Immingham Green Energy Terminal

10.8 Proposed Further Change Application Report

Infrastructure Planning (Examination Procedure) Rules 2010

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1 Introduction

1.1 Overview

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

1.1.2 The Project as proposed by the Applicant falls within the definition of a nationally significant infrastructure project ("NSIP") as set out in Sections 14(1)(j), 24(2) and 24(3)(c) of the PA 2008.

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

1.1.4 On 26 March 2024, the Applicant notified the Examining Authority ("ExA") of a request to make four changes ("Proposed Changes") to the Application, which were described in an accompanying report [**REP2-024**]. Consultation on the Proposed Changes ran from Tuesday 26 March 2024 to Wednesday 24 April 2024. The Applicant formally submitted its application to make the changes (the "Proposed Change Application") which included a final report (the "Proposed Change Application Report" or "PCAR" [**REP3-079**]) on 3 May 2023, and the ExA issued a Procedural Decision on 14 May 2024 accepting the Proposed Changes into the Examination.

1.1.5 On 21 May 2024, the Applicant notified the ExA of its intention to apply for further minor changes and adjustments to the Application (the "**Proposed Further Change Notification**") [**AS-038**]. These limited changes and adjustments (the "**Proposed Further Changes**") were described in the Proposed Further Change Notification Report ("**PFCNR**") [**AS-042**] that accompanied the Proposed Further Change Notification. The Applicant carried out consultation on the Proposed Further Changes from 21 May 2024 until 19 June 2024 (the "**Proposed Further Changes Consultation"**). After fully considering all responses received during the consultation period, the Applicant is now submitting its formal request to the ExA to make these further minor changes to the Application (the "**Proposed Further Change Application**").

1.2 The Project

1.2.1 The Applicant is seeking consent 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").

1.2.2 The Project also includes associated development, including the construction and operation of a green hydrogen production facility. This would be delivered and operated by Air Products (BR) Limited ("Air Products"). Air Products will be the first customer of the new terminal, whereby green ammonia will be imported via the jetty and converted on-site into green hydrogen.

1.2.3 A detailed description of the Project is included in **Environmental Statement** ("ES") **Chapter 2: The Project** [**TR030008/APP/6.2(3)**].

1.3 Purpose of the Report

1.3.1 As a result of further design development and engagement with stakeholders, the need for the Proposed Further Changes to the Application has been identified. The Applicant has therefore prepared this Proposed Further Change Application Report (the "Report") to formally request that the ExA make the Proposed Further Changes to the Application. The Proposed Further Changes are described further in **Section 2** of this Report.

1.3.2 Bearing in mind that the Examination has commenced, the Applicant has taken into account the advice provided in Paragraph 018 (Reference ID 07-018-20240430) of the Department for Levelling Up, Housing and Communities' Guidance – Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects (2024) (the "Guidance") (Ref 1-2) and the Planning Inspectorate's Advice Note Sixteen: Requests to change applications after they have been accepted for examination ("AN16") (Ref 1-3).

1.3.3 Figure 1 (summary of how to make a request to make a change to an accepted application) of AN16 sets out the various steps required to make a request to make a change to an accepted application. **Section 1.4** highlights how the Applicant has taken into account these steps.

1.3.4 In line with Step 1 of Figure 1 of AN16, on 21 May 2024 the Applicant submitted to the ExA its Proposed Further Change Notification. This included the following documents:

a. **Applicant's Cover Letter to ExA submitting Proposed Further Change Notification [AS-038]**

b. **Proposed Further Change Notification Report ("PFCNR")** [AS-042]

c. **Proposed Further Changes Consultation Notice** [AS-040]

d. **Cover Letter to Consultees** [AS-039]

1.3.5 In line with Step 2 of Figure 1 in AN16, the Applicant wrote to the ExA on 9 May 2024 **[AS-031]** for advice on the scope of the Proposed Further Changes Consultation in advance of submission of the proposed Further Change Application . The ExA provided advice to the Applicant in its **Rule 9 Letter** [**PD-013**] confirming that the ExA "*agrees with the Applicant's targeted approach to consultation and considers the proposed list of parties to be sound".*

1.3.6 In line with Step 3, Figure 1 of AN16, the Proposed Further Changes Consultation commenced on 21 May 2024 and lasted for a period of 30 days until 23:59 on 19 June 2024. The consultation was carried out in accordance with the approach detailed in **Section 6** of the **PFCNR** [AS-042] and is further described in **Section 5** of this Report and in Chapter 3 of the **Further Consultation Report Addendum [TR030008/EXAM/10.7]** submitted with this Further Change Application.

