



# Immingham Green Energy Terminal

TR030008

Volume 7

7.1 Planning Statement

Appendix D – Planning History and Land Use  
Designations

Planning Act 2008

Regulation 5(2)(p), 5(2)(q) & 6(3)

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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### 7.1 Planning Statement

## Appendix D – Planning History and Land Use Designations

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<b>Regulation Reference</b>	APFP Regulation 5(2)(p), 5(2)(q) & 6(3)
<b>Planning Inspectorate Case Reference</b>	TR030008
<b>Application Document Reference</b>	TR030008/APP/7.1
<b>Author</b>	Associated British Ports Air Products BR

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Revision 1	21 September 2023	DCO Application

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# 1 Relevant Planning History

## 1.1 Introduction

1.1.1 A review of the planning history associated with the Site (defined as all land within the Order Limits (limits within which the development and works may be carried out and also referred to as the “Site Boundary” and shown edged red on the **Works Plans [TR030008/APP/4.2]**) and the surrounding areas has been carried out to allow consideration of potential land use conflicts and associated planning policy compliance. This review has considered predominantly the last five-year period with older planning permissions not being relevant either having been implemented or lapsed. Historic planning permissions have been referenced if deemed relevant, for example minerals and waste consents which are time-limited but subject to periodic review and reconsideration. The review of planning history has been undertaken using publicly available material published on local planning authorities’ websites.

1.1.2 Land allocated for development or safeguarded in the North East Lincolnshire Local Plan (Ref 1-1) has also been identified to allow consideration of future land use impacts of the Project.

## 1.2 Planning history of the Site

1.2.1 Within the Site, there are a number of key planning permissions that are of relevance. These applications are important in respect of the Project as they fall within the Order Limits. **Table 1** sets out those schemes that have been approved. The type of development reflects the industrial nature of this area and operations undertaken by the Port of Immingham.

**Table 1: Relevant planning permissions and decisions for schemes within the Site**

Site Address	Planning Reference	Proposal	Planning Status
Pipeline Corridor and Temporary Construction Area in between the West Side and the East Site			
Queens Road Ringway	DC/1030/09/IMM	Proposed asphalt store with one side fully open	Approved with conditions: 26/02/2010
Land adjacent to railway line between Immingham Docks East terminal and Moody Lane	DC/214/08/IMM	Construction of a carbon steel pipeline for bio-ethanol from Immingham Dock East terminal to Moody Lane Grimsby	Approved with conditions: 23/07/2008

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 Planning Statement - Appendix D Planning History and Land Use Designations

Site Address	Planning Reference	Proposal	Planning Status
Land Off Queens Road Immingham North East Lincolnshire	DM/1057/20/SCR	Request for EIA Screening opinion - Proposed new Border Control Post (BCP)	Environmental Impact Assessment not required  Thu 28 Jan 2021
Land adjacent to recycling centre, Queens Road	DM/0294/21/FUL	New access road from the existing public highway associated with the BCP	Approved with conditions: 18/06/2021
The Bridge, One Graypen Way, Queens Road	DC/835/11/IMM	Erection of a two storey office building with balcony, associated car parking, cycle store, landscaping and provision of new vehicular/pedestrian/cycle access.	Approved: 31/01/2012
<b>West Site</b>			
Land at Kings Road	DM/1027/13/OUT DM/0106/16/REM DM/0823/17/CEA DM/0357/17/CND DM/1233/15/CND	Proposed outline development of site E1/3 in the NELC local plan for general industry (B2), storage and distribution (B8), and minor office development, research and development, light industry (B1), with associated access and landscaping.  Reserved matters application for phase 1 works to construct part of the access road with associated surface water drainage. Approved subject to conditions (final construction details to be submitted and accordance with approved plans).  Details of Discharge of Condition 1 (Access Road) pursuant to application DM/1027/13/OUT. Details approved.  Details of Discharge of Conditions 3 (Expiration), 4 (Approved Plans), 6 (Surface Water Drainage), 8 (Construction Method	Approved with conditions: 10/04/2014 28/04/2016 17/02/2016 12/06/2017 25/05/2018

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Site Address	Planning Reference	Proposal	Planning Status
		<p>Statement), 10 (Remediation), 11 (Risk Assessment), 12 (Remediation Scheme), 13 (Approved Remediation Scheme), 14 (Contamination), 18 (Archaeology) and 19 (Landscaping) pursuant to DM/1027/13/OUT). All details approved except landscaping pending changes to the Scheme under condition 4 (approved plans).</p> <p>Certificate of lawful proposed use – Save for the first phase of development, it would be lawful for reserved matters applications to be made beyond 08/04/2019 provided that from the date that all reserved matters have been approved any further reserved matters would have to be made within 2 years.</p>	
The Bridge, One Graypen Way, Queens Road	DC/835/11/IMM	Erection of a two storey office building with balcony, associated car parking, cycle store, landscaping and provision of new vehicular/pedestrian/cycle access.	Approved: 31/01/2012
Land Off Queens Road Immingham North East Lincolnshire	DC/486/13/IMM	Installation of gas fuelled electricity generators with associated buildings & equipment together with perimeter bunding, fencing & landscaping. Replacement vehicle access to Queens Road, Immingham	Approved with Conditions 03/12/2013
Land Off Queens Road Immingham North East Lincolnshire	DM/0402/15/FUL	Installation of 12 electricity generators, gas reception kiosk, oil storage area, DNO meter housing, transformer in compound, welfare/control and electrical containers, 2m high bund, 2.4m high fencing and gates, formation of new access and associated works.	Approved Limited Period 13/11/2015

