

# IMMINGHAM EASTERN RO-RO TERMINAL



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Appendix 17.2: Travel Plan  
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PINS Reference – TR030007

February 2023

Immingham Eastern Ro-Ro Terminal, Port of Immingham

***Framework Travel Plan***

Immingham Eastern Ro-Ro  
Terminal, Port of Immingham

*Framework Travel Plan*

14<sup>th</sup> November 2022

SJT/RT/23325-05b Framework Travel Plan

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***Prepared for:***

Associated British Ports

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### 1.0 INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by David Tucker Associates (DTA) on behalf of Associated British Ports (ABP) to support the Development Consent Order application for the proposed roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham, which will be known as the Immingham Eastern Ro-Ro Terminal (IERRT). The proposed development plan is shown attached at **Annex A**.
- 1.2 The DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (April 2009 – the Good Practice Guidelines), defines a Travel Plan (TP) as *“...a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use”*.



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## 2.0 ACCESSIBILITY OF APPLICATION SITE

### 2.1 Site Location

2.1.1 The Port of Immingham is located to the north-east of Immingham and approximately 11km north-west of Grimsby. The Port estate is bound by the Humber Estuary to the north-east, Queens Road to the south-east, the A1173 to the south-west and the Phillips 66 gas facility, the CLH site and the AMEP site to the north-west.

### 2.2 Local Highway Network

2.2.1 A plan of the local road network can be seen on **Figure 1**. This shows the context of the Port of Immingham which has two highway access points, East Gate and West Gate.

2.2.2 From East Gate – Queens Road is a single carriageway road which measures approximately 8.0m in width. The road is subject to a 40mph speed limit. There is a footway along the western side of the carriageway starting some 700m south of the East Gate. Queens Road runs between the East Gate of the Port of Immingham and the A1173 Manby Road via a three-arm roundabout.

2.2.3 From West Gate – Humber Road is a single carriageway road which measures approximately 10m in width. The road is subject to a 40mph speed limit. Humber Road runs between the West Gate of the Port and the A160/ A1173 Manby Road/ Humber Road Roundabout.

2.2.4 The A1173 Manby Road is a single carriageway road which measures approximately 8.0m in width. The road is subject to the national speed limit of 60mph. There is a footway along the A1173 which changes between the eastern and western sides of the carriageway between the A1173 Manby Road/ Queens Road Roundabout and the A1173 Manby Road/ Pelham Road Roundabout. Dropped kerbs with tactile paving are provided at all crossing points. The A1173 runs between the A160/ A1173



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Manby Road/ Humber Road Roundabout and the A180/ A1173 Manby Road Roundabout.

2.2.5 The A160 and A180 form part of the Strategic Road Network (SRN).

2.2.6 The A160 is a dual carriageway road with 7.3m wide carriages and hard strips in both directions. The road is subject to the national speed limit of 70mph. The A160 runs between the A160/ A1173 Manby Road/ Humber Road Roundabout and the A180.

2.2.7 The A180 is a dual carriageway road which measures approximately 20m in width. The road is subject to the national speed limit of 70mph. The A180 runs between Grimsby and becomes the M180 motorway some 20km south-west of the Port of Immingham.

2.2.8 The M180 motorway runs from Junction 5 of the M18 motorway before becoming the A180 near Immingham.

### 2.3 Existing Rail Infrastructure

2.3.1 There are two running lines passing through the Port Estate, both of which enter the Port boundary at Humber Road Junction. At this point the main running line (KIL1) travels in a north-easterly direction, curving north-westerly at West Junction where it exits the Port Estate to join the branch line to Killingholme (KIL2). KIL2 subsequently crosses Station Road by means of a level crossing. This is shown in **Figure 2**.

2.3.2 KIL1 is the most heavily used part of the Immingham Dock rail infrastructure. It connects into terminal facilities at Humber International Terminal (HIT), Tata's Immingham Bulk Terminal (IBT), Simon Storage West, Henderson Quay, the Mineral Quay and the Killingholme Branch Line (KIL2).

2.3.3 The national rail network, operated by Network Rail and leading to the Port of Immingham provides three routes from the East Coast Main Line (ECML) to the key intersection at Wrawby Junction, about 14 km (c. 9 miles) west of Immingham. These



are the west facing South Humberside Line passing Scunthorpe and joining the ECML at Doncaster. The south-west facing Brigg Line passes Gainsborough joining the ECML at Retford. The south facing Lincoln Line passes through Lincoln and joins the ECML at Newark.

2.3.4 East of Wrawby Junction is a three-track railway of four miles to Brocklesby Junction where passenger services to Grimsby and Cleethorpes branch to the southwest. Freight traffic to the Port branches north to Ulceby then loops past the two Immingham oil refineries and onto the Port.

2.3.5 East of the Killingholme line, Immingham Reception sidings can be accessed, traffic can continue east on to DFDS Nordic Terminal, DB Cargo sidings, then onto ABP Rail sidings to the east of the Lock. Onward rail running lines continue on the Grimsby Light Railway (PYE2) to Great Coates, with onward rail traffic facing west on to the Down Cleethorpes Line. PYE2 is bi-directional and access to Immingham reception sidings can be via Great Coates.

## 2.4 Public Transport Provision

### Bus Services

2.4.1 The nearest bus stop to the site is located on Queens Road, at the junction with Laporte Road, approximately 250m south of the East Gate into the Port of Immingham. The stop is serviced by the number 5M. This service runs between Immingham and Grimsby every Monday to Friday between 16:19 and 17:49 at a frequency of 30-minutes.

### Rail Services

2.4.2 The nearest railway station to the site is Stallingborough Railway Station which is approximately 5.5km south off Station Road. There are 4 cycle storage spaces located at the station. The services at the station are operated by East Midlands Railway only.





2.4.3 Habrough Railway Station, which is approximately 7.5km southwest of the site off the B1210, is located on the same line as Stallingborough Railway Station but is served by a higher number of services. There are 4 cycle storage spaces located at the station and 13 car parking spaces. The services at the station are operated by East Midlands Railway, Northern Trains and TransPennine Express. On weekdays, the station is served by an hourly TransPennine Express service between Cleethorpes and Manchester Airport. East Midlands Railway operate a two-hourly service between Grimsby Town and Leicester via Lincoln and Nottingham as well as a two-hourly service between Cleethorpes and Barton-on-Humber. On Saturdays, there are also three trains per day between Cleethorpes and Sheffield via Brigg which are operated by Northern Trains.

2.4.4 On Sundays, the TransPennine Express service is two-hourly in the morning but increases to hourly in the afternoon. During the summer months, there are three East Midlands Railway services between Nottingham and Cleethorpes and four services to Barton-on-Humber with no services on either of these routes in the winter.

## 2.5 Walking and Cycling Provision

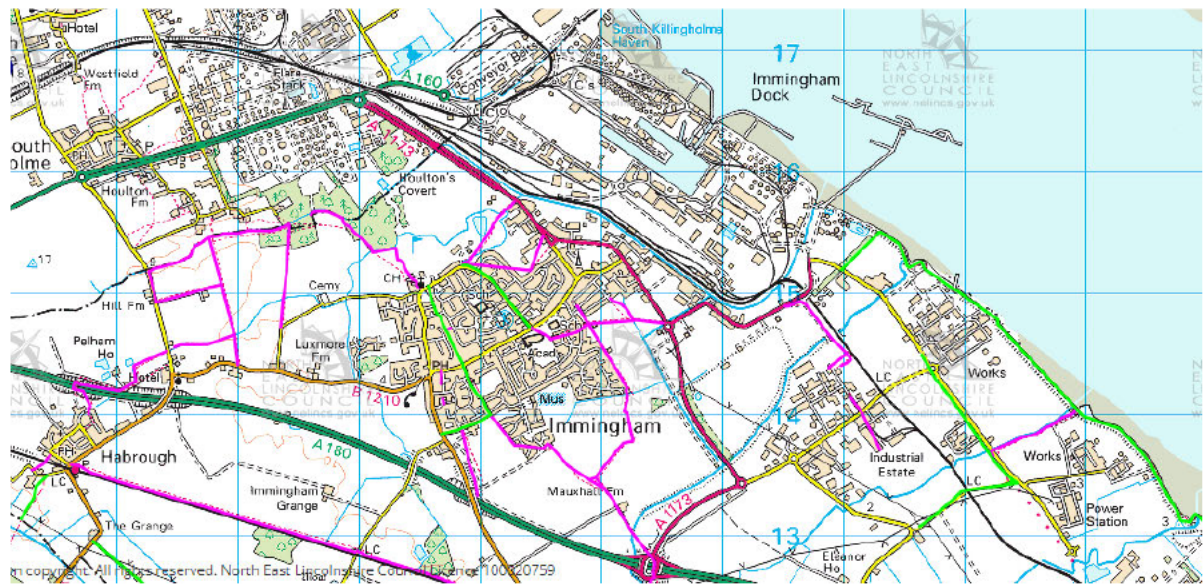
2.5.1 As well as the footways mentioned in **Section 3.2** above, all the residential roads in and around Immingham have lit footways on both sides of the carriageway. They are also all subject to a 30mph speed limit making them safe routes for both pedestrians and cyclists to use.

