

<p>Reference: Tilbury2 NSIP</p>	<p>Site: Land forming the western part of the former Tilbury Power Station, land parallel to and south of the existing London-Tilbury-South railway line south of Tilbury and land at the Asda roundabout junction, Tilbury.</p>
<p>Ward: Tilbury Riverside & Thurrock Park & Tilbury St. Chads</p>	<p>Proposal: Application for a Development Consent Order (DCO) authorising, in summary, the construction and operation of a new port terminal with associated development (to be known as Tilbury2) on land formerly comprising part of the Tilbury Power Station site.</p>
<p>Applicant: Port of Tilbury London Limited (POTLL)</p>	
<p>Recommendation: That the Planning Committee consider and agree the content of both the Local Impact Report (LIR) forming Appendix 1 to this Report and the Written Representation (WR) forming Appendix 2 and that these Appendices are formally submitted to the Planning Inspectorate by the statutory deadline (20th March 2018)</p>	

1.0 BACKGROUND

- 1.1 In October 2017, following a period of informal and formal consultation, Port of Tilbury London Limited (POTLL) submitted an application for a Development Consent Order (DCO) with the Planning Inspectorate (PINS). The proposals within the application constitute a Nationally Significant Infrastructure Project (NSIP) as the development comprises the development of a new harbour facility with an estimated throughput greater than the thresholds set out by the Planning Act 2008. Consequently, an application for a DCO has been submitted to PINS who will undertake an examination and present a recommendation to the Secretary of State for a final decision.
- 1.2 PINS accepted the application in November 2017 and 6 month period of examination commenced on 20th February 2018. The 2008 Act sets a 6 month period for the examination process. The process sets a number of deadlines and ‘Deadline 1’ (Tuesday 20th March 2018) sets a timeframe for the submission of a LIR and WR by the Council.
- 1.3 A Relevant Representation (RR) was submitted to PINS in early January 2018. This document set out what Officers considered to be the main issues raised by the application and the views of technical consultees which were available at that time. For information, the RR submitted to PINS identified the following issues for consideration:

- socio-economics;
- health;
- landscape character and visual impact;
- terrestrial ecology;
- archaeology and cultural heritage;
- land-side transport;
- hydrogeology and ground conditions;
- water resources and flood risk;
- noise and vibration; and
- air quality.

1.4 A Statement of Common Ground (SoCG) between the Council and POTLL is also being prepared. This document will confirm which 'topics' are agreed between the two parties with reference to the method of assessing impact, baseline conditions mitigation proposals etc.

2.0 DESCRIPTION OF PROPOSAL

2.1 A fuller description of the proposals is set out within Appendix 1. In summary Tilbury2 comprises a new port terminal on the north bank of the River Thames at Tilbury, to the east of the existing Port. The proposed main uses associated with Tilbury2 would comprise a roll-on / roll off (RoRo) terminal for containerised and trailer freight, a warehouse building, a Construction Materials and Aggregates Terminal (CMAT) to include stockpiles and the processing of aggregates for the production of asphalt and concrete products, associated road and rail transport infrastructure (Infrastructure Corridor) and associated ancillary development. The proposals will involve a range of works including:

- creation of hard surfaced areas;
- improvements and extension to an existing river jetty and creation of a new RoRo berth;
- associated dredging to form berthing pockets for the extended and new jetties;
- new and improved conveyors;
- erection of welfare buildings;
- erection of a warehouse with a floorspace of 10,200 sq.m.;
- storage and production structures associated with the CMAT;
- construction of a new road link from Ferry Road to Fort Road; and
- formation of a rail spur and sidings.

3.0 SUBMISSION OF LIR AND WR

3.1 Although the Council is not the decision-making body for this application it nevertheless has a number of roles and responsibilities as 'host borough', including the submission of a LIR and WR.

3.2 LIR:

A LIR is defined by the 2008 Act as '*a report in writing giving details of the likely impact of the proposed development on the authority's area (or any part of that area)*'. In coming to a decision the Secretary of State must have regard to any LIR submitted by the deadline. Advice produced by PINS provides guidance for the content of an LIR and the report at Appendix 1 broadly follows this advice. The report includes a statement of positive, neutral and negative impacts and, as advised by PINS, it does contain a balancing exercise between positive and negative impacts.

3.3 The LIR has to be submitted early in the 6 month examination period and the fixed deadline for receipt of the document by PINS is Tuesday 20th March 2018. There is no flexibility in extending this deadline and it is crucial that the Committee consider the content of the LIR at this meeting. It is suggested that any necessary relevant revisions to the LIR are agreed between the Assistant Director of Planning, Transport and Public Protection and the Chair of the Planning Committee after the meeting such that the LIR can be submitted by 20th March 2018.

3.4 WR:

A WR is a separate document from the LIR which gives the local authority an opportunity to express an opinion on the submission. Whereas the LIR is a technical document setting out an assessment of the various impacts of the proposals, the WR is described by PINS as the most appropriate document for a local authority to set out its view on the application i.e. whether or not it supports the application and its reasons, with any accompanying evidence or documents.

3.5 Put simply the WR sets out the Council's view on the application, weighing and balancing the various positive and adverse effects to reach a balanced conclusion. As above, the WR has to be submitted to PINS by 20th March 2018 and there is no opportunity to extend this deadline. Therefore, it is essential that Committee consider the content of the WR at this meeting. It is suggested that any necessary relevant revisions to the WR are agreed between the Assistant Director of Planning, Transport and Public Protection and the Chair of the Planning Committee after the meeting such that the LIR can be submitted by 20th March 2018.

4.0 RECOMMENDATION

That the Planning Committee consider and agree the content of both the LIR forming Appendix 1 to this Report and the WR forming Appendix 2 and that these Appendices are formally submitted to PINS on or before the deadline of 20th March 2018.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online:

www.thurrock.gov.uk/planning