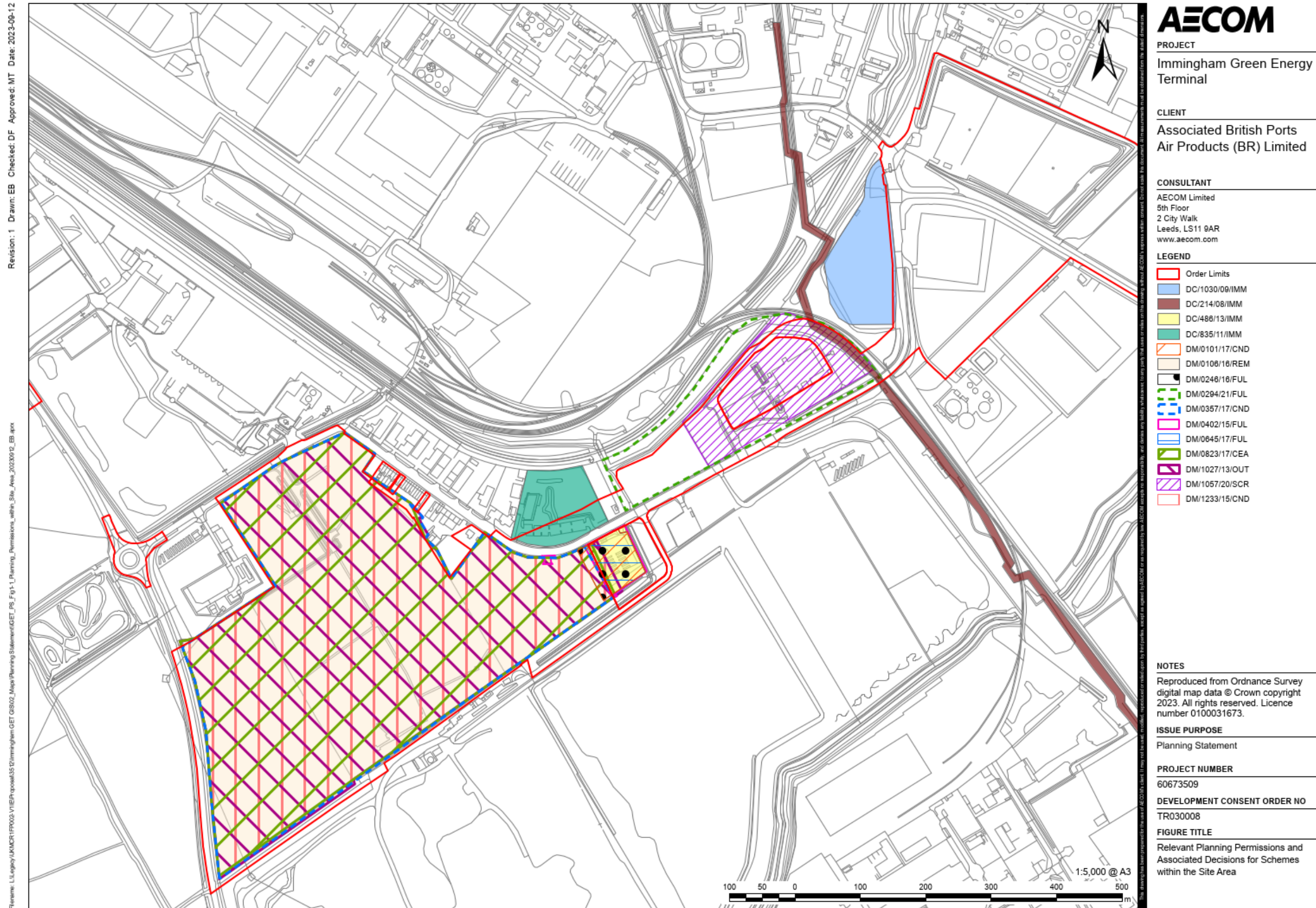
Immingham Green Energy Terminal  
 Planning Statement - Appendix D Planning History and Land Use Designations

Site Address	Planning Reference	Proposal	Planning Status
Land Off Queens Road Immingham North East Lincolnshire	DM/0246/16/FUL	Installation of 12 electricity generators, gas reception kiosk, oil storage area, DNO meter housing, transformer in compound, welfare/control and electrical containers, 2m high bund, 2.4m high fencing and gates, formation of new access and associated works (Re-submission of DM/0402/15/FUL)	Approved Limited Period of 25 years after which the land shall be cleared and restored to its former state unless a planning application for its retention has been submitted and approved prior to the end of this period.  19/05/2016
Land Off Queens Road Immingham North East Lincolnshire	DM/0101/17/CND	Details in Discharge of Conditions 3 (Surface Water Drainage), 7 (Piling and Foundation Details), 8 (Noise Reduction) & 10 (Anti Corrosion Protection) pursuant to application DM/0246/16/FUL (Installation of 12 electricity generators, gas reception kiosk, oil storage area, DNO meter housing, transformer in compound, welfare/control and electrical containers, 2m high bund, 2.4m high fencing and gates, formation of new access and associated works (Re-submission of DM/0402/15/FUL))	Conditions Part Complied With  27/03/2017
Land To The South Of Queens Road Immingham North East Lincolnshire	DM/0645/17/FUL	Variation of Condition 11 (approved plans) attached to planning application DM/0246/16/FUL (Installation of 12 electricity generators, gas reception kiosk, oil storage area, DNO meter housing, transformer in compound, welfare/control and electrical containers, 2m high bund, 2.4m high fencing and gates, formation of new access and associated works (Re-submission of DM/0402/15/FUL) - reposition of gas reception kiosk	Approved with Conditions  20/09/2017