2.5.2 ABP are progressing a program to improve pedestrian and cycle facilities within the Port. The completion of this has been delayed due to the Covid-19 pandemic but is ongoing. These footways give pedestrian access to the Port via East Gate. A plan of these can be seen in **Annex E**.

2.5.3 There are a number of Public Rights of Way (PROWs) in the vicinity of the Port. There is a public footpath off Queens Road and a public Bridleway off Laporte Road, which forms part of the coastal path both of which are approximately 500m from East Gate. All the PROWs near to the Port can be seen in **Image 1** below.



Image 1 - Public Rights of Way Locations





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### 3.0 TRAVEL PLAN TARGETS AND OBJECTIVES

#### 3.1 Introduction

3.1.1 The overall TP objective for the development is to reduce the proportion of staff travelling by car and this chapter provides an indication as to the overall impact travel planning could have at reducing car mode share.

#### 3.2 Outcomes

3.2.1 The Good Practice Guidelines identifies that good practice has evolved from previous guidance into a single main approach to TPs. It states that:

*“The ‘outcomes’ approach, specifies outcomes linked to specific targets that can also be strengthened with sanctions if these are not met. This approach is distinct from that which focuses wholly on the establishment of a list of measures, e.g. the provision of a shuttle bus or cycle shelter. Many, if not the majority of, travel plans combine the two approaches, depending upon the type of travel plan and what it is designed to achieve. However, the establishment of outcomes is important.”*

3.2.2 With the outcomes approach, the focus is placed on ensuring the performance of the TP – for example, meeting modal shift targets. The applicant/ developer is then required to commit to meeting these targets, and agrees to a monitoring and review process. Should the targets not be met within the timescales stated, then it may be appropriate to implement remedial measures (see Section 5.2).

3.2.3 It is identified in the Good Practice Guidelines that, for new developments in particular, outcome targets should be expressed in terms of a maximum end levels of car use. This relates to the maximum allowable modal share of car use for when the development is complete. This figure should be lower than what would be expected should the development not have a TP.



### 3.3 Base Mode Share

3.3.1 As there are very few staff on site currently, 2011 Census data has been used to derive a preliminary base mode share for the proposed development. For this, journey to work mode share data for the North East Lincolnshire 001 Middle Super Output Area (MSOA), within which the site is located, was used and is summarised in **Table 1**.

**Table 1** – Modal split

Mode of travel	North East Lincolnshire 001
Underground, metro, light rail or tram	0.0%
Train	0.2%
Bus, minibus or coach	2.2%
Taxi	0.3%
Motorcycle, scooter or moped	1.0%
Driving a car or van	79.8%
Passenger in a car or van	6.2%
Bicycle	2.9%
On foot	7.0%
Other method of travel to work	0.4%

### 3.4 Targets

3.4.1 An initial 10% mode shift reduction target in car use for employees has been set for the development site against the baseline mode share of 79.8%. This is to be achieved over a five-year implementation period, as indicated on **Table 2**.

**Table 2** – Car Driver Mode Share Target

Car Driver Modal Share*					
Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
79.8%	78.2%	76.6%	75.0%	73.4%	71.8%

*\*to be reviewed following initial staff survey*

3.4.2 The base mode share for the site and associated car driver target will be reviewed within three months of first occupation. This information would be used to set occupant specific TP targets, which would be agreed with the local highway authority.



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These targets would be continually reviewed and monitored to determine whether the overall objectives of the TP are being achieved.

### 3.5 Indicators

3.5.1 The Good Practice Guidelines highlights the importance of distinguishing between outcome targets and indicators. Whereas the target for the proposed development is focussed on reducing the number of car trips, the indicators are used to monitor how the site is being accessed and how effectively different modes are meeting travel needs. This information can subsequently be used to identify where the greatest potential for mode shift may lie and to inform the implementation strategy for the TP over the coming year.

3.5.2 A number of indicators will be measured at the proposed development. The responsibility for measuring these indicators lies with the Travel Plan Coordinator (see **Section 4.2**), and will include the following:

- % of employees walking;
- % of employees cycling;
- % of employees using public transport;
- % of employees car sharing;
- Car and cycle parking usage.

### 3.6 Objectives

3.6.1 The following section sets out the developer and occupier objectives. In summary, the key role of the developer is to ensure that the key sustainable transport infrastructure is in place prior to occupation and to provide this FTP to guide the future operator in producing their TP. The occupier will be responsible for encouraging, monitoring and reviewing sustainable travel activities as defined through their own TP.



Developer Objectives

3.6.2 To ensure the potential for access by sustainable travel modes, the developer, through liaison with the local highway authority, will ensure that the appropriate infrastructure is implemented prior to first occupation.

3.6.3 Key developer objectives are defined as follows:

- To provide the necessary transport and building infrastructure;
- To enable access to the development by a number of alternative modes of transport; and
- To provide an attractive, secure environment for non-motorised modes.

3.6.4 The design features aimed to give priority to those arriving by sustainable modes to the proposed development are summarised in **Table 3** below.

**Table 3 – Design Features**

Preliminary Design Feature	Description
Pedestrian and Cycle Access	Pedestrian and cycle access is being developed on the Port, separately to this proposed development.
Cycle Parking	Cycle parking will be provided on site, located near to the main entrance points of buildings, and will be covered and secure.
Public Transport	A footway between the bus stop on Laporte Road and the proposed development will be provided as part of the proposals. This will allow safe access to public transport.
Detailed Design Feature	
Car Share Spaces	Consideration will be given to providing allocated car parking for car-sharers. These would be provided in a priority location and reviewed as part of the Travel Plan implementation.
Electric Charging Points	Electric vehicle charging points are to be provided as part of the development proposals.
Showering/changing Facilities	Shower and changing facilities will be provided on-site to accommodate staff travel by active modes.



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### Operators Objectives

3.6.5 The future operator of the site will be expected to prepare their TP and ensure that it is implemented and refined as necessary. The TP will commit the occupier to encouraging and facilitating employees and, where feasible, visitors to travel by sustainable modes of transport. The TP will provide details on forecast aims, outcomes and benefits.

3.6.6 The purpose of the subsidiary TP will be to:

- Promote the health, wealth and environmental benefits of cycling, walking and using public transport;
- Provide clear information to all employees on alternative modes of travel to and from the site;
- Enhance, where feasible and practicable, the safety and security of people travelling to and from the site;
- Effectively manage the demand for car parking;
- Alter working practices where feasible and practicable, to ensure that those wishing to travel by alternate modes can do so freely and easily;
- Reduce the need to travel during the peak hours where feasible and appropriate; and
- Reduce negative environmental impact of fleet vehicles, business travel and deliveries.



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## **4.0 TRAVEL PLAN MANAGEMENT AND MEASURES**

### **4.1 Introduction**

4.1.1 This section of the FTP reviews implementation and management, and provides a selection of measures that could be used to achieve the objectives set out above. The list of measures provided is not exhaustive and is only intended to act as a guide to the occupier, who may find their own ways of minimising the impact of transport generated by their organisation.

### **4.2 Travel Plan Coordinator**

4.2.1 Prior to occupation of the site, the occupier will appoint a Travel Plan Co-ordinator (TPC) to prepare and implement the TP, in line with the principles set out within this FTP. The TPC would be in place and funded by the occupier for a minimum of five years, with contact details provided to the local highway authority once appointed. The details will be kept updated throughout the life of the TP.

4.2.2 The TPC would be responsible for:

- Explaining and marketing the TP;
- Seeking commitment from senior management, staff and other relevant parties;
- Arranging promotional events;
- Ensuring the health, wealth and environmental benefits of sustainable travel are publicised;
- Producing questionnaires, promotional and informative material;
- Liaising with the local highway authority and external stakeholders as appropriate;
- Setting up a Staff Travel Database if appropriate; and
- Organising and analysis annual staff travel surveys.





4.3 General Promotion

4.3.1 **Table 4** provides a toolkit of measures that could be adopted by the occupier of the site. Details of the measures that will be implemented are to be set out within the occupier’s TP.

**Table 4** – Travel Plan Tool Kit

Potential Travel Plan Initiatives	Responsibility	
<b>Walking (best suited to journeys under 2km)</b>		
Provide cloakroom facilities within the building with drying and storage locker facilities.	Under agreement between developer and occupier, such facilities should be included within building design.	
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.		
Keep a store of pool umbrellas on-site for use by staff who walk to/from work or for walking journeys during the day.		
Raise awareness of health benefits of walking. Through posters, leaflets and/or events.		Occupier would provide through TPC
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.		
Arrange events to promote walking, such as a walk to work day with incentives, prizes, give-aways etc.		
Time allowance to change.		
<b>Cycling (best suited to journeys under 5km)</b>		
Provide safe, secure and fully weatherproof cycle storage near to main entrances of buildings.	Under agreement between developer and occupier, such facilities should be included within building design.	
Provide shower facilities and changing rooms/areas within the building.		
Provide lockers for cyclist safety gear.	Occupier would provide through TPC	
Raise awareness of health benefits of cycling through continual publicity.		
Provide cycle route maps.		
Offer financial incentives such as interest free loans or seek discounted purchase prices for bicycles & equipment from local retailers.		
Keep a supply of basic cycle maintenance equipment on-site e.g. pump, puncture repair kit, tools etc.		



Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Establish a bicycle user group (BUG) & bike buddy scheme.	
Arrange events to promote cycling to work such as free breakfast days for cyclists.	
<b>Public Transport (provides a sustainable alternative for many commuter &amp; business trips)</b>	
Disseminate up-to-date public transport information on-site. Including routes, timetables and fares for local services.	Occupier would provide through TPC
Promote benefits of public transport. Savings etc	
Establish an interest free loan system for staff to purchase yearly or quarterly season tickets with payments taken directly from salary.	
Liaise with local operators for improved services.	
Fund a works bus/minibus if appropriate.	
<b>Car Sharing (provides a sustainable alternative when the car is the only option)</b>	
Consider setting up an in-house car sharing database for staff.	Occupier would provide through TPC
Provide preferential parking spaces for car sharers close to main entrances.	
Provide a guaranteed ride home scheme for car sharers in the event of unforeseen circumstances.	
Devise a protocol/ guidelines for car sharers to follow.	
Arrange coffee mornings or other events to allow potential car sharers to meet before committing to sharing with someone they previously did not know.	
Run prize draws open to those registered on the car share scheme.	



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## 5.0 TRAVEL PLAN MONITORING

### 5.1 Target Monitoring

5.1.1 As stated within the DfT's Good Practice Guidelines, TPs are living documents that need to be updated regularly and implementing a TP involves *"a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances"*.

5.1.2 The appointed TPC would be responsible for monitoring employee travel patterns. This would include:

- Distributing annual travel questionnaires to staff;
- Monitoring the use of car and cycle parking;
- Recording the uptake of car sharing and membership; and
- Recording the update of any sustainable transport initiatives.

5.1.3 Initially, snapshot surveys would be undertaken by the occupant within three months of site occupation to establish a baseline for monitoring modal share targets. These surveys would then be repeated in years 3 and 5 to review progress at meeting the TP targets.

5.1.4 The results of the monitoring would be analysed by the TPC and reported to the local highway authority within one month of the surveys being completed. The recommendations of the review would be implemented as soon as possible. Discussions will be held where necessary as to how TP targets might be better achieved. Through consultation with the local highway authority, the TP targets will be reviewed annually.



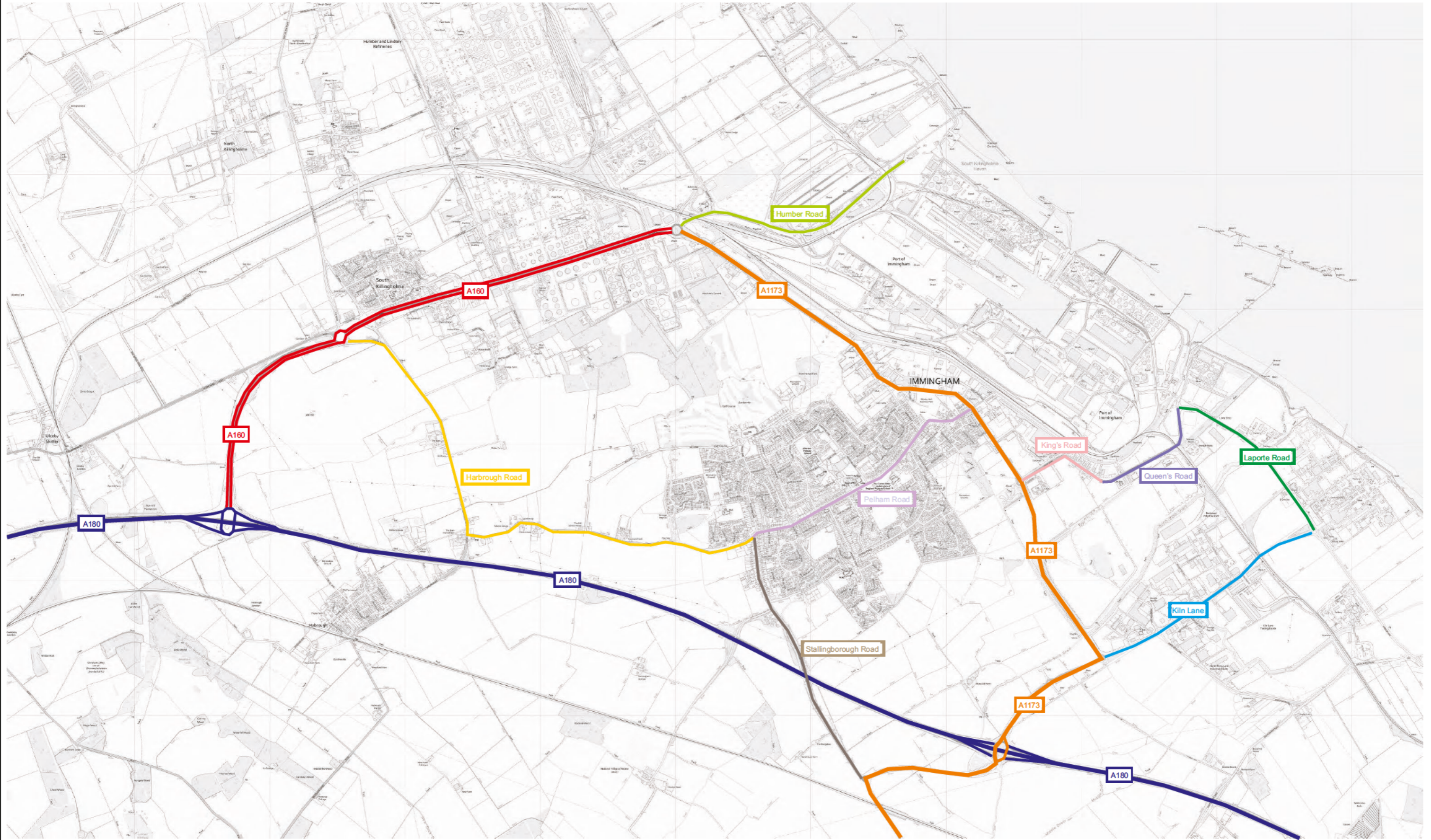
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## 5.2 Remedial Measures

5.2.1 Should targets not be met then consideration will be given to implementing remedial measures. This could include measures such as:

- Increased travel behaviour change initiatives such as travel awareness campaigns;
- One to one travel planning sessions to identify how individuals could travel to the site more sustainably; and
- Providing financial incentives for staff, for example prize draws for car share users.

## Figures



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Notes:

Figure 1  
 Drawing Title Road Names Plan  
 Job Title Project Sugar  
 Client ABP

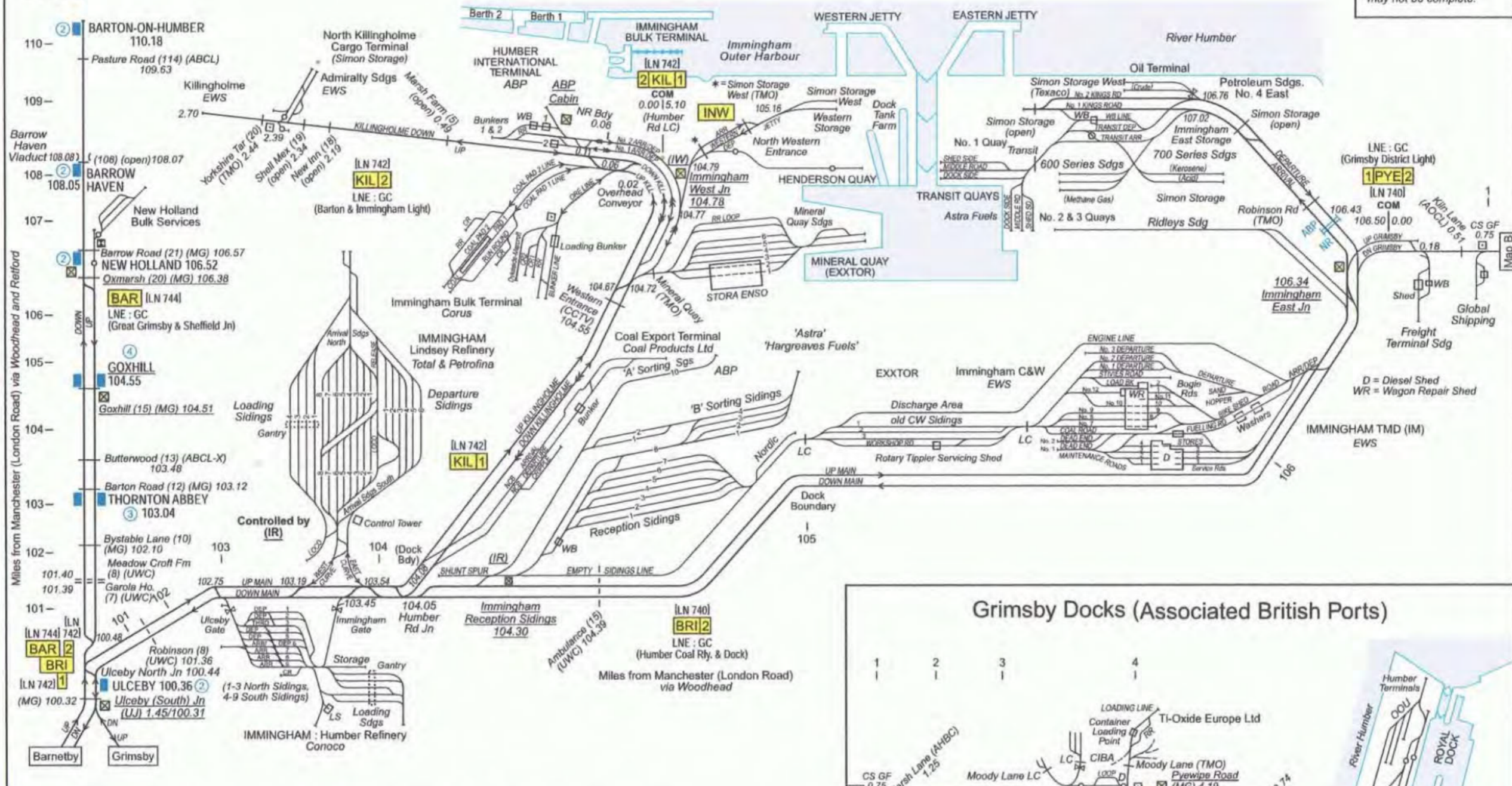
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# IMMINGHAM and GRIMSBY DOCKS

