



Associated British Ports

## **Overbridge at Marsh Lane, Immingham**

### **Planning Statement**



**August 2013**

## Table of Contents

1	Introduction .....	1
2	Site Location .....	2
3	Need for the Proposed Scheme .....	3
4	The Proposed Scheme .....	4
5	Legislation .....	5
6	Planning Policy .....	6

### Figures:

Site location plan

Red line boundary

### Appendices:

Appendix A EIA Screening response from North Lincolnshire Council

## **1 Introduction**

- 1.1 Associated British Ports (ABP), proposes to submit a planning application for a new road overbridge at Marsh Lane (note in some mapping this road is labelled at Station Road, but for the purpose of this application it will be referred to as Marsh Lane), Immingham, North Lincolnshire (referred to as the 'the proposed scheme' within this letter').
- 1.2 This report constitutes a Planning Statement to accompany a planning application which has been submitted to North Lincolnshire Council for the proposed scheme under the Town and Country Planning Act 1990.

## **2 Site Location**

- 2.1 The proposed scheme, comprising an area of approximately 0.2 ha, is located on the privately owned Marsh Lane which serves as access to the Philips 66 (P66) gas cavern site. The site is adjacent and spans the Network Rail operated and maintained Killingholme Branch railway line. Marsh Lane crosses the Killingholme Branch line by means of a formalised open crossing with signage but without lights and barriers. The proposed site has been identified as the location for a new road overbridge (to replace the existing level crossing) and is centred on TA 177 177. The location of the proposed scheme is shown in the attached location plan and red line boundary plan.
- 2.2 Access to Marsh Lane is via Rosper Road which itself connects to the A160 via Humber Road. The site is flat and predominately comprises dense scrub and hardcore.
- 2.3 A Public Right of Way (PRoW) forms part of Marsh Lane (along the section which is a private access track for Philips 66) and also crosses the railway line. This PRoW connects into the PRoW which runs along the Estuary frontage.
- 2.4 The proposed scheme site is bound to the north and west by arable farmland, and to the south and east by industrial areas, including the Port of Immingham and extensive refining operations. The site lies approximately 400 m west of the River Humber.

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### **3 Need for the Proposed Scheme**

- 3.1 The Port of Immingham dates back to 1906, and since its formal opening in 1912, continuous development and growth have helped the Port to keep pace with and at times anticipate the market thereby enabling it to maintain a strong competitive position. Today, Immingham is the largest UK port by tonnage, handling over 48 million tonnes in 2011.
- 3.2 By virtue of the fact Immingham has the deepest berthing capability of the Humber it handles more dry bulks than any other UK port, and plays a major part in the energy supply industry. Proximity to power stations, and heavy industry and effective road and rail links will ensure that dry bulks remain a major feature of any future cargo streams transiting the Port. The solid fuels market is proving to be one of the Port's strongest performers, and looks set to continue in the future.
- 3.3 As a result of the anticipated growth in handling of solid bulks there is a need to expand the existing railway sidings and rail loadout facilities at the Port of Immingham to enable a greater volume of solid bulks to be loaded into trains. As a result a new railway siding which continues past the intersection of Marsh Lane will be constructed within the existing branch line track bed.
- 3.4 In the light of this proposal, Network Rail undertook an All Level Crossing Risk Model (ALCRM) assessment which concluded that a level crossing would no longer be suitable at this location, therefore a new overbridge is proposed. This will improve the overall safety associated with the crossing for both pedestrian and vehicular traffic.
- 3.5 No alternative sites are available as the railway line is in a fixed location and it makes operational sense for the road overbridge to remain as close as possible to its original location.

