



Immingham Green Energy Terminal

9.57 Supplemental Analysis of the Assessment of Impacts
on the Lincolnshire Wolds

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Table of contents

Chapter	Pages
Introduction	1
1. Supplemental Analysis of the Assessment of Impacts on the Lincolnshire Wolds	3
Supplemental Analysis of the Assessment of Impacts on the Lincolnshire Wolds	3

Introduction

Overview

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

The Project

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

Purpose and Structure of this Document

- 1.7 **The Applicant’s Comments on D1 Submissions from North East Lincolnshire Council [REP2-015]** stated the following:

“The Lincolnshire Wolds National Landscape/AONB, at its closest point (just east of Irby upon Humber), is approximately 8.75km due south of the Site Boundary. Given: (i) this separation; (ii) the Zones of Theoretical Visibility (ZTVs) which were determined for the Project (shown on ES Figure 13.2: Zone of Theoretical Visibility - Bare Earth [APP-109] and ES Figure 13.3: Zone of Theoretical Visibility - Visual Screening [APP-110]); and (iii) the relatively low rolling topography of the Wolds, assessment of impacts on the National Landscape/AONB was scoped out of the Landscape and Visual Impact Assessment. Any impacts from viewpoints, if they exist, would almost certainly be negligible, with even the largest structures and buildings associated with the Project being barely perceptible from the National Landscape/AONB. However, the Applicant will review this further and determine a long-range ZVI to confirm whether any viewpoints could theoretically exist within the National Landscape/AONB, from which the Project may be visible. This will be tested on a

purely theoretical basis, based on topography and giving consideration to vegetation cover. The results of this work will be confirmed at Deadline 3 and the Applicant will seek to agree the results of this additional analysis with NELC in this period. If any viewpoints are present, the Applicant would seek to agree with NELC the need for any additional photomontages, these then being submitted at Deadline 4.

- 1.8 The additional analysis that the Applicant committed to submitting at Deadline 3, referred to above, is submitted below.

1. Supplemental Analysis of the Assessment of Impacts on the Lincolnshire Wolds

Supplemental Analysis of the Assessment of Impacts on the Lincolnshire Wolds

Long-range ZTVs have been produced to illustrate the theoretical visibility of the Project from an area extending into the Lincolnshire Wolds for a distance of 5km, directly to the south of the Project. The ZTVs are shown on the following figures:

1. **ES Figure 13.2: Zone of Theoretical Visibility – Bare Earth [TR030008/APP/6.3(2)]**
2. **ES Figure 13.3: Zone of Theoretical Visibility – Visual Screening [TR030008/APP/6.3(2)]**

The ZTVs demonstrate widespread visibility within the extended Study Area due to proposed Project components, based on the maximum vertical parameters as set out in **ES Chapter 2: The Project [APP-044]**, which includes areas within the Lincolnshire Wolds National Landscape, such as areas around Beelsby and Cuxwold. The extended Study Area also contains several Public Rights of Way which include the Wanderlust Way Long Distance Path.

Long-distance views from the south were tested during a landscape survey undertaken in June 2023 at a viewpoint located approximately 1.5km to the north of the Lincolnshire Wolds boundary and approximately 7.4km to the south of the Project (1.24km closer to the Project than the Lincolnshire Wolds National Landscape at its closest point) with clear, long-range views towards the industrial areas of Immingham, see **Plate 1** below.

As stated within **ES Chapter 13: Landscape and Visual Impact [APP-055]**, the introduction of this industrial development within a substantial landscape framework would not be uncharacteristic when set within the existing attributes of the local receiving landscape.

Where visible from the Lincolnshire Wolds, the Project's additional tall structures and large-scale buildings are likely to be barely perceptible within the wider landscape and would not change the overall composition of the view. The Project would not extend the influence of industry across the horizon and would be seen in the context of the existing large-scale industry with tall elements.

A viewpoint has been agreed with North East Lincolnshire Council, located along the section of the Wanderlust Way Long Distance Path (Public Right of Way) between the A18 and Trunkass Lane, to the north of Beelsby.

Plate 1: Long-Range View Towards Immingham from the Lincolnshire Wolds

