



# Immingham Green Energy Terminal

TR030008

Volume 5

5.2 Consultation Report Appendices

Appendix J: Preliminary Environmental Information  
Report Addendum Report (PAR)

Section (37)(3)(c) of the Planning Act 2008

Regulation 5(2)(q)

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009 (as  
amended)

September 2023

# Infrastructure Planning

## Planning Act 2008

The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009 (as amended)

# Immingham Green Energy Terminal

## Development Consent Order 2023

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### 5.2 Consultation Report Appendices

## Appendix J: Preliminary Environmental Information Report Addendum Report (PAR)

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<b>Regulation Reference</b>	APFP Regulation 5(2)(q)
<b>Planning Inspectorate Case Reference</b>	TR030008
<b>Application Document Reference</b>	TR030008/APP/5.2
<b>Author</b>	Associated British Ports Air Products BR

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Revision 1	21 September 2023	DCO Application

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<b>Appendix J</b>	Preliminary Environmental Information Report (PEIR) Addendum
J.1	PEIR Addendum
J.2	PEIR Addendum non-technical summary

J.1	PEIR Addendum
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# Immingham Green Energy Terminal

Second Statutory Consultation: Project Changes and Preliminary  
Environmental Information Report Addendum

Associated British Ports

May 2023

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# 1 Non-technical Executive Summary

- 1.1.1 Associated British Ports is seeking to construct, operate and maintain the Immingham Green Energy Terminal (the Project), comprising a new multi-user liquid bulk green energy terminal and a green hydrogen production facility operated by Air Products.
- 1.1.2 The Project constitutes a Nationally Significant Infrastructure Project (as an alteration to a harbour facility) and a formal Environmental Impact Assessment (EIA) is being undertaken given the potential for significant effects arising as a result of the construction, operation and decommissioning of the Project.
- 1.1.3 As part of this process, Statutory Consultation for the Project was undertaken between 9 January 2023 and 20 February 2023. Through consideration of the responses to the first Statutory Consultation, the developing environmental assessments and through ongoing design-development and assessment, a series of changes within the Project have now been identified. Within this document, the following eight changes have been identified and are reviewed in detail:
- site boundary amendments;
  - marine changes including jetty alignment and length; berth arrangement and dredging requirements;
  - routing of the pipe-rack and jetty access road in the Long Strip woodland;
  - West Site illustrative layout, elevation and drainage;
  - construction vehicle numbers;
  - permanent adjustment to speed limits on Laporte Road;
  - Public Rights of Way diversion (Bridleway 36) and removal of informal access in two areas; and
  - temporary removal of Kings Road street furniture and overhead line works.
- 1.1.4 As a result of these proposed changes, a decision has been made to undertake a second Statutory Consultation to obtain feedback on the changes from stakeholders, regulators and the local community.
- 1.1.5 This document sets out, in Section 6, further detail on the proposed changes listed above and provides additional Preliminary Environmental Information (PEI) in the form of a PEI Report Addendum as relevant to the changes and presented in Section 7 of this report. The PEI presented here references the conclusions made in the PEI Report for the Project published in December 2022 which formed part of the first Statutory Consultation.
- 1.1.6 The PEI for each of the eight project changes is presented in **Table** below. As might be expected, given the limited extent of the changes, no new significant effects are identified. The majority of the eight changes result in no or minor changes to the likely impacts predicted and do not change the conclusions in respect of significant effects presented in the PEI Report which formed part of the



first Statutory Consultation. A number of the eight changes are beneficial in that they reduce the scale of the impacts previously reported, for example the reduced extent of tree loss in the Long Strip woodland, but these beneficial changes are not substantial enough to alter the conclusions in respect of significant effects presented in the PEI Report.

## 2 Introduction

### 2.1 Background to the Report

- 2.1.1 Associated British Ports (ABP) is seeking to construct, operate and maintain the Immingham Green Energy Terminal (the Project), comprising a new multi-user liquid bulk green energy terminal located on the eastern side of the Port of Immingham (the Port).
- 2.1.2 The Project includes the construction and operation of a green hydrogen production facility, which would be delivered and operated by Air Products (AP). AP will be the first customer of the new terminal, whereby green ammonia will be imported via the jetty and converted on-site into green hydrogen, making a positive contribution to the UK's net zero agenda by helping to decarbonise the UK's industrial activities and in particular the heavy transport sector.
- 2.1.3 The Project constitutes a Nationally Significant Infrastructure Project (NSIP), as defined by the Planning Act 2008 (the 2008 Act). Accordingly, ABP intends to make an application for a Development Consent Order (DCO) to the Planning Inspectorate to obtain consent for the Project from the Secretary of State for Transport (the "Secretary of State").
- 2.1.4 As the construction, operation and maintenance phases of the Project are likely to result in significant effects on the marine and terrestrial environment, a formal process of Environmental Impact Assessment (EIA) is being undertaken in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
- 2.1.5 Statutory Consultation on the preliminary design of the Project and the emerging findings of the EIA [in the form of a PEI Report] was undertaken between 9 January 2023 to 20 February 2023. The views of local residents, businesses and statutory bodies were invited through a variety of approaches including online consultation methods and in-person events held in Immingham.
- 2.1.6 Information gathered from the Statutory Consultation has been reviewed and considered, and discussions regarding the Project have continued with affected and interested parties. Continuation of the EIA process since the Statutory Consultation has also enabled a better understanding of the likely effects of the Project on the receiving environment.
- 2.1.7 Through consideration of the responses to the first Statutory Consultation, the developing environmental assessments and through ongoing design-development and assessment, a series of changes within the Project have now been identified. Within this document, the following eight changes have been identified and are reviewed in detail:
- site boundary amendments;
  - marine design changes including jetty alignment and length; berth arrangement and dredging requirements;
  - routing of the pipe-rack and jetty access road in the Long Strip woodland;
  - West Site illustrative layout, elevation and drainage;

- construction vehicle numbers;
- permanent adjustment to speed limits on Laporte Road;
- Public Rights of Way diversion (Bridleway 36) and removal of informal access in two areas; and
- Kings Road street furniture and overhead line works.

2.1.8 The form and nature of these changes, which are described more fully in **Section 6**, in particular the proposed changes to the site boundary, are considered to require further consultation. Accordingly, a second Statutory Consultation will be held from 24 May 2023 to 30 June 2023 inclusive to obtain views and comments from stakeholders and the local community specifically on these changes, prior to the planned submission of the application for development consent later this year.

2.1.9 This document has been prepared to support the second Statutory Consultation. It details the design changes made (and the reasons for making them) and any new or different effects they may have on the environment (when compared to the information presented in the first Statutory Consultation). It also explains where more information can be found about the Project and the consultation activities.

2.1.10 The feedback on the second Statutory Consultation will be included in a Consultation Report, which will set out the whole consultation process that has supported the development of the Project. The Consultation report will set out the main themes covered, issues raised in feedback received, and how the Project has responded to views and opinions given. The Consultation Report will form part of the application for development consent.

2.1.11 The remaining sections of this report provide information on:

3. Background to the Applicant;
4. The Project and the Development Consent Order;
5. Consultation and Design Development;
6. Project Design Evolution;
7. Preliminary Environmental Information Report: Addendum;
8. Consultation Material and Events; and
9. Share Your Views.

## 3 Background to the Applicant

### 3.1 Associated British Ports

- 3.1.1 ABP is the applicant for the Project and will submit the application for development consent to the Planning Inspectorate.
- 3.1.2 ABP was established in 1981 following the privatisation of the British Transport Docks Board. It is the largest ports group in the United Kingdom (UK), owning and operating 21 ports and other transport-related businesses across England, Wales and Scotland. On the Humber it owns and operates the Port and also the ports of Hull, Grimsby and Goole, which together constitute the largest ports complex in the UK.
- 3.1.3 The Port is the largest and busiest of its four Humber ports and its statutory undertaking at Immingham (the 'statutory port estate') covers some 480 hectares (ha). The majority of the port estate falls within the administrative boundary of North East Lincolnshire Council (NELC), although the western part of the Port falls within the administrative boundary of North Lincolnshire Council.
- 3.1.4 The Port comprises a number of discrete operational areas handling a diverse trade base including liquid fuels, solid fuels, ores, and Roll-on Roll-off freight being handled from existing in-river jetties. These include the Eastern and Western Jetties, the Immingham Oil Terminal, the Immingham Gas Terminal, Immingham Outer Harbour and the Humber International Terminal.
- 3.1.5 The Project, if consented, would be located fully within an extended Port of Immingham Statutory Harbour Authority (SHA) area where the Applicant is the SHA. In this capacity, the Applicant has a set of powers and duties which include management and regulation of the safety of navigation and marine operations in its SHA area.
- 3.1.6 Humber Estuary Services (HES) is the SHA for the wider estuary and Competent Harbour Authority (CHA) with respect to pilotage for the Humber Estuary and the ABP docks, and other port facilities therein. As the CHA, HES has the power to issue Pilotage Directions that prescribe which vessels require a Pilot or Pilot Exemption Certificate (PEC) holder when navigating within the CHA area.

### 3.2 Air Products BR Ltd

- 3.2.1 Air Products (AP) is a world-leading industrial gases company that has been in operation for nearly 80 years, and more than 60 years in the UK and Ireland. It has over 1,000 UK and Ireland employees working across 35 production facilities, in addition to a number of hydrogen refuelling stations and hydrogen, nitrogen and oxygen plants. The company develops, engineers, builds, owns and operates some of the world's largest industrial gas projects.
- 3.2.2 In 2020, it announced the signing of an agreement for a world-scale green hydrogen-based ammonia production facility powered by renewable energy. Their first green hydrogen-based ammonia production facility is sited in the north-west corner of the Kingdom of Saudi Arabia and will produce green ammonia for export to global markets. The company plans to invest in a new green hydrogen

production facility at Immingham, supported by a downstream distribution network. The plan is to import renewable (green) ammonia to convert into green hydrogen in particular to fuel heavy transport, such as Heavy Good Vehicles (HGVs) and buses. Heavy transportation is one of the most challenging and polluting sectors to decarbonise and a priority for meeting net zero in the UK.

- 3.2.3 ABP and AP have entered into an agreement for the alteration of the existing harbour facility at the Port to provide a new terminal and associated landside development at the Port to facilitate the delivery of ammonia and its storage and processing to produce green hydrogen.

## 4 The Project and the Development Consent Order

### 4.1 Project Location

- 4.1.1 The Project is located in north east Lincolnshire on the south bank of the Humber Estuary to the east of the Port (the Project site).
- 4.1.2 The land-side works fall within the administrative boundary of North East Lincolnshire Council (NELC) on both land within the ownership of the applicant and on areas of third party land.
- 4.1.3 The marine-side works that extend seaward and fall beyond the local authority's boundary, would take place in the bed of the Humber Estuary. This is owned by the Crown Estate and over which the applicant has the benefit of a long lease.

### 4.2 Project Components (Marine)

- 4.2.1 The Project's marine-side components comprise:
  - a. A jetty, consisting of an approach trestle, approximately 1.1km in length, leading to a single berth, including a loading platform and berthing and mooring dolphins with link walkways; and
  - b. Topside infrastructure on the jetty for the handling of bulk liquids, including loading arms and pipelines.

### 4.3 Project Components (Land)

- 4.3.1 The Project's land-side components comprise:
  - a. A jetty access road and related infrastructure;
  - b. two operational sites supporting hydrogen production facilities (an East Site and a West Site);
  - c. pipework, pipelines and utilities (i) between the jetty and the green hydrogen production facility on the East Site and (ii) between the two green hydrogen production facility sites and (iii) between buildings and plant within the production operation facilities;
  - d. refrigerated ammonia storage tank (on the East Site);
  - e. hydrogen production units that convert ammonia to produce the green hydrogen (on both East and West Sites);
  - f. hydrogen liquefiers to liquify the hydrogen for temporary storage (on the West Site);
  - g. loading bays to fill road tankers with liquified hydrogen which would then be distributed to hydrogen filling stations throughout the UK (on the West Site);
  - h. ancillary buildings and works;
  - i. access from the public highway to the two hydrogen production sites;
  - j. temporary construction areas; and
  - k. various works (connections, diversions, protective works) to utilities including works on highways land.

## 4.4 Development Consent Order

- 4.4.1 The DCO will provide the principal authorisations and consents for the construction, operation and maintenance of the Project.
- 4.4.2 Within the Project, the NSIP comprises the alteration of a harbour facility for the construction of the terminal with a jetty with one berth, capable of receiving and discharging tanker vessels transporting bulk liquids.
- 4.4.3 The terminal capacity is estimated at approximately 11 million tonnes per annum. The terminal would be capable of receiving and discharging liquid bulk vessels of a variety of sizes. The number of vessel calls to the terminal is estimated to be approximately 292 per annum, which would include 12 vessel calls importing and exporting ammonia to and from the hydrogen production facility. The vessels which make up the remaining 280 calls to the terminal are expected to serve the future carbon capture and storage market and other bulk liquid markets. It had previously been assumed in the PEI Report that formed part of the first Statutory Consultation that, with a two berth design, that the capacity of the jetty would have supported up to 400 vessel calls per annum.
- 4.4.4 The size of the vessels supporting the movement of ammonia are expected to be approximately 250m in length, approximately 45m beam and 12.8m in draught and would have a capacity when fully laden of approximately 55,000 tonnes.
- 4.4.5 On this basis of the jetty capacity given above, the proposed works constitute an NSIP as identified in s14(1)(j) and under Part 3, s24(2) and s24(3)(c) of the 2008 Act as they comprise:
- i. *“The alteration of harbour facilities” – s24(2);*
  - ii. *“The harbour facilities are in England” – s24(2)(a); and*
  - iii. *“The effect of the alteration is expected to be to increase by at least the relevant quantity per year the quantity of material the embarkation or disembarkation of which the facilities are capable of handling” – s24(2)(b); where*
  - iv. *“The relevant quantity is... in the case of facilities for cargo ships, 5 million tonnes” – s24(3)(c).*
- 4.4.6 The new jetty and topside infrastructure (including the associated pipework on the jetty and access ramps) would comprise the NSIP.
- 4.4.7 The pipeline and development of the site areas for the transfer and storage of the ammonia and the hydrogen production, storage and distribution would comprise “associated development” for the purpose of section 115 of the 2008 Act.
- 4.4.8 As an NSIP, a DCO is required to authorise the construction, operation and maintenance of the Project under section 31 of the 2008 Act. An application to secure development consent will be submitted to the Planning Inspectorate who, subject to the application being accepted, will then examine it and make a recommendation to the Secretary of State, who will then decide whether to approve the DCO.

