



PORT OF
TILBURY
LONDON

PORT OF TILBURY LONDON LIMITED

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Secretary of State for Transport

c/o The Planning Inspectorate

27 September 2024

Dear Secretary of State

APPLICATION FOR THE PROPOSED LOWER THAMES CROSSING DEVELOPMENT CONSENT ORDER

CONFIRMATION OF AGREEMENT WITH NATIONAL HIGHWAYS – PARTIAL WITHDRAWAL OF OBJECTION

We are writing to advise you that the Port of Tilbury London Limited (PoTLL) has now entered into an agreement with the Applicant, National Highways, to manage the interaction between the Lower Thames Crossing scheme (the Scheme) and the Port of Tilbury.

PoTLL and the Applicant have also confirmed that a small number of matters are not capable of resolution by agreement and must be adjudicated upon by the Secretary of State when making a decision on whether or not to grant development consent for the Scheme and the form any such consent should take.

In view of this, PoTLL is now able to withdraw its objection to the Scheme, save for the following, limited matters:

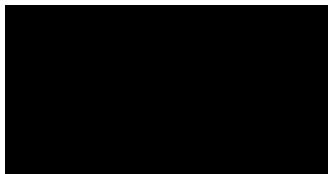
- a) PoTLL maintains its support of, and agreement with, the Port of London Authority's position that the drafting of paragraph 99(5) and (6) of Part 8 of Schedule 14 (Protective Provisions for the Port of London Authority) is not appropriate, for the reasons given in paragraphs 1.1 to 1.13 of PoTLL's Deadline 7 submission [\[REP7-226\]](#);
- b) PoTLL maintains its position, in agreement with Thurrock Council, DP World and Thames Enterprise Park, that it is necessary for Requirements to be included in any Order that is made, and that these Requirements should be in the form proposed by and agreed with those stakeholders, to address:
 - i. impacts of construction traffic to the Asda Roundabout on the A1089 (preferred drafting in [\[REP8-164\]](#), page 23);
 - ii. impacts from the Scheme to the Orsett Cock Interchange on the A13 (preferred drafting in [\[REP6-163\]](#), page 39; alternative drafting in [\[REP9-299\]](#), page 182);
 - iii. the need for passive provision for a Tilbury Link Road to connect into the A122 (Lower Thames Crossing) to be appropriately secured (preferred drafting in [\[REP8-164\]](#), paragraph 2.30); and
 - iv. the potential for the Scheme to create new and unforeseen highways impacts on the wider network and the need to address these (preferred drafting in [\[REP8-166\]](#), page 195).

A summary of where full details setting out the reasons these requirements are necessary can be found in section 8 of PoTLL's Deadline 10 submission [\[REP10-038\]](#).

PoTLL confirms that, save in respect of those matters listed at a) and b) above, it has no objection to the Scheme. PoTLL also confirms that the protective provisions included as Part 10 of Schedule 14 to the latest

version of the draft Order are agreed, and requests that these are included in the Order if the Secretary of State is minded to grant development consent for the Scheme.

Yours sincerely

A large black rectangular box redacting the signature of the Commercial Director.

Commercial Director