

NLC's responses to the ExA's fourth written questions (ExQ3) Issued 22 December 2023

Date: 08/01/2024

ExQ4	Question	NLC Answer
QTT.4.01	<p>Operational Freight Management Plan proposed control measures c) For NH and NLC – do you have any comments to make about the submitted FMP?</p>	<p>NLC has reviewed the submitted Freight Management Plan and has no comments to make on it.</p>
QTT.4.03	<p>Physical mitigation works in respect of junctions in the A160 corridor The Applicant has submitted a Transport Assessment Addendum (TAA) [REP7-013] in which it has undertaken a range of sensitivity tests, as agreed in the Transport SoCG [REP6-011], and maintains the previous conclusion from the Transport Assessment (TA) [AS-008] that no mitigation measures are necessary at any junctions as a result of the Proposed Development.</p> <p>DFDS has submitted evidence to the Examination [REP7-057] which concludes that certain junctions would exceed their practical capacity and has identified suggested physical mitigation works to increase the capacity of the junctions.</p> <p>In respect of the A160 corridor (A160/Humber Road/Manby Road Roundabout, A160/Habrough Road Roundabout, and A160/A180 Roundabout), in light of the difference of views between the Applicant and DFDS, comment on whether you consider the Proposed Development would create a need for the implementation of any mitigation measures at the A160 corridor junctions. If you consider that mitigation would be required, advise on what form that mitigation should take.</p>	<p>Only a small element of the adjacent highway network, which is likely to be affected by the proposals is the responsibility of North Lincolnshire Council, which is the route between the A160 Humber Road Roundabout and West Gate and a short section of the A1173 Manby Road, from Humber Road Roundabout to the boundary with North East Lincolnshire. NLC is aware that the applicant has undertaken additional junction capacity modelling as part of further sensitivity testing of the impact of the proposed development on the highway network. The updated modelling shows that a minor increase in the RFC on the NLC highway network in the 2032 base + committed + development scenario, which is only forecast to occur during the pm peak hour. NLC is therefore satisfied that the North Lincolnshire Council highway network will continue to operate within theoretical capacity and no junction mitigation measures are required.</p>

