

## Submissions made by DFDS at Procedural Deadline A (Thursday 6 July)

### TR030007 - IMRO-AFP007

Notification of suggested locations for the ExA to include in future Unaccompanied(USIs) and/or Accompanied Site Inspections (ASIs),including:

- a. the reason for nomination and issues matter(s) to be observed;
- b. information about whether the location can be accessed using public rights of way or what access arrangements would need to be made;
- c. and the likely time requirement for the visit to that location (if not covered within an USI

DFDS suggest the following locations for the ExA to include in future inspections.

To observe locations related to marine navigational safety concerns:

- Immingham Oil Terminal Trunkway: to see the proximity of the IOT Trunkway to the proposed development, subsequent navigational safety issues and the need for proper protection to be included as mitigation. Access would need to be arranged through APT. There are three particular parts of the Immingham Oil Terminal we suggest:
  - The barge passage on the jetty stem
  - The IOT finger pier west extremity
  - The IOT A1 Dolphin
- Humberside Airport Anemometer location, the met mast": this is the location of the wind data used in the Applicant's simulations. Please note this is 15km inland of the proposed development.
- The Eastern Jetty: to observe marine congestion and navigational safety issues of vessels manoeuvring in the harbour and inner dock. There are three locations in particular:
  - The termination of the east jetty/ start of the eastern approach jetty for the lock
  - the east jetty main
  - the barge berth
- The Immingham Bulk Terminal East Extremity would allow a good view of DFDS operation and surrounding berths and locks.
- The Marine Control Tower: suggest visiting at peak morning and evening times to observe the volume of marine traffic. This would need to be arranged with the Harbour Authorities.

A strong ebb tide will be visible around lunchtime on 26, 27 or 28 September and it is recommended that this is viewed from the Eastern Jetty or the Immingham Oil Jetty. If resources extend to an inspection aboard a vessel, the port will be at its busiest early in the morning.

To observe the effects of onshore highways and transportation congestion

- Pioneer Park: this a new development which will in itself have more traffic centred around the Stallingborough Interchange and A1173. Any additional traffic from the suggested HGV routing will not only impact the existing businesses but also attraction to new businesses to Pioneer Park, both from a traffic flow perspective and an environmental perspective i.e., noise, emissions, congestion.
- East Gate (suggest inspection is made from 4:30pm onwards to show export trailer arrivals on a Tuesday or a Wednesday)
- West Gate (suggest inspection is made from 4:30pm onwards to show export trailer arrivals on a Tuesday or a Wednesday)
- The Border Control Point: to observe the access to the BCP which will give additional challenge to the highways – it could be incorporated with the full drive through the routings, below.
- Routings from A180 along A160 and A1173 as follows:

1. With the A160 routing, this would highlight the infrastructure in terms of fuel station, truck stop and transport companies. It should also highlight the routing from CLdN through Westgate to Immingham.
2. The A160 routing to the East Gate via Manby Road, Kings Road and Queens Road.
3. The A1173 from the Stallingborough interchange past Pioneer Park and taking the route along the A1173, Kings Road and Queens Road.
4. The A1173 from the Stallingborough interchange past Pioneer Park and the route through Kiln Lane industrial estate and Laporte Road with highlight on the Laporte Road / Queens Road junction near to East Gate.