

IMMINGHAM EASTERN RO-RO TERMINAL



Planning Statement (Incorporating Harbour Statement) Addendum

Document Reference 5.1.1

APFP Regulations 2009 – Regulations 5(2)(p), 5(2)(q) and 6(3)

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Figure 2.1 - Layout of the Proposed Development

1 Executive Summary

- 1.1 The Change Application relates to an application submitted by Associated British Ports (ABP) (the Applicant) to the Secretary of State for Transport (through the Planning Inspectorate) for a development consent order (DCO) under the Planning Act 2008. This document is the addendum to the Planning Statement [APP-019] to take account of the changes proposed.
- 1.2 The proposed schemes changes and the change application information do not affect the conclusions reached within the Planning Statement.

2 Section 1 – Introduction

General Introduction

- 2.1 The Change Application relates to an application submitted by Associated British Ports (ABP) (the Applicant) to the Secretary of State for Transport (through the Planning Inspectorate) for a development consent order (DCO) under the Planning Act 2008. ABP, the owner and operator of the Port of Immingham, is proposing to construct a new Ro-Ro facility within the Port which will be known as the Immingham Eastern Ro-Ro Terminal (IERRT). This facility is designed to service the embarkation and disembarkation of principally commercial cargo carried either by accompanied trailer or on unaccompanied trailers which will be collected at the port of disembarkation. In addition to this wheeled cargo, the new facility will be designed to accommodate an element of passenger use, albeit only during those periods when the demands of the Ro-Ro cargo operation allow.
- 2.2 A DCO application for the proposed scheme was accepted for examination by the Planning Inspectorate (on behalf of the Secretary of State for Transport) on the 6 March 2023. The proposed scheme is currently in examination which started on the 25 July 2023 and is due to close on the 25 January 2024.
- 2.3 Since the DCO application was made, the Applicant has continued to engage and refine designs to identify opportunities to further improve the proposals. As a result of this, the Applicant is proposing four changes to the proposed development (the Proposed Changes) during the Examination stage in order to address suggestions by interested parties and to implement improvements to the proposed development.
- 2.4 ABP is proposing four changes to the proposed development during the Examination stage (the Proposed Changes). These Proposed Changes are:
- **Proposed Change 1:** Realignment of the approach jetty and associated works to the marine infrastructure;
 - **Proposed Change 2:** Realignment and shortening of the IERRT internal bridge;

- **Proposed Change 3:** Rearrangement of the UK Border Force facilities; and
- **Proposed Change 4:** Enhanced operational marine controls and the possible provision of additional marine impact protection measures.

2.5 The Change Application comprises the Applicant's request to the Examining Authority (appointed by the Planning Inspectorate on behalf of the Secretary of State for Transport) to accept into the Examination of the DCO Application four changes to the Proposed Development for which development consent is sought.

2.6 This Addendum is intended to explain the limited changes and updates to the Planning Statement (Incorporating Harbour Statement) [APP-019] resulting from the Proposed Changes.

3 **Section 2 – Changes to the Planning Statement (Incorporating Harbour Statement)**

3.1 Throughout the Planning Statement [APP-019] reference is made to other application documents, such as different chapters of the Environmental Statement (ES). Any elements of such documents referred to in the Planning Statement should now be considered alongside any relevant amendments to such documents that result from the change application, such amendments either being a replacement of the document referred to or an update to that document.

3.2 Furthermore, various matters raised during the ongoing examination of the IERRT Project update, as appropriate, the content of the Planning Statement – for example, the replacement of the 660,000 unit yearly cap with the 1800 unit daily cap. Any such updates – because they are not directly related to the Proposed Changes – are not, however, considered within this addendum, as the implications arising from such updates are already dealt with as necessary in other submissions to the examination.

Introduction (Planning Statement Section 2)

3.3 Section 2 of the Planning Statement [APP-019] refers to Figure 2 of that statement and Chapters 2 and 3 of the Environmental Statement (ES) in respect of describing the proposed IERRT development.

3.4 A revised figure is attached to this addendum (Figure 2.1) which illustrates the proposed development as amended by the Proposed Changes. This figure supersedes the previous Figure 2 of the Planning Statement. In addition, references to chapters of the ES should be taken to refer to the latest version of that Chapter as well as any corresponding part of the ES Addendum (application document 10.3.8).

