



# Immingham Green Energy Terminal

9.12 Draft Statement of Common Ground between  
Associated British Ports, Air Products (BR) Limited and  
North East Lincolnshire Council (Tracked)

Infrastructure Planning (Examination Procedure) Rules 2010  
Volume 9

~~May~~ 2024

Version ~~2.0~~

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**Version History**

<b><u>Version</u></b>	<b><u>Date</u></b>	<b><u>Submitted</u></b>
<b><u>1.0</u></b>	<b><u>13 March 2024</u></b>	<b><u>Deadline 1</u></b>
<b><u>2.0</u></b>	<b><u>3 May 2024</u></b>	<b><u>Deadline 3</u></b>



### Status of the Statement of Common Ground

Associated British Ports and Air Products (BR) Limited considers that this draft Statement of Common Ground (SoCG) is an accurate description of the matters raised and the current status of each matter.

#### On Behalf of Associated British Ports

Name	[REDACTED]
Position	Project Development Manager
Organisation	Associated British Ports
Signature	[REDACTED]

#### On Behalf of Air Products (BR) Limited

Name	[REDACTED]
Position	Commercial Director
Organisation	Air Products
Signature	[REDACTED]



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# 1 Introduction

## Overview

- 1.1 This Statement of Common Ground (“SoCG”) has been prepared to accompany an application made to the Secretary of State for Transport (the “Application”) under section 37 of the Planning Act 2008 (“PA 2008”) for a development consent order (“DCO”) to authorise the construction and operation of the proposed Immingham Green Energy Terminal (“the Project”).
- 1.2 The Application is submitted by Associated British Ports (“ABP”), ABP was established in 1981 following the privatisation of the British Transport Docks Board. The **Funding Statement [APP-010]** provides further information on the ABP.
- 1.3 The Project as proposed by ABP 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.

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## The Project

- 1.4 ABP is seeking to construct, operate and maintain the **Project**, comprising a new multi-user liquid bulk green energy terminal located on the eastern side of the Port of Immingham (the “Port”).
- 1.5 The Project includes the construction and operation of a green hydrogen production facility, which would be delivered and operated by Air Products (BR) Limited (“Air Products”). Air Products will be the first customer of the new terminal, whereby green ammonia will be imported via the jetty and converted on-site into green hydrogen, making a positive contribution to the **United Kingdom’s (“UK’s”)** net zero agenda by helping to decarbonise the **UK’s** industrial activities and in particular the heavy transport sector.
- 1.6 A detailed description of the Project is included in **Environmental Statement (“ES”) Chapter 2: The Project [APP-044]**.

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## Parties to this Statement of Common Ground

- 1.7 This SoCG has been prepared by (1) ABP (as the Applicant), (2) Air Products and (3) North East Lincolnshire Council (“NELC”).
- 1.8 ABP is the promoter of the Project and the owner and operator of the Port of Immingham.
- 1.9 Air Products is to be the first user of the new terminal with the construction of its green hydrogen production facility.
- 1.10 NELC is the unitary authority of North East Lincolnshire and a consultee for the purposes of section 42(1)(b) of the Planning Act 2008 as the elements of the Project above the mean low water mark are within NELC’s administrative boundary.
- 1.11 In this SoCG, ABP, Air Products and NELC are collectively referred to as “the Parties”.



### Purpose and Structure of this Document

1.12 The purpose of this document is to identify and summarise any agreement, disagreement or matters outstanding between the parties on matters relevant to the examination so as to assist the Examining Authority in its consideration of the Application.

1.13 In preparing this SoCG, the guidance provided in Planning Act 2008: examination of application for development consent (Department for Communities and Local Government (as it then was), March 2015) has been fully taken into account. In addition, this SoCG has had due regard to the Examining Authority's **Rule 6 letter [PD-005]**.

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1.14 Section 1 of this SoCG is designed to act as a general introduction to the Project and to the parties concerned.

1.15 Section 2 of this SoCG sets out a summary of the correspondence and engagement between the parties to date.

1.16 Section 3 of this SoCG sets out the matters which have been agreed or which remain outstanding, together with any matters upon which it has not been possible to reach agreement.

1.17 The Tables in Section 3 use a colour coding system to indicate the status of the matters between the Parties as follows:

(a) Green – matter agreed.

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(b) Orange – matter ongoing.

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(c) Red – matter not yet agreed.

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## 2 Summary of Engagement

- 2.1 A summary of the consultation and engagement between ABP, Air Products and NELC up to the date of this SoCG in relation to the Project (generally and concerning the matters raised in this SoCG specifically) is presented in Table 2-1.
- 2.2 It is agreed by the Parties to this SoCG that Table 2-1 is an accurate record of the meetings and key correspondence between the Parties.

**Table 2-1: Record of Engagement**

Date	Form of Contact	Summary of key points of discussion
<b>Pre-Application</b>		
Aug 2022	Email Exchange	Correspondence with NELC Planner to: <ul style="list-style-type: none"> <li>Introduce Project, timelines, and consenting process.</li> <li>Discuss EIA Scoping Opinion.</li> </ul>
Aug 2022	Email Exchange	Correspondence to request responses and data consultation responses.
18 Aug 2022	MS Teams meeting	Aecom led discussions with Heritage Officer. Key outcomes as follows: <ul style="list-style-type: none"> <li>Terrestrial Archaeological Scope to be addressed in the Written Scheme of Investigation ("WSI"):               <ul style="list-style-type: none"> <li>West Site – trial trenching (3% to begin with depending on what the layout looks like) and geoarchaeological boreholes.</li> <li>East Site – watching brief of Ground Investigation ("GI"), test pits and sharing of logs with geoarchaeologist.</li> <li>Pipeline – geoarchaeological boreholes where possible (e.g. excluding TPO area at this stage) and watching brief of GI test pits.</li> <li>Temporary construction area – geophysical survey (magnetometry) with the option in the WSI to progress quickly to trial trenching if deemed necessary.</li> <li>Sharing of all GI logs with geoarchaeologist to be factored into their report.</li> </ul> </li> <li>It was noted bomb craters and World War activity in the temporary construction area site – needs geophysical survey first.</li> </ul>

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Date	Form of Contact	Summary of key points of discussion
		<ul style="list-style-type: none"> <li>Discussions about undertaking a drone survey.</li> <li>Noted it would be best to have someone with experience of excavating salterns.</li> <li>Agreement reached with the Heritage Officer on the above archaeological scope and the Heritage Officer noted the scope was thorough.</li> </ul>
Sept 2022	Email	Field Consulting led discussions with NELC Planner regarding the approach to the draft SoCC.
6 Sept – 3 Oct 2022	Email	Formal consultation on the first draft of the SoCC.
6 October 2022	Email	Response received from NELC providing feedback on the draft SoCC requesting changes to be made in relation to engagement with NELC elected members, Parish and Town Councils and local residents and in relation to the extent of the letter drop.
10 October 2022	EIA Scoping Opinion was adopted by the Secretary of State	NELC was consulted at EIA Scoping stage.
20 October 2022	Email to the Planning Inspectorate (letter attachment)	NELC provided their response to the Planning Inspectorate on ABP's EIA Scoping Report. NELC on the whole were content with the scope of the proposed EIA but highlighted the importance of fully understanding and considering the extent of any Hazardous Zones associated with the development and the land use planning implications of such zones. NELC advised this should be through consultation with the Health and Safety Executive.
Dec 2022	Email	Shared copy of draft SoCC with revisions ahead of Statutory Consultation.
9 January to 20 February 2023	First Statutory Consultation	NELC was consulted by ABP as part of the First Statutory Consultation.
19 January 2023	Email exchange	<p>Discussions with NELC Highways regarding the scope of the traffic and transport assessment and the interface with the traffic generated by the proposed IERRT project and its assessment.</p> <p>An in-person meeting was agreed for Thursday 2 February 2023 (see below entry).</p>
2 February 2023	In-person meeting	Aecom/ABP/AP led discussions with NELC Highways regarding:





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Date	Form of Contact	Summary of key points of discussion
		<ul style="list-style-type: none"> <li>• Tree Loss in Long Strip.</li> <li>• Travel plan.</li> <li>• Street lighting Laporte Road/ East Gate.</li> <li>• Stopping Up Laporte Road</li> <li>• Reviewing speed limits &amp; TTRO</li> <li>• Construction and operational access notice.</li> <li>• Operational vehicles.</li> </ul>
4 Feb 2023	Meeting with NELC Planner	Meeting with NELC Planner to discuss: <ul style="list-style-type: none"> <li>• Cumulative long list for EIA.</li> <li>• Other technical queries.</li> <li>• Follow up email correspondence.</li> </ul>
17 February 2023	Email (letter attachment)	NELC provided their response to the First Statutory Consultation covering aspects relating to: <ul style="list-style-type: none"> <li>• Economy and growth</li> <li>• Ecology</li> <li>• Highways</li> <li>• Landscape</li> <li>• Drainage</li> <li>• Environmental Health</li> <li>• Archaeology and Heritage</li> <li>• Comments on the SoCC</li> </ul>
16 March 2023	MS Teams meeting	Discussions with NELC regarding: <ul style="list-style-type: none"> <li>• Pipeline location.</li> <li>• Potential compatibility with C02 and the proposed new COMAH site.</li> </ul>
5 April 2023	Application submission	An application for hazardous substances consent was submitted by Air Products and was validated by NELC on 5 April 2023 (ref: DM/0088/23/HS) and is pending determination.
11 April 2023	In-person meeting at NELC	Discussions with NELC Planning Officer & Tree Officer regarding: <ul style="list-style-type: none"> <li>• Potential tree loss in the TPO area of Long Strip.</li> <li>• General tree loss.</li> </ul>

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Date	Form of Contact	Summary of key points of discussion
		<ul style="list-style-type: none"> <li>• Tree mitigation in Immingham instead of Long Strip.</li> <li>• Land ownership Golf Club and Homestead Park in relation to potential replacement planting scheme locations.</li> </ul>
14 April 2023	Email to community Protection at NELC	Email setting out the proposed baseline noise monitoring locations and scope of the noise surveys.
21 April 2023	In person meeting	Discussions with NELC Highways regarding: <ul style="list-style-type: none"> <li>• Access.</li> <li>• Traffic regulation.</li> <li>• Rights of way.</li> </ul>
22 May 2023	Meeting between ABP and Richard Limmer	Provided update on project and second Statutory Consultation.
24 May 2023 to 20 July 2023	Second Statutory Consultation	NELC was consulted as part of the Second Statutory Consultation. A formal response was not received.
1 June 2023	Meeting between Air Products, NELC and Humberside Police	Meeting with Richard Limmer alongside Humberside Police to discuss hazardous substance consent application.
26 June 2023	Email to Environmental Protection Officer at NELC	Follow up to email sent on 14 April as no response received.
27 June 2023	Email from Environmental Protection Officer at NELC	Confirmed reviewed methodology, monitoring locations and measurement durations for the noise surveys and find all to be satisfactory
20 July 2023	MS Teams meeting	Meeting with NELC to provide an overview of the DCO Requirements. Follow up email correspondence exchanged.
26 July 2023	Meeting between AECOM and NELC	Discussions with Heritage Officer. Key outcomes as follows: <ul style="list-style-type: none"> <li>• Agreed no further work required re West Site Archaeology.</li> <li>• Agreed no further work required for West Site geoarchaeology.</li> <li>• Agreed no further work required on pipeline corridor.</li> </ul>



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Date	Form of Contact	Summary of key points of discussion
		<ul style="list-style-type: none"> <li>Agreed no further work required re East Site.</li> <li>Agreed no further work required re Temporary Construction Area.</li> <li>Agreed to hold a further meeting with NELC environment team re pipe rack and Jetty Access Route.</li> </ul>
8 August 2023	In-person meeting with NELC	<p>Further discussion around TPO tree loss with NELC Planning Officer &amp; Arboricultural Officer;</p> <ul style="list-style-type: none"> <li>Provided update on project including total area of TPO woodland loss, total number of individual trees lost within TPO area and retention of Veteran ash tree.</li> <li>Discussion around proposed jetty access road route and intention to minimise tree loss.</li> <li>Introduced 'Woodland Compensation Strategy' - identification of Manby Road for replacement woodland planting.</li> <li>Introduced 'Ecological Enhancement Strategy'</li> <li>NELC advised ABP of 'draft Tree Strategy'</li> </ul>
11 August 2023	Meeting with Environmental Protection Officer	Meeting with Environmental Protection Officer to discuss archaeological mitigation.
17 August 2023	Meeting with Heritage Officer and the Tree Officer	Meeting with Heritage Officer and the Tree Officer to discuss archaeological mitigation in relation to Long Strip woodland. It was agreed that a separate historical survey of the woodland, in addition to the ecological / environmental mitigation works, as detailed in the Arboricultural Impact Assessment and the Outline CEMP ("pCEMP"), would not be required.
<b>Post-DCO Submission</b>		
6 December 2023	Email (letter attached)	Response from ABP to NELC following preliminary comments on TPO loss/Outline Woodland Compensation Strategy (Letter dated 06/11/23)
16 January 2024	Site meeting	Meeting led by ABP with Lead Planner, Ecology Officer and Tree Officer onsite to discuss Woodland Compensation Strategy and to run through the evolution of the Jetty Access Road design to justify the tree loss within the Long Strip TPO woodland.

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Date	Form of Contact	Summary of key points of discussion
		<p>A site walkover was completed on the proposed Manby Road compensation planting area. After initial review it was agreed the site is potentially viable for the Woodland Compensation, and progress <del>would</del> be made in developing a landscaping plan and management strategy for the site to be included in the Woodland Compensation Plan.</p> <p>ABP <del>would</del> provide NELC with further justification on how they arrived at the Manby Road compensation area and <del>would</del> complete some soil sampling on the site.</p>
17 January 2024	MS Teams meeting	ABP and NELC Lead Planner had a call to discuss next steps in the IGET DCO process following on from publication of the Rule 6 letter by the ExA. Items for submission at deadline 1 were discussed and a summary of the key areas requiring future discussion considered.
17 January 2024	Email	A follow up email was sent to NELC by ABP summarising the discussions held in the MS Teams meeting earlier on 17 January 2024.
18 January 2024	Email	Response from NELC regarding <del>the</del> previous entry with additional comments.
22 January 2024	Email	ABP sent NELC <del>a copy of the</del> draft SoCG.
24 January 2024	Email	Additional questions <del>were</del> asked by NELC <del>in relation to</del> the Woodland Compensation Strategy.
12 February 2024	Email (letter attached)	ABP submitted <del>a</del> letter to NELC in response to additional questions raised <del>in the email</del> above.
7 March 2024	MS Teams meeting	Meeting with NELC Planning Officer and Ecology Officer to discuss <del>an</del> update on Woodland Compensation Strategy.
8 March 2024	MS Teams meeting	Meeting with NELC Planning Officer, ABP and Air Products to discuss matters of land use planning and design.
8 March 2024	MS Teams meeting	Discussions with NELC Highways regarding: <ul style="list-style-type: none"> <li>• Stopping Up</li> <li>• Speed Limit</li> <li>• PROW</li> <li>• Access Plans</li> <li>• Traffic Generation</li> </ul>