4.4.9 The application for development consent is expected to be made in August 2023, with a decision from the Secretary of State expected in late 2024 following examination of the application.

#### 4.5 Ongoing Engagement

4.4.10 Discussions with statutory bodies (including the Health and Safety Executive) are ongoing in relation to the hydrogen production facilities, as are discussions with immediate neighbours and local residents on Queens Road. The position remains that (a) residential uses are likely to be considered incompatible with the hydrogen production facilities and negotiations are under way for acquisition of these properties by agreement (acquisition powers will be sought in the DCO for these premises); (b) commercial uses at Queens Road (not including residential) are likely to be considered compatible with hydrogen production facility, but protective works may be required. Air Products is continuing to engage with landowners but acquisition powers for these properties are not intended to be sought (however powers to undertake protective works might be sought in the DCO); (c) Air Products is in discussions with occupiers of properties outside the site boundary regarding the implications of safety planning and it is possible that appropriate powers may be sought in the DCO (for example to undertake protective works).



## 5 Consultation and Design Development

### 5.1 First Statutory Consultation

5.1.1 The first Statutory Consultation for the Project ran over a six week period (42 days inclusive) between 9 January 2023 and 20 February 2023.

5.1.2 The approach to the first Statutory Consultation was set out in a Statement of Community Consultation (see: <https://imminghamget.co.uk/wp-content/uploads/2023/01/IGET-Statement-of-Community-Consultation-5-January-2023.pdf>), prepared and published in accordance with section 47 of the 2008 Act.

5.1.3 As part of the Statutory Consultation exercise, a PEI Report was prepared and published to support consultation activities and events. Information within the PEI Report was presented across four separate volumes:

- a. Volume I comprised a non-technical summary of the content of Volume II.
- b. Volume II comprised the main environmental information document and contained preliminary information available at the time of reporting on the Project, the EIA process and the potential impacts and effects of the Project on the receiving environment.
- c. Volume III contained illustrative figures supporting Volume II.
- d. Volume IV contained appendices supporting Volume II.

5.1.4 Alongside the information presented in the PEI Report, a number of face-to-face consultation/exhibition events in Immingham were held; these enabled interested and affected parties to engage with the applicant and their team to discuss the Project.

5.1.5 In addition, a range of online platforms were used to provide the local community with access to Project information and the opportunity to submit feedback without the need to meet in person.

5.1.6 Feedback from the Statutory Consultation has been integral to the design-development and environmental assessment of the Project. The main queries from Statutory Consultation from consultees were in relation to:

- water demand requirements;
- dredging;
- fish ecology;
- ecology – land and marine; and.
- construction impacts.

5.1.7 Feedback forms were also an important mechanism used to gather views on the Project during Statutory Consultation, the key themes from these were as follows:

- economy, jobs and growth – supportive of local impact;
- economy, jobs and growth – queries on local impact; and

- environmental impact of the Project.

## 5.2 Design-Development and Environmental Assessment

5.2.1 Following completion of the Statutory Consultation and review of the feedback, ongoing design-development and environmental assessment activities have resulted in a series of design modifications and refinements being made to the Project.

5.2.2 **Table 5.1** presents a summary of the changes made to the Project, further details of which are provided in **Sections 6.2 to 6.7**.

**Table 5.1 – Summary of Project changes made since Statutory Consultation**

No	Change	Summary of Change
1	<b>Site Boundary Amendments</b>	The site boundary has changed in response to the design evolution of the Project, this is presented in more detail in <b>Section 6.2</b> .
2	<b>Marine Design Changes: Jetty Alignment, Length, Berthing Arrangement and Dredging Requirements</b>	As a result of further studies, a new illustrative layout for the jetty alignment is provided. In addition, the berthing arrangement has been reduced from two to one berth, this is presented in more detail in <b>Section 6.3</b> .
3	<b>Routing of pipe rack &amp; Jetty Access Road (jetty access road) in Long Strip woodland</b>	The alignment of the pipe rack and Jetty Access Road (jetty access road) within the 'Long Strip' woodland has been amended, this is presented in more detail in <b>Section 6.4</b> .
4	<b>West Site Layout (Incl elevation and drainage)</b>	There have been changes to the layout of the West Site following Statutory Consultation (although this remains an illustrative layout). As a result of this, a new drainage solution is required. These changes are presented in more detail in <b>Section 6.5</b> .
5	<b>Construction Vehicle Numbers</b>	Construction vehicle numbers have been revised since the PEI Stage as the design of the Project has evolved, this is presented in more detail in <b>Section 6.6</b> .
6	<b>Permanent Adjustment to Speed Limits</b>	A speed limit change is proposed on Laporte Road to accommodate the operation of the Project, this is presented in more detail in <b>Section 6.7</b> .
7	<b>Public Rights of Way Diversion (Public Bridleway 36) and stopping up of any informal access in two areas</b>	Part of Bridleway 36 is to be temporarily diverted during the construction of the Project; in addition, any informal access to unfenced areas in two areas under ABP ownership is to be removed, this is presented in more detail in <b>Section 6.8</b> .
8	<b>Temporary Removal of Kings Road Street Furniture and Overhead Line Works</b>	There is a need to temporarily remove some street furniture and temporarily alter overhead lines due to movements of abnormal loads between the Port and the site, via Kings Road during the construction period, this is presented in more detail in <b>Section 6.9</b> .

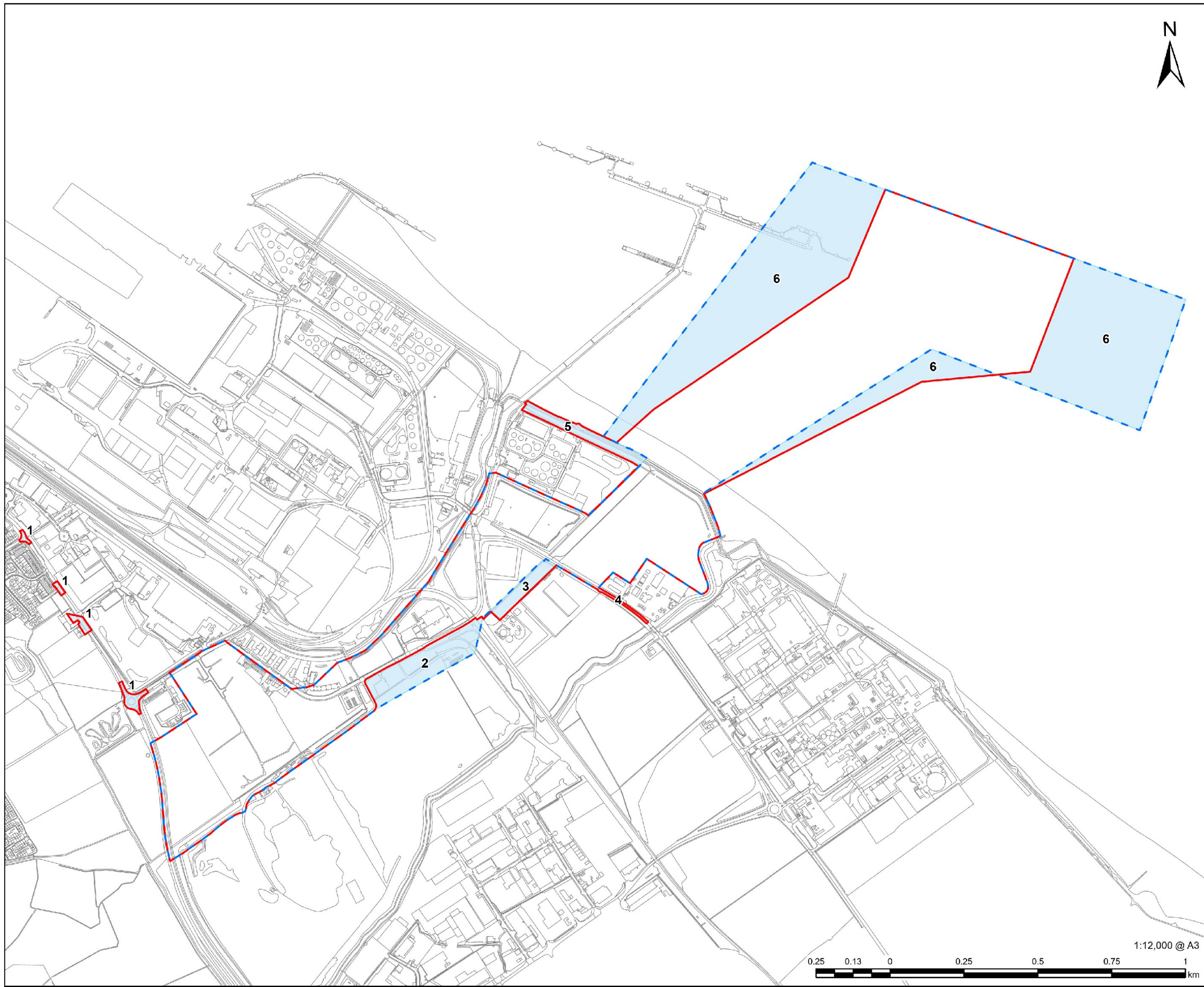
- 5.2.3 These changes have been reviewed against the content and findings of the PEI Report shared at the first Statutory Consultation to establish whether the preliminary conclusions of the EIA process, provided in that report, remain valid, or whether further assessment is required in addition to that identified in the PEI Report due to the potential for new or different environment effects to occur.
- 5.3 **Second Statutory Consultation**
- 5.3.1 The Project is still within the pre-application stage and has now reached a position where several of its components and construction assumptions differ to those previously assessed and consulted upon during the first Statutory Consultation.
- 5.3.2 In many respects the Project changes are positive in nature and are therefore unlikely to adversely alter the emerging EIA findings presented in the PEI Report. Notwithstanding this, where the design refinements are considered to have the *potential* to alter the conclusions presented in the PEI Report, for example by generating a new environmental impact, these have been reviewed and assessed.
- 5.3.3 As the changes presented in **Table 5.1** include modifications to the extent of land required for the Project that was previously consulted upon, it is necessary to undertake further supplementary consultation on these changes, supported by updated environmental information where applicable. It is also considered appropriate to provide details of other project changes (as listed above), even where the changes result in no new or worse environmental effects.
- 5.3.4 Accordingly, a second Statutory Consultation is being undertaken on the changes in accordance with the principles set out in a Second Statement of Community Consultation (the second SoCC) covering this second (and any subsequent rounds) of consultation. The second SoCC was submitted to NELC for consultation in accordance with section 47 of the 2008 Act and was published on 24 May 2023.
- 5.3.5 The second SoCC details how the second Statutory Consultation on the Project will be undertaken. It also provides details of how stakeholders and the local community can take part in the process and how feedback will be gathered and used to further develop the Project. In addition to fulfilling the requirements set out in section 47 of the 2008 Act, the second Statutory Consultation will engage with consultees specifically identified in section 42 of the 2008 Act. The second Statutory Consultation has been publicised in compliance with section 48 of the 2008 Act and Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
- 5.4 **Consultation Document: Project Changes and Additional Preliminary Environmental Information**
- 5.4.1 This Consultation Document has been prepared to support the second Statutory Consultation by detailing the Project changes made as part of its ongoing design evolution and how these are being consulted upon. The Consultation Document also identifies where new or different environmental effects are likely to occur, when compared with those previously identified and reported in the PEI Report.
-

- 5.4.2 The PEI Report which formed part of the first Statutory Consultation provided a preliminary assessment of the baseline environmental conditions associated with, and surrounding, the Project Site and the potential effects the Project could generate. The preliminary information and conclusions presented in the first PEI Report form the basis of the updated assessments presented in this Consultation Document, updated where relevant to reflect continued baseline data collection and assessments carried out since undertaking the first Statutory Consultation.
- 5.4.3 This Consultation Document (including additional PEI) and the PEI Report which accompanied the first Statutory Consultation comprise the PEI underpinning the second Statutory Consultation, and both documents should be referenced together to aid the understanding of the baseline environment and the effects of the Project and the changes made to its design.
- 5.5 Reporting the Outcomes of Consultation
- 5.5.1 Following completion of the second Statutory Consultation, engagement with affected parties, statutory consultees and regulators will continue up to the submission of the application for development consent. A review of the feedback will also be undertaken to identify whether further changes are needed to the Project.
- 5.5.2 The outcomes of all consultation activities, and how the Project has responded to the matters raised will be presented in a Consultation Report. This will form a key document within the application for development consent.
- 5.5.3 Relevant matters arising from consultation that have shaped and influenced the EIA process will also be presented in an Environmental Statement (ES). The ES will record the EIA process and will report the outcomes of the final environmental assessments, including the measures identified to mitigate adverse effects during construction, operation, maintenance and decommissioning of the Project.

