirectly responsible for some 8,250 jobs. The Port needs to expand to meet increasing demand for imports and exports. To meet this need, we are planning to construct and operate a new Port Terminal – known as TILBURY2 – on part of the former Tilbury Power Station, some 3km east of the existing Port.

In March and April 2017, we conducted an informal consultation on the proposals and held exhibitions in Tilbury, Grays and Gravesend. Over 400 people attended the exhibitions and gave us their views.

We are now holding a series of further exhibitions, as part of a formal consultation exercise, that will provide more detail and will focus on issues raised by the community and other stakeholders in the informal consultation. We are currently undertaking a wide range of environmental studies and the exhibitions will provide information on our findings to date.

## KEY ISSUES

Key issues raised by the local community during informal consultation were

- Ensuring economic growth and jobs meet local needs
- Accommodating traffic and where improvements might be required
- Minimising noise pollution
- Addressing air quality
- Minimising the impact of lighting
- Protecting the setting of Tilbury Fort and views from Gravesend
- Protecting and enhancing access to open space in the area for walkers and cyclists
- Addressing nature conservation issues
- Ensuring no increased risk of flooding

### ILLUSTRATIVE LAYOUT



## THE PROPOSALS

The Port proposes the following uses at Tilbury2

- A new 'Roll-on/Roll-off' (RoRo) terminal for importing and exporting containers and trailers
- A Construction Materials and Aggregate Terminal (CMAT) for importing and processing bulk construction materials
- Areas of external storage for a variety of other goods such as new cars

The site's new rail sidings will allow movement of goods and containers by train. A new link road will also be required. The present favoured option for these sidings and the link road is between Ferry Road and Fort Road, which would cross existing common land.

The existing jetty on the river will be lengthened to accommodate three vessels at any one time and onward transportation of goods by barge to London.



Further details can be found on our website [www.tilbury2.co.uk](http://www.tilbury2.co.uk)



**APPENDIX 2.14 GUIDE TO CLAIMS FOR LOSS OF PROPERTY VALUE ARISING FROM  
TILBURY2**



Guide to claims for loss of property value arising from Tilbury2 operations PoTLL can confirm that no residential properties are proposed to be acquired as a result of the Tilbury2 proposals. However, PoTLL is aware that a number of residents have raised concerns as to the potential loss of value to their properties as a result of the operation of the Tilbury2 proposals. We have therefore produced the following guide which provides a summary of the statutory measures that exist where such loss of value occurs. Through the EIA process for the proposals, PoTLL will be developing a range of mitigation measures to minimise impacts to residents from Tilbury2. If you have any further concerns relating to this, please do not hesitate to contact Charlotte Potts on 07766 305 109 or [charlottepotts@ardent-management.com](mailto:charlottepotts@ardent-management.com), Luke Tully on 07786 238 868 or [luketully@ardent-management.com](mailto:luketully@ardent-management.com) or Megan Bliss on 07824 339 475 or [meganbliss@ardentmanagement.com](mailto:meganbliss@ardentmanagement.com).

Guide to claims for loss of property value arising from Tilbury2 operations

Who can claim for compensation? If you own and also occupy property that has been reduced in value by physical factors caused by the operation of Tilbury 2 only, then you may claim for compensation under Part 1 of the Land Compensation Act 1973. Physical factors include:

- Noise;
- Vibration;
- Smell;
- Fumes;
- Smoke;
- Artificial lighting;
- The discharge on to the property of any solid or liquid substance.

The claimant must own a qualifying interest in the property before the relevant date, which is defined as the date the works first came into use. A qualifying interest is either freehold ownership or a tenancy with not less than three years to run. For property other than a dwelling, the claimant must be an owner/occupier and the property must have a rateable value below £36,000.

When can I claim? A claim can be made from a year and one day after Tilbury 2 first comes into operation, subject to a limitation period of six years from the date Tilbury 2 first comes into operation.

How do I claim? A claim may be made by serving a notice on The Port of Tilbury London Limited (PoTLL) containing the following particulars:

- the land in respect of which the claim is made;
  - the claimant's interest and date of acquisition;
  - the claimant's occupation of the land;
  - any other interest in the land known to the claimant;
  - the public works to which the claim relates;
  - the amount of compensation claimed;
  - details of other contiguous or adjoining land owned by the claimant.
- How is compensation calculated? Compensation payable under Part 1 is normally assessed by reference to prices current on the first day of the claim period. The diminution in value is that arising due only to the defined physical factors caused by the operation of Tilbury 2 only. Any increase in value caused by these works would be set off against the amount of compensation otherwise payable. Such claims would be capable of independent determination.

**APPENDIX 2.15 NON TECHNICAL SUMMARY OF THE PEIR**



PLANNING ACT 2008

PROPOSED PORT TERMINAL AT  
FORMER TILBURY POWER STATION

# TILBURY2

VOLUME 4  
NON-TECHNICAL SUMMARY

JUNE 2017





## 1.0 NON-TECHNICAL SUMMARY

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### INTRODUCTION

- 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.
- 1.2 This summary of the Preliminary Environmental Information Report (PEIR) provides a description of the proposals for Tilbury2 and a summary of the environmental impact assessment findings and potential mitigation identified to date.

### Need for the proposed works

- 1.3 The Port of Tilbury has experienced significant growth in throughput and all indications are that this will continue. It has made, and continues to make, the best use of its landholding and has gradually expanded the land occupied by the Port, particularly since being acquired by Forth Ports in 1995.

### The Planning Process

- 1.4 The planning process for dealing with proposals for Nationally Significant Infrastructure Projects (NSIPs) was established by the Planning Act 2008 (the 2008 Act). This process, as amended by the Localism Act 2011, involves an examination of major proposals relating to harbour facilities, energy, transport, water, waste and waste water, and includes significant consultation and engagement before a decision is made by the relevant Secretary of State.
- 1.5 The 2008 Act sets out the thresholds for NSIPs. For the ports sector, applications for development consent will be referred to the Secretary of State if the construction of the new facilities will be able to handle the embarkation or disembarkation of quantities of material exceeding:
- 0.5 million Twenty Foot Equivalent Units (TEU) for a container terminal;
  - 250,000 movements for roll-on roll-off (RoRo) berths;
  - 5 million tonnes for other (bulk and general) traffic; or
  - a weighted sum equivalent to these figures taken together.
- 1.6 The proposed scheme, once fully developed and operational, would provide for a RoRo terminal with an initial expected throughput of 360,000 units per annum. The Construction Materials and Aggregates Terminal is likely to have a throughput of circa 1.9 million metric tons of bulk products per annum.
- 1.7 Thus, the throughput of the proposals exceeds the threshold stated within the 2008 Act. The proposed port terminal therefore constitutes an NSIP, requiring consent from the Secretary of State via a Development Consent Order (DCO).
- 1.8 Pursuant to section 104 of the Planning Act 2008, in considering a DCO, the Secretary of State must have regard to any relevant National Policy Statements that

are in force. National Policy Statements are documents produced as a consequence of the Planning Act that have been designated by the Secretary of State following public consultation and scrutiny by the Houses of Parliament.

- 1.9 For the ports sector, there is a National Policy Statement for Ports (2012) ('the NPS'), which will apply to the proposals.
- 1.10 The NPS is the most important policy document[s] against which the proposals will be assessed.

#### **Preliminary Environmental Information Report**

- 1.11 A significant amount of survey work has been completed to date to inform the Environmental Impact Assessment (EIA), including ecological surveys, baseline landscape and visual surveys, baseline noise and air quality surveys, traffic modelling, desk-based archaeological assessments. However, at this stage, not all the detailed survey or assessment work required to complete the EIA and prepare an Environmental Statement has been completed. This PEIR therefore presents the environmental information available at this time, and the current understanding of the likely environmental effects of the project.
- 1.12 This PEIR is part of a suite of documents which has been made available for the statutory consultation on the Tilbury2 project which runs from 19<sup>th</sup> June until 29 July 2017. PoTLL will consider consultation responses from the public and stakeholders when continuing to assess the merits of the project and where appropriate to improve and refine the proposals. PoTLL aims to submit the DCO application to PINS (who will receive it on behalf of the Secretary of State) in October 2017.
- 1.13 The information presented in this PEIR will be developed further through the EIA process, and the findings of the EIA will be presented in the Environmental Statement which will accompany the DCO Application. If the application is accepted for examination, PoTLL will carry out further publicity, and interested parties will be able to register their interest in the application which will enable them to participate in the examination and be kept informed of opportunities to present their views.
- 1.14 Either a single person or a panel of inspectors (known as the Examining Authority) will be appointed by the Secretary of State to examine the application on his/her behalf. Interested parties will be able to submit written comments on the proposals and participate in the public open floor, issue specific and compulsory acquisition hearings.
- 1.15 The examination must be completed within six months. Following the examination, the Examining Authority will make a recommendation to the Secretary of State for Transport who will then have three months to make a decision.

