

IMMINGHAM EASTERN RO-RO TERMINAL



Traffic and Transport Statement of Common Ground between Associated British Ports,
CLdN Ports Killingholme Limited and DFDS Seaways Plc

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Document Information

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Appendix A – Agreed Meeting Minutes

Appendix B - GHD Drawing 12578580-Rev 2 Areas and Location of Local Logistics Facilities'

1 Section 1 – Introduction

Overview

- 1.1 This Statement of Common Ground (“SoCG”) has been prepared in relation to the application (the “Application”) by Associated British Ports (“ABP”), made under the provisions of Section 37 of the Planning Act 2008 (“the PA 2008”), for a Development Consent Order (“DCO”) which if approved will authorise the construction and operation of the Immingham Eastern Ro-Ro Terminal (IERRT) within the existing Port of Immingham.
- 1.2 The IERRT development as proposed by ABP falls within the definition of a Nationally Significant Infrastructure Project (“NSIP”) as set out in Sections 14(1)(j), 24(2) and 24(3)(b) of the PA 2008.

The Project

- 1.3 In summary, the IERRT development comprises two principal elements:
- (a) on the marine side, the construction of a new three berth Roll-on/Roll-off harbour facility and related marine infrastructure; and
 - (b) on the landside, the provision of a suitably surfaced area to accommodate a terminal building and ancillary buildings together with storage and waiting space for the embarkation and disembarkation of the vessel borne wheeled cargo.
- 1.4 The landside development will also include, within the Order Limits – i.e., within the boundary of the development site – a building for the UK Border Force together with an area for disembarked traffic awaiting UK Border Force checks prior to departure from the Port.
- 1.5 ABP will also be providing an area of off-site environmental enhancement at Long Wood, which is located close to the Port of Immingham’s East Gate.

Parties to this Statement of Common Ground

- 1.6 This SoCG is submitted on behalf of:
- (a) ABP – the promoter of the IERRT development and the owner and operator of the Port of Immingham;
 - (b) DFDS Seaways Plc (“DFDS”) – an international and shipping logistics company and one of the largest users of the Port of Immingham; and
 - (c) CLdN Ports Killingholme Limited (“CLdN”) – part of the CLdN Links group, a European integrated port, shipping and freight forwarding

operator, and the owner of an existing port terminal located at Killingholme approximately 3km up river from the Port of Immingham

The Purpose and Structure of this Document

- 1.7 This document sets out the agreed principal outcomes from the meetings held between representatives of the Applicant (DTA), DFDS (GHD) and CLdN (Andrew Ross of RHDHV) to discuss terrestrial transport matters arising from ISH2 and following from that the various representations made on behalf of each party to the examination.
- 1.8 These meetings were held on 10th August, 30th August, 15th September, 28th September, 13th October and 20th October 2023 2023 and the agreed meeting notes are attached at **Annex A**.
- 1.9 Discussions are ongoing with the interested parties, and an update to this statement will be provided as appropriate.
- 1.10 In preparing this SoCG, the guidance provided in ‘Planning Act 2008: examination of application for development consent’ (Department for Communities and Local Government (as it then was), March 2015) has been fully taken into account. In addition, this SoCG has had due regard to the ExA procedural decision of 26 May 2023.
- 1.11 Section 1 of this SoCG is designed to act as a general introduction to the IERRT project and to the parties concerned. Section 2 of this SoCG sets out the matters which have been agreed. Section 3 sets out the matters which remain outstanding, together with any matters upon which it has not been possible to reach agreement.

2 Section 2 – List of Matters Agreed and Outstanding

2.1 The Table below use a colour coding system to indicate the status of the matters between the Parties as follows:

- (a) Green – matter agreed;
- (b) Orange – matter ongoing; and
- (c) Red – matter not yet agreed.

Table 1 - List of Matters Agreed and Outstanding			
Matter ID	Matter		Status
1	Unaccompanied / Accompanied Ratio	This was specifically referred to under Action Point 14 (ISH2). The parties have reached an agreed position that, in isolation to other parameters adopted in the TA, (AS-008), sufficient evidence has been provided to support the ratio of Unaccompanied / Accompanied Freight units adopted in the assessment (72% / 28%). It is further agreed that, in isolation to other factors, the unaccompanied / accompanied split has a limited impact on the Transport Assessment.	
2	Transport Assessment Inputs	It is agreed that the 2021 survey data adopted in Transport Assessment are a reasonable and appropriate basis for assessment.	
3		It is agreed that the base line traffic will be converted to PCUS using a ratio of one (1) HGVs to 2.3 PCUs.	
4		A review of committed development and background assumptions adopted in the TA has also been undertaken. The list of committed development for specific inclusion within the TA was agreed with NELC, NLC and NH at a meeting on the 03/03/22. It is agreed that the approach to identifying committed developments in respect of junction modelling is considered appropriate and reasonable.	

5		DFDS have requested further clarification on the way those committed developments have been applied to the modelling be provided for review and confirmation of accuracy. The applicant has now provided this information to DFDS which is subject to review before confirming that the assessments in the update Technical Note 2 is agreed.	
6		The approach to providing further background growth assumptions based on TEMPRO is also considered appropriate and reasonable.	
7	Facilities for HGV drivers in the vicinity of Immingham	The response provided by the applicant to TT1.2 (REP2-009) are agreed in respect of a map showing the location of service areas or public rest areas and existing restrictions on HGV movements and parking on the local network.	
8		In addition, there are also private / third party HGV facilities in the local area which affect HGV assignment. The location (and broad scale) of those uses are under discussion. These facilities are shown on figure '12578580-Areas and Location of Local Logistics Facilities' attached to this SoCG.	
9	Daily / Annual Throughput	It is agreed daily movements from the terminal will vary and that peak day demand is likely to be c1.25 average daily demand.	
10	West and East Gate Capacity and Assignment	The assessment of East and West Gate Queuing Capacity as described in DTA Technical Note 23325-28 is undergoing final review by the parties.	

11	Modelling of Capacity of Junctions	The applicant has agreed to provide an assessment of the key junction capacities so that the various scenarios can be compared with these capacities to define the materiality of impact and level of concern.	
12	Sensitivity Testing	The applicant has agreed that, subject to resolution of outstanding matters, it will prepare updated modelling to provide a sensitivity test.	
13		The sensitivity test will include consideration for an East and West Gate Assignment of upto 40% to the East Gate, and 60% to the West Gate.	
14		There are a range of different data sets in relation to solo tractor ratios which are under discussion and the sensitivity test will include consideration of a range upto 36%.	
15	Wayfinding	This matter is held in abeyance pending receipt of sensitivity testing.	
16	Terminal Capacity and Daily / Annual Throughputs	The applicant has submitted further information in relation to this at Deadline 5 which is under review by parties. There is disagreement between the parties on this matter.	

17	Prior Transport Assessments for Other Projects	<p>DFDS were using the historical transport assessments (Docs REP2-047, 047 & 053) associated with committed developments to inform our understanding of the existing and future demand on the network as this varied substantially from the Applicants original assessment in the Transport Assessment [AS-008]. With the revision to the PCU conversion factors and correction of traffic modelling inputs, the Applicants update to Technical Note 2 now more closely represents the conditions outlined in those prior assessments. As such reference to the prior transport assessments for the purpose of baseline traffic generation is no longer required. Note: the technical note is still under review by the interested parties, and further revisions are required.</p>	
18	Transport Mitigation	<p>The parties do not agree on whether mitigation is required for the project, nor do they agree on the thresholds / policy basis for the consideration of any mitigation. All parties will make initial representations on that matter at D6, however will require the outputs of further sensitivity analysis prior to making final representations.</p>	

19	Transport Assessment Revision	<p>Interested Parties note that the current Transport Assessment [AS-008] prepared by the Applicant contains an error regarding the PCU conversion factor. Therefore, the interested parties consider the Transport Assessment should be revised and submitted into the examination to update this and to include the outcomes of the sensitivity tests.</p> <p>The Applicant does not agree that the entire Transport Assessment should be revised and re-submitted on the basis of the PCU conversion factor point. Notwithstanding this, the Applicant commits to provide a Transport Assessment addendum, which takes account of the PCU conversion factor and sensitivity testing.</p>	
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3 Section 3 – Signatories

