



The Planning Inspectorate

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Your Ref:

Our Ref: TR030007

Date: 20 July 2023

Dear Sir / Madam

Planning Act 2008 – Section 89(3)

Application by Associated British Ports for an order granting development consent for the Immingham Eastern Ro-Ro Terminal

Procedural Decision concerning the itinerary for the Examining Authority's (ExA) familiarisation site inspection

The ExA in its [letter](#) of 20 June 2023 notifying the Applicant and other Interested Parties (IPs) of the date for the Preliminary Meeting and the making of various procedural decisions gave notice of its intention to hold a familiarisation site inspection (FSI). The FSI will be held on 26 July 2023 and will be conducted in the manner stated in Annex F of the previously mentioned letter.

As part of its Pre-Examination Procedural Deadline A (6 July 2023) the IOT Operators¹ have invited the ExA to inspect the landside part of the Immingham Oil Terminal (IOT) as part of the FSI. The IOT Operators have submitted that for health and safety reasons the most appropriate way to conduct such a visit would be via a minibus tour. The ExA is of the view that there would be merit in it having a minibus tour of the landside elements of the IOT as part of the FSI. The ExA has therefore made the Procedural Decision to include a minibus tour of the landside parts of the IOT as part of its FSI.

The inspection of the landside parts of the IOT will be conducted in a similar manner to the rest of the FSI. That is the ExA will only be entering the IOT to familiarise itself with the landside elements of this facility and **the giving of any evidence will not be permitted.**

¹ Associated Petroleum Terminals (Immingham) Limited and Humber Oil Terminals Trustee Limited

As with the other parts of the FSI an observer officer from North East Lincolnshire Council will be present, as will the case manager and a case officer from the Planning Inspectorate. The Applicant and the IOT Operators are currently liaising with one another to determine the precise arrangements for the inspection of the landside parts of the IOT. That said, in terms of Applicant and IOT Operators attendance for this part of the inspection, it is envisaged it will be attended either solely by the Applicant's landside FSI chaperon or that person plus an IOT Operators chaperon in compliance with the latter's health and safety requirements.

In notifying the Applicant and other IPs of the procedural decision concerning the FSI the ExA advised, in the interests of transparency, that it would publish an itinerary in advance of the inspection being held. The itinerary (inspection locations) for the FSI is set out below and incorporates the additional inspection of the landside parts of the IOT. As previously advised the precise running order for visiting the various locations will not necessarily be listed as below, so as to take account of tidal and weather conditions and/or shipping movements on the day of the inspection.

By water:

- 1) The location for the proposed berths
- 2) The Immingham Oil Terminal jetty, including the finger pier and the western side of the IOT jetty as far south as the Berth 3 of the Proposed Development
- 3) Any designated vessel stemming (waiting) areas between the IOT jetty and the entrance to the port's Inner Docks
- 4) The Eastern Jetty
- 5) DFDS's berths in the Immingham Outer Harbour
- 6) The dredging disposal sites

Onshore:

- 1) The lock (on land only)
- 2) The landside part of IOT
- 3) The Inner Docks berths used by DFDS and Stena
- 4) The locations for the proposed northern, central, southern and western storage areas
- 5) The internal road network between the application site and the Western Entrance to the Port of Immingham

Yours faithfully

Grahame Gould

Grahame Gould
Lead Panel Member for the Examining Authority

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