

ENVIRONMENT & INFRASTRUCTURE

ENVIRONMENTAL PROTECTION

ASSOCIATED BRITISH PORTS

PLANNING ACT 2008

REGULATION 32 OF THE INFRASTRUCTURE PLANNING

(ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

NOTIFICATION OF INFORMATION ABOUT DEVELOPMENT

LIKELY TO HAVE SIGNIFICANT EFFECTS ON THE ENVIRONMENT IN AN EEA STATE

PROPOSED IMMINGHAM EASTERN RO-RO TERMINAL

Associated British Ports has formally notified the Secretary of State, of its intention to submit an Environmental Statement.

The Proposed Development is located within the eastern sector of the existing Port of Immingham estate which lies adjacent to the main deep-water shipping channel on the south bank of the Humber Estuary. The Proposed Development would provide additional port infrastructure at the Port of Immingham and will deliver four berths and associated infrastructure to increase the embarkation and disembarkation capacity of rollon/roll-off (RoRo) commercial and automotive traffic. Throughput is expected to be 800,000 units per year.

Information about the Proposed Development and about its likely significant effects is available in the scoping report and the Secretary of State's scoping opinion which are available electronically on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-thehumber/immingham-eastern-ro-ro-terminal/?ipcsection=overview> Based on the current information provided by the Applicant to the Secretary of State, and applying a precautionary approach, the Secretary of State is of the view that the Proposed Development is likely to have significant effects on the environment in Iceland and Denmark. In accordance with Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations) the Secretary of State has provided information to the above mentioned EEA States about the Proposed Development and its likely significant effects, and these States have been asked to indicate by 16 March 2022 whether or not they wish to participate in the procedure for examining and determining the application under the Planning Act 2008 (PA 2008) and Regulation 32 of the EIA Regulations.

The Proposed Development is currently at the pre-application stage of the process. The Applicant has not yet submitted an application to the Secretary of State. If the application is accepted for examination, the application will be examined in public and, subject to the provisions of the PA 2008, the examination must be completed within a period of six months. Further information about how to participate in the examination procedure under the PA 2008 and the way in which the Secretary of State will notify and consult EEA States in accordance with Regulation 32 of the EIA Regulations is available on the Planning Inspectorate's website: www.planningportal.gov.uk/infrastructure.

Following examination of the application and having taken the environmental information into consideration, the decision maker may refuse or grant development consent. If development consent is granted, this may be subject to requirements which, if necessary, will secure measures to avoid, reduce or offset the major adverse effects of the Proposed Development.

Date: 2 February 2022

Signed by the Planning Inspectorate for and on behalf of the Secretary of State for Levelling Up, Housing and Communities

(3996699)

LONDON BOROUGH OF LAMBETH KENNINGTON ROAD AND WESTMINSTER BRIDGE ROAD - EXPERIMENTAL BAN ON WAITING AND LOADING BY VEHICLES, INTRODUCTION OF LOADING BAY, MOTORCYCLE BAY, MANDATORY CYCLE LANES AND UPGRADE TO BUS LANE TIMES OF OPERATION TO AT ANY TIME

[NOTE: This Notice is about the introduction, on an experimental basis, of waiting and loading restrictions on Kennington Road and Westminster Bridge Road, mandatory cycle lane and upgrade of the bus lane to "at any time" on Kennington Road and Westminster Bridge Road. Objections or other comments may be made to the measures being continued on a permanent basis – see paragraph 6.]

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth on 16th February 2022 made the Lambeth (Bus Priority) (Kennington Road and Westminster Bridge Road) (No. 1) Experimental Traffic Order 2022, the Lambeth (Waiting and Loading Restriction) (No. 2) Experimental Traffic Order 2022, the Lambeth (Loading Places) (No. 1) Experimental Traffic Order 2022, the Lambeth (Kennington) (Parking Places) (No. 1) Experimental Traffic Order 2022 and the Lambeth (Free Parking Places) (Motor Cycles) (No. 2), under sections 9 and 10 to the Road Traffic Regulation Act 1984. The Orders will come into force on 26th February 2022.

2. The general effect of the Orders will be to:-

(a) in Kennington Road:

(i) impose mandatory, with-flow cycle lanes:

(A) on the west side, outside No. 2 Kennington Road;

(B) on the east side, between No. 1A Kennington Road and the northern kerb-line of Mead Row;

(ii) ban waiting by vehicles at any time on the west side, outside No. 2 Kennington Road and outside Nos. 14 and 16 Kennington Road;

(iii) ban waiting by vehicles (including waiting for the purpose of loading or unloading) at any time on the east side, opposite Nos. 6 to 18-26 Kennington Road;

(iv) provide new bus lanes operating "at any time":

(A) the east side, between Lambeth Road and Brook Drive;

(B) the east side, between Nos. 117 and 143 Kennington Road;

(C) the west side, between No. 136 Kennington Road and Walnut Tree Walk; and

(v) for all existing bus lanes on Kennington Road, between Lambeth Road and Black Prince Road, upgrade the times of restriction within the bus lanes to "at any time";

(vi) remove the solo motorcycle parking place on the east side, outside No. 115 Kennington Road;

(vii) remove the time limited free parking place on the east side, outside Nos. 117 and 119 Kennington Road; and

(viii) provide single yellow line waiting restriction on the east side, outside Nos. 117 and 119 Kennington Road.

(b) in Brook Drive, on the south-west side, adjacent to No. 111 Kennington Road, provide:

(i) a loading place (this will operate at any time and be for the use only of vehicles that are being continually loaded or unloaded);

(ii) a solo motorcycle parking place (this will operate at any time and be free of charge); and

(iii) a time limited free parking place operating on Mondays to Saturdays between 8.30am and 6.30pm with a maximum stay of 30 minutes and no return within 2 hours;

(c) in Cosser Street:

(ii) remove 5 metres of existing pay by phone parking place adjacent to No. 52 Kennington Road and ban waiting by vehicles at any time at this location; and

(d) in Westminster Bridge Road:

(i) ban waiting by vehicles at any time:

(A) on the north-east side, between the western kerb-line of Pearman Street and opposite No. 77 Westminster Bridge Road;

(B) on the north-east side, between Nos. 124 and 170 Westminster Bridge Road;

(C) on the south-west side, between King Edward Walk and No. 75 Westminster Bridge Road; and

(D) on the south-west side, between Nos. 135 and 141 Westminster Bridge Road;

(ii) ban loading by vehicles at any time:

(A) on the north-east side, between the western kerb-line of Morley Street and Lower Marsh;

(B) on the south-west side, between the western kerb-line of King Edward Walk and its junction with Kennington Road;

(C) on the south-west side, between Nos. 135 and 141 Westminster Bridge Road;