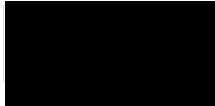
This Statement of Common Ground is agreed:

On behalf of CLdN:

Name: **Andrew Ross**

Signature :

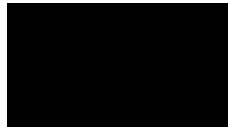
Date: 13/11/23



On behalf of ABP:

Name: Simon Tucker

Signature:



Date: 13/11/23

On behalf of DFDS:

Name: **Andrew Byrne**

Signature:

Date: **13/11/23**



Glossary

Abbreviation / Acronym Definition

SCOG - Statement of Common Ground

ABP - Associated British Ports

IERRT - Immingham Eastern Ro-Ro Terminal (IERRT)

CLdN - CLdN Ports Killingholme Limited

DFDS - DFDS Seaways Plc

PCU- Passenger Car Unit

TA – Transport Assessment

TEMPro – Trip End Model Presentation Program

HGV – Heavy Goods Vehicles

Annex A

Agreed Meeting Minutes

Meeting Note - Proposed Ro-Ro Terminal, Immingham

Date: 10th August 2023 @ 10.00 am on Teams

Attendees:

[REDACTED] (AB) – DFDS Seaways
[REDACTED] (ME) – GHD on behalf of DFDS
[REDACTED] (GW) - GHD on behalf of DFDS
[REDACTED] (MG) - GHD on behalf of DFDS
[REDACTED] (NVDM)- GHD on behalf of DFDS (part of meeting)
[REDACTED] (AR)– RhDHV on behalf of CLdN
[REDACTED] (TJ) – ABP
[REDACTED] (JB) – ABP
[REDACTED] (RT) – DTA on behalf of ABP
[REDACTED] (ST) – DTA on behalf of ABP

Apologies:

None

References to Action Points (AP) relate to ISH2 Hearing Action Points issued by the ExA¹.

Summary of Discussion

Actions in bold.

Introductions and Context

1. Introductions were made.
2. ST confirmed meeting was set up to discuss matters arising from ISH2 Action Points 14 and 15. It was agreed that a meeting note would be prepared for agreement and submission to ExA by Deadline 1 – **Action DTA**
3. It was further agreed that parties would work toward a Statement of Common Ground (SOCG) on transport matters.

Base Line traffic surveys and committed development

4. In relation to AP 11 (DFDS to provide their traffic survey data by D1), ME confirmed that data was being collated and would be issued by deadline. He was unable to provide early copy of any of the data. He explained they (along with other data collected from other applications) show significant variation in flows from the data submitted by the applicant. It was confirmed they would also provide data and assessments required under AP 17 **Action GHD**
5. On receipt DTA are to review and as necessary provide commentary on how Transport Assessment surveys validate against other data sources and their validity. **Action DTA**.
6. Terminal Capacity was discussed. ME introduced concern that if average figures were used, this would not account for monthly or daily variations in flows which would mean peak flows were higher, and suggested that a peaking factor was applied to average figures.

¹ [TR030007-000570-Action Points ISH2 ES.pdf \(planninginspectorate.gov.uk\)](#)

Terminal Throughput

7. ST confirmed the TA was based on a peak capacity of 1,800 units (900 in and 900 out) per day. The 660,000 as confirmed in Article 21 Subsection 1 of the dDCO was an absolute cap which related to the terminal running and full capacity each day per year. It is thus robust. Any variation in flows on a monthly or daily basis would be less than this.
8. AR and ME requested that consideration be given to those variations across the year (noting it would show lower levels of traffic and hence impact if the daily throughput of 1,800 is maintained as the 660,000 annual number would be reduced. If the 660,000 annual number is retained, ME and AR expressed that due to the seasonal fluctuations, a higher daily peak would be expected, influencing the levels of traffic and impact). Neither DFDS nor CLdN did not specify which month they considered appropriate as an average as this information needs to be provided by the intended operator, but confirmed 2022 market profile (i.e. the fluctuations seen across the full year) would be appropriate basis.
9. ST confirmed this would only show a lesser impact than assessed in the TA so questioned the relevance. AR noted that in EIA terms it might provide a view on temporal impacts. **Action DTA to provide applicants view.**
10. AR noted that a commitment to an Operational Management Plan would give CLdN some comfort on impacts
11. JB asked meeting if a limit on daily throughput in the DCO and a commitment to an Operational Management Plan would allay concerns raised on traffic impacts. DFDS and CLdN both confirmed that they would be supportive of this subject to confirmation of the appropriateness of the “1,800” and confirmation of controls and monitoring used to ensure unit volumes do not exceed this limit. **Action Applicant to review position.**
12. AB raised concern of terminal capacity generally. He confirmed that DFDS were expecting a throughput of 720,000 units in 2023, and that was based on 150 acres of hinterland. He therefore has concerns that the IEERT scale is inadequate to accommodate throughput proposed, and this could lead to parking / waiting of HGVs on internal port roads. AR and ME noted that there was limited evidence within the applicants materials supporting the view that the IEERT terminal had sufficient capacity to handle 1,800 units per day at peak.
13. ST confirmed that same point was raised by ExA in their Q1 (7th August 2023, TT.1.1) and that applicant would respond by Deadline 2 as requested. **Action Application to confirm position on terminal capacity.**
14. In terms of gatehouse capacity the key concern from DFDS was confirmed to principally relate to inbound HGV movements, however there was still some residual concerns relating to outbound traffic and its impact upon the operation of roads within the terminal.

Accompanied / Unaccompanied Freight Split

15. In relation to the ratio of Accompanied / Unaccompanied freight ratio ST confirmed that the figure adopted in the TA represented the expected future levels of the operator based on current experience and that a response was being prepared in response to AP14 for D1 and noting AP6 for Deadline 2. The conclusion of that work is that the split is not material to the outcome of the assessment.
16. ST asked DFDS and CLdN what ratios they considered to be appropriate to test (with reference to AP5). Neither could confirm at this stage. **Action CLdN to confirm as per AP5 and DFDS invited to comment.**
17. It was noted that DFDS concern related to Accompanied Levels being under represented for current day operations, and DFDS would expect unaccompanied volumes to increase over time

inline with current national trends. CLdN concern was that accompanied vehicles were over represented in the assessment. DFDS suggested a range of distributions be considered within future assessments.

Empty Tractor Ratios

18. Empty Tractor Unit Assumptions (AP12). DFDS surveys have been undertaken that suggest the ratio at present for external movements from the Port was ranging between 14% to 22%, with an overall average of 19%. They will provide data at Deadline 1. **Action DFDS to submit survey data in response to AP12. Following receipt DTA will review and provide commentary.**
19. DFDS also highlighted that there will be variations in the number of Empty Tractor unit movements at the gatehouse, versus those in the port, due to the movement of tractors between port operations which will influence the port road network capacity which will further increase the percentage of tractor only movements.

Off-site Junction Modelling

20. Reference AP17, GW confirmed that his review highlighted variations in flows from historic Transport Assessments. The data will be provided to applicant by D1 which explains the concern and includes GHD's alternative assessment. **GW confirmed he would provide all data on which they intend to rely.**
21. It was agreed that historic data more than 5 years old should be considered with caution as it may not be representative, however evidence is required to be provided to confirm that data older than 5 years is non-representative. AB confirmed that DFDS 2022 levels of operation (whilst subject to some ongoing pressures related to cost of living / global events etc which are still suppressing volumes) was still below, but closer to being representative of indicating a return to business as usual volumes.
22. GW noted that the Stallingborough Interchange TA reached different conclusions on capacity than the IERRT TA and requested a review for consistency. **Action DTA.**
23. The applicant will review and response with a view on impact on COVID in relation to the robustness of the surveys. **Action DTA**

HGV Distribution and Assignment

24. Concerns were raised about the assignment split of 85% East Gate and 15% West Gate.
25. It was agreed and noted by ME that journey time to and from the A180 is quicker as demonstrated by google maps. He considered the difference (1 – 2 mins) not significantly large to mean HGVs would use that route. It was noted that the existing port usage for HGVs was split 18% East Gate and 82% West Gate.
26. It was further noted that other operations off port (including HGV parking and servicing area) were located close to West Gate and that would attract movements via West Gate. ST agreed that would have some influence but was accommodated within the 15% already tested.
27. DFDS or CLdN identified that they only have historical distributions between the East and West gate and further information is required by the applicant to support an assessment for future movements. ST confirmed that a plan was being prepared in response to ExQ1 TT1.2 (which relates to off-site facilities) and would review the position. **Action DTA.** [DFDS post meeting note: Note, the question in TT.1.2 relate to security at facilities, map of locations and capacity, and measures to prevent use of laybys. The question does not address distribution between the gates and therefore, pending the response provided, is not likely to be relevant to this topic.]

