Immingham Green Energy Terminal

10.1 Proposed Change Notification Report

Infrastructure Planning (Examination Procedure) Rules 2010

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1 Introduction

1.1 Overview

1.1.1 On 21 September 2023, Associated British Ports (the "Applicant") submitted an application to the Secretary of State for Transport (the "Application") under Section 37 of the Planning Act 2008 (as amended) ("PA 2008") (Ref 1-1) for a Development Consent Order ("DCO") to authorise the construction and operation of the proposed Immingham Green Energy Terminal and associated development (collectively, the "Project").

1.1.2 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.

1.1.3 The Application was accepted for Examination by the Planning Inspectorate on behalf of the Secretary of State on 19 October 2023. The Examination commenced on 20 February 2024 and is due to close on 20 August 2024.

1.2 The Project

1.2.1 The Applicant is seeking consent 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").

1.2.2 The Project also includes associated development, including the construction and operation of a green hydrogen production facility. This 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.

1.2.3 A detailed description of the Project is included in Environmental Statement ("ES") **Chapter 2: The Project** [**APP-044**].

1.3 Purpose of the Report

1.3.1 The Application was based on the engineering design of the Project at the date of submission. It has since emerged that there is a need for limited changes to the Application to reflect continued engagement and consultation with stakeholders and design developments since submission. The Applicant has therefore prepared this Proposed Change Notification Report ("Report") to notify the Examining Authority ("ExA") of its intention to request changes to the Application. These changes are described further in **Section 2** of this Report and collectively are referred to as the "Proposed Changes".

1.3.2 Bearing in mind that the Examination has commenced, the Applicant has taken fully into account the advice provided by *Advice Note Sixteen: Requests to change applications after they have been accepted for examination* ("AN16") (The Planning Inspectorate, 2023) (Ref 1-2).

1.3.3 Paragraph 1.3 of AN16 states: "The justification for making a change after an application has been accepted for examination must be robust and there should

be good reasons as to why the matters driving the change were not identified and dealt with proactively at the Pre-application stage. Before an applicant requests a change to its application it should carefully consider how, if it is accepted by the ExA, it will impact upon the other Interested Parties and the Examination Timetable."

1.3.4 The purpose of this Report is to assist the ExA in deciding "*whether a change requested by an applicant can be accepted and examined*" (AN16, Paragraph 2.1). It contains the information required to be included in a Change Notification as set out in Figure 2a (Information to include in a Change Notification) of AN16.

1.4 Structure of the Report

1.4.1 This Report, together with the attached appendices, effectively constitutes Step 1 of Figure 1 (Summary of how to make a request to make a change to an accepted application) of AN16, in which the Applicant decides to request a change to an accepted application and notifies the ExA in writing (i.e. makes a Change Notification).

1.4.2 In line with Step 2 of Figure 1 in AN16, the Applicant wrote to the ExA for advice on the scope of consultation to be undertaken in advance of submission of the proposed Change Application **[AS-020]**. The ExA provided advice to the Applicant in its **Rule 9 and Rule 17 Letter [PD-011]** about the procedural implications of the Proposed Changes and about the need, scale and nature of consultation that the Applicant may need to undertake. The ExA confirmed that the Applicant's targeted approach to consultation and the proposed list of parties is sound.

1.4.3 Paragraph 4.1 of AN16 states: "to assist the ExA in making the Procedural Decision referred to in Step 5 of Figure 1, and also to provide clarity for participants in the process, applicants should provide the information set out in Figure 2 relating to the Change Notification and the Change Application."

1.4.4 Figure 2a of AN16 advises an applicant to provide the following information when making a Change Notification, which is set out in this Report in the sections noted below:

a. A description of the Proposed Changes – **Section 2**
b. A statement explaining the rationale and pressing need for making the changes together with a justification for each change – **Section 3**
c. A statement establishing whether any of the changes involve a change to the Order land such that the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ("CA Regulations") (Ref 1-3) would be engaged – **Section 4**
d. A statement as to whether the Proposed Changes are expected to result in any new or different likely significant environmental effects with a summary description – **Section 5**
e. Accommodation of the Change Application within the remaining statutory timescale – **Section 6**

f. Timescale and scope for the consultation on the Proposed Changes – **Section 7**

g. Indicative timescale for submission of the Change Application – **Section 8**

1.4.5 Change Notification – In order to ensure that the information being provided at this notification stage is comprehensive, this Report incorporates a number of additional documents as appendices:

a. Appendix 1: Proposed Changes Indicative Location Plan for Proposed Changes 1 - 4

b. Appendix 2: Illustrative Sections and Elevations for Proposed Changes 1 and 2

c. Appendix 3: Site Boundary and Works Plans Changes for Proposed Changes 1, 2, 3 and 4

d. Appendix 4: Technical Assessment of Proposed Changes 1, 2 and 3 supporting Section 5 of this Report

1.4.6 Change Application – In the context of the above, it is the Applicant's intention when submitting the Change Application (anticipated 3 May 2024 (Deadline 3) – see **Section 8** below), that the Change Application will include amended versions of (or where specified below an addendum to) the following application documents:

a. Guide to the Application **[APP-004]**

b. Location Plan [**APP-011**]

c. Works Plan [**AS-002**]

d. Illustrative Layouts [**APP-013**]

e. Illustrative Sections and Elevations [**APP-014**]

f. Land Plans [**APP-015**]

g. Street Works and Accesses Plan [**APP-016**]

h. Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan [**APP-017**]

i. Traffic Regulations Measures Plan [**AS-009**]

j. Plan of Potentially Affected Hedgerows and Trees Subject to Preservation Orders [**AS-013**]

k. Statutory and Non-statutory Nature Conservation Plans [**APP-020**]

l. Historic Environment Plans [**APP-021**]

m. Outline Construction Environmental Management Plan [**APP-221**]

n. Addendum to the Consultation Report [**APP-022**]

o. ES Chapter 2: The Project [**APP-044**]

p. ES Volume 2: Figures [**APP-069** to **APP-166**]

q. Shadow Habitats Regulations Assessment ("HRA") [**REP1-012**]

r. Without Prejudice Report to inform HRA Derogation [**REP1-008**]

s. Book of Reference [**APP-008**]

1.4.7 Materiality of the Proposed Changes – the Applicant notes that, in amending AN16 in March 2023, the Planning Inspectorate removed the distinction between a “material” and a “non-material” change.

1.4.8 In this context it may nevertheless be of assistance to the ExA to note that the Proposed Changes as described in this Report are limited, that the Proposed Changes are all contained within the environs of a busy operational port, that none of the Proposed Changes alone or in combination are considered likely to result in new or different likely significant environmental effects, and that the Proposed Changes do not lead to a requirement for any additional compulsory acquisition powers (meaning that the CA Regulations (see **Section 4**) are not engaged as a result of the Proposed Changes). On this basis the Applicant considers that none of the Proposed Changes, either alone or in combination, fundamentally change or materially affect the nature or substance of the Project as originally submitted in the Application. The Applicant acknowledges however that the final decision on these matters is for the ExA.

1.4.9 As is explained in this Report, the Proposed Changes are limited, and are proposed as a result of ongoing engagement and consultation with stakeholders and design developments that have become apparent following submission of the original Application. Proposed Changes 1 and 2 are required following a change in the design to accommodate a different fender system and additional load for the pipe racks. Proposed Change 3 is required due to additional information received from a statutory undertaker following submission of the Application, and Proposed Change 4 is required to include the addition of visual detail to Work No. 1a.

2 The Proposed Changes

2.1 Summary

2.1.3 In summary, the Proposed Changes comprise changes to the jetty design, which relate to the part of the Application that is a NSIP under the PA 2008, and to the design of the hydrogen production facility, which forms part of the associated development included in the Application. As described in this section, the minor scale of the Proposed Changes means that the Applicant considers that they are not so substantial as to constitute a materially different Project. **Appendix 1** shows the indicative location of the Proposed Changes.

2.1.4 A review of the technical environmental assessments has been undertaken and has confirmed that the Proposed Changes will not result in any new or different likely significant environmental effects from those identified in the **ES Chapters** [**APP-042 – APP-225**] submitted as part of the Application. **Section 5** of this Report sets out the conclusions of the review for each of the Proposed Changes and the technical appraisal of the Proposed Changes is provided in **Appendix 4**.

2.2 Proposed Change 1: Increase in Number of Monopiles

2.2.1 Proposed Change 1 consists of a change to the number of monopiles forming part of the jetty berth (to be constructed as part of Work No. 1a, referred to at **Paragraph 1(a)(i)** of **Schedule 1 (Authorised Development)** and at **Paragraph 3(2)(a)(iii)** of **Schedule 3 (Deemed Marine Licence)** of the **draft Development Consent Order ("dDCO") [REP1-016])** from two monopiles in the original Application to four monopiles.

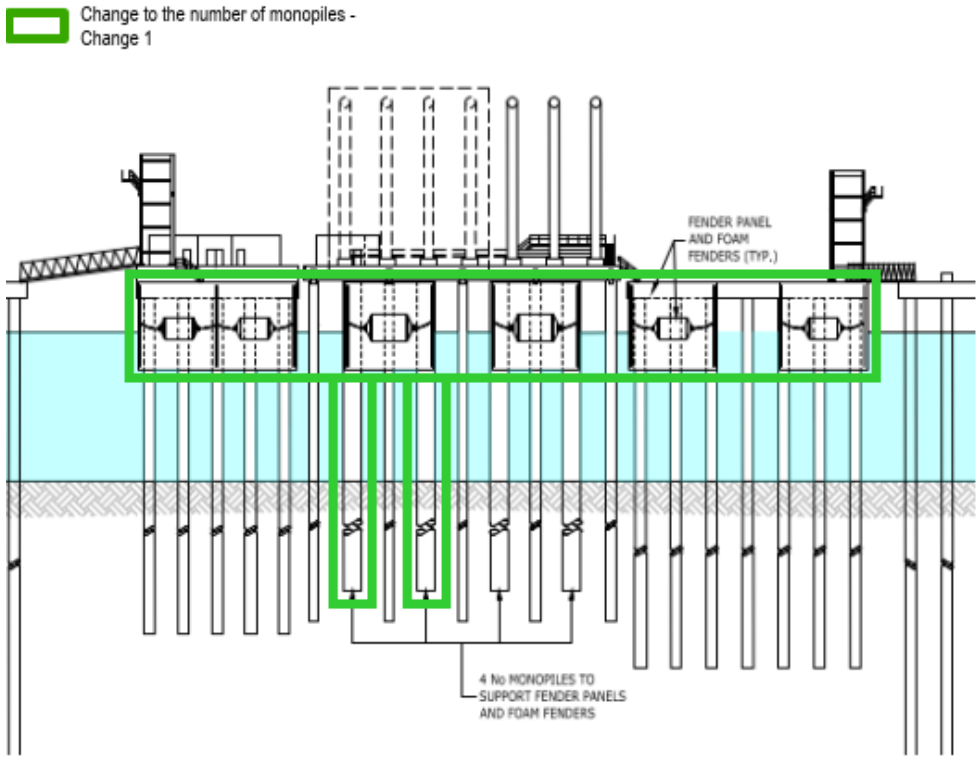
2.2.2 The additional monopiles are located along the same alignment as the two monopiles placed under the deck of the Jetty Loading Platform in the original Application, as shown on **Sheet 4 of 4** on the Illustrative Sections and Elevations [**APP-014**]. Therefore, this Proposed Change does not involve an expansion to the area indicated on the Works Plans [**AS-002**] for Work No.1a. No additional powers of capital or maintenance dredging will be required as a result of this Proposed Change and the only change to the **Outline Construction Environmental Management Plan [APP-221]** will be an update to reflect the Proposed Change of the additional two monopiles.

2.2.3 Proposed Change 1 would not involve the addition of any further land to the Order Limits or lead to a need for additional compulsory acquisition (with further detail on this set out in **Section 4** of this Report).

2.2.4 **Section 5** and **Appendix 4** of this Report conclude that Proposed Change 1 would not result in any new or different likely significant environmental effects from those already assessed in the original Application.

2.2.5 Figure 1 below and Sheet 2 of 2 in Appendix 2 show how the Illustrative Sections and Elevations [**APP-014**] originally submitted as part of the Application would be amended if Proposed Change 1 is accepted.

Figure 1: Increase in Number of Monopiles



2.3 Proposed Change 2: Increase in Pile Diameter and Approach Jetty Width

2.3.1 Proposed Change 2 consists of a change to the diameter of two piles in each bent, supporting the approach jetty, from 1.2m to 1.575m diameter (also forming part of Work No.1a referred to at **Paragraph 1(a)(i)** of **Schedule 1 (Authorised Development)** and at **Paragraph 3(2)(a)(i)** of **Schedule 3 (Deemed Marine Licence)** of the **dDCO [REP1-016]**) to support the loading from the pipe racks. The approach jetty is described in **Paragraphs 2.4.22 to 2.4.23** in **ES Chapter 2: The Project [APP-044]**.

2.3.2 As a result of the increase in pile diameter, the distance required between the piles increases and consequently the width of the approach jetty has increased slightly from:

a. 14m to 16m on the approach jetty

b. 17m to 19m in the location of the vehicle passing places on the approach jetty

c. 27m to 29m in the vicinity of the jetty operations building on the approach jetty

2.3.3 This Proposed Change does not involve an expansion to the area indicated on the Works Plans [AS-002] for Work No.1a and no additional powers of capital or maintenance dredging will be required as a result of this Proposed Change. The only update to the **Outline Construction Environmental Management Plan**

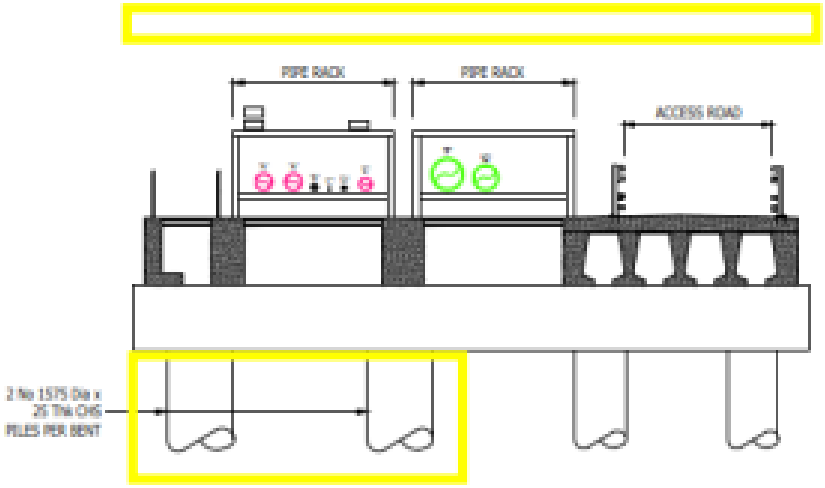
[APP-221] will be an update to reflect the Proposed Change in pile diameter and jetty width.

2.3.4 Proposed Change 2 would not involve the addition of any further land to the Order Limits or lead to a need for additional compulsory acquisition powers (with further detail on this set out in **Section 4** of this Report).

2.3.5 **Section 5** and **Appendix 4** of this Report conclude that Proposed Change 2 would not result in any new or different likely significant environmental effects.

2.3.6 Figure 2 and Sheet 1 of 2 in Appendix 2 show how the Illustrative Sections and Elevations [APP-014] originally submitted as part of the Application would be amended if Proposed Change 2 is accepted.

Figure 2: Increase in Pile Diameter and the Approach Jetty Width (yellow boxes)



2.4 Proposed Change 3: Minor Change to the Red Line Boundary in the Vicinity of Work No. 7 and Minor Changes to the Northern Access from A1173 to Work No. 7

2.4.1 Proposed Change 3 comprises minor changes to the northern access from the A1173 to Work No. 7 (marked “AB” on the Street Works and Accesses Plan [APP-016] and referred to as "Access AB” below) and amendment of the red line boundary (Order Limits) at the eastern edge of Work No. 7 to include additional land for temporary construction purposes.

2.4.2 As explained in Paragraph 3.3.1 of this Report, Proposed Change 3 is required due to continuing engagement with, and additional information received from, a statutory undertaker (Cadent Gas) following submission of the Application. This has resulted in a slight north-west shift of the likely layout of the hydrogen production facility (the detailed layout is not submitted for approval as part of the Application) to ensure an existing high pressure gas pipeline can be safely retained during construction and operation of the Project. This shift does not

however require the spatial extent of Work No. 7 (or any of Work Nos. 7a-7d) to be amended.

2.4.3 Proposed Change 3 requires the extension of the red line boundary to include a small area of additional land to the east of Work No. 7. The inclusion of this land is for the purposes of construction, and therefore powers of temporary possession are sought in respect of this land, rather than powers of compulsory acquisition. As a result, the CA Regulations are not triggered by this Proposed Change 3. The outline Construction Traffic Management Plan will be updated to reflect this change.

2.4.4 Proposed Change 3 also includes minor changes to Access AB. As a result of the slight shift of the likely layout of the hydrogen production facility, Access AB needs to be adjusted by approximately 10-15 metres to the north west.

2.4.5 Section 5 and Appendix 4 of this Report conclude that Proposed Change 3 would not result in any new or different likely significant environmental effects.

2.4.6 Figures 3 and 4 and Sheet 2 of 2 in Appendix 3 illustrate the two changes comprised in Proposed Change 3.

Figure 3: Adjustments to Access "AB" from A1173 to Work No. 7

Figure 4: Amendment of Site Boundary at the Eastern Edge of Work No. 7

2.5 Proposed Change 4: Addition of Visual Detail to the Works Plans [**AS-002**] at Work No. 1a

2.5.1 Proposed Change 4 consists of the addition of visual detail to Work No. 1a in the Works Plans [**AS-002**] to include the walkways linking the jetty head to the mooring dolphins as shown in Work No. 1a. These walkways are already described at Paragraph 1(a)(i) of Schedule 1 (Authorised Project) and at Paragraph 3(2)(a)(ii) of Schedule 3 (Deemed Marine Licence) of the dDCO [**REP1-016**].

2.5.2 The visual addition of the walkways in the Works Plans [**AS-002**] is shown indicatively in Figure 5 below and on Sheet 1 of 2 in Appendix 3.

2.5.3 Proposed Change 4 would not involve the addition of any further land to the Order Limits or lead to a need for additional compulsory acquisition powers (with further detail on this set out in Section 4 of this Report). Proposed Change 4 does not require an amendment to the **Outline Construction Environmental Management Plan [APP-221]**.

Figure 5: Change 4 – Addition of visual detail to Work No. 1a

3 Rationale and Need for the Proposed Changes

3.1 Proposed Change 1: Increase in Number of Monopiles

3.1.1 The change to the number of monopiles from two to four is required because the Application initially included reference to two fender monopiles immediately in front of the berth platform. The Application presented a fixed fender system, however further development of the design has identified that a floating fender system is now required.

3.1.2 During the development of the design it was identified that the fixed fender systems on the Breasting Dolphins either side of the Loading Platform obstructed mooring of the vessels. This problem was particularly evident for small and medium vessels moored alongside at low water levels. Therefore, the fixed fender systems had to be replaced with floating fender systems, which provide the same function as the fixed fender system but does not obstruct vessel mooring.

