

# AA.23.12.15: Immingham Eastern Terminal

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## Introduction

### JSJV Review Background

In September 2021, Associated British Ports [the Applicant] submitted a scoping request for the proposed development of a new roll-on/roll-off [Ro-Ro] facility at Immingham Port. The port is situated on the south bank of the Humber Estuary, 9km to the northwest of Grimsby and approximately 1km to the northeast of Immingham.

JSJV reviewed the contents of the Preliminary Transport Assessment [TA] ref: *SJT/RT/23325-02a* in June 2022 and provided response TM02 to National Highways.

In response, DTA provided a supplementary Technical Note [TN] outlining the methodology for junction capacity assessments - JSJV reviewed the contents in TM03.

In September 2022, DTA provided a draft Construction Environmental Management Plan [CEMP] and submitted a revision to the draft TA. JSJV provided a response to National Highways [TM04], highlighting outstanding pre-application matters.

Subsequent to a meeting between the Applicant, DTA, National Highways and JSJV [06 September 2022], DTA provided an extract of the draft Development Consent Order [DCO] comprising Schedule 2, Article 4 - '*Part 1 Requirements*', a TN providing revised merge / diverge assessments and a signage strategy.

JSJV responded in TM05, concluding that matters should be addressed by the Applicant, including the provision of a Construction Traffic Management Plan [CTMP], prior to occupation.

In December 2022, DTA submitted a TN to summarise exclusively the results of merge/diverge assessments. TM06 included a review of matters relating to the TN '*Technical Note 5-Slip Road Assessments [Annex L]*', dated 28 November 2022, and concluded that the following remained outstanding:

- The definition or exact meaning of a 'quiet period'. JSJV would expect that passenger traffic would need to be scheduled and not reacting to low demand for freight movement; and
- Construction Traffic Management Plan [CTMP] to be produced and agreed with National Highways before works commencing.

JSJV attended meetings alongside National Highways and DTA between December 2022 and January 2023, and the matter of passenger scheduling during 'quiet periods' was addressed and resolved.

National Highways subsequently received notice that the DCO examination for the Immingham Ro-Ro project was due to commence on 25<sup>th</sup> July 2023. National Highways consulted with JSJV in July to define an ultimate position on the DCO application based on the material submitted for review.

In July 2023, JSJV advised National Highways [TM07] that the TA associated with the application did not consider the residual traffic generation [Circular 01/2022]; rather, the assessment was compliant with the superseded Circular 02/2013.

JSJV, highlighted, nonetheless, that this provide National Highways with a more onerous assessment of traffic impact which, in theory would be bettered with the implementation of active and sustainable travel initiatives.

Subsequent to TM07, the Examining Authority associated with Issue Specific Hearing (ISH2) of the DCO identified a number of Actions Points for the Applicant, or Interested Parties, to respond to. The Examining Authority has requested confirmation that the cumulative impact of HGV traffic has been considered - based on a scenario that sees an overlap between construction traffic and operational traffic.

Consequently, JSJV has been asked by National Highways whether the cumulative impact of HGV movements on the strategic and local road network has been assessed for the 'worst-case scenario'.

## Site Location

The application site is within the administrative boundary of Northeast Lincolnshire Council [NELC]; its location, in relation to the SRN, is presented in **Figure 1**.

*Figure 1: Site location in relation to the Strategic Road Network*



Source: OpenStreetMap

For reference, the SRN within the Northeast Lincolnshire region, including the A160, A180 and M180, with further links to the M18, [50km west of the site] is shown in **Figure 2**.