#### **SUMMARY OF PROPOSALS**

- 1.16 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. The new port terminal will be known as "Tilbury2".
- 1.17 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.

- 1.18 The project is described in further detail within the PEIR. 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 10,000sq.m. 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.

#### CONSTRUCTION METHODOLOGY

##### General approach

- 1.19 The following provides an overview of the construction methodology. More detail in relation to specific environmental topics is provided in the relevant PEIR chapters. The construction methodology is still being developed, however the details outlined in the PEIR represent the current expected arrangements based on current knowledge. The methodology ultimately employed will be determined by future contractors and is dependent upon the detailed engineering design and the methodology developed by these contractors appointed by either PoTLL or its tenants in accordance with the parameters of the DCO, as informed by the EIA process.

#### ENVIRONMENTAL IMPACT ASSESSMENT

- 1.20 EIA is a process for identifying the likely environmental effects (positive and negative) of proposed developments, and their significance, before development consent is granted.
- 1.21 The aim of EIA is to ensure a thorough assessment of likely effects and that a consideration of mitigation and alternatives in light of these potential effects has been undertaken. Through this process, the development should include measures to prevent, reduce or offset any significant, adverse environmental effects of the proposals, and enhance the positive ones.



 **TILBURY2**

- 1.22 The findings of the assessment are presented in an Environmental Statement (ES). The purpose of the ES is to help the decision maker, statutory consultees, other stakeholders and the public to properly understand the predicted effects and the scope for reducing them, before a decision is made as to whether to permit development.
- 1.23 The EIA is being undertaken by adopting the proposal parameters set out by PoTLL and its tenants, as will be further developed for the application. However, some flexibility may be needed within the parameters in order to allow for variation in detailed design and in the operation of the port in the long term.
- 1.24 As part of the DCO, PoTLL will seek to ensure that permitted development (PD) rights will apply equally to Tilbury2 when that land becomes operational port land. As such, the exact nature of uses on the site may change over time, as indicated above. Indeed, it is through the usage of PD rights that the flexibility referred to above will most likely be undertaken.
- 1.25 However, it is important to note that nothing could be permitted under PD rights as applied to Tilbury2 that has an effect beyond that of the 'envelope' of the proposals. Such proposals would create new significant environmental effects not already assessed within the parameters of the application masterplan and would fail to meet the test of article 3(10) of the Town and Country Planning (General Permitted Development) Order 2015, which states that development which is EIA development cannot be permitted development unless, at the very least, a negative screening opinion from the local planning authority has been received.
- 1.26 There is no proposal for a specific or separate assessment of parameters in relation to the use of PD rights, as it is considered that anything outside the envelope for the masterplan that creates new significant environmental effects will not in itself be permitted development.
- 1.27 The DCO application for Tilbury2 will be supported by an ES produced in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) ('the EIA Regulations').
- 1.28 The EIA Regulations and the NPS set out a number of environmental matters that a promoter must deal with as part of their DCO application, through their ES. This PEIR and the ES will explicitly deal with these matters for each topic area.

#### **Scope of the EIA**

- 1.29 Scoping is the process of determining the content and extent of the matters which should be covered in the EIA. An EIA Scoping Report for the Scheme was submitted to the Planning Inspectorate (PINS) in March 2017. PINS reviewed and consulted on the Scoping Report and issued a Scoping Opinion in May 2017. The scoping process concluded that the environmental topics covered below are relevant to the EIA process for the proposed works, and these have informed the structure and scope of the PEIR. Further assessments and analysis will be undertaken to inform the EIA. The full outcomes of the EIA process will be presented in the ES to be submitted with the DCO application in autumn 2017.

#### **Mitigation Measures**

- 1.30 Table 1.1 sets out the mitigation measures, to be implemented during the construction and operation stages of the proposals., that are currently being considered

#### **ENVIRONMENTAL IMPACTS**

- 1.31 The following sections provide a summary of the environmental topics addressed, the issues raised, the mitigation measures proposed to reduce any impacts and a description of the significance of the effects of the proposals.

#### **Socio-Economics**

- 1.32 This chapter of the PEIR describes the baseline and an initial assessment of the likely effects of Tilbury2 on socio-economic characteristics and receptors during the construction and operational phases. This chapter has gathered data from a number of sources to inform the socio-economic baseline and assessment. For the PEIR a variety of desk-based sources have been used including national and local development plan documents and guidance, official labour market statistics and Nomis, including Census 2011 and Business Register and Employment data.
- 1.33 Predicted significant socio-economic effects during the construction period are likely to be associated with employment impacts and associated Gross Value Added (GVA) impacts on the regional economy, and local skills, training and employment programmes. Tilbury Fort is a specific tourism receptor expected to be affected by the construction phase, most likely by indirect amenity impacts.
- 1.34 The assessment has used 'snapshots' to enable the impact assessment to compare the proposed development to both current levels of employment and GVA, but also crucially to an estimate of future levels of employment and GVA that might otherwise occur in the absence of the Tilbury2 scheme
- 1.35 It is expected that in a regional snapshot 218 Full Time construction jobs will be created and on a wider UK-plc scale 266 full time construction jobs will be created. In both scenarios 57 local jobs will be created during the construction phase. The construction effects in the form of GVA contributions to the regional and UK-wide economy will approximately contribute £18.3 and £22.4 million respectively.
- 1.36 During operation, it is expected that the operation phase could support 527 net additional jobs in the regional economy. In the Tilbury2 UK plc scenario, it is expected that the operation phase could support 868 net additional jobs in the economy. In both scenarios, it is predicted that 138 local jobs will be generated due to the proposals. The operation effects in the form of GVA contributions to the regional and UK-wide economy will approximately contribute £35.8 and £58.9 million respectively. The development is predicted to have an additional impact of 1.8 million tonnes in the operation phase, delivering more goods to the UK and generating economic activity locally and beyond the study area.
- 1.37 The proposals will be an additional element to existing industrial and port-related activity in the local area. Uses are expected to intensify over a wider area, and the socio-economic characteristics, which are influenced by the port's activity and historical influence, could be affected. These effects are expected to be indirect and are expected to occur due to increased employment (especially local employment) and economic activity from the development.

- 1.38 The riverside supports recreational activity associated with the River Thames such as Gravesend Sailing Club. There are a number of predicted indirect amenity effects for these types of receptors. Business and community facility receptors in Tilbury, such as shops, restaurants, cafes, hair salons, pharmacies and places of religious worship are expected to benefit from increased economic activity in the operation phase. The development will have indirect amenity effects on open space in close proximity, such as space near the River Thames and Tilbury Fort. However, the majority of open space in the study area will remain unaffected by the development.
- 1.39 Mitigation measures currently being considered are outlined in Table 1.1. Further mitigation measures will continue to evolve in tandem with the scheme design and as more details emerge. These will be incorporated into the next stage of the Environmental Statement.

