

IMMINGHAM EASTERN RO-RO TERMINAL



Consultation Report – Appendices

Document Reference 6.2

APPENDIX H – ADDITIONAL ENGAGEMENT

APPENDIX H	ADDITIONAL ENGAGEMENT
H.1	SPRING NEWSLETTER
H.2	EMAILS SENT TO CONSULTEES RE SPRING NEWSLETTER
H.3	LETTERS SENT TO CONSULTEES RE SPRING NEWSLETTER
H.4	SUMMER NEWSLETTER
H.5	EMAILS SENT TO CONSULTEES RE SUMMER NEWSLETTER
H.6	LETTERS SENT TO CONSULTEES RE SUMMER NEWSLETTER

H.1

SPRING NEWSLETTER

Immingham Eastern Ro-Ro Terminal **('IERRT')**

Spring Newsletter – April 2022

Scheme Update

The Proposals

This Spring Newsletter outlines and explains certain changes that we have decided to make to our proposed IERRT Development following the close of the formal consultation which took place at the beginning of this year.

As explained in our last Newsletter, approval for the construction and operation of the new facility is given by way of what is known as a Development Consent Order ('DCO'). Unlike an application for planning permission, an application for a DCO is, for a harbour facility, submitted to the Secretary of State for Transport – not the planning authority, in this case North East Lincolnshire Council, although the Council will be playing a key role in the process.

The new facility will be located within the Port of Immingham, on its eastern side and Associated British Ports ('ABP') intends to submit its application later this year.

Updated Proposals

As you will be aware, a statutory consultation explaining ABP's proposals for the IERRT commenced on 19 January. Although the consultation formally closed on 23 February, ABP remains happy to receive any comments and observations about its proposals as the scheme continues to evolve as a result of those responses already received as part of the formal consultation process.

Indeed, the purpose of this Newsletter is to let you know that as a result of the responses and representations that ABP has received to date, together with our commissioned navigation simulation, we have decided to reduce the size and scale of the scheme. This reduction in both size

and scale will lead to a further reduction in the overall environmental impact of the scheme. In addition, it will enable us to better optimise vessel movements and will also, through changes in jetty configuration, assist us operationally by reducing vehicle congestion on the approach jetty. As a consequence, whilst previously we were looking at a four berth scheme, we have now decided to reduce the number of berths to three. In so doing, we have also been able to reduce the footprint of the entire project. The redesigned proposals are as a direct result of the very helpful responses and representations that ABP received during the consultation process from regulators, stakeholders and the general public.

The changes that ABP proposes to make as it continues to work on the application can be summarised as follows -

- A reduction in the number of berths from four to three – removing the berth nearest to the shore from the scheme; and

- A consequent reduction in the size of the required dredged berth pocket;

- The removal of one berth meaning that there will be a reduction in vehicular throughput; which

- Enables ABP to remove the Eastern Trailer Park Area from the scheme.

All of these changes are explained in more detail on ABP's IERRT project website shown below.

EIA Development

So, to recap, the IERRT is what is known as an Environmental Impact Assessment development (or 'EIA development'). ABP is currently preparing an 'Environmental Statement' which will form part of the DCO application and which will identify any potential environmental impacts which may arise in the context of both the construction and operation of the new facility. The EIA will assess all possible environmental impacts and effects ranging from the effect

of a capital dredge on the designated Special Protection Area within the Humber Estuary to traffic, construction noise, vibration and air quality.

The final Environmental Statement will be published, together with a number of other DCO application documents, after the application has been accepted for examination by the Planning Inspectorate.

Getting Involved

Following the submission of our DCO application, members of the public will be able to register to take part in the DCO examination if they so wish. In the meantime, any updates on the IERRT scheme will be posted on ABP's project website: [REDACTED]

You can also write to us with questions or to find out more about the IERRT scheme by **email:** immroro@abports.co.uk or

by **post:** Associated British Ports, Port of Immingham, Dock Office, Alexandra Road, Immingham Dock, Immingham, North East Lincolnshire, DN40 2LZ (*Quoting Reference: Immingham Eastern Ro-Ro Terminal*).