- 1.2.2 The scheme for land at Kings Road (DM/1027/13/OUT) was granted outline planning permission and subsequently approval for reserved matters for the first phase of works (access road) alongside details pursuant to conditions associated with the outline approval. A certificate of lawfulness was issued in respect of the access road, the first phase of the scheme to be implemented following the reserved matters approval (DM/0823/17/CEA). This confirmed that an application for the approval of reserved matters for Phase 1 was made within the prescribed period and development had commenced on site and therefore a lawful start had been made on the Phase 1 access works associated with the outline planning approval (DM/1027/13/OUT).
- 1.2.3 The certificate of lawfulness confirms that the approved outline planning approval for the redevelopment of the Site for employment use is extant with the access road having been constructed and details associated with conditions discharged (except landscaping). The outline permission permits up to 74,320 square metres of employment floorspace with no restriction on the quantum or split between general industrial, storage and distribution, research and development, light industrial use and 'minor' office development (condition 5). The red-line boundary associated with this scheme is similar to the extent of the proposed Site Boundary for the West Site.
- 1.2.4 Planning permission was granted in 2016 (DM/0246/16/FUL) for the erection of a new electricity generating station. This was a resubmission of similar applications that were approved in 2013 and 2015. The electricity generating station has been constructed and is operational.
- 1.2.5 Other relevant planning applications fall within and just outside the proposed pipeline corridor of the Project. The planning permission for the proposed asphalt store has been implemented with this being in use (DC/1030/09/IMM). Planning permission DC/214/08/IMM for the construction of a carbon steel pipeline for bio-ethanol connecting from Immingham Dock East terminal to Moody Lane has lapsed and was not implemented. Following the approval of planning permission for the erection of an office building on Queens Road (DC/835/11/IMM), this scheme has been fully implemented. The proposed pipeline which forms Work No. 6, as shown on the **Works Plans [TR030008/APP/4.2]** is underground in these locations.
- 1.2.6 Full planning permission was granted for a new access road from the existing public highway on land adjacent to the recycling centre on Queens Road ((DM/0294/21/FUL). Construction of this scheme has now been completed and is in association with the implementation of the Port of Immingham Border Control Post (BCP) that will check the import of food from the Port of Immingham. The Port of Immingham BCP was constructed under Permitted Development Rights associated with the port under Section 17 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (Ref 1-2).
- 1.2.7 Plate 1 shows the locations of planning applications relating to sites within the Order Limits.



**Plate 1: Planning Applications within the Order Limits**



### 1.3 Planning history surrounding the Site Boundary

1.3.1 Within close proximity to the Site, there are a number of planning permissions that are relevant to the consideration of the Project given their proximity to the Site and the proposed or established uses. Details of these schemes are shown in **Table 2** below.

**Table 2: Relevant planning permissions and associated decisions for schemes close to the Site**

Site Address	Planning Reference	Proposal	Planning Status
<b>Queens Road Landfill Site</b>			
South-west of Queens Road, Immingham	8/118/87	For the tipping of household and industrial waste, the construction of a new means of vehicular access and erection of a garage on approximately 101 acres of land	Approved with conditions 03/03/1987
Queens Road (Landfill Site) Immingham	DC/101/98/IMM	Modification of Condition 7 of planning permission 8/118/87 to allow the reprofiling of Phase 10 to 15	Approved with Conditions 20/05/1998
Landfill Site Queens Road Immingham North East Lincolnshire DN40 1QR	DC/961/04/IMM	Modify condition 2 of planning permission 08/118/87 and condition 1 of planning permission DC/101/98/IMM to enable reprofiling of the Immingham landfill site	Approved with Conditions 09/03/2006
Landfill Site Queens Road Immingham North East Lincolnshire DN40 1QR	DC/304/07/IMM	Variation of condition 11 attached to planning permission DC/961/04/IMM to allow a 2 year extension of time for an application to divert the power lines.	Approved with Conditions 30/08/2007
Landfill Site Queens Road Immingham North East Lincolnshire DN40 1QR	DC/393/09/IMM	Variation of Condition 13 attached to planning permission DC/304/07/IMM to allow an extension of time for an application to divert the power lines	Approved with Conditions 11/08/2009
Landfill Site Queens Road Immingham North East	DC/625/09/IMM	Remove condition 14 attached to planning permission DC/961/04/IMM modified by DC/304/07/IMM	Approved with Conditions 01/09/2009



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 Planning Statement - Appendix D Planning History and Land Use Designations

Site Address	Planning Reference	Proposal	Planning Status
Lincolnshire DN40 1QR			
Landfill Site Queens Road Immingham North East Lincolnshire DN40 1QR	DM/0745/18/SCR	Screening opinion for reprofiling works. EIA Negative	EIA not required 11/02/2019
Landfill Site Queens Road Immingham North East Lincolnshire DN40 1QR	DM/0968/19/FUL	Variation of conditions 1 (Approved Plans) and 2 (Scheme of Landscaping) as granted on DC/101/98/IMM (Modification of Condition 7 of planning permission 8/118/87 to allow the reprofiling of Phase 10 to 15) for a materially altered land form to the site with increased height to the eastern dome, a greater drop through the valley to the electricity pylon and an increase to the western dome of 5m against the approved, but not implemented, 2004 scheme including surface water drainage and final closure details	Approved with Conditions 20/01/2020
<b>Land South of Queens Road</b>			
Land South of Queens Road Immingham North East Lincolnshire	DM/0026/18/FUL	Erect an Energy Recovery Facility with an electricity export capacity of up to 49.5MW and associated infrastructure including a stack to 90m high, parking areas, hard and soft landscaping, access road, weighbridge facility and drainage infrastructure.	Approved Conditions and signing of S106 12/10/2018
Land South of Queens Road Immingham North East Lincolnshire	DM/0157/23/CND	Details in relation to archaeology to discharge Condition 8 pursuant to DM/0026/18/FUL	Conditions Complied With 29/03/2023

