

22 January 2009

John Dowie
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Dear John

A18 to A180 Link Road, Port of Immingham

North East Lincolnshire Council have asked me to confirm that the A18 – A180 scheme is supported by the Yorkshire & Humber Regional Transport Board as they are about to submit the Major Scheme Business case for the work.

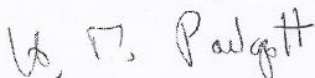
The Board recommended the scheme for inclusion in the RFA programme in June 2007 at a cost of £7.065m. There is now a revised gross cost of £7.753m, which requires £6.977m from RFA after the 10% local contribution has been deducted.

On the face of it this represents a cost saving but I believe that the figure supported by the Board in 2007 was established before the current arrangements for MSBC and local contributions came into effect. The new cost reflects the new guidance.

There is in fact a small increase in the cost of the scheme because of adjustments to the risk profile, some increase in the cost of diverting cables, and for complementary traffic management measures.

However, this increase in the cost is within 10% and I assume that this is acceptable. The latest figure will be taken on board as we finalise the overall programme for RFA2.

Yours sincerely



Michael Padgett
Transport Advisor

Copies to:

Simon Moss, North East Lincolnshire Council
Tom Higbee, Steer Davies Gleave
Phil Jones, GOYH

07 February 2007

Transport Policy Unit
Environmental Services
North East Lincolnshire Council
Origin One
1, Origin Way
Genesis
Europarc
Grimsby, DN37 9TZ



PORT OFFICE
CLEETHORPE ROAD
GRIMSBY
N. E. LINCOLNSHIRE
DN31 3LL

TELEPHONE +44 (0)1472 359181
FACSIMILE +44 (0)1472 242488

e-mail: grimsby@abports.co.uk
www.abports.co.uk

For the attention of Mr. Simon Moss, Senior Transport Officer

Dear Sirs

Immingham bypass: A18 – A180 new road link

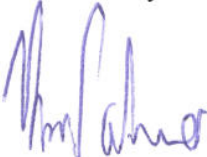
Many thanks for your e-mail of 29 January, in which you outline the proposed route of the suggested A18/A180 road link. We are pleased to lend our support to this project, as it will be of benefit not just to the port and port users, but also to residents of the town of Immingham.

Whilst the Port of Immingham has well established links to the west, in the form of the A180/M180, it has long been recognised that this kind of infrastructure does not exist when travelling to the agricultural heartland of Lincolnshire. Agribulks are a long established trade at the port, with imports of fertiliser and exports of grain; furthermore most of these cargoes are connected with the agricultural sector based in the Lincolnshire countryside. Presently, the only direct route to/from the port serving these businesses is Pelham Road, through a busy residential area of Immingham.

The proposed road link would therefore remove the vast majority of this HGV traffic from these residential areas of Immingham, and serve to allay ongoing road safety concerns. Additionally, part of Immingham has now been designated an Air Quality Management Area, and ABP is working closely with the local authority in the development of an Air Quality Management Plan. Although the decline in air quality is due to a number of causes, the constant flow of HGV traffic and resultant emissions and resuspension of existing dust are contributory factors.

In summary, ABP feels that the proposed road link will be of benefit both commercially and environmentally; we are dedicated to expanding the port and port businesses, but at the same time making sure that this is in line with our policy on sustainable development.

Yours sincerely



Nick Palmer
Port Director

Mr Robert Havercroft,
Network Rail
Level Crossings Risk Control Co-ordinator(GN
Area,
Ground Floor,
Unit 3,
Carolina Court,
Lakeside,
DONCASTER
DN4 5RA

Our Ref : A18-A180/ RBK

Your Ref :

PN No :

When Calling Please Ask For : Mr RB Keld

Direct line telephone number : 01472 324468

22 December 2008

Dear Mr Havercroft,

North East Lincolnshire, A18 – A180 Link Road: Little London Level Crossing

Following your most recent emails, I write to confirm that you have informed me that Little London automatic half barrier level crossing will be converted to a manually controlled full barrier as part of your Future Renewals Projects funded by Network Rail with a planned commissioning date between December 2011 and February 2012. This has been reiterated by Mr J Tilly, HM Principal Inspector of Railways, who has also advised that further discussion with both yourselves and the ORR should continue as the A18 –A180 Link Road project progresses.

Yours sincerely,



R.E Crump
Transport Policy Manager

Emma Warman

From: Havercroft Robert [Robert.Havercroft@networkrail.co.uk]
Sent: 26 January 2009 11:41
To: Keld, Bob
Subject: A18-A180 Link Road : Little London LC

Dear Bob,

Thank you for your letter of the 22nd December 2008 concerning the above, a copy of which I have forwarded to our Project team for their records.

