Immingham Green Energy Terminal

TR030008

Volume 6

6.2 Environmental Statement

Chapter 1: Introduction

Planning Act 2008

Regulation 5(2)(a)

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

6.2 Environmental Statement

Chapter 1: Introduction

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1 Introduction

1.1 Background

1.1.1 This Environmental Statement ("ES") has been prepared by AECOM Ltd ("AECOM") on behalf of Associated British Ports ("ABP") ("The Applicant"). It supports an application for development consent ("the Application") for the construction, operation and maintenance of a multi-user liquid bulk terminal, which would be located on the eastern side of the Port of Immingham ("the Port"), as well as associated development (collectively termed "the Project"). The Associated Development comprises the construction and operation of a green hydrogen facility for the production of green hydrogen from imported green ammonia on site by Air Products (BR) Ltd ("Air Products").

1.1.2 The Application has been submitted to the Planning Inspectorate (the "Inspectorate"), with the decision whether to grant a Development Consent Order ("DCO") pursuant to the Application being made by the Secretary of State for Transport (the "Secretary of State") pursuant to the *Planning Act 2008* (the "2008 Act") (Ref 1-1)). This ES presents the findings of the Environmental Impact Assessment ("EIA") undertaken for the Project.

1.1.3 A DCO would provide the principal authorisations and consents for the construction and operation (including maintenance) of the Project. The Site is located in North East Lincolnshire on the south bank of the Humber Estuary to the east of the Port. 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. 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, which is owned by the Crown Estate and over which the Applicant has the benefit of a long lease. The marine side parts of the Project are defined as a Nationally Significant Infrastructure Project ("NSIP") in accordance with the 2008 Act (refer to **Section 1.5** for details).

1.1.4 The Project is considered to be "EIA Development" as defined by the *Infrastructure Planning (Environmental Impact Assessment) Regulations 2017* (as amended in 2018) ("the EIA Regulations") (Ref 1-2)). This ES forms part of the DCO Application and presents the findings of the EIA undertaken for the Project in accordance with the EIA Regulations and the 2008 Act.

1.1.5 This chapter is supported by **Figure 1.1: Project Location [TR030008/APP/6.3]**, which illustrates the location of the Project and **Figure 1.2: Application Site Boundary [TR030008/APP/6.3]**, which illustrates the Order Limits.

1.2 The Applicant

1.2.1 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, ABP owns and operates the Port and also the ports of Hull, Grimsby and Goole, which together constitute the largest ports complex in the UK.

1.2.2 The Port is the largest and busiest of ABP's 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 NELC, although the western part of the Port falls within the administrative boundary of North Lincolnshire Council ("NLC").

1.2.3 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 ("Ro-Ro") 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 ("HIT").

1.2.4 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.

1.2.5 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.

1.2.6 In addition to the Project, ABP is also proposing to construct a new Ro-Ro facility within the Port principally to service the embarkation and disembarkation of commercial cargo. The facility would include an element of passenger use when the demands of the Ro-Ro cargo operation allow. The proposed Ro-Ro facility is being promoted as an NSIP and is known as the Immingham Eastern Ro-Ro Terminal ("IERRT"). IERRT would comprise on the marine side the construction of a new Ro-Ro jetty with three berths, together with required dredging and on the landside, the provision of an area for unit load/vehicle storage and necessary new Terminal buildings. IERRT is also at the planning stage, but is entirely separate from this Project's proposals which are the subject of this ES. The cumulative effects of IERRT with IGET are however considered in **Chapter 25: Cumulative and In-Combination Effects [TR030008/APP/6.2]**.

1.3 Air Products (BR) Limited

1.3.1 Air Products 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.

1.3.2 In 2020, Air Products 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 Middle East 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.

1.3.3 Air Products and ABP 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 green ammonia and its storage and processing to produce green hydrogen.

1.4 The Project

Project Objectives

1.4.1 The objectives of the Project are as follows:

a. To provide essential port infrastructure, capacity and resilience to support the growth and changing strategic needs of the energy sector to support decarbonisation within the Humber Industrial Cluster and the Humber Enterprise Zone.

b. To provide capacity to support the import and export of a range of liquid bulk energy products including (i) ammonia (NH_3) (to produce green hydrogen) to support the decarbonisation of industrial activities and in particular the heavy transport sector and (ii) carbon dioxide (CO_2), to facilitate carbon capture and storage, both of which will assist in the UK's transition towards net zero.

c. To deliver and operate new port infrastructure, and its first user's hydrogen production facility, in a safe, efficient and sustainable manner by making effective use of available land, water, transport and utility connections which exist in and around the Port of Immingham.

d. To minimise adverse impacts on the environment and safeguard the health, safety and amenity of the surrounding community.

e. To enhance both the local and regional economy through direct investment in and around the Port of Immingham and by partnering with the supply chain, provide opportunities for training, upskilling, apprenticeships and local employment.