3.1.3 This new floating fender design requires two monopiles to support each fender panel, owing to their size and need for stability. As a result, there will be four monopiles in total in front of the Loading Platform as opposed to the two proposed in the Application as submitted.

3.2 Proposed Change 2: Increase in Pile Diameter and Approach Jetty Width

3.2.1 The increase in pile diameter from 1.2m to 1.575m has been included in the jetty approach in Work No. 1 in order to support increased pipe rack loads that have resulted during development of the design after the original Application was submitted. The pipe rack loads increased following further, more detailed, design and analysis work carried out by the jetty topside process designer. The increase in pile diameter assists in supporting the transfer of these increased loads to the supporting seabed and in providing additional stiffness to the structure to prevent excessive deflection. Only two of the piles in each bent will increase in diameter and these are the two piles that sit directly beneath the pipe racks.

3.2.2 Subsequently, the increase in pile diameter results in the distance between the piles having to increase, and consequently the width of the jetty has increased by 2m).

3.2.3 Adequate load transfer to the seabed is best undertaken through an increase in pile diameter because maintaining the current pile diameter would lead to excessive pile lengths and deflections or an increase in the number of piles required.

3.2.4 Additional stiffness in the structure is required because excessive deflections could induce significant stresses in the pipelines and other topside elements, increasing the risks of failure, and could also lead to significant operator discomfort. This would reduce the overall robustness of the structure and operational functionality. Additional stiffness in the structure is best achieved through an increase in pile diameter because the alternative solutions, such as

additional piles or adding in raking piles, would have a higher environmental impact.

3.2.5 With the increase in pile diameter, the spacing between the piles increases to improve the efficiency of the design. The pipe racks are also required to be slightly wider to accommodate the required structural framing of the pipe racks and the access walkway is slightly wider.

3.2.6 With the increased width, there is additional room for construction tolerance between elements and for the flexibility in the choice of road parapet design, which needs space for deflection in the case of a vehicular collision.

3.3 Proposed Change 3: Minor Change to the Red Line Boundary in the Vicinity of Work No. 7 and Minor Changes to the Northern Access from A1173 to Work No. 7

3.3.1 Following recent detailed discussions with Cadent Gas (a statutory undertaker and interested party in the Examination) on an issue that was identified in their Relevant Representation **[RR-002]**, it has become understood that a more restrictive approach must be taken to the activities that will be possible in proximity to the high-pressure gas pipeline crossing Work No. 7.

3.3.2 As a consequence, the likely layout of the hydrogen production facility (the detailed layout is not submitted for approval as part of the Application) will need to be moved approximately 10-15m to the northwest of the gas pipeline. There are two implications of this for the Application, as follows:

a. Minor changes to Access AB the location of which will need to be moved approximately 10-15m to the northwest.

b. A small area of additional land will be required on a temporary basis during Phase 1 of construction, to accommodate the laydown of the pipelines, pipeline sleeves and cables ahead of their installation as part of Work No. 6.

3.4 Proposed Change 4: Addition of Visual Detail to Work No. 1a

3.4.1 The addition of visual detail to Work No. 1a as shown in the Works Plans [**AS-002**] to include two walkways linking the jetty head to the mooring dolphins provides clarification to the Application as it was originally submitted. These walkways are already described at Paragraph 1(a)(ii) of Schedule 1 (Authorised Development) and at Paragraph 3(2)(a)(ii) of Schedule 3 (Deemed Marine Licence) of the dDCO [**REP1-016**] and have already been assessed as part of the main Application in ES Chapter 9: Nature Conservation (Marine Ecology) [**APP-051**] and ES Chapter 13: Landscape & Visual Impact [**APP-055**]. Therefore, this change is not assessed in Section 5 or Appendix 4.

4 Compliance with the Infrastructure Planning (Compulsory Acquisition Powers) Regulations 2010

4.1 Overview

4.1.1 The Applicant has determined that the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ("CA Regulations") are not engaged by the Proposed Changes and therefore do not affect the scope of consultation required, for the reasons detailed below at **Paragraphs 4.1.2 to 4.1.12**.

4.1.2 Regulation 4 of the CA Regulations establishes that the CA Regulations are only engaged when:

(a) it is proposed that "additional land" be included in the draft DCO and subject to powers of compulsory acquisition; and

(b) a person with the interest in that additional land does not consent to the inclusion of the relevant compulsory acquisition powers in the draft DCO.

4.1.3 "Additional land" is defined in Regulation 2 of the CA Regulations as "land which it is proposed shall be subject to compulsory acquisition and which was not identified in the book of reference submitted with the application as land". "Land" is as defined in Section 159 of the PA 2008 as meaning "any interest in or right over land".

4.1.4 There are, therefore, two limbs to Regulation 4(a): first, whether the relevant land was referenced in the Book of Reference [**APP-008**]; and second, whether compulsory acquisition powers are sought.

4.1.5 "Compulsory acquisition" is not defined in the CA Regulations or the PA 2008; indeed, it is not defined in compulsory purchase legislation in general. However, the distinction between compulsory acquisition and temporary possession is well established. Powers of temporary possession are a separate creature of statute, being subject to separate statutory provisions governing their application than powers of compulsory acquisition.

4.1.6 For example, in respect of development consent orders, the PA 2008 provides that these may include provisions authorising the compulsory acquisition of land, subject to certain limitations and conditions (Section 122 of the PA 2008). Section 120 and Schedule 5, Part 1 of the PA 2008 further provide for matters that may be included in a DCO, including acquisition powers, the creation of interests in or rights over land, and the payment of compensation. There is no reference to powers of temporary possession or use in the PA 2008 itself. Further, relevant government guidance (*Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land* dated September 2013) does not refer to powers of temporary possession and use. The Infrastructure Planning (Model Provisions) (England and Wales) Order 2009 (now repealed) included suggested precedent provisions for the temporary use of land for carrying out, or maintaining, the authorised project which were separate provisions to those governing compulsory acquisition. In respect of other general legislation authorising compulsory acquisition, powers of compulsory acquisition are contained in the Town and Country Planning Act 1990 (Section 226) and the Highways Act 1980

(Sections 239, 240, 241, 242, 246 and 150), but neither statute contains associated provision for temporary possession powers.

4.1.7 This distinction between compulsory acquisition and temporary possession is also clearly reflected in the language used in case law. For example, in *R (on the application of Trago Mills Ltd) v Secretary of State for Communities and Local Government* [2016] EWHC 1792 (Admin) the judgment states at Paragraph 30 "…*the remainder of that plot…was identified as being, not for compulsory acquisition, but for temporary possession only*…" and at Paragraph 33 "…*the draft DCO…showed the Excess Land as not for compulsory acquisition but for temporary possession only*". Likewise, in R (on the application of Jones (on his own behalf and on behalf of the Pylon Pressure Group)) v Secretary of State for Business, Energy and Industrial Strategy [2017] EWHC 1111 (Admin) at Paragraph 26 the Court states "…the panel also considered whether the right of compulsory acquisition was appropriate…and considered that that course was preferable to providing for temporary possession of the land…" and at Paragraph 65 "…the panel considered that the compulsory acquisition of rights was preferable as temporary possession would mean excluding persons from the land for 30 years…".

4.1.8 With reference to Regulation 4(a) of the CA Regulations, while Change 3 includes a small extension to the Order Limits (as described in **Section 3.2** above) to include a small, new parcel of land (referred to as the "Temporary Possession Land" below) which was not previously identified in the **Book of Reference**, the only power sought in respect of the Temporary Possession Land is the power of temporary possession and use during construction, not compulsory acquisition powers.

4.1.9 Accordingly, and on the above basis, the CA Regulations are not engaged.

4.1.10 For completeness, the Applicant notes that Regulation 4(b) must also be engaged for the CA Regulations to apply. This will only be the case where those with interests in the relevant "additional land" (as defined in the PA 2008) have not consented to the inclusion of that land for compulsory acquisition within the **dDCO**.

4.1.11 The Applicant's land agent has been actively engaging with the landowner's agent in respect of the inclusion of powers for temporary possession of the Temporary Possession Land for construction purposes within the **dDCO**, with a view to securing formal written consent, for completeness and following discussion on the matter with the ExA at the Preliminary Meeting. To date, while formal consent has not yet been obtained, no concerns with the current proposals have been raised by the landowner's agent. The Applicant's land agent continues to proactively engage with the landowner's agent in this regard.

4.1.12 However and for the avoidance of doubt, if the ExA does not agree with the Applicant and is of the opinion that the CA Regulations would be engaged by the Proposed Changes, the Applicant is satisfied that there is sufficient time within the Examination timetable for a consultation exercise to be carried out which satisfies the statutory notification requirements in the CA Regulations. This would not prevent examination of the Change Application from being accommodated within the statutory Examination timetable.

5 New or Different Likely Significant Effects

5.1 Overview

5.1.1 AN16 requires the Applicant to provide with its Change Notification a "statement establishing whether the change is expected to result in any new or different likely significant environmental effects, a summary description of those effects and any mitigation proposed" (Figure 2a, item 4).

5.1.2 A review and appraisal of the Proposed Changes against all topics forming part of the environmental impact assessment has been undertaken to determine if any of the Proposed Changes (either individually or in combination) would result in any new or materially different significant effects beyond those reported in the **ES** [**APP-042 to APP-225**]. This review is provided in **Appendix 4**.

5.1.3 This section of the Report highlights the conclusions of this review of the environmental assessments undertaken for the Project in relation to each of the Proposed Changes. No new or materially different likely significant environmental effects beyond those described in the original **ES** have been identified for any of the Proposed Changes, either alone or in combination, and as such, the Applicant considers that no additional mitigatory measures need to be proposed.

5.2 Proposed Change 1 and 2

5.2.1 The potential effects of Proposed Change 1 and 2 have been considered together as in effect they both relate to the jetty infrastructure and as such the footprint on the seabed. It is important to note that these Proposed Changes do not result in any change to the capital and maintenance dredging requirements associated with the Project.

5.2.2 The ES Chapters which are relevant are:

a. Chapter 9: Nature Conservation (Marine Ecology) **[APP-051]**;
b. Chapter 10: Ornithology [**APP-052**];
c. Chapter 12: Marine Transport and Navigation **[APP-054]**;
d. Chapter 15: Historical Environment (Marine) **[APP-057]**;
e. Chapter 16: Physical Processes **[APP-058]**;
f. Chapter 17: Marine Water and Sediment Quality **[APP-059]**;
g. Chapter 20: Materials and Waste **[APP-062]**;and
h. Chapter 25: Cumulative and In-Combination effects **[APP-067]**.

5.2.3 Numerical modelling of the revised Project layout has been undertaken and the potential effects on the hydrodynamic, wave and sediment regime remain highly localised and small in magnitude with a negligible/low exposure to change. The conclusions of the Physical Processes assessments presented in **Table 16.9** of **ES Chapter 16: Physical Processes [APP-058]** therefore remain unchanged. Changes to physical processes resulting from Proposed Changes 1 and 2 therefore do not have any further significant implications for marine receptors

including water and sediment quality, nature conservation and ecology, historical environment and navigation.

5.2.4 There will be an increase in the direct loss of intertidal habitat as a result of Proposed Changes 1 and 2. This will result in a loss of 0.0021ha as compared to 0.00158ha within the original Application (**Paragraph 9.8.12** of **ES Chapter 9: Nature Conservation (Marine Ecology) [APP-051]**). This direct loss of intertidal habitat remains highly localised and is considered *de minimis* in extent and ecologically inconsequential. There is therefore no change to the conclusions reached in **Paragraph 9.8.17** of **ES Chapter 9 [APP-051]** and as such the effects are considered to remain as insignificant.

5.2.5 There will also be an increase in the direct loss of subtidal habitat as a result of Proposed Changes 1 and 2. This will result in a loss of 0.059ha as compared to 0.051ha within the original Application (**Paragraph 9.8.20** of **ES Chapter 9 [APP-051]**). This direct loss of subtidal habitat remains highly localised and is considered *de* minimis in extent. The potential effects arising from the direct loss of intertidal therefore remain as insignificant. There is therefore no change to the conclusions reached in **Paragraph 9.8.23** of **ES Chapter 9 [APP-051]** and as such the effects are considered to remain as insignificant.

5.2.6 In addition, there is the potential for an increased indirect loss of intertidal habitat as a result of Proposed Changes 1 and 2. Numerical modelling combined with conceptual understanding of the area indicates that there is the potential for an indirect loss of 0.04ha (compared to 0.03ha as assessed in the original Application (see **Paragraph 9.8.51** of **ES Chapter 9 [APP-051]**)) associated with Proposed Changes 1 and 2.This calculation represents a worst-case assessment of potential elevation changes and has been considered on a precautionary basis. The level of predicted change is at the limit of the accuracy of the modelled data and, in real terms, is likely to be immeasurable against the context of natural variability (as a result of storm events, for example).

5.2.7 The predicted indirect intertidal loss also consists of a very narrow strip on the lower shore around the sublittoral fringe and it is considered that this loss in mudflat extent will not change the overall structure or functioning of the nearby mudflats within the Port area or more widely in the Humber Estuary. There is therefore no change to the conclusions reached in **Paragraph 9.8.55** of **ES Chapter 9 [APP-051]**, and as such the effects are considered to remain as insignificant. Nor is there any change to the conclusions reached in the **Shadow HRA [REP1-012]**.

5.2.8 The scale of habitat loss described above is considered ecologically inconsequential and as such the implementation of the Proposed Changes does not have further implications for fish, mammals and birds. There is therefore no change to the conclusions with respect to the significance of effects for these receptors (as summarised in **Table 9-22** of **ES Chapter 9 [APP-051]** and **Table 10-21** of **ES Chapter 10: Ornithology [APP-052]**).

5.2.9 The change in piling parameters associated with Proposed Change 1 and 2 has already been captured within the envelope considered within the underwater and airborne noise assessment from an ecological perspective **[APP-187]** and within

the materials quantities assessed within the Materials and Waste assessment, as summarised in **Table 20-35** of **ES Chapter 20 [APP-062]**.

5.2.10 The change in the marine infrastructure (resulting from Proposed Change 1 and 2) is not of a scale that would introduce or change navigational risk during the construction or operational phases of the Project. There is therefore no change to the conclusions reached in **ES Chapter 12: Marine transport and Navigation**, as summarised in **Table 12.8 [APP-054]**. Similarly, there would be no greater implications for the marine historical environment as compared to that originally assessed. There is therefore no change to the conclusions reached in **ES Chapter 15: Historical Environment (Marine)**, as summarised in **Table 15-8 [APP-057]**.

5.2.11 Given the proximity of the proposed Immingham Eastern Ro-Ro Terminal ("IERRT"), numerical modelling has been undertaken to determine whether Proposed Changes 1 and 2 affect the results of the in-combination assessment (as reported in **ES Chapter 25: Cumulative and In-Combination Effects [APP-067])**. This demonstrated that there will be an increase in the direct and indirect habitat loss as a result of Proposed Changes 1 and 2. The total loss of intertidal habitat (both direct and indirect) will become 0.054ha (compared to 0.044ha, as reported in the **Shadow HRA** updated at Deadline 1 **[REP1-012]**). The total direct loss of subtidal habitat will become 0.091ha (compared to 0.083ha as reported in the **Shadow HRA** updated at Deadline 1 **[REP1-012]**). The scale of habitat loss remains as insignificant.

5.2.12 In summary, Proposed Changes 1 and 2 do not result in any new impact pathways, nor do they change the significance outcome of any of the impact pathways that were considered within the original assessments of the Project.

5.3 Proposed Change 3

5.3.1 The potential effects of Proposed Change 3, i.e. the minor changes to Access AB and extension of the red line boundary to include a small area of land to the east of Work No. 7, have been assessed in relation to terrestrial receptors. Given the location of the changes comprised in Proposed Change 3, there would not be any changes to the effects of the Project on marine receptors.

5.3.2 The ES chapters which are relevant are:

a. ES Chapter 6: Air Quality [APP-048];
b. ES Chapter 7: Noise and Vibration [APP-049];
c. ES Chapter 8: Nature Conservation (Terrestrial Ecology) [APP-050];
d. ES Chapter 11: Traffic & Transport [APP-053],
e. ES Chapter 13: Landscape & Visual Impact [APP-055],
f. ES Chapter 14: Historical Environment (Terrestrial) [APP-056];
g. ES Chapter 18: Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage [APP-060];
h. ES Chapter 19: Climate Change [APP-061];
i. ES Chapter 20: Materials and Waste [APP-062];

j. ES Chapter 22: Major Accidents and Disasters [**APP-064**];

k. ES Chapter 21: Ground Conditions and Land Quality [**APP-063**];

l. ES Chapter 23: Socio-economics [**APP-065**];

m. ES Chapter 24: Human Health and Wellbeing [**APP-066**]; and

n. ES Chapter 25: Cumulative and In-combination Effects [**APP-067**].

5.3.3 To accommodate the laydown of the pipeline sleeve, pipelines and cables ahead of their installation as part of Work No. 6 the temporary use of a small area of undeveloped land (approximately 0.12 hectares) will be required. This area has historically been used as agricultural land but is not currently in cultivation. It is similar to the area immediately to the south, which is already included within the red line boundary, supporting rank grassland and a small area of scrub. These habitats are not suitable for water voles, otters or roosting bats **[APP-050]** but as with the much more extensive adjacent areas to the south, support the same breeding bird species. The extension of the red line boundary in this location does not bring construction works closer to any sensitive receptors, such as the residents on Queens Road.

5.3.4 The minor change to the location of Access AB will not lead to any changes to the anticipated traffic movements or numbers during construction or operation. The detailed approach to the slight diversion of the existing cycleway (which runs along the eastern verge of the A1173), around the back of the junction, is being discussed with the local highway authority.

5.3.5 In summary, Proposed Change 3 does not result in any new impact pathways or introduce any new receptors or likely significant environmental effects and it does not change the significance of any of the effects that were identified within the **ES Chapters** submitted with the Application.

5.4 Combined Proposed Changes 1, 2 and 3

5.4.1 The Applicant does not consider there to be any new or materially different significant effects which would arise from all of the proposed changes being made in aggregate, to the Project, beyond those reported in any of the chapters to the **ES [APP-042 to APP-225]**.

6 Accommodation of the Change Application within the Remaining Statutory Timescale

6.1 Overview

6.1.1 AN16 requires the Applicant in making a Change Notification to "provide information to establish how, in the Applicant's view, consideration of the change request can be accommodated within the remaining statutory timescales" (Figure 2a, Point 5).

6.1.2 As described further below in **Section 7**, the Applicant is undertaking a targeted consultation on the Proposed Changes. The Applicant is commencing targeted consultation simultaneously with its submission of the Change Notification on 26 March 2024, so that all information accompanying the Change Notification is available for consultees and any member of the public to review and comment on during the consultation period. On the same day the Applicant submits its Change Notification, the Applicant will also publish notices to the consultees identified for inclusion in the targeted consultation (see **Paragraphs 7.1.4 to 7.1.6** below discussing scope of targeted consultation). Notification of the Proposed Changes will also be published in the local and national press and posted in the vicinity of the Project.