## 6 Project Design Evolution

### 6.1 Overview

- 6.1.1 This section describes the changes to the Project, identified above in **Table 5.1**, and provides further details on the reasons for the changes. The Preliminary Environmental Information in respect of the changes is then presented in **Section 7**.



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## 6.2 Change No. 1: Site Boundary Amendments

6.2.1 As a result of the design development for the Project, evaluation of consultation responses and further consideration of safety matters, the site boundary has been amended since the first Statutory Consultation. A total of six changes are proposed. These are shown on **Figure 6.1** (where the blue lines represent the changes to the site boundary) and are listed below:

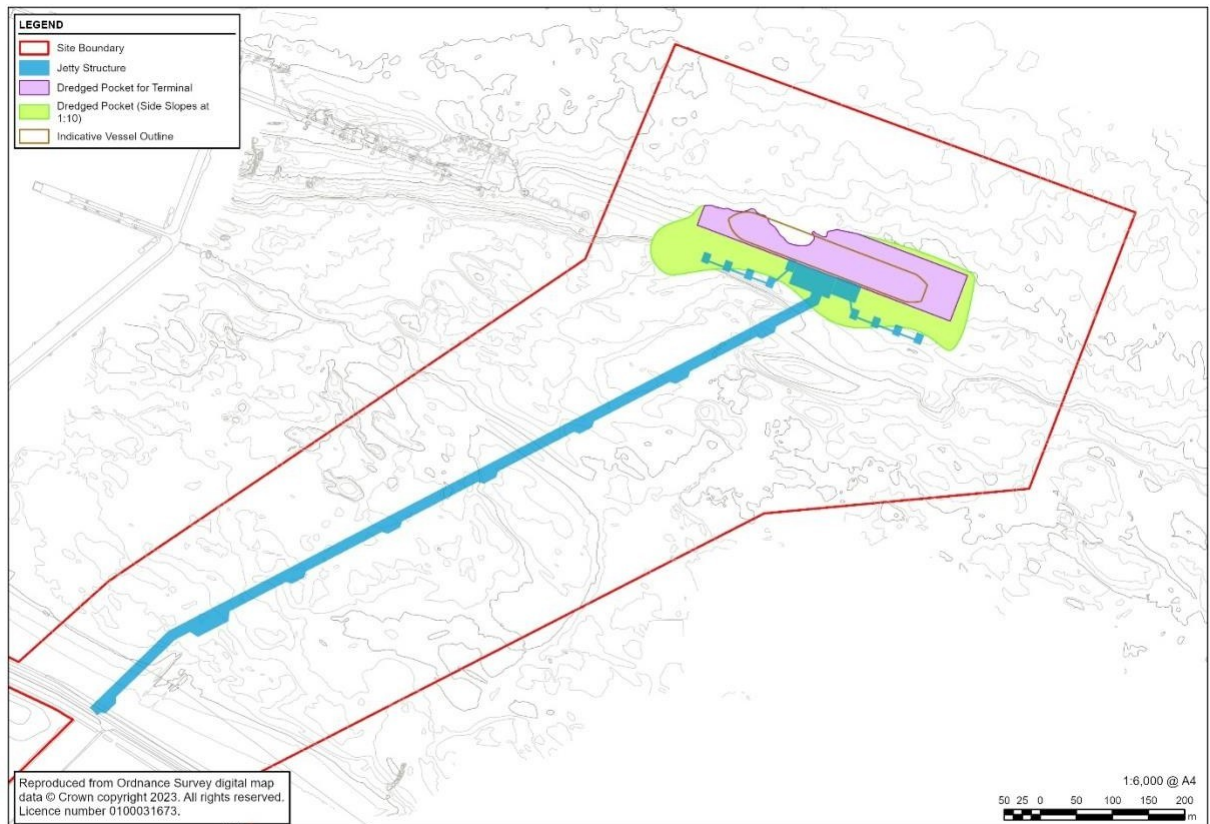
1. Inclusion of four areas along Kings Road (see Change No. 8 below);
2. Removal of an area of land south of Queens Road which, following further design development, is now not required for the proposed pipeline corridor which will link the West and East Sites;
3. Inclusion of the southern part of the Long Strip woodland (see Change No. 7 below);
4. Inclusion of an additional section of Laporte Road (see Change No. 6 below);
5. Inclusion of an extended section of the sea wall (see Change No. 7 below);  
and
6. Re-orientation of the area of works in the marine area (removal of two large areas and inclusion of a third smaller area, see Change No. 2 below).

## 6.3 Change No. 2: Marine design changes - Jetty Alignment, Length, Berth Arrangements and Dredging Requirements

6.3.1 In the first Statutory Consultation a two berth design was presented since at this preliminary stage in the Project design it was thought that two berths would be needed to accommodate a wide range of vessel sizes expected to make use of the proposed jetty. However, further design work has been undertaken to refine the design of the jetty and a single berth design has been confirmed as being able to accommodate the full range of vessels expected.

6.3.2 In addition to the changes to the berth requirements, extensive optioneering has been undertaken to define the appropriate position for the jetty in relation to the existing navigation channel in the Humber and the jetty position relative to existing infrastructure. A new illustrative design has been developed which is broadly similar to the previous illustrative design in scale and orientation but as noted above now supports a single berth. The reduction to a single berth and the working widths associated with the amended new jetty orientation have required the update to the proposed marine site boundary explained under Change No 1. above (and shown on **Plate 6.1 below**).

### **Plate 6.1: Illustrative Marine Layout (revised)**

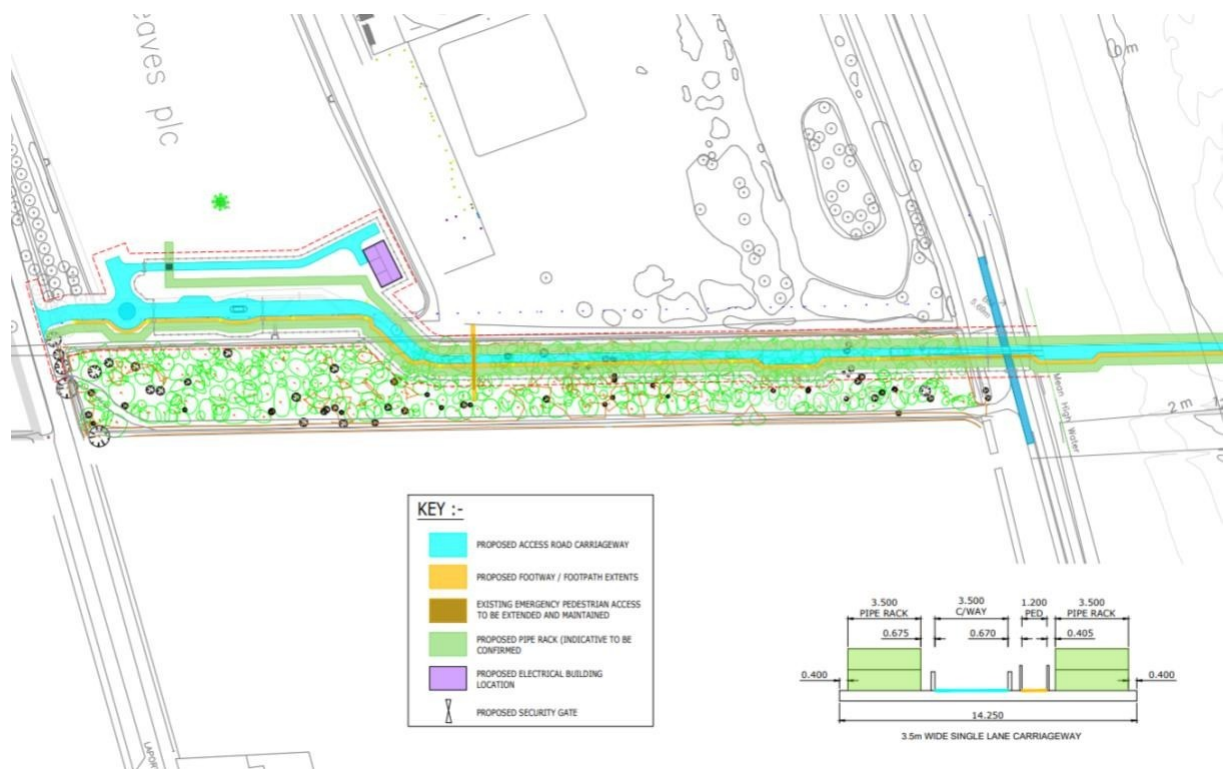


- 6.3.3 Development consent is sought for these works to be constructed within the marine area shown. The updated illustrative layout is provided as an example of what the marine layout could look like however any changes to an illustrative layout do not constitute a formal change to the works for which approval is intended to be sought.
- 6.4 Change No. 3: Routing of Pipe-Rack and Jetty Access Road in Long Strip Woodland
- 6.4.1 At the first Statutory Consultation, the PEI Report reported that the woodland area known as ‘Long Strip’ would be impacted as a result of (i) the pipe-rack which connects the pipelines on the proposed jetty with the East Site and (ii) the jetty access road which will provide operational and maintenance access to the jetty. It was reported in the PEI Report that this would lead to loss of a ‘large part of the woodland’, which is protected by a Tree Preservation Order (TPO). However, given the preliminary nature of the assessment at the time and the emerging design for the Project it was difficult to quantify the impact on the woodland as well as define the best design approach to minimise the impact on the woodland.
- 6.4.2 Since the PEI stage, a detailed tree assessment has been undertaken to inform the routing of the Pipe Rack and jetty access road. The tree survey concludes that the highest value tree in the TPO is located in the north east corner of the woodland close to the sea wall (a veteran ash tree), with high and moderate quality trees distributed throughout the remainder of the woodland.



6.4.3 The design of the pipe-rack and the jetty access road including the electrical control building have been developed to avoid impacting the veteran tree by bringing the jetty access road along the western edge of the TPO. The western section of the jetty access road now runs within the East Site, rather than within the woodland, reducing the impact of the Project on the Long Strip woodland in this area.

**Plate 6.2: Illustrative Pipe Rack and Jetty Access Road design (revised)**



6.4.4 As explained at the first Statutory Consultation, there is a commitment to work with local stakeholders to ensure that the tree loss from Long Strip is compensated for appropriately in the local area. In the PEI Report which accompanies the first Statutory Consultation, it was stated that *'In order to mitigate for tree loss from the Long Strip and elsewhere, the following approach is proposed:*

- *Tree planting within some peripheral areas around the operational sites of the hydrogen production facility, although these opportunities will be very limited; and*
- *Opportunities to be explored for potential off-site tree-planting within areas to be agreed with local bodies/organisations.'*

6.4.5 There is no change to the overall approach to compensate for the tree loss and consultations with NELC have commenced to determine the appropriate approach and how this will be secured as part of the DCO. It is likely that the approach will be to commit, via a DCO requirement, to a 'Woodland Compensation Strategy', which will deliver compensatory woodland planting on

sites within the local area, at locations to be agreed with local stakeholders and NELC. Opportunities to provide planting in the peripheral areas of the operational site are unlikely to arise, given the extent of the operational footprint and the need for security zones clear of vegetation of 2m around the operational site fencing.

## 6.5 Change No. 4: West Site layout, elevations and drainage

6.5.1 An illustrative site layout for the Project was provided as **Figure 2.4** (PEI Report, Volume III) in the PEI Report. At the time the PEI Report was published the design of the Project was in its early stages and since then the Project design has continued to evolve to reflect the operational requirements of green hydrogen production and distribution. As a result, the layout of the West Site (denoted by the green dotted line on Plate 6.3) has been amended although it should be noted that none of these features were specifically identified in **Figure 2.4** (PEI Report, Volume III) and the layout remains illustrative:

- The location of the Hydrogen Production Units (HPUs) and Hydrogen Liquefier Units (within Areas 1 and 2 on Plate 6.3 below) have been adjusted;
- The location of the control building, warehouse and other buildings have been adjusted (Plate 6.3 Area 3);
- Gaseous hydrogen compressors have been added (Plate 6.3 Area 4);
- Temporary maintenance contractor offices and temporary vehicle maintenance areas have been added (within the West Site boundary, denoted by the green dotted line on Plate 6.3); and
- The proposed phasing has been amended so that the eastern side of the West Site (Area 1 on Plate 6.3) is developed first (in Phase 1) with subsequent phases to the west (Area 2 on Plate 6.3) developed later in Phases 2-6.

### **Plate 6.3: Illustrative Layout of West Site (revised)**



6.5.2 In addition, at the first Statutory Consultation and in the related PEI Report, it was assumed no substantive ground raising would be required on the site. However, since then it has been established that ground raising is required to ensure that sufficient surface water storage can be achieved to limit run-off rates and so that a drainage solution can be achieved for the site. The West Site will therefore see an increase in elevation to 2.5m (AOD) finished ground levels, which is approximately 0.5m over and above the current elevation.

6.5.3 These changes affect only the illustrative layout of the West Site. Given that development consent is only sought for these works to be constructed [somewhere] within the relevant works area, the changes do not constitute a formal change to the works for which approval is intended to be sought.