Timeline for the IERRT

The estimated timeline for the project is shown below.

Summer 2022 - Submission of the DCO application.

Late 2022 - Anticipated start of the DCO examination period, with a decision in **early/mid 2023**.

Mid 2023 - Construction likely to commence.

April 2025 - Anticipated completion of construction.

3D Image of Updated Proposals



This 3D Image shows, although very much only as an indicative representation, the revised IERRT scheme. It may be subject to further changes as the scheme continues to evolve.

H.2

EMAILS SENT TO CONSULTEES RE SPRING NEWSLETTER

From:
Subject: Immingham Eastern Ro-Ro Terminal Development (“IERRT Development”) – Scheme Update
Importance: Normal
Sensitivity: None
Attachments:
[IERRT Spring Newsletter - April 2022.pdf](#)

Dear Sir or Madam

Immingham Eastern Ro-Ro Terminal Development (“IERRT Development”) – Scheme Update

We are writing to you in relation to the above proposed NSIP in your capacity as a statutory consultee, effectively to update you following the formal statutory consultation which took place in January and February of this year. You will not be surprised to hear, as is the nature of such projects, that the scheme has been evolving in light of both the consultation responses that we received and the additional work that is being undertaken by our consultancy team – including the commissioning of a navigation simulation. We, therefore, wanted to bring the intended changes to your attention.

The attached Spring Newsletter summarises those changes which ABP is making to the scheme - the effect of which will be to reduce the overall project in both size and scale – and which, as a consequence, will see a reduction in the overall impact of the scheme.

We are, of course, always happy to receive any comments and observations about the IERRT Development proposals as we continue to develop the scheme ready for submission, later this year.

Certainly if you have any comments or questions about the proposals, please write to us by email at immrora@abports.co.uk or alternatively by post at the address shown in the attached newsletter.

Any further updates on the IERRT scheme, in the lead up to its submission, will be posted on ABP’s project website:

[REDACTED]
Yours faithfully

The IERRT Development Project Team

Immingham Eastern Ro-Ro Project Team
Dock Office | Immingham Dock | NE Lincolnshire | DN40 2LZ
Tel: +44 (0) 808 169 9912 | [REDACTED]



H.3

LETTERS SENT TO CONSULTEES RE SPRING
NEWSLETTER

Legal Department
The Canal & River Trust
National Waterways Museum
Ellesmere Port
South Pier Road
Ellesmere Port
Cheshire CH65 4FW

5 April 2022

Dear Sir or Madam


Immingham Eastern Ro-Ro Terminal Development (“IERRT Development”) – Scheme Update

We are writing to you in relation to the above proposed NSIP in your capacity as a statutory consultee, effectively to update you following the formal statutory consultation which took place in January and February of this year. You will not be surprised to hear, as is the nature of such projects, that the scheme has been evolving in light of both the consultation responses that we received and the additional work that is being undertaken by our consultancy team – including the commissioning of a navigation simulation. We, therefore, wanted to bring the intended changes to your attention.

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We are, of course, always happy to receive any comments and observations about the IERRT Development proposals as we continue to develop the scheme ready for submission, later this year.

Certainly if you have any comments or questions about the proposals, please write to us by email at immroro@abports.co.uk or alternatively by post at the address shown in the attached newsletter.

Any further updates on the IERRT scheme, in the lead up to its submission, will be posted on ABP's project website: 

Yours faithfully

The IERRT Development Project Team

Immingham Eastern Ro-Ro Terminal **('IERRT')**

Summer Newsletter – August 2022 **Scheme Update**

The IERRT Proposals

This Summer Newsletter provides an update, following our Spring Newsletter, on our proposals to develop a new three berth Ro-Ro facility in the Port of Immingham.