6.1.3 The consultation period will remain open for a period of 30 days, commencing at 00:00 on 26 March 2024 and lasting until 23:59 on 24 April 2024.

6.1.4 As none of the Proposed Changes fundamentally change the nature of the Project as set out in the Application and it is not considered that the Proposed Changes (alone or in combination) will result in any new or materially different environmental effects nor the need for additional powers of compulsory acquisition, the Applicant is confident that any issues arising can be accommodated by the close of Examination on 20 August 2024.

7 Timescale and Scope for the Consultation

7.1 Introduction

7.1.1 In order to notify all parties likely to be affected by or otherwise interested in the Proposed Changes as early as possible, the Applicant is carrying out targeted consultation on the Proposed Changes (the "**Proposed Changes Consultation**") commencing at 00:00 on 26 March 2024 and lasting for a period of 30 days until 23:59 on 24 April 2024.

7.1.2 AN16 provides at Paragraph 3.4:

"Consultation about the proposed change may be done voluntarily by an applicant in advance of seeking procedural advice from the ExA in order to potentially save time. If an applicant wishes to consult in advance of Step 3 in Figure 1 but is unsure about how to proceed then it may make a submission seeking the views of the ExA as to the scale and nature of the consultation exercise."

7.1.3 Given the limited nature of the Proposed Changes, the Applicant considered that a targeted consultation exercise on these changes would be proportionate. In accordance with AN16, the Applicant sought advice from the ExA on the scope of this consultation exercise by letter on 7 March 2024 [**AS-020**] (the "**Consultation Advice Letter**"), especially in relation to its proposals identifying specific parties to be consulted. The Applicant enclosed with the Consultation Advice Letter a list of proposed consultees (the "List") and explanation for inclusions and exclusions [**AS-021**] for the ExA's review.

7.1.4 The starting point for drawing up the List was AN16's guidance, which advises that "the Inspectorate recommends that applicants should consult all those persons prescribed in the PA 2008 under section 42 (a) to (d) **who would be affected by the proposed change**" (emphasis added) and that "if a targeted approach to the identification of those affected by the request to the change application is adopted then detailed justification should be provided why it is deemed unnecessary to consult all of the prescribed persons".

7.1.5 The List considers all parties that fall within Section 42 (a) to (d) of PA 2008, and describes whether and why the Applicant considers these parties should be consulted in relation to the Proposed Changes. Those parties the Applicant considers as having the potential to be affected by any of the Proposed Changes have been indicated in the List and have received, by post and email, notice of the Applicant's intent to make a formal application for the changes to the DCO.

7.1.6 The Consultation Advice Letter [**AS-020**] also describes how the Proposed Changes Consultation includes publication of notices of the Proposed Changes (the "**Notice of Proposed Changes**") (in the national and local press outlets the Applicant used during the previous periods of Statutory Consultation carried out prior to submission of the Application, as well as placing of hard copies of the notices in the same locations around the Application Site where notices of the previous periods of Statutory Consultation were posted. The Applicant has also deposited hard copies of this notice at Immingham Town Council Civic Centre

and Grimsby Central Library, along with copies of the materials provided for consultees to review describing the Proposed Changes.

7.1.7 The Notice of Proposed Changes include links to this Report and its appendices, which have been made publicly available at the following link: www.imminghamget.co.uk. Any party interested in the Proposed Changes can access these materials and can contact the Applicant by the methods set out in the notice to discuss the Proposed Changes and/or respond in writing to the Proposed Changes Consultation. This Report is also available in hard copy at the locations referred to in the previous paragraph, and the notice confirms that hard copies can be requested from the Applicant in writing or by email.

7.1.8 To the extent appropriate, the Proposed Changes Consultation is being carried out in accordance with the principles and methods set out in the Applicant's **Second Statement of Community Consultation ("SoCC") [APP-024]**. While the SoCC only applies to consultation carried out prior to the Applicant's submission of the Application, it provides a useful tool to ensure that a thorough consultation exercise is carried out and the interests of potentially affected parties are safeguarded. The SoCC specifically envisaged that it might be considered necessary for targeted consultation to be undertaken with "*specific individuals or sections of the community potentially affected by the Project*" (**Paragraph 1.34**).

7.1.9 The ExA's Rule 9 and Rule 17 Letter [PD-011] confirmed that the Applicant's "*targeted approach to consultation and the proposed list of parties, are sound*".

7.1.10 The Rule 9 and Rule 17 Letter constitutes Step 2 of Figure 1 of AN16, in which the ExA "provides advice to the Applicant about the procedural implications of the proposed change and about the need, scale and nature of consultation that the Applicant may need to undertake".

7.1.11 The Applicant confirms that it will have regard to all relevant responses received in response to the Proposed Changes Consultation during the consultation period, when finalising its formal Change Application.

7.2 Consultation Activities

7.2.1 The Applicant is undertaking the following consultation activities during the Consultation Period:

a. Publication of the Notice of Proposed Changes in the national and local press, namely:
   i. The Times
   ii. Fishing News
   iii. Lloyd's List
   iv. The London Gazette
   v. Grimsby Telegraph
   vi. The Lincolnite

b. Formal notification letters enclosing the Notice of Proposed Changes will be sent to a limited selection of prescribed consultees, local authorities and persons with an interest in the land who the Applicant believes will or may be

affected by the Proposed Changes (as described above and approved by the ExA in the Rule 9 and Rule 17 letter).

c. Publicising the consultation and details of the consultation activities, and the consultation materials on the Applicant's dedicated consultation website for the Project.

d. Displaying site notices in the vicinity of the Application site, as noted in the **second SoCC** (described at **Paragraph 2.17**).

e. Placing hard copies of the Notice of Proposed Changes for public viewing at Immingham Town Council Civic Centre and Grimsby Central Library.

7.3 Consultation Documents

7.3.1 The consultation materials on which parties are invited to comment comprise the following documents:

a. This Report, which describes the Proposed Changes, explains why the Proposed Changes are being sought and whether they are anticipated to give rise to any new or materially different significant environmental effects.

b. The appendices to this Report, which consist of illustrative sections and layouts (**Appendices 1, 2 and 3**) and a technical assessment (**Appendix 4**) to enable any party to identify where details of the Proposed Changes would be located and detail the review undertaken of the potential environmental effects of the Proposed Changes.

c. The Notice of Proposed Consultation, which provides a high level overview of the Proposed Changes and details how a party can make comments to be considered by the Applicant prior to its formal submission of the Change Application.

7.4 Consultation Report

7.4.1 As required by Figure 2b, item 7, the Applicant will produce a Consultation Report reporting on the Proposed Changes Consultation undertaken, which the Applicant will submit as part of its formal Change Application.

7.4.2 The Consultation Report will demonstrate how the Applicant has sought to carry out proportionate consultation on the Proposed Changes to the Application. It will also set out how any responses to the consultation received during the Consultation Period have been analysed and taken into account by the Applicant in finalising its Change Application.

8 Indicative Timescale for Submission

8.1 Overview

8.1.3 In accordance with AN16, this section sets out below when the Change Application is likely to be made to the ExA.

8.1.4 For additional clarity, the anticipated programme dates for each of the steps contained in AN16 are set out below:

a. Change Notification: Notification of Proposed Changes to the Planning Inspectorate: Deadline 2 – 26 March 2024

b. Consultation: Non-statutory 30-day consultation begins at 00:00 on 26 March 2024 and closes 23:59 24 April 2024

c. Change Application: Submission of the Change Application to the Planning Inspectorate: Deadline 3 – 03 May 2024.

9 References

Ref 1 -1 Planning Act 2008 (as amended). The Stationary Office Limited (2008).

Ref 1-2 Advice Note 16: Requests to Change Applications after they have been accepted for Examination. The Planning Inspectorate (2023).

Ref 1-3 Infrastructure Planning (Compulsory Acquisition) Regulations 2010. The Stationary Office Limited (2010).

10 Glossary

Abbreviation / Acronym	Definition
ABP	Associated British Ports
AN16	Advice Note Sixteen
CA	Compulsory Acquisition
DCO	Development Consent Order
dDCO	draft Development Consent Order
ES	Environmental Statement
ExA	Examining Authority
IGET	Immingham Green Energy Terminal
UK	United Kingdom

Appendix 1: Proposed Changes Location Plan: Proposed Changes 1 – 4

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW.

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

LEGEND

- Red line boundary
- Work No. 1a - The Jetty

Description

- 1: Proposed Change 1: Increase in number of monopiles
- 2: Proposed Change 2: Increase in pile diameter and approach jetty width
- 3: Proposed Change 3 (first part): minor change to the red line boundary in the vicinity of Work No. 7
- 3: Proposed Change 3 (second part): minor changes to access from A1173 to Work No. 7
- 4: Proposed Change 4: Addition of Visual Detail to Work No. 1a as shown on the Works Plans [AS-002]

Maxar, Microsoft

Purpose of issue

DCO CHANGE NOTIFICATION

CHANGE NOTIFICATION	EB / SD	22/03/2024	1
REVISION DETAILS	By / App	Date	Suffix

Client

ABP ASSOCIATED BRITISH PORTS

AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

CHANGE NOTIFICATION - PROPOSED CHANGES LOCATION PLAN
PROPOSED CHANGES 1 - 4

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	SD	03/2024

Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
1:12,000	No subdivision is applicable

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Drawing Number

Appendix 1

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

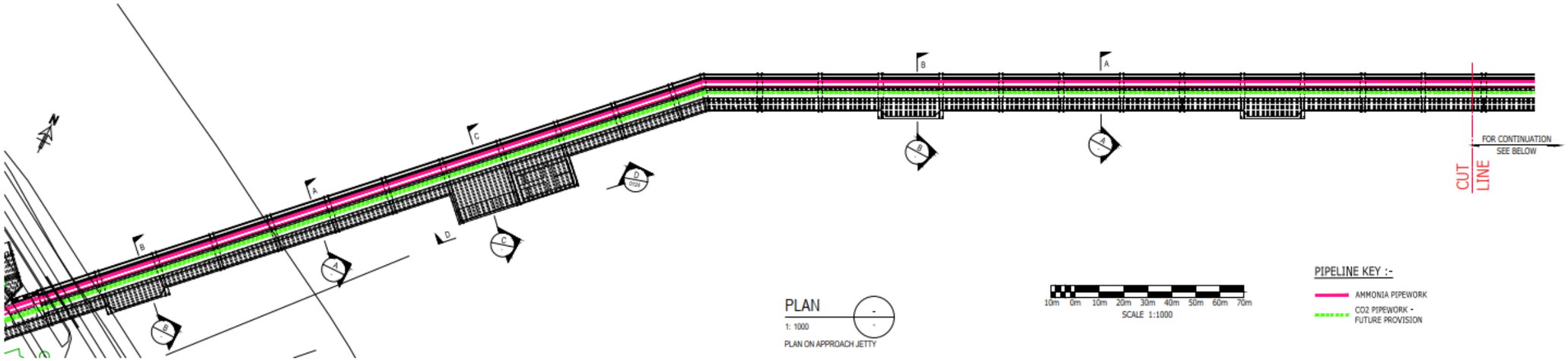
N/A

Rev

1

Appendix 2: Illustrative Sections and Elevations for Proposed Changes 1 and 2

1) Approach Jetty Plan

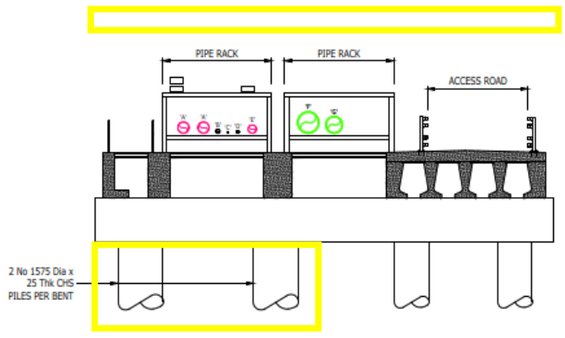


PLAN
1: 1000
PLAN ON APPROACH JETTY

10m 0m 10m 20m 30m 40m 50m 60m 70m
SCALE 1:1000

PIPELINE KEY :-
- AMMONIA PIPEWORK
- CO2 PIPEWORK - FUTURE PROVISION

2) Approach Jetty Sections

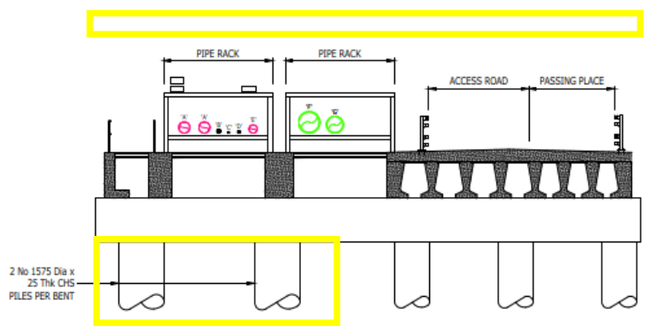


SECTION A-A
1: 100
TYPICAL SECTION THROUGH APPROACH JETTY

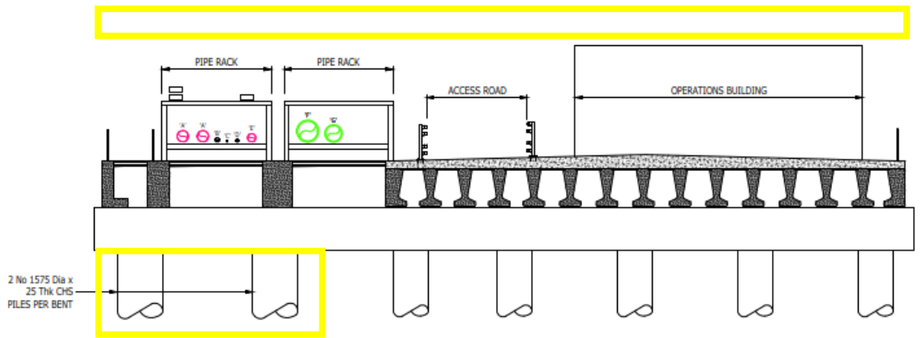
4m 3m 2m 1m 0m 2m 4m
SCALE 1:100

PIPE SIZES :-

'A' - 16" AMMONIA
'B' - 6" AMMONIA COOLING
'C' - 2" NITROGEN
'D' - 4" VENT
'E' - 12" VAPOUR RETURN
'F' - 30"CO2 PRODUCT - FUTURE PROVISION
'G' - 24" VAPOUR RETURN - FUTURE PROVISION



SECTION B-B
1: 100
TYPICAL SECTION THROUGH APPROACH JETTY AT PASSING PLACES



SECTION C-C
1: 100
SECTION THROUGH APPROACH JETTY AT OPERATIONS BUILDING

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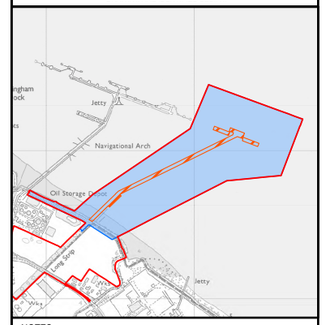

NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

LEGEND
- Red Line Boundary
- Jetty
- Terminal
- 2 - Proposed Change 2: Increase in pile diameter and approach jetty width

Purpose of issue
DCO CHANGE NOTIFICATION

CHANGE NOTIFICATION	EB / SD	22/03/2024	2
DCO APPLICATION	EB / AL	31/08/2023	1
REVISION DETAILS	By / App	Date	Suffix

Client
ABP ASSOCIATED BRITISH PORTS
AIR PRODUCTS

Project Title
TR030008
IMMINGHAM GREEN ENERGY TERMINAL

Drawing Title
CHANGE NOTIFICATION - ILLUSTRATIVE SECTIONS AND ELEVATIONS FOR PROPOSED CHANGE 1 AND 2 - SHEET 1 OF 2

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	SD	03/2024

Internal Project No. 60673509	Suitability S3
Scale @ A3 N/A	Volume No subdivision is applicable

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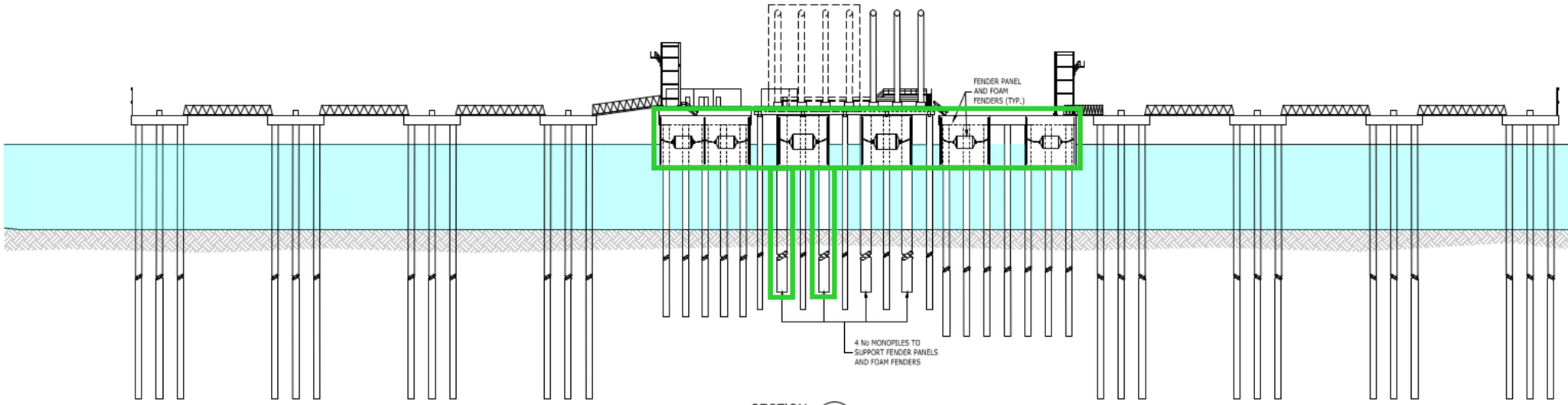
2

1) Jetty Berth Elevation



SECTION B-B 0101
1: 500

ELEVATION ON FRONT OF JETTY HEAD, LOADING PLATFORM, BREASTING AND MOORING DOLPHINS.

