



## The Planning Inspectorate

### Application by Associated British Ports for Development Consent Order for the Immingham Eastern Ro-Ro Terminal

Case Reference: TR030007

### Examining Authority's note of its Familiarisation Site Inspection on Wednesday 26 July 2023

#### Background

As explained in its letter of 20 June [\[PD-006\]](#)<sup>1</sup> the Examining Authority (ExA) advised that it had made the procedural decision to undertake what it has termed a 'Familiarisation Site Inspection' (FSI). The ExA's decision to hold a FSI having been made as a bespoke way for it to inspect the marine and landside elements of the site for the Proposed Development<sup>2</sup> at a very early stage in the Examination. With it not being possible for the ExA to see the marine and landside elements of the site from publicly accessible land as part of an 'Unaccompanied Site Inspection' (USI). The undertaking of an 'Access Required Site Inspection' (ARSI), as an alternative to a USI, would also not have been possible, because on entering the Port of Immingham the ExA would have needed to be chaperoned for health and safety reasons, in effect negating the procedure for conducting an ARSI.

On 20 July 2023 in [\[PD-008\]](#) the ExA confirmed the general itinerary for the marine (by water) and landside elements of the FSI, with the running order for visiting the various locations to be determined on the day of the FSI, having regard to weather and port related operational considerations. That itinerary included making an on shore inspection of the Immingham Oil Terminal (IOT), further to a request made to inspect it by the IOT Operators at Pre-Examination Procedural Deadline A<sup>3</sup>.

The FSI was attended by:

- Kerry Costello (Associated British Ports [ABP]), present throughout the marine and landside inspections;
- Tony Lewis (ABP), present for the marine inspection;

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<sup>1</sup> Item 1 of Annex F to the Rule 6 letter

<sup>2</sup> For the purposes of this note Proposed Development means the proposed Immingham Eastern Ro-Ro Terminal

<sup>3</sup> [PDA-003](#)

- Richard Limmer (Planning Officer with North East Lincolnshire Council [NELC]). Mr Limmer being present throughout marine and landside inspections in the capacity of an 'observer' nominated by NELC, as requested by the ExA;
- Matt Dearnley (IOT Operators), present for the landside inspection of the IOT;
- Olly Smith (IOT Operators), present for the landside inspection of the IOT;
- Lily Robbins, (Planning Inspectorate's case manager for this NSIP application), present throughout the marine and landside inspections;
- Spencer Barrowman (Planning Inspectorate case officer), present throughout the marine and landside inspections; and
- The ExA (Stephen Bradley, Mark Harrison and Grahame Gould) who were all present for the duration of the FSI.

Also present for the marine inspection were a coxswain and a lookout, namely the crew for the pilot launch used to facilitate the inspection by water. One minibus, with a single driver, was used for travelling to and from the Stallingborough Grange Hotel and the ports of Grimsby and Immingham and making the tour of the Port of Immingham.

Prior to the inspection by water being commenced the ExA travelled in the minibus with Mrs Costello, Mr Limmer, Miss Robbins and Mr Barrowman from the Stallingborough Grange Hotel to Associated British Ports Humber Marine Control Centre at the Port of Grimsby (HMCC). The health and safety inductions for the landside and the marine inspections were conducted at the HMCC by Mrs Costello and Mr Lewis.

Following the inductions, the ExA and those present for the marine inspection were shown around the Vessel Traffic Service (VTS) control room to observe the work of the three duty control room staff. The roles of each of the VTS control room staff was explained, including the interplay between: the VTS staff; the masters of vessels or vessel pilots; and the parties responsible for managing the operation of the various Humber ports.

In response to an ExA question the VTS control room staff advised that the vessel movements on the Humber that would be observed during the morning's marine inspection would be reflective of a typical day.

### **Marine Inspection**

The marine inspection commenced at 11:00, with everyone present boarding the pilot launch. Conditions on the Humber were dry and calm, with there being good visibility.

The pilot launch reached the IOT at around 11:16, with vessels being berthed at berths 1 and 3.

In proceeding to the location for the berths forming part of the Proposed Development the marker position for the “mid channel” stemming point was pointed out.