Map A

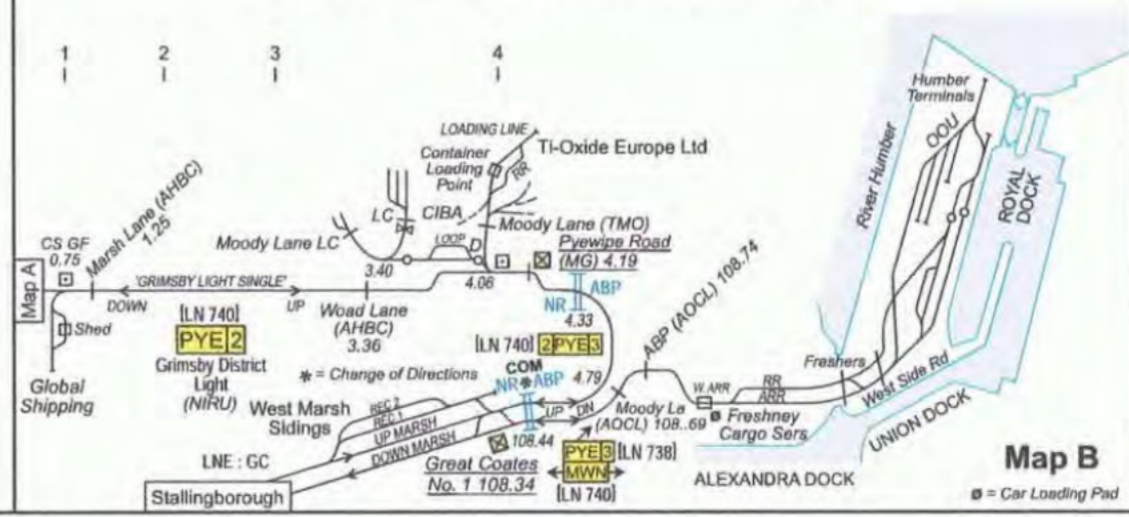
Siding groups have been expanded to include details. Locations of businesses may not be complete.



## Immingham Docks (Associated British Ports)

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## Grimsby Docks (Associated British Ports)



Map B



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Notes:

Figure 2  
Drawing Title Existing Rail Infrastructure Plan  
Job Title Project Sugar, Port of Immingham  
Client Associated British Ports

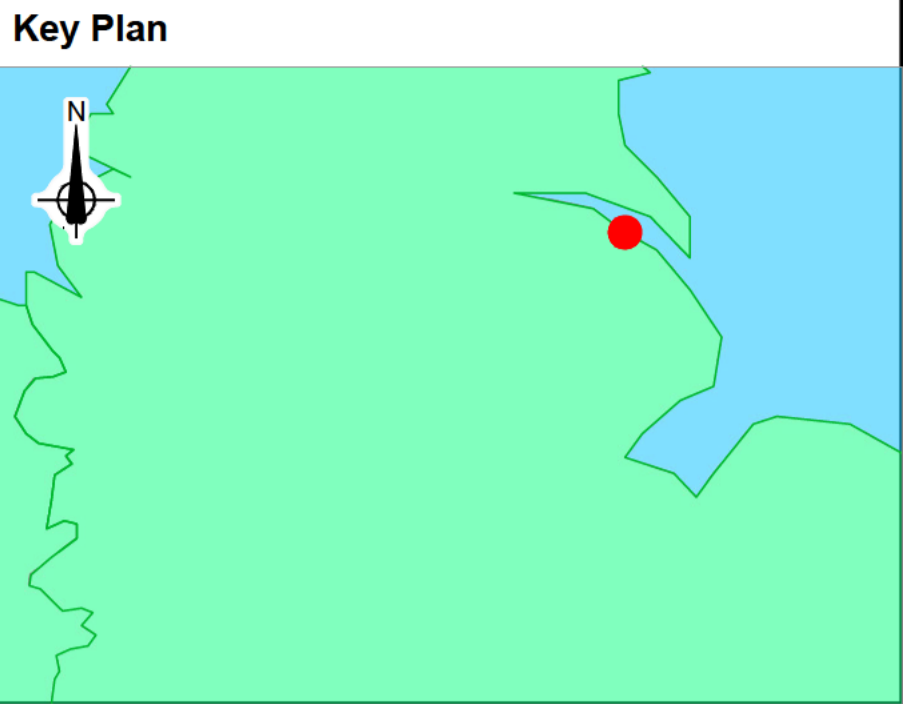
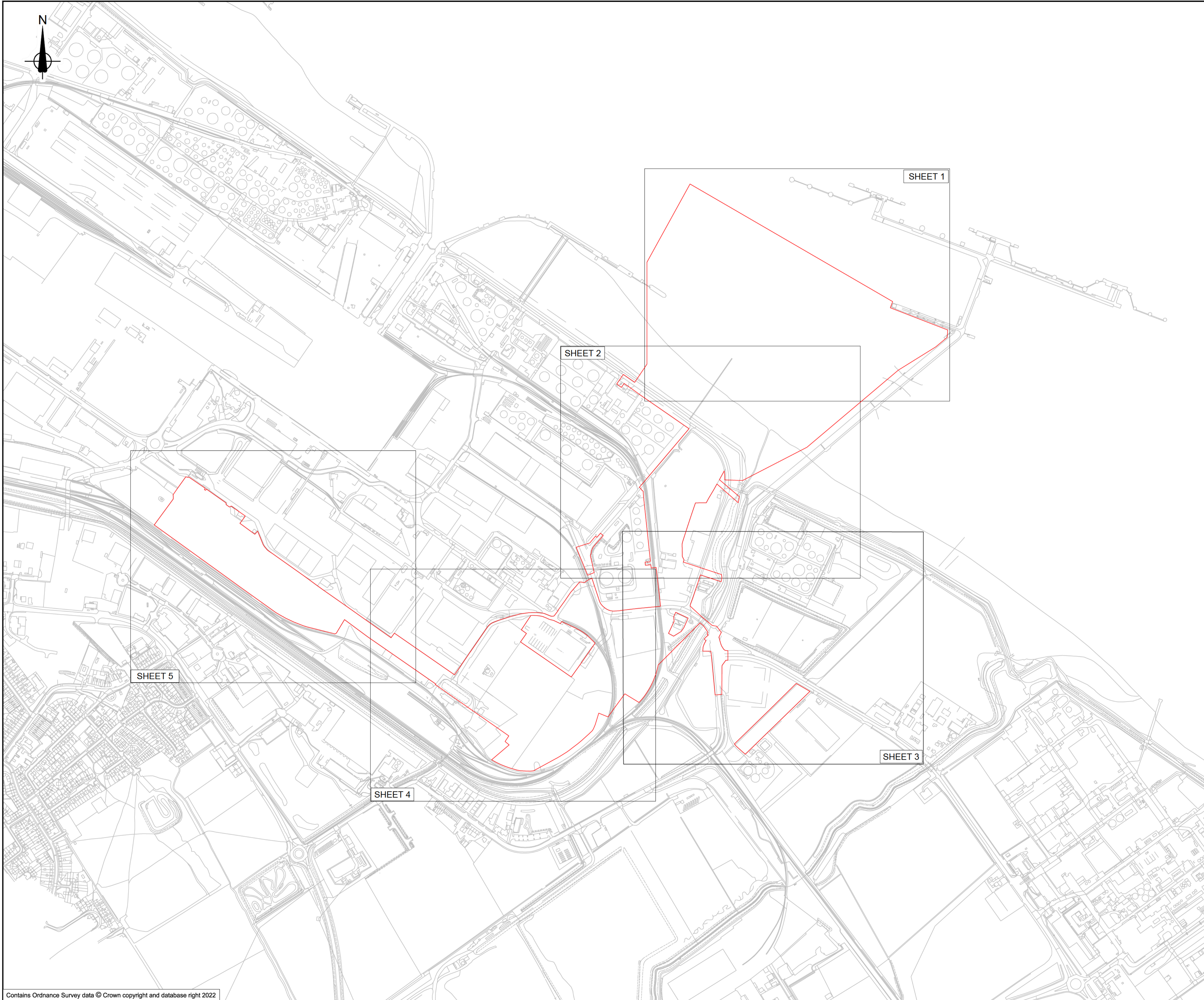
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## **Annex A**

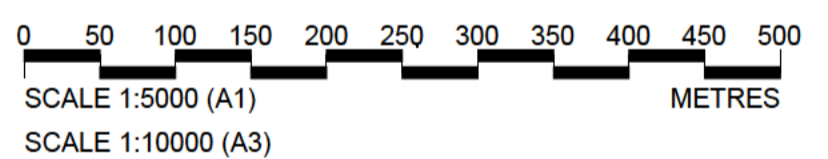


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**General Notes:**  
 1. This plan should be read alongside other plans and documents in the Development Consent Order application.