28. It was agreed that the principal concern arising from the East Gate / West Gate split relates to inbound traffic movements at the West Gate Security gate. GW also noted concerns about potential impact on journey time reliability on the A160. ST noted there was significant spare capacity in that network, having been specifically promoted by NH to provide access to Immingham area.
29. AB also confirmed concerns about impact on staff movements to the site (which generally focuses on East Gate / A1173). ST noted that if more traffic used A160 impact on A1173 would clearly be lower.

Next Steps

30. It was agreed that further discussion on Gate Capacity (AP15) and off site junctions would not be possible until the above matters had been discussed following the information exchange at D1. The ExA will be updated accordingly as this progresses.
31. Next meeting to be confirmed at 1300 on the 30th August with an interim catch up (AR not available) 18th at 1600.

END

Meeting Note - Proposed Ro-Ro Terminal, Immingham

Date: 30th August 2023 @ 13.00 am on Teams

Attendees:

[REDACTED] (ME) – GHD on behalf of DFDS
[REDACTED] (GW) - GHD on behalf of DFDS
[REDACTED] (NVDM)- GHD on behalf of DFDS
[REDACTED] (AR)– RhDV – for CLdN
[REDACTED] (TJ) – ABP
[REDACTED] (JB)– ABP
[REDACTED] (RT) – DTA on behalf of ABP
[REDACTED] (ST) – DTA on behalf of ABP
[REDACTED] (MG) - GHD on behalf of DFDS

Apologies:

Andrew Byrne (AB) – MD DFDS Seaways

Summary of Discussion

References to Action Points (AP) relate to ISH2 Hearing Action Points issued by the ExA.

Actions in bold.

Introductions and Context

1. ME gave apologies on behalf of AB and MG.
2. ST confirmed meeting was set up to continue discussion matters arising from ISH2 Action Points following on from data provided at Deadline 1. It was agreed that a meeting note would be prepared for agreement and submission to ExA. **Action DTA**

Previous Meeting Minutes

3. Query on assignment and distribution use in the previous minutes. Whilst the distribution in terms of ultimate origins/destinations of development traffic is not contested (i.e., beyond what has been raised in regards to distribution centres / warehouses near the port, tractor only movements, etc), the assignment of these vehicles between the east and west gate is not agreed.
4. Previous minutes agreed subject to comments received from AR via email (15/08/23) and ME via email (21/08/23). **ST to issue**

Accompanied / Unaccompanied Split (ISH 2 – AP6)

5. JB noted that ABP are still waiting on DFDS to provide Ro-Ro vessel movements and the distribution between accompanied / unaccompanied freight as per ISH2 AP 6. ME agreed to chase. **Action GHD**

6. AR to chase CLdN on ISH2 AP5 in the hope that data can be provided to DTA earlier than Deadline 2. **Action RhDHV**
7. The sensitivity test on the accompanied / unaccompanied split provided by DTA at Deadline 1 was discussed. ME confirmed he agreed with the conclusion that the overall impact was negligible when considered in isolation and agreed with the presentation of the test and the derivation of the assessment (with the caveat that the overall capacity throughput and / or other variables did not change). AR also confirmed.

Annual Throughput / Terminal Capacity

8. ME confirmed the breakdown of units and areas of the DFDS terminal will be provided in the written reps at Deadline 2.
9. ME confirmed that over the site as a whole DFDS has a high level of unaccompanied trailers (approximately 98% unaccompanied to 2% accompanied).
10. ME queried the 660,000 annual throughput and stated that if 660,000 units annually is correct then 1800 units would be the average and not the peak (actual peak approximately 2200 units). If 1800 units is the daily peak, then 660,000 units annually would not be possible. This could impact both junction assessments and the EIA.
11. ST said the EIA would not be impacted as it is based on AADT (Annual Average Daily Traffic) and so the peak day being different would not impact it.
12. AR questioned severance and amenity being based on AADT.
13. AR stated that the focus should be on the inputs but that the EIA could be impacted.
14. DFDS / CLdN noted that there are a lot of assumptions but there appears to be no contingency in the assessments undertaken by DTA to assess the impact of variation of these assumptions.
15. ST confirmed that applicant would confirm its position on the capacity at D2 as required by TT1.1 and considered the assessment was robust.

Baseline Traffic Conditions (DFDS AP11 and 17)

16. GW stated that the narrative needs to include 2022 data provided by GHD (ISH2 AP11). Also questioned why ABP chose the data used.
17. All confirmed that in principle there are no issues with 2023 survey data provided by DTA and agreed that 2023 data validates the 2021 data in terms of existing traffic volumes on the network. AR noted that RhDHV have not completed their review of the baseline data and are therefore not in a position to confirm acceptance of the 2023 data.
18. GW / ME noted some technical queries on DTA ISH2 AP10 data which will be confirmed via email. **Action GHD and DTA**
19. GW / ME identified that traffic flows on the network had decreased since 2019. GHD acknowledge that due process has been followed to agree the use of 2021 traffic flows with all three Local Highway Authorities, however questions remain as to whether this approach is suitably robust as it takes no account of the potential for throughput at the Port of Immingham or activity of surrounding commercial uses increasing back towards their 2019 levels in the future.
20. ST questioned if there is relevance to looking at pre-covid assessments since major changes have occurred since then (i.e., working from home). This was noted but ME identified that international freight was returning to 2019 levels, however changes may have occurred with private / light vehicle behaviours. ME requested an explanation between the 2019 and 2021 traffic flows to support the use of the latter in the assessment accounting for variations in behaviours between the two general types of vehicles (i.e. freight vs private). **Action DTA**

Empty Tractor Ratio

21. ST asked for confirmation of difference between empty HGVs and solo HGVs in DFDS ISH2 AP12 report. ME confirmed solo HGVs are just the tractor head with the ability to link a trailer and empty HGVs are skeleton trailers with the ability of a container being dropped onto the trailer bed.
22. JB commented that DFDS has a significant amount of container movements compared to the approximately 2% expected on the IERRT site.
23. ME said that internal junctions would need to be assessed with a much higher level of shunting movements arising from unaccompanied loads compared to the external junction assessments.
24. ME stated that justification needed for the 10%. If it is an assumption, then a sensitivity test is required. **Action DTA to review and respond.**

Off-site Junction Modelling

25. ST noted that committed development at Kiln Lane in GHDs note (REP1-029 and REP1-033) was significantly higher than in the TA (AS-008). GW confirmed that GHD will provide disaggregated data for review. **Action GHD**
26. GW noted that the Stallingborough Interchange flows appeared to be included in DTA's baseline, instead of the committed development flows. **DTA to check**
27. It was noted and agreed that the committed development in the TA has been agreed with Highway Authorities and DTA followed due process.
28. ST identified errors in Table 3 of ISH2 AP17 (REP1033) report provided by GHD at Deadline 1. GW confirmed they will check data and correct if necessary. **Action GHD**
29. ST noted that based on NPPF policies, cost effective mitigation is only needed with a significant or severe impact. This was noted.
30. ST suggested review / comparison of the DCO TA with the conclusions of the Stallingborough Interchange TA could be discounted as it was based on 2017 traffic counts which are too old. The age of the traffic data is acknowledged by GW and AR. The traffic volumes are however similar to 2019 volumes on the network.
31. GW mentioned the Altolto Jet Fuel scheme identified capacity issues at some of the same junctions as the Stallingborough Interchange assessment. ST confirmed this would be analysed. **Action DTA**
32. GW reiterated that other consented development has reached similar conclusions regarding future capacity constraints on the A1173. These may materialise if activity and associated traffic return to 2019 levels.