Regards,

Robert.

Robert Havercroft
Level Crossings Risk Control Co-ordinator (GN Area)

Network Rail London North Eastern
Ground Floor, Unit 3, Carolina Court, Lakeside, Doncaster. DN4 5RA
Tel. 01904-382020 (Int. 085-32020); Fax. 01904-382084 (Int. 085-32084)



The content of this email (and any attachment) is confidential. It may also be le

This email should not be used by anyone who is not an original intended recipient

If you have received this email by mistake please notify us by emailing the sende

Liability cannot be accepted for statements made which are clearly the senders ow

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, :

Emma Warman

From: Keld, Bob [Bob.Keld@nelincs.gov.uk]
Sent: 22 September 2008 08:44
To: Moss, Simon
Subject: FW: For review: A18/A180 link road scheme

From: Gaunt, Daniel [mailto:Daniel.Gaunt@highways.gsi.gov.uk]
Sent: 17 September 2008 16:32
To: Keld, Bob
Cc: Benstead, Dave; Lingard, Philippa; Godfrey, Peter
Subject: FW: For review: A18/A180 link road scheme

Bob,

I've now had chance to review the previous consultation with the Highways Agency carried out at the stage of option identification. The Highways Agency was consulted on four options, of which I understand option 2 is to be taken forward for submission to the Department for Transport.

In the course of our recent correspondence, you've provided some additional information which was not previously available, including base and development traffic counts. The information demonstrates that there will be significantly increased flows at the Stallingborough Interchange; the impact of this should ideally be tested through the use of an appropriate model (ARCADY or similar model). Furthermore, there is a concern over the potential for the level crossing to result in queues stretching back to the interchange and interfering with the free flow of traffic off the junction.

In discussions of the earlier options, the following comments in respect of option 2 were provided:

- a) consideration should be given to an improved access to the balancing pond from the westbound entry; a dedicated centre lane was indicated as a potential solution.
- b) the party responsible for maintaining the balancing pond and flood control device should be identified.
- c) the design must ensure that access is provided (approximately every 150m) across the ditch to the boundary fence.
- d) assessment of the potential for blocking back at the level crossing should be undertaken.
- e) the design of the link road needs to ensure that roundabout 'legs' are wide enough to permit future resurfacing works between central refuges without the closure of carriageways, and to allow the nearside lane to be closed for resurfacing and safety fence maintenance.
- f) Advance direction signage on the A180 and at the new B1210 roundabout will be required.

Options 2 and 3 were the preferred options of the Highways Agency, and there are therefore no objections in principle to option 2 being further pursued. However, there remain a number of areas which were previously highlighted which have still to be addressed before a detailed planning application could be supported.

I trust this will assist you in preparing your submission to DfT. If you have any comments or queries, please do not hesitate to contact me.

Regards

Daniel Gaunt, Network Planning Manager (Y&NE)
Highways Agency | Lateral | 8 City Walk | Leeds | LS11 9AT
Tel: +44 (0) 113 2836686 | Fax: + 44 (0) 113 2835367

Web: <http://www.highways.gov.uk>
GTN: 5173 6686

Safe roads, Reliable journeys, Informed travellers
Highways Agency, an Executive Agency of the Department for Transport.

Safe roads, Reliable journeys, Informed travellers

Department for Transport

This E-mail and any files transmitted with it are private and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient, the E-mail and any files have been transmitted to you in error and any copying, distribution or other use of the information contained in them is strictly prohibited.

Nothing in this E-mail message amounts to a contractual or other legal commitment on the part of the Government unless confirmed by a communication signed on behalf of Secretary of State for the DFT

E-MAILS MAY BE MONITORED FOR LAWFUL PURPOSES

The original of this email was scanned for viruses by the Government Secure Intranet virus scanning service supplied by Cable&Wireless in partnership with MessageLabs. (CCTM Certificate Number 2007/11/0032.) On leaving the GSi this email was certified virus free. Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.

-----Original Message-----

From: Gaunt, Daniel [mailto:Daniel.Gaunt@highways.gsi.gov.uk]
Sent: 01 December 2008 16:03
To: Keld, Bob
Subject: RE: For review: A18/A180 link road scheme

Bob,

I have reviewed the ARCADY parameters now - I'm impressed at how close they are in the model to those I measured myself! I'm happy that the information provided demonstrates that the junction will operate effectively within both peak periods.

I hope this helps - if you need any further information, please do not hesitate to contact me.