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Date	Form of Contact	Summary of key points of discussion
<a href="#">22 March 2024</a>	<a href="#">MS Teams Meeting</a>	<a href="#">Discussions with NELC Highways regarding:</a> <ul style="list-style-type: none"><li>• <a href="#">Stopping Up</a></li><li>• <a href="#">Speed Limits</a></li><li>• <a href="#">Access Plans</a></li><li>• <a href="#">Work No.4</a></li><li>• <a href="#">PRoW</a></li><li>• <a href="#">Modelling of local junctions</a></li></ul>
<a href="#">08 April 2024</a>	<a href="#">In-person meeting with NELC</a>	<a href="#">Meeting with NELC Planning Officer to discuss the progression of the SoCG. In addition, further discussion with the NELC Tree Officer around progression of draft Woodland Compensation Strategy was undertaken.</a>
<a href="#">08 April 2024</a>	<a href="#">Email</a>	<a href="#">A follow up email from the NELC Tree Officer was received with comments on the draft Woodland Compensation Strategy.</a>
<a href="#">08 April 2024</a>	<a href="#">Email</a>	<a href="#">Comments received from NELC regarding DCO drafting.</a>
<a href="#">08 April 2024</a>	<a href="#">Email</a>	<a href="#">A follow up email from NELC Planning Officer was received providing comments on the draft SoCG following an earlier meeting.</a>
<a href="#">17 April 2024</a>	<a href="#">Email</a>	<a href="#">Email sent to NELC Highways team with requested drawings as part of on-going discussions.</a>
<a href="#">22 April 2024</a>	<a href="#">In-person meeting with NELC</a>	<a href="#">Further meeting with NELC Planning Officer following hearings to discuss the progression of the SoCG.</a>
<a href="#">25 April 2024</a>	<a href="#">MS Teams Meeting</a>	<a href="#">Follow-up discussions with NELC Highways following email of 17 April 2024</a>
<a href="#">25 April 2024</a>	<a href="#">In-person site meeting with NELC</a>	<a href="#">In-person site meeting with NELC Planning Officer &amp; Tree Officer in response to first written question Q1.5.4.6.</a>
<a href="#">25 April 2024</a>	<a href="#">MS Teams Meeting</a>	<a href="#">Meeting with NELC Planning Officer to discuss planning context for Queens Road properties.</a>



### 3 Matters Agreed and Matters Not Agreed

- 3.1 It is agreed that the record of engagement included in the **Consultation Report [APP-022]** submitted with the Application, accurately sets out the consultation and engagement undertaken between the Parties in relation to the Application, in particular, the following chapters:
  - 3.1.1 Chapter 4 – First Statutory Consultation → NELC was consulted as part of ABP's statutory obligations.
  - 3.1.2 Chapter 5 – Second Statutory Consultation → NELC was consulted as part of ABP's statutory obligations.
  - 3.1.3 Chapter 6 – ongoing engagement – engagement between the Parties has taken place on a regular basis outside of the First and Second Statutory Consultations as detailed in Chapter 6 of the Consultation Report and as reflected in Table 2-1 of this SoCG.
- 3.2 NELC has agreed to meet with ABP on a regular basis to progress the draft SoCG starting from January 2024.
- 3.3 Table 3-1 contains a list of 'matters agreed' (shaded green); a list of matters in respect of which discussion is ongoing (shaded orange) and a list of matters not agreed (shaded red) at the date of the Examination along with a concise commentary of what the item refers to and how it came to be agreed between the Parties (as applicable).

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**Table 3-1: List of Matters Agreed, Matters Outstanding and Matters Not Agreed**

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
<b>General</b>							
G1	Stakeholder Engagement	<u>Consultation Report [APP-022]</u>	NELC confirms ABP's record of engagement as set out in the Consultation Report <u>[APP-022]</u> and Table 2-1 of this SoCG is accurate.	ABP confirms the record of engagement as set out in the Consultation Report <u>[APP-022]</u> and Table 2-1 of this SoCG is accurate.	As per ABP position.	Agreed	11 December 2023
G2	Stakeholder Engagement: Statement of Community Consultation	<u>Consultation Report [APP-022]</u> Relevant Representation <u>[RR-022]</u>	NELC acknowledges that ABP engaged with NELC in regard to the SoCC as part of the pre-application process. The scope of the SoCC was adapted to accommodate the comments made by NELC in particular with regard to engagement with NELC elected members, Parish and Town Councils and local residents. The extent of the letter drop to residents was also extended following discussions with NELC.	ABP engaged with NELC in regard to the SoCC during the pre-application phase of the project and took account of NELC's feedback.	As per ABP position.	Agreed	11 December 2023
G3	NELC Local Planning Authority Jurisdiction in respect of the Project		<u>NELC agree with this approach.</u>	NELC's jurisdiction as a Local Planning Authority in respect of this Application covers the area of the project landwards of Mean Low Water Springs (MLWS). Any part of the project that is below Mean High Water Springs (MHWS) is within the jurisdiction of the Marine	As per ABP position.	Agreed	<u>08 April 2024</u>

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
				<p>Management Organisation (MMO). However, for the area between MLWS and MHWS, ABP understands that NELC will defer to the MMO for all matters relating to the following EIA topics:</p> <ul style="list-style-type: none"> <li>• Nature conservation (marine ecology)</li> <li>• Ornithology (SPA/Ramsar birds)</li> <li>• Noise and Vibration (underwater only)</li> <li>• Marine transport and navigation</li> <li>• Historical environment (marine)</li> <li>• Physical processes (estuarine)</li> <li>• Marine water and sediment quality</li> </ul>			
G4	Construction Environmental Management Plan (CEMP)	<u>2.1 Draft Development Consent Order</u>	<u>NELC agree with the principal areas of the CEMP and that the final details would be secured through requirement 6 of the DCO.</u>	The final CEMP(s) would be secured through Requirement 6 of Schedule 2 of the dDCO. It is intended at present that the detailed CEMP will form <u>at least</u> three separate documents:	As per ABP position.	<b>Agreed</b>	<u>08 April 2024</u>

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**Deleted:** ABP and Air Products intend to progress negotiation with NELC and other relevant stakeholders on the final CEMP(s) now in order to reach a position where relevant parties agree with the content of the final CEMP(s) prior to the end of the Examination for the Project. This approach would allow for an efficient approval of the CEMP(s) to be secured under Requirement 6 of the dDCO by NELC and enable site works to commence at the earliest opportunity which is a necessity of the programme for delivery of the Project.



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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		<a href="#">[REP1-016]</a> 6.5 Outline Construction Environmental Management Plan <a href="#">[REP2-004]</a>		1. CEMP relating to all works in the UK Marine area (i.e. all works below MHWS) which would be for the MMO to approve. 2. CEMP relating to that part of work No.1 which is landward of MHWS and work No. 2 which would be approved by NELC. 3. One or more CEMPs relating to all other landside works (phase 1 only) which would also be approved by NELC.			
G5	Relevant planning history and current proposals	6.2 Environmental Statement - Chapter 2: The Project <a href="#">[APP-044]</a>	<a href="#">NELC agree with this point.</a>	ABP reports on the history of the Site and surroundings in ES Chapter 2: The Project <a href="#">[APP-044]</a> , paragraphs 2.3.7 to 2.3.11. ABP is seeking NELC's agreement that its reporting of the history of the site and surroundings is accurate.	As per ABP position.	<b>Agreed</b>	<a href="#">08 April 2024</a>
<b>Local Planning Policy</b>							
LPP 1	Accordance with the North East	<a href="#">7.1 Planning</a>	<a href="#">Discussion continues over Policy 9 and how this relates to Work No. 9</a>	ABP's assessment of the Project's accordance with the North East	As per ABP position.	<b>Discussion ongoing</b>	

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**Deleted:** ABP will discuss this approach further with NELC.

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
	Lincolnshire Local Plan ("NELLP")	<p><u>Statement [APP-226]</u></p> <p>7.1 Planning Statement Appendices – Appendix C – Project Accordance with the North East Lincolnshire Plan [APP-229]</p>	<p><u>for the temporary construction compound site.</u></p>	<p>Lincolnshire Local Plan is provided as Appendix C to the Planning Statement [APP-229] and summarised within the relevant sections of the Planning Statement [APP-226]. The assessment confirms the Project is in general accordance with the relevant Local Plan policies.</p>			
LPP 2	North East Lincolnshire Local Plan (NELLP) – Policy 9: Habitat Mitigation – South Humber Bank	<p>6.2 Environmental Statement – Chapter 8: Nature Conservation (Terrestrial Ecology) [APP-050]</p> <p>7.1 Planning Statement Appendices –</p>	<p><u>As above.</u></p>	<p>ABP maintains its position that Policy 9 of the NELLP is not relevant to the Project as the Project would not result in the loss of any functionally linked land.</p>	As per ABP position.	Discussion ongoing	

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		Appendix B – Project Accordance with the North East Lincolnshire Plan <a href="#">[APP-229]</a>					
LPP 3	Principle of Development	6.2 Environmental Statement - Chapter 3: Need and Alternatives <a href="#">[APP-045]</a> <a href="#">7.1 Planning Statement [APP-226]</a> <a href="#">7.1 Planning Statement Appendices – Appendix C – Project Accordance with the</a>	The development presents a significant investment into the port of Immingham. This will in turn secure numerous jobs in direct association with the imports but also more indirect jobs through the servicing and maintenance of machinery and vehicles. This development also ties in closely with the recent announcement of Humber Freeport Status and <del>adds</del> to the wider economic growth of the Humber Region. It is this growth that the NELLP is based upon, and the principle of such development is therefore supported	ABP is pleased that NELC support the principle of the Project and acknowledge that it will contribute to the economic growth of the Humber Region.	As per ABP position.	<b>Agreed</b>	1 December 2023