## 4 The Proposed Scheme

- 4.1 The proposed scheme covers an area of approximately 0.2 ha. Indicative development details are included within the planning application.
- 4.2 The new road overbridge will provide a single carriageway controlled by traffic lights with passing places constructed at both ends of the bridge approach abutments. The new carriageway will be nominally 4 m wide, to match the existing width of Marsh Lane. The overbridge also provides for access to the P66 cavern site for traffic and abnormal loads together with an emergency crossing point to the Killingholme Branch line as the site is a top tier COMAH site. The PRow (1.5 m wide footway) on the east side of the overbridge will be demarked using white lining and the footpath on the west side of the overbridge will be 0.6 m wide also demarked using white lining (both allowing the future abnormal loads access across the bridge). The total length of the bridge is approximately 275 m (including tie in with the existing road).
- 4.3 The bridge will be constructed in a composite manner with metal, concrete and hot rolled asphalt surfacing and be in accordance with Eurocodes and Network Rail standards providing a minimum rail gauge height of 5.824 m to future proof electrification requirements on the branch line. The new structure will have seven piers to support the bridge spans comprise a composite deck, constructed from seven steel piers.
- 4.4 Construction is anticipated to commence in the third quarter of 2013 and is estimated to take approximately three months. The first stage is to construct the new bridge adjacent to Marsh Lane whilst at all times maintaining the use of the existing road for P66 terminal traffic, PRow and level crossing, then on completion of the new bridge the PRow will be transferred to the new crossing and existing level crossing closed and removed. The existing roadway will remain to serve as a bridge maintenance access point and P66 pipeline access.

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## 5 Legislation

- 5.1 Although the works are proposed in connection with the port undertaking, they do not constitute permitted development under Part B, Class 17 of the Town and Country Planning (TCP) General Permitted Development Order (GDPO) 1995 because they will not be undertaken on port operational land. As a consequence, a standalone planning application has been submitted to North Lincolnshire Council for the proposed works.
- 5.2 An EIA Screening Request was made to North Lincolnshire Council under the Town and Country Planning EIA Regulations 2011 (January 2013). The EIA Screening Response received (February 2013, see Appendix A) confirms that EIA is not required for the proposed development.

## 6 Planning Policy

### National

- 6.1 The new National Planning Policy Framework (NPPF) was introduced in March 2012. This states at paragraph 19 *“the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the challenges of global competition and of a low carbon future”*.
- 6.2 It also says at paragraph 31 *“local authorities should work with.... transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including ..... for the growth of ports”*.
- 6.3 The development of the IWDJ is supported by Government policy. The National Policy Statement for Ports (January 2012) states, for example, in relation to energy supplies *“Ports have a vital role in the import and export of energy supplies, including oil, liquefied natural gas and biomass, in the construction and servicing of offshore energy installations and in supporting terminals for oil and gas pipelines.”*

### Local

- 6.4 The Core Strategy was adopted by North Lincolnshire Council in June 2011. This Core Strategy sets out the long term spatial planning framework for the development of North Lincolnshire up to 2026 by providing strategic policies and guidance to deliver the vision for the area including the scale and distribution of development, the provision of infrastructure to support it and the protection of the natural and built environment.
- 6.5 The Core Strategy shows that the proposed site is located within the South Humber Bank Strategic Employment Site (SHBSES) area, it is considered to be the most important employment site in the Humber sub-region providing the largest employment land allocation located alongside the last major undeveloped deep-water estuary in the country.
- 6.6 Policies within the NLC Core Strategy relevant to the development include:
- **Policy CS1: Spatial Strategy for North Lincolnshire** – Part of the spatial strategy will focus on supporting the development of key strategic employment sites, including the South Humber Bank. The development of the nationally important South Humber Bank ports will be supported by safeguarding around 900ha of land in and around the port complexes for estuary related development as well as to support the continued growth of the chemical and renewable energy industries.
  - **Policy CS12: South Humber Bank Strategic Employment Site** - The Plans, Strategies and Investment Decisions and Programmes for the SHBSES should:
    - Maintain, increase and enhance the role of Immingham Port as part of the busiest port complex in the UK, by extending port related

development northwards from Immingham Port to East Halton Skitter in harmony with the environmental and ecological assets of the Humber Estuary.

- Develop an infrastructure strategy to improve transport accessibility and movement, drainage and flood defence.
- **Policy CS25: Promoting Sustainable Transport** - The council will support development proposals that support the development of a freight strategy to include lorry parking sites, HGV route management and provision of facilities for (and promote the benefits of) transferring freight delivery from road to rail and/or water transport, wherever practical, particularly in relation to the movement of freight to and from the South Humber Ports and Trent Wharves.
- **Policy CS26: Strategic Transport Infrastructure Proposals** - Restoration of the rail access to the northern section of the South Humber Bank Industrial Area to create the Killingholme Loop, through the use of the former rail alignment between Goxhill and the South Humber Bank area.

