



Meeting note

Project name	Immingham Eastern Ro-Ro Terminal
File reference	TR030007
Status	Final
Author	The Planning Inspectorate
Date	3 August 2021
Meeting with	Associated British Ports (ABP)
Venue	Microsoft teams
Meeting objectives	Project Inception meeting
Circulation	All attendees

Summary of key points discussed and advice given

The Applicant and The Planning Inspectorate (the Inspectorate) introduced themselves and their respective roles. The Inspectorate advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Introduction to Associated British Ports (ABP)

The Applicant explained the following:

ABP owned and operated 21 ports around the British Coast and accounted for 25% of UK seaborne trade. 17% of the UK seaborne trade transited through the Humber Estuary, with 10% of that travelling through the Port of Immingham. Supply chain resilience in recent years had highlighted the importance of trans-North Sea roll on/roll off (RoRo) traffic. The proposed short-sea Ro-Ro facility would be able to accommodate short-sea vessel traffic regardless of tidal levels. The facility would supplement the existing deep water shipping access point at the Port of Immingham. The Proposed Development on the landside would sit entirely within the freehold boundary of the Port, although some of these areas were currently occupied by ABP tenants.

The majority of the development consent order (DCO) red line boundary would fall within the administrative boundary of North East Lincolnshire Council; however, the marine element would fall under the administration of the Marine Management Organisation (MMO), the bed of the Humber being owned by The Crown Estate. The eastern side of the Port had been identified as suitable to accommodate the landside infrastructure works, including waiting throughput traffic/cargo storage, small terminal buildings, and an internal bridge for access. The marine infrastructure works would comprise an approach jetty from the shore, linkspan with bankseat, two floating pontoons, and two finger piers with two berths each (thus four berths in total). Each berth would be capable of handling an estimated 200,000 units per year. There was scope to potentially reduce this to three berths once the marine access was established.

Anticipated Programme

The Applicant explained that the programme would be customer driven. The Applicant anticipated submission of a scoping opinion request at the beginning of September 2021, with statutory consultation commencing in January 2022 and submission of the DCO application in early Summer 2022.

Environmental Impact Assessment (EIA)

The Applicant confirmed that the process of drafting the scoping report had begun, with topics for scoping allocated to appointed consultants. The Inspectorate highlighted Advice Note 7 (AN7) regarding the submission of the scoping opinion request and the technical specifications for the scoping report and accompanying GIS shapefile. With regard to the scoping report, the Inspectorate advised that ideally this should be submitted as one file within the recommended size limits specified in AN7, but if not possible multiple files could be accepted where size would be exceeded; however, the number of files should be minimised. The Applicant confirmed it would also formally submit the Regulation 8(1)(b) notification at the same time as the Regulation 10 request for a scoping opinion.

The Applicant confirmed that baseline data to inform the impact assessments was in the process of being obtained and also that, as the area of the Port and Humber Estuary has been well-studied by APB and others, some baseline information was already in the Applicant's possession, for example multiple years of ornithological data. Benthic surveys were planned for September 2021 and a draft sediment contamination plan would be submitted to the MMO to run parallel to scoping. Recent hydrodynamic data had been obtained and a terrestrial ecology survey had also been completed.

Key issues

The Applicant explained the following:

Dredge disposal would have implications for hydrodynamics, the estuary ecology and European designations. Underwater noise, bird disturbance, water and sediment quality and construction noise would be assessed. Significant landscape and visual effects were not expected due to the proposed terrestrial and marine infrastructure being comparable to what was already existing within the operational port area with, as a consequence, limited sensitive receptors in the area. Preliminary discussions had been held with the Health and Safety Executive (HSE) about port-specific hazards. These took account of the COMAH sites at the Port and the zones set out by the Hazardous Substances Regulations. The development proposals for the scheme will be formulated taking fully into consideration the views of the HSE.

Negotiations with on-site tenants were still required and compulsory acquisition (CA) powers may be included in the Development Consent Order (DCO); however, this would be only as a last resort. The Port operates through two principal access points to the east and west. No S53 applications were anticipated, as all land was owned by ABP. Consultation was underway with the harbour master it being noted that whilst ABP is the owner and operator of the Port, it also acted, albeit in a separate legal capacity as the Statutory Harbour Authority. The Applicant has held informal conversations with some statutory

parties; however, non-statutory consultation as well as a continuation of consultation with statutory bodies will take place after the initial meeting with the Inspectorate. The host and surrounding local authorities had been identified. The Inspectorate advised to be mindful of the different stages of consultation.

The Inspectorate queried any related projects/developments that would need to be considered in a cumulative impact assessment. The Applicant identified Able Marine Energy Park and explained that there was also a constant maintenance dredge process at the Port together with maintenance of a key in-river channel under licence from the MMO.

Summary of Actions/follow up meeting

- The Inspectorate would request information from the Applicant to allow for the development of the project page.
- The next meeting would be arranged after the scoping opinion had been issued by the Inspectorate, towards the end of October 2021.
- The Applicant would supply a briefing note and location map for publication alongside the meeting note. The briefing note will set out how the Proposed Development legally meets the threshold for being defined as a Nationally Significant Infrastructure Project (NSIP).