*Figure 2: Wider Strategic Road Network*

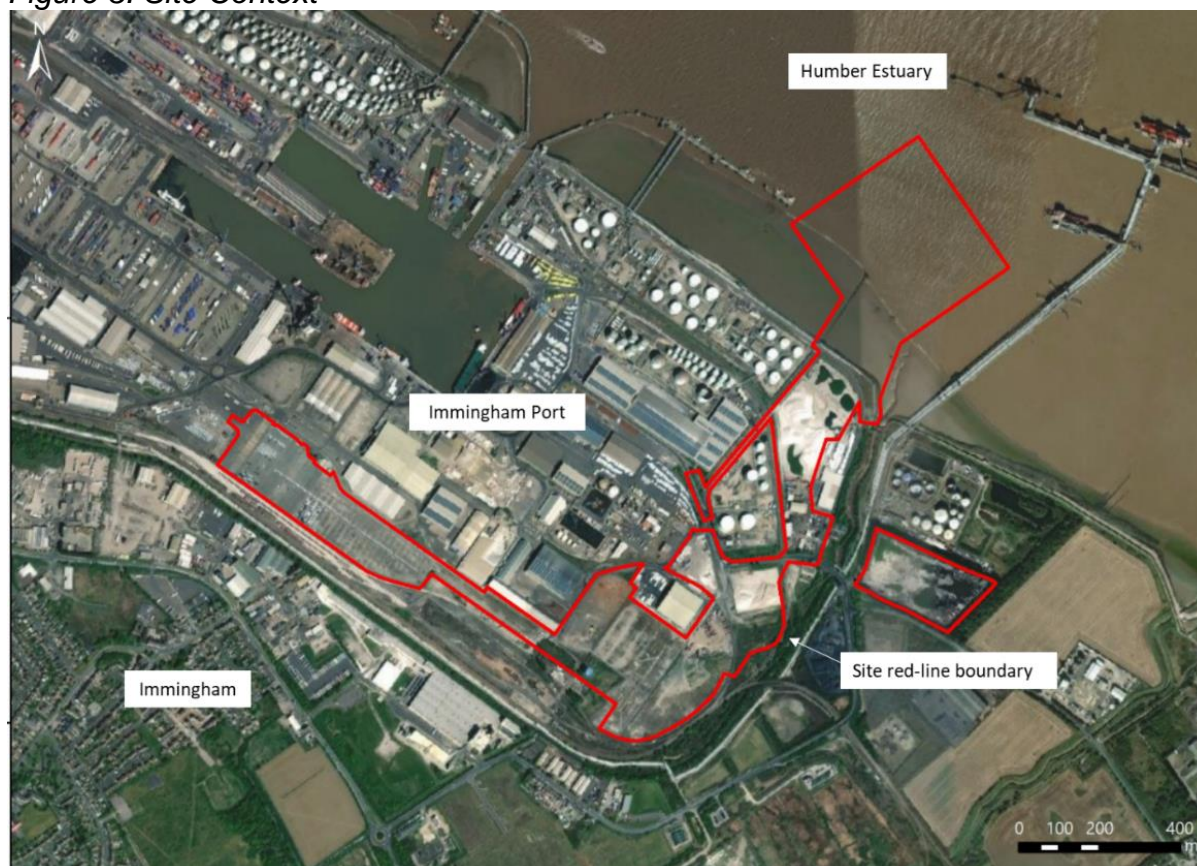




## Existing site facility

The Port of Immingham is currently served by two principal access points, Humber Road to the west and Queens Road to the east. The existing Immingham Port facility is shown in **Figure 3**.

*Figure 3: Site Context*



## Proposed development

The Applicant, as the owner and operator of the Port of Immingham, proposes to construct a new roll-on/roll-off [Ro-Ro] facility within the port. It is designed to service the embarkation and disembarkation of principally commercial cargo carried either by lorry or on unaccompanied trailers.

The existing accesses to the Port will continue to be used by the proposed development. These are the eastern dock access off Queens Road [East Gate] and the western dock access off Humber Road [West Gate].

Land side staffing is proposed to include customs, security and stevedores and DTA has anticipated that up to 50 staff per shift over 3 shifts per day will be required. Shifts are anticipated at periods 06:00-14:00, 14:00-22:00, and 22:00-06:00.

# Technical Review

## Impact of HGV traffic- Construction / Operation

The Examining Authority has requested clarification that the cumulative impact of HGV traffic be considered. Specifically, the Examining Authority identifies a scenario in which a construction phase and an operational phase are overlapped. National Highways requested clarification from DTA in August 2023. In response, DTA highlighted that a similar query relating to the impact of construction traffic had also been raised by NELC.