Regards

Daniel Gaunt, Network Planning Manager (Y&NE)
Highways Agency | Lateral | 8 City Walk | Leeds | LS11 9AT
Tel: +44 (0) 113 2836686 | Fax: + 44 (0) 113 2835367 | Mobile: + 44 (0) 7770 700364
Web: <http://www.highways.gov.uk>
GTN: 5173 6686

Safe roads, Reliable journeys, Informed travellers
Highways Agency, an Executive Agency of the Department for Transport.

From: Keld, Bob [mailto:Bob.Keld@nelincs.gov.uk]
Sent: 10 November 2008 09:29
To: Gaunt, Daniel
Subject: RE: For review: A18/A180 link road scheme

Daniel

I am able to let you have the ARCADY information for the A180 Stallingborough Interchange which shows that queuing should be insignificant.

Regards

Bob Keld

-----Original Message-----

From: Gaunt, Daniel [mailto:Daniel.Gaunt@highways.gsi.gov.uk]
Sent: 17 September 2008 16:32
To: Keld, Bob
Cc: Benstead, Dave; Lingard, Philippa; Godfrey, Peter
Subject: FW: For review: A18/A180 link road scheme

Bob,

I've now had chance to review the previous consultation with the Highways Agency carried out at the stage of option identification. The Highways Agency was consulted on four options, of which I understand

option 2 is to be taken forward for submission to the Department for Transport.

In the course of our recent correspondence, you've provided some additional information which was not previously available, including base and development traffic counts. The information demonstrates that there will be significantly increased flows at the Stallingborough Interchange; the impact of this should ideally be tested through the use of an appropriate model (ARCADY or similar model). Furthermore, there is a concern over the potential for the level crossing to result in queues stretching back to the interchange and interfering with the free flow of traffic off the junction.

In discussions of the earlier options, the following comments in respect of option 2 were provided:

- a) consideration should be given to an improved access to the balancing pond from the westbound entry; a dedicated centre lane was indicated as a potential solution.
- b) the party responsible for maintaining the balancing pond and flood control device should be identified.
- c) the design must ensure that access is provided (approximately every 150m) across the ditch to the boundary fence.
- d) assessment of the potential for blocking back at the level crossing should be undertaken.
- e) the design of the link road needs to ensure that roundabout 'legs' are wide enough to permit future resurfacing works between central refuges without the closure of carriageways, and to allow the nearside lane to be closed for resurfacing and safety fence maintenance.
- f) Advance direction signage on the A180 and at the new B1210 roundabout will be required.

Options 2 and 3 were the preferred options of the Highways Agency, and there are therefore no objections in principle to option 2 being further pursued. However, there remain a number of areas which were previously highlighted which have still to be addressed before a detailed planning application could be supported.

I trust this will assist you in preparing your submission to DfT. If you have any comments or queries, please do not hesitate to contact me.

Regards

Daniel Gaunt, Network Planning Manager (Y&NE)
Highways Agency | Lateral | 8 City Walk | Leeds | LS11 9AT
Tel: +44 (0) 113 2836686 | Fax: + 44 (0) 113 2835367
Web: <http://www.highways.gov.uk>
GTN: 5173 6686

Safe roads, Reliable journeys, Informed travellers
Highways Agency, an Executive Agency of the Department for Transport.

Safe roads, Reliable journeys, Informed travellers

Department for Transport

This E-mail and any files transmitted with it are private and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient, the E-mail and any files have been transmitted to you in error and any copying, distribution or other use of the information contained in them is strictly prohibited.

Nothing in this E-mail message amounts to a contractual or other legal commitment on the part of the Government unless confirmed by a communication signed on behalf of Secretary of State for the DFT

E-MAILS MAY BE MONITORED FOR LAWFUL PURPOSES

The original of this email was scanned for viruses by the Government Secure Intranet virus scanning service supplied by Cable&Wireless in partnership with MessageLabs. (CCTM Certificate Number 2007/11/0032.) On leaving the GSi this email was certified virus free.

Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.

P Reduce your environmental footprint, please don't print this e-mail unless you really need to.

The information in this message including any attachments may be confidential or privileged and is for the use of the named recipient only. If you are not the named or intended recipient you may not copy, distribute, or deliver this message to anyone or take any action in reliance on it. If you receive this message in error please contact the sender immediately and delete it from your system

Scanned by Sophos Puremessage

This email was received from the INTERNET and scanned by the Government Secure Intranet anti-virus service supplied by Cable&Wireless in partnership with MessageLabs. (CCTM Certificate Number 2007/11/0032.) In

case of problems, please call your organisation's IT Helpdesk.
Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.

