

PLANNING ACT 2008 (PA 2008) AND THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010.

NOTICE OF PROCEDURAL DECISIONS MADE AT AND FOLLOWING THE PRELIMINARY MEETING REGARDING AN APPLICATION FOR THE PROPOSED ABLE MARINE ENERGY PARK ON THE SOUTH BANK OF THE RIVER HUMBER AT IMMINGHAM, NORTH LINCOLNSHIRE.

PLANNING INSPECTORATE REFERENCE NUMBER: TR030001

OUR UNIQUE REFERENCE NUMBER: 10015529

RESPONSE OF NORTH EAST LINCOLNSHIRE COUNCIL

Written questions.

With reference to the initial questions asked by the Examining Authority relating to North East Lincolnshire (questions 73 and 74) please find below our response;

Q73: The following response has been agreed by North East Lincolnshire, The Highways Agency and North Lincolnshire:

It is considered that the submitted Framework Travel Plan is a good foundation to work from. However, we have some concerns that the plan places a very high level of responsibility upon end occupiers rather than the developer to implement the plan. The following specific concerns have been identified:

- 1) There is a need to ensure that the proposed actions and measures for achieving objectives are identified within the Travel Plan and that these are reflected in the occupier travel plans and that measures identified are implemented in full.
- 2) There is a need to ensure that targets are set from the first occupation of the development and set using the SMART principles. Occupier travel plan targets should be set in relation to the framework travel plan and include measures for monitoring and reporting on success against targets.
- 3) It is important to identify how Able will monitor the effectiveness of the Travel Plan, what will be monitored, how monitoring will be carried out (surveys) and who will be responsible for monitoring. As part of this we would like to see a revised Travel Plan being submitted to the relevant local authority either annually or every three years with any future Travel Plans to include a site audit of available infrastructure and future requirements.
- 4) The Travel Plan identifies that accessing the site by public transport (mainly bus), walking and cycling will be challenging and we would expect Able to support the development and implementation of the 'International Gateways: Area wide Travel Plan.' This includes a variety of sustainable travel methods including upgrading infrastructure so as to provide adequate cycle links into the Gateway area and area-wide commitments to encouraging sustainable travel modes.

5) The developer is passing a lot of responsibility onto the end users and in particular to delivering their own private bus services (which of course, the Councils would want to see the emphasis, in time, shift from private bus services for this development to public bus services for the wider area). As such it is imperative that this provision of dedicated bus services is 'forever' (or certainly for a long period of time) conditioned and/or secured via the s.106 agreement.

Q74: It is considered that a section 106 obligation is required and would be used to cover the following;

A1173/Kiln Lane Junction.

Junction capacity analysis has identified that the junction of the A1173/Kiln Lane (referred to as A1173/North Moss Lane/Kiln Lane in the TA) will require a mitigation scheme to ensure the development results in nil detriment from the increased traffic flows. ABLE UK has agreed that the mitigation measures are required and the costs involved in this should be circa £50,000.

Contribution to A18/A180 Link Road

A contribution of £20,000 is sought from ABLE UK in recognition of the benefit which the A18/A180 link road will offer and the fact that it will help facilitate the development without more onerous mitigation measures being necessary particularly in relation to the impact on the Immingham Air Quality Management Area (AQMA). This contribution was identified in the bid submission to the DfT and referred to in the South Humber Bank Transport Study.

Cycleway Upgrade

As noted above the Travel Plan identifies that accessing the site by walking and cycling will be challenging. The potential to upgrade Manby Road, Immingham to provide cycle links is identified so as to ensure accessibility to the site by sustainable modes and to feed into overall strategic links. This would involve putting in a 2.5 metre wide shared path and a toucan crossing as indicated on the attached map. The total cost would be circa £275,000. It is calculated that on a pro rata basis there should be a contribution of £154,000 from the developers towards such a cycle/footway. This work would be up to the North Lincolnshire/North East Lincolnshire boundary and negotiations would need to continue with North Lincolnshire as to the carrying out of improvements on their side of the boundary. Additional funding would be sought for the remainder of the costs.

Routing Agreement

A routing agreement will be required to reduce any potential effect of the increase in traffic flows on Immingham AQMA.

Written Representations

North East Lincolnshire Council made representation on the proposal on 30th March 2012 which was duly acknowledged. Confirmation as an Interested Party was given