#### Health

- 1.40 The aim of the Health Impact Assessment (HIA) is to identify any impacts of the proposed new port on residents' health and wellbeing, to consider health inequalities and to identify opportunities for mitigation and enhancement measures to improve health outcomes.
- 1.41 It is expected that there are likely to be impacts of noise and vibration from the construction of the main site and from the construction of the transport corridor, due to the separation distance between the works and the nearest noise sensitive receptors.
- 1.42 In relation to air quality construction impacts, it is expected that there are likely to be impacts of construction dust during construction of the new infrastructure corridor (road and rail). Initial screening suggests a number of human 'receptors' (residential properties, commercial premises, car parks) within 350m of the site boundary and within 50m of potential haul routes (up to 500m from the site entrance). There are likely to be impacts of emissions from increased vehicle emissions during construction from vehicles travelling to and from the construction site. Exhaust emissions from vehicles have the potential to affect local air quality at sensitive receptors in residential properties within 200m of potential haul routes.
- 1.43 During operation, there are likely to be noise and vibration impacts associated with the new link road between Fort Road and Ferry Road and due to increased traffic on the wider highway network. There are unlikely to be impacts from the operation of the new transport corridor (railway) due to the separation distance between the works and the nearest noise sensitive receptors and the low number of train movements per day. Impacts of noise and vibration from the operation of the Tilbury2 site, due to the separation distance between the works and the nearest noise sensitive receptors are to be determined.
- 1.44 In relation to air quality impacts during operation, there are likely to be impacts of increased emissions from HGV and LGV which impact on traffic flow, vehicle emission rates and road-receptor distances near the development (new public highway linking Ferry Road to Fort Road, reconfiguration of existing junctions) and within the wider area. Changes in local air quality are to be further assessed in the ES.



 **TILBURY2**

- 1.45 There are unlikely to be impacts related to dust and particulate matter from the aggregates processing facility, as the closest receptors are 200-400m away, representing a negligible risk for small to medium residual sources of emissions.
- 1.46 There are unlikely to be impacts related to rail emissions from increases in rail operation from the Tilbury2 site or along the infrastructure corridor. While there are sensitive receptors within 30m of the Tilbury 2 railway access corridor, the expected increase in rail movements is considered to be low.
- 1.47 There are unlikely to be impacts related to shipping emissions (either in transit or at berth). While there are sensitive receptors within 1km of the Tilbury 2 port/shipping area, the increases in shipping movements associated with the scheme are considered marginal and unlikely to be significant.
- 1.48 Health mitigation measures that are under consideration are identified within the air quality and noise and vibration chapters.

#### **Landscape Character and Visual Amenity**

- 1.49 The study area covers an area of approximately 53 square kilometres and represents the maximum predicted potential extent of significant landscape and visual effects brought about by the proposals
- 1.50 The character of the wider area is the generally flat landscape of the greater Thames estuary, which extends beyond to the west and east/north east and includes much of the marshland landscape in the locality. To the north-west land rises sharply, forming part of the Chadwell gravel escarpment. To the south, the rolling chalk hills of the North Kent Plain rise above the Thames at Gravesend.
- 1.51 Attractive features in the wider landscape are associated with a church spire in the village of West Tilbury, a series of small woodland copses set on the rising slopes of the Chadwell escarpment, the hilltop Shorne woodlands and Windmill Hill, Gravesend. The cranes located within the Port of Tilbury are considered attractive and interesting features that strengthen local character. Detracting features include vehicular traffic using the main roads, Tilbury B power station, residential tower blocks and electricity pylons.
- 1.52 The capacity of the local landscape to accommodate proposed development is assessed as moderate with an emphasis on the appropriate siting of individual elements within the application site, particularly in relation to the setting of Tilbury Fort.
- 1.53 It is anticipated that there will be significant impacts on various aspects of landscape value, including the setting of heritage assets, in particular the setting of Tilbury Fort, its historic relationship with New Tavern Fort and other features of importance located along the southern margins of the River Thames. In many instances these effects coincide with visual amenity as well as leisure and tourism value.
- 1.54 There will also likely be direct impacts on nature conservation value. These primarily relate to the designated non-statutory sites and protected species within the site for which appropriate mitigation is being devised.
- 1.55 A range of initial potential landscape mitigation measures have been identified for consideration and are set out at Table 1.1. The aim of these is to reduce predicted

substantial-moderate levels of significance to moderate or less. These will be incorporated as appropriate into a landscape strategy developed as part of the EIA process. Residual landscape and visual impacts would reduce over time as mitigation planting develops.

#### Terrestrial Ecology

- 1.56 As well as drawing a substantial base of extant information gained from desk based assessment, a field ecology survey programme has been and continues to be undertaken
- 1.57 The closest designations to the site relate to the Thames Estuary & Marshes. This Special Area of Conservation (SPA) and Ramsar site extends for about 15km along the south side of the Thames estuary, where it is also designated as the South Thames Estuary and Site of Special Scientific Interest (SSSI). On the north side of the estuary, the SPA/Ramsar site includes a smaller area of intertidal habitat which forms the Mucking Flats and Marshes SSSI.
- 1.58 At this stage it is considered likely that there will be a net negative residual effect on the local and wider ecological resource during construction as there will not be suitably mature habitats on-site to act in compensation for some of the key features that will be removed. This applies in particular to 'open mosaic' brownfield habitats with an equivalent suite of rare plants, lichens and invertebrates to those currently resident in the Lytag Brownfield LoWS and the Tilbury Centre LoWS (and to a greater or lesser extent, also elsewhere within the Site Boundary).
- 1.59 During operation, it is anticipated that the magnitude and significance of residual adverse effects will gradually diminish as the on- and off-site compensation measures mature and become of enhanced value for target species. In an optimistic scenario, this may lead to something close to a net neutral effect on local and regional biodiversity in approximately ten or fifteen years from the commencement of construction. This will be considered more fully in the ES.
- 1.60 Mitigation measures currently being considered are outlined in Table 1.1. Mitigation measures will continue to evolve in tandem with the scheme design and as more details emerge. These will be incorporated into the ES.
- 1.61 Over and above embedded mitigation measures, the scope for further mitigation and compensation will be considered and where identified as appropriate, pursued as part of the process of working up the submission scheme, with the overarching aim of securing minimal or no net loss of biodiversity.

#### Marine Ecology

- 1.62 The marine elements of the scheme include construction, removal and dredging within the marine environment. Once operational there will be an ongoing requirement for maintenance dredging and the development will result in an increase in vessel traffic.
- 1.63 These elements of the scheme could have effects on marine habitats and species. Impacts on the following groups of species will be assessed in the ES:
- benthic ecology;
  - fish and shellfish;

- plankton; and
- marine mammals.

1.64 Impacts on these species could arise through:

- changes in water quality from sediment disturbance due to dredging, piling and removal of obsolete structures, and run-off/discharges from land;
- increased levels of contamination in the water column from sediment disturbance due to dredging, piling and removal of obsolete structures, and accidental spillages;
- piling and vessel movements causing increased underwater noise and vibration; direct loss of non-mobile benthic species due to dredging;
- increased vessel movements causing a collision risk for marine mammals;
- vessels and equipment transporting Invasive Non-Native species (INNS); increased lighting causing disturbance to fish and marine mammals;
- changes in hydrodynamics influencing patterns of erosion and accretion due to changes in the footprint of the structure; and
- shading of intertidal area causing a net loss of intertidal habitat.

1.65 The assessment of potential effects is ongoing along with further baseline data collection and modelling of the predicted extent of potential impacts. Further survey work includes a benthic ecology survey and a geotechnical survey which will obtain sediment samples for chemical analysis of contaminants.

1.66 Mitigation measures will be considered as part of the impact assessment at ES stage and will be embedded within the scheme design as reasonably practicable.

#### Archaeology and Cultural Heritage

1.67 This archaeology and cultural heritage assessment has undertaken a preliminary high level assessment on the effects on assets such as second world war defences, potential for Roman occupation and potential for prehistoric isolated artefacts. Several baseline desk-based assessments have been undertaken (Archaeological Desk Based Assessment, Geoarchaeological Deposit Model, Marine Desk Based Assessment and Built Heritage Assessment).

1.68 Works which could damage and destroy the known or potential archaeological resource within the site will be from ground related construction activities such soil stabilisation works beneath the RoRo pavement and attenuation works. These effects will be limited to the site and will be permanent and irreversible. Works that could damage or destroy the archaeological resource in the intertidal and marine zones of the site include activities such as piling along the northern edge of the eastern dredge box and dredging within the berth and approach. In addition differential scour regimes caused by piling and dredging could have a secondary impact on the sediments protecting any archaeological receptors outside the site boundary. Any impact on the archaeological resource will occur during the construction phase of the proposals. There are no designated or non-designated built heritage assets within the site. The construction phase of Tilbury2 will,



however, have likely potential temporary, direct impacts on the setting of designated and non-designated built heritage assets within the wider Study Area. Likely potential effects on built heritage during the construction phase are likely to be associated with activities such as site preparation and development. As a result, during the construction phase there are likely to be levels of noise, dust, lighting, traffic and visibility of construction activities, which are likely to have an impact upon the settings of surrounding heritage assets. There will be no direct or indirect effects on buried archaeological assets during the operational phase.

