



PLANNING & TRANSPORTATION

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Tilbury 2 Project Team  
The Planning Inspectorate  
Temple Quay House  
2 The Square  
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BS16PN

15<sup>th</sup> March 2018

Dear Matt

**Re: Planning Act 2008 – Application by Port of Tilbury London Limited (Reference TR030003) – Proposed Port Terminal at the Former Tilbury Power Station ('Tilbury 2')**

We write on behalf of our client London Gateway Port Limited and in response to your letter dated 26<sup>th</sup> February 2018 (Rule 8 letter). Our client is registered as an Interested Party with registration identification number 20010092.

In particular we write in response to the Panel of Examining Inspectors First Written Questions (FWQs), questions 1.14.9 and 1.14.10 of which seek further information from my client. We respond to each of these questions in turn under within the following sections.

**Question 1.14.9 – Please provide details of your operational port, including a location plan and a link to the relevant planning permission(s) and a summary of types of operations/shipping that London Gateway Port is used for?**

The DP World London Gateway development comprises two elements (a) a deep sea shipping container port (the Port) and (b) a logistics park (the Park). The port is located on the north banks of the River Thames at Stanford-le-Hope, Essex with the logistics park located directly adjacent on land to the north which was formerly occupied by the Shell Haven oil refinery. A site location plan is provided at **Annex 1** to this letter.

The Port is permitted pursuant to a Harbour Empowerment Order (Reference: 2008 No.1261) (the HEO) which was made on the 2<sup>nd</sup> May 2008 and came into force on the 16<sup>th</sup> May 2008. It consents up to seven deep sea container berths serving primarily container (cellular) shipping vessels (or alternatively 6 berths plus a Roll on/Roll off (RoRo) facility) plus ancillary facilities including, container handling equipment, container storage areas ('stacks') two rail interchanges, operational buildings, a gate

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Company Registration No: 9989123

complex and service facilities including access ways and electricity sub stations. Once fully developed the Port will have a capacity of 3.5 million TEUs (Twenty Foot Equivalent container units) per annum. A link to the HEO is provided below:

[http://www.legislation.gov.uk/ukxi/2008/1261/pdfs/ukxi\\_20081261\\_en.pdf](http://www.legislation.gov.uk/ukxi/2008/1261/pdfs/ukxi_20081261_en.pdf)

The first container berth was brought into operation in 2013 alongside the first rail terminal and a further 2 berths have since become operational. Current Port activities include the following:

- Mooring and unmooring of container ships
- Loading and discharging of containers from ships
- Loading and discharging of freight trains/HGV's
- Temporary storage of containers

The Port also occasionally handles conventional vessels for the discharge of aggregate relating to ongoing site construction activities

The Park was originally consented pursuant to an Outline Planning Consent (Reference 02/00084/OUT). This however was supplanted by the London Gateway Logistics Park Local Development Order (the LDO), which was made by Thurrock Council on the 7<sup>th</sup> November 2013. A link to the LDO is provided below:

<https://www.thurrock.gov.uk/local-development-order/london-gateway-logistics-park>

The LDO permits up to 829,700 square metres of industrial (use class B1(b), B1(c), B2 and B8) floor space within buildings with an individual floor area ranging between 1,000 and 120,000 square metres each. Ancillary facilities are also permitted including access ways, parking, landscaping, drainage, and utility infrastructure. A 'common user' rail terminal is also permitted. Currently the Park development comprises a total of 85,665 of operational floor space within three buildings (currently occupied by UPS, Lidl and Dixons Carphone Warehouse). A further two site buildings are committed and due to be brought into operational use in late 2018 and Summer 2019 respectively. Activities are those commonly associated with the stated type of 'B' Class development.

**Question 1.14.10 – Please can this IP provide summary details concerning any potential overlap in its market and current operations, or competition with, the proposed development?**

As we understand, Tilbury 2 will be focused upon the development of additional facilities for the handling of RoRo vessels at the Port of Tilbury. At the present time, the Port does not handle RoRo vessels and as such there is no immediate overlap in operations. It is possible that the Port may develop an interest in implementing RoRo in the future (most likely to handle cars) within its potential future marketing plan. Such would be complementary to existing car packing activities (the loading of cars into containers) which presently take place and may be the subject of possible interest from the automotive sector in taking facilities on the Park.

With regard to the Park development, we cannot identify any material overlap or competition between the two developments.

We trust the information provided herein is of assistance however, should you require any further information please contact me using the details at the top of this letter.

Yours sincerely,

A black rectangular box redacting the signature of Trevor Hutchinson.

Trevor Hutchinson

Managing Director



## ANNEX 1

## Site Location Plan