HGV Distribution

33. ME confirmed that the main points of contention are a) the capacity of the facility and assessment of peak day and b) the East Gate / West Gate distribution.
34. AR stated that if the East Gate / West Gate sensitivity test were agreed to be robust then the differences of view over the other points of contention will most likely be encompassed within these tests.

35. ME stated that 100% of traffic to East Gate and through the junctions should be tested along with the existing split of traffic through the gates (82% to West Gate and 18% to East Gate). The 15% to West Gate needs evidencing considering all the variables.

36. DTA to review and respond.

HGV Assignment

37. ME questioned the signage scheme mentioned in the EIA but nowhere else and whether the EIA therefore needs updating.
38. ST confirmed that the signage scheme is not being included within the DCO application.
39. TJ noted that ABP plan to put the scheme forwards separately through the relevant Highway Authorities.

Additional Points

40. GW asked DTA to double check the junction assessments along the A1173 as there appears to be an error at the junction of A1173/ Pioneer Park access, where eastbound and westbound flows are reversed. **DTA to check**
41. AR confirmed an SoCG is with CLdN but that it did not seem to include transport. He asked JB if there is a plan for a separate SoCG for transport. JB confirmed.

Next Steps

42. Next meeting to be confirmed at 1000 on the 15th September.

END

Meeting Note - Proposed Ro-Ro Terminal, Immingham

Date: 15th September 2023 @ 10.30 am on Teams

Attendees:

[REDACTED] (ME) – GHD on behalf of DFDS
[REDACTED] (MG) - GHD on behalf of DFDS
[REDACTED] (NVDM)- GHD on behalf of DFDS
[REDACTED] (AB) – MD DFDS Seaways (part)
[REDACTED] (AR)– RHDHV on behalf of CLdN
[REDACTED] (TJ) – ABP
[REDACTED] (JB)– ABP
[REDACTED] (RT) – DTA on behalf of ABP
[REDACTED] (ST) – DTA on behalf of ABP

Apologies:

Gavin Wickens (GW) - GHD on behalf of DFDS

Summary of Discussion

References to Action Points (AP) relate to ISH2 Hearing Action Points issued by the ExA.

Actions in bold.

Introductions and Previous Meeting Minutes

1. ME requested a tweak to minutes as MG was moved to apologies but was a part of the meeting.
2. ST proposed the agreement of a SoCG to be agreed prior to the hearing sessions wc 24/09 for items where agreement had been reached. It was agreed that a draft would be circulated for review between ABP, DFDS and CLdN to allow the relevant SoCG for DFDS and CLdN to be populated. **Action DTA**

Accompanied / Unaccompanied Split

3. AR confirmed that CLdN are now content with the accompanied / unaccompanied split subject to the other parameters being fixed.
4. ME confirmed they were in the same position but that the range of accompanied / unaccompanied split should be carried through the assessment.
5. ST asked for confirmation that in isolation the unaccompanied / accompanied split was no longer a point of disagreement, and a statement could be put in the SoCG.
6. AR and ME agreed with the caveat of it being subject to the other parameters and that the range of possible variables is carried through the transport assessment. ST to include in SOCG.

Annual Throughput / Terminal Capacity

7. ST referred to ABPs answer to ExQ TT 1.1 where the capacity of the terminal has been reviewed and shows the average daily throughput to be lower than the maximum 1,800 units assessed with a realistic daily throughout of 1,440 units.

8. ME stated that when considering the capacity of the terminal the peak day will be closer to 2200 units if 660,000 units are processed annually.
9. ST said that the 660,000 annual cap in the DCO was derived from the capacity of the terminal (i.e. 1800*364). He confirmed that the 660,000 annual throughput was a limit tested for environmental impact purposes (and found to be acceptable).
10. ME suggested that the solution to this matter could be:
 - a. Include a daily cap of 1,800 units within the DCO, along with necessary controls on how this will be monitored and conformed with;
 - b. Re-assess the transport assessment with a peak flow of 2,200 units per day; or
 - c. Reduce the annual cap in the DCO to 525,000 units.
11. ME stated that the 1.25 peaking factor seems to be relatively consistent across various ports.
12. ST asked if we could agree the peaking factor of 1.25 as a reasonable assumption.
13. ME and AR agree.
14. ME stated that the terminal capacity assessments done by CLdN and DFDS come to about the same result and so more detailed capacity assessments by ABP need to be provided. ME raised the point that DFDS believe the terminal capacity, combined with the operational parameters ABP have indicated (i.e. dwell rates, accompanied vs unaccompanied split, vessel arrival / departure schedule, etc) meant that the terminal only has around half the capacity required. CLdN identified that dwell rates would need to be reduced to around 1 day to meet the target throughput. ST confirmed that there would be a submission with changes to the scheme (Chapter 2) which will respond to and address the capacity issues and noted that another party would provide this assessment for the Applicant. **Action ABP at Deadline 4.**
15. ME commented that GHD are happy to provide any data / calculations if required by ABP / DTA. REP2-051 holds most of the calculations undertaken by DFDS / GHD.
16. ST asked for confirmation of what the actual impacts of the terminal capacity issues are in the context of the TA are for DFDS. ME stated that in real life situations, congestion starts to be seen at about 80% capacity. ST asked for confirmation that the concern in the context of terminal capacity is therefore limited to the potential for congestion and queuing on the internal port network.
17. ST suggested that the throughput of the IERRT facility would be limited by yard capacity and that the operator would mitigate the risk of congestion by seeking to not overcommit the volume of tickets sold. AB disagreed, noting that the throughput volume / number of slots sold won't be considerate of the terminal capacity, rather defined by the vessels capacity and thus exceeding terminal capacity is highly likely.
18. ME stated that for DFDS, the main concern is in regards to delays entering / exiting the terminal leading to queues on the internal Port of Immingham Roads, at the gatehouses, the local roads and public highways, as well as the impact on truck stops and local laybys if the port is congested.
19. ST stated that a facilities plan was provided in response to ExQ TT1.2. It was asked if this could be checked and agreed before the hearing.
20. ME and AR agreed. **Action RHDHV and GHD**

Baseline Traffic Conditions

21. ST confirmed that the 2021 flows were checked against the 2019 flows at deadline 2 and asked if GHD have checked this.
22. ME confirmed that this was covered in the Deadline 3 document from DFDS at paragraph 33 of REP3-022 and that they were content with the explanation, but that sensitivity is needed

for the uncertainty of Covid-19. ME identified that the A160 survey conducted in 2022 resulted in figures 20% higher and that an uplift should be applied for uncertainty.

23. All parties agreed they considered the surveys adopted in the TA were a reasonable basis for the purposes of assessment.
24. It was agreed that the committed development traffic flows for inclusion within the junction modelling is considered reasonable on the basis that it has been appropriately consulted on, and agreed with, the local authorities and highway authorities. This is subject to evidence being provided to demonstrate that the Abel Marine Energy Park has been appropriately incorporated into the assessment. MG asked DTA for the data source of the Able Marine Energy Park Committed Development flows as a network flow diagram which had not been included in the TA for this development. RT confirmed that a diagram could not be obtained from the source and instead used traffic volumes from the body of the report. RT agreed to send GHD a reference source of the volumes used in the Committed Development calculations. **Action DTA.**
25. The approach to providing further background growth assumptions based on TEMPRO is also considered reasonable by all parties.