- 1.69 The operational phase of the proposals will likely have potential permanent, direct impacts to the setting of built heritage assets surrounding the site. The proposals will likely result in an increase in industrial character and activity in proximity to Tilbury Fort, however, this will be experienced as an extension of the existing industrial activity between Tilbury Fort and the Site provided by Stobart's aggregates/storage facility and the sewage works. The operation of the proposals is likely to have a potential impact upon the settings of the Scheduled Monuments of Coalhouse Fort, Cliffe Fort, New Tavern Fort and Gravesend Blockhouse, and the non-designated but nationally important Shornemead Fort. This will principally be likely through the visual effects of buildings, structures and aggregate stockpiles on site and the docking of large vessels at the extended jetty, as well as a significant increase in lighting effects at night. The operational phase of the proposals is likely to have a potential impact upon the setting of a number of listed buildings, including the Grade II\* Listed Officers Barracks situated within Tilbury Fort, through a likely increase in noise and light pollution and visual effects of new structures.
- 1.70 The proposals during operational phase will likely be considerably visible from the southern side of the River Thames and, as such, will be visible from a number of built heritage assets. The proposals are likely to have a potential negligible to medium adverse magnitude of impact upon the settings of various built heritage assets in Gravesend prior to further mitigation, resulting in neutral to moderate significance of effects.
- 1.71 Mitigation measures currently being considered are outlined in Table 1.1. Mitigation measures will continue to evolve in tandem with the scheme design and as more details emerge. These will be incorporated into the next stage of the ES.
- 1.72 Any residual archaeology effects are expected to be negligible following use of mitigation measures. Residual effects relate to those effects which remain following the implementation of mitigation measures. The proposals and assessment are subject to further work and consultation with the statutory authorities and are therefore subject to change in the ES. In particular, the assessment will be supported by a series of visualisations from key heritage receptors in order to appropriately and thoroughly assess the potential impacts of the proposals on their settings.

#### **Land-side Transport**

- 1.73 The assessment of potential effects is ongoing along with further analysis of traffic data and associated modelling. The scope and methodology of the effects of changes in traffic flow and the predicted extent of potential impacts is being undertaken in accordance with a set of parameters agreed with the local and strategic highway authorities.
- 1.74 Separate assessments will be completed for the operational and construction stage of the proposals, with a separate assessment of the HGV effects. However,

 **TILBURY2**

assessments are likely to focus on the operational stage when the predicted increases in traffic are likely to be greatest.

- 1.75 The proposals have developed to include embedded mitigation measures to limit the environmental impacts. As part of the impact assessment at ES stage, further mitigation measures will be identified and implemented. High level mitigation measures currently being considered are outlined in Table 1.1. Mitigation measures will continue to evolve in tandem with the scheme design and as more details emerge. These will be incorporated into the ES.
- 1.76 At this stage, with limited appraisal and not allowing for mitigation, it is anticipated there are likely to be effects on severance, driver delay, pedestrian amenity and road safety.

#### **Navigation**

- 1.77 The preliminary navigation assessment in the PEIR has been informed by the Navigational Risk Assessment process being undertaken in consultation with the Port of London Authority (PLA).
- 1.78 Navigation to the Tilbury2 works will be via the Thames Estuary using the existing river navigation buoys and lighting. The Tilbury2 works are located outside the main navigational channel on the northern shore of the river Thames. As part of the construction of Tilbury2 spud load barges and jack up barges will be required to install the piles and for the general marine works. Barges will be used to transport material to the site such as the piles, linkbridge and pontoon.
- 1.79 The Gravesend ferry is located approximately 1km upstream of Tilbury2. During operation of Tilbury2 the approaching RoRo and aggregate vessels will turn downstream and adjacent to the berth, subsequently there will be no interface with the Gravesend ferry brought about by berthing or unberthing operations. It is envisaged that some aggregate export barges will transit upstream from Tilbury2 and will pass the Gravesend ferry. However, these barge movements can be expected to be within an upper limit of 300 movements per annum. Based on 2016/2017 data the average movements of vessels passing the ferry route might therefore be expected to rise from around 47 to 48 movements per day which should pose no problem for the management of marine operations of the ferry.
- 1.80 The NRA process (including mitigation measures currently being considered as set out in Table 1.1) will continue in consultation with the PLA.

#### **Hydrogeology and Ground Conditions**

- 1.81 An initial assessment of impact of the proposals on hydrogeology and ground conditions has been undertaken including consideration of the effects of the development on the hydrogeology and ground conditions in relation to physical effects, effect on geology as a valuable resource and effects associated with ground contamination and waste.
- 1.82 The existing baseline assessment has relied on existing data from previous desk studies and ground investigations, and historical records. A topographical survey of the site and a site walkover have also been conducted.
- 1.83 The impacts on the geology underlying the site are considered likely to be temporary and short term in nature during the construction works and will be limited

in area for the permanent works in the form of piles. It is also unlikely that the chalk would be extracted in the future in this location given the current land use of the Site and surrounding area. Consequently, the effect on geology as a valuable resource is assessed to be negligible and therefore not significant.

- 1.84 Impacts related to the operation of the site may include soil erosion, changes in the current topography and impacts on the underlying geology. However, suitable design and subsequent construction works will minimise soil erosion and it is assumed that the Site will be operated in accordance with the relevant regulations and best practice guidance in applying Best Available Techniques. This will therefore further reduce soil erosion, and any further physical effects and effects on geology.
- 1.85 Consequently, the impacts on physical effects and geology as a valuable resource during operation are assessed to be negligible and therefore not significant.
- 1.86 With appropriate mitigation in place (as set out in Table 1.1), negligible effects are generally predicted during the construction phase of the development. These are considered to be not significant. The effect on ground stability and compaction during construction is considered to be a significant permanent beneficial effect.
- 1.87 With mitigation incorporated within design, negligible or minor beneficial effects associated with the removal/mitigation of on-site contamination sources are anticipated. These effects are considered to be not significant. The effect on ground stability and compaction is considered to be a significant permanent beneficial effect.

#### **Water Resources and Flood Risk**

- 1.88 An initial assessment of the impact of the proposals on water resources and water quality issues has been undertaken. In addition, it also discusses the flood risk associated with the proposals. This topic identifies effect on the local water environment including hydrogeology (groundwater), hydrology (surface water). The assessment also accounts for the aims of the Water Framework Directive (WFD), which is also the subject of a preliminary assessment as part of the PEIR.
- 1.89 The assessment undertaken in this chapter shows that the proposed development has the potential to cause negative impacts on the water environment. Without mitigation measures it has been recognised that significant impacts may potentially affect the ground water and surface water receptors.
- 1.90 A number of mitigation measures are being considered to reduce the potential impacts, as set out in Table 1.1. With these measures in place, it is considered that the implementation of these mitigation measures should reduce the potential impacts of the development on the water environment to either a minor or negligible level.
- 1.91 Given that the River Thames is a sensitive receptor, a full WFD compliance assessment will be undertaken as part of the ES to determine whether the dredging activities would cause a deterioration of the river water quality.
- 1.92 The Level 2 Flood Risk Assessment (FRA) prepared as a standalone report, has determined that a residual risk of tidal flooding exists since the River Thames defences might potentially fail and/or be overtopped. A Level 3 FRA will therefore be undertaken to inform the DCO.



