

PLANNING ACT 2008 (as amended)

INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE)
RULES 2010

Response to ExA Questions Round 4

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 (ExQ4) of the 22nd December 2023.

TT.4.01 – Operational Freight Management Plan – proposed control measures

The applicants have provided a Freight Management Plan outlining the maximum units per day that will be allowed through the terminal.

They have demonstrated that this is to be monitored and that at any point NELC can request a full data report to review this is the case. For example, should complaints be received that this is not being adhered to, NELC can review the data to ascertain if there is indeed a breach or not.

NELC are content with the plan and the measures put in place for this.

TT.4.03 – Physical mitigation works in respect of junctions in the A160 corridor

NELC have no comments to make on the junctions within the A160 corridor as these fall under NLC/NH remit.

TT.4.04 – Physical mitigation works in respect of any other junctions

NELC has undertaken a thorough assessment of all documentation that has been submitted as part of the DCO application, including commissioning external transport consultants to review transport assessments and data.

It is noted that interested parties have requested that there should be mitigation works at 5 junctions believed to be impacted by the proposals.

Whilst NELC is in agreement that there will be an impact at these junctions, it is not considered that these impacts will be 'severe' as defined by the test in the NPPF.

It is acknowledged that at the A1173/Kiln Lane Roundabout there is an RFC increase from 0.86 to 0.96 and a proposal from DFDS that there should be lane widening at the junction to allow for a two lane approach to the roundabout, it has not been considered necessary through the assessment of the application by NELC. The junction is already performing just over 0.85 RFC and the development is increasing this by 0.10 RFC, of which NELC do not consider warrants mitigation at this junction.

At the A1173/SHIIP roundabout it is again noted that there will be a slight increase in the RFC of the junction, creating an increase to delay of 5 seconds. DFDS are suggesting that

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mitigation should be requested in the form of a contribution towards sustainable transport. NELC note that the applicants have submitted a travel plan and are content that it is not deemed there will be a 'severe' impact at this junction to warrant asking for mitigation.