Empty Tractor Ratio

26. ST confirmed applicants view that the 10% adopted in TA was robust and queried the assessment in REP3-022 Para 36. ME raised the point that the applicant's assessment was not considerate of the total laden units and stated that total movement data is hard to breakdown into trailers for RoRo movements versus trailers solely for containerised movements, so the point made in Deadline 3 is as stated an assumption.
27. ME suggested that DTA / ABP request values from Stena Line for current operations.
28. ST stated that in terms of the SoCG it's probably best to provide both sides of the argument.
29. AR added that it's hard to find a specific figure that does not involve container units.

Off-site Junction Modelling

30. ST thanked ME for providing the clarification of the output summary for the GHD alternative junction assessment at AP17.
31. ST asked if DFDS intend to rely on assessments now that the base is agreed and ABP committed development has been agreed with the LHA.
32. MG asked if the O/D matrices have been assessed as Total Vehicles and HGV% or PCUs, and what the PCU factor is if so. RT confirmed that the junctions have been assessed as PCUs and HGV% with a factor of 2.3. MG stated that some clarification is needed as to whether the HGV factor had been applied to the Baseline and Committed Development volumes, noting that some O/D movements showed a count of 1 HGV that amounted to 1 PCU rather than 2.3 PCU. RT requested MG to send DTA examples of the O/D matrices with these queried volumes highlighted. MG agreed to send this information after the meeting and RT confirmed DTA are happy to clarify any questions. **Action GHD and DTA**
33. AR confirmed that CLdN are deferring to GHD on matters of details regarding modelling inputs.

East Gate / West Gate Split

34. ST asked ME to clarify paragraph 46 of the Deadline 3 document from DFDS.
35. ME stated that they are happy with the wider distribution but not on more local traffic, e.g. haulage sites.

36. ST asked if all DFDS external facilities are on the A160. ME not 100% sure but believes so. ST suggested looking at the proportion of HGVs from DFDS going to the A160 corridor to give an indication of likely split of East / West Gate.
37. ME suggested that it would be more appropriate to look at Stena's existing operations and the proportion of HGVs going to haulage sites within the local area. **Action DTA**
38. ST confirmed a 30% West Gate sensitivity test which was undertaken by DTA undertaken at Deadline 2 and the 40-50% breaking point suggested by GHD. ME stated that it would be better for the Applicant to correctly determine the breaking point rather than interested parties extrapolating from results presented by the Applicant. **Action DTA**
39. ST suggested a comparison of the two gate surveys should be undertaken. ME agreed and will provide the raw data of GHD surveys to DTA to compare. **Action GHD and DTA**
40. ST also stated that looking at the existing busy periods compared to the proposed busy periods is important. ST suggested working backwards from the gate tipping point to work out what sensitivity tests impact the queueing the most.
41. ME stated that GHD is happy with working backwards once the starting tipping point is agreed and as long as the assessment is conducted in combination of consideration of all other variables (i.e. tractor-only ratio).
42. ME also stated that the driving factor needs to be agreed (i.e. what has less capacity, West Gate or the external junctions?) to identify which element of the highway network would require mitigation first, in the event mitigation was required, in order to accommodate the IERRT development traffic.
43. ST stated that there is no current plan to rerun the junction models unless they're sensitive. ME asked that the East Gate and junctions along the A1173 corridor needs checking at 100% traffic too. It was also asked how the signage scheme was progressing. JB stated that it being dealt with outside of the DCO application but would check and confirm. **Action ABP**
44. ST stated that the operator controls considered at ExQ TT1.2 excluded the signage scheme but included management and information provision to drivers.
45. ME asked what of the controls in ExQ TT1.2 are confirmed and what are currently only being considered.
46. AR stated that as it stands nothing has been secured in the DCO which concerns RHDHV and GHD.

Additional Points

47. ST confirmed that he will attempt to write text for the SoCG to agree by Monday (18/09/23).
48. JB stated that it will need to be a live document so that if matters are agreed at a later date, it can be edited to include the new points.

Next Steps

49. ST suggested that no further meeting is needed for now but if something comes up we can organise something on an ad hoc basis.

END

Meeting Note - Proposed Ro-Ro Terminal, Immingham

Date: 28th September @ 08:30 am

Attendees:

[REDACTED] (ME) – GHD on behalf of DFDS
[REDACTED] (GW) – GHD on behalf of DFDS
[REDACTED] (EL-S) – DFDS
[REDACTED] (AR) – RhDHV on behalf of CLdN (via Teams)
[REDACTED] (TJ) – ABP
[REDACTED] (JB) – ABP
[REDACTED] (RT) – DTA on behalf of ABP
[REDACTED] (ST) – DTA on behalf of ABP

Introductions

1. ME stated the meeting was to take an opportunity to run through the SoCG to see what we can finalise before the ISH3 hearing.
2. ST suggested that we follow the headings within the SoCG as an “agenda”.

Unaccompanied/ Accompanied Split

3. ST stated that the previous minutes (from the meeting held on 15th September 2023) show confirmation of the unaccompanied/ accompanied split.
4. AR agreed that there is now sufficient information to confirm the split.
5. ME also agreed but with the need to keep the range in the assessment.
6. ST suggested that the inspector is still likely to ask about this matter in the hearing as it is included in the agenda, and it was asked of DFDS and ABP on the site visit.
7. ME confirmed that the actual implications if the split were to change is that more accompanied would lead to a ‘peakier’ profile but accepted this was unlikely given the end-users operations.

Baseline flows

8. ST asked to confirm that baseline flows are now agreed.
9. GW stated that DFDS are just waiting for the A160 flows to be validated in line with the other areas of the network.
10. ST confirmed that the 2021 flows collected by DTA are higher than the equivalent 2022 flows collected by GHD.
11. GW stated that they would like to see an ATC along the A160 in 2023 as they would like ABP to prove that flows have stabilised.
12. ST confirmed that all the data available correlated and asked why were therefore need more assessment in this regard.
13. GW said since surveys along the A160 are only day long surveys, DFDS need to see a weeklong survey to resolve the question over the stabilisation of traffic flows.
14. TJ asked to confirm that ST believes the data is adequate and GW does not think the data is fit for purpose.
15. GW said they are happy for data that is used in the TA to be used for junction assessments but that there is no validation along the A160.

16. ST stated that the port end of the A160 has been validated and so why are GHD worried about the other end of the A160.
17. TJ asked why those flows would be materially different. ME stated that facilities on Eastfield Road could alter the flows, so what happens to the flows after all of the depots.
18. ST stated that both GHD and ABP surveys are on a Wednesday which is a 'neutral' day. EL-S queried what a neutral day was and ST confirmed Webtag guidance advised on avoiding undertaking surveys that avoid Mondays and Fridays.
19. GW said that if a survey can be undertaken to compare to 2021 flows, then that would help.
20. ST undertook to review. **Action DTA and ABP**

Committed Development

21. ST stated that NELC provided a list of required committed development which NLC were also happy with. Examiners have now also asked a question over committed development and so some text has been written towards an answer to this.
22. GW said that DFDS would like the Altato flows included at the very least as the updated modelling shows that the network is sensitive to additional flows [post meeting note – these are included already – See Para 1.10 of Annex I]
23. ST added that Temprow growth has also been included on top of the committed development.
24. GW confirmed they were happy with Temprow assumptions.

Facilities for HGV drivers

25. ST stated that a plan was submitted at Deadline 2 and DTA were waiting for agreement from GHD and RhDHV on this plan. **Action GHD and RhDHV to confirm**
26. ME stated that it only shows truck stops and facilities and not necessarily all the third-party facilities so depending on what the plan is claiming to show depends if GHD can agree it or not.
27. ST agreed to altering the terminology in the SoCG if there are comments on it. It was asked if we can agree that the plan shows the facilities which were asked for by the examiners.
28. ME asked if the plan can potentially show which facilities Stena use, though it is understood that this might be difficult.
29. ST confirmed that Stena do not have that data. It was asked if parties could agree a plan together by combining the plans submitted by both DTA and GHD.
30. AR asked what the intention of the plan was – he thought it should be used as a proxy for the assignment on the network and so the examiners potentially asked the wrong question.
31. ST suggested having two plans, one to answer the examiners questions and one that is agreed to show everything that is felt to be required.
32. ME stated that he would clean up their plan and then can recirculate but potentially using dots to locate the facilities was not the best as it does not differentiate between site sizes. He suggested that there needed to be some quantification of how many vehicles actually go to the site and land mass seems to be the best way since this is something that the shipping companies most likely do not have an answer to. **Action GHD**
33. JB asked if any of the sites being considered are locked to one shipping company (e.g. DFDS) as this could skew any conclusions.
34. SB agreed the sites identified need to be multi-user and stated that we can measure the site and building areas off Google Maps. **Action DTA**

Daily throughput

35. ST confirmed the 1.25 peak uplift is agreed.
36. ME agreed the number is reasonable.
37. ST stated that the number appears to have been adopted across the board.
38. AR confirmed this was agreed at the last meeting.

