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10/09/2024

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Reference: EN020036

Proposal: Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) - Regulations 10 and 11.

Application by National Grid Electricity Transmission (the Applicant) for an order granting Development Consent for the Proposed Grimsby to Walpole Project (the Proposed Development).

Scoping consultation and notification of the applicant's contact details and duty to make available information to the applicant if requested

Thank you for your letter dated 6th August giving North Lincolnshire Council (NLC) the opportunity to comment on EN020036.

I can confirm that NLC has objections to raise in respect of this project with the following comment from our Principal Access and Commons Officer:

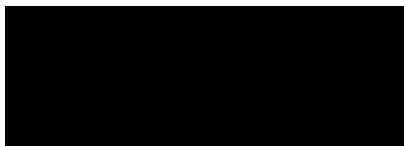
Public rights of way are legally a material consideration for planning applications; Section 104 of the National Planning Policy Framework states "Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails"; and Core Strategy 25 of the North Lincolnshire Council Local Development Framework requires we "Promote the continuation and improvement of North Lincolnshire's network of safe walking and cycling routes, including ... the Public Rights of Way network ...".

Public Footpath 50 (FP50) currently follows the Humber bank between the easternmost end of Station Road and North Killingholme Haven. However, under section 19 'Public Rights of Way' of the 'Able Marine Energy Park Development

Consent Order 2014', this will be diverted in due course once North Lincolnshire Council have certified the agreed new alignment has been created to the standard defined in the implementation plan. Moreover, the new alignment appears to coincide with Uniper's proposed Eastern Pipeline (as shown in green on Map 2-2 within the Uniper Environmental Assessment), running as it does along the eastern side of Rosper Road between its junctions with Station Road and Haven Road. Additionally the developer, Able UK Limited, has expressed a wish subsequently to divert FP50 on the Humber bank south of the easternmost end of Station Road to a new alignment also along the eastern side of Rosper Road, between its junctions with Station Road and Marsh Lane. These considerations have even greater import given the fact that FP50 will shortly be opened as part of the King Charles III England Coastal Path, an official national trail.

For the above reasons, it is strongly recommended as part of this scoping opinion that public rights of way, and FP50 in particular, be included in the forthcoming Environmental Statement.

Kind Regards



Matthew Gillyon
Senior Planning Officer
North Lincolnshire Council