## 6.6 Change No. 5: Construction Vehicle Numbers

6.6.1 The design evolution described above, particularly in relation to the raising of the finished ground levels on the West Site, to deliver the drainage solution, have led to a need for greater quantities of imported fill material. As a result, the number of HGVs which are likely to be required has increased compared to the number reported in the first Statutory Consultation.

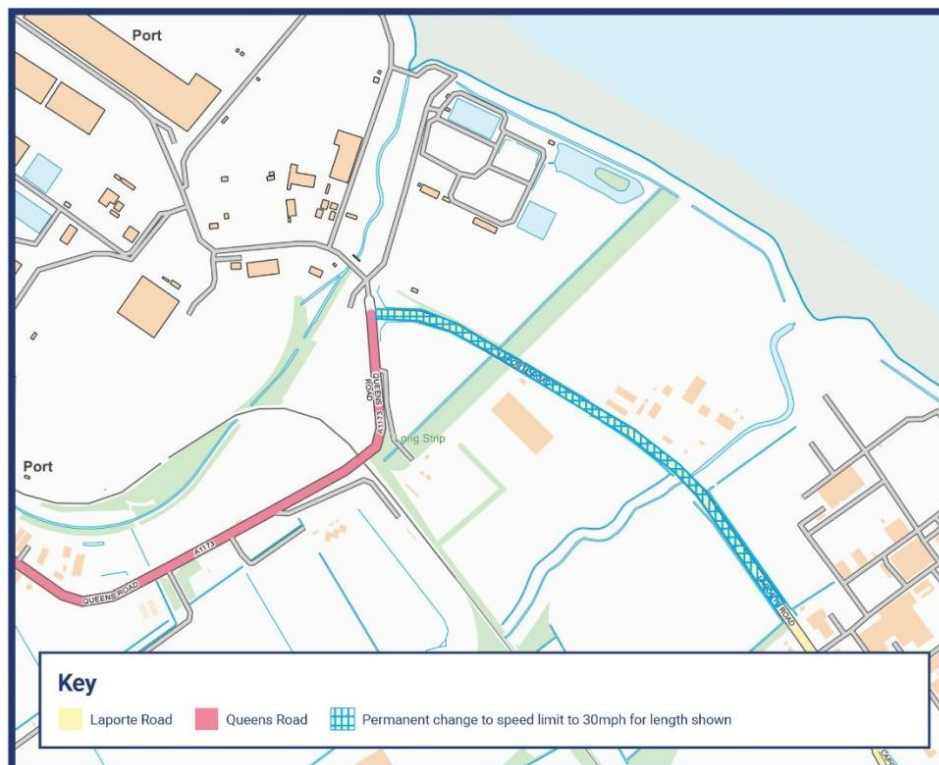
6.6.2 In the PEI Report provided for the first Statutory Consultation, the HGV total movements at the peak of the construction period for the Project (2025) was estimated to be 194 movements per day with 50% less traffic expected in the other phases of construction. This has been revised upward to 260 movements per day at the peak of the construction period and this is the number of movements that is considered in the PEI below in Section 7.

6.7 Change No. 6: Permanent Adjustment to Speed Limits

6.7.1 The speed limit on Laporte Road at present has multiple changes and varies between the national speed limit and 40mph. Both the construction and the operation of the project will require access and egress points from the East Site and the temporary construction area on to Laporte Road.

6.7.2 Since the first Statutory Consultation and to ensure the safety of road users a permanent reduction to the speed limit on Laporte Road has been determined to be necessary. A permanent 30mph speed limit is therefore proposed for the length of Laporte Road between the junction with Queens Road and the Tronox site entrance and this change is supported, in principle, by NELC. The length shown of Laporte Road to which these changes are applicable is shown in **Plate 6.4** below:

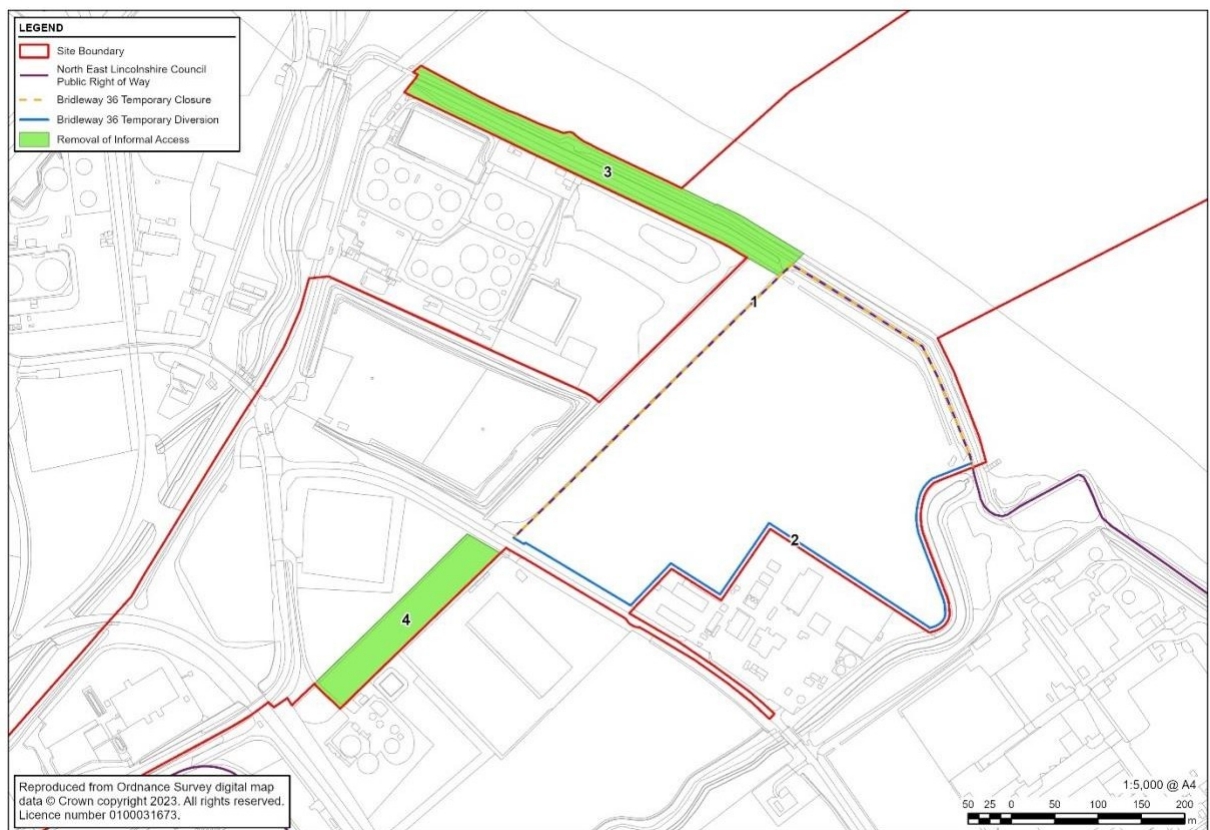
**Plate 6.4: Speed Limit adjustments to Laporte Road**



## 6.8 Change No. 7: Public Rights of Way Diversion and removal of other informal access points

6.8.1 As explained at the first Statutory Consultation, the part of Public Bridleway Number 36 which runs from Laporte Road to the sea wall, along the east side of the Long Strip woodland, see 1 on **Plate 6.5**, would need to be closed along this alignment during the first phase of construction of the Project because of the use of the large arable field immediately to the east as the main temporary construction area. At the first Statutory Consultation it was explained that the Bridleway would be *either* temporarily closed or diverted.

### Plate 6.5: Changes to Public Rights of Way and Public Access



6.8.2 Reflecting feedback received during the first Statutory Consultation, a decision has been taken to provide a temporary Bridleway diversion route (2 on Plate 6.5), along the north side of Laporte Road and around the eastern edge of the main temporary construction area to reconnect with the retained Bridleway, but further east on the sea wall than at present. Once the first phase of construction is completed (currently assumed to be a 2.5 year period) and the temporary construction area has been removed, the Bridleway would be re-instated on its current alignment and the temporary diversion would be closed.

6.8.3 In addition, informal access will be prevented from two areas by way of appropriate fencing and signage to ensure public safety in respect of the relevant works. Both of these areas are within the ownership of ABP but have never been fenced and some very low levels of recreational usage occurs. These areas do

not comprise formal Public Rights of Way. These areas, which are shown on **Plate 6.5** are as follows:

- 3 - That part of the sea wall between the existing jetty to the west (where secure fencing prevents casual access further west) and the point at which Bridleway 36 meets the sea wall. It is understood that there is some occasional access and use of this area for informal sea angling. Access from the east along the top of the sea wall needs to be removed permanently to enable construction and operation of the jetty and continued informal access to this area would be incompatible with this from a safety perspective.
- 4 - The southern part of the Long Strip woodland, south of Laporte Road, which will otherwise be entirely unaffected by the Project. It is understood that a small number of dog walkers and others access through this woodland, cross Laporte Road and then use Bridleway 36 to the coast. Access needs to be removed temporarily during the construction of phase 1 of the Project, when the temporary construction area is in place, so limiting the number of walkers crossing Laporte Road in a location close to the access to the temporary construction area.

## 6.9 Change No. 8: Temporary Removal of Kings Road Street Furniture and Overhead Line Works

- 6.9.1 The Project is expected to use modularisation to reduce on-site works and maximise the works completed in specialised fabrication facilities off-site where practicable. This will require the transportation of abnormal loads from the Port of Immingham to the relevant part of the site.
- 6.9.2 In order to facilitate this, the temporary removal of street furniture and alterations to overhead cables in four locations will be required to allow the passage of these abnormal loads along Kings Road to the site. Works will be carried out in a way which avoids or minimises any service interruptions or other impacts to those Kings Road residents affected.
- 6.9.3 Additional areas have been added to the site boundary presented at the first Statutory Consultation (see Change No. 1 above and **Figure 5.1**) to ensure that the works described can be delivered via way of the powers that may be required.

## 7 Preliminary Environmental Information Report - Addendum

### 7.1 Overview

7.1.1 This section presents any additional or amended Preliminary Environmental Information (PEI) associated with the project changes defined in **Sections 5** and **6** above, which supplements or changes the Preliminary Environmental Information which was presented in the PEI Report at the first Statutory Consultation.

7.1.2 The approach to provide the PEI has been to screen each of the changes against the environmental topics assessed in the PEI Report in Error! Reference source not found.. This exercise is used to determine whether geographical and/or temporal linkages exist which could provide pathways for the changes to affect environmental receptors or resources associated with each topic. For example, changes to the illustrative West Site layout are not relevant to the various marine topic areas and cannot lead to a requirement to amend or supplement the PEI presented in the PEI Report at the first Statutory Consultation and so these topics can therefore be removed from further detailed consideration in respect of that change.

7.1.3 Error! Reference source not found. Where potential pathways have been identified, these were taken forward for further assessment in Error! Reference source not found., by the relevant technical areas, to establish whether the changes are likely to result in new environmental effects or modify the effects recorded in the PEI Report presented at the first Statutory Consultation. The table considers each of the proposed changes in turn. For each of the eight changes, there is a review against each relevant technical topic, with columns describing (i) a brief summary of the reported significant effects in the PEI Report which formed part of the first Statutory Consultation, (ii) any amendments arising to the assessed significance as a result of the proposed change, (iii) any additional proposed mitigation measures arising from the change and (iv) the updated residual effect as a result of the proposed change.

### 7.2 Summary of PEI

7.2.1 The PEI for each of the eight project changes is presented in **Table 7.2** below. As might be expected, given the limited extent of the changes, no new significant effects are identified. The eight changes result in no or limited changes to the likely impacts predicted and these changes are not considered to change the conclusions in respect of significant effects presented in the PEI Report which formed part of the first Statutory Consultation. A number of the eight changes are beneficial in that they reduce the scale of the impacts previously reported, for example the extent of tree loss in the Long Strip woodland, but these beneficial changes are not substantial enough to change the conclusions presented in the PEI Report. In some cases, although no changes to the PEI Report conclusions are required, the final conclusions for some topics are dependent on ongoing

modelling, although this would be the case irrespective of the changes assessed here.

7.2.2 The following bullets summarise the review provided in the Table 7.2 below in respect of PEI for each of the eight changes, drawing attention to any matters of relevance, such as ongoing surveys or assessment, and in particular where a new PEI conclusion is presented:

- **Change No. 1: Site Boundary Amendments**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change
  - **Noise and Vibration** – The effects reported in the PEI Report are unchanged. It is possible that the vibration effects on the existing jetty to the west would be lower than previously assessed, given the increased separation between the jetties as reflected in the revised marine site boundary.
  - **Nature Conservation (Terrestrial Ecology)** - The effects reported in the PEI Report are unchanged, however the changes to the site boundary introduce areas that require additional survey to support the terrestrial ecology assessment. No new significant effects are likely.
- **Change No. 2: Marine design changes - Jetty Alignment, Length, Berth Arrangements and Dredging Requirements**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change
  - **Air Quality** - The effects reported in the PEI Report are unchanged although detailed air quality modelling is ongoing based on a lower number of ships than previously assumed. The PEI Report provisionally identified a significant cumulative air quality effect on designated nature conservation sites, when considered together with the Immingham Eastern Roll-on Roll-off Terminal (IERRT) project to the west. It is possible this effect will not now arise, given the total number of ships (and therefore vessel emissions) is lower than previously assumed.
- **Change No. 3: Routing of Pipe Rack and Jetty Access Road in Long Strip Woodland**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change
- **Change No. 4: West Site layout, elevations and drainage**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change
- **Change No. 5: Construction Vehicle Numbers**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change; however, the conclusions in respect of air quality, noise and vibration and nature conservation (terrestrial



ecology) require further confirmation following modelling of the updated vehicle numbers.