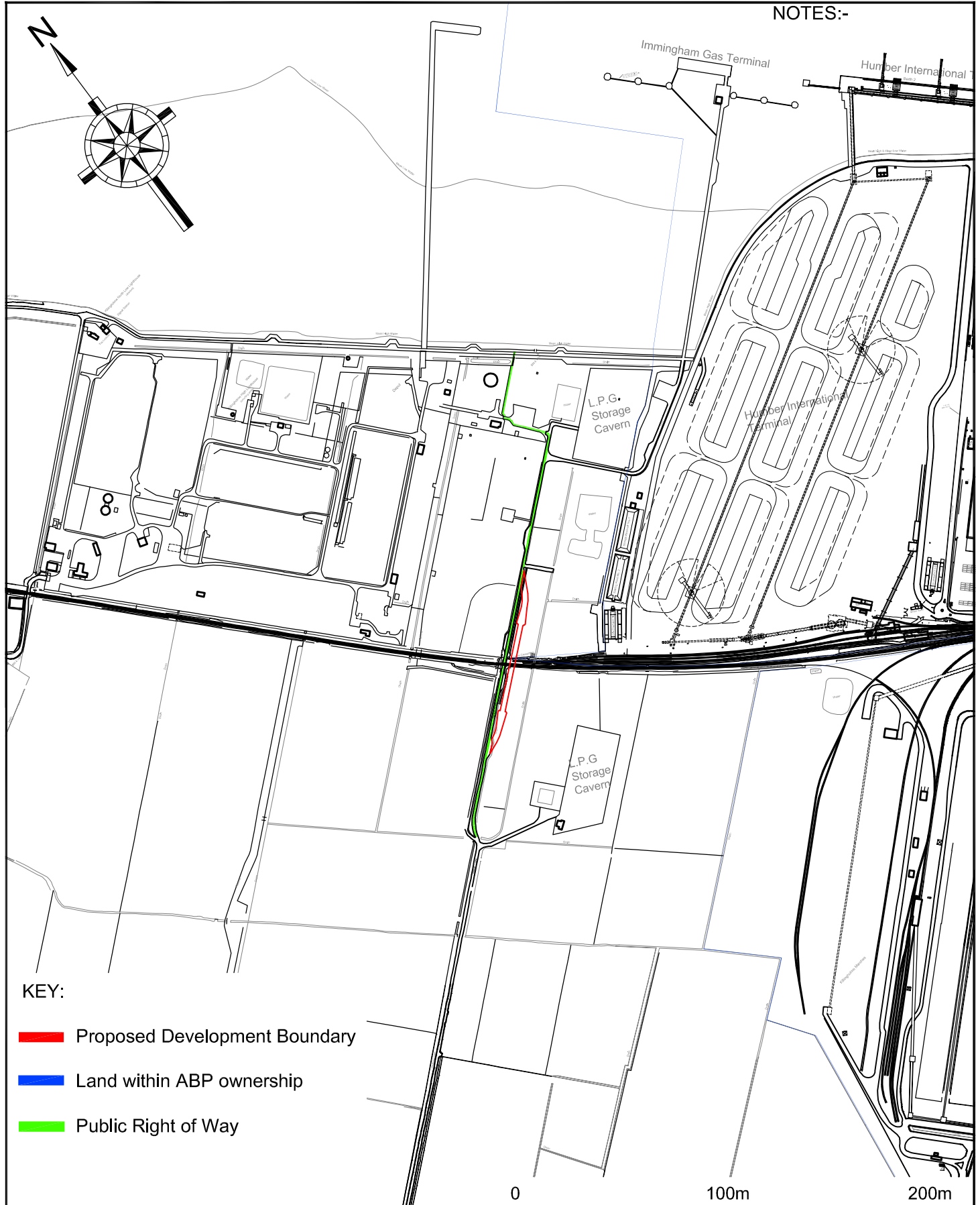
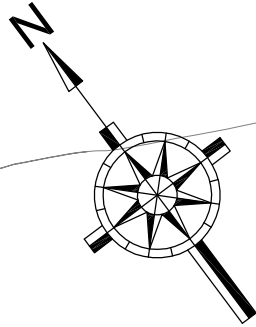
## Conclusion

- 6.7 It is concluded that proposed development supports planning policy and it is recommended that North Lincolnshire Council grant planning permission for the new overbridge at Marsh Lane.