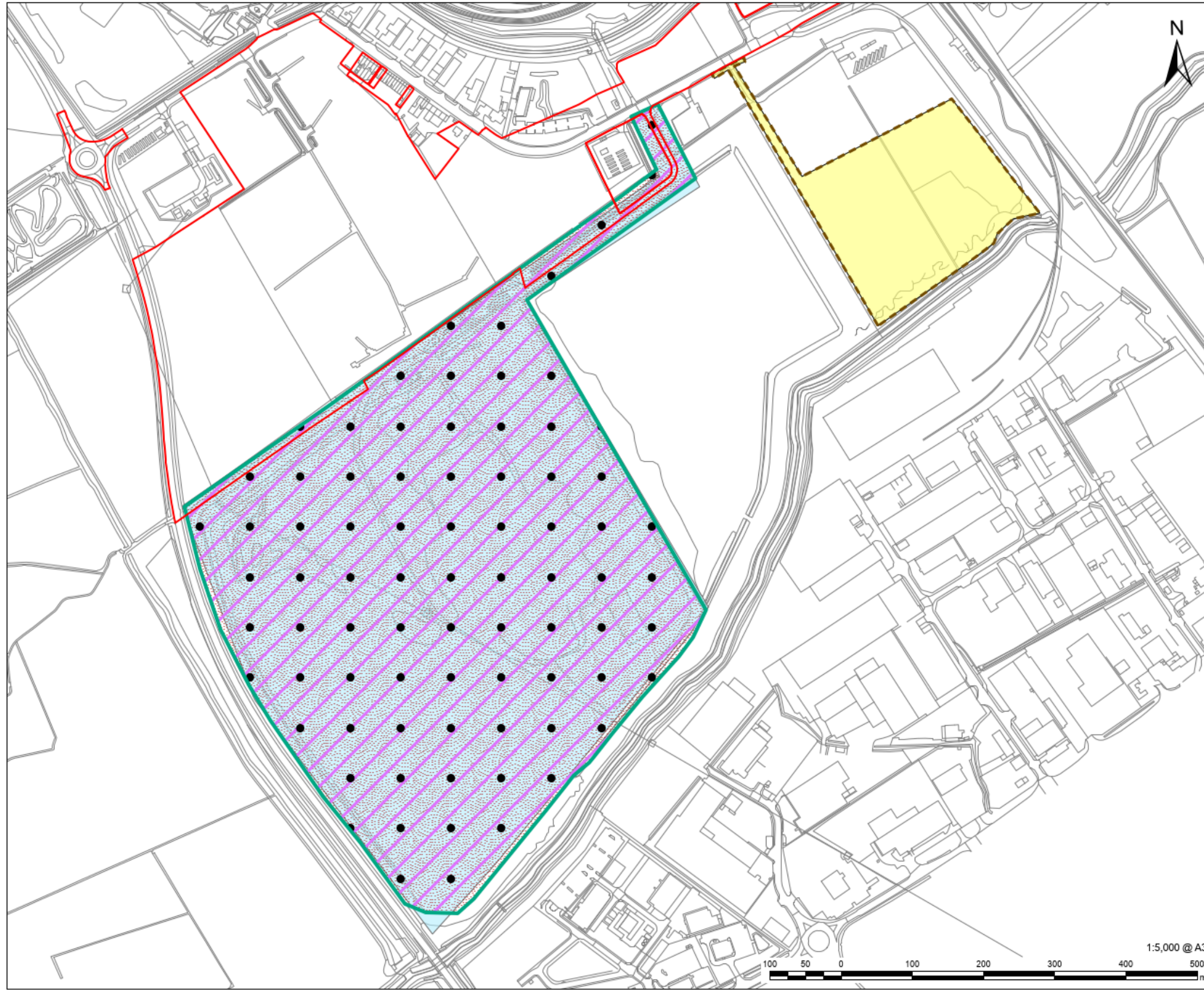
- 1.3.2 The Queens Road landfill site adjoins the southern boundary of the West Site and is a long-established use. The original planning permission for the operation of the landfill site dates back to 1987 (LPA Ref: 8/118/87). Various planning applications have been submitted since 1987 to vary and delete conditions associated with the original planning permission. Details have also been submitted and approved with respect to conditions attached to varied planning permissions that have been issued since the granting of the original approval.
- 1.3.3 The most recent application (DM/0968/19/FUL) sought to vary condition 1 (approved plans) and condition 2 (landscaping) attached to DC/101/98/IMM. The proposals sought approval of a final restored landform which in the short term continues to meet waste disposal needs. The proposal includes the tipping of 100,000m<sup>3</sup> of non-hazardous waste and 250,000m<sup>3</sup> of soil, equivalent to 620,000 tonnes of material. The re-profiling of the site included two separate domes with a localised valley in between and the restoration scheme included grassland, native hedgerows, surface water ponds, ditches and lagoons. A key part of this submission was to provide an 'end date' to close the site as there was no operational end date secured through previous permissions. The application proposed that tipping would cease by 31 December 2023, with the site restored to its approved form by 31 December 2024.
- 1.3.4 The energy recovery facility (DM/0026/18/FUL) has not been implemented to date. The proposed development comprised a 49.9MW energy from waste power plant. The plant itself would, at the largest points, measure 204m by 102.5m with the building being up to 48m high. The scheme would include a 90m high chimney. Along with the main power generation building there would be associated buildings and works including; admin building, weighbridge, transformer and sub-station, air pollution control silos, water treatment plant, surface water drainage, fencing and gates, access works onto Queens Road, external lighting, parking and manoeuvring areas. To feed the plant at full capacity it would require circa 700,000 tonnes of refuse derived fuel per year. This breaks down to 96 HGV deliveries per day, based on a 12hr delivery period, when combined with other HGV movements associated with the plant, it totals 156 HGV movements in and out the site per day.
- 1.3.5 Condition 1 attached to the energy recovery facility consent requires that development is commenced within five years from the date of the approval of planning permission. This consent therefore remains extant until 12 October 2023. Two discharge of condition applications have been submitted approving details of archaeological investigation and the submission and approval of a contaminated land risk assessment. Many other conditions require details to be submitted and approved prior to the commencement of development. It is therefore considered unlikely that this scheme will come forward.
- 1.3.6 **Plate 2** shows the location of planning applications in the surrounding area.