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		North East Lincolnshire Plan <b>[APP-229]</b>					
<b>Alternatives</b>							
AA1	Assessment of Alternatives	6.2 Environmental Statement - Chapter 3: Need and Alternatives <b>[APP-045]</b>	<u>NELC note the position by ABP which is agreed.</u>	<p>ABP's assessment of alternatives is provided in sections 3.5 to 3.8 of ES Chapter 3: Need and Alternatives <b>[APP-045]</b>. Step 1 looked at the consideration of broad options, step 2 the consideration of alternative port locations within the Humber Estuary and step 3, the consideration of the Project location at the Port of Immingham. Step 4, design refinement is addressed in matter AA1 below.</p> <p>Step 1 concludes that the do-nothing scenario is not appropriate and that the development of the Project at a location outside of the Humber Estuary would not meet a primary objective of the Project to provide additional capacity within the Humber.</p> <p>Step 2 concludes that the only potential solution to meeting the Project need and objectives is the provision of a new multi-user green</p>	As per ABP position.	<b>Agreed</b>	<u>08 April 2024</u>

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
				energy terminal at the Port of Immingham.  Step 3 concludes that the jetty location proposed in this application for development consent, is the most suitable for the Project, given the need to reach the deep-water channel in the Humber Estuary.			
AA2	Design Refinements	6.2 Environmental Statement - Chapter 3: Need and Alternatives [APP-045]	<u>NELC agree with this position.</u>	ABP sets out in section 3.9 of ES Chapter 3: Need and Alternatives [APP-045] how the design of aspects of the Project has been refined to minimise environmental effects with consideration of the layout of the hydrogen production facility (paragraphs 3.9.8 to 3.9.10) and the consideration of alternative locations for the jetty access road, pipe-rack and electrical control building (paragraphs 3.9.11 to 3.9.21).	As per ABP position.	<b>Agreed</b>	08 April 2024
<b>Air Quality</b>							
AQ1	ES Chapter 6: Air Quality	6.2 Environmental Statement – Chapter	NELC has reviewed ES Chapter 6 and agrees with ABP’s position and accepts the findings and conclusions of the air quality assessment.	ABP’s assessment of air quality matters are set out in ES Chapter 6: Air Quality.  Appropriate measures to be implemented during construction	As per ABP position.	<b>Agreed</b>	11 December 2023

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		6: Air Quality [APP-048] 6.5 Outline Construction Environmental Management Plan [REP2-004] Relevant Representation [RR-022]	NELC welcomes the emission mitigation measures stated in Section 6.7 of the Environmental Statement Chapter 6 and the construction dust measures as detailed in Appendix C (Outline Dust Management Plan) of the Outline Construction Environmental Management Plan [REP2-004] to be secured by requirement of the dDCO.	have been set out within the oCEMP including the appended outline Dust Management Plan, and the oCTMP. Final versions of these management plans will be secured through Requirements 6 and 7 respectively of Schedule 2 of the dDCO.  Emissions to air will be further controlled by the Environmental Permit to be issued by the Environment Agency.  An Odour Management Plan would also be implemented to control odour emissions during operation and will be secured by the Environmental Permit.			
<b>Noise and Vibration</b>							
NV1	ES Chapter 7: Noise and Vibration	6.2 Environmental Statement – Chapter 7: Noise and Vibration [APP-049] Relevant Represent	NELC has reviewed ES Chapter 7 and agrees with ABP's position and conclusions of the assessment.  NELC expects to see construction noise mitigation measures within the final CEMPs which it will need to approve under Requirement 6 of Schedule 2 of the dDCO.	ABP's assessment of noise and vibration matters is set out in ES Chapter 7: Noise and Vibration.  Appropriate measures to be implemented during construction have been set out within the oCEMP, oCTMP and oDEMP. Final versions of these management plans will be secured through requirements in the dDCO.	As per ABP position.	Agreed	11 December 2023

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		ation <del>RR-022</del>	NELC also expects the Operational Noise Management Plan to include acoustic performance details of plant to be used along with appropriate operational noise mitigation measures. NELC will approve this Management Plan(s) under Requirement 17 of the dDCO.	An Operational Noise Management Plan would also be secured by Requirement 17 of the dDCO, for the Work Numbers specified in this Requirement (Work No. 3, 5 and 7).			
<b>Nature Conservation (Terrestrial Ecology)</b>							
NC1	ES Chapter 8: Nature Conservation (Terrestrial Ecology)	6.2 Environmental Statement – Chapter 8: Nature Conservation (Terrestrial Ecology) <del>APP-050</del>	<u>NELC agree with ABPs position on this.</u>	ABP’s assessment of nature conservation (terrestrial ecology) matters are set out in ES Chapter 8: Nature Conservation (Terrestrial Ecology).  Appropriate measures to be implemented during construction have been set out within the oCEMP (and its appendices) and oLEMP. Final versions of these management plans will be secured through Requirements 6 and 10 respectively of Schedule 2 of the dDCO.	As per ABP position.	<b>Agreed</b>	<u>08 April 2024</u>
NC2	Extent of the loss of Tree Preservation Order (TPO) trees in the	6.2 Environmental Statement – Chapter	<u>NELC has reviewed the extent of the loss of TPO trees in the Long Strip Woodland and is satisfied that losses have been minimised</u>	Whilst ABP acknowledges the loss of TPO trees within the Long Strip Woodland to facilitate the construction of the jetty access road and pipe rack in Work No.1	As per ABP position.	<b>Agreed</b>	<u>08 April 2024</u>

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
	Long Strip Woodland	3: Needs and Alternatives [APP-045], Relevant Representation [RR-022]	<del>and that there are no suitable alternative options,</del>	and 2, ABP maintains the position that the loss has been kept to an absolute minimum.  Due to the presence of the Long Strip woodland, ABP studied a number of alternative alignments for the jetty access road as outlined in ES Chapter 3. For the reasons explained in this chapter, options outside of the Long Strip woodland were discounted.  Of the options considered that lie within the Long Strip woodland, the option selected resulted in the loss of fewest trees and also avoids the veteran ash tree situated in the north east corner of the woodland which is the highest value tree in the woodland.  <u>The extent of the TPO loss is outlined in the Arboricultural Impact Assessment [APP-185],</u>			
NC3	Outline Woodland Compensation Strategy	6.8 Outline Woodland Compensation Strategy [APP-224], 2.1 Draft Developm	NELC's full position on the area of woodland compensation proposed in ABP's Outline Woodland Compensation Strategy is detailed in its Relevant Representation.  <del>Further comments have been provided to the Applicant in relation to the draft</del> Woodland	<del>An</del> Outline Woodland Compensation Strategy has been submitted with the application for development consent which sets out the measures to be taken to compensate for tree loss within the Long Strip TPO woodland.	As per ABP position.	<b>Discussion ongoing</b>	

**Deleted:** A plan has previously been requested that details the pipeline and the service road with the tree constraints also shown so it is clear which trees will be removed but also what the impact will be on those that are to be retained. The northern section of Long Strip would be reduced by more than 50% and as such the above plan is critical to fully understanding that impact on the protected woodland.

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**Deleted:** ABP will provide the requested details to NELC for further discussions.