We are now in the final stages of completing our application for what, as we have mentioned in earlier Newsletters, is known as a Development Consent Order, or a 'DCO' for short.

The DCO application process is not the same as applying for a planning permission. If approved, the DCO will be made by the Secretary of State for Transport, not the local planning authority – although the two local authorities, North East Lincolnshire and North Lincolnshire Councils will be playing a critical part in the application process.

In addition, unlike a planning application, there are a large number of legal and procedural requirements that have to be put in place and met by ABP before the application can be submitted.

Further, as well as the legal and procedural requirements, first and foremost, the impact of the application has to be comprehensively assessed. All of this takes time and we have deliberately not rushed the pre-application stage so as to ensure that all of the potential impacts, both marine and on the landside, have been properly considered and assessed.

Our application will be submitted to the Planning Inspectorate ('PINS') who will

deal with the application process on behalf of the Secretary of State. We hope to be in a position to submit our application towards the end of September this year.

We will publish another Newsletter when we have submitted the IERRT application which will explain the process that follows after submission.

In brief, however, the application will first be reviewed by PINS and if accepted as properly made, we will advertise widely throughout the locality that the process has commenced, indicating how and where the application documents can be reviewed and invite representations.

In due course, the application will be subject to what is known as 'examination' undertaken by either a single, or in some cases more than one Inspector, appointed by the Secretary of State through PINS.

The Current Position

All of that, however, is in the future. What have we been doing since we wrote to you all in Spring?

In the intervening months since we undertook the statutory consultation at the beginning of this year, we have been honing the proposals for the IERRT, taking on board the responses we have received both during the formal consultation and afterwards – we are always open to suggestions from anyone and we have, of course, been discussing the scheme with the local authorities, regulators, stakeholders and interested parties – and continue to do so.

As explained in our Spring Newsletter, we decided to reduce the size and scale of the scheme from that originally advertised, which contemplated up to four berths, to three berths. This decision was made following very helpful feedback during the statutory consultation and our own assessment of the potential impacts of a four berth proposal in terms of the marine

environment. The reduction in scale of the scheme has had the positive benefit of reducing the overall impact of the scheme.

Further recent refinements to the scheme have included, in summary, the following:

- a slight change to the alignment of the new bridge within the Port so as to reduce potential impact upon port tenants;
- a small adjustment to the location of the berths away from intertidal mudflat meaning that any intertidal loss will be negligible;
- improving the East Gate dock entrance by the creation of a second entrance lane; and
- incorporating proposals for environmental enhancement of an area of woodland adjacent to and in the ownership of ABP.

In addition, consideration is also being given to the need for further jetty impact protection.

Environmental Impact Assessment

The IERRT is subject to what is known as Environmental Impact Assessment.

That assessment, which is a key component of our application, is contained in the Environmental Statement – although the word “Statement” is probably a little misleading! In fact, the “Statement” runs to hundreds of pages and contains a comprehensive description of the project, providing an assessment of all of the possible environmental impacts and effects of the IERRT across a wide range of topics. Each topic is addressed in a separate chapter, as follows -

- Physical processes
- Water and sediment quality
- Nature conservation and marine ecology
- Commercial and recreational navigation
- Coast protection, flood defence, and drainage
- Ground conditions, including land quality

- Air quality
- Airborne noise and vibration
- Cultural heritage and marine archaeology
- Socio-economics
- Traffic
- Land use planning
- Climate change
- Cumulative and in-combination effects

The Environmental Statement will also contain the following information -

- A description of the IERRT Project
- Construction details and methodology; and
- An analysis of need and alternatives

The Environmental Statement will be published online, together with all of the other DCO application documents, after the application has been accepted for examination by PINS.

Getting Involved

We will be publishing another Newsletter following submission of our application, which will explain how you can participate in the examination process if you so wish. Interested bodies, regulators, stakeholders (i.e. those bodies which might be affected by the development) and members of the public will be able to register to take part in the DCO examination.

