



# Immingham Green Energy Terminal

9.68 Lincolnshire Wolds Photomontages

Infrastructure Planning (Examination Procedure) Rules 2010  
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# 1. Introduction

## Overview

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

## The Project

- 1.4 The Applicant is seeking to construct, operate and maintain the Project, comprising a new multi-user liquid bulk green energy terminal located on the eastern side of the Port of Immingham (the “Port”).
- 1.5 The Project includes the construction and operation of a green hydrogen production facility, which would be delivered and operated by Air Products (BR) Limited (“Air Products”). Air Products will be the first customer of the new terminal, whereby green ammonia will be imported via the jetty and converted on-site into green hydrogen, making a positive contribution to the United Kingdom’s (“UK’s”) net zero agenda by helping to decarbonise the UK’s industrial activities and in particular the heavy transport sector.
- 1.6 A detailed description of the Project is included in **Environmental Statement (“ES”) Chapter 2: The Project [REP3-022]**.

## Purpose and Structure of this Document

- 1.7 The Applicant’s response to question 1.7.2.4 (Additional Photomontages) contained in the **Applicant’s Responses to the Examining Authority’s First Written Questions (Responses to “Q1.7. Landscape and Visual Effect”) [REP1-028]** and the **Applicant’s Comments on D1 Submissions from North East Lincolnshire Council [REP2-015]** indicated that an additional photomontage would be agreed with North East Lincolnshire Council (“NELC”) from within the Lincolnshire Wolds National Landscape (formerly known as Areas of Outstanding Natural Beauty (“AONB”). This document provides the photomontage to be submitted at Deadline 4.
- 1.8 The provision of this additional photomontage, and its location along a section of the Wanderlust Way, was agreed in a meeting with NELC on 2 May 2024, following the development of an extended Zone of Visual Influence (“ZVI”) to the Wolds **[AS-037]**. The further consideration of views from the Wolds was requested by NELC in their draft Local Impact Report **[REP1-070]** and was confirmed as being progressed by the Applicant during Issue Specific Hearing 5 **[REP3-071]**.

- 1.9 Following the agreement on the additional viewpoint with NELC a site visit was carried out on 9 May 2024 to a section of the Wanderlust Way Long Distance Path (Public Right of Way (“PRoW”)) between The Willows (off A18 Barton Street) and Beelsby.

## 2. Written Analysis Detailing Lincolnshire Wolds Photomontages

### Lincolnshire Wolds Photomontages

This text describes the following figure:

- **Viewpoint A** – Wanderlust Way PRoW 167 (Bridleway), Beelsby

This text is to be read in conjunction with the following documents:

- **ES Chapter 13: Landscape and Visual Impact [APP-055]**
- **ES Appendix 13.A: Landscape and Visual Assessment Methodology [APP-193]**

A section of the Wanderlust Way Long Distance Path (including PRoW Footpaths 167 and 124, and Bridleway 128) between The Willows (off the A18) and Beelsby was visited on 9 May 2024 and views were recorded along the route. This section of the Wanderlust Way crosses large arable fields bounded by hedgerows and occasional woodland blocks. The route is gently undulating with the topography rising from east to west. Views in the direction of the Project are generally limited to the east of the PRoW by intervening landform and vegetation; however, views towards the Project are available from the higher elevations to the west. The landscape has a rural character with few detracting features and is widely used for recreational purposes; however, distant views of industrial areas and other detracting features influence the character from the northern edge of the Lincolnshire Wolds.

The sensitivity of landscape and visual receptors at this location is assessed to be high due to the high value of the Lincolnshire Wolds National Landscape designation (formerly known as AONB) and high susceptibility of the recreational users of the PRoW.

#### Baseline View

Viewpoint A is located to the east of Irby Holmes Wood and was chosen to best represent views towards the Project. From this location, long-range views extend across a large arable field with gently undulating topography. Intervening landform restricts views to the east and Irby Holmes Wood restricts views to the west. The horizon is defined by trees and woodland; however, distant views of the industrial areas associated with Killingholme, Immingham, and Stallingborough are visible where there are gaps in the vegetation. Features associated

with the industrial areas include tall structures including stacks, vents, wind turbine, overhead pylons and dock infrastructure such as port cranes. Large structures at the Immingham Bulk Terminal are also visible.

The baseline view represents the summer scenario when trees and vegetation provide maximum levels of screening; therefore, views of the industrial areas are likely to be more prominent during the winter although will not change the overall composition of the view.

### Summary of Landscape and Visual Effects

As stated within the **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 is likely to result in views of additional tall structures and large-scale buildings that would be barely perceptible within the wider landscape and would not change the overall composition of the views during construction or operation, during both the summer and winter scenarios. The Project would not extend the visual influence of industry across the horizon and would be seen in context with other existing extensive large-scale industry with tall elements.

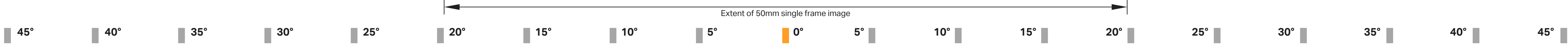
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### **3. Viewpoint A – Wanderlust Way PRow 167 (Bridleway), Beelsby**





EXISTING



**AECOM** Delivering a better world

Visualisation Type: 4  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 09/05/2024, 10:18

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: North  
 Location: E520693, N403265

Eye level: 68.5m  
 Height of Camera: 1.6m

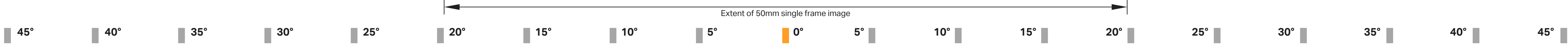
**Note:**  
 Images to be viewed at a comfortable arm's length.

IGET Immingham  
 Viewpoint A - Wanderlust Way PRoW 167 (bridleway), Beelsby





PROPOSED



**AECOM** Delivering a better world

Visualisation Type: 4  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 09/05/2024, 10:18

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: North  
 Location: E520693, N403265

Eye level: 68.5m  
 Height of Camera: 1.6m

**Note:**  
 Images to be viewed at a comfortable arm's length.

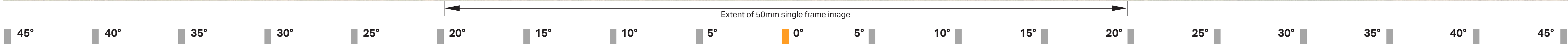
IGET Immingham  
 Viewpoint A - Wanderlust Way PRoW 167 (bridleway), Beelsby





KEY:  
 Red - Visible  
 Blue - Not Visible

WIRELINE



**AECOM** Delivering a better world

Visualisation Type: 4  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 09/05/2024, 10:18

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
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IGET Immingham  
 Viewpoint A - Wanderlust Way PRoW 167 (bridleway), Beelsby