**Plate 2: Planning Applications in the Surrounding Area**

Revision: 1 Drawn: EB Checked: DF Approved: MT Date: 2023-06-12

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**LEGEND**

- Order Limits
- DC/304/07/IMM
- DC/393/09/IMM
- DC/625/09/IMM
- DC/961/04/IMM
- DM/0026/18/FUL
- DM/0157/23/CND
- DM/0968/19/FUL

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**ISSUE PURPOSE**  
Planning Statement

**PROJECT NUMBER**  
60673509

**DEVELOPMENT CONSENT ORDER NO**  
TR030008

**FIGURE TITLE**  
Relevant Planning Permissions and Associated Decisions for Schemes surrounding the Site Area

## 1.4 Other Development Consent Orders

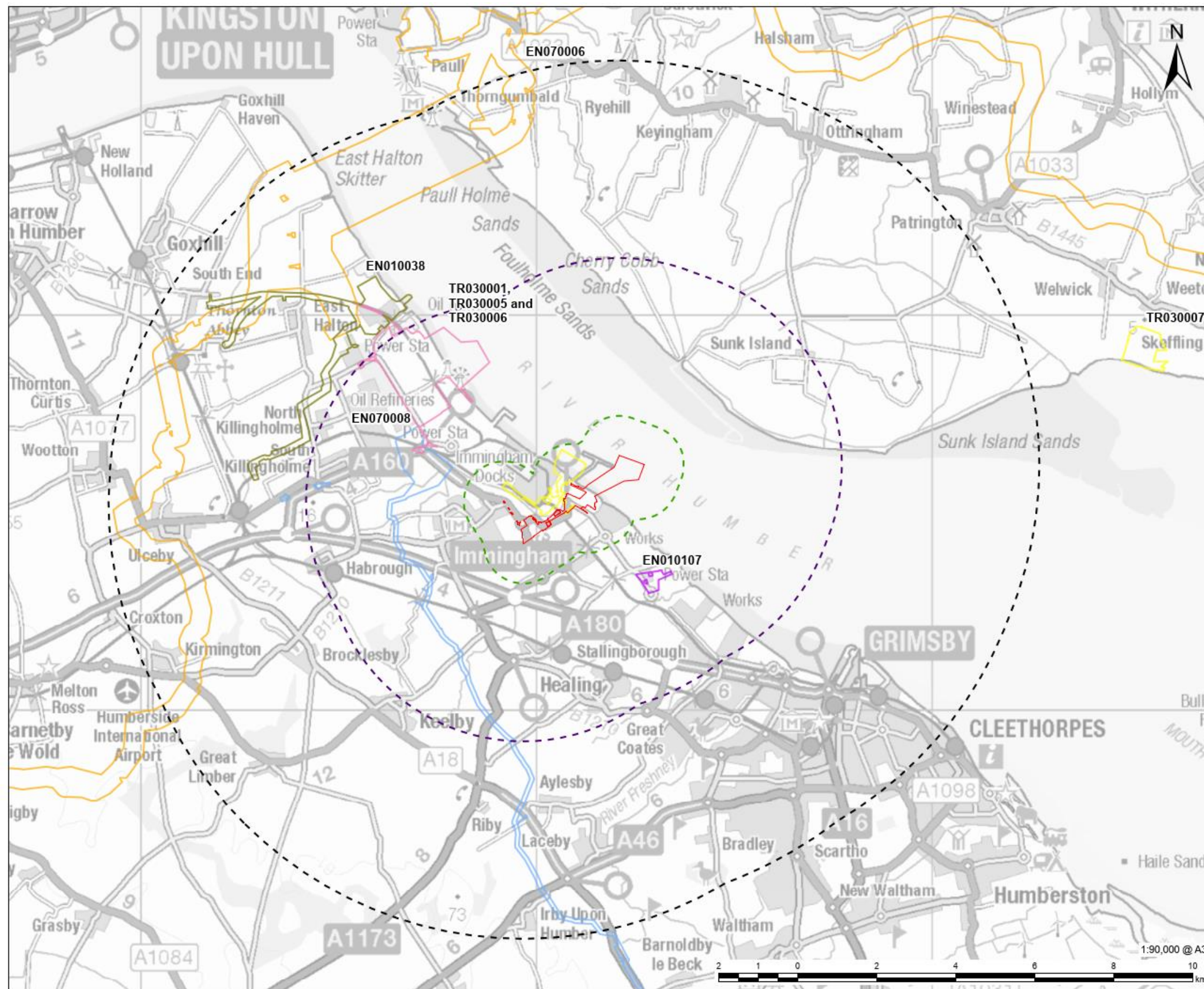
- 1.4.1 There are a number of other port and energy DCO schemes in close proximity to the Project reflecting the importance the Humber as a growth area associated with the energy sector and the expansion of port and logistic operations.
- 1.4.2 The Immingham Eastern Ro-Ro Terminal (“IERRT”) DCO scheme is located adjacent to the Site, to the north of the landside elements of the Project, and west from the marine elements of the Project. It is located within the operational port area at the Port of Immingham and is also promoted by ABP. ABP is seeking development consent to construct and operate a new roll-on/roll-off facility within the Port of Immingham. At the time of writing, the IERRT DCO is at Examination Stage, having been submitted to the Inspectorate on 10 February 2023. The Project has considered any potential cumulative effects with the IERRT DCO within **Chapter 25: Cumulative and In-Combination Effects [TR030008/APP/6.2]**.
- 1.4.3 In terms of other Development Consent Orders within the area, the Viking CCS Pipeline project is of relevance. This project proposes a pipeline for the transportation and storage of CO<sub>2</sub> from Immingham to the Theddlethorpe Offshore Pipeline Tie-In and Outlet point connecting the new pipeline to an offshore depleted reservoir. The Viking Project is currently at the pre-application stage of its DCO process.
- 1.4.4 Other Nationally Significant Infrastructure Projects (“NSIP”) pipelines where a DCO is required include the Humber Low Carbon Pipelines project which is being promoted by National Grid Carbon. At the time of writing, this DCO application is expected to be submitted to the at a similar time to the Project.
- 1.4.5 There are also a number of made Examining Authority in Q3 2023 and is anticipated therefore to be Examined DCOs adjoining the Humber which further reflect the opportunities for growth within the area associated with the energy sector. The South Humber Bank Energy Centre site is located approximately 2.5km from the southern boundary of the Site. The DCO was made for this electricity generating station fuelled by refuse derived fuels on 10 November 2021. Development consent was granted for the construction and operation of the Immingham Open Cycle Gas Turbine (OCGT) on 7 August 2020. This site is located to the north-west of the Port of Immingham located approximately 4km from the Site. The Able Marine Energy Park DCO was made in 2014 for the construction of a quay and reclamation on the south side of the River Humber and the North Killingholme (Generating Station) Order was made on 11 September 2014 both projects located to the north of Immingham.
- 1.4.6 Plate 3 below provides a visual representation of the DCO schemes described above.