1.3.7 Following the close of the Proposed Further Changes Consultation, the Applicant has moved to Step 4 as provided by AN16, which is as follows:

"*Step 4 – Applicant makes formal request to the ExA to change the application (the Change Application) by providing the relevant information set out in Figure 2 [of Advice Note 16].*"

1.3.8 The purpose of this Report and the documents accompanying it is to comply with Step 4 of Figure 1 of AN16 by way of making a formal request to the ExA to change the Application. This Report contains the information required to be included in a Change Application as set out in Figure 2b (What to include in the Change Application) of AN16.

1.4 Structure of the Report

1.4.1 This Report, together with the attached appendices, effectively constitutes Step 4 of Figure 1 of AN16, in which the Applicant decides to make a formal request to the ExA to change the application (i.e. makes a Change Application).

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

1.4.3 Figure 2b of AN16 advises an applicant to provide certain information when making a Change Application, which is set out in this Report (and its accompanying documents) in the sections and documents noted below:

1. A confirmed/updated description of the Proposed Further Changes – **Section 2** of this Report
2. A confirmed/updated statement explaining the rationale and pressing need for making the changes – **Section 2** of this Report
3. A schedule of the Proposed Further Change Application documents and plans, including an update of any consents/licences required and any impediment to securing these before conclusion of Examination as a result of the Proposed Further Changes – **Appendix 12** of this Report contains the schedule of Application documents which are proposed to be changed in light of the Proposed Further Change Application (noting that Item 3 of Figure 2b refers to a schedule of all application documents and plans listing consequential revisions to each or a 'no change' annotation, the Applicant confirms that if a document or plan is not listed in **Appendix 12** then it is not proposed to be updated as a result of the Proposed Further Change Application); **Section 4** of this Report contains the update on consents and licences required
4. Clean and track changes versions of the **draft DCO** [**TR030008/APP/2.1(6)]** and a revised **Explanatory Memorandum [TR030008/APP/2.2(6)]**
5. Confirmation that the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ("CA Regulations") (Ref 1-4) are not engaged as a result of the Proposed Further Changes – **Section 6**.
6. Confirmation as to the position regarding environmental effects as a result of the Proposed Further Changes and the results of relevant consultation – **Section 3** and **Appendices 5 to 8**.

7. A Consultation Report – see the **Further Consultation Report Addendum** submitted with this Report **[TR030008/EXAM/10.7]**

1.4.4 In order to ensure that the information being provided is comprehensive, this Report incorporates a number of additional documents as appendices:

1. **Appendix 1**: Proposed Changes Location Plan – Proposed Changes 5 - 9
2. **Appendix 2**: Site Boundary and Works Plan Changes for Proposed Changes 5 – 9;
3. **Appendix 3**: Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan Changes for Proposed Changes 5 – 9;
4. **Appendix 4**: Traffic Regulation Measures Plan for Proposed Changes 5 – 9;
5. **Appendix 5**: Environmental Screening Appraisal of Proposed Changes 5(a), 5(b) and 5(c);
6. **Appendix 6**: Environmental Screening Appraisal of Proposed Change 7;
7. **Appendix 7**: Environmental Screening Appraisal of Proposed Change 8;
8. **Appendix 8**: Environmental Screening Appraisal of Proposed Change 9;
9. **Appendix 9**: Proposed Change 8 – Traffic and Transport;
10. **Appendix 10**: Proposed Change 9 – Noise and Vibration;
11. **Appendix 11**: Summary of Residual Effects scoped in for Proposed Change 9; and
12. **Appendix 12**: Full Schedule of the Proposed Further Change Application Documents and Plans, noting that if a document or plan is not listed in **Appendix 12** then it is not proposed to be updated as a result of the Proposed Further Change Application.