The original of this email was scanned for viruses by the Government Secure Intranet virus scanning service supplied by Cable&Wireless in partnership with MessageLabs. (CCTM Certificate Number 2007/11/0032.) On leaving the GSi this email was certified virus free.
Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.

Date: 16th September 2008
Our ref: YH969
Your ref:



Mr Dick Crump
North East Lincolnshire Council
Origin One
1 Origin Way
Genesis
Europarc
Grimsby
North East Lincolnshire
DN39 9TZ

Natural England
Bullring House
Northgate
Wakefield
West Yorkshire
WF1 3BJ

T 01924 334500
F 01924 334535

Dear Mr Crump

**North East Lincolnshire
A18 - A180 Link Road**

Thank you for consulting us on the above. Your letter was received by our Leeds office.

I have attached previous correspondence on the above from English Nature which was sent on 13th March 2006. Natural England agrees with the comments in this letter and also with the comments provided by the Countryside Agency.

The requirements in both these letters should be taken into account at this stage.

Should you have any additional concerns relating to the content of this letter, please contact me at the above address.

Yours sincerely

A handwritten signature in black ink that reads "S. Horner". The signature is written on a light-colored, slightly textured background.

Sheena Horner
Advisor, Government & Planning
Government Team (East)
<mailto:sheena.horner@naturalengland.org.uk>

Our ref 1671/126
Your ref
Date 26 January 2009

James Tinnion-Morgan
Opus Traffic & Transportation
190 Vauxhall Bridge Road
London
SW1V 1DX

4th Floor, Victoria Wharf
No 4 The Embankment, Sovereign Street
Leeds, LS1 4BA

Telephone 0113 246 9222
Fax 0113 246 0353
chris.marshall@countryside.gov.uk
www.countryside.gov.uk

Dear James Tinnion-Morgan

PROPOSED A18-A180 LINK ROAD IMMINGHAM

Thank you for your letter and the accompanying information, which we received on February 1st.

The Countryside Agency is not in a position to provide detailed comments on all individual transport infrastructure proposals. Except in exceptional circumstances the priority will be to those that fall within the following categories:

- set a national precedent where national guidance is lacking, or
- have a major impact on an important Countryside Agency initiative, or
- have a fundamental effect on the intrinsic character of a National Park, Area of Outstanding Natural Beauty (AONB) or Heritage Coast.

The Countryside Agency expects all proposals to take all of the following issues into account:

- 1 minimise visual impact,
- 2 minimise noise impact and reduction of tranquility,
- 3 minimise light pollution,
- 4 reflect the character of the area in all design and landscaping proposals, and
- 5 no compromise to the quality of the rights of way network and the quality of life benefits from using the network.



INVESTOR IN PEOPLE

The information supplied to the Countryside Agency does not provide any information on the impact upon the landscape or upon public rights of way. The Countryside Agency expects this to be included in any assessment of proposed routes. The Countryside Agency recommends that the proposal is assessed using the established NATA checklist.

The Countryside Agency expects both the Countryside Character guidelines and the Landscape Institute guidelines to be taken into account.

The Agency also expects that any proposal should consider the adequacy of convenient and safe crossings and routes that help ameliorate the effect on people's enjoyment by a motorway or other major road. I recommend the following publications relating to rights of way:

- i) "Rural Routes & Networks: Creating and preserving routes that are sustainable, convenient, tranquil, attractive and safe". Institute of Civil Engineers (ICE) 2002.
- ii) "Rights of Way in the 21st Century", 1999.
- iii) The local authority Rights of Way Improvement Plan.

Details of Countryside Agency publications can be found on our web site www.countryside.gov.uk or by contacting our publications agents, telephone 0870 120 6466

If you have any further questions please do not hesitate to contact me at the above address.

Yours sincerely

Chris Marshall
Regional Lead Planning & Transport Team
Yorkshire & Humber Region

Dick Crump
North East Lincolnshire Council
1 Origin Way,
Genesis Europarc,
Grimsby
North East Lincolnshire
DN37 9TZ

Our ref: AN/2008/105938/01-L01

Date: 01 September 2008

Dear Mr Crump

A18 - A180 LINK ROAD, NEAR STALLINGBOROUGH

Thank you for referring the above pre-application enquiry, which was received on 12 August 2008. In addition to our previous letters dated the 20 February 2006 and the 12 April 2006, the Environment Agency have the following additional comments:

We support the requirements to produce a Flood Risk Assessment (FRA), provide details on Land Drainage, and install pollution prevention measures. We would welcome early discussions about our requirements, specifically Land Drainage Consent and alterations to the Main River.