**Legend**  
 Order limits



P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN
Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv

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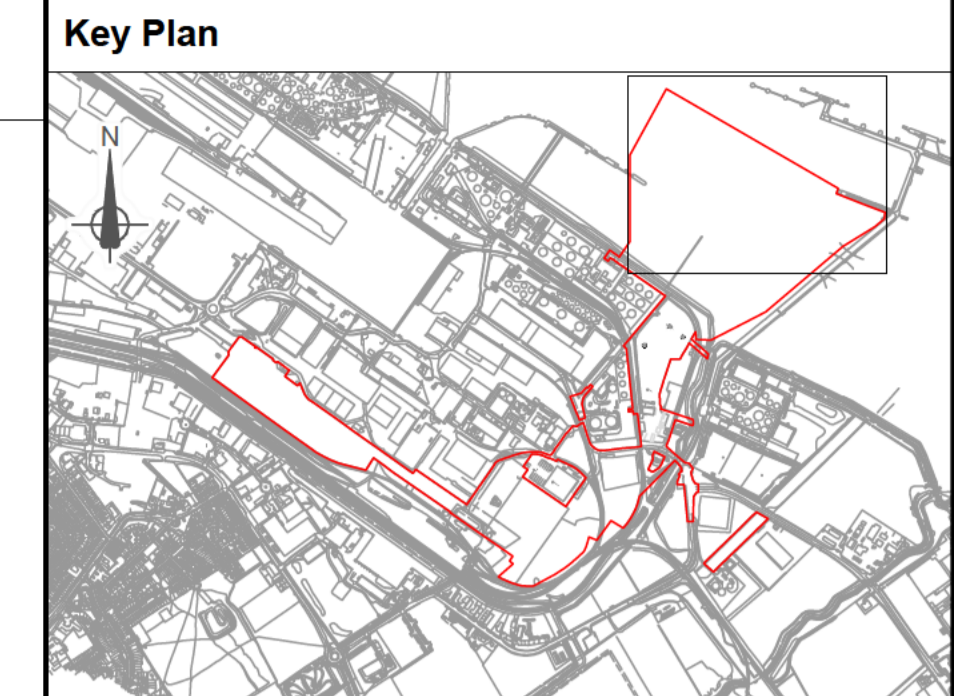
Client  


Project  
 IMMINGHAM EASTERN  
 RO-RO TERMINAL

Drawing title  
**GENERAL ARRANGEMENT  
 KEY PLAN  
 REGULATION 5(2)(o) & 5(2)(k)**

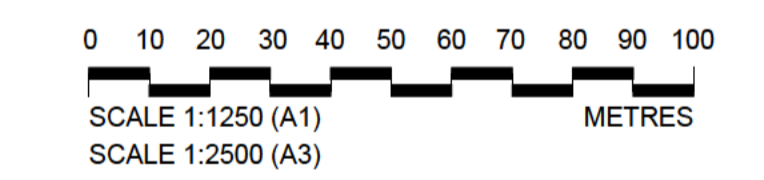
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Jacobs No.	B2429400		
Client No.			<b>P02</b>

Drawing number  
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- General Notes:**
1. This plan should be read alongside other plans and documents in the Development Consent Order application.
  2. Design, size and location of each element of the scheme shown here for illustrative purposes only.
  3. Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.

- Legend**
- Order Limits
  - Existing above ground pipes
  - Existing sea wall
  - Marine infrastructure



P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN
Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Appr

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Client  
**ABP ASSOCIATED BRITISH PORTS**

Project  
 IMMINGHAM EASTERN  
 RO-RO TERMINAL

Drawing title  
**GENERAL ARRANGEMENT PLANS  
 RO-RO BERTHS & PROTECTION  
 REGULATION 5(2)(o) & 5(2)(k)  
 SHEET 1 OF 5**

Drawing status	SUBMISSION VERSION	Suitability	S4
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Client No.		Rev	P02

Drawing number  
**B2429400-JAC-00-ZZ-DR-ZZ-0202**

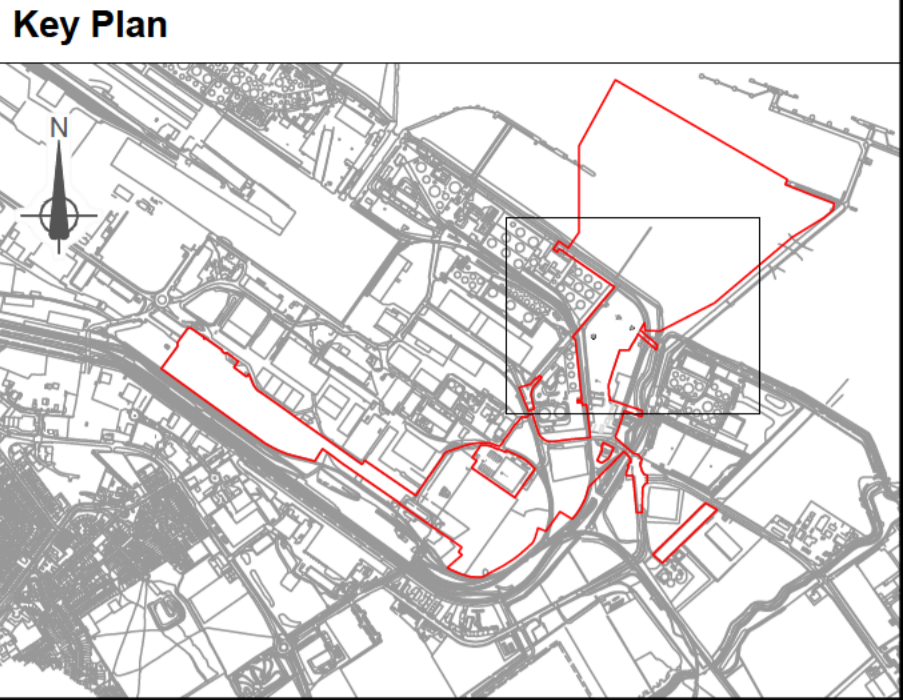
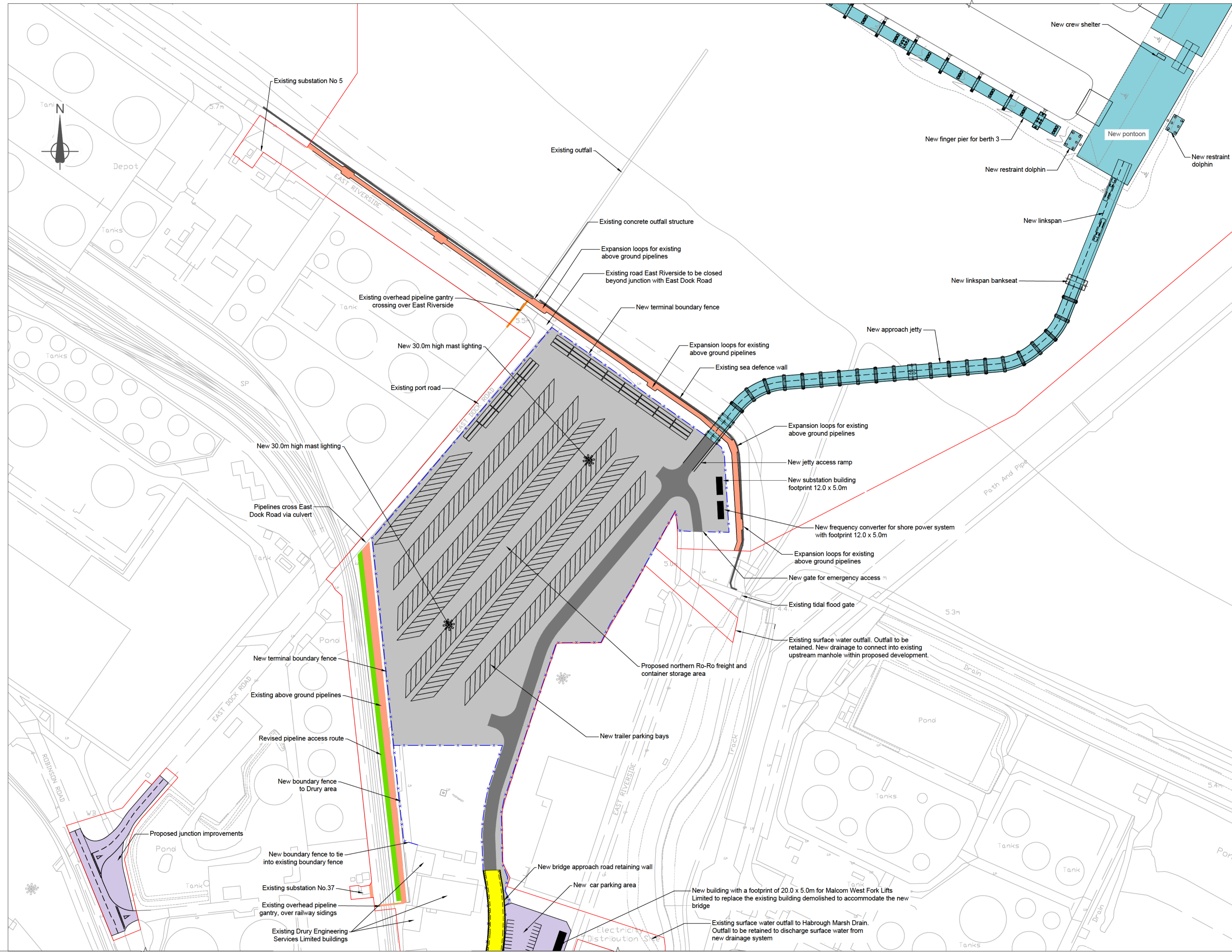
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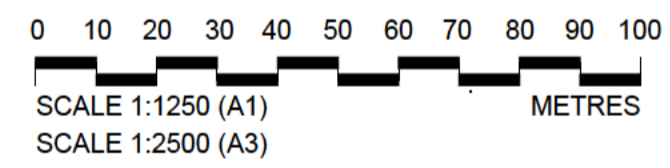
For Continuation See Sheet 2