1.4.2 The terminal would be operated by ABP as a common user terminal facility, providing port capacity for multiple customers. Air Products, as the first user of the new terminal, would import and export green ammonia (as a liquid bulk product) through the terminal. The Project would initially be used by Air Products as a conduit for the import of green ammonia, initially from the Middle East, but potentially also from Rotterdam, to be converted in a hydrogen production facility to create green hydrogen.

1.4.3 The green hydrogen production facility would directly support the aims of the UK Government's *British Energy Security Strategy* (Ref 1-3) with the production and delivery of low-carbon ("green") hydrogen, contributing to the decarbonisation of transport and the UK's journey to net zero, helping to improve Britain's energy security and supporting the Levelling Up agenda. The Project is anticipated to produce up to 300 Megawatts ("MW") of hydrogen per annum, the equivalent of up to 9.5 billion Megajoules ("MJ") per annum. Depending on market demand, it is estimated that this would meet up to 3% of UK Government's hydrogen production capacity target.

1.4.4 Other customers with other proposed developments or uses, that are compatible with green ammonia from a health and safety perspective, are expected to come forward in due course and these are likely to include customers in the carbon capture and storage sector. It is also anticipated that customers are likely to import or export a range of other different liquid bulk products.

1.5 Project Summary

1.5.1 The Project would comprise the following main elements. The work areas are shown on **Figure 2.3 [TR030008/APP/6.3]** and further details on the Project description are presented in **Chapter 2: The Project [TR030008/APP/6.2]**:

a. The NSIP, comprising:

   i. On the marine side, a terminal for liquid bulks: comprising:

      A. A jetty including a loading platform, associated dolphins, fenders and walkways, topside infrastructure but not limited to control rooms, marine loading arms, pipe-racks, pipelines and other infrastructure.

      B. A single berth, with a berthing pocket with a depth of up to 14.5m below chart datum.

   ii. Related landside infrastructure including, but not limited to, a jetty access ramp, a flood defence access ramp and works to raise the seawall locally under the jetty access ramp.

b. Associated Development on the landside, comprising:

   i. A corridor between the new jetty and Laporte Road which would support a private road (the 'jetty access road'), pipe-racks, pipelines to enable the ammonia import to the East Site, as well as security gates, a security building, a power distribution building and associated utilities.

   ii. 'East Site - Ammonia Storage' on which an ammonia storage tank and related plant including an ammonia tank flare stack would be constructed as well as additional buildings (including welfare building, power distribution building and a process instrumentation building), pipe-racks, pipelines, pipes, cable-racks, utilities and other infrastructure.

   iii. Construction of a culvert under Laporte Road for pipelines, pipes and cables and other conducting media linking the two parts of the East Site.

iv. 'East Site – Hydrogen Production Facility' on which up to three hydrogen production units and associated plant including flue gas stacks and flare stacks would be constructed together with additional buildings (including process control building, power distribution buildings, process instrumentation buildings, analyser shelters), pipe-racks, pipelines, pipes, utilities and other infrastructure.

v. Underground pipelines, pipes, cables and other conducting media between the East and West Sites, for the transfer of ammonia, hydrogen, nitrogen and utilities, with cathodic protection against saline corrosion.

vi. 'West Site' involving the construction of up to three hydrogen production units with associated flue gas stacks and flare stacks and up to four liquefier units; hydrogen storage tanks, hydrogen trailer filling stations, a hydrogen vent stack and associated process equipment; and hydrogen vehicle and trailer filling stations, hydrogen compressors and associated process equipment. Also additional buildings (including but not limited to control room and workshop building, security and visitor building, contractor building, warehouse, driver administration building, safe haven building, electrical substation and metering station, power distribution buildings, process instrumentation buildings, analyser buildings and additional temporary buildings during construction), process and utility plant including cooling towers and pumps, fire water tank, instrument air equipment, pipe-racks, pipelines, pipes, cable-racks, utilities and other infrastructure.

vii. Formation of temporary construction and laydown areas on Queens Road and off Laporte Road.

viii. Temporary removal of street furniture and modification of overhead cables on Kings Road associated with the transport of large construction components from the Port to the Site.