10m 0m 10m 20m 30m
SCALE 1:500

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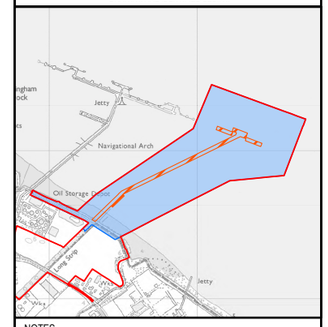

NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

LEGEND
- Red Line Boundary
- Jetty
- Terminal
- 1 - Proposed Change 1: Increase in number of monopiles

Purpose of issue
DCO CHANGE NOTIFICATION

REVISION DETAILS	By / App	Date	Suffix
CHANGE NOTIFICATION	EB / SD	22/03/2024	2
DCO APPLICATION	EB / AL	31/08/2023	1

Client
ABP ASSOCIATED BRITISH PORTS
AIR PRODUCTS

Project Title
TR030008
IMMINGHAM GREEN ENERGY TERMINAL

Drawing Title
CHANGE NOTIFICATION - ILLUSTRATIVE SECTIONS AND ELEVATIONS FOR PROPOSED CHANGE 1 AND 2 - SHEET 2 OF 2

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	SD	03/2024

Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
N/A	No subdivision is applicable

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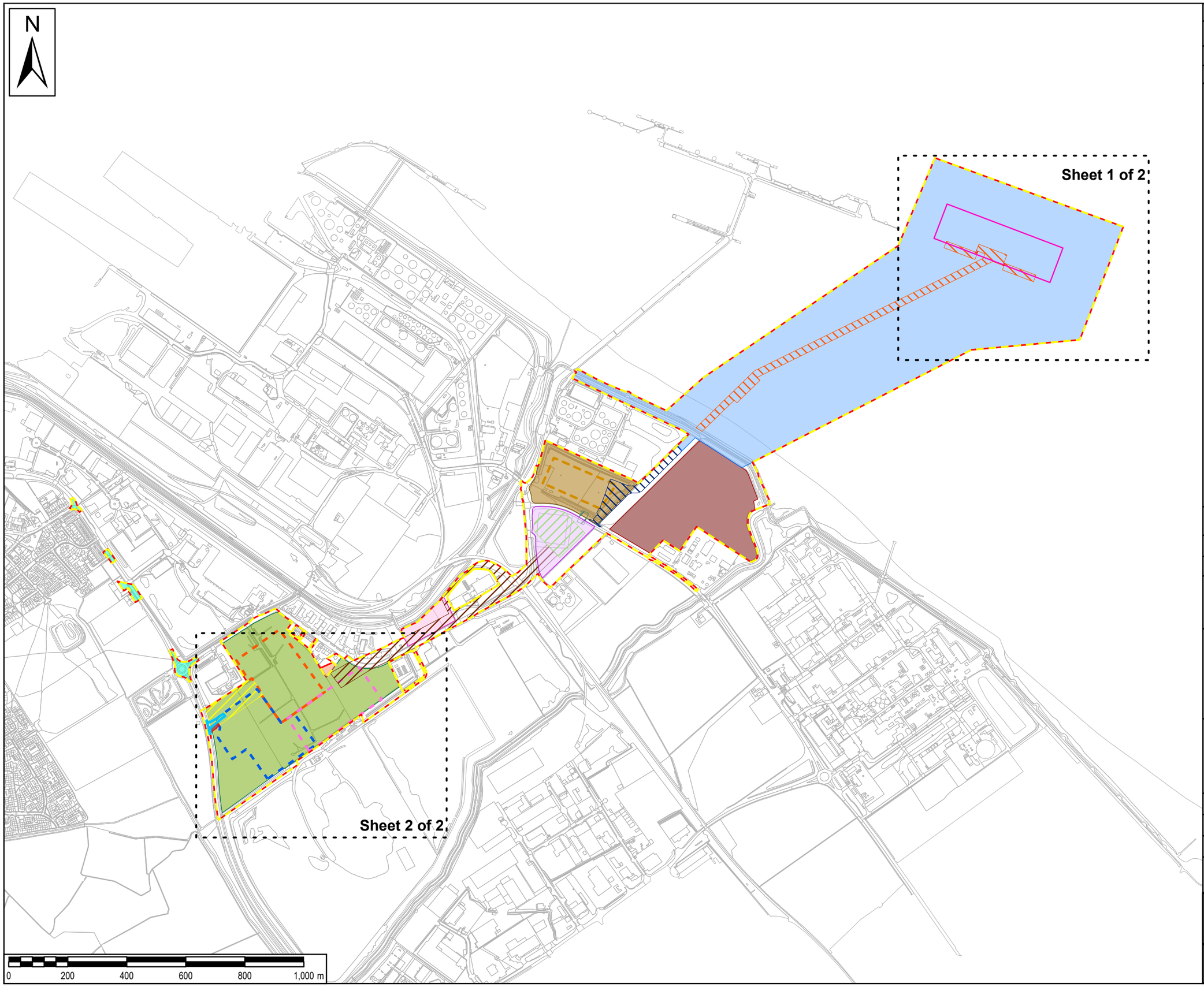
Appendix 3: Site Boundary and Works Plans Changes for Proposed Changes 1- 4



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EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW.

NOTES

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LEGEND

- Red Line Boundary (Proposed Changes)
- Red Line Boundary (DCO Application)
- Extension to Site Boundary
- Road Access AB (DCO Application)
- Road Access AB (Proposed New Location)
- Walkways forming part of Work No. 1a
- Work no. 1
- Work no. 1a
- Indicative Dredged Pocket
- Work no. 2
- Work no. 3
- Work no. 3a
- Work no. 4
- Work no. 5
- Work no. 5a
- Work no. 6
- Work no. 7
- Work no. 7a
- Work no. 7b
- Work no. 7c
- Work no. 7d
- Work no. 8
- Work no. 9
- Work no. 10

Purpose of issue

DCO CHANGE NOTIFICATION

	By	App	Date	Suffix
CHANGE NOTIFICATION	EB	SD	22/03/2024	1
REVISION DETAILS				

Client

ABP ASSOCIATED BRITISH PORTS

AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

SITE BOUNDARY AND WORKS PLANS CHANGES BETWEEN DCO APPLICATION (SEPTEMBER 2023) & THE CHANGE NOTIFICATION (MARCH 2024) FOR PROPOSED CHANGES 1-4
KEY PLAN

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	SD	03/2024

Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
1:12,000	No subdivision is applicable

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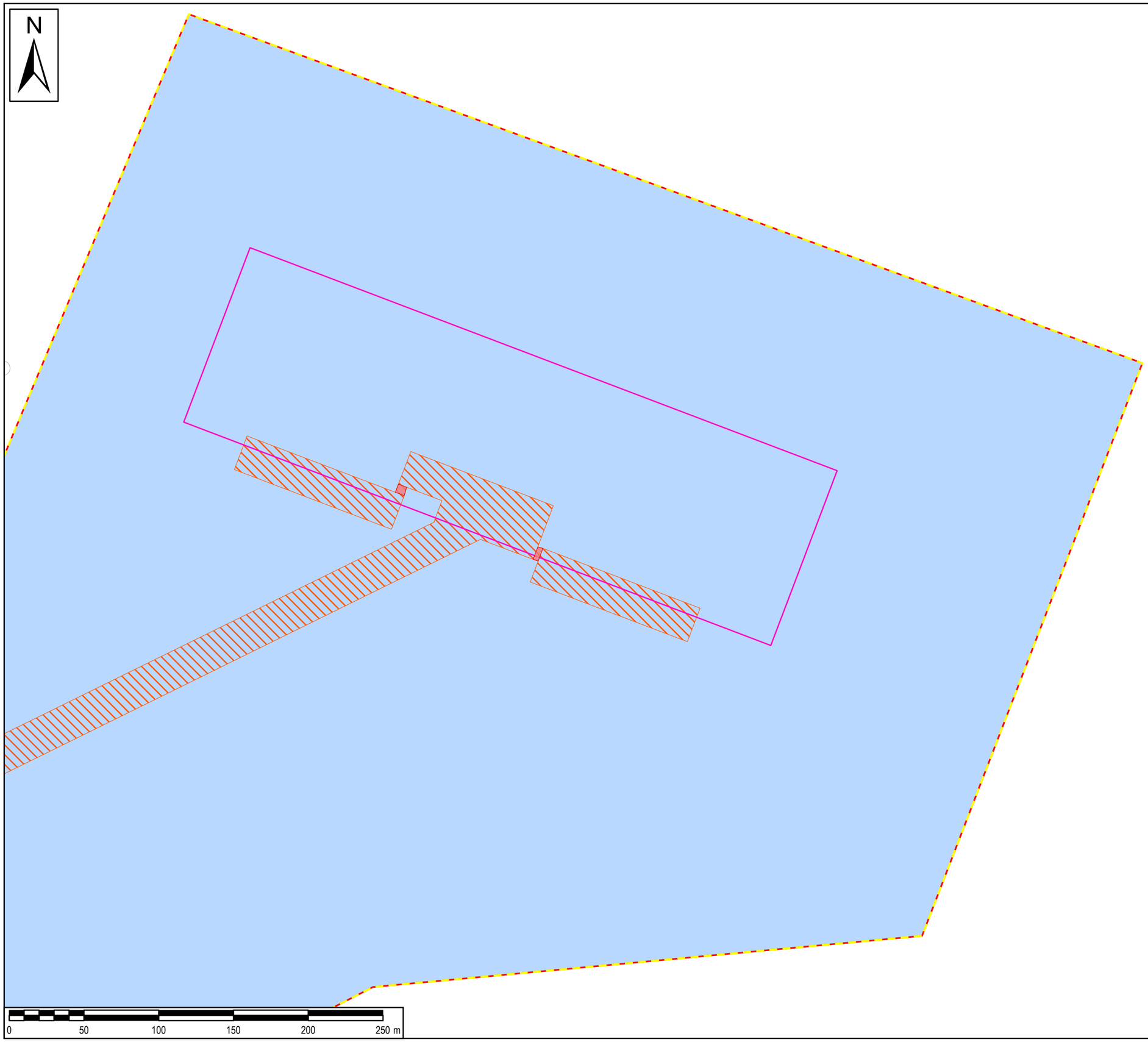
Drawing Number	Rev
Appendix 3 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 N/A	1



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW.

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

LEGEND

- Red Line Boundary (Proposed Changes)
- Red Line Boundary (DCO Application)
- Walkways forming part of Work No. 1a
- Work no. 1
- Work no. 1a
- Indicative Dredged Pocket

Purpose of issue

DCO CHANGE NOTIFICATION

	By / App	Date	Suffix
CHANGE NOTIFICATION	EB / SD	22/03/2024	1
REVISION DETAILS			

Client

ABP ASSOCIATED BRITISH PORTS

AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

SITE BOUNDARY AND WORKS PLANS CHANGES BETWEEN DCO APPLICATION (SEPTEMBER 2023) & THE CHANGE NOTIFICATION (MARCH 2024) FOR PROPOSED CHANGES 1-4
SHEET 1 OF 2

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	SD	03/2024

Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
1:2,500	No subdivision is applicable

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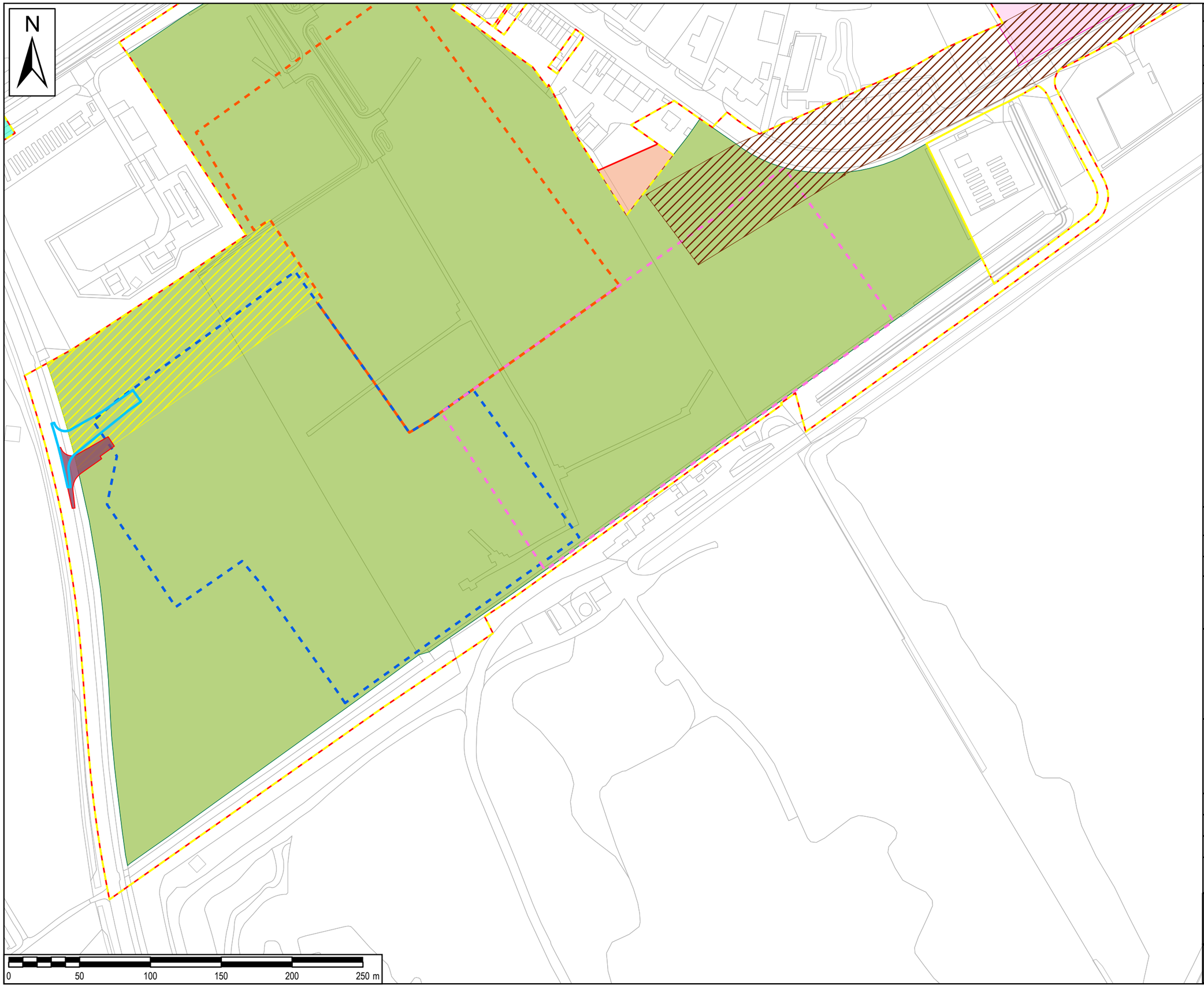
Drawing Number	Rev
Appendix 3 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 N/A	1



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NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

LEGEND

- Red Line Boundary (Proposed Changes)
- Red Line Boundary (DCO Application)
- Extension to Site Boundary
- Road Access AB (DCO Application)
- Road Access AB (Proposed New Location)
- Work no. 6
- Work no. 7
- Work no. 7a
- Work no. 7b
- Work no. 7c
- Work no. 7d
- Work no. 8
- Work no. 10

Purpose of issue

DCO CHANGE NOTIFICATION

	By			
CHANGE NOTIFICATION	EB / SD	22/03/2024	1
REVISION DETAILS	By / App	Date	Suffix

Client

ABP ASSOCIATED BRITISH PORTS

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SITE BOUNDARY AND WORKS PLANS CHANGES BETWEEN DCO APPLICATION (SEPTEMBER 2023) & THE CHANGE NOTIFICATION (MARCH 2024) FOR PROPOSED CHANGES 1-4
SHEET 2 OF 2

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	SD	03/2024

Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
1:2,500	No subdivision is applicable

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Drawing Number	Rev
Appendix 3 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 N/A	1

Appendix 4: Technical Assessment of Proposed Change 1, 2 and 3 supporting Section 5 of this Report

This Appendix provides the technical appraisal of the Proposed Changes against the environmental assessments undertaken for the DCO application as set out in the Environmental Statement ("ES") to determine whether the Proposed Changes will result in any new or different likely significant effects. This technical appraisal has confirmed that the Proposed Changes will not result in any new or different likely significant environmental effects from those identified in the ES submitted as part of the DCO Application.

As stated in Section 2 of the Report, Proposed Change 4 is a visual amendment to the Work Plans **[AS-022]** and as such has not been addressed in this technical review as the works are already considered in the existing Environmental Impact Assessment. Proposed Changes 1 and 2 are wholly within **Work No. 1a** in the marine environment and Proposed Change No. 3 is wholly landside (relating to an access to **Work No. 7** and associated highway, together with the addition to the red line boundary of a small area of new land required temporarily for construction purposes) therefore there are no "pathways to effect" for these changes which could act in-combination. Proposed Changes 1 and 2 have therefore been considered separately in the following tables from Proposed Change 3. The Applicant does not consider there to be any new or materially different significant effects which would arise from all of the proposed changes being made in aggregate, to the Project, beyond those reported in any of the Chapters to the ES **[APP-042] - [APP-225]** and appraised in the table below.

