



# Immingham Green Energy Terminal

9.46 Applicant's Comments on D1 Submissions from  
Network Rail Infrastructure Limited

Infrastructure Planning (Examination Procedure) Rules 2010  
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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 Project, 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 United Kingdom’s (“UK’s”) net zero agenda by helping to decarbonise the UK’s 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 response to the Written Representation of Network Rail Infrastructure Limited submitted at Deadline 1 **[REP1-102]**.

## 2. Applicant's Comments on the Written Representation from Network Rail Infrastructure Limited

### General

#### Response

The Applicant notes Network Rail's Written Representation **[REP1-102]** and refers to its response to Network Rail's Relevant Representation **[REP1-021]** in addition to addressing specific or new comments by Network Rail below:

### Cable and Pipeline Routing

#### 2.1

#### Response

The Applicant welcomes Network Rail's confirmation that there is no objection in principle to the proposed routing of cables associated with the Project under the railway line and confirms that productive discussions on cable routing are continuing.

### Protective Provisions

#### 5.1

#### Response

The Applicant notes that the Examining Authority has been invited to include Network Rail's standard Protective Provisions in the **draft DCO [REP1-016]**. The Applicant confirms that engagement with Network Rail is ongoing in order to reach agreement on an appropriate set of Protective Provisions for the Project, following which the **draft DCO** will be updated.

### Construction Traffic Management Plan

## 5.2

### Response

The Applicant notes Network Rail's concerns regarding the potential impact of construction traffic on the Kiln Land and South Marsh Road level crossings and refers to its response to Network Rail's Relevant Representation **[REP1-021]** on the potential use of those level crossings.

The Applicant has updated and submitted at Deadline 1 its **Outline Construction Traffic Management Plan [REP1-006]. Section 2.11** was updated to include the wording set out in Paragraphs 5.2(i) and (ii) of Network Rail's Written Representation in order to address Network Rail's concerns.