1.5.2 In addition to these elements 'Further associated development' and 'Ancillary Works' would be required. In broad terms Further Associated Development would be the undertaking, as required, of works such as site clearance, creation of additional construction compounds, utility works, landscaping works and street works on a Site wide basis. Ancillary Works constitute works that would not necessarily constitute development, such as vegetation removal, the installation of fencing and the demobilisation of construction works.

1.5.3 A detailed description of the Project is set out in **Chapter 2: The Project [TR030008/APP/6.2]**. The design of the Project is expected to continue to develop in the lead-in to the DCO Application examination and will be further refined up until the start of construction (subject to authorisation by the Secretary of State). Parameters have been established across aspects relating to the design and construction of the Project to manage design uncertainty and provide flexibility for deviation where needed. The parameters are defined in **Chapter 2: The Project [TR030008/APP/6.2].** The use of the parameter-based approach to incorporate design flexibility and how this is considered in EIA are described in **Chapter 5: EIA Approach [TR030008/APP/6.2]**.

1.5.4 Subject to the necessary consents being granted, there would be a phased approach to the construction of the Project. Construction could potentially start in early 2025, through to full completion of all phases over an indicative eleven-year period, including commissioning.

1.5.5 The Site encompasses an area of approximately 121.13ha of which approximately 13ha comprises the temporary construction areas.

1.5.6 The location of the Project is shown on **Figure 1.1: Project Location [TR030008/APP/6.3]**. The Site and its surroundings are described in **Chapter 2: The Project [TR030008/APP/6.2]**.

1.5.7 Environmental effects potentially arising from the Project have been studied systematically as part of the EIA process, with the results presented within this ES. The baseline for the assessment has been derived from surveys, measurements and studies in and around the Site. The approach to defining baseline conditions is explained further in **Chapter 5: EIA Approach [TR/030008/APP/6.2]** and in the methodology section of each technical assessment chapter of this ES (**Chapters 6 to 24**) **[TR030008/APP/6.2]**.

1.5.8 The EIA process has considered effects resulting from the construction, operation (including maintenance) and decommissioning periods (where appropriate) of the Project. Measures to avoid, reduce or mitigate any identified significant adverse effects on the environment have been considered and identified. Where reasonably practical, measures to enhance the environment have also been considered. The need for monitoring to track the delivery and success of mitigation measures is reported in this ES, where relevant, in the topic specific chapters of this ES (**Chapters 6 to 24**) **[TR030008/APP/6.2]**. The topic specific chapters also identifies any likely significant 'residual' effects, defined as effects remaining following the implementation of defined mitigation measures.

1.5.9 The potential cumulative effects of the Project with other relevant known proposed or consented schemes have been considered and these effects are assessed in **Chapter 25: Cumulative and In-Combination Effects [TR030008/APP/6.2]**.

1.6 The Development Consent Process

Nationally Significant Infrastructure Project

1.6.1 The NSIP would comprise the alteration of an existing harbour facility for the construction of a terminal consisting of a jetty with one berth capable of receiving and discharging tanker vessels transporting liquid bulks.

1.6.2 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 of between 100m to 250m in length with draughts of up to 12.8m. 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 green 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 liquid bulk energy product markets.

1.6.3 The typical vessels associated with the import and export of green ammonia would have a capacity when fully laden of approximately 55,000 tonnes. The typical vessels associated with the import and export of other liquid bulk energy products would have a capacity, when fully laden, of approximately 35,000 tonnes.

1.6.4 On this basis, the proposed harbour facility constitutes an NSIP as identified in s14(1)(j) and under Part 3, s24(2) and s24(3)(c) of the 2008 Act as it comprises:

i. "*The alteration of harbour facilities" (i.e. the existing Port of Immingham) – 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)*.

1.6.5 The new jetty and single berth with a loading platform, topside infrastructure and relating landside infrastructure including a jetty access ramp, flood defence access ramp and other access infrastructure would comprise the NSIP (i.e. the principal development). Further details are set out in **Section 2.4** of **Chapter 2: The Project [TR030008/APP/6.2]**.

1.6.6 The infrastructure necessary to transfer the green ammonia from the jetty 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. Further details are set out in **Section 2.4** of **Chapter 2: The Project [TR030008/APP/6.2]**.