1.4.5 **Materiality of the Proposed Further Changes** – the Applicant notes that, in amending AN16 in March 2023, the Planning Inspectorate removed the distinction between a ‘material’ and a ‘non-material’ change.

1.4.6 Considering this, the Applicant stated at **Paragraphs 1.4.8** and **1.4.10-1.4.13** of the **PFCNR [AS-042]**:

1. *“In this context it may nevertheless be of assistance to the ExA to note that the Proposed Changes as described in this Report are minor and limited, that the Proposed Changes are all contained within the environs of a busy operational port.*
2. *The Proposed Further Changes do not lead to a requirement for any additional compulsory acquisition powers (meaning that the CA Regulations (see Section 3) are not engaged).*
3. *Whilst the Proposed Further Changes include minor changes to the construction methodologies and mitigation proposed in the Application (and therefore updates to the information contained in the Environmental Statement), none of the Proposed Further Changes, either alone or in combination, are considered likely to result in new or different likely significant environmental effects. The updated environmental information is discussed*

within Section 4 of this Report to enable appropriate consultation, considering the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the "EIA Regulations"), on the Proposed Further Changes, discussed further in Section 6 of this Report.

4. *As a result of the above, the Applicant considers that none of the Proposed Further Changes, either alone or in combination (and taking account of the Proposed Changes), fundamentally change or materially affect the nature or substance of the Project as originally submitted in the Application. The Applicant acknowledges however that the final decision on these matters is for the ExA.*
5. *As is explained in this Report, the Proposed Further Changes are limited, and are proposed as a result of ongoing engagement and consultation with stakeholders and design developments that have become apparent following submission of the original Application."*

1.4.7 The Applicant confirms that following the Proposed Further Changes Consultation and a careful assessment of the responses submitted, the position outlined above by the Applicant at the time of the Applicant's submission of its Proposed Further Change Notification remains the case in relation to the Proposed Further Change Application.

2 The Proposed Further Changes

2.1 Summary

2.1.1 This section summarises each of the Proposed Further Changes, as well as the rationale behind and pressing need for them. The Applicant confirms that the Proposed Further Changes described below are as described in **Section 2** of the **PFCNR [AS-042]**.

2.1.2 As described in this section, the limited scale of the Proposed Further Changes means that, in the Applicant's view, they are not so substantial as to constitute a materially different Project nor (by reference to the Guidance) mean that the Project is "*effectively a different one from that contained in the Application*" and "*the Application (as changed) would be of a sufficient standard for examination*" (Paragraph 018 of the Guidance).

2.1.3 In summary, the Proposed Further Changes include:

a. Minor adjustments to the highway and associated drawings following a request by the local highway authority ("NELC Highways") (including minor adjustments to the two accesses from the A1173 to Work No. 7, a minor (beneficial) reduction in the area proposed to be stopped up to the south of Laporte Road and associated reduction in Work No. 3 and adjustments to the way that the speed limit change agreed with NELC Highways is to take effect along Laporte Road) (Proposed Change 5).

b. A new area of permanent stopping up in the vicinity of an existing entrance from Kings Road to Work No. 7 (Proposed Change 6) as a result of new information about the adopted highway boundary (and associated minor reduction in Work No. 7);

c. A beneficial reduction to the area of Work No. 9 and the Order limits (Proposed Change 7) to reflect ongoing discussions with the landowner and Environment Agency.

2.1.4 In addition, two updates to information contained within the Environmental Statement are proposed, which would lead to an adjustment to the mitigation described in the **Outline Construction Environmental Management Plan** ("**CEMP**") [**TR030008/APP/6.4(5)**]**.** Whilst these updates and adjustments may not typically be viewed as formal changes to the Application, the Applicant has undertaken targeted consultation on the proposals on a precautionary basis, and the following are included within the Proposed Further Changes to facilitate that consultation:

a. A change to the ground protection methodology in Work No. 9 by way of the installation (instead of ground matting) of a geotextile layer and a layer of compacted fill material to provide better protection to the soil (Proposed Change 8);

b. A change to terrestrial piling methodologies in Work Nos. 3, 5 and 7 to include the potential use of driven piling (Proposed Change 9).