#### **Noise and Vibration**

- 1.93 The preliminary assessment describes and presents the results of an initial assessment of the likely noise and vibration effects of the proposals. The assessment includes construction noise and vibration impacts as well as operational noise impacts from the proposals.
- 1.94 Piling and dredging works associated with the jetty construction are predicted to be the noisiest construction stage activity. However, this activity is not predicted to give rise to potential impacts due to the location of the works.
- 1.95 There is potential for significant impacts to occur whilst the rail line and road link are being constructed, as well as elements of the bridge construction. These activities have the potential to give rise to temporary, moderate adverse effects at the nearest noise sensitive receptor, which is a residential property. Noise sensitive receptors are people or operations (e.g. schools, hospitals, care homes, residences) considered to be located near to a noise source and to be particularly susceptible to noise.
- 1.96 There is potential for significant impacts to occur whilst the rail line compaction works are being carried out due to the proximity of residential homes to the north. The vibration levels associated with other construction activities are not predicted to give rise to significant impacts. The rail line compaction works have the potential to give rise to temporary, direct, moderate adverse effects at the nearest sensitive receptors.
- 1.97 On this basis of the current dataset, the predicted noise levels attributable to operational site activities have the potential to give rise to significant adverse effects at the most exposed receptors. Currently the predicted road traffic noise levels attributable to the infrastructure corridor are thought to give rise to permanent, direct, minor/moderate adverse effects at the most exposed receptors. Operational effects will be refined at the ES stage following the results of the additional baseline noise monitoring and inclusion of additional vessel emission data.
- 1.98 When considering the long-term scenario, the change in road traffic noise will result in permanent, direct, negligible to minor adverse effects for the majority of road links. The exception is the A13 eastbound on-slip road where there is predicted to be a permanent, direct, moderate adverse effect during the night. On this basis of the current dataset, the predicted rail noise levels attributable to the infrastructure corridor will give rise to permanent, direct, but negligible adverse effects.
- 1.99 In light of these initial assessments, a range of mitigation measures are currently being considered are outlined in Table 1.1. Mitigation measures will continue to evolve in tandem with the scheme design and as more details emerge. These will be incorporated into the ES.

#### **Air Quality**

- 1.100 An initial assessment of the potential impacts on air quality of the proposals has been undertaken; this will be updated at ES stage to take account of the latest construction and operational traffic data. As such, the construction dust assessment has made precautionary assumptions in the absence of a detailed construction works plan and programme, to identify the likely means of mitigation that would be incorporated into a draft Construction Environmental Management Plan (CEMP).

The operational assessment focuses on changes in air quality at receptors closest to roads that may be affected by the development.

- 1.101 A provisional dust emission assessment has been undertaken using high level information regarding construction methods. The site is presently being cleared of most existing structures related to its use as a Power Station. Material from these buildings will be crushed and reused on site; such activities have a high potential to give rise to fugitive dust emissions. Based on the provisional assessment findings, mitigation for high risk sites has been selected from the Institute of Air Quality Management (IAQM) list of highly recommended measures, for consideration within the draft CEMP.
- 1.102 Initial operational traffic data for the proposals has been reviewed and the affected road network identified. These initial findings indicate that concentrations of NO<sub>2</sub> are expected to be below the annual mean Air Quality Strategy (AQS) objective at all locations in the opening year 2020. The impact of the proposals on annual mean concentrations is expected to be 'negligible' to 'slight' at all locations and therefore the proposals are not expected to result in significant adverse effects from exposure to changes in annual mean NO<sub>2</sub>. Annual mean concentrations of PM<sub>10</sub> are also expected to be below the AQS objective at all locations in the opening year with negligible changes at all receptors.
- 1.103 There is not expected to be a change to the high level assessment findings presented in the scoping report, which determined there to be a slight adverse effect from residual emissions. The assessment will be completed in full at ES stage with full definitions of the terms used and justification for their application.
- 1.104 As this assessment is at an early stage, 'best practice' mitigation measures are outlined in Table 1.1. Mitigation measures will continue to evolve in tandem with the scheme design and as more details emerge. These will be incorporated into the ES.
- 1.105 A more detailed assessment of construction dust and construction and operational traffic emissions will be undertaken prior to the submission of the DCO application to update the information presented in this chapter, which will be described in the ES.

#### **Waste and Materials**

- 1.106 This chapter of the PEIR includes an initial assessment of the likely effects of solid waste and materials associated with the proposals.
- 1.107 Initial estimates of construction, demolition and excavation waste arisings have been assessed at this stage of the process. When assessed against the criteria for classifying the environmental impacts associated with the construction phases, the proposals are shown to have a minor impact. Hazardous waste is also assessed to have a negligible effect.
- 1.108 As this assessment is at an early stage, proposed 'best practice' mitigation measures are outlined in Table 1.1. Mitigation measures will continue to evolve in tandem with the scheme design and as more details emerge. These will be incorporated into the ES. An assessment of environmental impacts during operation will be completed and included within the ES. To undertake a full assessment of the potential impacts, further information is required and several documents that have yet to be produced will be needed.

#### Assessment of Cumulative Impacts

- 1.109 Cumulative effects that arise from the proposals with other proposed projects in the area have been considered in the PEIR. EIA Regulations requires an ES to include the assessment of cumulative effects. Schedule 3 Regulation 14(b) of the EIA Regulations refers to the cumulation of impacts with other development. Therefore, the environmental effects of the Tilbury2 proposals will also be assessed in combination with the effects of other projects as part of the EIA process, where relevant information is available.
- 1.110 The following projects have been considered for cumulative impacts; Thames Enterprise Park, Oikos Storage Proposals, Goshems Farm Jetty and Land Adjacent Tilbury Power Station Fort Road. In addition to these developments, various River Thames dredging and river maintenance works within a 15km radius of Tilbury2 have also been considered in the cumulative assessments for the Terrestrial Ecology, Marine Ecology, Navigation and Water Resources assessments.
- 1.111 At this stage of assessment, it is anticipated that there will be no significant cumulative impacts during construction following the application of suitable mitigation measures during construction, including measures to be set out in the project CEMP. Further assessment will be undertaken in the EIA including consideration of both synergistic and cumulative effects.
- 1.112 There is the potential for cumulative effects during operation such as in relation to job creation and positive beneficial cumulative effects following completion of ecological restoration activities at the site and adjoining development areas. Further assessment in relation to cumulative effects during operation will be undertaken in the EIA including consideration of both synergistic and cumulative effects.



**SUMMARY OF ENVIRONMENTAL IMPACTS**

1.113 A summary of the results of these initial assessments and the mitigation measures currently being considered both as part of the scheme design ('embedded') or as 'further' mitigation measures for each environmental topic is provided in Table 1.1 below. Mitigation measures, and how they are proposed to be secured, will be confirmed at ES stage.

**Table 1.1: Summary Table**

Topic	Environmental Issues	Embedded Mitigation	Proposed Further Mitigation
Socio-economics	Construction: Construction traffic impacts by restricted access to business, community receptors and tourism receptors and delays in journey times.  Effects on adjacent landowners.	Implementation of a Construction Traffic Management Plan;  Appropriate screening of construction activity.  Discussions with landowners as part of the design review process.	n/a
	Operation: Reduce potential residual visual effects of development on nearby receptors to the west including Tilbury Fort.  Interface between PoTLL and the sailing and rowing clubs.	n/a	Retention of a strip of existing vegetation along the western boundary.  PoTLL to engage with the sailing and rowing clubs to discuss and agree 'good neighbour' operation principles in the immediate vicinity of the Port.
Health	Construction: Noise and vibration impacts of the infrastructure corridor and the site.	Adoption of best practicable means as defined by the Control of Pollution Act 1974.	As identified within the air quality and noise and vibration chapters.
	Operation: Impacts are unlikely but are to be identified at ES stage.	Further mitigation as identified within the air quality and noise	

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		and vibration chapters.	
Landscape Character and Visual Amenity	Construction: Impacts on visual amenity	Phase proposed works to retain as much of the northern vegetation and soil mounds as practicable during construction.	To be identified at ES stage.
	Operation: Impacts on landscape characteristics;  Impacts on landscape features and elements;  Impacts on landscape value; and  Impacts on visual amenity	Lowest elements of proposed development (container and trailer storage) located in closest proximity to the waterside and Tilbury Fort.  Accessibility strategy. Footpaths FP144 and 146.  Peripheral structural landscaping including SuDS features.  Artificial lighting designed in accordance with guidance supplied by the Institute of Lighting Professionals.	
Terrestrial Ecology	Construction: Impact on important ecological receptors including capture and translocation programmes for protected water voles and reptiles.	Implementation of a Construction Environmental Management Plan	The need for further mitigation will be determined within the ES.
	Operation: Lack of suitably mature alternative habitats for some key features that will be removed.	Development of off-site compensation.	

