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REAL ESTATE**

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Your ref: TRE030001
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26 October 2012

Dear Sirs

**ABLE MARINE ENERGY PARK – SUMMARY OF ORAL REPRESENTATIONS PRESENTED AT
22 OCTOBER 2012 TRANSPORT HEARING**

**ROYAL MAIL GROUP LIMITED (UNIQUE REFERENCE NUMBER: ABLE-0027), IMMINGHAM
DELIVERY OFFICE**

Please find below a summary of the oral representations presented on behalf of Royal Mail Group Ltd (hereafter referred to as "Royal Mail") at the 22 October 2012 Transport Hearing session.

As you may recall, a report produced by Northern Transport Planning (NTP) was submitted to the Examining Panel in support of Royal Mail's written representations on 12 September 2012. This report considered the traffic implications of the proposed Able Marine Energy Park (AMEP) development with specific reference to the operations of Royal Mail's Immingham Delivery Office and the extent to which the proposed AMEP development could restrict Royal Mail's statutory functions. The report concluded that improvements at the A1173 / Pelham Road mini-roundabout junction are required to increase its capacity and mitigate the traffic impact of AMEP.

The applicant's transport consultants, JMP, subsequently produced new traffic flow diagrams and operational analysis traffic models, and supplied this to NTP for review. This further information confirmed that improvements to the Pelham Road mini-roundabout would be necessary. JMP also supplied a drawing identifying an improvement scheme aimed at mitigating the traffic impact of AMEP at the A1173 / Pelham Road mini-roundabout.

In his oral representations presented at the Transport Hearing on Monday 22 October 2012, Mr John Vernon of NTP explained that effective mitigation of traffic impacts arising from the AMEP development was required to safeguard Royal Mail's statutory operations and ensure efficient operation of the local highway network, commenting also on the new JMP traffic analysis as follows:

- Arising from discussions prior to the Transport Hearing between NTP, acting for Royal Mail, and JMP acting for the applicant, it is agreed that measures to increase highway capacity at the junction of A1173 with Pelham Road are required to mitigate the impact of traffic generated by the proposed AMEP development;

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- The new JMP analysis uses a different distribution of development traffic and a different assessment of committed development traffic to those used in the Transport Assessment. These revisions have, however, not been adequately explained or justified by JMP;
- Link Census traffic data collected by the Department for Transport shows recent traffic growth on the local highway network, supporting the view that the transport assessment should allow for future traffic growth in accordance with normal practice, although this has not been allowed for in JMP's analysis.

During the Hearing session, Mr Vernon also commented on the A1173 / Pelham Road mini-roundabout improvement scheme proposed by JMP. In summary, Mr Vernon's comments included:

- The A1173 / Pelham Road mini-roundabout improvement scheme currently proposed by JMP is considered unsatisfactory in that the proposals would not deliver the necessary increase in highway capacity and would result in road safety hazards;
- Submission of revised mitigation measures by the applicant is therefore requested to safely and adequately mitigate the impact of generated traffic, for consideration by the local highway authorities and Royal Mail;
- Measurements of the geometry of the existing mini-roundabout made by JMP, and used in their ARCADY assessment, are incorrect.

The applicant did not challenge any of the statements made by Mr Vernon at the Transport Hearing session.

In light of the above, Royal Mail has requested, in a written submission dated 25 October 2012, that a protective provision for Royal Mail is included within the Development Consent Order. It was requested that this protective provision requires the submission of details of a scheme for improvements to the A1173 / Pelham Road mini-roundabout to the local highways authority for approval, following consultation with Royal Mail, and thereafter the implementation of such scheme in accordance with the approved details prior to the proposed AMEP development being brought into use.

The improvement of the A1173 / Pelham Road mini-roundabout should be designed in accordance with normal standards and should seek mitigate the impact of the proposed development on this junction. This will reduce the impact of the proposed development on Royal Mail's operations out of the Immingham Delivery Office, ensuring that it is able to continue to undertake its statutory functions.

I trust the above is clear and satisfactory; however, if you have any questions or would like to discuss the above further please do not hesitate to contact me at the above office.

Yours faithfully

Paul Forshaw
Planner – Consulting

Cc Mr D Poole – Royal Mail