## Figures

NOTES:-



KEY:

- █ Proposed Development Boundary
- █ Land within ABP ownership
- █ Public Right of Way

Rev.	Description	Date	Drawn
A	POWR amended, scale changed	23-07-13	mjb

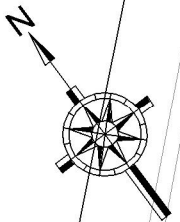
Drawn	Checked	Date
CB	-	July 13
Approved Projects Manager	Scale	
-	1:7500@A4	
Correspondence Ref.		
-		

**MARSH LANE OVERBRIDGE  
LOCATION PLAN**



Contract Drawing No.	Drawing No.	Revision	Status
-	13/G/138	A	PLANNING

Location  
**PORT OF IMMINGHAM**



SCALE 1:500

KEY:

- Proposed development boundary (2128m<sup>2</sup>)
- Public Right of Way

**ABP ASSOCIATED BRITISH PORTS**  
 HUMBER Engineering Department

PORT OF IMMINGHAM

Rev.	Description	Date	Drawn
A	PRoW amended	23-07-13	mjb
PLANNING			

MARSH LANE OVERBRIDGE  
 RED LINE BOUNDARY

Drawn	CB	Date	July 13
Checked	-	Scale	1:500@A1 reduced to A3
Approved Projects Manager	-	Contract Drawing No.	13/G/137
Correspondence Ref.	-	Drawing No.	13/G/137
Revision	A		

Appendix A  
EIA Screening response from North Lincolnshire Council

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6 February 2013

Associated British Ports  
Port Office  
Cleethorpe Road  
GRIMSBY  
North East Lincolnshire  
DN31 3LL

Dear Ms Morrish

ABP ENGINEERING MANAGER

11 FEB 2013

SB		
JWD	<i>for</i>	<i>11/2</i>
PT		
DHG		
TJB		
CD		
ADMIN	<i>A</i>	

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Peter Williams BSc, DMS, CEng, MEI, MCMI, AMIMechE  
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### Proposed Overbridge at Marsh Lane, Immingham – Environmental Impact Assessment (EIA) Screening Opinion

On 11<sup>th</sup> January 2013 you wrote to Phil Wallis, Head of Development Management here at North Lincolnshire and Phil has asked me to respond to you.

Thank you for your comprehensive letter with enclosures detailing your companies proposals at Marsh Lane, Killingholme for an overbridge. You have in my opinion correctly assessed the potential impacts of this development against schedule 3 of the Environmental Impact Assessment Regulations.

However, I wish to point out a couple of issues which whilst having no bearing on the opinion I shall be giving you, I believe ought to be remedied in your document. The first is under the 'Ecology' section, you have not mentioned the European designation of the Humber as a Ramsar/Special Area of Conservation/or Site of Special Scientific Interest and similarly have not identified the proximity of the Haven Ponds on Rosper Road. Continuing, in the 'Landscaping, visually amenity' section of your report you say that the town of Immingham is approximately 600m away from the site, I believe the town is significantly further away from the proposed overbridge site.

I do not wish to make an issue of these minor omissions and small inaccuracies as I fully agree with your assessment in so much that the proposed construction of the overbridge is not as defined in the Town & Country Planning (EIA) Regulations 2011 and therefore it is my view that it is not necessary for the Council to give you a screening opinion, however I confirm as previous, my agreement in the way you have assessed the potential impact of your proposal within Schedule 2.

Before making your formal planning submission it maybe helpful if we held a brief meeting to go through the proposal and discuss any additional reports that are necessary to be submitted with the planning application. I can be contacted by email as detailed at the head of this letter and look forward to hearing from you.

Yours sincerely

A handwritten signature in black ink, appearing to be 'W Hill', written over a circular stamp or mark.

**William Hill**  
**Principal Planning Officer**