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<b>Marine Ecology</b>	Construction: removal and dredging within the marine environment.	To be determined within the ES. The water resources and flood risk chapter identifies further mitigation measures which will reduce potential impacts on marine ecology.	The need for further mitigation will be determined within the ES.
	Operation: ongoing requirement for maintenance dredging and associated increase in vessel traffic	To be determined within the ES.	
<b>Archaeology and Cultural Heritage</b>	Pre-construction: Impacts to archaeological resources.	A programme of archaeological trial trenching in the first instance to determine the presence or absence of archaeological remains; and  A terrestrial and off shore geo-archaeological watching brief will be undertaken during proposed geotechnical investigation.	Any potential archaeological anomalies could be investigated further as part of any further UXO clearance works through further geophysical survey/diver/ROV investigation;  If dispersal dredging is proposed potential mitigation might also include grab sampling and ground truthing of any potential archaeological anomalies; and  Further mitigation measures as agreed with Historic England.
	Construction: Noise and dust levels near heritage assets.	Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP) to include mitigation measures.	Further mitigation measures identified within the noise and air quality sections will also mitigate impacts to heritage assets.

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	Operation: Adverse impact on setting of built heritage assets.	Limiting the maximum height of container storage to six containers high;  Retention of the 'Two Forts Way' Public Right of Way to help preserve the historic connection between Tilbury Fort and Coalhouse Fort.	Inclusion of vegetation along western boundary of site to further screen views of the site from Tilbury Fort;  Provide a landscaped buffer on the southern side of the infrastructure corridor;  Enhancements to the Two Forts Way.
<b>Land-Side Transport</b>	Construction: To be determined following completion of assessment.	Code of Construction Practice ();  CTMP to be approved by Thurrock Borough Council;  Construction Environmental Management Plan (CEMP);  Limits on Hours of construction working;  Access and Parking arrangements to mitigate the impact of construction vehicles and workers;  Highway Construction: the new link road and agreed mitigation measures; and  Construction Traffic Generation, e.g. through delivery by barge.	The need for further mitigation will be determined within the ES.
	Operation: To be determined following completion of assessment.	Road construction to modern design standards to increase	Likely further mitigation includes:  Improvements to pedestrian and

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		road safety; Directed new road link to reduce driver delay; and New footway/cycleway.	cycling facilities integrating with provision along infrastructure corridor; Modifications to the layout of the ASDA roundabout to improve the safe and efficient flow of traffic; Preparation and implementation of Travel Plan for port employees to encourage sustainable travel; and Preparation and implementation of Sustainable Distribution Plan to optimise the efficient transport of goods by road and encourage use of sustainable transport.
<b>Navigation</b>	Construction: Use of spud load of barges and jack up barges.	All Port of London Authority navigations safety requirements will be met.	Temporary navigation aids and lighting.
	Operation: Increase in vessel movements.		Permanent navigation aids and lighting; Development and implementation of a comprehensive operations and safety plan; and Further Ship Bridge Simulations.
<b>Hydrogeology and Ground Conditions</b>	Construction: Impact on ground conditions.	Primary embedded measures include: Additional ground investigation; Ground gas, vapour and	Not likely to be required following implementation of embedded mitigation.

		groundwater monitoring; and Geotechnical investigation.	
	Operation: no significant adverse impacts identified.	n/a	
<b>Water Resources and Flood Risk</b>	Construction: no significant adverse impacts identified.	Completion of a full WFD; Adopting the use of the most suitable dredging equipment; and Production of a piling risk assessment.	The need for further mitigation will be determined within the ES.
	Operation: no significant adverse impacts identified.	Embedded measures include: Implementation of a drainage strategy; and Obtaining appropriate permits for issues relating to surface water and groundwater.	
<b>Noise and Vibration</b>	Construction: construction stage noise and vibration impacts	Adoption of best practicable means as defined by the Control of Pollution Act 1974 including: Limiting noisy construction activities to daytime hours only; Adoption of low noise or vibration techniques at all times;	Use of temporary noise barriers; Use of low level vibration compaction plant; and Implementation of a community awareness campaign.



		and Locating plant away from sensitive receptors where feasible (including haul routes).	
	Operation: residual noise impacts to nearby sensitive receptors.	Incorporation of recommendations for noise and vibration mitigation such as:  Noise bunding and barriers; and  Using lower noise plant and equipment.	To be determined but may include:  Identification of low noise processes;  Enhanced sound insulation for proposed buildings; and  A monitoring regime with a robust procedure to address noise complaints.
<b>Air Quality</b>	Construction: Construction dust emissions (from demolition, earthworks, construction, demolition, dust soiling and human health);  Operational plant emissions; and  Construction traffic emissions	Appropriate dust suppression measures;  Materials Management Plan;  Site Waste Management Plan; and  Obtaining permits as required.	Implementation of a stakeholder communications plan including community engagement;  Dust monitoring: Develop and implement a dust management plan; undertake regular on-site and off-site inspections to monitor dust.  Preparing and maintaining the site: located machinery and dust causing activities away from receptors where possible; cover, seed or fence stockpiles to prevent wind whipping.  Following Institute of Air Quality Management recommended measures for vehicles, machinery and

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			sustainable travel such as avoiding the use of diesel or petrol power generators where possible and producing a Construction Traffic Management Plan.
	Operation: Operational dust emissions;  Operational plant emissions; and  Operational traffic emissions.	Implementation of Best Available Techniques under Environment Agency guidance such as:  Water suppression;  Wheel washing of vehicles prior to site exit;  Implementation of procedure to mitigate dust on roadways such as permanent or hired-in sweepers.  Obtaining permits as required.	Reduce operational dust emissions: use equipment with suitable dust suppression techniques; use enclosed chutes and conveyors; and minimise drop heights from loading and handling equipment.
<b>Waste and Materials</b>	Construction: Waste arising for the proposals will have a minor impact.	Measures include: Minimising use of materials and achieve a high reuse, recycling and recovery rate; and  Onsite Management of Construction, Demolition and Excavation.  Designing out waste as early as possible; implementation of best practice onsite waste management; treatment and	Not likely to be required following implementation of embedded mitigation.

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		disposal of waste to be carried out by Environment Agency registered companies.	
	Operation: To be determined following completion of assessment.	Measures include: Implementation of Operational Management Plan; source segregation of residual, recyclable waste and hazardous waste; provision of regular training for staff/sub-contractors focusing on waste minimisation.	

## APPENDIX 2.16 PHOTOS OF THE STATUTORY EXHIBITION

Thameside Theatre

27 June 2017







**The Gateway Primary Free School**

**27 June 2017**







**Tilbury Hub****28 June 2017**

**Gravesham Civic Centre**

29 June 2017









Tilbury Hub

21 July 2017







**APPENDIX 2.17 WEBSITE STATISTICS**

## All Traffic

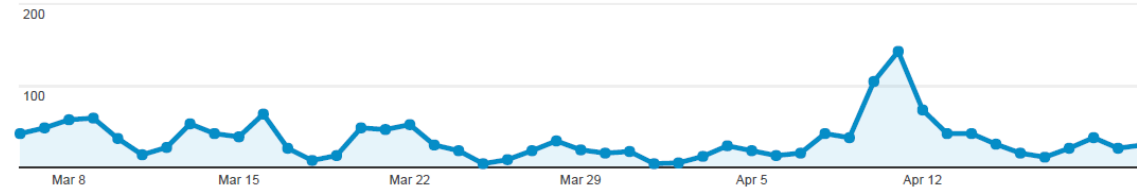
Mar 6, 2017 - Apr 21, 2017

All Users  
100.00% Sessions

Explorer

Summary

● Sessions

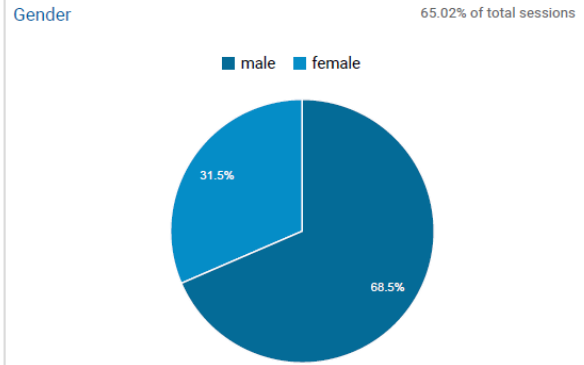
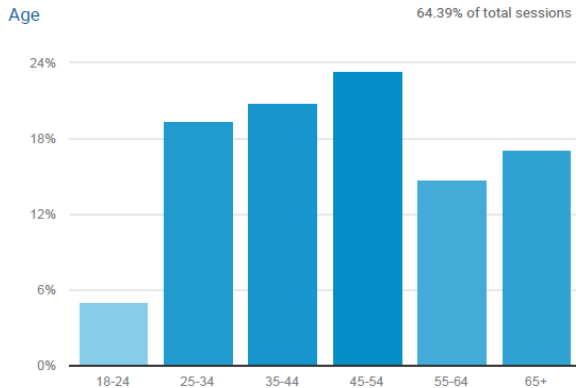