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- General Notes:**
- This plan should be read alongside other plans and documents in the Development Consent Order application.
  - Fire hydrants will be installed to comply with Crown Fire Standards.
  - Design, size and location of each element of the scheme shown here for illustrative purposes only.
  - Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.

- Legends**
- Order Limits
  - Terminal fence
  - Terminal bridge
  - Above ground pipes
  - New terminal buildings
  - New pipeline access track
  - New terminal storage areas
  - New terminal internal roads
  - Junction/External Road improvements
  - Marine infrastructure
  - Existing sea wall
  - New 30m high mast lighting



P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN
Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv

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Client  
**ABP ASSOCIATED BRITISH PORTS**

Project  
**IMMINGHAM EASTERN RO-RO TERMINAL**

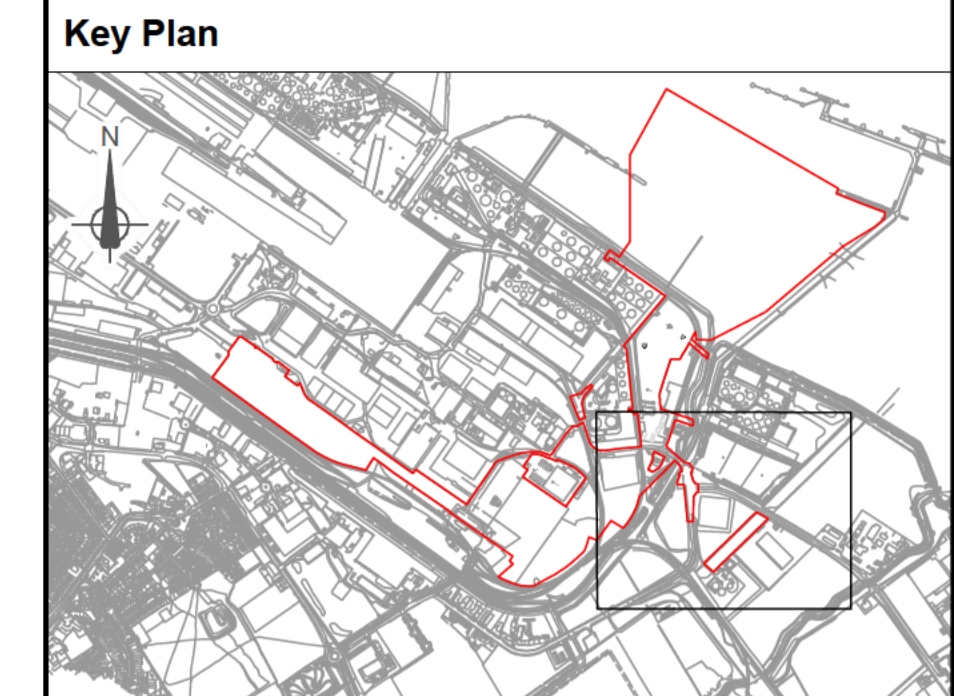
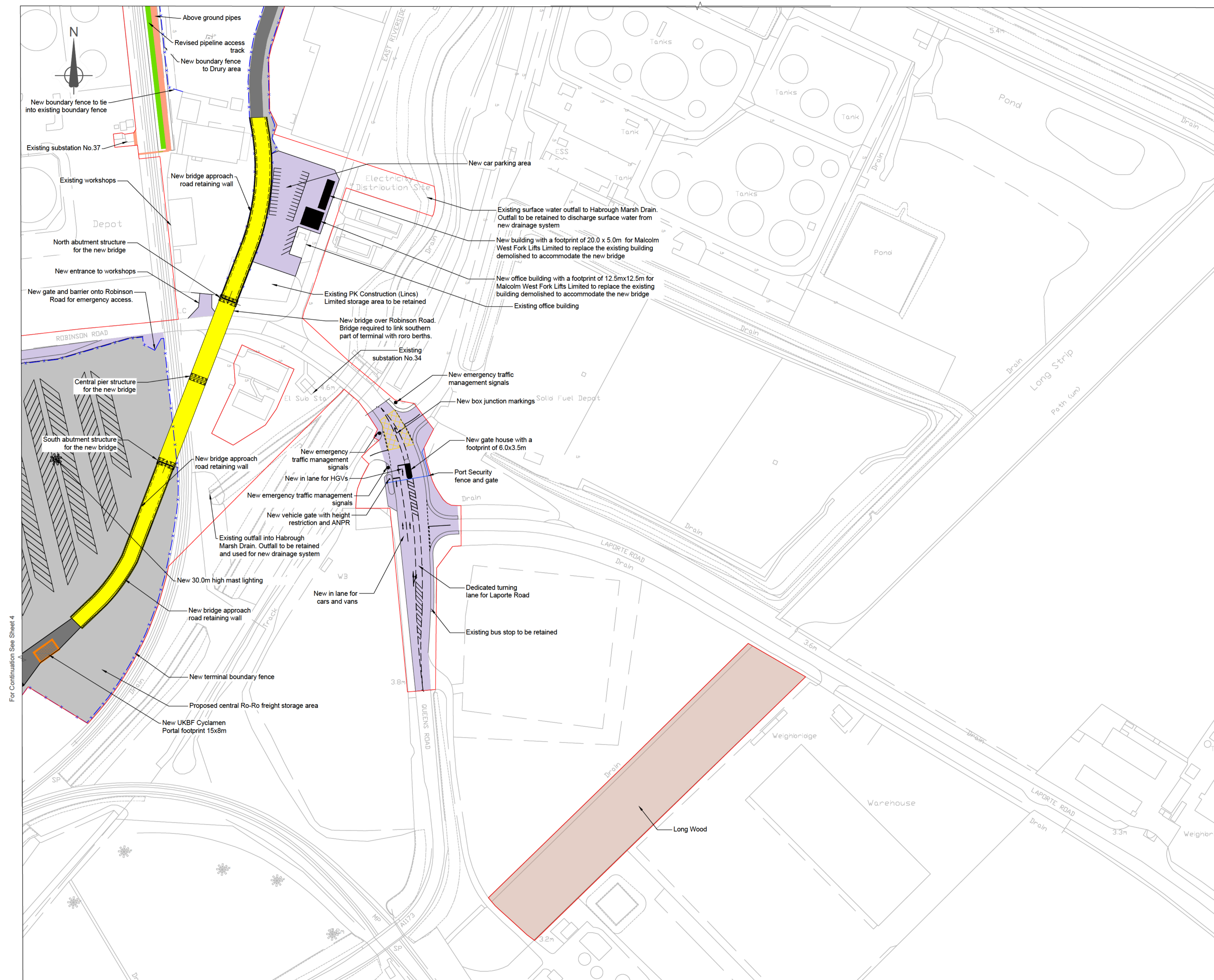
Drawing title  
**GENERAL ARRANGEMENT PLANS JETTY & NORTHERN YARD REGULATION 5(2)(o) & 5(2)(k) SHEET 2 OF 5**

Drawing status	SUBMISSION VERSION	Suitability	S4
Scale	1:1250 @ A1	Jacobs No.	B2429400
Client No.		Rev	P02

Drawing number  
**B2429400-JAC-00-ZZ-DR-ZZ-0203**

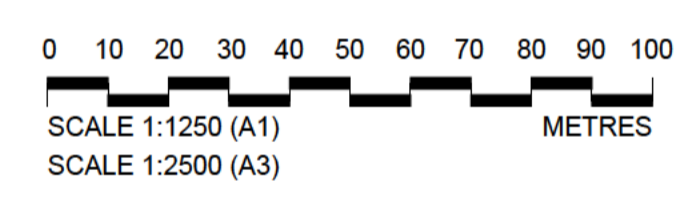
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  - Fire hydrants will be installed to comply with Crown Fire Standards.
  - Design, size and location of each element of the scheme shown here for illustrative purposes only.
  - Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.