The pilot launch held station for a few minutes when the location for the proposed berths was reached, enabling the siting for this part of the Proposed Development to be observed relative to the IOT’s finger pier and trunkway. One vessel was berthed on the landward (southern) side of the finger pier. The pilot launch then proceeded to the landward side of the IOT’s finger pier and held station for a few minutes in the vicinity of the vacant berth on this side of the pier, enabling the superstructure for the finger pier and the trunkway to be observed from the river.

The pilot launch then made a pass of the Eastern Jetty, where three tugs were moored, with no other vessels being berthed. A vessel was however berthed at the Western Jetty, together with three more tugs. A further vessel was observed in the lock.

The pilot launch then made its way to the Outer Harbour, where one DFDS ferry was berthed. On route to the Outer Harbour a dredger could be seen discharging dredgings at dredging disposal site HU060. On leaving the Outer Harbour one vessel could be seen berthed at the Bulk Terminal, with two further vessels being berthed at the Humber International Terminal.

The pilot launch then proceeded to dredging disposal site HU060 and in so doing was manoeuvred to enable the dredger to make its way to the Outer Harbour where it was undertaking maintenance dredging.

The pilot launch then returned to Grimsby and arrived at the port at 12:15, where the marine inspection was concluded.

### **Landside Inspection**

The landside element of the FSI commenced at 13:30, with the minibus entering the Port of Immingham via the East Gate. Mrs Costello, Mr Limmer, Miss Robbins, Mr Barrowman and the ExA were present throughout the landside inspection.

The IOT jetty was the first location for this leg of the FSI to be inspected. For this part of the FSI Mr Dearnley and Mr Smith were present. The inspection involved being driven along the entire length of the pipeline trunkway to just south of berth 2 and then turning round to head back along the trunkway. Berths 1, 2 and 3 were all occupied by vessels.

A stop was made at the finger pier and everyone in attendance walked to the western extremity of the pier. One vessel was berthed on the landward side of the finger pier.

During the course of this part of the inspection one of the IOT Operators' workboats positioned itself within the vicinity of berth 1 for the Proposed Development. The landside inspection of the finger pier was undertaken around two hours later than the marine inspection and with the wind and tide conditions at that time, the workboat was unable to readily hold station in the vicinity of the Proposed Development.

The inspection of the IOT was completed at 14:30.

Inspections of the locations for the proposed: southern extremity of the approach jetty; the north storage area; the central storage area; the south storage area; and the west storage area were made in turn.

The minibus then travelled to the West Gate using Western Access Road. From there the inspection proceeded to the part of the inner dock from where Stena Line is operating. From here the movement of accompanied and unaccompanied Ro-Ro freight between the dockside and a berthed Stena Line ferry (the Jutlandia Sea) was observed. A berthed DFDS ferry (Britannia Seaways) was also observed.

The minibus then travelled to the eastern side of the lock, which at the time was not being used by any vessels.

The minibus then travelled back along Western Access Road and onto Humber Road, from where the vehicular route in and out of DFDS' Outer Harbour facility was observed.

From Western Access Road various yards occupied by DFDS were observed, as was the continuous use of this internal dock road by heavy goods vehicle traffic, most particularly road going vehicles hauling trailers.

The minibus then returned to East Gate, routing via the port's internal road network. After exiting the port, the minibus returned to the Stallingborough Grange Hotel and the FSI was concluded at 16:00.

## **Conclusion**

The undertaking of the FSI has enabled the ExA to observe the extent and physical characteristics of the site for the Proposed Development from the river and on land. The ExA has also seen the proximity of the Proposed Development with other parts of the Port of Immingham, including the IOT's finger pier and trunkway. The ExA has also observed how the internal dock road network is used, most particularly by heavy goods vehicles.

The ExA having completed the FSI considers that for its purposes it has become sufficiently familiar with the site for the marine parts of the site for the Proposed Development and the movement of vessels within the immediate vicinity of the Port of Immingham.

The ExA therefore envisages that there will be no need to undertake a marine inspection as part of an Accompanied Site Inspection (ASI). The ExA is similarly of the view that there will be no further need for it to inspect the IOT.

The ExA considers that as part of an ASI it will be necessary for it to inspect DFDS' inner dock facility, along with the Port of Killingholme.