Source / Medium	Acquisition			Behavior			Conversions		
	Sessions	% New Sessions	New Users	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	1,578 (100.00%) (1,578)	69.39% Avg for View: 69.39% (0.00%)	1,095 % of Total: 100.00% (1,095)	32.83% Avg for View: 32.83% (0.00%)	3.82 Avg for View: 3.82 (0.00%)	00:03:10 Avg for View: 00:03:10 (0.00%)	0.00% Avg for View: 0.00% (0.00%)	0 % of Total: 0.00% (0)	£0.00 % of Total: 0.00% (£0.00)
1. (direct) / (none)	640 (40.56%)	69.06%	442 (40.37%)	29.69%	3.92	00:03:32	0.00%	0 (0.00%)	£0.00 (0.00%)
2. google / organic	378 (23.95%)	64.55%	244 (22.28%)	24.34%	4.47	00:04:00	0.00%	0 (0.00%)	£0.00 (0.00%)
3. m.facebook.com / referral	150 (9.51%)	89.33%	134 (12.24%)	56.00%	2.04	00:00:46	0.00%	0 (0.00%)	£0.00 (0.00%)
4. bing / organic	90 (5.70%)	56.67%	51 (4.66%)	18.89%	4.90	00:04:08	0.00%	0 (0.00%)	£0.00 (0.00%)
5. facebook.com / referral	74 (4.69%)	35.14%	26 (2.37%)	74.32%	1.76	00:01:02	0.00%	0 (0.00%)	£0.00 (0.00%)
6. yourthurrock.com / referral	59 (3.74%)	84.75%	50 (4.57%)	30.51%	3.27	00:02:02	0.00%	0 (0.00%)	£0.00 (0.00%)
7. thurrockgazette.co.uk / referral	57 (3.61%)	91.23%	52 (4.75%)	15.79%	4.89	00:02:27	0.00%	0 (0.00%)	£0.00 (0.00%)
8. kentonline.co.uk / referral	18 (1.14%)	77.78%	14 (1.28%)	16.67%	4.67	00:06:16	0.00%	0 (0.00%)	£0.00 (0.00%)
9. bifa.org / referral	13 (0.82%)	69.23%	9 (0.82%)	30.77%	3.85	00:01:58	0.00%	0 (0.00%)	£0.00 (0.00%)
10. t.co / referral	12 (0.76%)	66.67%	8 (0.73%)	66.67%	1.58	00:00:25	0.00%	0 (0.00%)	£0.00 (0.00%)

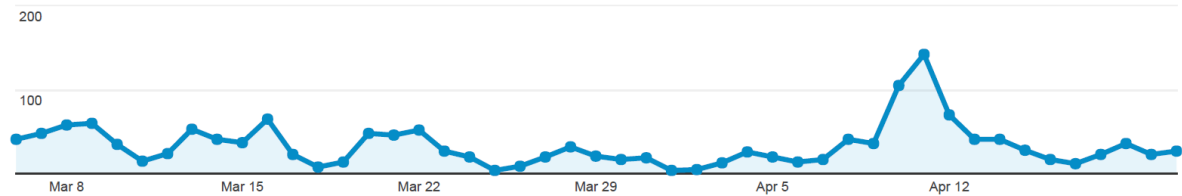
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100.00% Sessions

Key Metric:

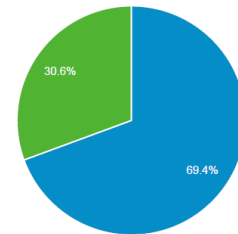


Sessions



Sessions <b>1,578</b>	Users <b>1,169</b>	Pageviews <b>6,021</b>
Pages / Session <b>3.82</b>	Avg. Session Duration <b>00:03:10</b>	Bounce Rate <b>32.83%</b>
% New Sessions <b>69.39%</b>		

New Visitor Returning Visitor



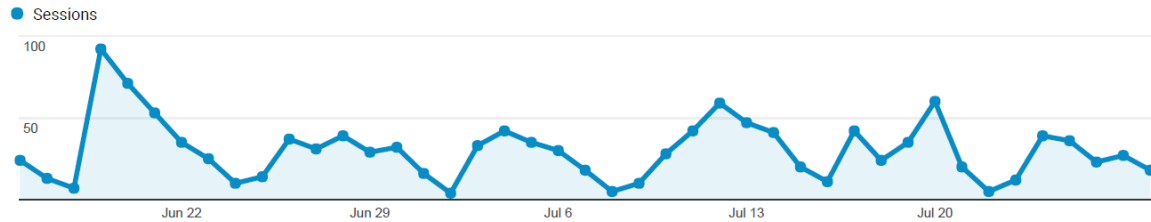
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2. en-us	423	26.81%
3. ja	8	0.51%
4. nl-nl	7	0.44%
5. nl	5	0.32%
6. pt-br	5	0.32%
7. en-ie	4	0.25%
8. fr	4	0.25%
9. de	3	0.19%
10. fr-fr	3	0.19%



### Audience Overview

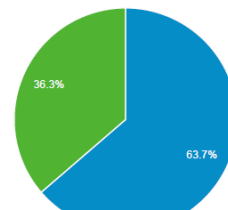
All Users  
100.00% Sessions

Overview



Sessions <b>1,294</b>	Users <b>929</b>	Pageviews <b>3,648</b>
Pages / Session <b>2.82</b>	Avg. Session Duration <b>00:02:40</b>	Bounce Rate <b>43.82%</b>
% New Sessions <b>63.68%</b>		

■ New Visitor ■ Returning Visitor



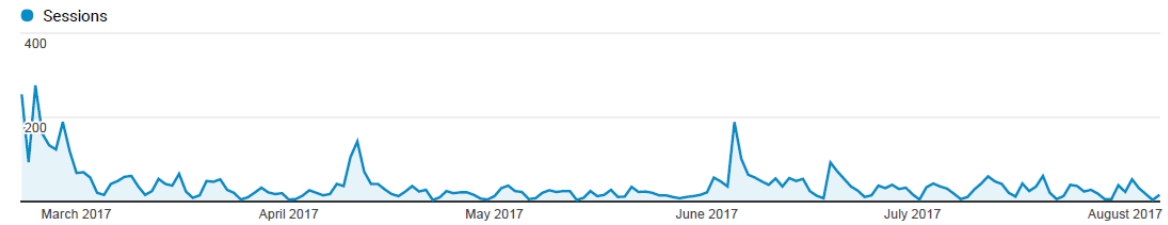
Language	Sessions	% Sessions
1. en-gb	864	66.77%
2. en-us	346	26.74%
3. el	28	2.16%
4. en-au	9	0.70%
5. ko	8	0.62%
6. fi	6	0.46%
7. pl-pl	3	0.23%
8. pt-br	3	0.23%
9. bg-bg	2	0.15%
10. da-dk	2	0.15%

## Audience Overview

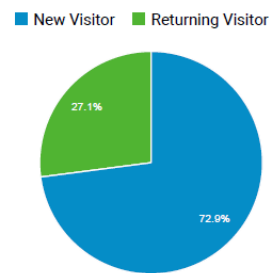
Feb 21, 2017 - Aug 6, 2017

All Users  
 100.00% Sessions

**Overview**



<b>Sessions</b> 6,198	<b>Users</b> 4,520	<b>Pageviews</b> 20,307
<b>Pages / Session</b> 3.28	<b>Avg. Session Duration</b> 00:02:36	<b>Bounce Rate</b> 41.56%
<b>% New Sessions</b> 72.93%		