The location of Proposed Further Changes 5 – 9 is illustrated within **Appendix 1**.

2.1.5 A review of the technical environmental assessments has been undertaken and has confirmed that the Proposed Further Changes, either alone or in combination, will not result in any new or different likely significant environmental effects from those identified in the **ES.** References in this Report to the ES shall mean the environmental statement as submitted with the Application [**APP-042 to APP-225**] as amended where relevant, together with any other substantive environmental information in relation to the environmental statement subsequently submitted by the Applicant including the PCAR **[REP3-079]**. **Section 3** of this Report sets out the conclusions of this review for the Proposed Further Changes (either individually or in combination) and the technical appraisal of the Proposed Further Changes is provided in **Appendices 5 to 11**.

2.1.6 **Appendix 12** provides the details of the Application documents that are proposed to be updated to accommodate the Proposed Further Changes and new versions of those documents are submitted with the Proposed Further Change Application.

2.2 Proposed Change 5(a): minor changes to accesses from A1173 to Work No. 7

2.2.1 Proposed Change 5(a) comprises minor adjustments to the two accesses from the A1173 to Work No.7 (Access AB and Access AC as shown on the **Street Works and Accesses Plan** [**TR030008/APP/4.6(3)**]). **Appendix 1** identifies the location of this proposed change and **Appendix 3** illustrates the details of the proposed change.

2.2.2 As explained in the PCAR [**REP3-079**]**,** following consultation with Cadent Gas on the retention of the high pressure gas main within Work No. 7, the Applicant sought to move Access AB to the north; this minor change has now been accepted into the Examination. Paragraph 4.3.4 of the PCAR explained that the detailed approach to the slight diversion of the existing cycleway (which runs along the eastern verge of the A1173), around the back of the junction, was under discussion with NELC Highways.

2.2.3 While the detailed layouts of Access AB and Access AC are not for approval as part of the Application, as a result of the further engagement with NELC Highways work has advanced on those layouts and the shape of the two accesses is proposed to be adjusted via Proposed Change 5(a) to respond to NELC Highways' requirements for facilitating the retention of the existing cycleway alongside the A1173 within the design and to prevent right turning traffic either from the A1173 or onto it. During the Proposed Further Changes Consultation, there has been further discussion with NELC Highways on the

proposals and, as a result, minor adjustments to the final shape of the polygons for Access AB and Access AC (from those shown on the indicative plans contained in the PFCNR) have been made. These adjustments (resulting in slightly larger polygons) are to provide more flexibility at the detailed design stage so as to ensure that the final design of the access and consequential alignment changes to the cycleway can be accommodated. The minor nature and scale of these adjustments do not result in any change to the assessments contained in the PFCNR. **Appendix 2** has been updated (from that contained in the PFCNR) to show the final proposed polygons. The **Street Works and Accesses Plan** [**TR030008/APP/4.6(3)**] and the **Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan** [**TR030008/APP/4.7(3)**] contain the final proposed polygons.

2.2.4 The implementation of Proposed Change 5(a) would involve updates to the **Street Works and Accesses Plan [TR030008/APP/4.6(3)]**, and consequential changes to the **Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan** [**TR030008/APP/4.7(3)**].

2.3 Proposed Change 5(b): minor reduction in area of stopping up to the south of Laporte Road (and associated minor reduction in Work No. 3)

2.3.1 Proposed Change 5(b) consists of a minor (beneficial) reduction in the area of public highway to be permanently stopped up to the south of Laporte Road. The extent of permanent stopping up proposed in the Application is shown on the **Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan** [**TR030008/APP/4.7(3)**]).

2.3.2 **Appendix 1** identifies the location of this proposed change and **Appendix 3** illustrates the details of the proposed change.

2.3.3 The need for this change results from engagement with NELC Highways on the detailed design of the retained verges and visibility splays. As a result, there would be a minor (beneficial) reduction of the extent of Work No. 3 of approximately 19.45 m^2 to exclude the area that would remain public highway and adjust the Work No. 3 boundary accordingly.