The IERRT Project – The site and surroundings (Planning Statement Section 3)

3.5 The description of the proposed development provided in this section of the Planning Statement [APP-019] (paragraphs 3.10 to 3.37) is a summary description which, in combination with the non-material nature of the scheme

changes proposed, means that the description provided does not require significant amendment as a result of the schemes changes and the change application information. However, the following minor specific amendments to this section of the Planning Statement should be noted:

(i) Paragraph 3.16 – the first sentence of this paragraph should now be taken to read:

'The final element of the marine infrastructure is the possible inclusion of vessel impact protection measures to provide protection in the unlikely event of an errant vessel contacting the IOT jetty trunk way and the IOT finger pier'

(ii) Paragraph 3.17 – this paragraph should now be taken to read:

'The impact protection measures will be installed, if required, adjacent to the IOT approach jetty to the south of the IOT finger pier, and to the western end of the IOT finger pier.'

(iii) Paragraph 3.29 – At the end of this paragraph the words '*- and an ABP controlled railway line*' are deleted and replaced with the following sentence '*- To access the southern end of the internal bridge the terminal access road will cross an existing ABP controlled port railway line via a new level crossing.'*

The need for and benefits of the IERRT (Planning Statement Section 4)

3.6 This section of the Planning Statement **[APP-019]** is not affected by the schemes changes and the change application information.

Harbour improvement summary statement (Planning Statement Section 5)

3.7 This section of the Planning Statement **[APP-019]** is not affected by the scheme changes and the change application information.

The assessment of the effects of the IERRT Project (Planning Statement Section 6)

3.8 The scope of the ES referenced within this section of the Planning Statement **[APP-019]** is not affected by the scheme changes and the change application information. Similarly, the conclusions of the assessment of environmental effects summarised in this section of the Planning Statement are not affected by the scheme changes and the change application information, albeit that – as indicated at the outset of this addendum – the references to different parts of the ES should now be taken as a reference to the ES and any corresponding relevant part of the ES Addendum.

3.9 The overall conclusion set out in paragraph 6.64 of the Planning Statement **[APP-019]** similarly applies to the IERRT development as amended by the Proposed Changes. This conclusion being that, following a comprehensively detailed environmental assessment undertaken by suitably qualified and experienced specialists taking account of relevant policy, guidance and legislation, the development will not generate any significant adverse effects.

- 3.10 In terms of consultation on environmental information, a draft of the ES Addendum reporting the implications of the Proposed Changes has been subject to appropriate consultation as explained in the Consultation Report Addendum (Document 6.1.1).

The adequacy of the IERRT DCO application (Planning Statement Section 7)

- 3.11 Section 7 of the Planning Statement **[APP-019]** explains the adequacy of the IERRT DCO application in terms of, amongst other things, relevant regulatory requirements. In respect of the proposed scheme change application it is similarly the case that ABP considers that it has produced a fully compliant application – as explained in the Consultation Report Addendum (Document 6.1.1).

Policy analysis and assessment (Planning Statement Section 8)