In the meantime, we continue to welcome any comments and observations about our proposals. You can write to us at:

Email: immrora@abports.co.uk

Post: Associated British Ports, Port of Immingham, Dock Office, Alexandra Road, Immingham Dock, Immingham, North East Lincolnshire, DN40 2LZ (*Quoting Reference: Immingham Eastern Ro-Ro Terminal*).

Any updates we have on the IERRT scheme will be posted on ABP's project website: [\[REDACTED\]](#).

The Application Process

As we have emphasised over the last months through our Newsletters, the DCO application process may well seem rather alien and complex to some – it is certainly far from simple and straightforward!

ABP is eager to ensure, however, that all or any of you who would like to participate in the process – be it to support, object or to question – actually understand the process.

We have, therefore, provided in the following section a very brief summary of the steps which will follow after we have submitted the IERRT application. As mentioned above, we will provide a more detailed explanation as to how you can participate, in person or in writing, in groups or individually, when we submit the application.

1. Pre-application – The IERRT Project evolves through consultation and an application is prepared for submission to PINS. This is the current stage of our project.

2. Acceptance – The application is submitted to PINS and PINS have 28 days to decide whether all the necessary documentation has been submitted to enable the application to proceed.

3. Pre-examination – Upon acceptance by PINS, ABP must publicise that the application has been accepted and detail how parties can register to get involved in the examination.

4. NSIP examination – A preliminary meeting takes place to set the agenda and timetabling of the programme, following which the examination stage starts where the Examining Body (in other words the single Inspector or the Panel of Inspectors), examines the application over a fixed maximum period of six months.

Examination is conducted through written representations and oral hearings, but considerable weight is placed on the written representations submitted by all participating parties.

5. Recommendation and Decision – After the NSIP examination closes the Examining Body has three months within which to write its Report and Recommendations and submit it to the Secretary of State.

6. The Secretary of State – Will ultimately make the decision as to whether or not to grant the DCO. The Secretary of State has a maximum of three months to make his or her decision.

7. Post Decision – This is the final stage of the process, which provides a six-week legal challenge period.

Timeline for the IERRT

The estimated timeline for the project is shown below -

Late Summer 2022 – Submission of the DCO application – as noted, we currently expect to submit the application towards the end of September.

Early 2023 – Anticipated start of the DCO examination period.

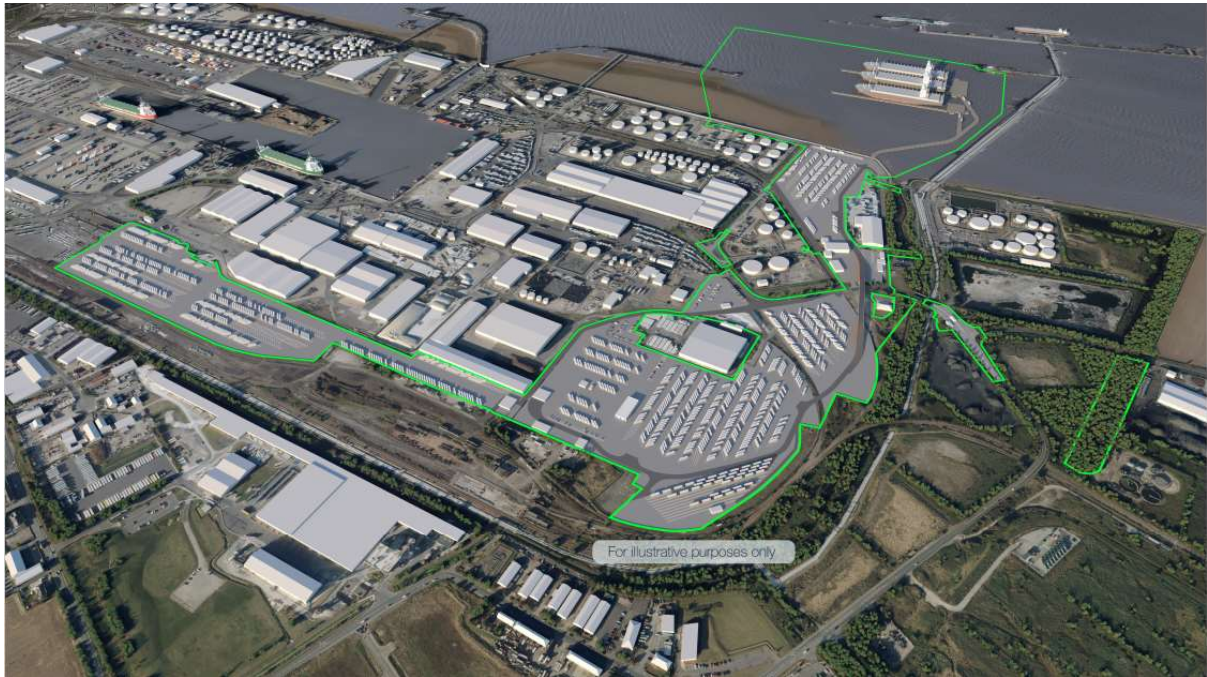
Late 2023 – Decision on the IERRT DCO application, and construction likely to commence.