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**Deleted:** In summary, NELC's view is that

**Deleted:** area proposed for woodland compensation is not appropriate as ...

**Deleted:** area already has established trees, scrub and natural woodland regeneration, which would be the aim of any woodland creation.¶  
The area relating to the proposed woodland creation needs to be clarified, particularly as the text within the Outline



Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		ent Consent Order [REP1-016] Relevant Representation [RR-022]	Compensation Plan submitted at Deadline 1 [REP1-068]. NELC are to provide further recommendations to the Applicant as to the Battery Street element of the Woodland Compensation Plan.	In respect of the replacement woodland, the Strategy outlines the approach to establishing, managing and monitoring this woodland over a 25-year period, by which time, establishment is likely to have been secured.  The measures contained within the Outline Woodland Compensation Strategy have been further developed with the assistance of NELC and a draft Woodland Compensation Plan has been submitted into the examination at Deadline 1 [REP1-068]. NELC have further reviewed this document and their comments have been taken into consideration. The latest iteration will be submitted at Deadline 3.  The final Woodland Compensation Plan would be secured through Requirement 11 of Schedule 2 of the dDCO.			
NC4	Protected Species – bat roost within Long Strip woodland	6.2 Environmental Statement – Chapter 8: Nature Conservati	NELC has now received the updated bat survey via the draft Woodland Compensation Plan [REP1-068] and acknowledges the conclusions.	The bat roost within Long Strip would not remain. ABP’s proposed mitigation for the loss of the bat roost(s) in the Long Strip woodland is set out in paragraph 8.9.4 of ES	As per ABP position.	Agreed	08 April 2024

**Deleted:** Strategy states that only the flat top of the bank will be planted, and aerial imagery suggests there is large established vegetation present already.  
The loss of woodland contradicts Local

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**Deleted:** A robust compensation strategy of certainty is required which isn't currently what the proposal has.  
The tree species chosen would be of benefit and enhancement of the English Coastal Footpath would be welcomed given its industrial environment.  
There is mostly a continuous line of trees or hedgerow along Manby Road/Kings Road and continuation of that within the landscape plan would be beneficial, particularly in connecting the remaining parcel of Long Strip wood, which is, as Chapter 8 Nature Conservation Terrestrial Ecology identifies, otherwise isolated and of Borough nature NELC conservation value.

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**Deleted:** are considered by ABP to be adequate to compensate for the loss of TPO trees. However, ABP is committed to working closely with NELC to address their concerns regarding the proposed woodland compensation area and will update this SoCG as the examination progresses. A meeting was held onsite with NELC on 17 January 2024 to progress the discussions on this matter.

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**Deleted:** NELC awaits the updated bat survey to establish use of the woodland but notes that a roost within a central tree has been confirmed and moderate roost potential is spread throughout the Long Strip woodland. If the confirmed tree roost is to remain it would be impacted by the reduction of woodland.

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		on (Terrestrial Ecology) [APP-050] Relevant Representation [RR-022]		Chapter 8: Nature Conservation (Terrestrial). <u>Further to the summer 2023 surveys to investigate the extent of bat use, it has been reported in the draft Woodland Compensation Plan [REP1-068] that there is no evidence of bat presence in the 19 woodland trees which had been previously identified as having moderate-high suitability for roosting bats and confirms the conclusion in the Environmental Statement within the Chapter 8: Nature Conservation (Terrestrial Ecology) [APP-050], in relation to bats, that the impact of removing trees would be minor adverse and not significant. In addition, a summary of the bat surveys has been provided in the further Environmental Statement Survey Updates provided at Deadline 1 [REP1-044].</u>			
NC5	Protected Species (bats) – lighting strategy	6.4 Environmental Statement Appendices - Appendix	NELC agrees with Paragraph 7.2.3, page 25 of Appendix 2.B Lighting Strategy, that it must be committed to minimising light spill to retained habitats, particularly in relation to bat corridors to avoid impact on the conservation status	ABP's Lighting Strategy submitted with the application for development consent acknowledges at paragraph 7.2.3 that "the strategy must be committed to minimising light spill to retained habitats, particularly in	As per ABP position.	Agreed	11 December 2023

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		2.B: Lighting Strategy [APP-173] Relevant Representation [RR-022]	of bats due to new lighting. This is secured by way of a DCO Requirement. NELC welcomes site-wide use of lighting that is in line with the Institute of Lighting Professionals (2018). ILP GN08 Guidance Note 8 Bats and Artificial Lighting in the UK (Ref 3-1) to reduce impacts on all ecological receptors.	<i>relation to bat corridors to avoid impact on the conservation status of bats due to new lighting".</i> Requirement 16 of Schedule 2 of the dDCO requires NELC's approval of a written scheme(s) of the proposed operational external lighting relating to Work No's 1 (outside of marine area) and 2, within which the Long Strip woodland is located, prior to those parts of the project being brought into operation.			
NC6	Protected Species – water voles in Soke Dyke (Ditch 5)	6.2 Environmental Statement – Chapter 8: Nature Conservation (Terrestrial Ecology) [APP-050]	<u>NELC agree with ABPs position on this.</u>	ABP's proposed mitigation for the damage/ disturbance to water vole habitat at the base of the flood embankment (Ditch 5) is set out in paragraphs 8.9.5 to 8.9.7 of ES Chapter 8: Nature Conservation (Terrestrial) [APP-050],	As per ABP position.	Agreed	8 April 2024
<b>Ornithology</b>							
O1	SPA/RAMSAR birds	6.2 Environmental Statement	<u>NELC agree with ABPs position on this.</u>	ABP understands that NELC will defer to the MMO and Natural England regarding all matters	As per ABP position.	Agreed	08 April 2024

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		– Chapter 10: Ornithology [APP-052]		associated with impacts on SPA/RAMSAR birds.			
<b>Traffic and Transport</b>							
TT1	ES Chapter 11: Traffic and Transport	6.2 Environmental Statement – Chapter 11: Traffic and Transport [APP-053]	<p><u>NELC are in agreement with the methodology used for the assessment of traffic matters set out in ES Chapter 11: Traffic and Transport.</u></p> <p><u>NELC have requested further traffic modelling in relation to Construction Phase Traffic (TT5).</u></p>	<p>ABP’s assessment of traffic and transport matters is set out in ES Chapter 11: Traffic and Transport. ABP seeks NELC’s agreement of the methodology used, mitigation proposed, and conclusions reached in this assessment.</p> <p><u>ABP is providing NELC with further traffic modelling as requested shortly for review.</u></p>	As per ABP position.	Discussion ongoing	
TT2	Temporary and permanent access points onto the public highway	<p><u>4.3 Illustrative Layouts [APP-013]</u></p> <p>6.2 Environmental Statement Chapter 11: Traffic and</p>	<p><u>NELC has received requested access drawings and reviewed. Further (minor) alterations have been requested and will review on receipt.</u></p>	<p>A safe and satisfactory means of access can be achieved to both the temporary construction sites as well as the permanent site once operational.</p> <p>Illustrative designs for each access point are provided in the DCO submission in 4.3 Illustrative Layouts [APP-013] and demonstrate appropriate consideration of location, sight-lines and vehicle swept paths.</p>	As per ABP position.	Discussion ongoing	

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		Transport <b>[APP-053]</b> 6.7 Outline Constructi on Traffic Managem ent Plan ("CTMP") <b>[REP1-006]</b>		All permanent accesses or permanent alterations to an existing means of access to a highway used by vehicular traffic will need to be approved by NELC under Requirement 8 of Schedule 2 of the dDCO prior to the commencement of any such access or alteration.  <u>Further illustrative designs for each access point have been shared with NELC to demonstrate appropriate location, sight-lines and vehicle swept paths. A follow-up meeting was held on the 25 April 2024, further alterations have be requested by NELC and will be shared in due course. None of the amendments requested are significant.</u>			
<b>TT3</b>	<b>Stopping Up</b>	<b>4.7 Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan [APP017]</b>	<b>NELC have requested further localised review and alterations to the extent of Stopping Up on Laporte Road.</b>	<b>Alterations have been requested to the extent of the Stopping Up of Laporte Road to ensure adequate highway function remains.</b>  <u>Detailed drawings have been shared with NELC with a follow-up meeting on the 25 April 2024. Further alterations have been requested and will be supplied in due course. None of the</u>	<b>As per ABP position.</b>	<b>Discussion ongoing</b>	