Proposed Changes 1 and 2

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Nature conservation and marine ecology – Table 9.22, ES Chapter 9: Nature Conservation (Marine Ecology) **[APP-051]**					
Construction Phase					
Benthic habitats and species					
Direct loss of intertidal habitat as a result of the piles	Insignificant	N/A	Insignificant	There will be an increase in the direct loss of intertidal habitat as a result of Proposed Changes 1 and 2. This will result in a loss of 0.0021ha as compared to 0.00158ha within the original Application (ES Chapter 9: Nature Conservation (Marine Ecology) at Paragraph 9.8.12) **[APP-051]**. This direct loss of intertidal habitat remains highly localised and is considered *de minimis* in extent and ecologically inconsequential. The potential effects arising from the direct loss of intertidal therefore remain as insignificant.	None
Direct loss of subtidal habitat as a result of the piles	Insignificant	N/A	Insignificant	There will be an increase in the direct loss of subtidal habitat as a result of Proposed Changes 1 and 2. This will result in a loss of 0.059ha as compared to 0.051ha within the original Application [ES Chapter 9 at Paragraph 9.8.20, **APP-051**]. This direct loss of subtidal habitat remains highly localised and is considered *de minimis* in extent. The potential effects arising from the direct loss of intertidal therefore remain as insignificant.	None
Changes to benthic habitats and species as result of the removal of seabed material during dredging	Insignificant to minor adverse	N/A	Insignificant to minor adverse	N/A	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Changes to habitats and species as a result of sediment deposition during dredging and dredge disposal	Insignificant	Target disposal loads in the central/ deeper area of the disposal sites to reduce depth reductions	Insignificant	N/A	None
Indirect loss or change to seabed habitats and species as a result of changes to hydrodynamic and sedimentary processes during capital dredging and dredge disposal	Insignificant	N/A	Insignificant	There is the potential for an increased indirect loss of intertidal habitat as a result of Proposed Changes 1 and 2. Numerical modelling combined with conceptual understanding of the locale indicates that there is the potential for an indirect loss of 0.04ha (compared to 0.03ha as assessed in the original Application (see Paragraph 9.8.51 of ES Chapter 9 [**APP-51**]) associated with changes in the hydrodynamic and sediment regime resulting from the marine infrastructure. This calculation represents a worst-case assessment of potential elevation changes and has been considered on a precautionary basis. The level of predicted change is at the limit of the accuracy of the modelled data and, in real terms, is likely to be immeasurable against the context of natural variability (as a result of storm events, for example). The predicted intertidal loss also consists of a very narrow strip on the lower shore around the sublittoral fringe and it is considered that this loss in mudflat extent will not change the overall structure or functioning of the nearby mudflats within the Port of Immingham area or more widely in the Humber Estuary. The potential effects arising from the indirect loss of intertidal remain insignificant.	None
Changes in water and sediment quality during capital dredging and dredge disposal	Insignificant	N/A	Insignificant	N/A	None
Underwater noise and vibration effects on invertebrates during marine piling, capital dredging and dredge disposal	Insignificant	N/A	Insignificant	The change in piling parameters associated with Proposed Changes 1 and 2 have already been captured within the envelope considered within the underwater noise assessment (see Paragraph 9.8.87 of ES Chapter 9 [**APP-51**]. The potential effects therefore remain as insignificant.	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Introduction and spread of non-native species	Insignificant to minor adverse	Include biosecurity control measures within the outline Construction Environment Management Plan **[APP-221]**	Insignificant to minor adverse	N/A	None
Fish					
Direct loss or changes to fish populations and habitat as a direct result of dredging and dredge disposal	Insignificant to minor adverse	N/A	Insignificant to minor adverse	N/A	None
Changes in water and sediment quality as a result of dredging and dredge disposal	Insignificant	N/A	Insignificant	N/A	None
Underwater noise disturbance and vibration during marine piling, capital dredging and dredge disposal	Minor to moderate adverse (migratory fish during marine piling)	• Apply soft start procedures during marine piling; • Use vibro marine piling where possible; • Seasonal marine piling restrictions; and • Night time working restriction.	Insignificant	The change in piling parameters associated with Proposed Change 1 and 2 have already been captured within the envelope considered within the underwater noise assessment [**APP-187**]. The potential effects therefore remain as insignificant with mitigation.	None
	Insignificant to minor adverse (other fish species during marine piling)				
	Insignificant to minor adverse (dredge and dredge disposal)				
Marine mammals					
Underwater noise disturbance and vibration during marine piling, capital dredging and dredge disposal	Minor to moderate adverse (marine piling)	• Apply soft start procedures during marine piling; • Use vibro marine piling where possible; and • Marine Mammal Observer will follow Joint Nature Conservancy Council protocol to minimise the risk of injury to marine mammals during percussive marine piling	Minor adverse	The change in piling parameters associated with Proposed Change 1 and 2 have already been captured within the envelope considered within the underwater noise assessment [**APP-187**]. The potential effects therefore remain as minor adverse with mitigation.	None
	Insignificant (dredge and dredge disposal)			N/A	None
Operational Phase					
Benthic habitats and species					
Changes to benthic habitats and species as result of seabed removal during maintenance dredging	Insignificant to minor	N/A	Insignificant to minor	N/A	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Direct changes to benthic habitats and species beneath marine infrastructure due to shading	Insignificant	N/A	Insignificant	The increased width of the jetty (Proposed Change 2) will result in a very marginal and localised increase in shading. The jetty will, however, remain an open piled structure minimising potential shading effects (as considered within Paragraph 9.8.217 of ES Chapter 9 [**APP-51**]. In addition, some natural light would be expected to reach the mudflat from either side of these structures at all times of the day with no habitat permanently shaded. The overall impact remains as insignificant.	None
Non-native species transfer during vessel operations	Insignificant to minor adverse	N/A	Insignificant to minor	N/A	None
Damage to sensitive habitats as a result of changes in air quality from marine vessel and landside plant emissions	Insignificant	N/A	Insignificant	N/A	None
Ornithology – Table 10.21, ES Chapter 10: Ornithology [APP-052]					
Construction Phase					
Coastal waterbirds					
Direct loss to intertidal feeding and roosting habitat as a result of the piles	Insignificant	N/A	Insignificant	There will be an increased direct loss of intertidal habitat as a result of Proposed Changes 1 and 2. This will result in a loss of 0.0021ha as compared to 0.00158ha within the original Application (Paragraph 10.8.13 of Chapter 10 **[APP-052]**). This direct loss of intertidal habitat remains highly localised and is considered *de minimis* in extent and ecologically inconsequential. Any change to prey resources for birds feeding in the local area will be negligible. Individual survival rates or local population levels (either directly through mortality or due to birds dispersing to new feeding areas in other areas of the Humber Estuary) will not be affected. The potential effects arising from the direct loss of intertidal therefore remain as insignificant.	None
Indirect changes to intertidal foraging and roosting habitat as a result of changes to hydrodynamic and sedimentary processes	Insignificant	N/A	Insignificant	There is the potential for an increased indirect loss of intertidal habitat as a result of Proposed Changes 1 and 2. Numerical modelling combined with conceptual understanding of the area indicates that there is the potential for an indirect loss of	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
				0.04ha (compared to 0.03ha) associated with changes in the hydrodynamic and sediment regime resulting from the marine infrastructure (Paragraph 10.8.20 of Chapter 10 **[APP-052]**). This calculation represents a worst-case assessment of potential elevation changes and has been considered on a precautionary basis. The level of predicted change is at the limit of the accuracy of the modelled data and, in real terms, is likely to be immeasurable against the context of natural variability (as a result of storm events, for example). The predicted intertidal loss also consists of a very narrow strip on the lower shore around the sublittoral fringe and it is considered that this loss in mudflat extent will not change the overall structure or functioning of the nearby mudflats within the Port of Immingham area or more widely in the Humber Estuary. The predicted intertidal loss also consists of a very narrow strip on the lower shore around the sublittoral fringe which is considered to have limited functional value to waterbirds which utilise the foreshore in this location. This is because while these species could, therefore, potentially be feeding in the predicted areas of habitat loss, during low water periods, these very small areas remain largely inundated with water and are only uncovered for a very short duration. The potential effects arising from the indirect loss of intertidal remain as insignificant.	
Airborne noise and visual disturbance to coastal waterbirds using intertidal habitats	Minor to moderate	• Winter marine construction restriction on approach jetty for works within 200 m of exposed foreshore (1 October to 31 March); • Noise suppression system for marine piling;	Minor	N/A	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
		• Acoustic barrier/visual screen on approach jetty from 1 October to 31 March; • Apply soft start procedures during marine piling; and • Cold weather construction restriction (all construction activity).			
Breeding birds (non-Special Protection Area (SPA) / Ramsar)					
Permanent loss of woodland habitat within Long Strip	Moderate adverse	Compensation for loss of woodland	Moderate adverse	N/A	None
Operational Phase					
Coastal waterbirds					
Direct changes to foraging and roosting habitat as a result of the presence of infrastructure	Minor	N/A	Minor	N/A	None
Airborne noise and visual disturbance to coastal waterbirds using intertidal habitats	Minor	N/A	Minor	N/A	None
Marine Transport and Navigation- Table 12.8, ES Chapter 12: Marine Transport and Navigation [APP-054]					
Construction Phase					
Allision of the Project Works Craft with Port Infrastructure	Insignificant	N/A	Insignificant	N/A	None
Allision of Passing Vessel with the Project Marine Works	Insignificant	N/A	Insignificant	N/A	None
Collision of Passing Vessel with the Project Works Craft at or near construction site	Insignificant	N/A	Insignificant	N/A	None
Collision of the Project Vessel during Navigation within the wider Humber	Insignificant	N/A	Insignificant	N/A	None
Collision during Towage Operations	Insignificant	N/A	Insignificant	N/A	None
Increased Collision Risk between other vessels due to Displacement away from the Construction Site	Insignificant	N/A	Insignificant	N/A	None
Increased Grounding Risk for Other Vessels due to Displacement from the Project Construction Area	Insignificant	N/A	Insignificant	N/A	None
Grounding Risk for the Project Works Craft	Insignificant	N/A	Insignificant	N/A	None
Payload related incidents	Insignificant	N/A	Insignificant	N/A	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Operational Phase					
Collision risk due to Increased Traffic	Insignificant	N/A	Insignificant	N/A	None
Collision risk due to Maintenance Dredging	Insignificant	N/A	Insignificant	N/A	None
Collision between Manoeuvring Vessel at the Project and Passing Vessel	Insignificant	N/A	Insignificant	N/A	None
Allision between Passing Vessel and Berthed Vessel at the Project	Insignificant	N/A	Insignificant	N/A	None
Allison of Manoeuvring Vessel with Port Infrastructure	Insignificant	N/A	Insignificant	N/A	None
Allision of Passing Vessel with the Project Infrastructure	Insignificant	N/A	Insignificant	N/A	None
Mooring Breakout	Insignificant	N/A	Insignificant	N/A	None
Increased Collision Risk between Other Vessels due to Displacement from the Project	Insignificant	N/A	Insignificant	N/A	None
Increased Grounding Risk for Other Vessels due to Displacement from the Project	Insignificant	N/A	Insignificant	N/A	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Historical Environment (Marine) – Table 15.8 of ES Chapter 15: Historical Environment (Marine) [APP-057]					
Construction Phase					
Known and potential marine cultural heritage					
Direct impacts on known and potential marine cultural heritage receptors and deposits of archaeological importance as a result of construction and capital dredging	Major adverse	• Geophysical and geoarchaeological assessment of project survey data. • Avoidance of known and potential receptors, • Implementation of Archaeological Exclusion Zones where deemed appropriate and reduction via a Protocol for Archaeological Discoveries and specific measures agreed within a Written Scheme of Investigation for specific anomalies within the construction footprint	Negligible positive (as long as geotechnical data are retained, analysed, and reported on by qualified geoarchaeologist)	Given the very small increase in the overall footprint of the piles (Proposed Changes 1 and 2) this will not materially affect the significance of this effect.	None
Indirect impacts to known and potential marine cultural heritage receptors due to altered sediment or hydrological processes.	Negligible	N/A	Negligible	Changes to the hydrodynamics and sedimentary processes resulting from the Project are predicted to be highly localised with a low magnitude of change. This conclusion remains unchanged when considering the effects of Proposed Changes 1 and 2. The implications for potential marine cultural heritage receptors therefore remains unchanged.	None
Operational Phase					
Known and potential marine cultural heritage receptors					
Direct impacts on known and potential marine cultural heritage receptors from maintenance dredging	Negligible	N/A	Negligible	N/A	None
Indirect impacts to known and potential marine cultural heritage receptors due to altered sediment or hydrological processes.	Negligible	N/A	Negligible	Changes to the hydrodynamics and sedimentary processes resulting from the Project are predicted to be highly localised with a low exposure to change. This conclusion remains unchanged when	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
				considering the effects of Proposed Changes 1 and 2. The implications for potential marine cultural heritage receptors therefore remains unchanged.	
Physical Processes – Table 16.9, ES Chapter 16: Physical Processes [APP-058]					
Construction Phase					
Increased SSC and potential sedimentation over the extent of the disturbance plume as a result of the construction of the new piers (piling) and capital dredging works	Low Exposure to Change	N/A	Low Exposure to Change	N/A	None
Increased SSC and potential sedimentation as a result of the deposit of capital dredge material at a licensed offshore disposal site	Low Exposure to Change	N/A	Low Exposure to Change	N/A	None
Changes in seabed bathymetry and composition as a result of deposition of dredged/disposal material within the area of the respective plumes	Low Exposure to Change	N/A	Low Exposure to Change	N/A	None
Construction vessel activity – impacts on local hydrodynamics and sediment transport arising from ship wash and vessel propulsion	Low/negligible exposure to change	N/A	Low/negligible exposure to change	N/A	None
Operational Phase					
Local changes to hydrodynamic regime (flow speed and direction) as a result of the piers (piling) and capital dredging	Low Exposure to Change	N/A	Low Exposure to Change	An assessment of impacts on hydrodynamics has been carried out using numerical modelling tools and conceptual analysis (Paragraph 16.8.48 of Chapter 16 **[APP-058]**). This has been repeated for the proposed changes (Proposed Changes 1 and 2). The results of the assessment conclude the same low exposure to change.	None
Local changes to the wave regime, as a result of the piers (piling) and capital dredging	Low Exposure to Change	N/A	Low Exposure to Change	An assessment of impacts on hydrodynamics and waves has been carried out using numerical modelling tools and conceptual analysis (Paragraph 16.8.68 of Chapter 16 **[APP-058]**). Sensitivity testing of the wave model has been undertaken for the proposed changes (Proposed Changes 1 and 2). The results of the sensitivity testing conclude the same low exposure to change.	None
Associated local changes to the sediment transport pathways, as a result of localised changes to the driving hydrodynamic (and wave) forcing	Low Exposure to Change	N/A	Low Exposure to Change	An assessment of impacts on hydrodynamics and the sediment regime has been carried out using numerical modelling tools and conceptual analysis (Paragraph 16.8.56 of Chapter 16 **[APP-058]**). This has been repeated for the proposed changes (Proposed Changes 1 and 2). The results of the	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
				assessment conclude the same low exposure to change.	
Potential impact on existing features, including marine infrastructure, outfalls and estuary banks and channels	Low Exposure to Change	N/A	Low Exposure to Change	An assessment of impacts on hydrodynamics and the sediment regime has been carried out using numerical modelling tools and conceptual analysis (Paragraph 16.8.72 of Chapter 16 **[APP-058]**). This has been repeated for the proposed changes (Proposed Changes 1 and 2). The results of the assessment conclude the same low exposure to change.	None
Increased SSC and potential sedimentation in the area of dispersal plume as a result of maintenance dredging	Negligible Exposure to Change	N/A	Negligible Exposure to Change	N/A	None
Increased SSC and potential sedimentation as a result of deposition of maintenance dredge material at a licensed disposal site	Negligible Exposure to Change	N/A	Negligible Exposure to Change	N/A	None
Changes in seabed bathymetry and composition as a result of deposition of dredged/disposed maintenance dredge material	Negligible Exposure to Change	N/A	Negligible Exposure to Change	N/A	None
Marine Water and Sediment Quality – Table 17-14, ES Chapter 17: Marine Water and Sediment Quality [APP-059]					
Construction Phase					
Changes to dissolved oxygen concentrations as a result of increased SSC during piling, capital dredging and disposal activities	Minor adverse	N/A	Minor adverse	Any change in the concentrations of SSC resulting from the implementation of Proposed Changes 1 and 2 (as compared to the original assessment) would be immeasurable. The conclusions of the assessment therefore remain unchanged.	None
Changes to chemical water quality as a result of potential sediment-bound contaminants being released during piling, capital dredging and disposal activities	Minor adverse	N/A	Minor adverse	Any change in the release of sediment bound contaminants resulting the implementation of Proposed Changes 1 and 2 (as compared to the original assessment) would be immeasurable. The conclusions of the assessment therefore remain unchanged.	None
Redistribution of sediment-bound contaminants during piling, capital dredging and disposal activities	Minor adverse	N/A	Minor adverse	Any change in the re-distribution of sediment bound contaminants resulting the implementation of Proposed Changes 1 and 2 (as compared to the original assessment) would be immeasurable. The conclusions of the assessment therefore remain unchanged.	None
Changes to marine water quality from accidental spillages of leaks	Minor adverse	N/A	Minor adverse	N/A	None
Operational Phase					
Changes to dissolved oxygen concentrations as a result of increased	Minor adverse	N/A	Minor adverse	N/A	None

Impact pathway	Impact significance in original Application Environmental Statement ("ES")	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
SSC during the maintenance dredging and disposal activities					
Changes to chemical water quality as a result of potential contaminants in the seabed sediment being released during maintenance dredging and disposal activities	Minor adverse	N/A	Minor adverse	N/A	None
Redistribution of sediment-bound contaminants during maintenance dredging and disposal activities	Minor adverse	N/A	Minor adverse	N/A	None
Materials and Waste – Table 20-35, ES Chapter 20: Materials and Waste [APP-062]					
Construction Phase					
Changes to landfill capacity	Slight Adverse	Implementation of waste hierarchy, and adherence to waste mitigation measures as detailed in the outline Site Waste Management Plan (Appendix A of **[APP-221]**) and outline Construction Environmental Management Plan **[APP-221].**	Slight adverse	The change in material quantities related to Proposed Changes 1 and 2 are well below the criteria of significance for construction materials.	None
Changes in demand for materials.	Slight Adverse	Implementation of waste hierarchy, and adherence to waste mitigation measures as detailed in the outline Site Waste Management Plan (Appendix a of **[APP-221]**) and outline Construction Environmental Management Plan **[APP-221]**.	Slight adverse	The change in material quantities related to Proposed Changes 1 and 2 are well below the criteria of significance for construction materials.	None
Operation Phase – not relevant to changes.					