2.3.4 The implementation of this change would involve updates to the **Stopping Up and Restriction of Use of Streets and Public Right of Way Plan** [**TR030008/APP/4.7(3)**]. There would also be associated alterations to the **Works Plans** [**TR030008/APP/4.2(4)**], and the reduction in size of plots 4/7, 4/16 and 4/19 and an increase in the size of plots 4/8, 4/17, and 4/23 (highway land) in the **Land Plans** [**TR030008/APP/4.5(3)**] and the **Book of Reference** [**TR030008/APP/3.1(3)**] to reflect the minor reduction in Work No. 3.

2.4 Proposed Change 5(c): Adjustments to speed limit change on Laporte Road & extension of Order limits

2.4.1 Adjustments are proposed to the way that the speed limit change agreed with NELC is to take effect along Laporte Road. As shown on the **Traffic Regulations Measures Plan** [**TR030008/APP/4.8(4)**], the Application currently proposes that

the speed limit for a length of Laporte Road is reduced permanently to 30mph past the entrances to Work No. 3 and Work No. 5.

2.4.2 NELC Highways has requested that the limits be consolidated in order to better reflect existing controls and to remove what would be a short section of 60mph limit, thereby smoothing the speed limit changes.

2.4.3 It is therefore proposed that the 30mph limit will apply to Laporte Road from the junction with Queens Road (marked D on the **Traffic Regulations Measures Plan** [**TR030008/APP/4.8(4)**]) for approximately 365m to the point marked BC on the **Traffic Regulations Measures Plan**. A limit of 40mph is proposed from point marked BC for approximately 545m to the point marked E on the **Traffic Regulations Measures Plan** which is where the existing limit on Laporte Road reduces to 40mph. This requires a short extension (approximately 305m) of the Order limits along the public highway of Laporte Road to encompass the new 40mph section. **Appendix 1** illustrates the location of the proposed change. **Appendix 2** illustrates the proposed adjustments and the proposed extension to the Order limits to reflect Proposed Change 5(c) and **Appendix 4** illustrates the locations of the proposed changes to speed limits. The eastern extent of the proposed new section with a 40mph speed limit is aligned to the point on Laporte Road where the existing 40mph section commences. The **Street Works and Accesses Plan** [**TR030008/APP/4.6(3)** and **Traffic Regulations Plan** show the final proposed extent of the speed limit change.

2.4.4 In addition to the **Traffic Regulations Measures Plan**, the implementation of this change would involve updates to the **Street Works and Accesses Plan** [**TR030008/APP/4.6(3)** and associated updates to the draft **Development Consent Order** ("**dDCO**") [**TR030008/APP/2.1(6)**] including to Schedule 10 (Traffic Regulation Measures) Part 1 (Permanent Speed Limits) and the **Explanatory Memorandum** [**TR030008/APP/2.2(6)**]. It would also involve consequential changes to other Application documents including the **Works Plans** [**TR030008/APP/4.2(4)**], and **Land Plans** [**TR030008/APP/4.5(3)**] as a result of the changes to the Order limits to encompass an additional area of public highway. Other documents amended to show the proposed change to the Order limits as a result of Proposed Change 5(c) are listed at Appendix 12.

2.5 Proposed Change 6: New area of stopping up at Access AA to Work No. 7

2.5.1 A new area of permanent stopping up of the public highway is proposed at an existing entrance from Kings Road to Work No. 7 (Access AA on the **Street Works and Accesses Plan** [**TR030008/APP/4.6(3)**]).

2.5.2 The land is not currently shown as public highway on NELC's adopted highway drawings and therefore was not treated as such for the purposes of the Application. It has subsequently come to light that the land was dedicated and adopted as highway maintainable at public expense in 2017 under a highways agreement entered into by NELC and the previous owners of Work No. 7 (the relevant land is now owned by the Applicant).

2.5.3 Proposed Change 6 is therefore required to stop up an area of public highway that sits within Work No. 7 in the vicinity of Access AA, with the agreement of

NELC Highways. As a result, there would be a minor (beneficial) reduction in Work No. 7. **Appendix 1** illustrates the location of the proposed change and **Appendix 3** illustrates the proposed area of stopping up.