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
				<u>amendments requested are significant.</u>			
<u>TT4</u>	<u>Speed Limit</u>	<u>4.8 Traffic Regulations Measures Plan [APP-018]</u>	<u>NELC have reviewed the revised speed limit extents and agree to the extent of the revised proposed speed limit for Laporte Road.</u>	<u>Alterations have been requested to the proposed speed limit for Laporte Road.</u> <u>Further drawings have been shared with NELC to demonstrate the extent of the proposed speed limit and the extents have agreed.</u>	<u>As per ABP position.</u>	<b>Agreed</b>	<u>25 April 2024</u>
<u>TT5</u>	Capacity of Highway Network (construction and operation)	6.2 Environmental Statement Chapter 11: Traffic and Transport <b>[APP-053]</b>	<u>NELC have requested additional traffic modelling for the construction phase of the Project.</u>	The local highway network will continue to operate satisfactorily with the additional traffic associated with both the operational and construction phases of the Project.  <u>NELC has requested additional traffic modelling for the construction phase of the Project. This will be provided shortly to NELC. It is not anticipated that the modelling will affect the outcome of the ES.</u>	As per ABP position.	<b>Discussion ongoing</b>	
<u>TT6</u>	Construction Phase traffic generation	6.2 Environmental Statement Chapter 11: Traffic and	<u>NELC agree the methodology to forecast the construction phase traffic generation.</u>	The traffic generation of the construction phase as set out in the ES Chapter 11, is a suitable basis for the assessment.	As per ABP position.	<b>Agreed</b>	<u>25 April 2024</u>

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		Transport <b>[APP-053]</b>					
<del>TT7</del>	Operational Phase traffic generation	6.2 Environmental Statement Chapter 11: Traffic and Transport <b>[APP-053]</b>	<u>NELC agree ABP's position on this.</u>	The levels of operational traffic will not result in any severe impact on the local road network.	As per ABP position.	<b>Agreed</b>	<del>25 April 2024</del>
<del>TT8</del>	Abnormal <del>indivisible</del> Load (AIL) routing	6.2 Environmental Statement Chapter 11: Traffic and Transport <b>[APP-053]</b>  6.7 Outline Construction Traffic Management Plan ("CTMP") <b>[REP1-006]</b>	<u>NELC agree with the Applicants position on this and note that the Applicant/ Contractors will liaise with the Highway Authority to ensure that all the required measure and approvals are in place in-line with Section 4 of the oCTMP.</u>	The route for AIL movements and the associated works to the highway are suitable.  Section 4 of the oCTMP sets out ABP's AIL strategy and routing.	As per ABP position.	<b>Agreed</b>	<del>25 April 2024</del>

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
<a href="#">TT9</a>	Outline Construction Traffic Management Plan (OCTMP)	6.7 Outline Construction Traffic Management Plan ("CTMP") <a href="#">[REP1-006]</a> 2.1 Draft Development Consent Order <a href="#">[REP1-016]</a>	<a href="#">NELC agree with ABPs position on this.</a>	The oCTMP is a suitable framework document to allow a detailed CTMP to be prepared by the Contractor prior to commencing on site.  The final CTMP will be secured through Requirement 7 of Schedule 2 of the dDCO prior to any works commencing onsite.	As per ABP position.	<b>Agreed</b>	<a href="#">25 April 2024</a>
<a href="#">TT10</a>	Outline Construction Worker Travel Plan (OCWTP)	Appendix A to 6.7 Outline Construction Traffic Management Plan ("CTMP") <a href="#">[REP1-006]</a>	<a href="#">NELC agree with ABPs position on this.</a>	The oCWTP is a suitable framework document to allow a detailed CWTP to be prepared by the Contractor prior to commencing on site.  The final CWTP will be secured as part of the CTMP through Requirement 7 of Schedule 2 of the dDCO prior to any works commencing onsite.	As per ABP position.	<b>Agreed</b>	<a href="#">25 April 2024</a>
<a href="#">TT11</a>	Outline Operational Travel Plan (oOTP)	Outline Operational Travel Plan	<a href="#">NELC agree with ABPs position on this.</a>	The oOTP is a suitable framework document to allow a detailed OTP to be prepared for that part of the Project comprising the operation	As per ABP position.	<b>Agreed</b>	<a href="#">25 April 2024</a>

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		<u>(“OTP”)</u> <u>[REP1-067]</u>		<u>of the hydrogen production facility prior to operation of that facility.</u>  <u>The final OTP will be secured pursuant to Requirement [XX] of Schedule 2 of the dDCO prior to operation of the hydrogen production facility.</u>			
<u>TT12</u>	Schedules to draft Development Consent Order (DCO)	<u>2.1 Draft Development Consent Order [REP1-016]</u>	<u>NELC have provided comments to the Applicant in relation to the schedules and the dDCO drafting and await further discussion.</u>	Schedules 4, 5, 6, 7, 8 10 and 11 of the dDCO includes a number of traffic and transport related provisions.  <u>The Applicant has received comments with reference to the dDCO drafting and associated schedules from NELC and are currently reviewing those comments with the intention to respond and continue discussions.</u>	As per ABP position.	<b>Discussion ongoing</b>	
<b>Landscape and Visual</b>							
LV1	ES Chapter 13: Landscape and Visual	6.2 Environmental Statement – Chapter 13: Landscape and Visual	<u>NELC note the Applicant’s position and await further discussion.</u>	ABP’s assessment of landscape and visual matters is provided in ES Chapter 13: Landscape and Visual. ABP is seeking NELC’s agreement of the methodology used, mitigation proposed, and conclusions reached in this assessment.  Appropriate measures to be implemented during construction	As per ABP position.	<b>Discussion ongoing</b>	

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		Impact <b>[APP-055]</b>		<p>have been set out within the oCEMP, and oLEMP. Final versions of these management plans will be secured through Requirements 6 and 10 respectively of Schedule 2 of the dDCO.</p> <p><u>ABP in response to NELC's response to Q1.7.2.2 [REP2-015] have committed to reviewing any impacts from viewpoints further, if they exist, and will confirm the results of this work at Deadline 3. These viewpoints are limited to the Lincolnshire Wolds. ABP will seek to agree the results of this additional analysis with NELC in this period. If any viewpoints are present, ABP will seek to agree with NELC the need for any additional photomontages, with these then being submitted at Deadline 4.</u></p>			
LV2	Mitigation measures – visual screening	6.2 Environmental Statement – Chapter 13: Landscape and Visual	Consideration should be given to how the development can be screened, at least for the near views, and for those residential properties on the edge of Immingham closest to the development. <u>NELC to review the</u>	Views from residential properties to the south east of Immingham have been considered in the ES Chapter 13: Landscape and Visual Impact <b>[APP-055]</b> within Viewpoint 6 (PRoW to the rear of Ings Lane/Talbot Road). Baseline views are represented in Figure 13.8.8	As per ABP response.	<b>Discussion ongoing</b>	

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		Impact <b>[APP-055]</b>	<u>on site landscaping plans (oLEMP) in more detail.</u>	Summer Viewpoint Photography <b>[APP-115]</b> , and Figure 13.9.8			
		6-3 Environmental Statement Figures - Figure 13.8.1 to 13.8.13 <b>[APP-115]</b>		Winter Viewpoint Photography <b>[APP-116]</b> , An indicative representation of the Project is illustrated in Figure 13.10.6 Photomontage <b>[APP-117]</b> ,  The assessment at Viewpoint 6 states that " <i>taller structures associated with East and West Site would be partially visible on the skyline, however, intervening vegetation would assist in screening.</i> "			
		6-3 Environmental Statement Figures - Figure 13.9.1 to 13.9.13 <b>[APP-116]</b>		It is acknowledged that there is likely to be some views of the taller structures from residential receptors where there is limited screening from existing boundary vegetation, as described within the baseline view.			
		6-3 Environmental Statement Figures - Figure 13.10.1 to 13.10.6 <b>[APP-117]</b>		Native woodland planting is proposed along the western boundary of the West Site and is outlined within the oLEMP <b>[APP-225]</b> , and illustrated on Figure 1 Indicative Landscape and Biodiversity Plan of the oLEMP, to provide additional screening of the Project from views located to the south-west of the Site.			
		6.9 Outline Landscape					