Proposed Change 3

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Air Quality – Table 6-22, Chapter 6: Air Quality [APP-048]					
Construction Phase					
Construction dust emissions	Negligible to Low Not significant	Standard practice dust mitigation as recommended by the Institute of Air Quality Management (IAQM)	Negligible to Low Not significant	No change. There will be no change to the amount of dust generated.	None
Site Plant and NRMM emissions	Low Not significant	Standard practice mitigation as recommended by the IAQM,	Low Not significant	N/A. There will be no additional emissions.	None
Marine vessel emissions	Low Not significant	Good practice mitigation	Low Not significant	N/A	None
Road traffic emissions	Negligible Not significant	Good practice mitigation	Negligible Not significant	N/A. There will be no additional traffic generated.	None
Nature conservation sensitive receptors					
Construction dust emissions	Low Not significant	Standard practice dust mitigation as recommended by the IAQM	Low Not significant	N/A. There will be no change to the amount of dust generated.	None
Site Plant and Non-Road Mobile Machinery emissions	Low Not significant	Standard practice mitigation as recommended by the IAQM	Low Not significant	N/A. There will be no additional emissions.	None
Marine vessel emissions	Low Not significant	Good practice mitigation	Low Not significant	N/A	None
Road traffic emissions	Negligible Not significant	Good practice mitigation	Negligible Not significant	N/A. There will be no additional traffic generated.	None
Operation Phase					
Human health and amenity sensitive receptors					
Marine-side vessel and landside combustion and process emissions	Negligible Not significant	Good practice mitigation	Negligible Not significant	N/A. There will be no additional emissions.	None
Road traffic emissions	Negligible Not significant	Good practice mitigation	Negligible Not significant	N/A. There will be no additional emissions.	None
Odour emissions	Negligible Not significant	Standard practice odour mitigation as recommended by the IAQM	Negligible Not significant	N/A. There will be no additional emissions.	None
Nature conservation sensitive receptors					
Marine-side vessel and landside combustion and process emissions	Insignificant	Good practice mitigation	Insignificant	N/A. There will be no additional emissions.	None
Road traffic emissions	Negligible Not significant	Good practice mitigation	Negligible Not significant	N/A. There will be no additional emissions.	None
Noise and Vibration – Table 7-29, Chapter 7: Noise and Vibration [APP-049]					
Construction Phase					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Residential Noise Sensitive Receptors on Queens Road (NSR 1 and NSR 2) - Construction Noise - Landside works (Table 7-11, **[APP-049].**	Potentially up to moderate adverse (significant) (daytime) Potentially up to major adverse (significant) (Saturday afternoons)	Standard impact avoidance construction noise and vibration mitigation measures. Additional specific measures where possible (use of noise-control equipment such as jackets on pneumatic drills, acoustic covers on compressors, shrouds on piling rigs and cranes), temporary acoustic barriers and screens.	Minor adverse (not significant)	No change. The level of noise will not substantially increase or result in a change to the conclusions of the ES.	None
Residential NSRs on eastern edge of Immingham (NSR 3 and NSR 4) - Construction Noise - Landside works	Negligible adverse (not significant) (daytime) Potentially up to moderate adverse (significant) (Saturday afternoons)	Standard impact avoidance construction noise and vibration mitigation measures. Additional specific measures where possible during site clearance works on Saturday afternoon e.g. use of noise-control equipment such as jackets on pneumatic drills, acoustic covers on compressors, shrouds on and cranes, temporary acoustic barriers and screens.	Negligible-Minor adverse (not significant)	No change. The full extent of Proposed Change 3 will not bring works closer to residential receptors on the eastern edge of Immingham.	None
Residential NSRs on Queens Road (NSR 1 and NSR 2) - Construction vibration (landside works)	Minor Adverse (not significant)	Use of non-vibratory rollers	Minor adverse (not significant)	N/A. There will be no new sources of vibration.	None
Residential NSRs on adjacent to construction traffic routes - Construction Traffic	Negligible (not significant) (daytime)	Outline Construction Traffic Management Plan **[REP1-006]**	Negligible (not significant)	N/A. There will be no additional traffic as a result of Proposed Change 3.	None
Immingham Oil Terminal Jetty/ Pipeline - Construction/Piling Vibration (Marine Works)	Negligible (not significant)	N/A	Negligible (not significant)	N/A.	None
Residential NSRs - Construction noise impacts from sea vessel movements	Negligible adverse (not significant)	N/A	Negligible adverse (not significant)	N/A	None
Operation					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Residential NSRs on eastern edge of Immingham - On-site plant noise and operations	Up to moderate/major adverse (significant) (daytime) and up to major adverse (significant) (night-time)	Limits on noise emissions from plant and equipment at source, including the use of silencers/attenuators on items of plant where applicable. Acoustic barriers/screens local to the items of plant and equipment to reduce transmission of noise from the Site to NSRs.	Minor adverse (not significant)	N/A. Proposed Change 3 will not result in additional operational noise.	None
Residential NSRs adjacent to operational traffic routes - Project traffic on local roads	Negligible adverse (not significant)	N/A	Negligible (not significant)	N/A. Proposed Change 3 will not result in additional operational traffic or additional traffic noise.	None
Terrestrial Ecology – Table 8-6, Chapter 8: Nature Conservation (Terrestrial Ecology) [APP-050]					
Construction Phase					
Mature deciduous woodland - Pipe-rack and jetty access road construction resulting in loss of/damage to woodland habitat	Moderate adverse (Significant)	Design of pipe rack and jetty access road has minimized the woodland loss as far as possible. An Outline Woodland Compensation Strategy **[APP-224]** has been submitted with the Application and a final Woodland Compensation Plan will be secured by a DCO Requirement but does not mitigate effect of permanent woodland loss.	Moderate adverse (Significant)	N/A. The areas affected by Proposed Change 3 are outside of Long Strip..	None
Bat Roosts - Loss of minor tree roosts during Pipe-rack and jetty access road construction	Minor adverse (Not significant)	European Protected Species Mitigation licence or Low Impact Class Licence	Minor adverse (Not significant)	N/A. No additional woodland or trees that could support bat roosts will be impacted by the changes.	None
Otter (foraging) - Noise and visual disturbance	Minor adverse (Not significant)	Buffer zone from edge of North Beck Drain secured under the Water Vole. Natural England Class Licence. Sensitive temporary lighting design to minimise spill (Outline CEMP **[APP-221]**).	Minor adverse (Not significant)	N/A – no impact to habitats used by otter.	None
Otter (foraging) - Habitat damage/loss to habitats that may support foraging/ transient otter	Negligible (Not significant)	**Drainage Strategy** appended at **Appendix 18.B [APP-210]** includes embedded mitigation to reduce run-off to green field rates.	Negligible (Not significant)	N/A – no impact to habitats used by otter.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Water vole - Habitat damage/loss to ditch supporting water voles that will be culverted for the jetty access road.	Minor adverse (Not significant)	Displacement of water voles from affected habitats under Natural England Class Licence. **Drainage Strategy** appended at **Appendix 18.B [APP-210]** includes embedded mitigation to reduce run-off to green field rates.	Minor adverse (Not significant)	N/A – no impact to habitats used by water vole.	None
Water vole - Noise and visual disturbance	Minor adverse (Not significant)	Buffer zone from edges of North Beck Drain secured under the Natural England Class Licence. Sensitive temporary lighting design to minimise spill (Outline CEMP **[APP-221]**).	Minor adverse (Not significant)	N/A – no impact to habitats used by water vole.	None
Operation					
Bats (foraging) - Lighting disturbance	Minor adverse (Not significant)	The outline Lighting Strategy **[APP-173]** includes sensitive permanent lighting design to minimize spill to adjacent habitats	Minor adverse (Not significant)	N/A. No change to the lighting as assessed within the ES.	None
Otter (foraging) - Noise and visual disturbance	Negligible (Not significant)	Buffer zone from edge of North Beck Drain. The outline Lighting Strategy **[APP-173]** includes sensitive permanent lighting design to minimize spill to adjacent habitats	Negligible (Not significant)	N/A – no impact to habitats used by otter.	None
Water vole - Noise and visual disturbance	Minor adverse (Not significant)	Buffer zone from edge of North Beck Drain. The outline Lighting Strategy **[APP-173]** includes sensitive permanent lighting design to minimize spill to adjacent habitats	Minor adverse (Not significant)	N/A – no impact to habitats used by water vole.	None
Decommissioning					
Otter (foraging) – Noise and visual disturbance	Minor adverse (Not significant)	Buffer zone from edges of watercourses. Sensitive temporary lighting design to minimise spill (Outline Decommissioning Environmental Management Plan (“DEMP”) **[APP-222]**).	Minor adverse (Not significant)	N/A – no impact to habitats used by otter.	None
Otter (foraging) - Habitat damage/loss to habitats that may support foraging/ transient otter	Negligible (Not significant)	Protective measures to maintain water quality and levels (DEMP).	Negligible (Not significant)	N/A – no impact to habitats used by otter.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Water vole - Habitat damage/loss	Minor adverse (Not significant)	Displacement of water voles (if confirmed present following updated survey work prior to decommissioning) from affected habitats under Natural England Class Licence (where necessary based on licensing requirements at the time of decommissioning).	Minor adverse (Not significant)	N/A – no impact to habitats used by water vole.	None
Water vole - Noise and visual disturbance	Minor adverse (Not significant)	Buffer zone from edges of watercourses if water voles confirmed present following updated survey work prior to decommissioning. Sensitive temporary lighting design to minimise spill (DEMP).	Minor adverse (Not significant)	N/A – no impact to habitats used by water vole.	None
Traffic and Transport – Table 11-27, Chapter 11: Traffic & Transport [APP-053]					
Construction Phase – Traffic Flows					
A180 East - between east of A180/A1173 Junction (Low)	Negligible	No additional mitigation	Negligible (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
A1173 - between A1173/Kiln Lane and A1173/Kings Road (Low)	Minor	No additional mitigation	Minor (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
Kings Road - between A1173 and Queens Road (Low)	Minor	No additional mitigation	Minor (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
Queens Road between Kings Road and Laporte Road (Medium)	Minor	No additional mitigation	Minor (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
Kings Road - between A1173/Kings Road and Kings Road/Pelham Road (Low)	Negligible	No additional mitigation	Negligible (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
Manby Road - between A160/Manby Road and Kings Road/Pelham Road (Low)	Negligible	No additional mitigation	Negligible (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
A160 - Between Manby Road/A160 and A160/A1077 roundabout (Low)	Negligible	No additional mitigation	Negligible (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
A160 - Between A160/A1077 roundabout and A160/A180 (Low)	Negligible	No additional mitigation	Negligible (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
A180 West - between A180/A1173 and A180/A160 (Low)	Negligible	No additional mitigation	Negligible (Not significant)	N/A – no change to traffic flows as a result of the changes.	None
Laporte Road – between Queens Road and Kiln Lane/Hobson Way roundabout (Low)	Negligible	Mitigation as outlined in the Outline CTMP/Construction Workers Travel Plan (Appendix A of CTMP) **[REP1-006]**	Negligible (Not significant)	N/A – no change to traffic flows as a result of the changes.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Landscape and Visual – Table 13-7 and 13-8, Chapter 13: Landscape & Visual Impact [APP-055]					
Construction Phase					
Impact on landscape character to the Site and its immediate setting	Moderate adverse (significant)	None	Moderate adverse (significant)	No change. The changes will not impact further on the landscape character.	None
Impact on recreational users at viewpoint 2 Public Rights of Way (PRoW) and proposed England Coast Path Route	Major adverse (significant)	None	Major adverse (significant)	N/A – the changes will not be visible from viewpoint 2.	None
Impact on recreational users at viewpoint 3 bridleway/ PRoW and proposed England Coast Path Route	Major adverse (significant)	None	Major adverse (significant)	N/A – the changes will not be visible from viewpoint 2.	None
Impact on residential receptors located on Queens Road at viewpoint 11	Major adverse (significant)	None	Major adverse (significant)	No change. Whilst Proposed Change 3 incorporates additional land for construction purposes which is adjacent to Queens Road, this will not exacerbate the impacts for these receptors which are already major adverse given the scale and extent of construction works close to this location.	None
Operation					
Impact on recreational users at viewpoint 2 PRoW and proposed England Coast Path Route	Moderate adverse (significant)	None	Moderate adverse (significant)	N/A – the changes will not be visible from viewpoint 2.	None
Impact on recreational users at viewpoint 3 bridleway/ PRoW and proposed England Coast Path Route	Moderate adverse (significant)	None	Moderate adverse (significant)	N/A – the changes will not be visible from viewpoint 3.	None
Historic Environment (Terrestrial) – Table 14-7, Chapter 14: Historic Environment (Terrestrial) [APP-056]					
Construction Phase					
Long Strip (MNL1797)	Moderate adverse (significant)	The work already being undertaken by the ecological/environmental teams (see **Appendix 8.G: Arboricultural Impact Assessment APP-185]** and **Outline CEMP [APP-221]**) will provide mitigation for the impact upon the historical nature of the woodland. Accordingly, no additional work is required in relation to this impact	Minor adverse (not significant)	N/A – the changes do not impact Long Strip.	None
Peat deposits and organic alluvial deposits identified by Geoarchaeological evaluation	Major adverse (significant)	Further analysis of the peat and organic alluvium samples obtained by the evaluation and report produced detailing the results of this work (as included within the **Outline CEMP [APP-**	Minor adverse (not significant)	N/A – no additional below ground works.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
		221]). Such work will provide useful information that would otherwise never have been gained.			
Terraced properties on Queens Road (ACM1)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Curvilinear enclosure (MNL4674)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Remains of Grimsby and Immingham Electric Light Railway (MNL2087 and MNL3078)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Site of Tram Shelter (MNL4715)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Unknown Heritage Assets relating to the Medieval – Post Medieval agricultural use of the landscape	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Unknown Heritage Assets relating to the Post Medieval - Modern industrial use of the landscape	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Unknown Heritage Assets relating WWII activity in landscape	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Archaeological features present within TCA as demonstrated by geophysical survey	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Historic Landscape Character of Site and area around Site	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Beacon at Stallingborough (MNL4263)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Beacon at Stallingborough (MNL4426)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Site of WWII military installation (MNL4644)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Rectilinear enclosure (MNKL4652)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Mid 20th century landfill Site – Immingham H.C.C. landfill (MNL1063)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Site of WWII bomb Crater (MNL4643)	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)	N/A – no additional impacts to this asset.	None
Churchfield Manor (NHLE 1161630)	Negligible Adverse (not significant)	N/A	Negligible Adverse (not significant)	N/A – no additional impacts to this asset.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Immingham War Memorial (NHLE1455139)	Negligible Adverse (not significant)	N/A	Negligible Adverse (not significant)	N/A – no additional impacts to this asset.	None
Sea Defense Bank (MNL2085)	Negligible Adverse (not significant)	N/A	Negligible Adverse (not significant)	N/A – no additional impacts to this asset.	None
Kings Road (MNK3523)	Negligible Adverse (not significant)	N/A	Negligible Adverse (not significant)	N/A – no additional impacts to this asset.	None
Immingham Dock Branch Railway (MNKL3039)	Negligible Adverse (not significant)	N/A	Negligible Adverse (not significant)	N/A – no additional impacts to this asset.	None
Stallingborough Medieval Settlement (NHLE1020423)	Neutral	N/A	Neutral	N/A – no additional impacts to this asset.	None
Church of St Andrew (NHLE 1310011)	Neutral	N/A	Neutral	N/A – no additional impacts to this asset.	None
Church of St Peter and St Paul (NHLE1346978)	Neutral	N/A	Neutral	N/A – no additional impacts to this asset.	None
The Iron Bungalow (NHLE1391349)	Neutral	N/A	Neutral	N/A – no additional impacts to this asset.	None
Site of WWII anti landing obstacle (4640)	None	N/A	None	N/A – no additional impacts to this asset.	None
Site of WWII barrage balloon mooring point (MNL4651)	None	N/A	None	N/A – no additional impacts to this asset.	None
Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage – Table 18-12, Chapter 18: Water Use, Water Quality, Coastal protection, Flood Risk and Drainage [APP-060]					
Construction Phase					
North Beck, Harbrough Marsh Drain and Local drains					
Direct spillage: Contamination from suspended solids or other chemical contaminants that may find their way into site runoff, infiltrate to ground, or be spilt directly into waterbodies when there are works within or adjacent to them	Moderate/Major adverse	Bunded operations and spill kits to be used on Site (as specified in Table 3.16 of the **outline CEMP APP-221]).**	Negligible/Minor adverse (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary.	None
Runoff contamination: The effects of diffuse urban pollutants in surface water runoff (that may contain metals, hydrocarbons, and inert solids etc.)	Minor/Moderate adverse	Bunded operations for all chemicals and fuels needed on Site (to be specified in the **CEMP**).	Negligible/Minor adverse (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None
Alteration in fluvial and overland flow paths, and potential increase in flood risk, as a result of storing construction materials in the floodplain	Minor/Moderate adverse	Areas for storage of construction materials to be carefully considered (to be specified in the CEMP).	Negligible/Minor adverse (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None
Increased risk of blockage of drains as a result of increased material (sands, gravels etc.) transported in runoff from Site	Minor/Moderate adverse	Surface water runoff to be managed on site (to be specified in CEMP).	Negligible/Minor adverse (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Coastal and floodplain grazing marsh and good quality semi-improved grassland					
Direct spillage: Contamination from suspended solids or other chemical contaminants that may find their way into site runoff, infiltrate to ground, or be spilt directly into non-priority habitat when there are works within or adjacent to them	Negligible/Minor adverse	Bunded operations and spill kits to be used on Site (to be specified in the CEMP).	Negligible (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None
Runoff contamination: The effects of diffuse urban pollutants in surface water runoff (that may contain metals, hydrocarbons, and inert solids etc.)	Negligible/Minor adverse	Bunded operations for all chemicals and fuels needed on Site (to be specified in the CEMP).	Negligible (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None
Existing Development on-site					
Floodplain inundation from tidal flooding due to a breach/overtopping event, alteration in fluvial and overland flow paths, and potential increase in flood risk, as a result of storing construction materials in the floodplain	Minor adverse	Areas for storage of construction materials to be carefully considered (to be specified in the CEMP). Flood resilience and resistant measures embedded in design. Overland flow paths maintained and temporary drainage to control surface water discharge.	Minor adverse (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None
Existing Development off-site					
Floodplain inundation from tidal flooding due to a breach/overtopping event, alteration in fluvial and overland flow paths, and potential increase in flood risk to the surrounding areas, as a result of storing construction materials in the floodplain	Minor adverse	Areas for storage of construction materials to be carefully considered (to be specified in the CEMP). Overland flow paths maintained and temporary drainage to control surface water discharge.	Minor adverse (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None
Surface waterbodies (North Beck Drain, Harbrough Marsh Drain, Immingham Pump Drain & Local land drainage ditches)					
Increase in risk of fluvial/surface water flooding due to changes in surface water runoff rates/volumes due to compaction of soil, increases in impermeable area, disruption/alteration of existing surface water flow paths, works/structures within watercourses.	Moderate Adverse	Temporary drainage facilities (swales etc) provided during the construction phase to control discharge of surface water run-off (as specified in the **outline CEMP [APP-221])**.	Minor Adverse (Not Significant)	No change. The mitigation measures applied in the CEMP will be applied to the full extent of the extended red line boundary	None
Flood Defences					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Potential changes in tidal regime including wave height, water velocities and erosion/accretion rates	Minor Adverse	None required beyond those outlined in **Chapter 16: Physical Processes [APP-058]** and the ongoing inspection and maintenance programme undertaken by the Environment Agency.	Minor Adverse (Not Significant)	N/A	None
Habrough Marsh Drain					
Potential changes in tidal regime including wave erosion/accretion rates resulting in siltation of the Habrough Marsh Drain outfall, increasing fluvial flood risk	Minor Adverse	None required beyond those outlined in **Chapter 16: Physical Processes [APP-058].**	Minor Adverse (Not Significant)	N/A	None
Human health (Construction workers and operatives & Site visitors)					
Exposure to floodwater via flooding from predominantly tidal sources e.g. overtopping, such as surge events or breach of defences	Large adverse – Very Large Adverse.	Construction works would be carried out in accordance with the outline CEMP **[APP-221]**, including the Flood Response Plan. Site induction, including evacuation routes, safe refuge, access, and egress. Site will be registered with the Environment Agency Flood Warnings Direct Service. No visitors or access during periods of inclement weather. No work onsite during a flood warning period	Minor Adverse (Not Significant)	No change. The mitigation measures applied in the outline CEMP **[APP-221]** will be applied to the full extent of the extended red line boundary.	None
Operation Phase					
North Beck, Habrough Marsh drain and local drains					
Potential operational pollution of surface watercourses from accidental spillages	Minor/Moderate adverse	Containment areas and bunded operations and spill kits to be used on Site (as specified in the **outline CEMP [APP-221])**.	Negligible/Minor adverse (Not Significant)	No change. The mitigation measures applied in the outline CEMP **[APP-221]** will be applied to the full extent of the extended red line boundary. .	None
