

**NLC's responses to the ExA's first written questions (ExQ1) Issued 7 August 2023**

ExQ1	Question	NLC Answer
BGC.1.1	<p><b><i>Development Plan policies</i></b>  <i>NELC and NLC are requested to confirm whether they are content with the Applicant's policy analysis. The local planning authorities in responding to this question should also advise on whether there have been any changes to the Development Plan operative in their respective areas further to the submission of the Nationally Significant Infrastructure Project (NSIP) application and/or as to whether any changes are anticipated prior to 25 January 2024, the latest date by which the Examination must be completed.</i></p>	<p>Chapter 5 of the ES confirms that the Proposed Development site (order limits) falls entirely within the administrative boundary for North East Lincolnshire and as such provides a summary of the relevant policies contained within the North East Lincolnshire Local Plan and does not include an assessment against the Development Plan for North Lincolnshire. NLC has no objection to this approach given that no part of the Order Limits falls within North Lincolnshire.</p> <p>At the time of the application the Development Plan for North Lincolnshire consisted of the North Lincolnshire Local Plan (2003), the North Lincolnshire Core Strategy (2011) and the Housing and Employment Land Allocations DPD (2016). This is still the case and there is unlikely to be any change to the Development Plan prior to the close of the Examination.</p> <p>The new North Lincolnshire Local Plan was submitted for Examination in November 2022 and is still at an early stage of the Examination process. The first set of hearings are anticipated in November 2023 and this emerging plan will not be in a position to be adopted until after the close of the examination and is currently being given little weight in decision making.</p>
BGC.1.2	<p><b><i>Neighbourhood Plans</i></b>  <i>Are there any relevant made or emerging neighbourhood plans that the ExA should be aware of? If there are, please:</i>  <i>a) Provide details, confirming their status and, if they are emerging, the expected timescales for their making. b) Provide copies of the relevant parts of any made plan or emerging plan. c) Indicate what weight it is considered the ExA should give to these documents.</i></p>	<p>NLC has no made or emerging neighbourhood plans relevant to the proposed development.</p>

BGC.1.3	<p><b>Updates on other development</b>  <i>Provide an update on any planning applications that have been submitted or any permissions that have been granted following the NSIP Application's submission which could either affect the Proposed Development or be affected by the Proposed Development and advise whether those developments would affect the conclusions reached in the Environmental Statement (ES).</i></p>	<p>NLC are not aware of any planning applications within their area that have been made since the submission of the NSIP Application which could either affect the Proposed Development or be affected by it.</p>
TT.1.6	<p><b>Cumulative impact of HGV traffic if construction and operation is overlapped</b>  <i>Advise as to whether or not you are content that any cumulative impact of HGV movements on strategic and local highway networks has been adequately assessed for the worst-case scenario of there being an overlap between a second phase construction period while the first phase of the Proposed Development would be operational?</i></p>	<p>The forecast vehicle movements for construction traffic are an average of 240 light vehicles and 180 HGVs per day. The anticipated peak operational movements are 1,944 HGV vehicle movements, plus 410 staff vehicle movements. This assumes both piers are operational and the peak operational vehicle movements have been used to ensure a robust assessment.</p> <p>The peak operational vehicle movements are substantially greater than the predicted construction traffic trip generation. Should the situation occur where one pier is operational whilst the other is under construction, then I would expect a realistic assumption of the construction and operational traffic movements to be half that quoted in the previous paragraph. This would still be significantly less than the peak predicted vehicle movements, which the assessment is based on. NLC are therefore content that the cumulative impact of HGV movements on the local highway network have been adequately assessed for an overlap between the operation of one pier whilst the other pier is still under construction.</p>
TT.1.7	<p><b>Statutory compliance</b>  <i>Do the LHAs have any comments to make with respect to the need for any off-site mitigation measures to assist the operation of the local highway network?</i></p>	<p>It is anticipated that the majority of vehicles will access the site via East Gate, which is located in North East Lincolnshire and offers the most direct route to the A180. A split of 85% of vehicles accessing via East Gate and 15% of vehicles accessing by West Gate (in North Lincolnshire) has been assumed and agreed with the LHAs. A junction capacity assessment has been undertaken of the A160/Humber Road/Manby Road, and other key junctions along the A160, which are within North Lincolnshire. The modelling demonstrates that the proposed operational development traffic will not have an adverse impact on</p>

		junction capacity within North Lincolnshire. As the LHA for North Lincolnshire, we are satisfied that no off-site highway improvements are required within our area.
TT.1.8	<p><b><i>Proposed Travel Plan Management, Measures, Monitoring and Remedial Measures</i></b></p> <p><i>Are the LHAs content with the proposed Travel Plan Management measures, the Monitoring and Remedial Measures identified in [APP-109]? If not please explain what that is?</i></p>	North Lincolnshire are satisfied with the proposed Travel Plan management measures and the monitoring/remedial measures.