Language	Sessions	% Sessions
1. en-gb	4,494	72.51%
2. en-us	1,439	23.22%
3. el	60	0.97%
4. pl-pl	16	0.26%
5. en-au	15	0.24%
6. ja	10	0.16%
7. ko	10	0.16%
8. nl	9	0.15%
9. (not set)	8	0.13%
10. de-de	8	0.13%





## FAQ

- ^ What is this project?
- ^ Will you be able to compulsory purchase my home?
- ^ How does this relate to the new road and/ or tunnel (Lower Thames Crossing)?
- ^ I received a letter, why did I get one?
- ^ I received a letter, how will Tilbury2 affect my property?
- ^ I live on the Kent side and have got a letter, do you have any planned development here?
- ^ Can I have compensation?
- ^ Why does your red line come north of the railway line and has a bit that sticks out near Brennan Road?
- ^ Will the new road be dual carriage way?
- ^ How many ship movements will there be?
- ^ How will this be able to operate given the existing cement facilities in Kent?
- ^ Will the CMAT mean more dust?
- ^ Why can't you extend fort road and straighten it?
- ^ Will this project directly impact on the ferry?
- ^ Can you do something about Anglian Water?
- ^ Will I still be able to use all of the Two Forts Walk, especially by your site?

For more information on claiming compensation please see this document: [Guide to claims for loss of property value arising from Tilbury2](#)



## FAQ

### ▼ What is this project?

The Tilbury2 project constitutes the construction on the site of the disused Tilbury power station of the following elements:

- A new 'Roll-on/Roll-off' (RoRo) terminal for importing and exporting containers and trailers
- A Construction Materials and Aggregate Terminal ("CMAT") for importing and processing bulk construction materials
- Areas of external storage for a variety of other goods such as new cars.

New rail sidings and a new link road will also be constructed to connect to the existing transport networks. The present favoured option for this road and rail provision is between Ferry Road and Fort Road along the southern side of the existing railway line. The road and railway line would cross the existing common land.

The existing jetty on the river will be lengthened to accommodate three vessels at any one time and the onward transportation of goods by barge to London.

### ▼ Will you be able to compulsory purchase my home?

The Port does not need to acquire any residential properties as part of its proposals for the Tilbury2 project. The Port is therefore not seeking any powers of compulsory purchase over residential properties.

### ▼ How does this relate to the new road and/ or tunnel (Lower Thames Crossing)?

The Lower Thames Crossing (LTC) is an entirely separate scheme from Tilbury2. Tilbury2 does not rely on LTC and Tilbury2 does not have any bearing on whether or not LTC will occur. The LTC is being separately proposed by Highways England.

Due to the lack of detail currently available as to the full nature of the LTC project, including any eastern access to Tilbury, it will also not be included within the cumulative assessments for Tilbury2 for the reasons set out at paragraphs 2.50 - 2.56 of the Preliminary Environmental Information Report (PEIR), available as part of the statutory consultation materials.

### ▼ I received a letter, why did I get one?

As part of the process to seek authorisation for Tilbury2, Port of Tilbury London Limited (PoTLL) is required to identify all parties that own or occupy property that may be affected by the proposed construction and use of Tilbury2. Ardent Management Limited, a specialist company, has been appointed by Port of Tilbury London Limited to do this on its behalf. This exercise is known as land referencing. As part of that exercise, Ardent will write to you to ensure that they understand the nature of your property interest.

PoTLL also has to carry out a number of public consultations.

This is all done to enable you to be able to comment on the draft proposals, and to engage in the planning process for Tilbury2.

Receiving a letter from Ardent does not mean that your property will be required - no residential properties will be compulsorily acquired as part of the Tilbury2 proposals. If the value of your land or property is affected by the operation or construction of Tilbury2, you may be able to claim compensation for the reduction in value in due course.

#### ▼ I received a letter, how will Tilbury2 affect my property?

Residential properties have received letters if their property is considered to be potentially eligible to make a claim under Part 1 of the Land Compensation Act 1973. Such claims can be made where a project causes a loss of value to a property as a result of noise, vibration, smell, fumes, smoke and artificial lighting and the discharge of any solid or liquid substance (the latter of which is not currently anticipated to occur as a result of Tilbury2).

At this stage we are still assessing what the effects of Tilbury2 may be on properties in the area and full environmental impact assessment will be carried out. At the moment, you have been contacted to ensure that you can participate in the consultation process which will inform that assessment.

#### ▼ I live on the Kent side and have got a letter, do you have any planned development here?

No development is planned on the Kent side of the River Thames. You have received a letter for the reasons given above.

#### ▼ Can I have compensation?

As discussed above, some properties may be eligible for compensation under the Land Compensation Act 1973 as a result of the Tilbury2 proposals. There is no entitlement to compensation until a reduction in the value of your property has occurred by reason of the factors set out above. A special court, the Lands Chamber of the Upper Tribunal, ultimately has jurisdiction to decide whether or not you are entitled to compensation. For further enquiries in relation to compensation please contact Ardent, who are dealing with these matters for the port at this stage. The details for contact are Charlotte Potts on [charlottepotts@ardent-management.com](mailto:charlottepotts@ardent-management.com) or Luke Tully on [luketully@ardent-management.com](mailto:luketully@ardent-management.com).

For more information please see this document: [Guide to claims for loss of property value arising from Tilbury2](#)

#### ▼ Will the new road be dual carriage way?

The new road will be single carriageway in each direction.

#### ▼ Why does your red line come north of the railway line and has a bit that sticks out near Brennan Road?

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). The extent of this provision is being discussed with Thurrock Council. 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 and rail works will be to the south of the existing railway line.

#### ▼ Will the CMAT mean more dust?

Whilst the operation of a new CMAT will create more localised dust than currently exists given that the site is presently disused the EIA process for Tilbury2 will include a full assessment of the impact of such operational dust emissions arising from the CMAT, as well as potential mitigation measures to reduce any effects that likely to arise. The background detail for this assessment is set out at Chapter 18 of the PEIR.

#### ▼ How many ship movements will there be?

The RoRo berth is expected to receive two vessels per day which equates to 1452 movements per year. These movements are envisaged to be downstream.

The aggregate berth (import) is expected to receive 20 vessels per annum which equates to 40 movements per year. These movements are envisaged to be downstream.

The aggregate berth (export) is expected to receive 150 vessels per annum which equates to 300 movements per year. These movements are envisaged to be upstream.

The total number of additional vessel movements equates to 1792 per annum.

As with any port, the number of ship movements may vary over time.

#### ▼ How will this be able to operate given the existing cement facilities in Kent?

Owing to a lack of facilities on the northern side of the Thames, there is a huge demand for these facilities with increasing construction projects that are independent of the Forth Ports group; these facilities will help supply this demand.

#### ▼ Why can't you extend fort road and straighten it?

The existing Fort Road is not capable of safely accommodating the volume and type of traffic associated with Tilbury2. Even with improved carriageway width the current alignment of Fort Road would not meet modern design standards and would not be suitable as an access route to Tilbury2. Various options for new and/or improved roads have been considered to access Tilbury2. Full details will be set out in the Transport Assessment with the application. Assessed against a range of criteria the proposed link road would provide a safe and suitable access for Tilbury2.

#### ▼ Will this project directly impact on the ferry?

As set out at paragraphs 14.26 and 14.27 of the PEIR, it is not anticipated that there will be any direct impacts on the ferry arising from the construction and operation of Tilbury2. The ferry operates from the existing Port of Tilbury and will continue to do so.

#### ▼ Can you do something about Anglian Water?

The Anglian Water site, except its jetty, is not affected by the Tilbury2 proposals, and will continue to be owned and operated by Anglian Water. Complaints about odour from Tilbury Sewage Treatment Works should be reported to the Environment Agency [0800 807 080](tel:0800807080) and Anglian Water [08457 145 145](tel:08457145145).

#### ▼ Will I still be able to use all of the Two Forts Walk, especially by your site?

The Two Forts Walk will still be able to be used, including by the Tilbury2 site, although there may be some temporary diversions during the construction period. Port of Tilbury London Limited is also in discussions with Thurrock Council as to improvements to the public realm in the area.