

AA.23.33.03 Immingham Green Energy Terminal, ExA Questions

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Introduction

In September 2023, Associated British Ports [ABP] (the Applicant) submitted an application for a Development Consent Order [DCO] to authorise the construction and operation of a new multi-user green energy terminal [the project] to be located on the eastern side of the Port of Immingham.

National Highways has been identified as a statutory consultee pursuant to Section 42 of the Planning Act 2008, and as a relevant consultation body for the purposes of Regulations 11 and 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Local Planning Authority [LPA] is North East Lincolnshire Council [NELC].

Jacobs SYSTRA Joint Venture [JSJV], on behalf of National Highways, has reviewed the following Written Questions [WQ1] from the Examining Authority [ExA] within **Table 1**;

- Q1.10.1.4
- Q1.10.1.7
- Q1.10.2.1
- Q1.16.1.2

Table 1. Response to ExA’s WQ1

Question		Answer
Q1.10.1.4	<p>HGV Route Selection The Applicant has proposed an HGV route [APP-102].</p> <p>a) NH – Are you content with the proposed route and its likely effect on the strategic road network, if not explain your reasons?</p>	<p>The Applicant proposes that 55% of HGV construction traffic will route to/from the west and 45% to/from the east via the A180/A1173 junction. We would note the impact of the HGV construction traffic on the operation of the A180/A1173 has been assessed as part of junction capacity assessments within the</p>

		<p>“IGET DCO Examination Response” to National Highway. The conclusions of this assessment indicate that in all scenarios, the A180/A1173 operates within capacity at all arms, with negligible increases in the total queue and delay as a result of the development construction traffic. However, clarification of the inputted traffic flows and modelling results is sought in order to come to a full conclusion.</p>
Q1.10.1.7	<p>Site Access The DCO [APP- 006, Schedule 1, Part 1, Paragraph 7(j)] states that there are two proposed road access points from Kings Road and two proposed road access points from the A1173. Does NH have any concerns with regards to the site being directly accessible from the A1173?</p>	<p>National Highways has no concerns with regards to the site being directly accessible from the A1173. Vehicle trip distribution has been assessed via both access points and therefore, considering the A1173 is not part of the SRN, National Highways is content with the proposed access from the A1173.</p>
Q1.10.2.1	<p>Impact Assessment</p> <p>a) NH/ NELC – The ES [APP-190, Table 17, link No.3] states an increase in traffic of 21%; do you agree with this conclusion?</p> <p>b) Provide your assessment of the severity of the increase in traffic.</p>	<p>National Highways has been in discussion with the Applicants transport consultant DTA with regard to the operational and construction traffic volumes. We would note that the impact of the total construction traffic on the operation of the A180/A1173 has been assessed as part of junction capacity assessments within the “IGET DCO Examination Response” to National Highway. The conclusions of this assessment indicate that in all scenarios, the A180/A1173 operates within capacity at all arms, with negligible increases in the total queue and delay as a result of the development construction traffic. However, clarification of the inputted traffic flows and modelling results are sought in order to come to a full conclusion.</p> <p>It was previously concluded that the operational traffic volume would not have an operational impact on the SRN, however, as part of the “IGET DCO Examination Response”, the peak two way vehicle trip generation is estimated to now be</p>

		<p>87 two-way trips between 08:00-09:00 and 17:00-18:00. Consequently, we have recommended the distribution of the 87 two-way vehicle trips on to the network are presented, in order to show the anticipated impact of vehicle trips on the SRN.</p> <p>Consequently, the severity of the increase in traffic will be established once the additional information is provided.</p>
Q1.16.1.2	<p>Long and Short List of Projects Are you content that both the Cumulative Effects Assessment Long List [APP-218] and Cumulative Assessment Short List [APP-219] identifies all relevant projects and that the information contained within them is correct and up to date. If not, identify what additional information is required</p>	<p>We have reviewed the Cumulative Effects Assessment Long List [APP-218] and Cumulative Assessment Short List [APP-219] and cannot identify any additional information that is required at this time.</p>

Statements of Common Ground (SoCG)

JSJV would note that National Highways has been identified as a party required to prepare a SoCG with the Applicant. The deadline for the initial SoCG is 13th March 2024 and the deadline for the final SoCGs is 15th August 2024. JSJV has reviewed the provided SoCG and prepared track changes to the document (IGET - SoCG - National Highways_Draft_v1.0 JSJV Edit.docx).