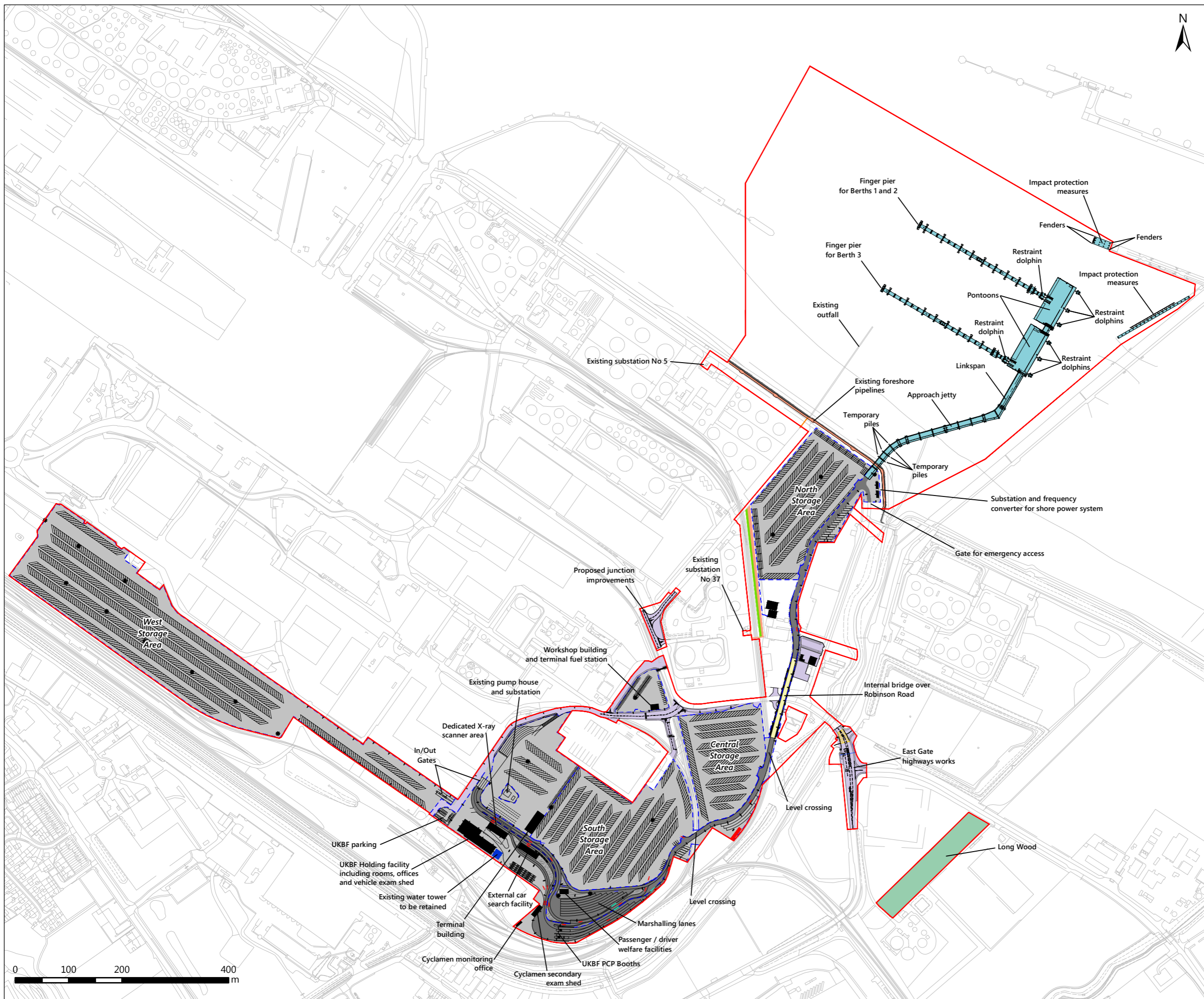
- 3.12 The Proposed Changes and the change application information does not affect the conclusions reached within this section of the Planning Statement in terms of policy compliance.
- 3.13 Within this section of the Planning Statement **[APP-019]** an analysis of policy contained within the National Planning Policy Framework (NPPF) is provided. This analysis in the Planning Statement was of the policy contained within the NPPF published at the time of its writing – July 2021 (see Planning Statement paragraph 8.14). The NPPF has subsequently been updated in September 2023. However, this update to the NPPF has not amended in any way those aspects of the NPPF (including specific paragraph references) referred to in the Planning Statement.

Conclusions and the overall planning balance (Planning Statement section 9)

- 3.14 The Proposed Changes and the change application information do not affect the conclusions reached within this section of the Planning Statement **[APP-019]**. In short, the policy presumption in favour of the project and the overall planning balance remain strongly in favour of the grant of development consent.

Appendices

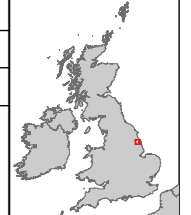
- 3.15 The Proposed Changes and the change application information does not affect the conclusions reached within the appendices of the Planning Statement **[APP-019]**.



- Legend**
- Order Limits
 - Terminal fence
 - New pipeline access track
 - New terminal storage areas
 - New terminal internal roads
 - Junction / External Road improvements and car park
 - Marine infrastructure
 - Terminal bridge and approaches
 - Box Junction
 - New buildings
 - Woodland ecological enhancement works
 - Existing water tower
 - Cyclamen portals
 - Existing above ground pipes
 - Area for fire fighting infrastructure
 - ✱ Lighting Mast

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Date	By	QA
24/11/2023	MS	PR
Scale (A3)		See Scale Bar



**IMMINGHAM EASTERN
RO-RO TERMINAL
LAYOUT OF THE PROPOSED
DEVELOPMENT**

Figure 2.1