- **Change No 6: Permanent Adjustment to Speed Limits on Laporte Road**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change
- **Change No. 7: Public Rights of Way Diversion and removal of other informal access points**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change
  - **Socio-Economics** – The effects presented in the PEI Report are unchanged. However, the temporary diversion of the Bridleway is preferable to the approach taken in the PEI Report, which assumed that, in the worst case, the route would be closed during construction with no diversion in place. The diversion may still result in a significant adverse effect, given the nature of the diversion which would be along the north side of Laporte Road and run between the temporary construction works for the project and the existing Polynt works to the east. The removal of informal access along the sea wall, west of the new jetty and the temporary closure of access in the southern part of the Long Strip woodland, south of Laporte Road may have a limited adverse effect, which would not be significant given the apparent low number of users, but this will be considered further in the ES.
  - **Human Health and Wellbeing** - Any new residual effects compared to those reported in the PEI Report will reflect the findings of the assessment on the impact on PRow (see above bullet) undertaken in the socio-economics assessment and reported in the ES.
- **Change No. 8: Temporary Removal of Kings Road Street Furniture and Overhead Line Works**
  - **Overall:** No changes to the likely significant effects presented in the PEI Report resulting from this change
  - **Nature Conservation (Terrestrial Ecology)** - The effects reported in the PEI Report are unchanged. However, the new areas included in the site boundary are currently being surveyed. The ES will include consideration of any grassland habitats within the road verges but no adverse effects are predicted.

**Table 7.1 - Initial Assessment of Proposed Changes by Technical Chapters**

Proposed Change No. (see Section 6 for details)	Technical Chapters																		
	Air Quality	Noise and Vibration	Terrestrial Ecology	Marine Ecology	Ornithology	Traffic and Transport	Marine Transport and Navigation	Landscape and Visual Impact	Historic Environment (Terrestrial)	Historic Environment (Marine)	Physical Processes	Marine Water and Sediment Quality	Water Quality, Coastal Protection, Flood Risk and Drainage	Climate Change	Materials and Waste	Ground Conditions and Land Quality	Major Accidents and Disasters	Socio-Economics	Human Health and Wellbeing
Change No. 1	✓	✓	✓			✓			✓										
Change No. 2	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓		✓		
Change No. 3	✓		✓		✓			✓	✓				✓	✓	✓	✓	✓	✓	
Change No. 4	✓	✓	✓					✓	✓				✓	✓	✓	✓	✓	✓	
Change No. 5	✓	✓	✓			✓								✓			✓	✓	✓
Change No. 6	✓					✓								✓			✓		✓
Change No. 7	✓		✓			✓		✓					✓	✓	✓	✓		✓	✓
Change No. 8	✓	✓	✓			✓		✓	✓					✓					

\* ✓: Identifies where a proposed change has an impact pathway which *could* lead to a need to amend the assessment conclusions presented in the PEI Report.

**Table 7.2 – Preliminary Environmental Information: Implications of the Proposed Changes by Topic**

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
<b>Change No. 1: Site Boundary Amendments</b>				
<b>Air Quality</b>	No residual significant air quality effects were identified in the PEI Report.	The changes to the site boundary introduce new air quality sensitive receptors that were not included in the PEI Report assessment, notably the new areas included on Kings Road. However, given the very limited works proposed in this area (to street furniture / cables), it is not anticipated that this proposed change would result in any new or different significant effects compared to those reported in the PEI Report. See also Change 8 below.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise	The summary reported in the PEI Report is unchanged.
<b>Noise and Vibration</b>	The PEI Report did not identify any significant adverse effects which are directly relevant to the site boundary changes other than the potential for adverse vibration impacts on the existing jetty, which lies to the west of the proposed IGET jetty	The changes to the site boundary introduce new noise sensitive receptors that were not included in the PEI Report assessment, notably the new residential areas on Kings Road. However, given the very limited works proposed in this area (to street furniture / cables), it is not anticipated that this proposed change would result in any new or different significant effects compared to those reported in the PEI Report. See also Change 8 below.  The reduction of the marine areas should reduce the potential for adverse vibration impacts to the existing jetty to the east. This will be confirmed after the completion of noise modelling.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise.	The summary reported in the PEI Report is unchanged.
<b>Nature Conservation (Terrestrial Ecology)</b>	The PEI Report did not identify any significant adverse effects which are directly relevant to the site boundary changes.	The changes to the site boundary introduce areas that require additional survey in the terrestrial ecology assessment. However, the works in these new areas are limited and no new significant effects are likely as a result of their incorporation into the site boundary.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise.	The effects reported in the PEI Report are unchanged, however the changes to the site boundary introduce areas that require additional survey to support the terrestrial ecology assessment. No new significant effects are likely.
<b>Nature Conservation (Marine Ecology)</b>	Although there are changes to the site boundary relevant to the marine areas, the changes would not affect any marine receptors identified within the topic assessment. The changes to the marine works are covered in Change No. 2 below.			
<b>Ornithology</b>	Although there are changes to the site boundary relevant to the marine areas, the changes would not affect any marine or terrestrial receptors identified within the topic assessment. The changes to the marine works are covered in Change 2 below.			
<b>Traffic and Transport</b>	The PEI Report did not identify any significant adverse effects which are directly relevant to the site boundary changes.	It is not anticipated that this proposed changes to the site boundary would result in any new or different significant effects compared to those reported in the PEI Report. The inclusion of some sections of Kings Road is covered in Change 8 below.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Marine Transport and Navigation</b>	Although there are changes to the site boundary relevant to the marine areas, the changes would not affect any marine receptors identified within the topic assessment. The changes to the marine works are covered in Change No. 2 below.			
<b>Landscape and Visual Impact</b>	The changes to the site boundary would not affect any receptors identified within this topic assessment and would not introduce any new sensitive receptors.			
<b>Historic Environment (Terrestrial)</b>	The changes to the site boundary introduce several new terrestrial locations that were not assessed in the PEI Report.	The changes to the site boundary introduce areas that require consideration in the historic environment (terrestrial) assessment. However no excavations are expected in these new areas and no new significant effects are likely as a result of their incorporation into the site boundary.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the changes will not arise	The summary reported in the PEI Report is unchanged.
<b>Historic Environment (Marine)</b>	Although there are changes to the site boundary relevant to the marine areas, the changes would not affect any marine receptors identified within the topic assessment. The changes to the marine works are covered in Change No. 2 below.			
<b>Physical Processes</b>	Although there are changes to the site boundary relevant to the marine areas, the changes would not affect any marine receptors identified within the topic assessment. The changes to the marine works are covered in Change No. 2 below.			
<b>Marine Water and Sediment Quality</b>	Although there are changes to the site boundary relevant to the marine areas, the changes would not affect any marine receptors identified within the topic assessment. The changes to the marine works are covered in Change No. 2 below.			