- Legends**
- Order Limits
  - Terminal fence
  - Terminal bridge and approaches
  - New buildings
  - Woodland ecological enhancement works
  - New terminal storage areas
  - New terminal internal roads
  - External roads improvements
  - New pipeline access track
  - Above ground pipes
  - New emergency traffic management signals
  - Port Security fence and gate
  - New UKBF facilities
  - New 30m high mast lighting



P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN
Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv

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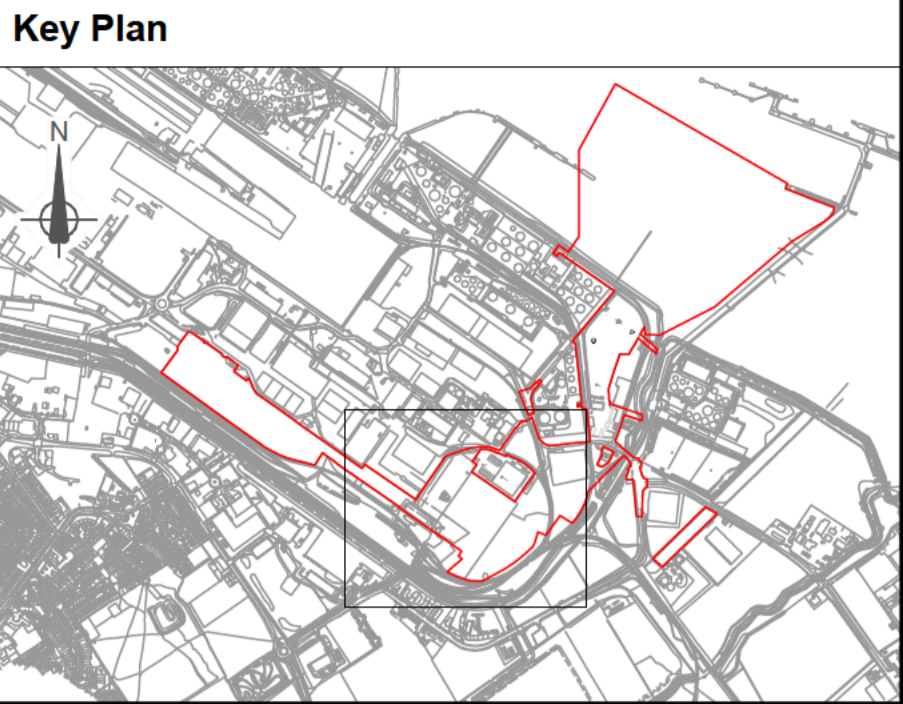
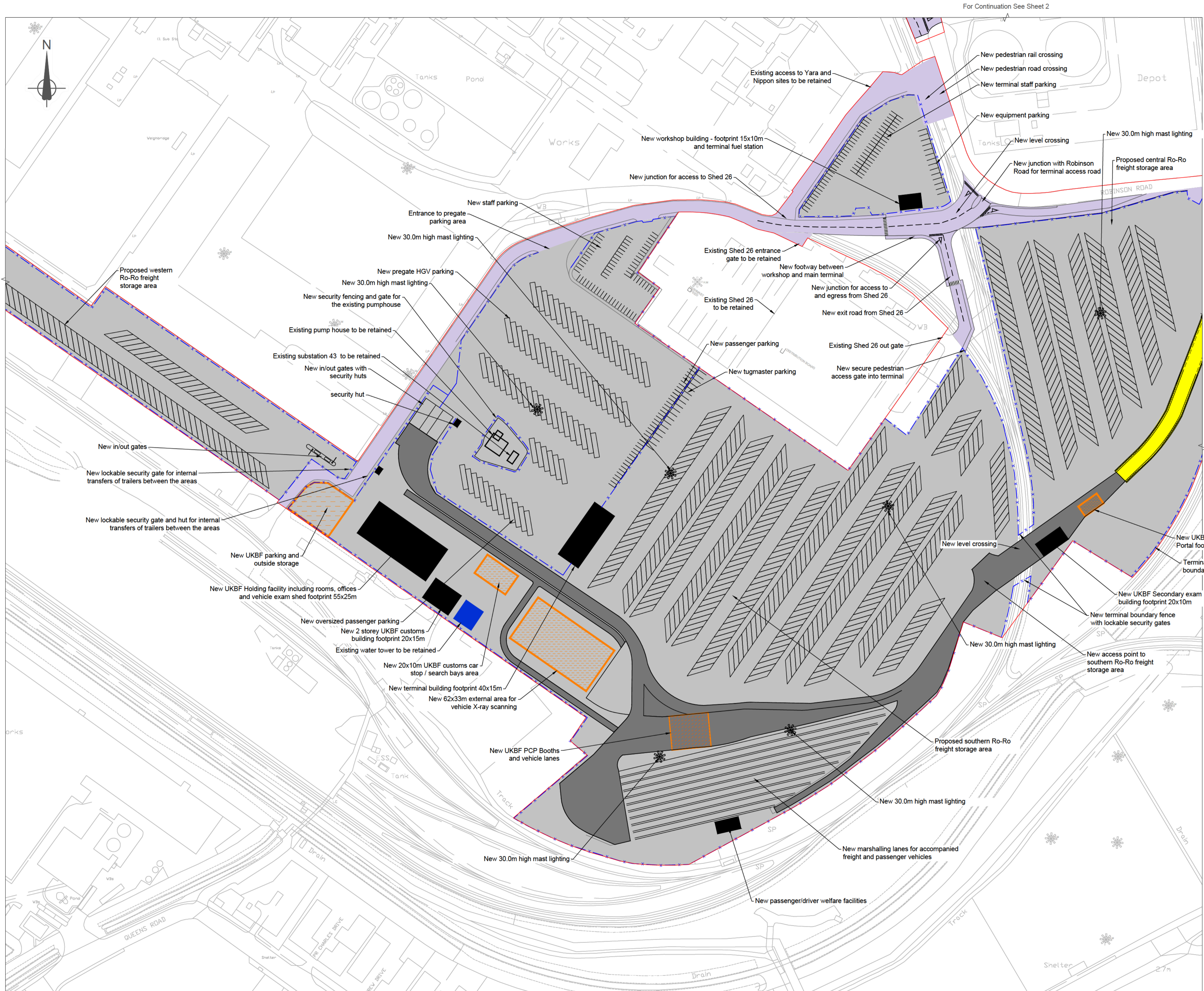
Drawing title  
**GENERAL ARRANGEMENT PLANS EAST GATE & BRIDGE REGULATION 5(2)(o) & 5(2)(k) SHEET 3 OF 5**

Drawing status	SUBMISSION VERSION	Suitability	S4
Scale	1:1250 @ A1	Jacobs No.	B2429400
Client No.		Rev	P02
Drawing number	B2429400-JAC-00-ZZ-DR-ZZ-0204		

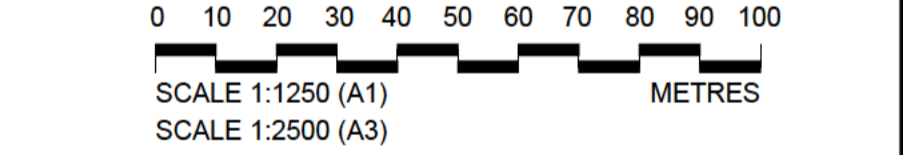
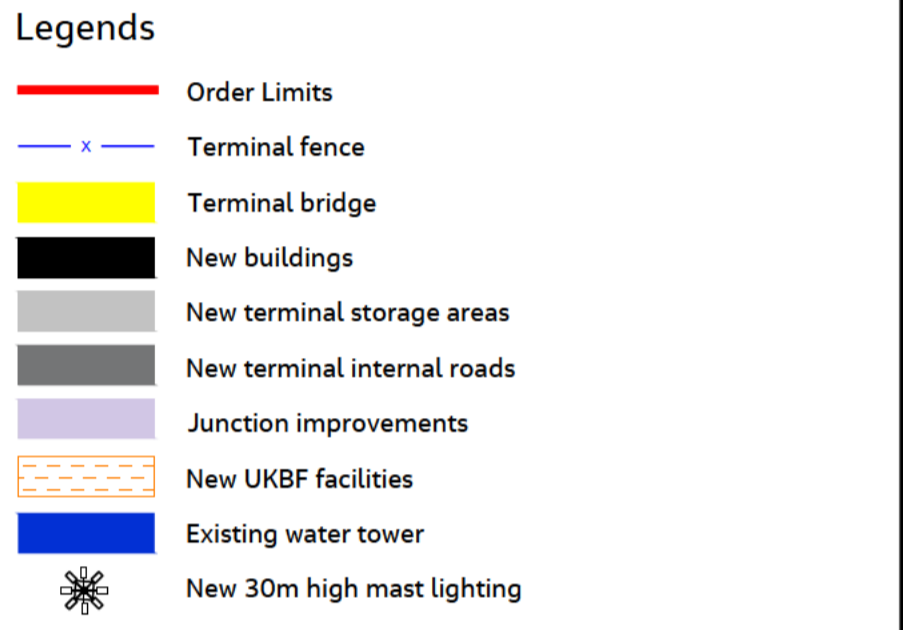
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- General Notes:**
- This plan should be read alongside other plans and documents in the Development Consent Order application.
  - Fire hydrants will be installed to comply with Crown Fire Standards.
  - Design, size and location of each element of the scheme shown here for illustrative purposes only.
  - Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.
  - UKBF infrastructure is shown indicatively and is subject to ongoing negotiations.