**Plate 3: Other Development Consent Orders**

Revision: 1 Drawn: EB Checked: DF Approved: MT Date: 2023-09-12

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- LEGEND**
- Order Limits
  - 1km Non-Major Developments Study Area
  - 5km Major Development and Marine Licence Activities/Local Plan Allocations Study Area
  - 10km Nationally Significant Infrastructure Projects Study Area
  - DCO Applications**
  - EN010038 - North Killingholme Power Project
  - EN010107 - South Humber Bank Energy Centre
  - EN070008 - Humber Low Carbon Pipelines
  - EN070008 - Viking CCS Pipeline
  - TR030001, TR030005 and TR030006 - Able Marine Energy Park including Material Changes 1 and 2
  - TR030007 - Immingham Eastern Ro-Ro Terminal (IERRT)

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**ISSUE PURPOSE**  
Planning Statement

**PROJECT NUMBER**  
60673509

**DEVELOPMENT CONSENT ORDER NO**  
TR030008

**FIGURE TITLE**  
Development Consent Order Applications

## 2 Local plan allocations

- 2.1.1 **Plate 4** shows how designations and allocations associated with the adopted North East Lincolnshire Local Plan, 2018,(Ref 1-1) (the Local Plan) relate to the Site. The designations and allocations are described in further detail below.
- 2.1.2 The East Site (Work No. 9) is allocated for retained long-term business use (Local Plan Policy Map Ref ELR025a) in the Local Plan. This is supported by Policy 7: Employment Allocations, which are identified on the Local Plan Policy Maps as land which is allocated for employment development, use classes B1 (Business) (now use class E(g)), B2 (General Industrial) and B8 (Storage and Distribution). These areas are identified in order to meet the needs of Policy 1: Employment land supply. The allocations which are identified as land reserved for long-term business expansion are safeguarded for future employment development within the aforementioned use classes.
- 2.1.3 The majority of the West Site (Work. Nos 7A-D) is allocated for proposed employment use in the Local Plan (ELR Ref ELR001 – Kings Road). A small strip of land within the eastern extent of the West Site sits within another allocated site for proposed employment use in the Local Plan (ELR Ref: ELR027) (Land east of Queens Road). Both of these areas are identified as strategic sites which are large-scale, estuary wide sites which have been selected to meet demands arising from large-scale operations and major investment opportunities. The Local Plan at paragraphs 12.29 and 12.30 notes that if development on these sites progresses faster than envisaged, or a major scheme requiring a significant land take were to be progressed (such as the Project), NELC would support the development of a greater proportion of the site provided the proposal is contained within the allocated site boundary and accords with the other Local Plan policies.
- 2.1.4 Whilst the hydrogen production facility proposed for the West Site does not technically fall within business, general industrial or storage and distribution use classes, being sui generis, the distinction is one of form and not substance. The sites were allocated and attributed to the port sector as the Local Plan deems port and logistics related development to be the most suitable use for the land. The Project would therefore accord with this category of use deemed most suitable for the land. The proposed use is clearly characterised as employment development and is associated with the expansion of the Port of Immingham. The hydrogen production facility involves a chemical process to convert the ammonia into green hydrogen and would employ a number of people during construction and once operational. The proposed use aligns with the formal allocation of the site for business, general industrial and storage and distribution use.
- 2.1.5 Sites ELR001 and ELR027 also fall within the Immingham Port Enterprise Zone with the Local Plan envisaging the redevelopment of these sites for works associated with the ports and logistics sector. These proposed employment allocations exclude the existing mix of residential and commercial properties located on the south side of Queens Road.