Potential run off of hazardous firefighting chemicals to surface water course	Major adverse	Containment areas and bunded operational area with spill kits to be used and treatment/removal of liquids (as specified in the **outline CEMP [APP-221])**.	Negligible/Minor adverse (Not Significant)	No change. The mitigation measures applied in the outline CEMP **[APP-221]** will be applied to the full extent of the extended red line boundary.	None
Coastal and floodplain grazing marsh and good quality semi-improved grassland					
Potential operational pollution of surface watercourses from accidental spillages	Negligible/ Minor adverse	Containment areas and bunded operations and spill kits to be used on Site (as specified in the **outline CEMP [APP-221])**.	Negligible (Not Significant)	No change. The mitigation measures applied in the outline CEMP **[APP-221]** will be applied to the full extent of the extended red line boundary.	None
Existing Development on-site					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Floodplain inundation from tidal flooding due to a breach/overtopping event, alteration in fluvial and overland flow paths, and potential increase in flood risk	Minor adverse	Embedded mitigation in the development design site operation and shutdown procedures, elevating critical plant equipment above the breach flood water level, and Flood Emergency Response Plans allow the development to remain safe should a flood event occur. Provision of a drainage strategy to manage surface water run-off and retain surface water within the Project boundary.	Minor adverse (Not Significant)	N/A	None
Existing Development off-site					
Floodplain inundation from tidal flooding, alteration in tidal and fluvial overland flow paths, and potential increase in flood risk to the surrounding areas, as a result of land raising in the West and East Sites.	Minor adverse	Site/surrounding area registered with the Environment Agency Flood Warnings Direct Service. Provision of a drainage strategy to manage surface water run-off up to and including the 1% Annual Exceedance Probability plus 40% climate change allowance. Surface water is stored and retained within the Project boundary.	Minor adverse (Not Significant)	N/A	None
Surface waterbodies (North Beck Drain, Harbrough Marsh Drain, Immingham Pump Drain & Local land drainage ditches)					
Increase in risk of fluvial/surface water flooding due to changes in surface water runoff rates/volumes due to increases in impermeable area, disruption/alteration of existing surface water flow paths	Moderate adverse	Site/surrounding area registered with the Environment Agency Flood Warnings Direct Service. Provision of a drainage strategy to manage surface water run-off up to and including the 1% AEP plus 40% climate change allowance. Surface water is stored and retained within the Project boundary.	Minor beneficial (Not Significant)	N/A	None
Increase in risk of surface water flooding due to changes in surface water runoff rates/volumes due to increases in impermeable area, disruption/alteration of existing surface water flow paths	Moderate adverse	Provision of a drainage strategy to manage surface water run-off up to and including the 1% AEP plus 40% climate change allowance. Surface water is stored and retained within the Project boundary.	Minor beneficial (Not Significant)	N/A	None
Flood Defences					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Potential changes in tidal regime including wave height, water velocities and erosion/accretion rates	Minor Adverse	None Required	Minor adverse (Not Significant)	N/A - no impact to the flood defences as part of the changes.	None
Habrough Marsh Drain					
Potential changes in tidal regime including wave erosion/accretion rates resulting in siltation of the Habrough Marsh Drain outfall, increasing fluvial flood risk	Minor Adverse	None required beyond those outlined in **Chapter 16: Physical Processes [TR030008/APP/6.2]**.	Minor adverse (Not Significant)	N/A – no impact to tidal areas.	None
Human health (Construction workers and operatives)					
Exposure to floodwater via flooding from predominantly tidal sources e.g. overtopping, such as surge events or breach of defences	Large adverse.	Flood Response Plan. Site induction, including evacuation routes, safe refuge, access, and egress. Site registered with the Environment Agency Flood Warnings Direct Service. No work or visitors onsite during a flood warning period.	Minor adverse (Not Significant)	N/A - the mitigation measures applied in the Flood Response Plan will be applied to the extended red line boundary.	None
Human health (site visitors)					
Exposure to floodwater via flooding from predominantly tidal sources e.g. overtopping, such as surge events or breach of defences	Very Large adverse.	Flood Response Plan. Site induction, including evacuation routes, safe refuge, access, and egress. Site registered with the Environment Agency Flood Warnings Direct Service. No work or visitors onsite during a flood warning period.	Minor adverse (Not Significant)	N/A - the mitigation measures applied in the Flood Response Plan will be applied to the extended red line boundary.	None
Decommissioning					
North Beck, Habrough Marsh drain and local drains					
Direct spillage: Contamination from suspended solids or other chemical contaminants that may find their way into site runoff, infiltrate to ground, or be spilt directly into waterbodies when there are works within or adjacent to them.	Moderate/Major adverse	Bunded operations and spill kits to be used on Site (to be specified in the DEMP).	Negligible/Minor adverse (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction.	None
Runoff contamination: The effects of diffuse urban pollutants in surface water runoff (that may contain metals, hydrocarbons, and inert solids etc.).	Minor/Moderate adverse	Bunded operations for all chemicals and fuels needed on Site (to be specified in the DEMP).	Negligible/Minor adverse (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction.	None
Coastal and floodplain grazing marsh and good quality semi-improved grassland					
Direct spillage: Contamination from suspended solids or other chemical contaminants that may find their way into site runoff, infiltrate to ground, or be spilt directly into non-priority habitat when there are works within or adjacent to them.	Negligible/Minor adverse	Bunded operations and spill kits to be used on Site (to be specified in the DEMP).	Negligible (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Runoff contamination: The effects of diffuse urban pollutants in surface water runoff (that may contain metals, hydrocarbons, and inert solids etc.).	Negligible/Minor adverse	Bunded operations and spill kits to be used on Site (to be specified in the DEMP).	Negligible (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction.	None
Existing Development on-site					
Floodplain inundation from tidal flooding due to a breach/overtopping event, alteration in fluvial and overland flow paths, and potential increase in flood risk, as a result of storing materials in the floodplain	Minor adverse	Areas for storage of materials to be carefully considered (to be specified in the DEMP). Overland flow paths maintained and surface water drainage system to remain in-situ.	Minor adverse (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction.	None
Existing Development off-site					
Floodplain inundation from tidal flooding due to a breach/overtopping event, alteration in fluvial and overland flow paths, and potential increase in flood risk to the surrounding areas, as a result of storing materials in the floodplain	Minor adverse	Areas for storage of materials to be carefully considered (to be specified in the DEMP). Overland flow paths maintained and surface water drainage system to remain in-situ.	Minor adverse (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction. .	None
Surface waterbodies (North beck Drain, Harbrough Marsh Drain, Immingham Pump Drain & Local land drainage ditches)					
Increase in risk of fluvial/surface water flooding due disruption/alteration of existing surface water flow paths, works/structures within watercourses.	Moderate Adverse	Overland flow paths maintained and surface water drainage system to remain in-situ.	Minor adverse (Not Significant	N/A - no impact to surface waterbodies.	None
Flood Defences					
Potential changes in tidal regime including wave height, water velocities and erosion/accretion rates.	Minor Adverse	None required beyond the ongoing inspection and maintenance programme undertaken by the Environment Agency	Minor adverse (Not significant)	N/A – no impact to flood defences.	None
Habrough Marsh Drain					
Potential changes in tidal regime including wave erosion/accretion rates resulting in siltation of the Habrough Marsh Drain outfall, increasing fluvial flood risk	Minor Adverse	None required beyond those outlined in **Chapter 16: Physical Processes [APP-058]**.	Minor adverse (Not Significant)	N/A - no impact to tidal areas.	None
Human Health - Construction workers and operatives					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Exposure to floodwater via flooding from predominantly tidal sources e.g. overtopping, such as surge events or breach of defences	Large adverse.	Construction works would be carried out in accordance with the DEMP, including the Flood Response Plan. Site induction, including evacuation routes, safe refuge, access, and egress. Site will remain registered with the Environment Agency Flood Warnings Direct Service. No visitors or access during periods of inclement weather. No work onsite during a flood warning period	Minor adverse (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction.	None
Human Health - Site Visitors					
Exposure to floodwater via flooding from predominantly tidal sources e.g. overtopping, such as surge events or breach of defences	Very Large Adverse	Construction works would be carried out in accordance with the DEMP, including the Flood Response Plan. Site induction, including evacuation routes, safe refuge, access, and egress. Site will remain registered with the Environment Agency Flood Warnings Direct Service. No visitors or access during periods of inclement weather. No work onsite during a flood warning period	Minor adverse (Not Significant)	N/A - the measures in the outline DEMP **[APP-222]** would not be relevant to the area of the extended red line boundary when decommissioning occurs as it is only required for temporary use during construction.	None
Climate Change – Section 19.10, Chapter 19 Climate Change [APP-061]					
Greenhouse Gas Assessment					
Greenhouse gas emission production	Significant beneficial	Embedded design mitigation measures and best available techniques for energy management, implemented as part of compliance with the Environmental Permit.	Significant beneficial	N/A – no changes to the emissions generated.	None
Climate Change Resilience					
Construction					
Increased frequency and severity of weather events	Low (Not significant)	A risk assessment of severe weather impacts on the construction process will be produced by the main contractor to inform mitigation. Any receptors and/or construction-related operations and activities potentially sensitive to severe weather events will be considered in that assessment. Climate change projections will be	Low (Not significant)	N/A – Proposed Change 3 would not lead to a requirement to update the design response to climate change.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
		considered in the risk assessments. The main contractors' Environmental Management System will consider all measures deemed necessary and appropriate to manage severe weather events and will as a minimum cover training of personnel and prevention and monitoring arrangements. As appropriate, construction method statements will also consider severe weather events where risks have been identified. Use of storm defences (e.g., walls, riprap). Design site with refuges where required, storm-resilient materials and form. Ensure appropriate storage of plant and materials. Addition of wind protection defenses (e.g., storm pin and tie-down procedures, crane buffers) across site. Specific measures to ensure safe storage of larger infrastructure (e.g. quay cranes). Regular maintenance of assets to be undertaken to detect deterioration and damage.			
Increased summer temperatures	Low (not significant)	Prevention measures and health and safety plans to be developed to prevent worker exhaustion due to heat such as monitoring of the weather to advise on requirements to stop work.	Low (not significant)	N/A – Proposed Change 3 would not lead to a requirement to update the design response to climate change.	None
Increased winter precipitation	Low (not significant)	Prevention measures and health and safety plans to be developed to manage flood risk during construction such as monitoring of the weather to advise on requirements to stop work.	Low (not significant)	N/A – Proposed Change 3 would not lead to a requirement to update the design response to climate change.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Operation					
Increased frequency and severity of extreme weather	Moderate (Significant)	All new structures will either be designed for the climatic conditions using appropriate design guidance where available, or adaptive capacity will be built into the designs.	Moderate (Not Significant)	N/A – Proposed Change 3 would not lead to a requirement to update the design response to climate change.	None
Sea Level Rise	Moderate (Significant)	All new structures will either be designed for the climatic conditions using appropriate design guidance where available, or adaptive capacity will be built into the designs. Additional design measures to cope with flood / high water level conditions on site will be implemented (see **Section 19.6** of **Chapter 19: Climate Change [APP-061]**.	Moderate (Not Significant)	N/A – Proposed Change 3 would not lead to a requirement to update the design response to climate change.	None
Increased frequency and severity of extreme weather events (e.g. flooding, snow and ice, storms)	Moderate (Significant)	All new assets and buildings will either be designed for the climatic conditions using appropriate design guidance where available, or adaptive capacity will be built into the designs. Storm-proof infrastructure will be incorporated where possible (e.g., underground power supplies). Addition of wind protection defenses (e.g., storm pin and tie-down procedures, crane buffers) across site. Specific measures to ensure safe storage of larger infrastructure (e.g. quay cranes) Regular maintenance of assets to be undertaken to detect deterioration and damage.	Moderate (Not significant)	N/A – Proposed Change 3 would not lead to a requirement to update the design response to climate change.	None
Increased Summer Temperatures	Low (not significant)	Use of materials with superior properties which offer increased tolerance to high temperatures to be considered.	Low (not significant)	N/A - Proposed Change 3 would not lead to a requirement to update the design response to climate change.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Increased temperatures	Moderate (significant)	Storage and transfer of chemicals/ substances in line with safety regulations.	Moderate (Not significant)	N/A Proposed Change 3would not lead to a requirement to update the design response to climate change.	None
Materials and Waste – Table 20-35 , Chapter 20: Materials and Waste [APP-062]					
Construction					
Waste - Non-hazardous landfill void capacity in the expansive study area of East Midlands and Yorkshire and the Humber.					
Changes in available landfill capacity.	The sensitivity of the receptor is classified as very high, with a negligible magnitude of impact resulting in a slight adverse effect which is not significant.	Implementation of the waste hierarchy, and adherence to waste mitigation measures as detailed in the Outline Site Waste Management Plan and Outline Construction Environmental Management Plan **[APP-221]**.	Slight adverse effect which is not significant	No change. Proposed Change 3 will not generate any additional waste beyond that assessed in the ES. The mitigation measures in the outline CEMP **[APP-221]** and the Outline SWMP will be applied to the full extent of the extended red line boundary	None
Waste - Hazardous landfill void capacity in the expansive study area England.					
Changes in available landfill capacity	The sensitivity of the receptor is classified as very high, with a negligible magnitude of impact resulting in a slight adverse effect which is not significant.	Implementation of the waste hierarchy, and adherence to waste mitigation measures as detailed in the Outline Site Waste Management Plan and outline Construction Environmental Management Plan **[APP-221]**.	Slight adverse effect which is not significant.	No change. Proposed Change 3 will not generate any additional waste beyond that assessed in the ES. The mitigation measures in the Outline CEMP [APP-21and the Outline SWMP will be applied to the full extent of the extended red line boundary	None
Materials - national and regional consumption of key construction materials					
Changes in demand for materials	When each phase is considered individually the sensitivity of the receptor is classified as low, with a negligible or minor (dependent on material type) magnitude of impact resulting in a slight adverse effect which is not significant. In a worst-case scenario that Phase 1, Phase 2-6 and the jetty are constructed within a single year the sensitivity of the receptor is classified as low, with a negligible, or moderate (dependent on material type) magnitude of impact resulting in a slight adverse effect which is not significant.	Implementation of the waste hierarchy, and adherence to waste mitigation measures as detailed in the Outline Site Waste Management Plan and Construction Environmental Management Plan **[APP-221]**.	Slight adverse effect which is considered to be not significant.	No change. Proposed Change 3 will not create an additional demand for materials beyond that assessed in the ES. The mitigation measures in the Outline CEMP [APP-21and the Outline SWMP will be applied to the full extent of the extended red line boundary	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Waste – Safeguarded waste sites					
Impacts on safeguarded waste sites and associated access	Not significant.	None	Not significant.	N/A - Proposed Change 3 will not impact any safeguarded waste sites beyond those assessed in the ES.	None
Operation					
Waste - Non-hazardous landfill void capacity in the expansive study area of East Midlands and Yorkshire and the Humber.					
Changes in available landfill capacity	The sensitivity of the receptor is classified as very high, with a negligible magnitude of impact resulting in a slight adverse effect which is not significant.	Implementation of the waste hierarchy, and adherence to waste mitigation measures as detailed in the Outline Site Waste Management Plan (Appendix A of the Outline CMP **[APP-221]**.	Slight adverse effect which is not significant.	N/A - Proposed Change 3 will not generate any additional waste beyond that assessed in the ES.	None
Waste - Hazardous landfill void capacity in the expansive study area England.					
Changes in available landfill capacity	The sensitivity of the receptor is classified as very high, with a negligible magnitude of impact resulting in a slight adverse effect which is not significant.	Implementation of the waste hierarchy, and adherence to waste mitigation measures as detailed in the Outline Site Waste Management Plan (Appendix A of the Outline CMP **[APP-221])**.	Slight adverse effect which is not significant.	N/A - Proposed Change 3 will not generate any additional waste beyond that assessed in the ES.	None
Ground Conditions and Land Quality – Table 21-19, Chapter 21: Ground Conditions and Land Quality [APP-063]					
Construction					
Human Health: Onsite workers / Site visitors / Residents.					
Direct contact with contaminated soils, exposure to contaminated groundwater and exposure / inhalation of dust / soil derived vapours and ground gas.	Slight Adverse (Not significant)	Construction works will be carried out in accordance with the outline CEMP **[APP-221]**, the Outline Asbestos Management Plan (AMP) (Appendix E of the outline CEMP **[APP-221]**), the Outline Remediation Strategy **[APP-217]** and Materials Management Plan (MMP).	Slight Adverse (Not significant)	N/A - Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES. The mitigation measures applied in the Outline Remediation Strategy **[APP-217]**, and outline CEMP and supporting appendices **[APP-221]** will be applied to the full extent of the red line boundary extension.	None
Human Health: Offsite workers / Site visitors / Residents					
Exposure to contaminated groundwater and exposure / inhalation of dust / soil derived vapours and ground gas.	Slight Adverse (Not significant)	Construction works will be carried out in accordance with the outline CEMP **[APP-221], the** Outline Remediation Strategy **[APP-217]** and Outline AMP (Appendix E of the outline CEMP **[APP-221]**. An MMP will also be implemented.	Slight Adverse (Not significant)	N/A - Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES. The mitigation measures referred to will be applied to the full extent of the red line boundary extension where applicable.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Geology: Beach and Tidal Flat Deposits / Tidal Flat Deposits / Devensian Till / Flamborough Chalk Formation					
Piling foundations	Slight Adverse (Not significant)	Construction works will be carried out in accordance with the outline CEMP **[APP-221]**. The construction methodology will be assessed and Piling Risk Assessments will be prepared and implemented. Environmental good practice will be adhered to on site.	Slight Adverse (Not significant)	N/A. There are no additional piling requirements associated with Proposed Change 3.	None
Soils: Beach and Tidal Flat Deposits / Tidal Flat Deposits					
Spoil arising from earthworks and excavations and degradation due to plant heavy plant machinery and vehicle movement. Loss of potential versatile agricultural land.	Slight Adverse (Not significant)	An ALC Survey has been undertaken. The survey indicates the West Site and a thin strip of land within the Laporte Road Temporary Construction Area (Work No. 9) is classified as ALC Grade 3b. The following standards will be adhered to during earthworks operations: with BS1997:2004 Eurocode 7, BS16907-1 to 7:2018 Earthworks; BS6031:2009 Code of Practice for earthworks and National Highways (NH) guidelines including DMRB Series 600 ‘Earthworks’. An Outline Remediation Strategy has been prepared and is provided as **Appendix 21.C [APP-217]**. Any surplus material will be re-used where possible, subject to the requirements within the Remediation Strategy and the MMP.	Slight Adverse (Not significant)	N/A. There are no additional earthworks or excavations associated with Proposed Change 3.	None
Agricultural soils (temporary use)					
Temporary compaction of existing ALC Grade 3b soils within the Laporte Road Temporary Construction Area during construction, resulting from soil levelling/compaction operations, and from the storage of materials.	Slight Adverse (Not significant)	Application of breathable, heavy duty ground mat protection on top of levelled and compacted soils, prior to the laydown of materials.	Slight Adverse (Not significant)	N/A - This impact is specifically related to the Laporte Road Temporary Construction Area (Work No. 9), which is not impacted by Proposed Change 3.	None
Agricultural soils (permanent loss)					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Permanent loss of existing ALC Grade 3b soils within the West Site, Work No. 7 (including Work Nos. 7A to 7D) during construction of the Hydrogen Production and Liquefaction, storage and tanker loading area and hydrogen refuelling station.	Slight Adverse (Not significant)	There are no mitigation measures for the permanent loss of soil resource.	Slight Adverse (Not significant)	N/A - No additional permanent loss of soils will occur as a result of Proposed Change 3. The additional land to be included in the red line boundary is to be used for temporary construction purposes only and has not been in recent agricultural use.	None
Groundwater (Superficial Contamination) - Beach and Tidal Flat Deposits (Secondary Undifferentiated Aquifer)					