P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN
Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv

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Project: **IMMINGHAM EASTERN RO-RO TERMINAL**

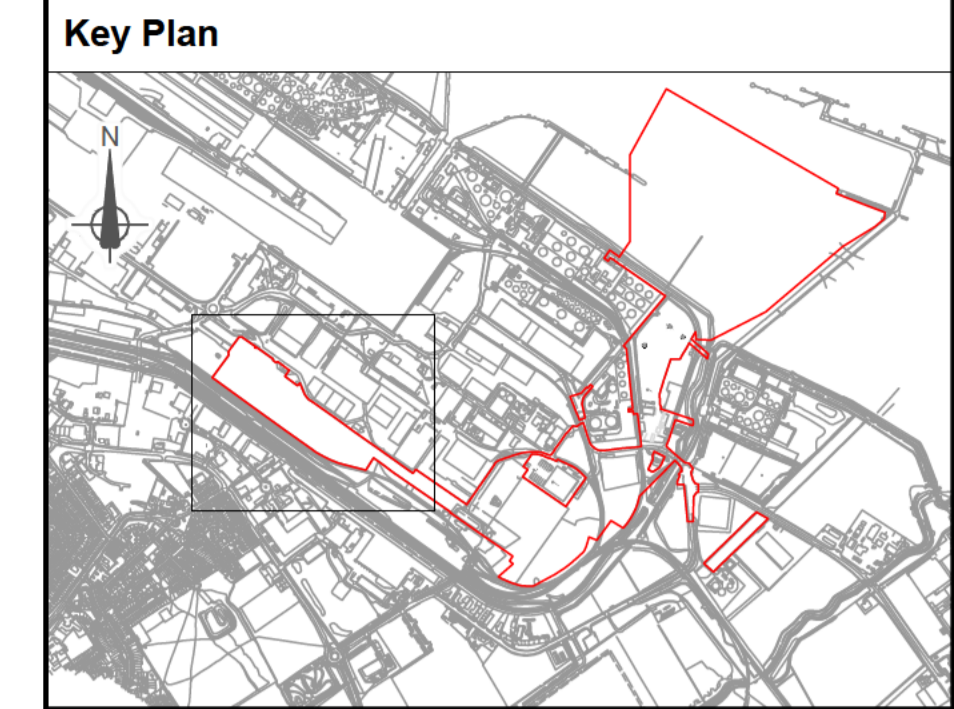
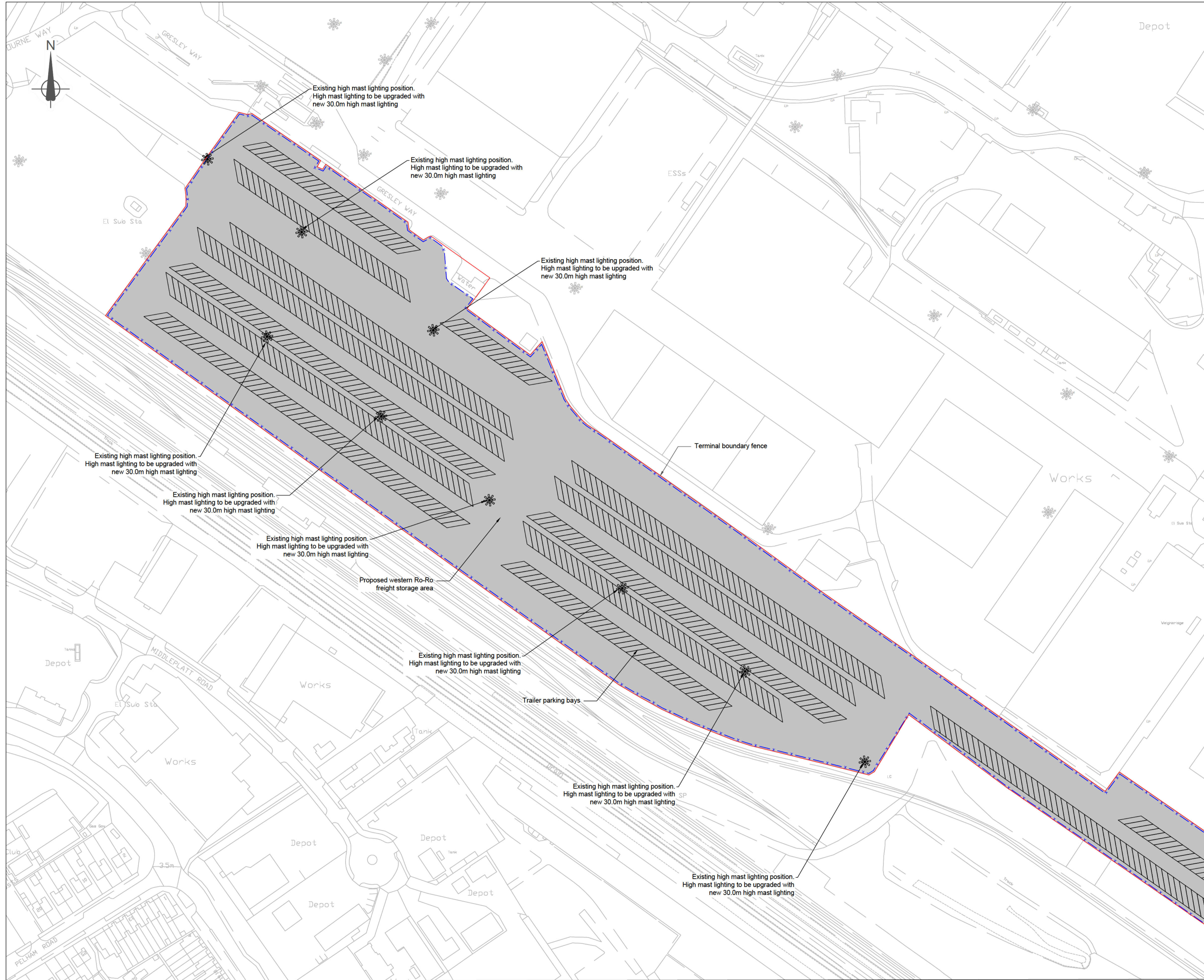
Drawing title: **GENERAL ARRANGEMENT PLANS SOUTHERN & CENTRAL AREAS & WORKSHOP AREA REGULATION 5(2)(o) & 5(2)(k) SHEET 4 OF 5**

Drawing status	SUBMISSION VERSION	Suitability	S4
Scale	1:1250 @ A1	Jacobs No.	B2429400
Jacobs No.	B2429400	Client No.	P02

Drawing number: **B2429400-JAC-00-ZZ-DR-ZZ-0205**

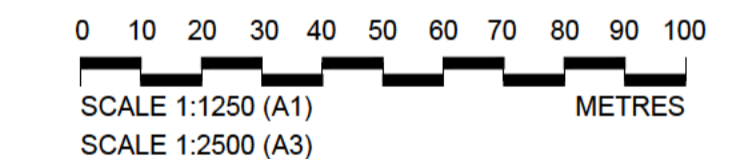
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  - Fire hydrants will be installed to comply with Crown Fire Standards.
  - Design, size and location of each element of the scheme shown here for illustrative purposes only.
  - Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.

- Legends**
- Order Limits
  - Terminal fence
  - New terminal storage areas
  - New 30m high mast lighting



P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN
Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv

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Drawing title  
**GENERAL ARRANGEMENT PLANS  
 WESTERN YARD  
 REGULATION 5(2)(o) & 5(2)(k)  
 SHEET 5 OF 5**

Drawing status	SUBMISSION VERSION	Suitability	<b>S4</b>
Scale	1:1250 @ A1	Jacobs No.	B2429400
Client No.	FOR COMMENT	Rev	P02

Drawing number  
**B2429400-JAC-00-ZZ-DR-ZZ-0206**

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