West Gate Capacity

39. ST stated that there is space for around 25 lorries to queue from West Gate upto Rosper Road. ME said that the maths needs to be confirmed.
40. ST confirmed that the number comes from the length of the road divided by 20m and that DTA can send a plan showing the length of the road and calculation to confirm this. **Action DTA**
41. ME confirmed that GHD would be happy with this method of confirmation.

Tractor only units

42. ST confirmed that the current situation is that 10% has been adopted in the TA, 12% is shown in DTA surveys and GHD's position is 19%.
43. ME confirmed that 19% is what happens at DFDS but admits that the number may be marginally different for Stena.
44. ST stated that the number will be different around the ports, in the vicinity of the depots and on the wider network.
45. ME confirmed that differentiation needs to be considered at different locations.
46. ST stated that internal shunting movements must have some double counting as some of the movements at present that leave/ arrive empty might be more likely to also drop/ pick up at the IERRT facility.
47. ME agreed that the double counting impact takes a reduction off the counts.
48. ST asked if we could agree a number somewhere in the middle so that all the junctions are assessed using the same number.
49. ME noted that GHD are still sat at the 19% figure.
50. DTA agreed to produce a note of what would change if the solo-tractor percentage increased to 19%. **Action DTA**
51. AR stated that had a more robust sensitivity been undertaken at the gates that would address concerns over different input factors.
52. ST confirmed that DTA's position is that the TA is based on a peak capacity of the port each day at 1800 units. TT 1.1 showed that the reasonable capacity of the port is 1440 units but that the 1800 units will be kept in the assessment.
53. AR asked if the annual cap would be reduced due to the lower terminal capacity. ME stated that if the DCO limited the throughput to 660,000 units then the TA needs to be based on higher daily unit throughput but if the DCO cap is reduced then the 1800 unit assessment is fine.
54. JB confirmed that 660,000 units is the ultimate cap for the site on an ES basis.

East/ West Gate Assignment

55. ME stated that the East/ West Gate split is the majority of the assessment disagreements at this point and that 100% through East Gate and 82% through West Gate needs to be tested.
56. ST stated that DTA do not believe that to be realistic.
57. AR asked if DTA are concerned the network is going to break with the higher throughput. It was noted that if agreement could not be reached on the percentage, then further assessment of location of local facilities could clarify. **ST undertook to review.**
58. ME stated that wayfinding and operational management is being relied on even though it hasn't been seen by any of the IPs.
59. ST stated that it is unlikely that anyone from DFDS is using East Gate and IERRT will be on the other side of the port and will therefore even up the HGV split between the two gates. Routeing through East Gate is quicker and much easier than going through the port and all the junctions. It can also be dealt with through wayfinding with an outbound sign being easy to provide and practical inbound management would be through the booking system.
60. EL-S asked if there would be any additional management for existing drivers who use West Gate.
61. ST agreed that drivers using the existing facilities will need to be told where to go.
62. EL-S disagreed that a booking system would be able to change the routeing of existing drivers as often it's not the driver who books and therefore would not have access to any information provided.
63. TJ stated that there is a line of communication between the shipping company and the driver even if they are not the ones to book in the case of cancelled shopping.
64. EL-S stated that in time that may work but initially the habitual movement will be most important.
65. ME stated that the A160 is much better equipped for drivers and so it comes back to the wayfinding.
66. AR stated that wayfinding and management processes should be embedded mitigation to secure the gate distribution and should be secured in the DCO and if they are not, they cannot be considered material.
67. ST asked if AR was referring to something like the operational traffic management plan.
68. AR confirmed.

Terminal Capacity

69. ST identified that the change notification is planned to be submitted shortly.
70. ME asked if it was right that a third-party had done an assessment of the capacity of the terminal. ST confirmed and stated that they have considered check-in gate system as well as the number of slots available onsite.
71. EL-S asked what the management plan is for when the terminal is full.
72. ME stated that terminal capacity is key for the mitigation that may be needed if lorries start backing up on the port network. ST stated that ABP are confident that the terminal and management can deal with making sure that the lorries will not back up onto the port network.
73. GW identified that it is believed that the internal junction capacity assessments have the same issues with PCU factors as the external junctions.

Meeting Note - Proposed Ro-Ro Terminal, Immingham

Date: 13th October 2023 @ 13.30 on Teams

Attendees:

[REDACTED] (ME) – GHD on behalf of DFDS
[REDACTED] (GW) - GHD on behalf of DFDS
[REDACTED] (AR)– RhDHV – for CLdN
[REDACTED] (JB)– ABP
[REDACTED] (RT) – DTA on behalf of ABP
[REDACTED] (ST) – DTA on behalf of ABP

Apologies:

[REDACTED] (TJ) – ABP
[REDACTED] (MG) - GHD on behalf of DFDS
[REDACTED] (NVDM)- GHD on behalf of DFDS
[REDACTED] (AB) – MD DFDS Seaways

Summary of Discussion

References to Action Points (AP) relate to ISH3 Hearing Action Points issued by the ExA.

Actions in bold.

Opening Points

1. ST stated that the key point of discussion for this meeting was in regard to AP30 (Deadline 5) and requires a joint note or SoCG between ABP, CLdN and DFDS and should address. ST went on to read the specifics of AP30.
2. JB requested that the process for the SoCG is agreed in this meeting.
3. AR and ME agreed to this.
4. ST thanked ME, GW and AR for their comments on the minutes from the meeting held on 15th September and these have now been finalised. It was also identified that minutes from the meeting held on 28th September had also been issued for comments. ST stated that it would be good to include the agreed minutes as an appendix to the SoCG.

ExA AP29 – Validation of the A160

5. ST identified that this AP was in relation to the validation of traffic flows along the A160 and a note was circulated by DTA in relation to this. It was asked if there were any thoughts on this note.
6. ME stated that there had not been enough time to look at anything in detail previous to this meeting. **Action GHD to review by 19/10.**
7. GW confirmed that GHD will come back with full comments but based on the last meeting would not expect there to be any major problems arising.
8. ST summarised the process which was carried out in drafting the note which included comparing the two surveys (ABPs and DFDS') on the eastern section of the A160 and a comparison of ABP surveys with TRADs data for the western section of the A160.