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1.6.7 As an NSIP, the Applicant is required to seek a DCO to construct and operate (and maintain) the Project, under section 31 of the 2008 Act).

1.6.8 The Application for the Project has been submitted to the Inspectorate acting on behalf of the Secretary of State. Subject to the Application being accepted, the Inspectorate will then examine it and make a recommendation to the Secretary of State, who will then decide whether to grant a DCO. The acceptance, examination, recommendation and decision stages are subject to fixed timescales and the decision is therefore anticipated to fall in Quarter 1 2025.

1.6.9 The Order Limits include all works proposed as part of the Application, including those comprising the NSIP and the Associated Development (as defined by Section 115 of the 2008 Act and the accompanying *Guidance on Associated Development Applications for Major Infrastructure Projects* (Ref 1-4).

1.6.10 A DCO, if granted, has the effect of providing planning consent for a development, in addition to a range of other consents and authorisations where specified within the DCO as presented in the **Consents and Agreements Position Statement [TR030008/APP/7.4]**.

1.6.11 For the purposes of this Application, the principal development relates to **Work No. 1** in Schedule 1 of the **draft DCO [TR030008/APP/2.1]** and the Associated Development relates to **Work No. 2** to **10** of that same Schedule.

1.7 Environmental Impact Assessment

The Need for an Environmental Impact Assessment

1.7.1 The Project is subject to mandatory EIA procedures, as set out within paragraph 8(2) of Schedule 1 of the EIA Regulations as it comprises '*Trading ports, piers for loading and unloading connected to land and outside ports (excluding ferry piers) which can take vessels of over 1,350 tonnes*'. As such, an EIA is required for the Project and this ES has been prepared in accordance with the EIA Regulations to accompany the Application.

1.7.2 The Applicant has formally notified the Secretary of State in writing under Regulation 8(1)(b) of the EIA Regulations that an ES would be prepared in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and this ES summarises the results of the EIA work undertaken.

The EIA Scoping Process

1.7.3 An EIA Scoping Report and a request for an EIA Scoping Opinion pursuant to Regulation 10 of the EIA Regulations was submitted to the Inspectorate on behalf of the Secretary of State on 30 August 2022.

1.7.4 The EIA Scoping Report (**Appendix 1.A [TR030008/APP/6.4]**) was developed with reference to standard guidance and best practice and was informed by the EIA team's experience of working on a number of similar projects.

1.7.5 The Secretary of State's Scoping Opinion was received by the Applicant on 10 October 2022 and is presented within **Appendix 1.B [TR030008/APP/6.4]**. The matters raised in the Scoping Opinion have been reviewed and have been taken into consideration in the relevant technical assessments within this ES, in line with Regulation 14(3)(a) of the EIA Regulations. **Appendix 1.C [TR030008/APP/6.4]** provides a summary of how issues raised in the Scoping Opinion have been addressed in the ES.

1.8 Consultation

1.8.1 Consultation is integral to the preparation of DCO applications and to the EIA process. The views of consulted parties and the local community serve to focus the environmental studies undertaken to inform the EIA and to identify specific issues that require further investigation, as well as to inform the design of the Project.

1.8.2 The 2008 Act requires that applicants undertake formal pre-application consultation on their proposals (referred to as "statutory consultation"). There are a number of requirements as to how this consultation must be undertaken and these are set out in the 2008 Act, the EIA Regulations (0) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ("APFP Regulations") (Ref 1-5) as detailed in the **Consultation Report [TR030008/APP/5.1].**

1.8.3 The Applicant has undertaken a comprehensive pre-application consultation programme spanning from August 2022 to the date of submission. The first statutory consultation for the Project took place over a six week period from Monday 9 January 2023 to Monday 20 February 2023. A second statutory consultation took place from Wednesday 24 May 2023 to Thursday 20 July 2023 in relation to a number of proposed changes to the Project.

1.8.4 Both rounds of statutory consultation were carried out in accordance with the statutory requirements of sections 42 (duty to consult), 46 (duty to notify the Secretary of State of the proposed application), 47 (duty to consult local community) and 48 (duty to publicise) of the 2008 Act; Regulations 3 (prescribed consultees) and 4 (publicising a proposed application) of the APFP Regulations, as we well as the EIA Regulations. Full details are provided in the **Consultation Report [TR030008/APP/5.1]**.

