

From: [Richard Dilks](#)
To: [Tilbury2](#)
Subject: Written submission from London First
Date: 19 March 2018 14:08:39

Dear Tilbury 2 planning enquiry,

Here is the written submission from London First, following the oral submission we made at the open floor hearing held on 20th February 2018. I was asked on that day to send this by Lilian Harrison. I note that I am not an interested party but ask that this submission be accepted nonetheless.

London First is a business membership organisation with the mission to make London the best city in the world to do business. Our members include the capital's leading employers in key sectors such as financial and business services, property, transport, ICT, education, creative industries, hospitality and retail. We were founded in 1992. By way of declaration of interest, our members include Port of Tilbury, as well as other riparian members such as the Port of London Authority, alongside circa 250 other businesses.

London First strongly supports new facilities that enable London to continue its economic growth, which is vital to London, its wider region and the country as a whole. London's job total and unemployment rate are at an all-time high and low respectively. To keep them there and help London compete on the world stage means continuing to invest in its infrastructure via enhancements such as those proposed by the Tilbury 2 application. The fact that the Port has doubled its size of business in the last decade shows there is a strong business rationale for expansion at Tilbury.

London's economic growth is intertwined with its population. This is at an all-time high of 8.8 million, up 7% from 5 years ago. The GLA expects it to rise to 9.6 million by 2025 and 10 million by 2031. This growth is very welcome, but poses challenges to London's ability to house its people, provide workspace for them and to modernise and extend the infrastructure that knits all this together.

Tilbury 2's focus on construction materials is of particular significance to London's future economy. London's housing target per year is now 66,000 homes. In 2015/16 London managed to add more homes than at any point in the last decade, but still only built 30,390. So there remains a very large gap which threatens the sustainability of London as a place to live and work. Tilbury 2's contribution to London's construction capacity is an important piece of the jigsaw of getting more homes built in London.

This construction-related economic value is also about workplace capacity. In our 'Building London, Building Britain' report of 2013 we commissioned PWC to analyse the national economic impact of central London office construction and found that such developments contribute an average of £1.7bn in GVA and 34,600 jobs per year with around 84% of direct expenditure on these developments remaining in the UK and more than half of that being

spent in the regions of the UK.

There is also Tilbury 2's role in enabling the other infrastructure projects that will be so important for London's future, as the existing Port has been able to do on the Crossrail, Thames Tideway and Blackfriars Bridge projects. London First strongly supports further river crossings in east London. If London is to gain these, such as those at Silvertown and the Lower Thames Crossing, then it will need appropriate handling facilities, as would be provided by Tilbury 2.

Finally, Tilbury 2 offers the potential to boost the use of more sustainable modes of transport. Specifically, the connection proposed to the National Rail network can play an important part in taking more trucks off London and the South East's roads, as will the onward river-based transport capacity opened up by Tilbury 2 to help take trucks off the road in central and inner London too. Likewise the potential that Tilbury 2 opens up for an enhanced cross-river river bus service to Gravesend as well as longer route connections to neighbouring areas and indeed central London. This would build on the successful trial commuter service which has run from Gravesend from September 2017.

Please do not hesitate to contact me with any queries.

With kind regards,

Richard Dilks

Programme Director, Transport

D: 020 7665 1502 **T:** 020 7665 1500 **M:** 07852 030306

www.londonfirst.co.uk

@London_First

Middlesex House, 34-42 Cleveland Street, London W1T 4JE



This e-mail message and any attachments are confidential and London First reserves all rights of privilege in respect thereof. The message is intended for the use of only the addressee(s) and if you are not the intended recipient, any use, disclosure or copying of this message is unauthorised. If you have received this e-mail in error, please notify us immediately by telephone (020 7665 1500) or by e-mail to the sender and delete this e-mail from your system. While London First takes care to protect its systems from virus attacks and other harmful events, the organisation gives no warranty that this message (including attachments) is free of any virus or other harmful matter, and accepts no responsibility for any loss or damage resulting from the recipient receiving, opening or using it.

Registered Office: Middlesex House, 34-42 Cleveland Street, London W1T 4JE. Registered in England: No. 2756521

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>