9. GW stated that at first look of the raw data, the available capacity at the junctions was higher than expected, however now that the modelling is being revised the outputs are much more similar to GHDs initial assessments and so more comfortable with the raw data.
10. ST requested confirmation on the validation as soon as possible so that DTA can run the sensitivity assessments as soon as possible.
11. GW identified that there are a few comments on the 'Review of TN2' document but this is currently with DFDS for confirmation and will be sent to DTA once this has been signed off.
12. ST stated that there is a plan for 1 or 2 sensitivity tests to be run once everything that can be agreed has been agreed.
13. AR asked what the plan for the timeline of the sensitivity tests being run is as CLdN hope to get some validated solo tractor unit data circulated. It is hoped that this data will be circulated w/c 16th October if it is confirmed by CLdN.
14. ST stated that it feels unlikely that the sensitivity tests could be run and agreed by Deadline 5 but requested agreement on the data used for the tests by Deadline 5. The current intention is to run the tests with GHDs 19% but asked if AR had any first feelings on what the CLdN data may show.
15. AR confirmed that the data was still being validated but from the unvalidated results it seems that it may be higher than 19%. It was also confirmed that it is gatehouse data but that it can be broken down by shipping company (i.e. Stena specific data).
16. ME speculated that any major differences would likely come from operation differences but that using Stenas current data would be much more robust from a modelling standpoint.
17. ST asked if AR could get the data to DTA as soon as possible.
18. AR agreed to send it out as soon as it has been signed off by CLdN. **Action RHDHV**

Security Gate Capacity

19. ST asked if GHD could confirm that they do not have a queue survey of West Gate to share with DTA to assist with gate assessments.
20. GW confirmed that the camera used is at the Rosper Road/ Humber Road junction.
21. ST identified that GHDs note showed 300 HGVs turning towards West Gate but that the raw survey data only shows 300 vehicles. It was stated that the raw data appears to correlate well with DTAs survey but the summary provided does not. ST asked if GHD can confirm which is correct. [PMN confirmed]
22. GW confirmed this will be checked. **Action GHD**
23. ST stated that in the Security Gate capacity note provided to GHD and RHDHV looked at the 15-minute flows, max queues and average queues and then added on 100% of IERRT traffic to each gate. Views on this approach would be welcomed in terms of answering the questions from the ExA.
24. ME asked to confirm that this is based on 1800 units daily and a 10% solo tractor ratio.
25. ST confirmed this. The data was then shown on screen to talk through graphs to help explain the approach. ST identified that the note also shows plans on how queuing length capacity was calculated as previously requested by GHD.
26. ME stated that they will review the note (and the A160 validation note) and come back with a response by Thursday 19th October.
27. GW confirmed this should be possible and asked what the queue was that was being looked at.

28. ST stated that there are two interactions with the queueing at East Gate – the right turn into Laporte Road and the right turn out of Laporte Road. It was further stated that at present there is space for approximately 4 HGVs to queue without impacting these interactions and the extra lane being proposed as part of the scheme should allow for approximately 6.5 HGVs.
29. GW asked if the nearside lane of the proposed East Gate plan is just for cars as this was read somewhere. ST confirmed that this was not fixed and does not form part of the application. The scheme allows for both lanes being used by HGVs allows for cabs with both left- and right-hand drive.
30. GW asked if there are any thoughts on the potential blocking of Laporte Road and if there were any plans for box markings, for example. ST confirmed that at present nothing was shown but it could be added to the design at the detailed design stage of the s278 process.
31. GW confirmed GHD will review the note. **Action GHD**
32. ST asked if there are any comments now or likely to come from RHDHV.
33. AR confirmed they will likely defer to DFDS on this matter.
34. ST confirmed that if any questions arose to send them directly to make everything move a bit quicker given the timescales.

East and West Gate Assignment

35. ST identified that this was talked about in the previous meeting. It was stated that since then, DTA have gone through the GHD facilities plan from Deadline 1 and as a proxy taken all facilities that looked like they may be port facilities, excluding anything obviously from the petrochemical industry, to produce a gravity model. ST identified that the biggest proportion by hectareage is on Kiln Lane and therefore would use East Gate. ST then stated that if it is believed sites have been missed then they can be added into the calculation.
36. ME stated GHD confirmed they would review. **Action GHD**
37. ST stated DTA have also looked at IOT and existing uses near the East Gate to see which way they turn out of their site. It was summarised that IOT has approximately 85% of vehicles use East Gate and Gresley Way has approximately 75% – other sites were also included which show less traffic using East Gate but they are more nuanced as their uses are different and send more traffic into the Port. ST stated that in the TA DTA used 85:15 for assignment and based on work summarised here it is proposed to have a sensitivity of 70:30.
38. ME asked if DTA have looked at how IOT and Gresley Way feed into the total 85-15 proportion at present.
39. ST stated not but that it would not help as the point of the data was to show that businesses located to the east of the Port predominately use East Gate.
40. ME confirmed that the premise of the methodology looks acceptable but GHD will need to go through the data in detail before commenting. **Action GHD**
41. AR asked that if the split from the gravity model with no distance deterrent is 65:35, should this not be used as the sensitivity instead of 70:30.
42. ST stated that 70:30 was meant as a balance of all data but 65:35 can be used instead if everyone is more comfortable with that split.
43. AR confirmed that if distance is discounted then 35% through West Gate would make more sense.
44. ME agreed that 65:35 seems like a sensible proportion for a sensitivity test.

45. ST confirmed that DTA are happy to use the 65:35 split as a test but would like all parties to agree on the position. It was also confirmed that if any industrial estates are missing then DTA are happy to add them which would obviously change the split at which point the position may need to be agreed again.
46. GW stated that this is good progress on improving the methodology of what has been used in the TA.
47. ST agreed that it gives us a sensible basis for a sensitivity test. It was asked if Wednesday/ Thursday was reasonable for comments to be received on this too.
48. ME stated it would be confirmed at a later date but indicated no challenges with meeting the Wednesday / Thursday timeline. ME asked JB where Stenas entrance is currently.
49. ST shared his screen to show the entrance on Google Maps.
50. ME confirmed GHD will look at the data and come back w/c 16th October. **Action GHD**
51. ST asked to let DTA know if the plan is agreed or if anything needs adding as soon as possible.

Committed Development

52. ST commented on the outstanding point on the Altato Jet Fuel site that DTA have looked into adding it and believe that it was included in the TA under a different name. ST asked for confirmation that the planning reference in the TA matches the one GHD believe it is.
53. GW confirmed this would be checked whilst on the call. GW also requested a breakdown on each committed development in vehicles and PCUs so that the committed development assignment can be properly checked. It was identified that GHD specifically want to see assumptions in respect of Able Marine and Able Logistics Park. **Action DTA**

Sensitivity tests

54. ST confirmed the intention is to undertake two sensitivity tests – one based on the TA assessment but with 1440 units as based on a request from the ExA and a second with the East Gate/ West Gate split change (which needs agreeing before running). It was proposed to change the solo tractor split for both tests with 19% solo, but if AR has a different number then a separate chat may be needed on how to cover that off.
55. AR confirmed it is hoped to get the figures validated w/c 16th October and will send them over as soon as CLdN is happy to release them. **Action RHDHV**

Next steps

56. ST stated that a note will be produced that explains where we are now compared to where we were at the beginning of these discussions. It was clarified that the most important point for Deadline 5 is what is agreed and what are we going to do now. ST confirmed that no comments were received on the SoCG which was previously circulated but DTA are happy to update that note with what is now agreed for agreement from GHD and RHDHV. **Action DTA**
57. ME confirmed GHD are happy with that approach. ST confirmed that the aim is to provide an updated SoCG by Tuesday and asked for confirmation that comments will be received from GHD and RHDHV by Thursday.
58. ME and AR agreed.

59. ST identified that there will only be two days from Thursday to agree anything before Deadline 5 so the sooner the better.
60. JB asked if it is worth having a call late in the w/c 16th October to go through the wording in the SoCG to speed the process up.
61. ST agreed this would work and it can be done on screen.
62. ME suggested the SoCG should be kept quite punchy and asked if the assessment on terminal capacity was being submitted at Deadline 5.
63. ST confirmed the change submission will include the impact protection measures discussed at the navigation session at ISH3 and so has taken slightly longer than originally planned. ST suggested that a separate conversation will likely need to be held once that is provided.
64. ME asked if there was any chance of seeing the terminal capacity assessment any earlier.
65. ST confirmed that if it can be provided earlier then it will be, but it is unlikely it will be available before Deadline 5.
66. AR stated that a caveat will be needed in the SoCG based on the terminal capacity note.
67. ST asked if anyone had anything else to add.
68. GW confirmed the Altato assessment is the same as the one included in the TA and so just wants disaggregated committed development flows provided for review.