1.8.5 During both rounds of statutory consultation information on all key aspects of the Project was provided including:

a. Design and layout.

b. The construction and operation of the required marine infrastructure.

c. The construction and operation of the landside works including the hydrogen production facility.

d. Traffic and access arrangements.

e. Environmental effects on sensitive receptors from impacts such as noise and vibration, air quality, ecology, landscape, archaeology, water use and ground contamination.

f. How impacts are proposed to be controlled, minimised or mitigated.

g. The need for the Project and alternative sites, technologies and layouts considered for the Project and the reasons for the option selected.

1.8.6 A number of face-to-face consultation/exhibition events in Immingham were held where the Project team were available to discuss the Project. Exhibition dates were chosen so that they covered a range of days and times from week to week throughout the statutory consultation in order to be flexible enough for people to attend at a time that suited their own schedule.

1.8.7 In addition, a range of online mechanisms were used so that local communities had access to appropriate information and opportunities to provide feedback without the need to meet in person. This approach, alongside the use of fully accessible, well known and centrally located venues within the local community, reduced barriers to participation and gave people a range of opportunities to engage.

1.8.8 The issues that were raised through consultation, and how these have been considered and addressed within the Project design evolution and the EIA, are set out in the **Consultation Report [TR030008/APP/5.1]** and summarised, as relevant, in each technical chapter (**Chapters 6 to 24**) of this ES **[TR030008/APP/6.2]**. The Consultation Report includes a separate section on EIA-related consultation as recommended within *PINS Advice Note Fourteen: Compiling the Consultation Report* (Ref 1-6).

The Preliminary Environmental Information Report ("PEI Report")

1.8.9 The PEI Report was prepared to satisfy the requirements of Regulation 12(2) of the EIA Regulations and was made available for review and comment at the first statutory consultation.

1.8.10 In accordance with Regulation 12(2)(b), the PEI Report presents *"the information referred to in Regulation 14(2) which has been compiled by the applicant and is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)".* Regulation 14(2) describes the information to be provided in an ES.

1.8.11 *PINS Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements* (Ref 1-**7**) states: "*A good PEI document is one that enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and helps to inform their consultation responses on the Proposed Development during the pre-application stage*."

1.8.12 In order to enable consultees to understand the likely environmental effects of the Project, the PEI Report presented preliminary findings of the environmental assessments.

PEI Report Addendum

1.8.13 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 to the Project were identified, which were then the subject of a second statutory consultation. A PEI Report Addendum was prepared to present any additional or amended PEI associated with the project changes and was provided at the second statutory consultation. The PEI Report was also made available during this consultation.

1.8.14 The second statutory consultation allowed consultees a further opportunity to provide informed comment on the Project, the assessment process and preliminary findings, prior to the finalisation of the Application, including this ES, and for these comments to be taken into account.

1.8.15 Details of the design evolution of the Project are presented in the **Planning, Design and Access Statement [TR030008/APP/7.1]**.

1.9 Environmental Statement

1.9.1 This ES is submitted as part of the suite of documents accompanying the Application. The information presented describes the findings of the EIA. The EIA adopts a realistic worst-case assessment basis, based on the Project design and adopting the principles of the Rochdale Envelope, wherever specific parameters cannot yet be fixed for the Project. This approach is detailed further in **Section 5.7** in **Chapter 5: EIA Approach [TR030008/APP/6.2]**.

1.9.2 **Table 1-1** identifies where the information defined by Regulation 14(2) of the EIA Regulations can be found within this ES. It should be noted that relevant information may be found in the ES main document, ES Figures (the figures accompanying the ES) and the ES Appendices (the supporting technical appendices accompanying the ES) and in other documents (as referenced) accompanying the Application.

Table 1-1: Location of information required by Regulation 14(2) within this ES

Specified Information	Location within this ES
A description of the Project comprising information on the Site, design, size and other relevant features of the development.	Chapter 2: The Project **[TR030008/APP/6.2]**
A description of the likely significant effects of the Project on the environment.	Chapters 6 to 25 **[TR030008/APP/6.2]**
A description of any features of the Project, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment.	Chapters 6 to 25 **[TR030008/APP/6.2]**
A description of the reasonable alternatives studied by the Applicant, which are relevant to the Project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment.	Chapter 3: Need and Alternatives **[TR030008/APP/6.2]**
A non-technical summary of the information referred to in sub-paragraphs (a) to (d).	Non-Technical Summary **[TR030008/APP/6.1]**
Any additional information specified in Schedule 4 of the EIA Regulations relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.	Chapters 6 to 25 **[TR030008/APP/6.2]**