We would recommend that when undertaking a FRA consideration is given to the following:

If the proposed development is classified as Essential Transport Infrastructure as detailed in Table D.2 of Planning Policy Statement 25 (PPS25), it should only be permitted in Flood Zone 3 if the Sequential and Exception Tests (see paragraph D.9) are passed. Essential Transport Infrastructure in this Flood Zone should be designed and constructed to remain operational and safe for users in times of flood. It should also be capable of acting as an escape route from flooded areas (the proposed road passes through Flood Zone 2 & 3) and this should be discussed within the FRA.

For flood levels over the lifetime of the structure, please initially refer to the North/North East Lincolnshire's Strategic Flood Risk Assessment (SFRA). Please note that the SFRA does not include the updated PPS25 climate change figures (please see Table B1); therefore these will have to be incorporated into the levels. Alternatively you may wish to wait until the revised SFRA is completed.

The expected lifetime of the structure should be quoted as this will effect the climate change predictions that will need to be incorporated.

Environment Agency
Waterside House Waterside North, Lincoln, Lincolnshire, LN2 5HA.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk
Cont/d..

We understand that works of this nature are likely to be dealt with through an Order (i.e. Transport and Works Order). Please be advised that we are likely to object until such a time as our protective provisions have been included within any such Order. Please contact us for advice regarding suggested wording for the draft Order.

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours faithfully

Laura Richardson
Planning Liaison Officer

Direct dial 01522 785938

Direct fax 01522 512927

Direct e-mail lauram.richardson@environment-agency.gov.uk

Our Ref : AN/2006/015843-1/1
Your Ref : K-TT018.03



**ENVIRONMENT
AGENCY**

Date : 20 February 2006

James Tinnion-Morgan
Opus International Consultants
190 Vauxhall Bridge Road
London
SW1V 1DX

Dear Sir/Madam

**A18-A180 LINK ROAD
A180 STALLINGBOROUGH INTERCHANGE, NORTH EAST LINCOLNSHIRE**

Thank you for submitting the above enquiry, which we received on 2nd February 2006. Having considered the proposals the Environment Agency have the following comments to make.

Flood Risk

All four of the proposed options lie within PPG25 flood zone 3, 'high risk', and accordingly an appropriate Flood Risk Assessment (FRA) will be required to determine the risk arising from development. This should address issues of surface water drainage and the impact of the proposed road on potential flood flows and any mitigation measures needed to manage flood risk.

All sites are also located within the North East Lindsey Internal Drainage Board District and you are advised to contact them direct on 01469 588991 to discuss any requirements they may have.

Under the terms of the Water Resources Act and Land Drainage Act the prior written permission of the Agency in the form of Land Drainage Consent will be required before any temporary or permanent works are undertaken in, under or over the Stallingborough North Beck main river and/or within 9m (byelaw distance) measured horizontally in a landward direction from the top of the bank or batter enclosing the Stallingborough North Beck main river.

Should this be likely you are advised to contact Gavin Sylvester in our Development Control Office on 01522 785320 to discuss what will be required as soon as possible.

Please note that Environment Agency formal consent is required irrespective of any Town and Country Planning Act approvals/permissions. Consent is not implied by these comments and it is therefore imperative that early contact is made with the above team for advice regarding the Agency's byelaw requirements.

Biodiversity

Several watercourses (including field boundary ditches) are crossed by all of the routes considered. Water voles are known to inhabit water courses in the area. The water vole has legal protection through its inclusion on Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) in respect of Section 9(4) only.

Legal protection makes it an offence to intentionally:

- damage, destroy or obstruct access to any structure or place which water voles use for shelter or protection;
- disturb water voles while they are using such a place.

Developers who wish to maintain, build on or alter areas used by water voles must also ensure that unnecessary damage is avoided and all reasonable steps are taken to minimise damage to water vole burrows. This can best be achieved by undertaking a water vole survey prior to planning any work and ensuring that appropriate mitigation measures are included in the proposals. An ecological appraisal is recommended for all cases where protected species may be affected.

English Nature's "Water vole, guidance for planners and developers" should be followed. This is available via the English Nature's website.

Any diversion of the Stallingborough North Beck should replicate the features of the existing watercourse in terms of its long section and cross section and the habitats it provides. Any impact caused by the diversion should be fully mitigated.

Pollution Prevention

Only clean uncontaminated surface water should be discharged to any surface water system, watercourse or soakaway. Pollution traps should be installed in the surface water drainage system with a closure valve to contain any polluting material in the event of an emergency.