Next meeting confirmed for Friday 20th October @ 16.00

Meeting Note - Proposed Ro-Ro Terminal, Immingham

Date: 20th October 2023 @ 16.00 on Teams

Attendees:

[REDACTED] (ME) – GHD on behalf of DFDS
[REDACTED] (AR)– RhDHV – for CLdN
[REDACTED] (JB)– ABP
[REDACTED] (ST) – DTA on behalf of ABP

Apologies:

[REDACTED] (RT) – DTA on behalf of ABP
[REDACTED] (TJ) – ABP
[REDACTED] (MG) - GHD on behalf of DFDS
[REDACTED] (AB) – MD DFDS Seaways
[REDACTED] (NVDM)- GHD on behalf of DFDS
[REDACTED] – GHD on behalf of DFDS

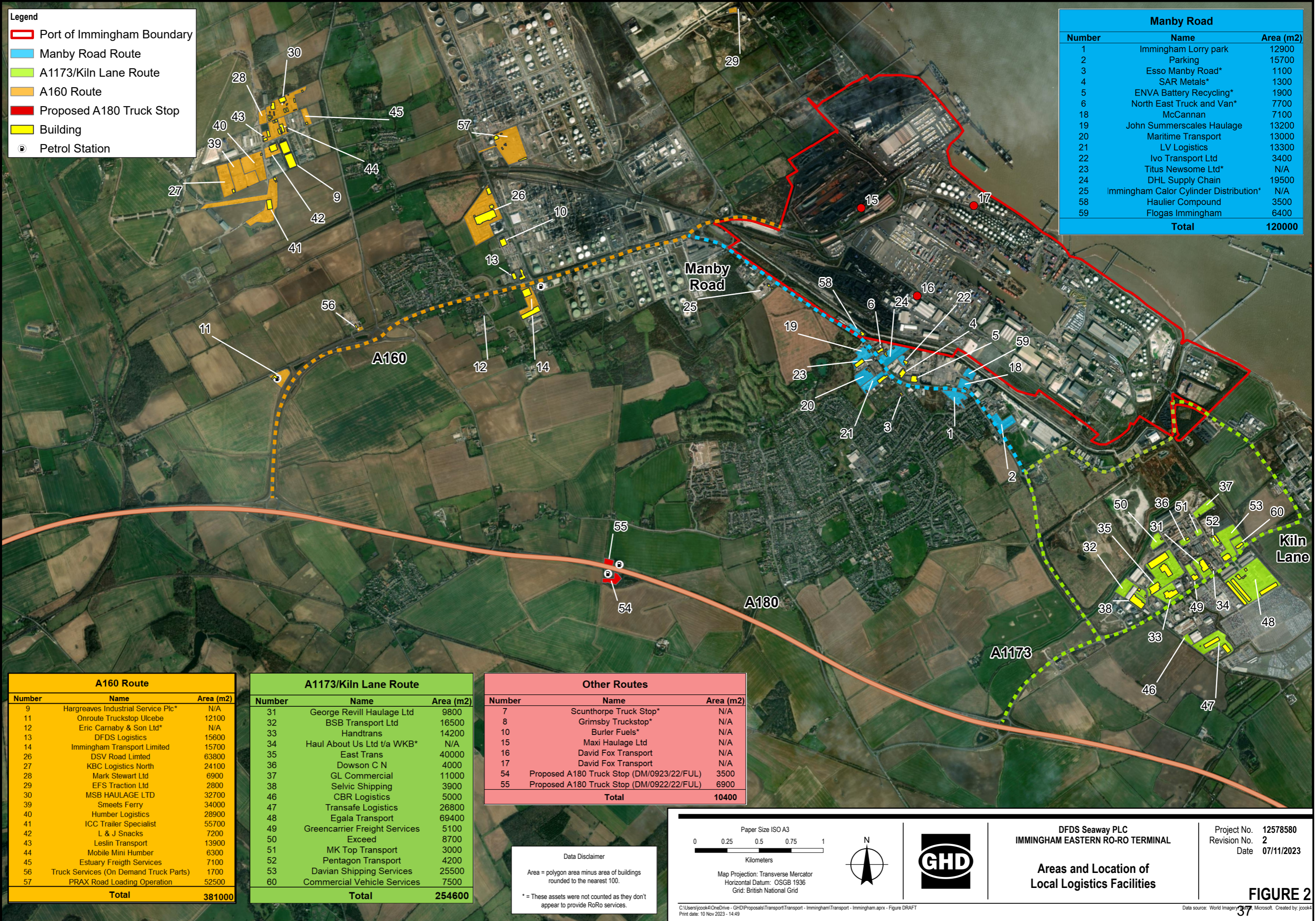
Summary of Discussion

Attendees went through the SoCG on screen to agree the wording to have a version to submit at Deadline 5.

ST issued the outcome via email at 18.17 on 20th October 2023.

Annex B

GHD Drawing 12578580-Rev 2 Areas and Location of Local Logistics Facilities'



Legend

- Port of Immingham Boundary
- Manby Road Route
- A1173/Kiln Lane Route
- A160 Route
- Proposed A180 Truck Stop
- Building
- Petrol Station

Manby Road		
Number	Name	Area (m2)
1	Immingham Lorry park	12900
2	Parking	15700
3	Esso Manby Road*	1100
4	SAR Metals*	1300
5	ENVA Battery Recycling*	1900
6	North East Truck and Van*	7700
18	McCannan	7100
19	John Summerscales Haulage	13200
20	Maritime Transport	13000
21	LV Logistics	13300
22	Ivo Transport Ltd	3400
23	Titus Newsome Ltd*	N/A
24	DHL Supply Chain	19500
25	Immingham Calor Cylinder Distribution*	N/A
58	Haulier Compound	3500
59	Flogas Immingham	6400
Total		120000

A160 Route		
Number	Name	Area (m2)
9	Hargreaves Industrial Service Plc*	N/A
11	Onroute Truckstop Ulcebe	12100
12	Eric Carnaby & Son Ltd*	N/A
13	DFDS Logistics	15600
14	Immingham Transport Limited	15700
26	DSV Road Limited	63800
27	KBC Logistics North	24100
28	Mark Stewart Ltd	6900
29	EFS Traction Ltd	2800
30	MSB HAULAGE LTD	32700
39	Smeets Ferry	34000
40	Humber Logistics	28900
41	ICC Trailer Specialist	55700
42	L & J Snacks	7200
43	Leslin Transport	13900
44	Mobile Mini Humber	6300
45	Estuary Freight Services	7100
56	Truck Services (On Demand Truck Parts)	1700
57	PRAX Road Loading Operation	52500
Total		381000

A1173/Kiln Lane Route		
Number	Name	Area (m2)
31	George Revill Haulage Ltd	9800
32	BSB Transport Ltd	16500
33	Handtrans	14200
34	Haul About Us Ltd t/a WKB*	N/A
35	East Trans	40000
36	Dowson C N	4000
37	GL Commercial	11000
38	Selvic Shipping	3900
46	CBR Logistics	5000
47	Transafe Logistics	26800
48	Egala Transport	69400
49	Greencarrier Freight Services	5100
50	Exceed	8700
51	MK Top Transport	3000
52	Pentagon Transport	4200
53	Davian Shipping Services	25500
60	Commercial Vehicle Services	7500
Total		254600

Other Routes		
Number	Name	Area (m2)
7	Scunthorpe Truck Stop*	N/A
8	Grimsby Truckstop*	N/A
10	Burlier Fuels*	N/A
15	Maxi Haulage Ltd	N/A
16	David Fox Transport	N/A
17	David Fox Transport	N/A
54	Proposed A180 Truck Stop (DM/0923/22/FUL)	3500
55	Proposed A180 Truck Stop (DM/0922/22/FUL)	6900
Total		10400

Data Disclaimer

Area = polygon area minus area of buildings rounded to the nearest 100.

* = These assets were not counted as they don't appear to provide RoRo services.

Paper Size ISO A3

Kilometers

Map Projection: Transverse Mercator
Horizontal Datum: OSGB 1936
Grid: British National Grid

DFDS Seaway PLC
IMMINGHAM EASTERN RO-RO TERMINAL

**Areas and Location of
Local Logistics Facilities**

Project No. 12578580
Revision No. 2
Date 07/11/2023

FIGURE 2

Data source: World Imagery © Microsoft. Created by: jcook4