

**Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010**

**Proposed Able Marine Energy Park, Killingholme**

**Associated British Ports (10015525)**

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**Summary of Oral Representations by Associated British Ports at Local Impact Report Hearing**

**22<sup>nd</sup> October 2012**

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1. ABP did not make any representations at the Local Impact Report Hearing ('the Hearing'). Counsel for ABP, however, did ask questions of Mr Marcus Walker of North Lincolnshire Council ('the Council'), and established the following matters:

(i) As regards the £30million recently secured by the Council from the Regional Growth Fund, Mr Walker confirmed that the £10million segment 'ring-fenced' for renewable energy development could equally be directed towards the Port of Grimsby and its existing operations servicing the off-shore wind sector as towards AMEP.

(ii) On the subject of the Killingholme Loop, Mr Walker was directed to paragraph 4.4.2 of the Council's Local Impact Report ('LIR'), which stated - "*North Lincolnshire council will continue to support [the Killingholme Loop] in negotiation with South Humber Bank industrial users and Network Rail*". Mr Walker confirmed that it remained the position that the Council was fully supportive of the Killingholme Loop.

(iii) Mr Walker was not able to say whether Policy IN4A of the Local Plan (adopted 2003) remained extant policy<sup>1</sup>. That policy provides:

*"Port related development within the port area designated on the Proposals Map will be supported,"*

whilst the supporting text to the policy states at paragraph 5.37 that:

*"The local, regional and national economic and functional importance of the Port of Immingham is acknowledged. The further development of the port*

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<sup>1</sup> ABP has confirmed that this policy was indeed extant in discussions with North Lincolnshire Council personnel in the Summer of 2012, at the time of submitting its Written Representations

*area will be supported and encouraged...The Port area is within the control of Associated British Ports (ABP)".*

- (iv) It having been confirmed by reference to the Proposals Map of the Local Plan that Policy IN4A applied to the Triangle<sup>2</sup>, Counsel for ABP suggested that since the proposed development of AMEP would frustrate delivery of the Western Deepwater Jetty, the AMEP development was in conflict with Policy IN4A.
  - (v) Mr Walker told the Hearing that he had not taken Policy IN4A of the Local Plan into account when preparing the Council's LIR, because he had not thought it was relevant.
2. The East Riding of Yorkshire Council did not attend the Hearing and it was not possible, therefore, to raise any issues with that authority. It was noted, however, that the late change to the compensation proposals had not been considered by that Council in its LIR

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<sup>2</sup> The Triangle is here used as shorthand to describe the land owned by ABP in respect of which the Applicant is seeking compulsory purchase powers in the Development Consent Order.