Early/Mid 2025 – Anticipated commencement of operations.

Questions –

If you have any questions about any of the above, please do not hesitate to ask us, using the contact details provided above.

This 3D Image shows, although very much only as an indicative representation, the IERRT scheme as proposed. It may be subject to further minor changes prior to submission of the application.



H.5

EMAILS SENT TO CONSULTEES RE SUMMER NEWSLETTER

From: [Immro](#)

Sent: Wed, 24 Aug 2022 08:02:57

To: enquiries@environment-agency.gov.uk [REDACTED]@environment-agency.gov.uk [REDACTED]@environment-agency.gov.uk [REDACTED]

Cc: [Immro](#)

Subject: Immingham Eastern Ro-Ro Terminal Development ("IERRT Development") - Scheme Update

Importance: Normal

Sensitivity: None

Attachments:

[Summer Newsletter_18.8.22.pdf](#)

Dear Sir or Madam

Immingham Eastern Ro-Ro Terminal Development ("IERRT Development") – Scheme Update

We are writing to you, in your capacity as a statutory consultee, to update you as to the current position with regard to the proposed new Ro-Ro Terminal at the Port of Immingham. As you know, this is being promoted as a Nationally Significant Infrastructure Project (NSIP) under the provisions of the Planning Act 2008. Since we last wrote to you in April, providing our Spring Newsletter, we have continued to refine the scheme and this latest Newsletter is designed to keep you informed as to progress.

This Summer Newsletter summarises where we are now as we develop the project ready for submission, which we hope will follow towards the end of September this year.

We are always happy to receive observations about our scheme. If you have any comments please write to us by email at immro@abports.co.uk or alternatively by post at the address shown in the attached newsletter.

Yours faithfully

Immingham Eastern Ro-Ro Project Team

Dock Office | Immingham Dock | NE Lincolnshire | DN40 2LZ

Tel: +44 (0) 808 169 9912 | [REDACTED]



H.6

LETTERS SENT TO CONSULTEES RE SUMMER
NEWSLETTER

The Company Secretary or Clerk,
Openreach Limited,
Kelvin House,
123 Judd Street,
London,
WC1H 9NP

23 August 2022

Dear Sir or Madam

Immingham Eastern Ro-Ro Terminal Development (“IERRT Development”) – Scheme Update

We are writing to you, in your capacity as a statutory consultee, to update you as to the current position with regard to the proposed new Ro-Ro Terminal at the Port of Immingham. As you know, this is being promoted as a Nationally Significant Infrastructure Project (NSIP) under the provisions of the Planning Act 2008. Since we last wrote to you in April, providing our Spring Newsletter, we have continued to refine the scheme and this latest Newsletter is designed to keep you informed as to progress.

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Yours faithfully

The IERRT Development Project Team