

Working in partnership

**REGULATION 8 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009**

**REGULATION 16 OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017**

**IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT:**

**Principle Areas of Disagreement**

**Introduction**

North East Lincolnshire Council (NELC) have been in discussions and negotiations with the applicant from the start of the project and have provided comments on various aspects of the scheme through the Statutory Consultation process. These relevant representations found below follow on from previous comments made.

NELC recognises the nature and form of the proposed development in the context of the Immingham Port Estate and the activities associated with the core function of the Port. Growth in the local area is under pinned by the Ports of Immingham and Grimsby. The proposed Ro-Ro project, along with its associated investment and job creation is, in principle, welcomed.

As seen through previous correspondence the internal consultees from NELC, including Drainage, Environmental Health, Trees and Landscape, Heritage and Ecology have no objections to the development. In regard to Ecology it is important to note that the NELC Ecologist has focused on the terrestrial ecological impact with other statutory bodies considering the intertidal and marine based ecological impact.

The applicant has been working with the NELC Highways team for some time with particular regard to traffic generation, layout of the East Gate access and signage to and around the port. The development will create a significant increase in HGV movements around the Port and the Local Highway Network. Detailed consideration of the impact of the development on the highway network has been undertaken through the Transport Assessment. NELC have been seeking clarification on various points which are being worked on by the applicant. It is not anticipated that these points will cause NELC to have an objection to the development but clarification is required. These points are listed in appendix 1 of this document.

It is anticipated that the Highways matters will be resolved in time to confirm them through the Statement of Common Ground and Local Impact Report.

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### Appendix 1 – Issues Table

Issue	Progress / Response	NELC Comments
Accident Data Update	Ordered and awaited from NELC. Will be collated into short technical note	Look forward to receiving
Existing and proposed cycle parking	Agreed at meeting on 07/06/23 that an additional cycle store will be provided in the staff car park adjacent to the site access through detailed design.	Agreed
Travel Plan	It was agreed that the Framework was acceptable at this stage but that a requirement would be included in the DCO to secure the production of a more detailed occupier specific Travel Plan prior to first operational use.	Agreed
East Gate – larger scale plan and Road Safety Audit requested	Plan prepared and RSA underway	Look forward to receiving this.
Signage	Additional road signage does not form part of the DCO for IERRT. A separate work stream is progressing on signage details which will be circulated in due course..	Accepted.
Staff Movements / vs Car Parking	Staff levels are robust and we are reviewing car parking provision. TA tests 50 movements in and out per hour (100 cars) (para 5.3.2) so allows for a higher level of staff movements than forecast. It was agreed at the meeting on 07/06/23 that no changes were required.	Agreed.
Traffic Assignment	This has been reviewed and responded to in technical note to be issues shortly.	Look forward to receiving this.
Network Impact – Pyewipe and Westgate Roundabouts	These are only expected to have an increase of 6 two-way light vehicle movements in	Agreed.

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	<p>each peak, which is very likely to be within the daily variation of traffic flows at both roundabouts. For this reason, a more in-depth traffic impact assessment is not considered necessary at the junctions. This was agreed at meeting on 07/06/23.</p>	
Junction modelling parameters	<p>These have been updated and will be provided.</p>	<p>Look forward to receiving.</p>
East Gate Queuing Assessment	<p>Under review</p>	<p>This is the biggest area of concern so NELC welcome the review and look forward to receiving updated assessment.</p>
Impact on Pelham Road	<p>As shown in the traffic assignment diagrams, only 22 two-way light vehicles are expected to use the Kings Road/ Pelham Road roundabout in each peak. Over half of these vehicles live in Immingham and so are likely to already be using this junction to get to work. Due to this, both the percentage and absolute increase in traffic does not require an in-depth traffic impact assessment to be carried out at the Kings Road/ Pelham Road roundabout. This was agreed at meeting on 07/06/23.</p>	<p>Agreed.</p>