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
<b>Change No. 2: Marine Design Changes - Jetty Alignment, Length, Berthing Arrangements and Dredging Requirements</b>				
<b>Air Quality</b>	No residual significant air quality effects were identified in the PEI Report; however, potential was recorded for significant cumulative air quality effects on designated nature conservation sites when considered together with the IERRT project. The likelihood of such effects will be confirmed following completion of ongoing detailed air quality modelling and ecological assessments	<p>The change in jetty alignment and length is unlikely to alter the conclusions of the PEI Report, in either the construction or operational phases.</p> <p>The construction air quality assessment presented in the PEI Report considered the number of berths (previously up to 2) and the relevant construction vessel and plant emission characteristics. The amendment of the design to a single berth option, with its slightly smaller footprint and reduced dredging requirements, is expected to slightly reduce emissions to air during the construction phase but is not expected to alter the conclusions reported in the PEI Report. The contribution of berth-related emissions to operational phase impacts is sensitive to the frequency of docked vessel emissions and the nature of those emissions. In the PEI Report, it was assumed that two berths would have docked vessels releasing emissions from their auxiliary engines for every hour of the year. Using the same assumptions, the single berth option is expected to have a substantially lower air quality impact than the two berth option.</p>	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the changes are considered unlikely given the likely reduction in emissions during both the construction and operational phases (see left).	The effects reported in the PEI Report are unchanged. However detailed air quality modelling is ongoing. There is the potential that the significant cumulative air quality effect identified in the PEI Report on designated nature conservation sites (with impacts on the HRA) when considered together with the IERRT project may not apply.
<b>Noise and Vibration</b>	No receptors are nearby and therefore no potential for significant effects was identified in the PEI Report Potentially significant vibration effects were identified for the existing jetty to the west.	No change to the assessment presented in the PEI Report is predicted from a terrestrial noise and vibration perspective as no sensitive receptors are scoped into the assessment. The potential for vibration effects to the existing jetty to the west is reduced or removed given the revision to the marine works area and that the jetty and berths will be further east than was possible with the previous alignment. The potential for vibration effects on this existing asset will be confirmed within the ES.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely given the increased separation with the existing jetty to the west.	The effects reported in the PEI Report are unchanged.
<b>Nature Conservation (Terrestrial Ecology)</b>	The assessment of air quality impacts, arising from construction plant and emissions from ships on ecological receptors concluded that there would be no residual adverse effects on terrestrial ecology receptors. However, potential was recorded for significant cumulative air quality effects on designated nature conservation sites when considered together with the IERRT project (see Air Quality above).	The change in jetty alignment and length is unlikely to alter the conclusions of the PEI Report in isolation, in either the construction or operational phases. As noted above, the amendment of the design to a single berth option, is expected to reduce emissions to air during the construction and operational phases.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely.	The effects reported in the PEI Report are unchanged. There is the potential that the significant cumulative air quality effect identified in the PEI Report on designated nature conservation sites when considered together with the IERRT project may not apply (see above).
<b>Nature Conservation (Marine Ecology)</b>	The PEI Report concluded that there would be no residual significant effects on marine ecology receptors arising from the construction or operation of the jetty.	<p>It is not anticipated that a change in jetty alignment would result in new or different pathways compared to those reported in the PEI Report. The only change to the assessment would relate to the number, and footprint, of the piles in the context of habitat loss as well as any indirect loss resulting from changes in the hydrodynamics. If a conclusion is reached that ecological receptors could be impacted then attempts will be made to alter the approach jetty design to minimise any change.</p> <p>In the event that design changes are unable to obviate a significant change in effects upon ecological receptors, further targeted advice will be sought from the relevant statutory advisers.</p> <p>It is not anticipated that a change in dredging requirements would result in new or different significant effects compared to those reported in the PEI Report. The only change to the assessment would relate to the area of habitat change within the subtidal.</p> <p>The potential effects will also be evaluated in the context of the outputs of the respective physical processes and water/sediment quality assessments.</p>	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely although changes to the hydrodynamic regime impacting upon ecological receptors will be assessed for their magnitude.	The effects reported in the PEI Report are unchanged noting that further assessment work is ongoing.
<b>Ornithology</b>	There are no residual significant effects for construction or operation reported in the PEI Report for ornithology.	It is not anticipated that the proposed change in jetty alignment and the related dredging requirements would result in new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely although changes to the hydrodynamic regime	The effects reported in the PEI Report are unchanged noting that further assessment work is ongoing.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
		<p>The only change to the assessment would relate to the number, and footprint, of the piles in the context of habitat loss as well as any indirect loss resulting from changes in the hydrodynamics.</p> <p>If a conclusion is reached that ecological receptors could be impacted, then attempts will be made to alter the approach jetty design to minimise any change.</p> <p>In the event that design changes are unable to obviate a significant change in effects upon ecological receptors, further targeted advice will be sought from the relevant statutory advisers.</p>	impacting upon ecological receptors will be assessed for their magnitude.	
<b>Traffic and Transport</b>	The PEI Report identified a moderate residual significant adverse effect for the construction phase on Queens Road, arising as a result of HGV numbers. No other significant adverse effects were identified for other road links.	The proposed change to the marine works would not directly affect any terrestrial receptors identified within this topic assessment. The slightly reduced size of the marine works may slightly reduce the number of HGV movements associated with the marine works, although the numbers of HGV movements associated with the marine works are relatively small in comparison with those associated with the landside work. Overall HGV numbers are assessed separately under Change No. 5: Construction Vehicle Numbers.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The effects reported in the PEI Report are unchanged in relation to this change. See Change No. 5: Construction Vehicle Numbers.
<b>Marine Transport and Navigation</b>	The Navigational Risk Assessment (NRA) had not been completed at the time of submission of the PEI Report.	The final scheme layout will be considered within the NRA which is currently being undertaken. The approach to the NRA will be the same regardless of the jetty alignment and associated dredging requirements, factoring in the required safety zones. All navigational risks will be required to be tolerable regardless of the Project design. The change does not therefore result in any amendment to the likely navigational risks to be reported in the ES.	The ES will present the mitigation measures for navigation associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Landscape and Visual Impact</b>	The PEI Report identified significant residual effects for construction and operation on recreational receptors using the PRow and proposed England Coast Path.	The reduction from two to one berth will mean a slightly smaller structure visible in views along the Humber. However, it is not anticipated that the changes in the likely jetty alignment or the number of the berths would result in new or different significant effects compared to those reported in the PEI Report in construction or operation.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Historic Environment (Marine)</b>	There were no significant residual effects for construction or operation reported in the PEI Report on marine heritage receptors.	Changes to the Jetty alignment and length have the potential to alter the marine heritage receptors directly and indirectly impacted by the works. The reduction from two to one berth will mean a slightly smaller structure and the volume of dredging is likely to be reduced compared to the two berth design considered in the PEI Report. The updated layout will be assessed in the ES.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely.	The summary reported in the PEI Report is unchanged.
<b>Physical Processes</b>	The physical processes changes brought about by the construction and operation of the Project were all considered small in both magnitude and extent and the resultant exposure to change within the PEI Report was assessed as low.	<p>It is not anticipated that a change in jetty alignment or dredging requirements would result in substantially different changes compared to those reported in the PEI Report. The updated layout will be assessed using hydrodynamic modelling, along with conceptual understanding, to predict the magnitude and extent of change. If a conclusion is reached that physical processes could be impacted, then attempts will be made to alter the approach jetty design to minimise any change.</p> <p>In the event that design changes are unable to obviate a significant change in effects upon physical processes, further targeted advice will be sought from the relevant statutory advisers.</p>	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely although physical processes modelling will determine the magnitude of any change.	The summary reported in the PEI Report is currently unchanged noting that further physical processes modelling is ongoing.
<b>Marine Water and Sediment Quality</b>	There are no residual significant effects for construction or operation reported in the PEI Report for marine water and sediment quality.	<p>It is not anticipated that a change in jetty alignment and dredging requirement would result in new or different significant effects compared to those reported in the PEI Report. The updated layout will be further assessed using hydrodynamic modelling, along with conceptual understanding and the results of the sediment contamination data, to understand the significance of residual effects.</p> <p>If a conclusion is reached that water and sediment quality could be impacted, then attempts will be made to alter the approach jetty design to minimise any change.</p> <p>In the event that design changes are unable to obviate a significant change in effects upon water and sediment quality, further targeted advice will be sought from the relevant statutory advisers.</p>	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely although changes to the hydrodynamic regime impacting upon water and sediment quality will be assessed for their magnitude.	The summary reported in the PEI Report is unchanged noting that further assessment work is ongoing.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
<b>Water Quality, Coastal Protection Flood Risk and Drainage</b>	There are no residual significant effects for construction or operation reported in the PEI Report on any flood risk or drainage receptors.	<p>The changes in jetty alignment, length, the berth arrangements and dredging requirements have the potential to increase erosion/deposition rates on the foreshore, tidal water levels and wave heights/velocities which in turn can impact existing features, including existing marine infrastructure, outfalls, estuary banks and channels, and the flood defences. However, it is considered that any potential increase will be relatively minor and so unlikely to lead to a new significant effect. The assessment will draw on the outputs of the Physical Processes and Marine Water and Sediment Quality assessments to predict the magnitude, extent of change and to understand the significance of residual effects.</p> <p>If a conclusion is reached that physical processes could bring about a change to existing physical features of the shoreline, then attempts will be made to alter the approach jetty design to minimise any change.</p> <p>In the event that design changes are unable to obviate a significant change in effects upon these features, further targeted advice will be sought from the relevant statutory advisers.</p>	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are considered unlikely although changes to the hydrodynamic regime impacting upon water and sediment quality will be assessed for their magnitude.	The summary reported in the PEI Report is unchanged noting that further assessment work is ongoing.
<b>Climate Change</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the climate or effects of climate change on the site.	The reduction from two to one berth will mean a slightly smaller structure and the volume of dredging is likely to be reduced compared to the two berth design considered in the PEI Report. However, the changes in jetty alignment and length, berth arrangements and dredging requirements are not anticipated to significantly alter the impact on the climate or the impact of climate change on the site as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report in construction.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Materials and Waste</b>	There are no residual significant effects for construction or operation reported in the PEI Report on any material and waste receptors.	The reduction from two to one berth will mean a slightly smaller structure and the volume of dredging is likely to be reduced compared to the two berth design considered in the PEI Report. However, the changes in jetty alignment and length, berth arrangements and dredging requirements are not anticipated to significantly alter the material and waste quantities as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Major Accidents and Disasters</b>	The PEI Report concluded that all risks identified during both the construction and operational phases of the project have been reduced to As Low as Reasonably Practicable (ALARP)	<p>The changes in jetty alignment and length are not anticipated to significantly affect the potential for major accidents and disaster. Any potential hazards arising from this change will be considered within studies such as the NRA.</p> <p>The modifications to the berthing arrangements (reduction from two to one berth) are unlikely to have a significant impact on the assessment of major accidents and disasters. There may be a minor reduction in risk, related to the simplification of the berthing arrangement, however this would require the completion of safety studies which are ongoing.</p>	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Change No. 3: Routing of pipe-rack &amp; Jetty Access Road in the 'Long Strip' woodland</b>				
<b>Air Quality</b>	No residual significant air quality effects were identified in the PEI Report; however, potential was recorded for significant cumulative air quality effects on designated nature conservation sites when considered together with the IERRT project. The likelihood of such effects will be confirmed following completion of detailed air quality modelling and ecological assessments.	The changes in pipe-rack routing and the jetty access road alignment are not anticipated to affect any receptors relevant to local air quality during the construction or operational phases as the alignment changes are minor in relation to the proximity to sensitive receptors. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise	The summary reported in the PEI Report is unchanged.
<b>Nature Conservation (Terrestrial Ecology)</b>	The PEI Report concluded that there would be significant residual effects on UK Priority Woodland habitat (Long Strip Woodland).	The change to the routing of the pipe rack and Jetty Access Road will result in a reduction in tree loss in the Long Strip woodland. A veteran tree which has recently been identified and will be retained with the current design. However, permanent woodland habitat losses are still considered significant.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise. The overall approach will be to commit to a woodland compensation strategy to deliver new areas of woodland in the	The summary reported in the PEI Report is unchanged.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
			local area, in agreement with local stakeholders.	
<b>Ornithology</b>	The PEI report concluded that there would be significant residual effects on breeding birds due to permanent loss of woodland within Long Strip.	The change to the routing of the pipe rack and Jetty Access Road will result in a reduction in tree loss within the Long Strip woodland. However, permanent woodland habitat losses are still considered significant. This terrestrial change is not applicable to the wintering birds in the marine environment on the Humber.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise. The overall approach will be to commit to a woodland compensation strategy to deliver new areas of woodland in the local area, in agreement with local stakeholders.	The summary reported in the PEI Report is unchanged.
<b>Landscape and Visual Impact</b>	The PEI Report concluded that there would be significant residual effects on recreational receptors using the ProW and proposed England Coast Path, arising partly as a result of tree loss from the Long Strip woodland for both construction and operation.	The change to the routing of the pipe rack and Jetty Access Road will result in a reduction in tree loss within the Long Strip woodland. However, the reductions in tree loss are unlikely to result in a change to the assessment outcome.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Historic Environment (Terrestrial)</b>	The PEI Report concluded that there would be significant effects on Long Strip and the potential archaeological assets as a result of their partial or complete truncation by the construction of the pipe-rack and the jetty access road	The change to the routing of the pipe rack and Jetty Access Road will result in a reduction in the works and the required excavations within the Long Strip woodland. However, the reductions in tree loss are unlikely to result in a change to the assessment outcome in respect of archaeological resources.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Water Quality, Coastal Protection Flood Risk and Drainage</b>	The PEI Report concluded that there would be no residual significant effects for construction or operation on any flood risk or drainage receptors.	The revised alignment of the jetty access road minimises the loss of woodland but will require a short length of new culvert or bridge over the drainage ditch which runs along the northern edge of the Long Strip woodland. The layout has always included the pipe-rack supported on a concrete culvert over the alignment of the existing drainage ditch and the addition of a short length of additional culvert to support the jetty access road would not increase the risk of fluvial flooding over the lifetime of the development compared to the previous layout. Therefore, it can reasonably be concluded that the proposed change would not result in new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. All culverts will need to be sized appropriately to maintain the current volume/capacity of the watercourse.	The summary reported in the PEI Report is unchanged.
<b>Climate Change</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the climate or the effects of climate change.	The change in routing of the pipe rack and the jetty access road in Long Strip woodland will reduce the extent of tree loss (trees are a store of carbon) but the changes are not anticipated to significantly alter the impact of the project on the climate or the impact of climate change on the project as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise	The summary reported in the PEI Report is unchanged.
<b>Materials and Waste</b>	There are no residual significant effects for construction or operation reported in the PEI Report on any material and waste receptors.	The change in routing of the pipe rack and the jetty access road in Long Strip woodland will slightly reduce the extent of vegetation waste generated but will not significantly alter the material and waste quantities as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise	The summary reported in the PEI Report is unchanged.
<b>Ground Conditions and Land Quality</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the geological, human health, soils or controlled waters receptors.	The change in routing of the pipe rack and the jetty access road in Long Strip woodland is not anticipated to significantly alter the ground conditions and land quality as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise	The summary reported in the PEI Report is unchanged.
<b>Major Accidents and Disasters</b>	The PEI Report concluded that all risks identified during both the construction and operational phases of the project have been reduced to As Low as Reasonably Practicable (ALARP)	The change in routing of the pipe rack and the jetty access road in Long Strip woodland is unlikely to alter the assessment of major accidents and disasters presented in the PEI Report,	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise.	The summary reported in the PEI Report is unchanged.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
<b>Socio-Economics</b>	The PEI Report concluded that there would be a significant effect during construction on Public Right of Way BW-36, located within the Long Strip of woodland. It was assumed this would be closed for the entire construction period, with no temporary diversion in place.	The change of the routing of the pipe rack and the jetty access road would not change the requirement to close the existing alignment of BW-36 during construction. However, it is confirmed that a temporary diversion route will be provided (see Change 7). The change to the routing of the pipe rack and the jetty access road would not in themselves lead to a change in the conclusions presented in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise other than to ensure that the diverted route is adequately signposted and suitable for all users (see Change 7).	The summary reported in the PEI Report is unchanged.
<b>Change No. 4: West Site illustrative layout, elevations and drainage</b>				
<b>Air Quality</b>	No residual significant air quality effects were identified in the PEI Report; however, potential was recorded for significant cumulative air quality effects on designated nature conservation sites when considered together with the IERRT project. The likelihood of such effects will be confirmed following completion of detailed air quality modelling and ecological assessments.	The construction site emissions assessment methodology is based on the assumption that construction emissions could occur anywhere within the site boundary. Any change in illustrative internal layout that does not alter the site boundary will not affect the AQ assessment. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report in operation. The movement of any emission source will alter the dispersion of emissions associated with it and, in turn, alter the contribution it has on pollutant concentrations and pollutant deposition rates at the sensitive receptors considered. However, within the PEI Report, the contribution of landside site emissions to pollutant concentrations and deposition rates was outlined as minimal (the major contributor being the docked vessel emissions). Landside site emissions will be similar to those considered in the PEI Report and therefore it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report in either construction or operation. The slight increase in emission source heights on site as a result of the slight increases in elevation would slightly improve dispersion and lessen air quality impacts. The effects of the change in construction HGV numbers in relation to air quality is addressed under change 5.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise.	The summary reported in the PEI Report is unchanged.
<b>Noise and Vibration</b>	The PEI Report concluded that there would potentially be up to moderate/major adverse (significant) (daytime) and up to major adverse (significant) (night-time) due to on-site plant noise and operational noise at residential NSRs on eastern edge of Immingham.	The proposed changes to the illustrative site layout and elevation will not substantially affect the results of the impact assessment and will not change the conclusions provided in the PEI Report. The effects of the change in construction HGV numbers in relation to noise and vibration is addressed under change 5.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise.	The summary reported in the PEI Report is unchanged.
<b>Nature Conservation (Terrestrial Ecology)</b>	The PEI Report did not identify any significant adverse effects arising in respect of habitats or species on the West site or adjacent areas	The proposed changes to the illustrative site layout and elevation will not affect the results of the impact assessment in respect of nature conservation and will not change the conclusions provided in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Landscape and Visual Impact</b>	The PEI Report concluded that there would be significant residual landscape and visual effects for construction and operation reported on residential receptors located on Queens Road. The PEI Report also concluded that there would be significant residual effects during construction on motorised and commercial receptors at Queens Road which would reduce to not significant during operation.	There are sensitive receptors (residents) in the proximity of the West Site that would be affected by the operational changes to the illustrative site layout, however, a worst case scenario was assessed in the PEI Report. Therefore, it is not anticipated that this proposed change to the illustrative would result in any new or different significant effects compared to those reported in the PEI Report. A slight change in site elevation is not anticipated to result in any new effects or change the significance reported.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise	The summary reported in the PEI Report is unchanged.
<b>Historic Environment (Terrestrial)</b>	The PEI Report concludes that there would be a moderately adverse significant effect on the West site during construction associated with the permanent removal of a site of a World War II anti-landing obstacles within the West Site.	The proposed changes to the illustrative layout, elevation and drainage are not expected to alter the extent of excavation or piling required. Therefore, the assessment on archaeological resources for the west site, including the World War II artefacts and for the Project as a whole, presented in the PEI Report is unchanged.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged as a result of the changes to the layout.
<b>Water Quality, Coastal Protection Flood Risk and Drainage</b>	The PEI report concluded that there would be no residual significant effects for construction or operation on any flood risk or drainage receptors.	The revised illustrative layout of the western site would include a slightly greater area of hard standing (impermeable area) and require a revised drainage design in respect of both elevations and on site storage / attenuation, which themselves form part of the change described here. This storage is in the formal basin structures as well as incorporated into the gravel areas around the site. The storage is designed to attenuate all flow landing on the site and discharge to a surface	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely, since the design	The summary reported in the PEI Report is unchanged.



Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
		water course at the greenfield rate. This will prevent stormwater from the site impacting any neighbouring receptors. The system is also designed with a climate change allowance to provide long term stormwater management. This approach will mitigate any potential to impact receptors in the local area (adjacent developments/ residential properties) by attenuating storm flows on site. It is therefore concluded that the proposed changes would not result in new or different significant effects compared to those reported in the PEI Report. The changes in site layout are not anticipated to affect any flood risk receptors and it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report in either construction or operation.	measures embedded within the change mitigate for the drainage impacts that would otherwise have arisen.	
<b>Climate Change</b>	The PEI Report concluded that there would be no significant residual effects for construction or operation on the climate or the effects of climate change on the site.	The slight increase in the site elevation will require additional fill material, which will result in increased construction emissions on receptors associated with the impact on the climate assessed within the PEI Report. The changes in illustrative site layout on the West Site are however not anticipated to change the effect on any receptors associated with the impact on the climate or the impact of climate change on the site as assessed within the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to be required.	The summary reported in the PEI Report is unchanged.
<b>Materials and Waste</b>	The PEI Report concluded that there would be no significant residual effects for construction or operation on any material and waste receptors.	The proposed increased elevation of the West Site will require an additional 75,000 m <sup>3</sup> of fill material, however it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report. The change in illustrative site layout on the West Site is not anticipated to significantly alter the material and waste quantities as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to be required.	The summary reported in the PEI Report is unchanged.
<b>Ground Conditions and Land Quality</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the geological, human health, soils or controlled waters receptors.	The changes in illustrative site layout or elevations on the West Site are not anticipated to affect any geological, human health, soils or controlled waters receptors as the changes will not alter the overall construction area assessed within the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not be required.	The summary reported in the PEI Report is unchanged.
<b>Major Accidents and Disasters</b>	The PEI Report concluded that all risks identified during both the construction and operational phases of the project have been reduced to As Low as Reasonably Practicable (ALARP)	The changes in illustrative site layout and elevation on the West Site and the addition of new facilities are not anticipated to alter the assessment of major accidents and disasters presented in the PEI Report Changes to the site elevation and drainage are unlikely to have a significant impact on the assessment of MA&Ds.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to be required.	The summary reported in the PEI Report is unchanged.
<b>Socio-Economics</b>	The PEI Report concluded that these would be significant adverse residual effects during construction on both residential and commercial receptors located on Queens Road, which would reduce to not significant during operation. In the PEI Report, it was also reported that there would be a moderate beneficial effect on the North East Lincolnshire economy (significant) as a result of the employment opportunities created by the Project. The PEI Report also concluded that the effects on primary health care and accommodation would not be significant.	The changes in illustrative site layout and elevation on the West Site would not alter the conclusion in the PEI Report that significant effects would arise to residential and commercial receptors on Queens Road during construction. The changes are not anticipated to impede access to the recycling centre, border control post and power station sites.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to be required (but see right).	The summary reported in the PEI Report is unchanged. Further consideration will be given to whether the additional workers would change the conclusions made in relation to the potential; for impact on primary healthcare facilities and accommodation however no new or different significant effects are anticipated.
<b>Change No. 5: Construction Vehicle Numbers</b>				
<b>Air Quality</b>	No residual significant air quality effects were identified in the PEI Report arising from HGV numbers	It is considered unlikely that the change to construction traffic and related emissions would contribute to a worse or new significant effect given the relatively limited increase (see Traffic and Transport in the row below) This will be confirmed following the air quality modelling of those emissions (the contribution of construction phase vehicle emissions to air quality impacts was not included in the PEI Report assessment, due to uncertainty in construction traffic numbers at that time.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not expected to arise.	The summary reported in the PEI Report is unchanged. However the residual effects will be confirmed after reassessment within the ES.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
<b>Noise and Vibration</b>	The PEI Report concluded that there would be negligible/minor adverse (not significant) (daytime) effects at residential NSRs on the eastern edge of Immingham, and minor adverse (not significant) (daytime) at NSRs on Queens Road, related to HGV movements.	It is considered unlikely that the change to construction traffic would contribute to a worse or new significant effect on the NSRs given the relatively limited increase (see Traffic and Transport in the row below) but this will be confirmed following further noise assessment.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not expected to arise.	The summary reported in the PEI Report is unchanged. However the residual effects will be confirmed after reassessment within the ES.
<b>Nature Conservation (Terrestrial Ecology)</b>	The PEI Report concluded that there would be no significant adverse effects on terrestrial ecology receptors, arising from traffic related emissions.	The change is likely to increase the emissions to air from the increase in vehicle movements. The increased emissions are likely to increase deposition to sensitive habitats. However, it is considered unlikely that the increases would lead to a new significant effect given the relatively limited increase (see Traffic and Transport in the row below).	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not expected to arise.	The summary reported in the PEI Report is unchanged. However the residual effects will be confirmed after reassessment within the ES.
<b>Traffic and Transport</b>	The PEI Report identified a moderate residual significant adverse effect for the construction phase on Queens Road, arising as a result of HGV numbers. No other significant adverse effects were identified for other road links.	Change 5 is an uplift in the construction numbers from the initial assessment presented in the PEI Report. The totals are 260 two-way trips for the HGV assessment and 1837 for the workers assessment. In the updated assessment, traffic has been re-distributed along Laporte Road for trips coming to/from Grimsby as this data was missing from the PEI Report assessment.  Residual effects are predicted to be moderate adverse on Queens Street and minor adverse on the A1173. The predicted residual effect remains significant (moderate) on Queens Road whilst the other links, including the A1173 are predicted to remain not significant. Therefore, it is not anticipated that the proposed change would result in any new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not expected to arise.	The summary reported in the PEI Report is unchanged.
<b>Climate Change</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the climate or effects of climate change on the site.	A change in construction vehicle numbers will slightly increase carbon emissions but is not anticipated to affect the conclusions presented in the PEI Report in respect of the impact on the climate or the impact of climate change on the site.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not likely to be required.	The summary reported in the PEI Report is unchanged.
<b>Major Accidents and Disasters</b>	There are no residual significant effects for construction or operation reported in the PEI Report in relation to major accidents and disasters	A change in construction vehicle numbers is not anticipated to impact the assessment of MA&Ds. The potential risk of increased traffic movements would be managed via the construction environmental management plan.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Socio-Economics</b>	In the PEI Report, it was reported that there would be a moderate beneficial effect on the North East Lincolnshire economy (significant) as a result of the employment opportunities created by the Project.	The number of workers is likely to increase slightly as a result an increase in Construction Vehicles due to site elevation works and this is likely to further improve the beneficial effect on the North East Lincolnshire economy as a result of increased employment opportunities. This would remain as a significant (beneficial) effect. Additional workers may however put limited additional pressure on primary healthcare and accommodation facilities although this is unlikely to change the significance of effect reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not likely to be required.	The summary reported in the PEI Report is unchanged.
<b>Human Health and Wellbeing</b>	In the PEI Report, it was reported that there would be a positive effect on human health and wellbeing resulting from additional employment opportunities, although significance of effect was not assigned.	The number of workers is likely to increase as a result of an increase in the number of construction vehicles and this is likely to result in a similarly beneficial effect on human health and wellbeing to that reported in the PEI Report.  From a vehicle movement perspective, although the vehicle numbers are higher than assessed in the PEI report, the impacts on pedestrian amenity/safety are likely to be the same.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Change No. 6: Permanent Adjustment to Speed Limits on Laporte Road</b>				
<b>Air Quality</b>	No residual significant air quality effects were identified in the PEI Report of relevance to this change.	A change in speed limits on Laporte Road could marginally change the emissions of vehicles using Laporte Road, however this will not result in a change in assessment from an air quality perspective as no receptors assessed are nearby.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Traffic and Transport</b>	A permanent adjustment to speed limits on Laporte Road was not assessed within the PEI Report.	This proposed change is unlikely to affect the Traffic and Transport assessment, however the signing would need to conform to relevant standards and be clear to road users. However, it is not anticipated that this proposed change would result in any new or different significant effects to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
<b>Climate Change</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the climate or effects of climate change on the site.	A change in speed limits on Laporte Road could marginally change the emissions of vehicles using Laporte Road but is not anticipated to affect any receptors associated with the impact on the climate or the impact of climate change on the site as assessed within the PEI Report. This change will not result in any change to the significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Major Accidents and Disasters</b>	A permanent adjustment to speed limits was not assessed within the PEI Report.	A permanent adjustment to speed limits is unlikely to have a significant impact on the assessment of major accidents and disasters although the change should result in reduced accident risks on Laporte Road than would otherwise be the case (see Human Health and Wellbeing below).	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Human Health and Wellbeing</b>	A permanent adjustment to speed limits was not assessed in the human health assessment in the PEI Report. The human health assessment in the PEI Report found no negative effects with respect to pedestrian safety, as reported in the traffic and transport assessment (see above)	The human health assessment will reflect the findings of the traffic and transport assessment with respect to pedestrian safety, although as no significant effects were found and presented within the PEI Report. It is likely that a lowering of the speed limit will reduce accident risks and improve pedestrian safety but is unlikely to alter the conclusions presented in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Change No. 7: PRow closure and temporary diversion; Removal of Informal Access to two areas</b>				
<b>Air Quality</b>	No residual significant air quality effects were identified in the PEI Report which are relevant to this change.	The bridleway is a low sensitivity receptor land use in the construction dust assessment. The inclusion of the diverted bridleway route as another construction dust receptor would not alter the mitigation measures already proposed and would not alter the conclusions of the assessment in the PEI Report	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Nature Conservation (Terrestrial Ecology)</b>	The temporary diversion of a PRow was not assessed within the Natural Conservation (Terrestrial Ecology) chapter in the PEI Report.	The temporary diversion of a PRow around the temporary construction area would need to cross the drainage channel behind the sea wall. This could have an impact on water voles and otters, that are potentially present in this channel. However, it is understood that the crossing would be in the form of a temporary scaffold bridge, spanning the channel including its banks, such that any impacts on otters or water voles would be minimised. It is reasonable to conclude that there would be no significant effect on either species and there would be no change to the conclusions for these species presented in the PEI Report.	Additional local mitigation may be required for construction of the scaffold bridge which would be used to cross the channel behind the sea wall. Any potential mitigation measures required in respect of water voles or otters will be reported in the ES.	The summary reported in the PEI Report is unchanged.
<b>Traffic and Transport</b>	The temporary diversion of a PRow was not assessed within the Traffic and Transport chapter in the PEI Report.	The PRow diversion is not anticipated to impact on the traffic and transport assessment. However, consideration will be given to the impact on pedestrians within the area as part of the assessment presented in the ES.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise.	The summary reported in the PEI Report is unchanged.
<b>Landscape and Visual Impact</b>	There are residual significant effects for construction reported in the PEI Report on recreational receptors using the PRow and proposed England Coast Path.	The potential for a PRow diversion was outlined within the PEI Report in respect of landscape and visual receptors although details of the possible diversion route were not defined. The change is not expected to amend the conclusions presented in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Water Quality, Coastal Protection Flood Risk and Drainage</b>	There are no residual significant effects for construction or operation reported in the PEI Report on any flood risk or drainage receptors.	The temporary PRow diversion is not anticipated to substantially affect Water Quality, Coastal Protection Flood Risk & Drainage although a new small temporary scaffold bridge may be required over the channel behind the sea wall (see also above) to support the PRow diversion. However, it is not anticipated that this small change, which would not constrain flows or impact the capacity of the channel, would result in any new or different significant effects compared to those reported in the PEI Report during construction.	The ES will present the mitigation measures associated with the development as a whole. Limited additional mitigation measures may be required if a small scaffold bridge is required to enable the PRow diversion.	The summary reported in the PEI Report is unchanged.
<b>Climate Change</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the climate or effects of climate change on the site.	The temporary PRow diversion is not anticipated to affect any receptors associated with the impact on the climate or the impact of climate change on the site as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any change to the significant effects as compared to those reported in the PEI Report during construction.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Materials and Waste</b>	There are no residual significant effects for construction or operation reported in the PEI Report on any material or waste receptors	The temporary PRow diversion is not anticipated to affect any material and waste quantities. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report during construction.	The ES will present the mitigation measures associated with the development as a whole. Additional	The summary reported in the PEI Report is unchanged.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
			mitigation measures associated with the change will not arise.	
<b>Ground Conditions and Land Quality</b>	There are no residual significant effects for construction or operation reported in the PEI Report on any geological, human health, soils or controlled waters receptors.	The temporary PRow diversion is not anticipated to significantly alter the ground conditions and land quality quantities as assessed within the PEI Report. Therefore, it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report during construction.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Socio-Economics</b>	The impact on Bridleway 36 was assessed in the PEI Report to be significant, as in a worst case scenario, it was assumed this would be closed for the entire construction period, with no temporary diversion in place.  The PEI Report did not cover the potential for removal of informal access from the two areas described in this change.	The temporary diversion of the Bridleway is preferable to the approach taken in the PEI Report, which assumed that, in the worst case, the route would be closed during construction with no diversion in place, which is to reopen during operation. However, the diversion may still result in a significant adverse effect given the nature of the diversion, which would be along the north side of Laporte Road and run between the temporary construction works for the project and the existing Polynt works to the east.  The removal of informal access to the two areas identified may have a limited adverse effect, given the apparent low number of users, but again this will be considered further in the ES	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are unlikely to arise other than to ensure that the diverted route is adequately signposted and suitable for relevant users.	The summary reported in the PEI Report is unchanged other than in respect of the comments made left.
<b>Human Health and Wellbeing</b>	The PEI Report reported a negative effect on human health to reflect the significant effect reported in socio-economics chapter associated with the potential for Bridleway 36 to be closed (see above) but did not ascribe a significance to this.	The temporary diversion of the Bridleway is preferable to the approach taken in the PEI Report, which assumed that, in the worst case, the route would be closed during construction with no diversion in place. It is possible that the human health effect may reduce as a result of the change but will reflect as relevant the assessment conclusions derived for socio-economics (see above). The removal of informal access to the two areas identified may have a limited adverse effect, given the apparent low number of users, but again this will be considered further in the ES.	Any additional mitigation measures to those reported in the PEI Report will reflect the findings of the assessment on the impact on PRow undertaken in the socio-economics assessment and reported in the ES.	Any new residual effects compared to those reported in the PEI Report will reflect the findings of the assessment on the impact on PRow undertaken in the socio-economics assessment and reported in the ES.
<b>Change No. 8: Temporary Removal of Kings Road Street Furniture and Overhead Line Works</b>				
<b>Air Quality</b>	The temporary removal of street furniture and raising of overhead lines on Kings Road was not assessed within the PEI Report. However no residual significant air quality effects were identified in the PEI Report which are relevant to this change.	Short-term temporary works to overhead lines would not affect the Air Quality assessment and it is not anticipated that this proposed change would result in any new or different significant effects as compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional measures associated with the change will not be required.	The summary reported in the PEI Report is unchanged.
<b>Noise and Vibration</b>	The temporary removal of street furniture and raising of overhead lines on Kings Road was not assessed within the PEI Report.	The limited extent of the works which would be short term temporary work to overhead lines means that the change is not expected to result in any new or different significant effects as compared to those reported in the PEI Report.	Mitigation measures may differ from those described in the PEI Report for these works on Kings Road and this will be determined upon completion of the ES assessment.	The summary reported in the PEI Report is unchanged.
<b>Nature Conservation (Terrestrial Ecology)</b>	The temporary removal of street furniture and raising of overhead lines on Kings Road was not assessed within the PEI Report.	The new areas included in the site to incorporate this change are currently being surveyed. However, given the locations are immediately adjacent to or form part of existing road infrastructure, there are highly unlikely to be any sensitive terrestrial ecology receptors present in the grassland of the road verges and no adverse effects are predicted.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not considered likely.	The summary reported in the PEI Report is unchanged. The ES will include consideration of the grassland habitat in the road verges but no adverse effects are predicted.
<b>Traffic and Transport</b>	The temporary removal of street furniture and raising of overhead lines on Kings Road was not assessed within the PEI Report.	These short-term temporary works, which would be undertaken at night and so avoid times of peak traffic flow, are unlikely to affect the Traffic and Transport assessment. It is not anticipated that this proposed change would result in any new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change are not likely to be required.	The summary reported in the PEI Report is unchanged.
<b>Landscape and Visual Impact</b>	The temporary removal of street furniture and raising of overhead lines on Kings Road was not assessed within the PEI Report.	Due to the limited scale and short term nature of the works, it is not anticipated that this proposed change would result in any new or different significant landscape and visual effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.
<b>Historic Environment (Terrestrial)</b>	The temporary removal of street furniture and raising of overhead lines on Kings Road was not assessed within PEI Report.	Due to the limited scale and short term nature of the works and that no excavations are proposed, it is not anticipated that this proposed change would result in any new or different significant effects on historic environment compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.