2.5.4 The implementation of this Proposed Change 6 would involve updates to the **Stopping Up and Restriction of Use of Streets and Public Rights of Way (PRoW) Plan** [**TR030008/APP/4.7(3)**] and details of the area of permanent stopping up would be included in Schedule 6 of the **dDCO** [**TR030008/APP/2.1(6)**]. There would also be associated alterations to the **Works Plans** [**TR030008/APP/4.2(4)**] to reflect the minor reduction in Work No. 7 and to the **Land Plans** [**TR030008/APP/4.5(3)**] and the **Book of Reference** [**TR030008/APP/3.1(3)**] to identify a new plot 7/24 (previously forming part of plot 7/13) which is the proposed area of stopping up, and a slight enlargement of plot 7/12 (which is highway land) to reflect the revised highway boundary.

2.6 Proposed Change 7: reduction in area of Work No. 9 & Order limits

2.6.1 Proposed Change 7 consists of a beneficial reduction in the area of Work No. 9 (2.64 ha). Work No. 9 is proposed to be used for temporary construction purposes and temporary possession powers are sought in relation to Work No. 9 during the construction period.

2.6.2 The reduction in Work No. 9 is proposed following engagement with two parties. First, the Environment Agency has indicated that there is a small area of Work No. 9 close to the North Beck Drain which is liable to flood and so should not be used for construction purposes. Additionally, during engagement with the owner of part of Work No. 9 on the terms of an agreement for lease of that land, the owner expressed a desire to retain possession of a particular part of the land for its own purposes. After further review of the land required for construction purposes based on latest information, the Applicant has concluded that these requests can be accommodated and have the benefit of enabling the reduction of the area required for Work No. 9, and also the Order limits, as well as reducing the area subject to powers of temporary possession in connection with the Project.

2.6.3 **Appendix 1** illustrates the location of the proposed change and **Appendix 2** illustrates the reduction in the Order limits as a result of the reduction in the area of Work No. 9.

2.6.4 The implementation of this change would result in alterations to the **Works Plans** [**TR030008/APP/4.2(4)**] and **Land Plans** [**TR030008/APP/4.5(3)**] (reducing the extent of plots 4/28 and 4/32)**.** It would also involve consequential changes to other Application documents (which have been submitted as part of this Proposed Further Change Application and are listed at **Appendix 12**) as a result of the reduction of the Order limits and extent of temporary possession powers sought.

2.7 Proposed Changes 8 and 9: updates to construction methodologies and mitigation

2.7.1 As a result of further engagement with statutory consultees alongside detailed information obtained from contractors engaged on the Project, two updates to the

information contained within the Environmental Statement are proposed which would lead to an adjustment to the mitigation described in the **Outline CEMP** [TR030008/APP/6.5(5)]. Whilst the nature of the updates and adjustments to the mitigation as a result of Proposed Changes 8 and 9 would not typically be viewed as formal changes to the Application engaging the process set out in AN16, the Applicant has undertaken targeted consultation on a precautionary basis on these proposals to ensure that relevant stakeholders and statutory consultees have the opportunity to comment.

2.8 Proposed Change 8: Work No. 9 - ground protection methodology

2.8.1 An adjustment to the soil protection methodology in Work No.9 is proposed. The **Outline CEMP** [TR030008/APP/6.5(5)] (Table 11: Historic Environment (Terrestrial)) describes how construction methods which will 'do no harm' will be employed, including "no impact" methodologies within the area of Work No. 9 such as ground protection via matting or similar and ground compaction to be avoided by the use of suitable ground matting and other protection measures.

2.8.2 Instead of ground matting, it is now proposed that a geotextile layer is installed followed by a layer (150mm) of compacted fill material. This is considered to provide better ground protection, taking account of observations of ground conditions resulting from recent heavy rains. Following completion of construction activities, the layers would be removed, and the land restored in line with the original proposal. Top soil would be retained in situ.

