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PLANNING ACT 2008 (as amended)

INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE)
RULES 2010

Response to ExA Questions

SUBJECT: Immingham Eastern RORO Terminal

APPLICANT: Associated British Ports

INTERESTED PARTY:

**NORTH EAST LINCOLNSHIRE
COUNCIL**

YOUR REF: TR030007

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Introduction

Below are the answers from North East Lincolnshire Council in regard to the Examining Authorities (ExA) written questions (ExQ1) of the 7th August 2023.

BGC.1.1 – Development Plan Policies

NELC have considered the Policy analysis provided by the applicant in the Planning Statement Appendix 3, NELC can confirm that they are content with the analysis and have no concerns to raise in this regard.

It is also confirmed that there have been no changes to the Development Plan (North East Lincolnshire Local Plan 2013-2032 (adopted 2018)) since the submission of this NSIP application. Furthermore, it is not anticipated that there will be any changes prior to the 25th January 2024.

BGC.1.2 – Neighbourhood Plans

There are no made or emerging Neighbourhood Plans in NELC.

BGC.1.3 – Updates on Other Developments

NELC do not consider that there are any other developments that have either been submitted or granted that would either effect the conclusions reached in the Environmental Statement or be affected by the proposed development.

TT.1.6 – Cumulative Impact of HGV Traffic if construction and operation overlap

The applicant appears not to have explicitly assessed a split in the construction / operation phases of the development. The assessment of construction impact is provided at Section 5.1 of the Transport Assessment (AS-008). This forecasts construction traffic at a peak of 280 HGV and 240 light vehicle movements per day (a peak of 520 movements per day). The average generation is 420 movements per day.

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The full operation of the facility is forecast to generate circa 2,000 movements per day and it is on this basis that the scheme is assessed in terms of traffic impact (and found to be acceptable).

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. 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.

It is on this basis that NELC as LHA are content that this matter has been adequately assessed for the worst case scenario and has no objection to raise.

TT.1.7 – Statutory Compliance

The LHA have reviewed the Transport Assessment (TA) and have no comments to make in regard to the need for off site mitigation measures to assist the operation of the local highway network.

TT.1.8 – Proposed Travel Plan Management, Measures, Monitoring and Remedial Measures

The LHA can confirm that they are content with the proposed Travel Plan Management measures, the Monitoring and Remedial Measures in APP-109.