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		and Ecology Management Plan <b>[APP-225]</b> Relevant Representation <b>[RR-022]</b>		The landscape and visual assessment concludes that the significance of effect during operation on views from residential properties to the south east of Immingham (assessed within viewpoint 6) would be negligible adverse (not significant).			
LV3	Outline Landscape and Ecology Management Plan (oLEMP)	6.9 Outline Landscape and Ecology Management Plan <b>[APP-225]</b>	<b><u>NELC agree with this matter.</u></b>	ABP considers the oLEMP submitted with the application for development consent provides an appropriate framework for development of the final LEMP in regard to landscape and visual matters. ABP is seeking NELC's agreement with this position.	As per ABP position.	<b>Agreed</b>	<b>08 April 2024</b>
<b>Historical Environment (Terrestrial)</b>							
HE1	ES Chapter 14: Historical Environment (Terrestrial)	6.2 Environmental Statement – Chapter 14: Historical Environment (Terrestrial)	<b><u>NELC agree with this position.</u></b>	ABP's assessment of historic environment (terrestrial) matters is set out in ES Chapter 14: Historic Environment (Terrestrial). ABP is seeking NELC's agreement with the methodology used, mitigation proposed, and conclusions reached in this assessment.  Appropriate measures to be implemented during construction	As per ABP position.	<b>Agreed</b>	<b>08 April 2024</b>

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Immingham Green Energy Terminal  
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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		) <del>[APP-056]</del> 6.5 Outline Construction Environmental Management Plan <del>[REP2-004]</del> 6.6 Outline Decommissioning Environmental Management Plan <del>[APP-222]</del>		have been set out within the oCEMP and oDEMP. A final CEMP and DEMP will be secured through Requirements 6 and 18 respectively of Schedule 2 of the dDCO.			
HE2	Temporary Construction Area – Work No. 8 and 9	Paragraphs 14.8.31 and 14.9.3 of 6.2 Environmental Statement – Chapter 14: Historical Environment	NELC agrees with the ABP's position. At this time, it would appear that the area for the temporary construction area would not be subject to any groundworks and as such would not require any intrusive archaeological work. However, should this change then NELC would reserve the right to	Within the temporary construction areas in Work No. 8 and 9, recent geophysical survey indicated that there is the potential for unknown below ground archaeological remains at this location.  The working methodologies for construction and construction associated activities at this Site will be designed so as to “do no harm”	As per ABP position.	<b>Agreed</b>	11 December 2023

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		(Terrestrial) [APP-056] Table 11 of 6.5 Outline Construction Environmental Management Plan [REP2-004]	ask for further archaeological information at this stage.	as outlined within Table 11 of the oCEMP.  With this commitment in place, it was agreed with NELC that no further archaeological works will be required as the potential remains will be preserved in situ.  Should the working methodologies change within the Temporary Construction Area, then NELC will be fully consulted with regards to an appropriate archaeological mitigation strategy in advance of construction.			
HE3	Piperack and Jetty Access Route – Work No. 1 and 2	Paragraph 14.9.3 of 6.2 Environmental Statement – Chapter 14: Historical Environment (Terrestrial) [APP-056] 6.4 Environme	<u>NELC agree with this position.</u>	Within Work No. 1 and 2, the heritage asset, known as Long Strip woodland, would be impacted by the works in this area.  Whilst a survey of the woodland, focusing on preserving the historic information of the woodland, could be undertaken, the potential usefulness of this was discussed at a meeting with NELC.  It was agreed that information gathered as part of the ecological / environmental mitigation works (see Appendix 8.F: Arboricultural Impact Assessment and the oCEMP, would be sufficient and a	As per ABP position.	<b>Agreed</b>	<u>08 April 2024</u>

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Immingham Green Energy Terminal  
9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		ntal Statement Appendices – Appendix 8:F: Arboricultural Impact Assessment [APP-185]		separate historic survey would not be required. The outputs from this mitigation work would be made available to the Historic Environment Record.			
		Table 11 of 6.5 Outline Construction Environmental Management Plan [REP2-004]					
<b>Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage</b>							
W1	Flood Risk Assessment	6.4 Environmental Statement Appendices – Appendix	<u>NELC support the comments made by the Environment Agency and responded as such in Q1.8.1.2 [REP1-071]. NELC accepts the primacy of the Environment Agency on these</u>	ABP’s Flood Risk Assessment is provided at Appendix 18.A of the DCO submission [APP-209], ABP has an ongoing dialogue with the Environment Agency on this matter,	As per ABP position.	Agreed	22 April 2024

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		18: A: Flood Risk Assessment [APP-209]	<del>matters and looks forward to being updated on any progress made.</del>	<del>and look forward to updating NELC as LLFA in due course.</del>			
W2	Drainage Strategy	6.4 Environmental Statement Appendices – Appendix 18: B: Drainage Strategy [APP-210] Relevant Representation [RR-022]	The drainage strategy is acceptable, and it is understood that detailed drainage drawings will be provided in due course. The two main issues of interest to NELC are: 1. Where ground level raising is taking place, are interceptor drains needed to protect adjacent land, property or highway from surface water runoff? 2. The use of permeable paving and gravel surfacing is proposed for improving surface water quality prior to discharge. NELC will look at this and confirm if it is happy with the extent of the quality improvements provided.	ABP is pleased to see that NELC considers the Drainage Strategy to be acceptable. Drawing 60673509-ACM-XX-XX-0004 of Annex A to the Drainage Strategy shows where the surrounding catchments drain and how ABP would divert relevant flows around the proposed works. Two interceptor drains are identified as being required in this drawing. The final Drainage Strategy(ies) will be approved through Requirement 12 of the dDCO by NELC (following consultation with the Environment Agency and the North East Lincolnshire Drainage Board).	As per ABP position.	Agreed	1 December 2023

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
W3	Drainage – relationship with NELDB	6.4 Environmental Statement Appendices – Appendix 18: B: Drainage Strategy <b>[APP-210]</b> , Relevant Representation <b>[RR-022]</b>	NELC would look to be in agreement with the NELDB on all matters relating to drainage.	ABP understands NELC’s position. The NELDB will be a consultee on the final drainage strategy(ies) as per Requirement 12 of Schedule 2 of the dDCO.	As per ABP’s position.	<b>Agreed</b>	11 December 2023
<b>Ground Conditions and Land Quality</b>							
GC1	ES Chapter 21: Ground Conditions and Land Quality	6.2 Environmental Statement – Chapter 21: Ground Conditions and Land Quality <b>[APP-063]</b>	NELC agrees with ABP’s position and expects that all mitigation measures proposed in Table 21-19 of Chapter 21 are fully adopted.	ABP’s assessment of ground conditions and land quality matters are provided in ES Chapter 21: Ground Conditions and Land Quality. Appropriate measures to be implemented during construction have been set out within the oCEMP. A final CEMP(s) will be secured through Requirement 6 of Schedule 2 of the dDCO.	As per ABP position.	<b>Agreed</b>	11 December 2023

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		Relevant Representation <b>[RR-022]</b>					
<b>Climate Change</b>							
CC1	Climate Change	6.2 Environmental Statement - Chapter 19: Climate Change <b>[APP-061]</b>	<u>NELC note contents of Chapter 19, however do not have the expertise to comment on this matter.</u>	ABP's assessment of the likely significant effects of the Project in relation to climate change is provided in ES Chapter 19: Climate Change <b>[APP-061]</b> , ABP is seeking NELC's agreement of the methodology used, mitigation proposed, and conclusions reached.	As per ABP position.	<b>Agreed,</b>	<u>08 April 2024</u>
<b>Major Accidents and Disasters</b>							
MAD 1	Major Accidents and Disasters	6.2 Environmental Statement - Chapter 22: Major Accidents and Disasters <b>[APP-064]</b> Relevant Represent	<u>NELC note the contents of Chapter 22 and have no specific commentary to make on methodology, mitigation and conclusions. Assessment of this matter remains fully within the purview of the HSE which is currently reviewing Air Products Hazardous Substances Consent application (DM/0088/23/HS).</u>	ABP's assessment of the likely significant adverse effects of the Project on human health, welfare and/or the environment as a result of major accident and/or disaster ("MA&D") scenarios which are relevant to the Project, is provided in ES Chapter 22: Major Accidents and Disasters <b>[APP-064]</b> , ABP is seeking NELC's agreement of the methodology used, mitigation	As per ABP position.	<b>Agreed,</b>	<u>22 April 2024</u>

