

National Highways response to ExQ2, Q18.0.4:

AIL Route

(1) Are National Highways satisfied with the information on AIL routes, provided by the applicant in their letter to them dated 4 September 2025?

National Highways and the Applicant are undertaking discussions on AIL matters and these are ongoing. We are also working to finalise a Statement of Common Ground with the Applicant which recognises the requirement to confirm AIL arrangements between the two parties. Please also see our response to question (3) below.

(2) Are there any outstanding matters relating to AIL routes remaining?

National Highways implement a Water Preferred Policy which promotes use of water transport for the largest/heaviest Special Order size abnormal loads ("Water Preferred"). These are for loads that exceed 150,000kgs gross weight, 6.1m wide and over 30m in rigid length. Water Preferred means that the Applicant should fully investigate not just nearby coastal ports but inland water/ rivers/ beach landings for these size loads. This is intended to keep the road usage to a minimum and to minimise disruption to other road users. The Applicant will need to fully investigate the use of Cottam Berth before any agreement would be considered for use of Goole/Immingham.

(3) Is further work required by the applicant to reach an agreement on the acceptability of the proposed AIL routes, if so please advise what is considered to be outstanding?

Once a strategy for movement has been agreed, we issue what is called an 'Agreement in Principle'. This is in addition to any route feasibility work that we may agree to carry out. This to date, has not been done. The Applicant is in close proximity to High Marnham substation, agreement for delivery is via Cottam Berth off the River Trent so this would be our initial preference and not Goole or Immingham as stated in the Pell Frischmann letter dated 4th September 2025 to National Highways (ref: 250904 OESF NH). The Applicant will need to fully investigate the use of Cottam Berth before any agreement would be considered for use of Goole/Immingham. This has been communicated to Pell Frischman previously, but no further communication has been made with National Highways.