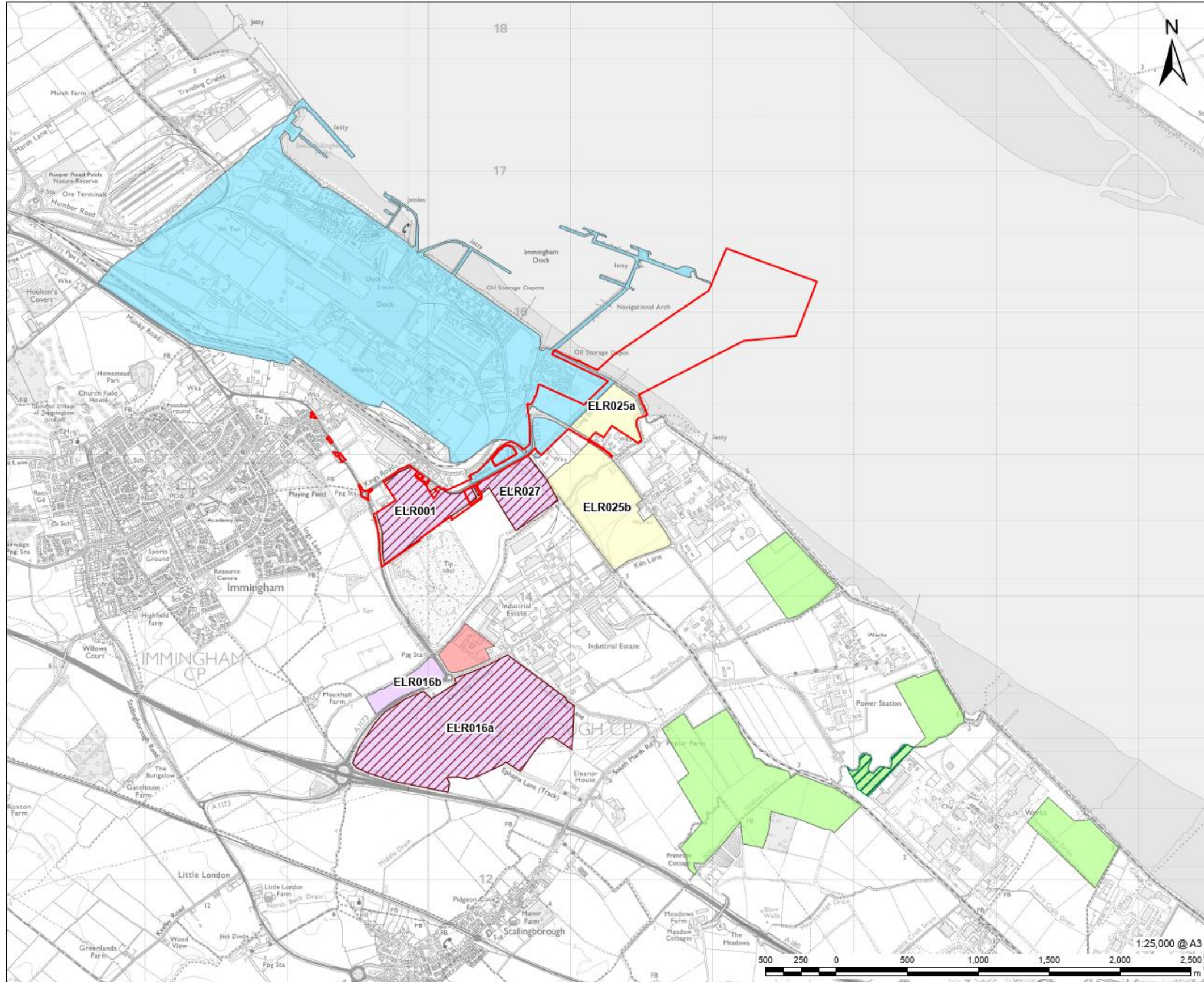
- 2.1.6 Policy 9 ‘Habitat Mitigation – South Humber Bank’ of the Local Plan identifies a mitigation zone within which there are strategic mitigation sites identified to be safeguarded against development, in order to deliver appropriate mitigation where there are adverse effects on the Humber Estuary SPA/Ramsar site. The Policy sets out how the designation would be applied in terms of delivering proportionate levels of mitigation for proposals that adversely affect the Humber Estuary SPA/Ramsar site both in areas which fall within and outside of the strategic mitigation sites. The mitigation areas are located to the south-east of the existing and proposed employment areas located to the south of the Port of Immingham. There are five parcels of land, four adjoining the Humber and one area located land side, approximately 1km inland.
- 2.1.7 The land side components of the Project fall within the South Humber Bank Mitigation Zone, however, they do not fall within a strategic mitigation site. There are no areas of terrestrial habitat within or adjacent to the Site Boundary that are functionally linked to the Humber Estuary SPA/Ramsar Site and therefore there is no requirement for mitigation to be delivered via developer contributions. Policy 9 therefore does not apply to the Project. Further details are included within **Chapter 10: Ornithology of the Environmental Statement [TR030008/APP/6.2]**.
- 2.1.8 Land to the west of the proposed Terminal occupied by the Immingham Oil Terminal, is designated as an existing employment area within the operational Port of Immingham.
- 2.1.9 The Site does not lie within any minerals safeguarding areas.
- 2.1.10 Adjacent to the Site to the south is a corridor of land allocated for future strategic employment use likely to be provided beyond the plan period, termed employment-retained for long term business use. This central corridor is allocated as being suitable for wind energy (to the west of Laporte Road). Either side of this strategic corridor are mainly existing areas of employment land protected for this use. There is a further site allocated for employment use located to the south of the Immingham landfill site and to the south-west of the existing employment area (Ref: ELR016a & b – Stallingborough Interchange) comprising a total of 64 hectares, of which 20 hectares is expected to be delivered in the plan period, expected to be associated with ports and logistics development.
- 2.1.11 Between site ELR016a and the Immingham Landfill is a site allocated as an education area. These are several organisations located on this site, including the Centre for Assessment of Technical Competence Humberside at Stallingborough who offer employer-focused process operations and engineering maintenance apprenticeship programme in the Yorkshire and Humber region.
- 2.1.12 No infrastructure projects have been identified within the area to support future growth either through safeguarded land within the Local Plan or adopted Local Transport Plan.