1.9.3 The structure of this ES reflects the assessment topics agreed through the EIA Scoping process.

1.9.4 The ES is set out in four separate volumes:

a. Volume I comprises a Non-Technical Summary ("NTS"), which is a summary of the main document.

b. Volume II is the main document and is structured into chapters, as follows:

i. Chapter 1: Introduction – an introduction to the ES.

ii. Chapter 2: The Project – an overview of the Project and the Site.

iii. Chapter 3: Need and Alternatives – an explanation as to the identified need for the Project together with a summary of the possible alternatives.

iv. Chapter 4: Legislative and Consenting Framework – an overview of the information requirements associated with key legislation and policy of relevance to the Project.

v. Chapter 5: EIA Approach – sets out the key issues identified during consultation and the scoping phase of the EIA, as well as presenting the overarching impact assessment methodology.

vi. Chapters 6 to 24 – these provide the assessments of the likely significant effects of the Project in relation to the environmental topics scoped into the EIA.

vii. Chapter 25: Cumulative and In-combination Effects – explains the process that has been followed in respect of the consideration of cumulative and in-combination effects and provides an assessment of those effects.

viii. Chapter 26: Summary – provides a summary of the key findings of the ES, including the residual likely significant effects and the proposed mitigation measures that would avoid or reduce potential impacts of the Project.

c. Volume III contains the figures which support the ES chapters in Volume II.

d. Volume IV contains the appendices which support the ES chapters in Volume II.

1.9.5 The Application is accompanied by a number of statements that this ES references and should be read in conjunction with the ES including:

a. Lighting Assessment Report **[TR030008/APP/6.4]**.

b. Outline Construction Environmental Management Plan **[TR030008/APP/6.5]**.

c. Outline Decommissioning Environmental Management Plan **[TR030008/APP/6.6]**.

d. Outline Construction Traffic Management Plan including Outline Construction Workers' Travel Plan **[TR030008/APP/6.7]**.

e. Outline Woodland Compensation Strategy **[TR030008/APP/6.8]**.

f. Outline Landscape and Environmental Management Plan **[TR030008/APP/6.9]**.

g. Planning, Design and Access Statement **[TR030008/APP/7.1]**.

h. Schedule of Mitigation and Monitoring **[TR030008/APP7.2]**.

i. Without Prejudice Shadow Habitats Regulations Assessment ("HRA") Derogation Report **[TR030008/APP/7.3].**

j. Consents and Agreements Position Statement (including schedule of other consents and licences) **[TR030008/APP/7.4]**.

k. Statutory Nuisances Statement **[TR030008/APP/7.5]**.

l. Shadow Habitat Regulations Assessment (Stage 2) **[TR030008/APP/7.6]**.

m. Utilities Statement **[TR030008/APP/7.7]**.

n. Equality Impact Assessment **[TR030008/APP/7.8]**.

o. Sediment Contamination Data **[TR030008/APP/7.9]**.

p. Sediment Sampling Plan **[TR030008/APP/7.10]**.

1.10 IEMA Quality Mark and Statement of Competence

1.10.1 AECOM is an Institute of Environmental Management and Assessment ("IEMA") Registered Impact Assessor and holds the IEMA EIA Quality Mark as recognition of the quality of AECOM's EIAs and continuous training of their environmental consultants. As required under Regulation 14(4)(b) of the EIA Regulations, an ES must be accompanied by a statement outlining the relevant expertise or qualifications of those involved in its preparation. A statement of competence of the EIA coordinators and the technical specialists that have provided expert input to the ES is included as **Appendix 1.D [TR030008/APP/6.4]**.

1.11 References

Ref 1-1 UK Government (2008). Planning Act 2008.

Ref 1-2 The Stationery Office Limited (2017). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Ref 1-3 UK Government (2022). British Energy Security Strategy Policy Paper.

Ref 1-4 Department for Communities and Local Government (2013). Planning Act 2008: Guidance on Associated Development Applications for Major Infrastructure Projects.

Ref 1-5 UK Government (2009) The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Ref 1-6 The Planning Inspectorate (2021). Advice Note Fourteen: Compiling the Consultation Report (Version 3).

Ref 1-7 The Planning Inspectorate (2020). Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements (Version 7).