Option 1

This option involves crossing and diverting the Stallingborough North Beck main river which is a designated Environment Agency main river. It is essential that our current level of maintenance access to the Stallingborough North Beck is maintained as a result of the works or preferably improved.

If this option is chosen, the area of land between the Stallingborough North Beck main river and new section of carriageway could be used as an online flood storage area, increasing the storage capacity of the Stallingborough North Beck main river as well and creating an environmental benefit.

Option 2

This option involves crossing and the Stallingborough North Beck main river which is a designated Environment Agency main river. It is essential that our current level of maintenance access to the Stallingborough North Beck is maintained or preferably improved.

Options 3 and 4

These are the preferred options of the Agency as the site is outside of the flood plain and does not involve any works affecting the Stallingborough North Beck main river.

The Environment Agency would prefer to see a scheme that does not require any alterations to a main river. Options 1 and 2 could have a significant impact on local wildlife and be expensive in both terms of initial costs and maintenance.

It is more likely, therefore, that we would be able to support options 3 or 4 rather than options 1 and 2.

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'Jake Newby', written in a cursive style.

JAKE NEWBY
Planning Liaison Officer

Direct dial: 01522 785864

Fax: 01522 785868

Email: jacob.newby@environment.agency.gov.uk

Mr D Crump,
Transport Manager,
North East Lincolnshire Council,
Civic Offices,
Knoll Street,
Cleethopes
DN35 8LN

Our Ref:

Your Ref:

Date: 08 September, 2008

Dear Mr Crump,

Proposed A18-A180 Link Road, Immingham

I refer to your recent letter regarding the proposed A18 – A180 Link Road.

As you will be aware from our previous correspondence, we were extremely concerned about the potential impact which Option 1 would have had upon the historic environment, especially Stallingborough Medieval Settlement (a Scheduled Monument) and the setting of the Grade II* Church of St Peter and St Paul at Stallingborough.

Consequently, we are pleased to note that the Council now wishes to pursue Option 2, which both avoids the Scheduled site and will minimise harm upon the setting of the Listed Church. As a result, from the route shown on the plans accompanying your letter, we can confirm that Option 2 would be unlikely to have any significant adverse effect upon any designated historic assets in the area.

If you have any queries about any of the comments above or would like to discuss anything further, please do not hesitate to contact me.

Yours sincerely,

Ian Smith
Regional Planner
English Heritage, Yorkshire and the Humber Region
Telephone: 01904 601977
e-mail: ian.smith@english-heritage.org.uk

James Tinnion-Morgan
Director of Traffic and Transportation
Opus International Consultants
190 Vauxhall Bridge Road
London
SW1V 1DX

Your ref: K-TT018.03

Our ref: O/NELINCS

March 13th 2006

Dear Mr Tinnion-Morgan,

**RE: PROPOSED A18 – A180 LINK ROAD, IMMINGHAM
Humber Estuary SSSI
Humber Estuary pSAC, pSPA and pRamsar**

Thank you for your email dated February 1st together with the project summary and preliminary site study regarding the above link road proposal.

The proposed works lie close to the Humber Estuary SSSI, the Humber Estuary potential SPA, the Humber Estuary proposed Ramsar site and the Humber Estuary possible SAC. The Wildlife and Countryside Act (as amended) and the Conservation (Natural Habitats &c.) Regulations 1994, also known as the Habitats Regulation, therefore apply. Please find the citations and maps enclosed for your information.

With regard to the Habitats Regulations, English Nature advises that this project is not directly connected with or necessary for the management of the site. North East Lincolnshire Council, as the Competent Authority will be required to make a judgement as to whether the proposed works are likely to have a significant effect, either alone or in combination with other plans and projects, upon the Humber Estuary pSPA, pRamsar and pSAC. The other relevant piece of nature conservation legislation concerns the Humber Estuary's status as a Site of Special Scientific Interest (SSSI). The Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) is therefore relevant. English Nature assumes that this development will fall under the EIA Regulations, and therefore advises that the scope of the Environmental Impact Assessment also satisfies the requirements of the Habitats Regulations in allowing the Competent Authority to make this decision. English Nature expects to be consulted under these Acts of legislation in due course.

Further ecological information which should be gathered as part of your business case includes:

- Conservation designations within the vicinity of the study area

Identify *all* sites of importance for nature conservation sites within 2km of the development, for example, Sites of Importance for Nature Conservation, Local Nature Reserves etc, as well as the Humber Estuary designated sites listed above.