**Plate 4: NELC Local Plan Designations and Allocations**

Revision: 1 Drawn: EB Checked: DF Approved: MT Date: 2023-08-12

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**LEGEND**

- Order Limits
- Employment - Operational Port (Port of Immingham)
- Employment - Proposed Allocation
- Employment - Retained for Long Term Business Use
- Education Area
- Enterprise Zone
- Habitat Mitigation - Proposed Managed
- Habitat Mitigation - Complimentary Grassland

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**ISSUE PURPOSE**  
Planning Statement

**PROJECT NUMBER**  
60673509

**DEVELOPMENT CONSENT ORDER NO**  
TR030008

**FIGURE TITLE**  
North East Lincolnshire Council Local Plan - Designations and Allocations



## 2.2 Environmental designations

### **Air Quality**

2.2.1 There are no Air Quality Management Areas within the Site or surrounding area.

### **Ecology**

2.2.2 That part of the Site boundary within the Humber is within the boundary of the Humber Estuary, which is a statutory designated site that encompasses the Humber Estuary SPA, SAC, RAMSAR and Site of Special Scientific Interest (“SSSI”) designations. Additionally, the site is located approximately 5km from the North Killingholme Haven Pits SSSI. Table 6 of the **Shadow HRA [TR030008/APP/7.6]** describes the European/Ramsar sites and features.

2.2.3 Laporte Road Brownfield Site Local Wildlife Site is located approximately 150m south-east of the Site.

2.2.4 The mature broad-leaved deciduous woodland of Long Strip is subject to a Tree Preservation Order which applies to the whole woodland belt, including the area on the south side of Laporte Road. A veteran ash tree is present in the north-east corner of the woodland as shown on **Figure 2.1: Site and Surrounding Environment [TR030008/APP/6.3]**.

### **Cultural Heritage**

2.2.5 There are no World Heritage Sites, Scheduled Monuments, Grade I and II\* listed buildings, conservation areas, registered parks and gardens, registered battlefields, or protected wreck sites within 2km of the Site. There is one Grade II listed building located within 2km of the Site, this being the Immingham War Memorial (NHLE 1455139). A further two Grade II listed buildings, Churchfield Manor (NHLE 1161630) and the Iron Bungalow (NHLE 1391349), are located slightly further away than 2km from the Site.

### **Landscape Character**

2.2.6 In terms of landscape character, part of the Site falls within The Humber Estuary National Character Area (“NCA”). The character area is broadly split into two components, the largest being the expanse of water associated with the Humber Estuary. The character area provides a varied landscape, with open and extensive views across remote and rural areas, contrasting with heavy industry associated with towns and ports. The Site also lies within Marine Character Area (“MCA”) 6: Humber Water, which is the second largest coastal plain estuary in the UK and is bound by intertidal mud and sand flats and saltmarsh. These habitats provide internationally important wildlife corridors. The character area contains the UK’s largest port complex and views are dominated with an extensive and complex mix of industrial, commercial, agricultural, residential and tourism land uses. Shipping traffic using the local ports provide a dominant animated feature. The Site is also located within Regional Character Area (“RCA”) 3: The Northern Marshes, which is defined by the industrial features along the coast clustered around the deep-water Port of Immingham. The RCA is visually dominated by large and tall structures, such as Lindsay Oil Refinery, which are linked with the Port and heavy industry.

2.2.7 The North East Lincolnshire Council Landscape Character Assessment (Ref 1-3) divides the landscape of North East Lincolnshire into three broad Character Areas, with the Project being located within Area A – Humber Estuary. This area is sub-divided into 3 landscape types. The Project is located within LLT1 Industrial Landscape where the character is described as being ‘*Landscapes visually dominated by large or massive structures serving as docks, storage, factories or petrochemical installations. These structures are often separated by extensive open arable land with hedges and groups of trees playing little compositional role in the landscape.*’

#### **Land Quality**

2.2.8 As confirmed in **Appendix 21.A** Agricultural Land Classification Survey Report of the **ES [TR030008/APP/6.4]**, both the West Site (which is no longer in agricultural use) and the eastern part of the Temporary Construction Area north of Laporte Road are Agricultural Land Classification (ALC) Grade 3b. The Provisional ALC Grade Map on the MAGIC map application (Ref 1-4) indicates that the East Site, Pipeline Corridor and the western half of the Temporary Construction Area are designated as ALC Grade Urban.

#### **Flood Risk**

2.2.9 In terms of flood risk, the Site is located entirely within Flood Zone 3, however the tidal flood defences that are in place along the south bank of the Humber provide protection. The likelihood of a flood event occurring from overtopping or failure of the defences is considered to be low due to the presence of the flood defences.

### 3 References

- Ref 1-1 North East Lincolnshire Council (2018). Adopted Local Plan 2013-2032.
- Ref 1-2 The Stationery Office Limited (2015) The Town and Country Planning (General Permitted Development) (England) Order 2015
- Ref 1-3 North East Lincolnshire Council (2015). Landscape Character Assessment, Sensitivity and Capacity Study. Available at
- Ref 1-4 Department for Environment, Food & Rural Affairs (2023). Magic Map.