



# Immingham Green Energy Terminal

9.3 Applicant's Responses to the Examining Authority's First  
Written Questions

(Responses to "Q1.14. Socio-economic")

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# 1 Introduction

## Overview

- 1.1 This document has been prepared to accompany an application made to the Secretary of State for Transport (the "Application") under section 37 of the Planning Act 2008 ("PA 2008") for a development consent order ("DCO") to authorise the construction and operation of the proposed Immingham Green Energy Terminal ("the Project").
- 1.2 The Application is submitted by Associated British Ports ("the Applicant"). The Applicant was established in 1981 following the privatisation of the British Transport Docks Board. The **Funding Statement [APP-010]** provides further information.
- 1.3 The Project as proposed by the Applicant falls within the definition of a Nationally Significant Infrastructure Project ("NSIP") as set out in Sections 14(1)(j), 24(2) and 24(3)(c) of the PA 2008.

## The Project

- 1.4 The Applicant is seeking to construct, operate and maintain the Immingham Green Energy Terminal, comprising a new multi-user liquid bulk green energy terminal located on the eastern side of the Port of Immingham (the "Port").
- 1.5 The Project includes the construction and operation of a green hydrogen production facility, which would be delivered and operated by Air Products (BR) Limited ("Air Products"). Air Products 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 United Kingdom's (UK) industrial activities and in particular the heavy transport sector.
- 1.6 A detailed description of the Project is included in **Environmental Statement ("ES") Chapter 2: The Project [APP-044]**.

## Purpose and Structure of this Document

- 1.7 This document contains the Applicant's responses to those of the Examining Authority's Written Questions 1 **[PD-008]** grouped under the theme "Q1.14. Socio-economic". It represents one of a collection of eighteen such documents, each of which addresses a different theme.
- 1.8 Responses are ordered ascendingly by reference number, replicating the structure of the Examining Authority's Written Questions 1.
- 1.9 Responses are provided in a table. The text of the question appears on the lefthand side, with the Applicant's answer to its right.
- 1.10 Further materials pertinent to the Applicant's response are included at the end of the document as appendices where necessary.

## 2 Applicant's Responses to the Examining Authority's First Round of Written Questions

Q1.14. Socio-economic	
Q1.14.1 Restrictions on Recreational Use of Estuary	
Q1.14.1.1	
Question	Response
<p><b>Potential Impact on Sea Anglers</b></p> <p>The ES [APP-065, Paragraph 23.4.37] states "recreational sea anglers, including any clubs, will no longer have access along the sea front", can the Applicant confirm how long this is likely to be for. Has the Applicant consulted with sea anglers and other users of this section of sea front, to explore making provision for alternative sites?</p>	<p><b>Paragraph 23.4.37 of Environmental Statement ("ES") Chapter 23: Socio-economics [APP-065]</b> confirms that while Public Bridleway 36 is temporarily diverted, recreational sea anglers, including any clubs, will no longer have access along the sea front; however, "<i>once Public Bridleway 36 has re-opened on its original alignment, it is anticipated that access for the sea anglers will be possible along the sea front, up to the point where Public Bridleway 36 enters the Long Strip woodland</i>" as shown on <b>Figure 23.1 of ES Chapter 23: Socio-economics [APP-159]</b>. This temporary diversion of Public Bridleway 36 is anticipated to last only for the first phase of construction (approximately 2.5 to 3 years) and once operational, it is assumed that access will continue to be provided along the sea front, up to the point that Public Bridleway 36 enters the Long Strip woodland (see <b>Paragraphs 23.7.2 and 23.7.5 of ES Chapter 23: Socio-economics [APP-065]</b>).</p> <p><b>Paragraph 23.4.37 of ES Chapter 23: Socio-economics</b> does confirm the permanent removal of informal access between the Immingham Oil Terminal Operators jetty and the point at which Public Bridleway 36 meets the sea wall (see area shaded pink on <b>Figure 23-6 of ES Chapter 23: Socio-economics [APP-164]</b>). Permanent removal of access is required to enable construction and operation of the jetty and continued informal</p>

	<p>access west of the proposed jetty would be incompatible with this due to safety and security.</p> <p>The Applicant has spoken to representatives of the sea anglers at consultation events to reassure them that whilst there will not be access to the sea wall under the new approach jetty, there will be sea wall access up to that point, and at other publicly accessible parts of the sea wall further from the site. The Applicant notes that the sea anglers have not submitted a relevant representation to the Project.</p>
<p><b>Q1.14.2 Cumulative Impacts on Local Residents and Business</b></p>	
<p><b>Q1.14.2.1</b></p>	
<p><b>Question</b></p>	<p><b>Response</b></p>
<p><b>Impacts on Local Area during Construction</b></p> <p>The ES [APP-221, Table 16] provides a summary of the possible impacts due to cumulative effects, as a result of construction of other schemes occurring at the same time. What mitigation measures would be in place to reduce the impact on local residents and business, due to several construction projects taking place at the same time, including managing the timings of construction phases to minimise overlap with other projects.</p>	<p>The cumulative impact of the Project along with other proposed projects in the local area during construction is considered within <b>Environmental Statement ("ES") Chapter 25: Cumulative and In-Combination Effects [APP-067]</b>. The <b>Outline Construction Environmental Management Plan [APP-221]</b> sets out a range of mitigation measures which would reduce or avoid impacts on local residents and businesses during the construction phase of the Project, in particular in regard to control of noise and traffic. With this mitigation in place, significant adverse cumulative effects could occur in respect of landscape and visual impacts during construction, but no other significant adverse cumulative effects are expected. It should be noted, however, that the significant cumulative landscape and visual effects identified in the assessment are no greater than the effects identified by the Project in isolation. Given this, the mitigation measures included within the <b>Outline Construction Environmental Management Plan</b>, which is secured by Requirement 6 of the <b>draft DCO [PDA-004]</b>, are considered sufficient to minimise</p>

possible impacts on residents and businesses from cumulative effects during the construction phase.

A full update to the Cumulative and In-Combination Effects Assessment will be submitted into Examination at Deadline 4. This will account for any newly identified projects as well as any additional detail available for known projects, for example where newly defined construction phases overlap with the Project construction and so could lead to the potential for new adverse cumulative effects. At that point, the Applicant will be able to determine whether there is any need to consider measures to address any programme overlaps, but at present there is no indication that significant cumulative effects would arise, such as in respect of traffic or noise impacts, which would make this necessary.