- Habitat Survey

An evaluation of the habitats that form important landscape features within the proposed area should be made, for example, a Phase 1 vegetation survey, identification of locally important hedgerows.

- Ornithological Data/Survey

The Humber Estuary is of international importance for its over-wintering and passage waterfowl, therefore it is necessary to determine the importance of this site and the surrounding area for the SPA birds listed on the citations. This may be done as a desk study, which should compile information on bird usage of the site. Depending on the results of this study, it may be necessary to undertake a dedicated ornithological monitoring programme at the site to enable these impacts to be quantified. Consideration may then have to be given to any potential impacts on these birds, and whether any mitigation is required before the development can go ahead.

- Other Ecological Issues

The suitability of the land for other species, protected under the Wildlife and Countryside Act should also be determined. This assessment should ensure that no protected species or habitats are affected by the proposed development and assess the likely impact on wildlife using this site. For example, survey work should be undertaken to determine if water voles are present in the area, and using North Beck Drain and if bats are utilising the nearby areas of scrub woodland.

Baseline conditions should be established through recognised survey techniques that are carried out at an appropriate time of year and which employ an acceptable level of sample effort which is proportional to the size of the site and the communities that are being examined. It should be noted that such surveys should not be restricted to commonly occurring protected species, particularly in relation to derelict brownfield sites where there can be significant invertebrate and lower plant assemblages. The value of the habitats and assemblages should be clearly and objectively established and their location clearly shown on site plans. If the application area is of no wildlife value this should be clearly established through the description of the baseline conditions. It is not acceptable to simply state that habitats are of no value without supporting evidence.

The presence of areas or structures that protected species use for shelter **and** feeding should also be clearly indicated on the relevant maps. All hedgerows on the site should be assessed according to the criteria specified in the Hedgerow Regulations (1997) and the location of all “Important Hedgerows” should be clearly and accurately shown on the site plan. It should be noted that the removal of any hedges or trees on the site should be done outside the bird nesting season to avoid potential offences under the 1981 Wildlife and Countryside Act (as amended).

Consideration should also be given (where possible) to identifying opportunities to contribute towards enhancing local biodiversity and reference should be made to Lincolnshire's Local Biodiversity Action Plan. English Nature recommends that biological records of the area be sought from local organisations such as local Biological Records Centre or Lincolnshire Wildlife Trust.

I trust the above comments are useful. Please do not hesitate to contact me should you have any further queries.

Yours sincerely,

Emma Hawthorne
Humber Estuary Conservation Officer
Direct dial: 01924 334508
Email: emma.hawthorne@english-nature.org.uk

Encs.

IMMINGHAM RESIDENTS ANGRY AT HGVs USING TOWN



ROAD ANGER: Mr Poucher (left) receives the petition from concerned residents (left to right) Paul Humble, Raymond Nicholson and Judith Smithson.

Lorry problem is making life unbearable for couple

LIVES are being made unbearable by lorries thundering past homes, according to an Immingham couple.

Mark and Helen Brown (both 30) claim HGVs have caused cracks to appear in their home on Pelham Road, and they are unable to get a full night's sleep because of the noise.

Speaking to the environment scrutiny meeting of North East Lincolnshire Council, Mr Brown claimed he felt he was being forced out of his home.

He said he hoped a weight restriction will be adopted on the road to prevent lorries travelling down it.

"The lorries stop at 1am and start again between 5am and 6am," he said.

"I live in a three-bedroom

Residents are having their lives completely ruined.

MARK BROWN

house, in which only one room can be used to sleep in.

"I believe the condition of my house is deteriorating rapidly, as is the state of Pelham Road.

"Residents are having their lives completely ruined."

Adrian Cox, NEIC's head of engineering services, confirmed the HGVs used the road each day

equalling one every three minutes.

Councillors agreed it was a problem and other options of sending the lorries through different villages - including Healing - were put forward.

But they did not vote to recommend any of them as it would be seen as moving the problem.

Coun Philip Jackson (Con, Waltham) said: "If HGVs don't go through Immingham they would have to go somewhere else."

"While I sympathise with Mr Brown I don't think any of the options are acceptable."

The group decided to not accept any of the options, but to look at improving Pelham Road surface.

Mr Brown said later: "I know Immingham is a port town and I do sympathise with drivers."

MARCH 2005

'Lorries are ruining our quality of life'

HEAVY goods vehicles trundling through the centre of Immingham are adversely affecting residents' quality of life, it has been claimed.

A petition of more than 300 names was handed in to Immingham Town Council as householders - particularly those on Pelham Road - called for something to be done.