2.8.3 Information relating to this change is contained in **Section 3.7**. This includes information on the additional fill materials required and the associated vehicular trips as a result of the import and removal of those materials. Additional information is provided on those trips in **Appendix 9**.

2.8.4 The implementation of this change would comprise an adjustment to the mitigation set out in the **Outline CEMP** [TR030008/APP/6.5(5)]. The updated **Outline Construction Traffic Management Plan** [REP4-010] submitted at Deadline 4 takes account of the additional information (as explained in **Appendix 9**) and no further updates to that document are required.

2.8.5 **Appendix 1** illustrates the location of the proposed change.

2.9 Proposed Change 9: terrestrial piling methodology

2.9.1 The **Outline CEMP [**REP3-026**]** (Table 4: Noise and Vibration) indicates that measures to mitigate noise and vibration would be implemented during the construction phase to minimise impacts at local noise sensitive receptors. At sub-paragraph (g) of Table 4 in that revision of the **Outline CEMP [REP3-026]**, it was stated that use of lower noise and vibration piling, rather than driven piling techniques, would be used where reasonably practicable. **Chapter 7: Noise and Vibration** of the **Environmental Statement** [APP-049] and the accompanying noise assessment in **Appendix 7.B** [APP-178] expressly consider the use of continuous flight auger ("**CFA**") piling rigs.

2.9.2 Following detailed consideration of terrestrial piling methodologies (including through the preparation of a planning application for test piling as referred to in the Applicant's Early Works Applications Note submitted at Deadline 4 [**REP4-**

043] to inform the final piling methodology and design), it is considered that there may be advantages in using driven piling in Work Nos. 3, 5 and 7. These advantages, compared to alternative methods, include:

a) Reduced potential for adverse impacts on the underlying aquifer and Source Protection Zone (compared to, for example, CFA piling and in respect of which appropriate mitigation is secured through the **Outline CEMP [TR030008/APP/6.5(5)])**:

b) Reduced material requirements (and so potentially reduced HGV movements, although the additional information relating to HGV movements set out in **Appendix 9** is based on the worst case and does not reflect any such reduction); and

c) Reduced duration of works, with reduced impacts on residential amenity for any residential occupiers on Queens Road, and thereby helping to maintain an expeditious construction programme.

2.9.3 The relevant receptors in relation to terrestrial piling are the noise sensitive receptors (“**NSR”**) on Queens Road i.e. the 10 residential and mixed residential / commercial properties identified in the Application. Seven of those properties have now been acquired by Air Products and their residential use has ceased; contracts have exchanged for acquisition of the eighth and detailed terms are being discussed for the acquisition of the ninth and tenth. It is possible that no noise sensitive receptors on Queens Road will be in residential use during construction.

2.9.4 Proposed Change 9 therefore considers the potential use of driven piling in Work Nos 3, 5 and 7. Updated information relating to this potential adjustment in methodology and associated embedded mitigation, and reflecting the potentially remaining noise sensitive receptors, is contained in **Section 3** and further information reflecting the adjusted methodology is contained in **Appendix 8** and **Appendix 10**.

2.9.5 The implementation of this change would require an adjustment to the proposed mitigation as set out in the **Outline CEMP** [**TR030008/APP/6.5(5)**] submitted with this Further Change Application, which would ensure that there would be no new or different likely significant effects whether or not any of the relevant residential properties on Queens Road remained in occupation.

2.9.6 **Appendix 1** illustrates the location of the proposed change.

3 Environmental Appraisal of the Proposed Further Changes

3.1 Overview

3.1.1 A review and appraisal of the Proposed Further Changes against all topics forming part of the Environmental Impact Assessment has been undertaken to determine if any of the Proposed Further Changes (either individually or in combination) would result in any new or materially different significant effects beyond those reported in the **ES** (which as referred to in paragraph 2.1.6 for the purposes of this Report means the environmental statement as submitted with this Application as amended where relevant, together with any other substantive environmental information in relation to the environmental statement subsequently submitted by the Applicant including the PCAR) .