Topic	Significant effects identified in the PEI Report	Likely changes to the significant effects identified resulting from the proposed change	Are further mitigation measures required?	Re-assessment of significant effects
<b>Climate Change</b>	There are no residual significant effects for construction or operation reported in the PEI Report on the climate or effects of climate change on the site.	Due to the very limited scale and short term nature of the works, compared to the construction and operation of the project as a whole, this proposed change would not result in any new or different significant effects compared to those reported in the PEI Report.	The ES will present the mitigation measures associated with the development as a whole. Additional mitigation measures associated with the change will not arise.	The summary reported in the PEI Report is unchanged.

## 8 Consultation Material and Events

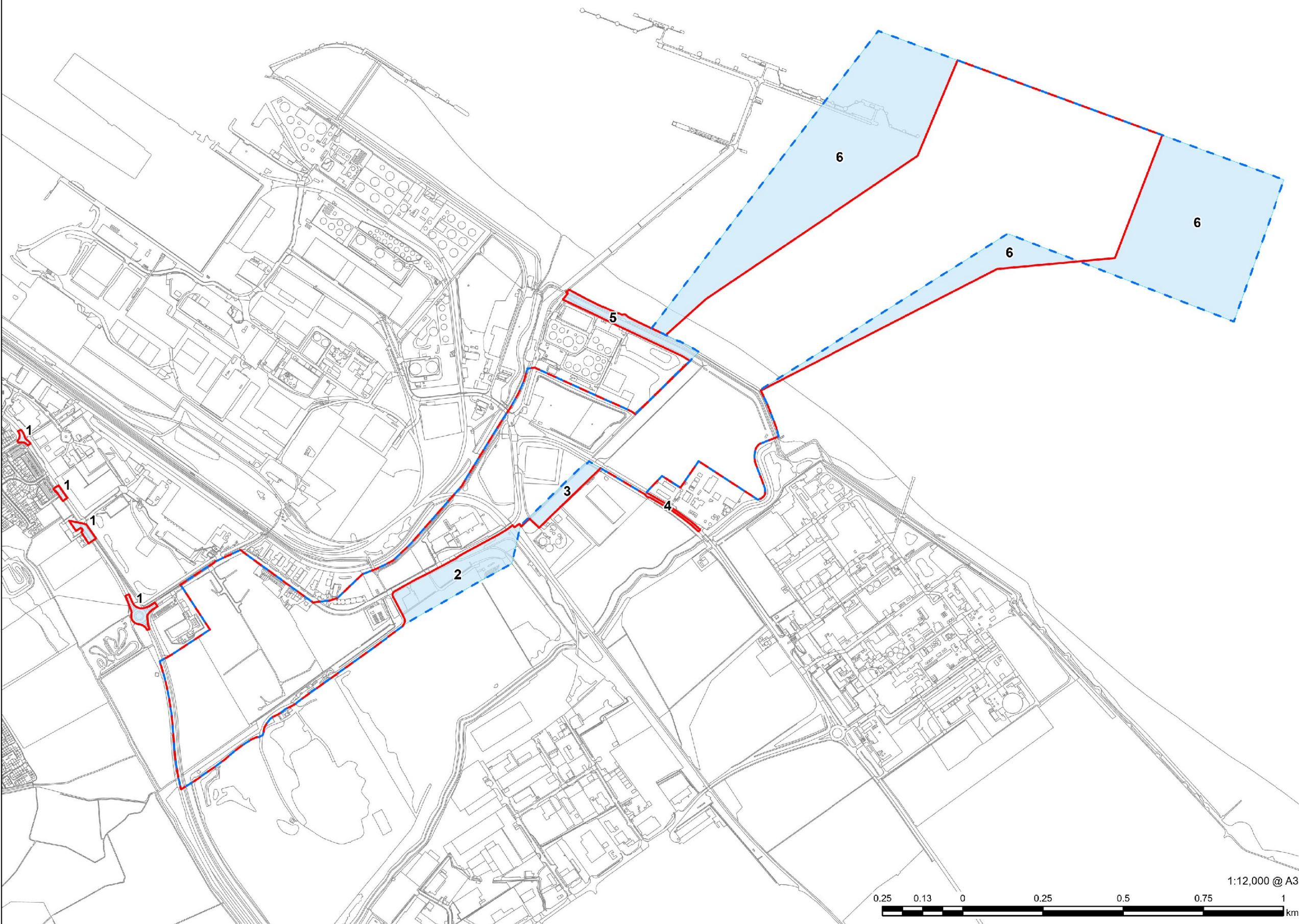
- 8.1.1 The consultation materials for the Second Statutory Consultation can be viewed on the Project website located here: <https://imminghamget.co.uk/>. This includes this Consultation Document and the documents and resources made available for the first round of Statutory Consultation for the Project. The Second Statutory Consultation is being undertaken between 24 May 2023 to 30 June 2023 inclusive, in accordance with the approach defined in the second SoCC and as outlined below.
- 8.1.2 Two in-person consultation/exhibition events will be held during the consultation period. Topic specialists and members of the Project team will be on hand to answer questions from members of the public at allocated times, which are detailed below.
- 8.1.3 The events will be held at Burton Hall in the Immingham Civic Centre, Pelham Road, Immingham DN40 1QF on:
- Thursday 15 June 2023, 2pm to 6pm
  - Saturday 17 June 2023, 10am to 2pm
- 8.1.4 The Civic Centre is an accessible and well-known community venue for people in Immingham and Stallingborough. If for any reason the venue needed to change, an appropriate alternative venue would be chosen in agreement with the Local Planning Authority. The dates and times of the in-person consultation events are detailed on the Project website and will be stated in letters to the community.
- 8.1.5 The events will provide information on the proposed Project in an easy-to-understand format, as well as a feedback questionnaire, which can be completed by hand at the event or submitted later via post, email or on our website.
- 8.1.6 Physical copies of the following documents will be made available at the in-person events:
- Second Statutory Consultation: Project Changes and Preliminary Environmental Information Report Addendum [this document];
  - First Statutory Consultation - PEI Report; and
  - The second SoCC.
- 8.1.7 If there is sufficient demand by request, the Applicant can hold a webinar session for the public at a date to be arranged. This would be communicated via the project website.
- 8.1.8 For those who are not comfortable or not able to access information digitally or to attend the in-person events, a free of charge telephone surgery appointment can be booked. Individuals can talk to one of the Project team in more detail about specific issues or topics related to the Project, and the questions from the exhibition Feedback Questionnaire can be read out and answers recorded over the phone.

## 9 Share your Views

9.1.1 A Feedback Questionnaire will be produced to help you provide comments on the proposed changes to the Project. Unless specified below, all consultation responses must be made in writing by:

- Downloading and completing the online feedback questionnaire;
- Emailing a copy of the questionnaire to us at [enquiries@imtinghamget.co.uk](mailto:enquiries@imtinghamget.co.uk);
- Downloading the feedback questionnaire and posting it to us at IGET, PO Box 76780, LONDON, WC1A 9SJ;
- Requesting a hard copy of the feedback questionnaire and a pre-paid stamped addressed envelope to be sent to you in the post and returning the completed copy to us via post;
- Email us at [enquiries@imtinghamget.co.uk](mailto:enquiries@imtinghamget.co.uk); or

9.1.2 Write to us at the following address - PO Box 76780, LONDON, WC1A 9SJ (Quoting Reference: Immingham Green Energy Terminal – a pre-paid stamped addressed envelope will be provided on request free of charge.



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J.2	PEIR Addendum non-technical summary
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# 1 Non-technical Executive Summary

- 1.1.1 Associated British Ports is seeking to construct, operate and maintain the Immingham Green Energy Terminal (the Project), comprising a new multi-user liquid bulk green energy terminal and a green hydrogen production facility operated by Air Products.
- 1.1.2 The Project constitutes a Nationally Significant Infrastructure Project (as an alteration to a harbour facility) and a formal Environmental Impact Assessment (EIA) is being undertaken given the potential for significant effects arising as a result of the construction, operation and decommissioning of the Project.
- 1.1.3 As part of this process, Statutory Consultation for the Project was undertaken between 9 January 2023 and 20 February 2023. Through consideration of the responses to the first Statutory Consultation, the developing environmental assessments and through ongoing design-development and assessment, a series of changes within the Project have now been identified. Within this document, the following eight changes have been identified and are reviewed in detail:
- site boundary amendments;
  - marine changes including jetty alignment and length; berth arrangement and dredging requirements;
  - routing of the pipe-rack and jetty access road in the Long Strip woodland;
  - West Site illustrative layout, elevation and drainage;
  - construction vehicle numbers;
  - permanent adjustment to speed limits on Laporte Road;
  - Public Rights of Way diversion (Bridleway 36) and removal of informal access in two areas; and
  - temporary removal of Kings Road street furniture and overhead line works.
- 1.1.4 As a result of these proposed changes, a decision has been made to undertake a second Statutory Consultation to obtain feedback on the changes from stakeholders, regulators and the local community.
- 1.1.5 This document sets out, in Section 6, further detail on the proposed changes listed above and provides additional Preliminary Environmental Information (PEI) in the form of a PEI Report Addendum as relevant to the changes and presented in Section 7 of this report. The PEI presented here references the conclusions made in the PEI Report for the Project published in December 2022 which formed part of the first Statutory Consultation.
- 1.1.6 The PEI for each of the eight project changes is presented in **Table** below. As might be expected, given the limited extent of the changes, no new significant effects are identified. The majority of the eight changes result in no or minor changes to the likely impacts predicted and do not change the conclusions in respect of significant effects presented in the PEI Report which formed part of the

first Statutory Consultation. A number of the eight changes are beneficial in that they reduce the scale of the impacts previously reported, for example the reduced extent of tree loss in the Long Strip woodland, but these beneficial changes are not substantial enough to alter the conclusions in respect of significant effects presented in the PEI Report.