They believe that lorries travelling through the town are noisy, dangerous and unsightly.

Paul Humble (35) lives on Pelham Road and was so incensed by the increase in traffic that he decided to organ-

By Trevor Green

He explained that since a weight restriction on loads was imposed at Stallingborough, heavy goods vehicles have instead taken a new route through Immingham.

It is thought many of the vehicles head for the town's docks and nearby industrial estates.

Mr Humble said: "The drivers are making a five or 10 minute detour off their journeys to save a bit of time and money."

"The road system around the town is adequate enough but they are choosing to go through it."

and a lot of time renovating my house.

"If this is going to continue, what will happen to its value?"

Another concerned Pelham Road resident, Judith Smithson (62), said: "It is an accident waiting to happen."

"The lorries park next to the zigzag markings and the drivers nip into the shops."

"They only stop for about three minutes, but someone could be crossing the road and a car coming from the other direction would not see anybody there."

"I have lived here since 1978 and although it has always been a bad road, there never used to be the lorries that there are now."

even come through at night.

"Some have tried to get an option on it, but they go over me."

Among those meeting was head of traffic at North East Council.

He said: "An option on it will not be taken."

"One avenue is to have those who are passing through the town to pass on to the docks."

The petition was passed on to the council.

Accident will happen, say residents

ANGRY Immingham residents have called for a new road to be built to divert HGVs away from the town centre.

Soon after ABP announced plans to expand its port, residents said the destruction caused by lorries shaking their homes to their foundations.

They added there was a risk to children crossing roads congested with hundreds of HGVs every day.

Paul Humble (35) presented a petition last summer to Immingham Town Council asking the question why the weight restriction was imposed on roads through Stallingborough, forcing heavy lorries to find alternative routes.

The weight restriction was established in May 2003, and the petition by Immingham residents also called for a slip road which would take the heavy traffic away from the town centre.

Mr Humble, of Pelham Road, Immingham, said: "When the heavy lorries go past our house, the walls of our house shake. The traffic



PAUL HUMBLE: 'House walls shake when lorries go past.'

is 24-hours, there is no let up."

"There are 300 to 400 schoolchildren who make the trip to school on Pelham Road. It is not safe that these lorries, with petrol, gas or chemicals, come hurtling down the road, I am sure they travel above the speed limit."

"It is only a matter of time before there is an accident."

"Now that the announcement has been made that

there is going to be an expansion to the docks, something has to be done to prevent the situation getting out of hand."

"When the decision to put the weight restriction on at Stallingborough was made, it was obvious what the consequences were going to be - more traffic for Immingham. There should have been more thought for the long term, and plans should have been made for a slip road."

"There are also many alternative routes which the traffic could take from the ports to the rural areas of Lincolnshire which wouldn't affect so many people."

Coun Stewart Swinburn (Con, Immingham, Habrough and Stallingborough) said: "Now that Associated British Ports are getting this expansion, there needs to be some infrastructure in place to cope with the traffic. There is too much traffic going through Immingham."

"Provision was made when the A180 was being built to put a slip road to go past Immingham."

MARCH 2004

AUGUST 2003

Failed bid to ban HGVs

URGENT action is being demanded to tackle the increasing menace of "monster" HGVs using roads in heavily-populated areas such as Immingham and neighbouring villages.

At a meeting of North East Lincolnshire Council, Coun Kelly Bradley unsuccessfully called for a ban on HGVs using Pelham Road and Stallingborough Road, both in Immingham.

He said the same restriction should also apply to Healing and Habrough where there are also growing safety concerns among residents.

While welcoming the industrial growth at the docks which had led to the traffic increase, Coun Bradley (Lab, Immingham) said the council needs to be "proactive" in safeguarding the welfare of residents.

"We cannot go on like this," he insisted.

By JIM WRIGHT

jwrightreports@aol.com

"We have to look at the wider picture."

Support came from Coun Jim Tattersdale (unaffiliated Lib-Dem, Yarborough) who called for investment in roads infrastructure to correspond with the growth in economic activity.

Comparing the approach roads to the docks in Immingham unfavourably with those in rival port Southampton, deputy Labour group leader Coun Alan Cowood (Sidney Sussex) said initiatives to tackle the problem should have been launched long ago.

"Some of these lorries are monsters," he said.

"They're 60ft long and weigh 44 tonnes."

Coun Enid Cragg (Ind, Immingham) who pinpointed HGVs as being of particular concern to those on their way to schools and shops in the Pelham Road area.

However, the call for a ban was

FEBRUARY 2005