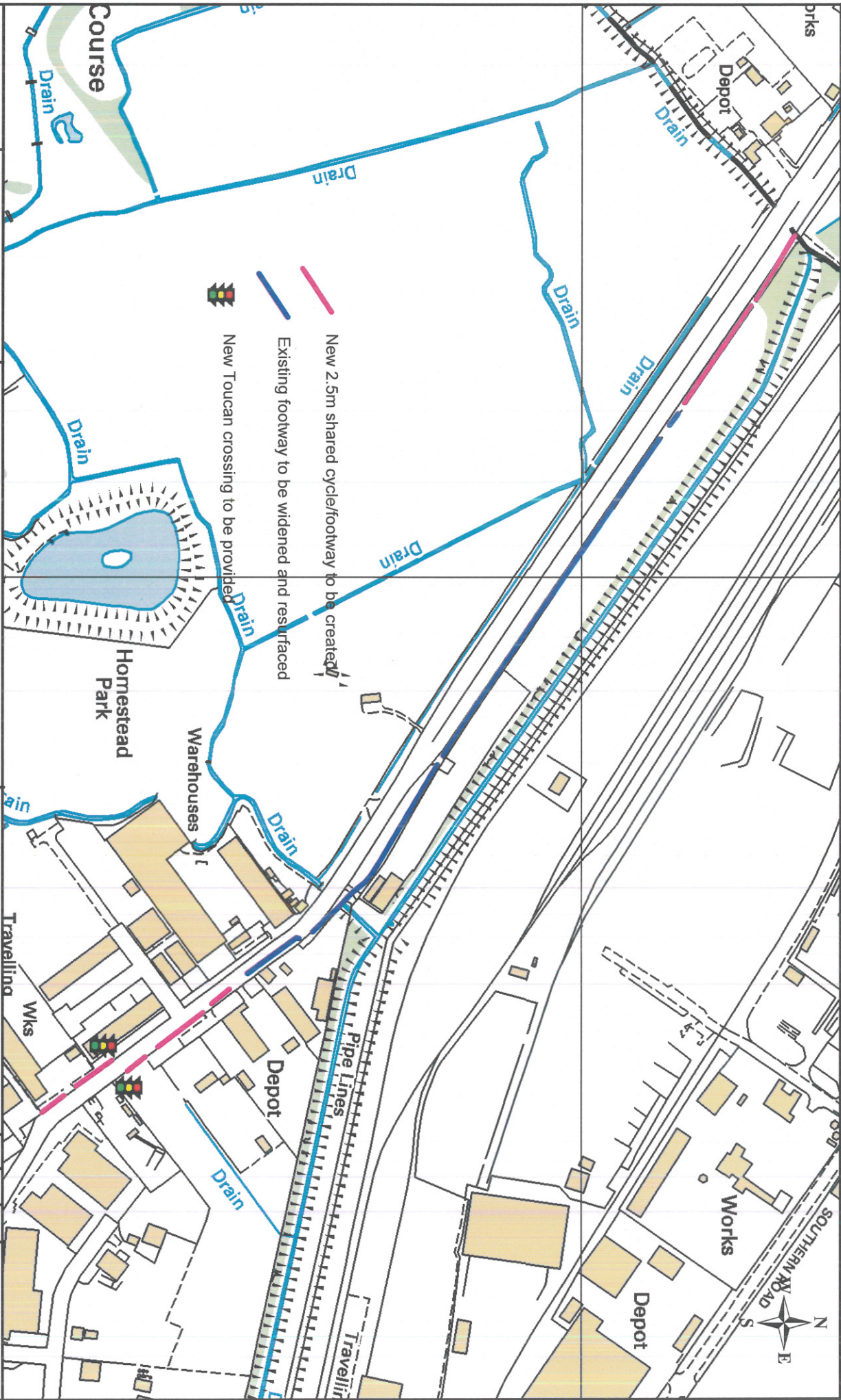
on 1st May 2012. Subsequently negotiations have been ongoing with the applicants and our representations are updated as follows;

In terms of economic development in the area the broad support for this development which would strengthen the areas offer in terms of renewable off shore energy production is reiterated. This development has the potential to create a significant number of jobs for North East Lincolnshire Council residents. It would also create opportunities for new and existing businesses involved in the supply chain. Any wind turbine manufacturing facilities developed in North Lincolnshire would positively support the growth of the operations and maintenance sector developing at Grimsby Port. The application would help to regenerate the local and wider area and the Council supports the proposal.

However the view remains that the implications of the development on the infrastructure of the area needs to be fully considered and in particular we still require further clarification and assessment on various matters relating to transport and the designated Immingham Air Quality Management Area. These matters are from the submitted Transport Assessment and Travel Plan documents.

- 1) For shift systems there remains the need for clarification on any change in shift patterns which could have a significant impact on the robustness of the subsequent junction capacity assessment work. Negotiations are ongoing with the applicants.
- 2) On trip distribution there remains the need for clarification regarding the process used to determine trip distribution and the large proportion of trips from the west. Negotiations are ongoing with the applicants
- 3) In terms of the A18/A180 link road an assessment of the impact of the development on this committed scheme. Please refer to our response to questions.
- 4) With regard to sustainable transport measures the need for a robust Travel Plan so that people accessing the site from North and North East Lincolnshire are able to do so using sustainable transport. Defined responsibilities and future monitoring are required. Please refer to our response to questions.
- 5) In terms of the A1173/Kings Road and Pelham Road Air Quality Management Area verification of the air quality results by an environmental specialist. Moreover the need for routing agreements. Please refer to our response to questions.
- 6) There remains the need for consideration of the conditions/Agreements required to cover highway and transport mitigation works. Please refer to our response to questions.

A1173 Manby Road - Cycle/footway link



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