In response to both Authorities, DTA reiterate that the assessment of construction impact is provided at Section 5.1 of the TA (AS-008).

JSJV can confirm that the TA was reviewed in June 2022 [within TM02] and note that construction traffic was forecasted to be 280 HGV and 240 light vehicle movements per day (a peak of 520 movements per day) and would be lower than the 2,000 HGV movements per day that are forecasted within the full operational phase that was assessed within submitted capacity assessment.

In response to the August 2023 query regarding construction / operation scenarios, DTA supplement the narrative within the TA, stating that:

*“Assuming therefore the construction was phased and interacted with some operation use of the site the overall flows and therefore impacts would remain lower at all times than that assessed in the TA.”; and*

*“For example, on a pro-rata basis one Berth would generate around 650 movements and two berths around 1,300 movements, so even if construction took place alongside the operation of two berths, the overall peak combined traffic level would be 1820 movements per day.”*

JSJV agree that the daily construction traffic movements [circa 380 movements] would be fewer than the operational traffic generation for the proposed development and in isolation, would not cause a concern, from a capacity perspective, on the SRN. However, to this point although the impact of full development is examined within the TA, there is no specific reference to a scenario testing the cumulative impact.

To address this and safeguard National Highways infrastructure in this event, JSJV acknowledge that in May 2022, the Applicant submitted a Draft Construction Environmental Management Plan [CEMP] that provides indicative details of construction traffic management.

JSJV noted in September 2022 that the CEMP provided goes some way to addressing traffic management issues associated with construction of the development and confirmed that the Applicant has committed, within the TA, to provide a detailed Construction Traffic Management Plan [CTMP] and a Construction Workers' Travel Plan [CWTP] to prepared by the contractor once the final construction details are confirmed.

On the basis of the JSJV review in June 2022, and considering the supplementary narrative provided, JSJV maintain that the DTA analysis presented within the TA considers the worst-case scenario of the potential impact of HGV traffic with operation and the forthcoming CTMP to be secured should provide clarity of the impacts of construction, including scenarios of partial operation overlapping with construction periods.

Furthermore, we note that, previously, JSJV has recommended to National Highways that the Applicants should provide certainty that a Construction Traffic Management Plan [CTMP] and a Construction Workers' Travel Plan [CWTP] will be submitted and agreed with National Highways prior to on-site works, to include the following matters:

- Length of construction period;
- Hours of operation;
- Peak trip generation [including type of vehicles];
- Access routes, including consideration of abnormal loads [vehicle swept path analysis may be required] and details of proposed signage, implementation and enforcement;
- Mitigation measures – limited delivery times [and details of enforcement e.g., penalty clauses for contractor, noise reduction, wheel washing];
- Travel plan type measures;
- A dust management plan;
- a noise management plan;
- pollution prevention measures;
- staffing numbers;
- contractor parking;
- construction traffic routes;
- details of delivery arrangements [including for any abnormal loads]; and
- measures to limit and manage transfer of debris on to the highway.

JSJV recommend to National Highways to ensure that the Applicant provides adequate agreements within the Schedule 2 requirements to refer specifically to the provision of a CTMP prior to works commencing. Once the phasing and construction details are defined, this document should refer to a scenario in which a construction phase and an operational phase occur during the same period.

### Additional Information

JSJV has been informed that GHD is liaising directly with DTA and the Applicant, with a view to the Applicant providing a revised capacity assessment, and an addendum to the TA, with adjusted assessment parameters to include:

- The assumed split between accompanied and unaccompanied vehicles;
- The assumed additional volume of tractor-only movements;
- The split of vehicles between the East and West gate;
- The baseline traffic flows; and
- Implications of seasonal demand on trade volumes influencing the peak traffic volumes used within the assessment.

Assuming that an addendum is prepared and issued by the Applicant, JSJV will review the submission; however, we would reiterate that the information presented within the TA, at the time of initial review by National Highways, was based on the most representative information at the time of the DCO application.

In addition, we acknowledge the 'new analysis' likely to be submitted on behalf of DFDS. This will need to be reviewed relative to the policy requirements set out in Circular 01/2022 and the National Planning Policy Framework.