Vertical and lateral migration of contaminants via groundwater and surface run-off associated with: Potential vertical migration of spills and leakages. Potential for contaminant mobilisation during construction. Potential for creation of new preferential pathways and contaminant pathways. This may arise from piling, exposure of soils, increased rainwater infiltration due to ground cover changes and excavations.	Neutral/Slight Adverse (Not significant)	The Ground Investigation has obtained geo-environmental data including groundwater levels and quality. The Ground Investigation data has informed the land contamination risk assessments. Marginal exceedances of the DWS were recorded in the East Site (Work No. 3, 4 and 5) for metals and inorganics within the Tidal Flat Deposits and Flamborough Chalk Formation. A potential risk to groundwater was identified associated with inorganics in groundwater, particularly for ammonium, nitrate, sodium and chloride within shallow groundwater. No exceedances were recorded in the West Site (Work No. 7). Construction works will be carried out in accordance with the outline CEMP **[APP-221]** and best practice guidance to minimise potential spillages and mobilisation of contaminants. Any proposed piling works would be subject to foundation risk assessments (e.g., a Piling Risk Assessment) and should be undertaken in accordance with best practice guidance. Piling method statements should detail measures to protect the aquifer if there is potential to cause pollution. A hydrogeological assessment and a dewatering scheme will be applied and implemented if dewatering is required or trenchless techniques are	Neutral/Slight Adverse (Not significant)	N/A - Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES. The mitigation measures in the outline CEMP **[APP-221]** will be applied to the full extent of the red line boundary extension.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
		required in high sensitivity groundwater environments.			
Groundwater (Superficial Contamination) - Beach and Tidal Flat Deposits (Secondary Undifferentiated Aquifer)					
Vertical and lateral migration of contaminants via groundwater and surface run-off associated with: Potential vertical migration of spills and leakages. Potential for contaminant mobilisation during construction. Potential for creation of new preferential pathways and contaminant pathways. This may arise from piling, exposure of soils, increased rainwater infiltration due to ground cover changes and excavations	Neutral/Slight Adverse (Not significant)	The Ground Investigation has obtained geo-environmental data including groundwater levels and quality. The Ground Investigation data has informed the land contamination risk assessments. Marginal exceedances of the DWS were recorded in the East Site (Work No. 3, 4 and 5) for metals and inorganics within the Tidal Flat Deposits and Flamborough Chalk Formation. A potential risk to groundwater was identified associated with inorganics in groundwater, particularly for ammonium, nitrate, sodium and chloride within shallow groundwater. No exceedances were recorded in the West Site (Work No. 7). Construction works will be carried out in accordance with the outline CEMP **[APP-221]** and best practice guidance to minimise potential spillages and mobilisation of contaminants. Any proposed piling works would be subject to foundation risk assessments (e.g., a Piling Risk Assessment) and should be undertaken in accordance with best practice guidance. Piling method statements should detail measures to protect the aquifer if there is potential to cause pollution. A hydrogeological assessment and a dewatering scheme will be applied and implemented if dewatering is required or trenchless techniques are required in high sensitivity groundwater environments.	Neutral/Slight Adverse (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES. The mitigation measures in the outline CEMP **[APP-221]** will be applied to the full extent of the red line boundary extension.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Groundwater (Bedrock Contamination) - Flamborough Chalk Formation and Burnham Chalk Formation (Principal Aquifer)					
Vertical and lateral migration of contaminants via groundwater and surface run-off associated with: Potential vertical migration of spills and leakages. Changes to the hydrogeological regime. Potential for contaminant mobilisation during construction.	Slight Adverse (Not significant)	The Ground Investigation has obtained geo-environmental data including groundwater levels and quality. The Ground Investigation data has informed the land contamination risk assessments. Marginal exceedances of the DWS were recorded in the East Site (Work No. 3, 4 and 5) for metals, TPH and PAHs. A potential risk to groundwater was identified associated with metals and inorganics in groundwater, particularly for ammonium, nitrate, sodium and chloride within the Flamborough Chalk Formation. No exceedances were recorded in the West Site (Work No. 7). Construction works will be carried out in accordance with the outline CEMP **[APP-221]** and best practice guidance to minimise potential spillages and mobilisation of contaminants. Any proposed piling works would be subject to foundation risk assessments (e.g., a Piling Risk Assessment) and should be undertaken in accordance with best practice guidance. Piling method statements should detail measures to protect the aquifer if there is potential to cause pollution. A hydrogeological assessment and a dewatering scheme will be applied and implemented if dewatering is required or trenchless techniques are required in high sensitivity groundwater environments.	Slight Adverse (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES. The mitigation measures in the outline CEMP **[APP-221]** will be applied to the full extent of the red line boundary extension.	None
Surface Water (Contamination) - Humber Estuary					
Potential for run-off associated with exposed ground and material stockpiles. Surface run-off associated with spills and leakages from vehicles or stored materials	Slight Adverse (Not significant)	Construction works will be carried out in accordance with the outline CEMP **[APP-221]** and best practice guidance to minimise potential spillages and	Slight Adverse (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
into the North Beck Drain on the eastern perimeter of the Site and the Habrough Marsh Drain to the west of the Site. This may affect the wider North Beck Drain catchment.		mobilisation of contaminants. Stockpiled materials will be stored at a suitable distance from surface watercourses to prevent run-off and should be suitability covered or reseeded if the stockpiled materials are not used within three months. Washing of plant and materials will only be undertaken in controlled areas.. **Chapter 17: Marine Water and Sediment Quality [APP-059]** and **Chapter 18: Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage [APP-060]** discusses further guidance relating to the control of water pollution from construction sites.		The mitigation measures in the outline CEMP **[APP-221]** will be applied to the full extent of the red line boundary extension.	
Operational Phase					
Human Health (Contamination) – Future on site workers					
Exposure to contaminated groundwater and exposure/inhalation of dust/soil derived vapours and ground gas.	Neutral (Not significant)	Operations will be required to comply with relevant legislation and regulations, including the Environmental Permit, Hazardous Substance Consents, site and task specific health and safety documentation required for works undertaken at the Site. As a result, significant effects are considered to be unlikely. Workers will be required to use personal protective equipment prior to coming onto Site and will comply with confined space legislation and assessments.	Neutral (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None
Human Health (Contamination) - Future site visitors / Off-site workers					
Exposure to contaminated groundwater and exposure/inhalation of dust/soil derived vapours and ground gas.	Neutral/Slight Adverse (Not significant)	The human health of future site visitors and off-site workers does not require mitigation measures as the operation of the Project is unlikely to cause significant effects to off-site receptors. Compliance with the Environmental Permit, Hazardous Substance Consents, site and task specific health and safety	Neutral/Slight Adverse (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
		documentation required for works undertaken at the Site will minimise any effects to off-site workers and future site visitors.			
Geology (Contamination) - Superficial Deposits and Bedrock					
Exposure to potential contaminants arising from spillages and leakages on the Site that migrate vertically into the geology underlying the Site.	Neutral (Not significant)	No mitigation measures are required as the Site will be covered in hardstanding / impermeable surfacing, and it is assumed that the Site will be operated in accordance with an Environmental Permit and Hazardous Substance Consents.	Neutral (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None
Controlled Waters (Contamination) - Superficial Secondary Aquifer / Principal Bedrock Aquifer / Humber Estuary / North Beck Drain and wider catchment (including the Habrough Marsh Drain)					
Surface run-off and lateral / vertical migration arising from potential accidental spillages and leakages from handling of fuels, lubricants, and stored chemicals. This may impact surface waters and groundwater.	Neutral (Not significant)	The Project will be operated in accordance with an Environmental Permit, Hazardous Substance Consents and there will be a managed surface drainage system and bunding as part of the Project. **Chapter 17: Marine Water and Sediment Quality [APP-059]** discusses further standard mitigation measures to prevent and minimise potential pollution to surface watercourses.	Neutral (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None
Decommissioning					
Human Health (Contamination) - Future site workers					
Exposure to contaminated groundwater and exposure / inhalation of dust / soil derived vapours.	Slight Adverse (Not significant)	A DEMP will be prepared (in line with the outline DEMP **[APP-222]**) and implemented at the Site. Workers will comply with standard mitigation, use personal protective equipment and comply with site-specific health and safety assessments and legislation. It is anticipated that the Project will be operated in accordance with an Environmental Permit which will also require a decommissioning plan to be approved by the regulator.	Slight Adverse (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Human Health (Contamination) - Off-site workers / Site visitors					
Exposure to contaminated groundwater and exposure / inhalation of dust / soil derived vapours.	Slight Adverse (Not significant)	A DEMP in line with the outline DEMP **[APP-222)**will be prepared and implemented at the Site. Workers will comply with general best practice on site, use personal protective equipment and comply with site-specific health and safety assessments and legislation. It is anticipated that the Project will be operated in accordance with an Environmental Permit which will also require a decommissioning plan to be approved by the regulator.	Slight Adverse (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None
Geology (Contamination) - Superficial Deposits and Bedrock					
Exposure to potential contaminants arising from spillages and leakages on the Site that migrate vertically into the geology underlying the Site.	Neutral Adverse (Not significant)	Works will comply with standard and embedded mitigation guidance and the outline DEMP **[APP-222]** for the Site. It is anticipated that the Project will be operated in accordance with an Environmental Permit which will also require a decommissioning plan to be approved by the regulator	Neutral Adverse (Not significant)	N/A – proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None
Controlled Waters (Contamination) - Superficial Secondary Aquifer / Principal Bedrock Aquifer / Humber Estuary /North Beck Drain and wider catchment (including the Habrough Marsh Drain)					
Surface run-off and lateral / vertical migration arising from potential accidental spillages and leakages from handling of fuels, lubricants, stored chemicals may impact surface waters and groundwater.	Neutral/Slight Adverse (Not significant)	Works will comply with standard and embedded guidance and the DEMP **[APP-222]** for the Site. Material stockpiles will be located a suitable distance from watercourses and will be suitably covered if not used within three months to prevent mobilisation and run-off. It is anticipated that the Project will be operated in accordance with an Environmental Permit which will also require a decommissioning plan to be approved by the regulator	Neutral/Slight Adverse (Not significant)	N/A – Proposed Change 3 will not generate additional contamination pathways beyond those assessed in the ES.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Major Accidents and Disasters (MA&D) – Section 22.11- , Chapter 22: Major Accidents and Disasters [APP-064]					
Occurrence risk events.	n/a	Application of the COMAH Regulations, and compliance with all relevant safety and environmental legislation.	Mitigated to As Low As Reasonably Practicable (ALARP).	N/A - Proposed Change 3 would not result in any variation to the assessment	None
Socio-economics – Table 23-19, Chapter 23: Socio-economics [APP-065]					
Construction					
Employment generation during the construction phase	Temporary major beneficial (significant)	None required.	Temporary major beneficial (Significant)	N/A - no additional workers required to facilitate the changes.	None
Gross Value Added (GVA) generation during the construction phase	Temporary moderate beneficial (significant)	None required.	Temporary moderate beneficial (Significant)	N/A – Proposed Change 3 will not generate any additional GVA.	None
Impacts on Public Footpath 32 users during the construction phase	Permanent no effect (not significant)	N/A	No effect	N/A – Proposed Change 3 will not impact any PRoW.	None
Impacts on Public Bridleway 36 users during the construction phase	Temporary minor adverse (not significant)	Appropriate signage and planned to minimise disruption to users.	Temporary minor adverse (Not significant)	N/A – Proposed Change 3 will not impact any PRoW	None
Loss of residential properties on Queens Road	Permanent moderate adverse (significant)	Residential properties may be acquired through agreement or via acquisition powers in the draft DCO **[REP1-016]**. Compensation payments and assistance with the relocation process provided.	Permanent moderate adverse (Significant).	N/A - There will be no additional residential properties affected by Proposed Change 3.	None
Loss of commercial properties at 7-8 and 18 Queens Road	Negligible (not significant)	Properties likely to be acquired in association with the residential process.	Negligible (Not Significant)	N/A - There will be no additional commercial properties affected by proposed Change 3.	None
Disruption to other businesses on Queens Road	No effect	N/A	No effect	N/A - There will be no additional disruption as a result of Proposed Change 3.	None
Loss of 3ha of agricultural land (to be used as a temporary construction site)	No effect	N/A	No effect	N/A - No additional permanent loss of soils will occur as a result of Proposed Change 3. The additional land to be included in the red line boundary is to be used for temporary construction purposes only and has not been in recent agricultural use..	None
Loss of agricultural land associated with the West Site	No effect	N/A	No effect	N/A - No additional permanent loss of soils will occur as a result of Proposed Change 3. The additional land to be included in the red line boundary is to be used for temporary construction purposes only and has not been in recent agricultural use.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Reduced access to sea front	Permanent minor adverse	None proposed.	Permanent minor adverse (Not significant)	N/A - there will be no change to the sea front access as a result of Proposed Change 3.	None
Impacts on other: • residential properties. • business premises. • community facilities.	No effect	None required.	No effect	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Loss of the employment use allocation for development.	Negligible	None required	Negligible (Not significant)	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Impact on the capacity of local primary healthcare facilities.	Temporary minor adverse	None required	Temporary minor adverse (Not significant)	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Impact on the capacity of local accommodation facilities.	Negligible	None required	Negligible (Not significant)	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Operation					
Employment generation during the operational phase	Permanent moderate beneficial (significant)	None proposed.	Permanent moderate beneficial (Significant)	N/A - There will be no additional employment generation as part of the changes.	None
Disruption to other businesses on Queens Road	No effect	N/A	No effect	N/A - There will be no change to the disruption to businesses on Queens Road beyond that reported in the ES.	None
Impacts on other: • residential properties. • business premises. • community facilities.	No effect	None required.	No effect	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Loss of the potential for future development as a result of major hazard planning	Permanent minor adverse (not significant)	N/A	Permanent minor adverse (Not Significant)	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Impact on the capacity of local primary healthcare facilities.	Permanent minor adverse (not significant)	None required.	Permanent minor adverse (Not significant)	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Decommissioning					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Employment generation during the decommissioning phase	Temporary minor beneficial (not significant)	None required.	Temporary minor beneficial (Not significant)	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Impacts on Public Bridleway 36 users during the decommissioning phase	No effect (not significant).	N/A	No effect	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Impacts on residential properties, business premises and community facilities.	No effect	None required.	No effect	N/A - There will be no additional impacts as a result of Proposed Change 3.	None
Human Health					
Construction					
Increased demand for healthcare services	Minor adverse (not significant)	Standard mitigation measures incorporated into the Project.	Minor adverse (not significant)	N/A – Proposed Change 3 will not increase the demand for healthcare services.	None
Increased traffic and severance reducing access to healthcare facilities	Negligible (not significant)	Standard mitigation measures incorporated into the Project.	Negligible (not significant)	N/A – Proposed Change 3 will not increase the volume of traffic.	None
Disruption of access to other social infrastructure	Negligible (not significant)	Standard mitigation measures incorporated into the Project.	Negligible (not significant)	N/A – Proposed Change 3 will not cause additional disruption to other social infrastructure.	None
Reduction in air quality leading to adverse health outcomes	Minor adverse (not significant)	Standard mitigation measures incorporated into the Project.	Minor adverse (not significant)	N/A – Proposed Change 3 will not reduce air quality.	None
Increase in noise and vibration leading to adverse health effects	Negligible (not significant)	Standard mitigation measures incorporated into the Project.	Negligible (not significant)	N/A – Proposed Change 3 will not result in increased noise and vibration levels.	None
Reduction in air quality relating to increased traffic on the road network leading to adverse health effects	Minor adverse (not significant)	Standard mitigation measures incorporated into the Project.	Minor adverse (not significant)	N/A – Proposed Change 3 will not reduce air quality beyond that assessed in the ES.	None
Increases in noise relating to increased traffic on the road network leading to adverse health effects	Negligible (not significant)	Standard mitigation measures incorporated into the Project.	Negligible (not significant)	N/A – Proposed Change 3 will not result in increased noise and vibration levels.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Disruption to access of PRoW, open space and access to active travel	Minor adverse (not significant	Standard mitigation measures incorporated into the Project.	Minor adverse (not significant	N/A – Proposed Change 3 will not further disrupt access to PRoW, open space and access to active travel.	None
Threats to local population health	Negligible (not significant)	Standard mitigation measures incorporated into the Project.	Negligible (not significant)	N/A – Proposed Change 3 will not create increased threat to population health.	None
Beneficial health and quality of life impacts relating to access to employment opportunities, for residents, locally	Major beneficial (significant)	Standard mitigation measures incorporated into the Project.	Major beneficial (significant)	N/A – Proposed Change 3 will not further increase or decrease health and quality of life.	None
Increased traffic or severance effects which could reduce access to community facilities and lead to social cohesion	Minor adverse (not significant)	Standard mitigation measures incorporated into the Project.	Minor adverse (not significant)	N/A – Proposed Change 3 will not increase traffic levels.	None
Operation					
Increased demand for healthcare services	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not change the demand for healthcare.	None
Increased traffic and severance reducing access to healthcare facilities and other social infrastructure	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not increase traffic levels.	None
Reduction in air quality leading to adverse health outcomes	Minor adverse (not significant)	None required	Minor adverse (not significant)	N/A – Proposed Change 3 will not reduce air quality levels beyond that assessed in the ES.	None
Increase in noise leading to adverse health effects	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not increase noise levels beyond that assessed in the ES.	None
Beneficial health and quality of life impacts relating to access to employment opportunities, for residents, locally	Moderate beneficial (significant)	None required	Moderate beneficial (significant)	N/A – Proposed Change 3 will not further increase or decrease health and quality of life.	None
Contribution to social cohesion and engagement with existing communities to encourage social interaction and support mental health, including perception of risk	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not affect the assessment of social cohesion and engagement presented in the ES.	None
Human health and wellbeing impacts on employees of Polynt Composites owing to tree loss within Long Strip woodland	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 does not affect Long Strip.	None

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to impact significance
Threats to global population health	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not increase the treat to global population health.	None
Decommissioning					
Increased demand for healthcare services	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not increase the demand for healthcare.	None
Increased traffic and severance reducing access to healthcare facilities and other social infrastructure	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not increase traffic levels beyond those assessed in the ES.	None
Increase in noise and vibration leading to adverse health effects	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not increase noise and vibration beyond that assessed in the ES.	None
Increases in noise relating to traffic on the road network leading to adverse health effects	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 3 will not increase noise and vibration beyond that assessed in the ES.	None
Disruption to access of PRoW, open space and access to active travel	Minor adverse (not significant)	None required	Minor adverse (not significant)	N/A – Proposed Change 3 will not cause disruption to PRoW, open space and access to active travel.	None
Beneficial health and quality of life impacts relating to access to employment opportunities, for residents, locally	Minor beneficial (not significant)	None required	Minor beneficial (not significant)	N/A – Proposed Change 3 will not further increase or decrease health and quality of life.	None
Contribution to social cohesion and engagement with existing communities to encourage social interaction and support mental health, including perception of risk	No effect	None required	No effect	N/A – Proposed Change 3 will not contribute to social cohesion and engagement.	None