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		ation <del>[RR-022]</del>		proposed, and conclusions reached in this assessment.			
MAD 2	COMAH Zones – future development growth	6.2 Environmental Statement - Chapter 22: Major Accidents and Disasters <del>[APP-064]</del> Relevant Representation <del>[RR-022]</del>	The Council maintain that there is potential concern around the extent of the HSE / COMAH zones that would be associated with the proposed development and how that may affect the surrounding area in regard to future development growth. The Council would be concerned if the proposal effectively sterilised large areas of land for future development opportunities. This is a matter the Council and ABP are maintaining dialogue on and will seek to agree a position through the DCO process.	<u>ABP is committed to maintaining a positive dialogue with NELC on this matter. Consultants have been engaged to review the likely Land Use Planning zones associated with the project, noting that definitive boundaries can only be determined by the HSE. These anticipated land use planning zones have been cross referred with the Local Plan, the draft Local Plan, Extant Permissions, Applications under current consideration and existing land use. This report will be submitted to NELC in the very near future.</u>	As per ABP position.	Discussion Ongoing	
<b>Socio-economics</b>							
SE1	ES Chapter 23: Socio-economics	6.2 Environmental Statement – Chapter 23: Socio-economics <del>[APP-065]</del>	<u>NELC agree with this matter.</u>	ABP’s assessment of socio-economic matters is set out in ES Chapter 23: Socio-economics. ABP seeks NELC’s agreement of the methodology used, mitigations proposed, and conclusions reached in this assessment.	As per ABP position.	Agreed	08 April 2024

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
SE2	Local employment strategy	6.2 Environmental Statement – Chapter 23: Socio-economics [APP-065] Relevant Representation [RR-022]	It is requested that there is a commitment for a strategy for local employment and skills development to support the wider skills of the area. <u>NELC note the Applicant's position and look forward to reviewing the revised submission in due course.</u>	One of the Project's objectives is to enhance both the local and regional economy through direct investment in and around the Port of Immingham and by partnering with the supply chain, providing opportunities for training, upskilling, apprenticeships and local employment  ABP is therefore committed to promoting opportunities for upskilling and employment for the local workforce.  ABP will continue to discuss this matter with NELC.  <u>The final CEMP, when submitted for approval, will include a commitment to develop and implement a Training and Employment Plan for the later construction stages of the project when the employment numbers grow. An updated outline CEMP, submitted at Deadline 3 will reflect this.</u>	As per ABP position.	Discussion ongoing	
<b>Cumulative Effects</b>							
CE1	Cumulative Effects Assessment	6.2 Environme	<u>NELC agree with this matter.</u>	ABP's assessment of cumulative effects is provided in ES Chapter	As per ABP position.	Agreed	08 April 2024

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
		ntal Statement → Chapter 25: Cumulative and In Combination Effects [APP-067]		25: Cumulative and In Combination Effects <b>[APP-067]</b> ,  ABP is seeking NELC's agreement of the methodology used, the residual effects identified, and conclusions reached in this assessment.			
<b>Other Consents and Agreements</b>							
OCA 1	Other Consents and Agreements	7.4 Consents and Agreements Position Statement <b>[REP1-010]</b>		ABP has identified in the Consents and Agreements Position Statement the other consents, licenses and agreements that are or possibly are required for the Project. Of particular interest to NELC in terms of environmental controls are: <ul style="list-style-type: none"> <li>• Hazardous Substances Consent</li> <li>• Transport of Abnormal Loads Permit</li> <li>• Discharge of trade effluent consent</li> </ul>	As per ABP position.	<b>Discussion ongoing</b>	
<b>Draft Development Consent Order</b>							

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9.12 Draft Statement of Common Ground between ABP, Air Products and North East Lincolnshire Council (Tracked)

ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
dDC O1	Discharge of Requirements process	<a href="#">Draft Development Consent Order [REP1-016]</a> Relevant Representation <a href="#">[RR-022]</a>	<p>ABP and NELC continue to discuss the proposed dDCO Requirements and how NELC will be involved in discharging and enforcing them.</p> <p>It is important to NELC that the discharge process is reasonable and gives NELC proper time to consult and engage with key consultees during this process.</p> <p><u>NELC are to provide the Applicant with recommendations on how to recover its costs for consideration.</u></p>	<p>ABP continues to discuss the proposed Requirements and discharge process with NELC and will update this SoCG as discussions progress.</p> <p><u>ABP is also exploring the route by which NELC can recover costs.</u></p>	As per ABP position.	<b>Discussion ongoing</b>	
dDC O2	Schedule 2, Requirement 9: Construction Hours	<a href="#">Draft Development Consent Order [REP1-016]</a>	<p><u>NELC requested in response to Q1.18.5.1 of the ExA's first written questions that the notification of emergency works is reduced from 72 hours to 24 hours. This has been confirmed by the Applicant and the dDCO amended to reflect this request.</u></p>	<p>ABP has requested construction working hours as set out in Schedule 2, Paragraph 9(1) of the dDCO.</p> <p>These are such that no works in Work No's 2 to 7 inclusive would take place on bank holidays or outside the hours of 07:00 and 19:00 on Mondays to Saturday's unless otherwise agreed in writing with NELC.</p> <p>Some works would be permitted outside these hours as set out in Schedule 2, Requirement 9(2) of the dDCO.</p>	As per ABP position.	<b>Agreed,</b>	<u>22 April 2024</u>

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
				<u>Following NELC's response to Q1.18.5.1 of the ExA's first written questions, the Applicant has agreed to amend Requirement 9(3) to reduce the notification of emergency works from 72 hours to 24 hours. Amended dDCO to be submitted by Applicant at Deadline 3.</u>			
dDC O3	Schedule 14, Part 6: For the Protection of North East Lincolnshire Council (as Lead Local Flood Authority (LLFA))	<u>Draft Development Consent Order [REP1-016]</u>	<u>NELC confirm that the protective provisions within Schedule 14, Part 6 are appropriate.</u>	A range of protective provisions have been included in the dDCO. Schedule 14, Part 6 sets out the protective provisions that apply for the protection of NELC as the LLFA.	As per ABP position.	<b>Agreed,</b>	<u>22 April 2024</u>
<b>Compulsory Acquisition/ Voluntary Agreements</b>							
CA1	Acquisition of the Queens Road residential properties	<u>Draft Development Consent Order [REP1-016]</u>	<u>NELC acknowledge and welcome the Applicant's commitment to acquire these residential properties by separate agreement. It is also noted, should voluntary agreement not be reached, there are compulsory acquisition provisions within the DCO.</u>	As per Air Products position.	Air Products is seeking to acquire the Queens Road residential properties by agreement. At the time of writing this version of the SoCG, Air Products has successfully acquired a number of properties and is in active discussions to	<b>Agreed,</b>	<u>22 April 2024</u>

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ID	Matter	Reference	NELC Position	ABP Position	Air Products Position	Status	Date
					acquire the remaining properties.		





Immingham Green Energy Terminal

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## 4 References

- Ref 3-1 Institute of Lighting Professionals (2018). ILP GN08 Guidance Note 8 Bats and Artificial Lighting in the UK



## 5 Glossary

<b>Abbreviation / Acronym</b>	<b>Definition</b>
ABP	Associated British Ports
<u>AIL</u>	<u>Abnormal Invisible Load</u>
COMAH	Control of Major Accident Hazards
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
DoW CoP	Definition of Waste: Code of Practice
EIA	Environmental Impact Assessment
ES	Environmental Statement
ExA	Examining Authority
GI	Ground Investigation
IERRT	Immingham Eastern Ro-Ro Terminal
LLFA	Lead Local Flood Authority
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MMO	Marine Management Organisation
MMP	Materials Management Plan
NELC	North East Lincolnshire Council
<u>NELDB</u>	<u>North East Lindsay Drainage Board</u>
NELLP	North East Lincolnshire Local Plan
NSIP	Nationally Significant Infrastructure Project
NSR	Noise Sensitive Receptor
oCEMP	Outline Construction Environmental Management Plan
oCTMP	Outline Construction Traffic Management Plan
oCWTP	Outline Construction Worker Travel Plan
oDEMP	Outline Decommissioning Environmental Management Plan
oLEMP	Outline Landscape and Ecology Management Plan
PA 2008	Planning Act 2008
PINS	Planning Inspectorate
PRoW	Public Right of Way
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
SoS	Secretary of State for Transport
SPA	Special Protection Area
TPO	Tree Preservation Order
UK	United Kingdom
WSI	Written Scheme of Investigation