3.1.2 The first stage of the review and appraisal was to undertake a screening appraisal (**Appendix 5** to **8**) to determine which environmental topics required further detailed consideration with regard to each Proposed Further Change. **Appendices 5**, **6**, **7** and **8** contain the results of these screening appraisals in relation to each Proposed Further Change. These appraisals and the conclusions as to whether there are new or different likely significant effects take account of the mitigation already identified in the ES and secured in the **Outline CEMP** [**TR030008/APP/6.5(5)**] where relevant and assume that mitigation will be implemented. This review is provided in **Appendices 5** to **11**. For those environmental topics considered to require further consideration, **Appendix 11** summarises the updates to residual effects tables presented in the original **ES**.

3.1.3 This section of the Report highlights the conclusions of this review of the environmental assessments undertaken for the Project in relation to each of the Proposed Further Changes individually and in-combination. No new or materially different likely significant environmental effects beyond those described in the original **ES** have been identified for any of the Proposed Further Changes, either alone or in combination.

3.1.4 The environmental appraisal of Proposed Changes 5(a), 5(b), 5(c), 7, 8 and 9 described below is as described in **Section 4** of the **PFCNR [AS-042]**. Proposed Change 6 has not been considered in detail within the environmental appraisal as it would only involve a change in the status of a small area of Work No. 7 (so that it no longer forms part of the public highway) Further details are provided in **Section 3.5**. The Applicant has considered the responses to the Proposed Further Changes Consultation in relation to the environmental appraisal described in the PFCNR, and notes that none of the respondents disagreed with the conclusions, therefore the conclusions set out both in this section, and in **Appendices 5** to **8** and **11** of this Report remain as those provided in the **PFCNR [AS-042]**.

3.2 Proposed Change 5(a): minor changes to accesses from A1173 to Work No. 7

3.2.1 **Appendix 5** presents the outcome of the environmental screening appraisal of Proposed Change 5(a). The screening appraisal provides an assessment against

each environmental topic presented in the **ES** and explains how the conclusions have been reached.

3.2.2 Proposed Change 5(a) would not result in any changes to the Project of relevance to the assessment in the **ES** as it only relates to minor adjustments to the extent of Access AB and Access AC.

3.2.3 As such, the screening appraisal (**Appendix 5**) confirms that Proposed Change 5(a) would not result in any new or different likely significant environmental effects beyond those reported in the **ES**. No additional mitigation is required beyond the mitigation detailed within the **ES** and **Outline CEMP** [TR030008/APP/6.5(5)].

3.3 Proposed Change 5(b): minor reduction in area of stopping up to the south of Laporte Road (and associated minor reduction in Work No. 3)

3.3.1 **Appendix 5** presents the outcome of the environmental screening appraisal of Proposed Change 5(b) which provides an assessment against each environmental topic presented in the **ES** and explains how the conclusions have been reached.

3.3.2 Whilst Proposed Change 5(b) would reduce the area of Work No. 3 by 19.45 m^2, there would be no change to the Order limits.

3.3.3 There would be no other changes to the Project of relevance to the assessment in the **ES** as a result of Proposed Change 5(b).

3.3.4 The screening appraisal (presented in **Appendix 5**) confirms that Proposed Change 5(b) would not result in any new or different likely significant environmental effects beyond those reported in the **ES**. No additional mitigation is required beyond that detailed in the **ES** and the **Outline CEMP** [**TR030008/APP/6.5(5)**].

3.4 Proposed Change 5(c) Adjustments to speed limit change on Laporte Road & extension of Order limits

3.4.1 **Appendix 5** presents the outcomes of the environmental screening appraisal of Proposed Change 5(c) which provides an assessment against each environmental topic presented in the **ES** and explains how the conclusions have been reached.

3.4.2 The changes to the assessment assumptions presented in the **ES** introduced by Proposed Change 5(c) would be a reduction in the stretch of Laporte Road subject to a 30mph section and a new stretch of Laporte Road subject to a 40mph section and therefore a minor change to the proposal described in paragraph 2.3.27 of **Chapter 2: The Project** of the **ES** [**TR030008/APP/6.2(3)**]. For the purposes of the screening appraisal, the potential for minor associated works namely the introduction of new signage has also been taken into account.

3.4.3 There would be no other changes to the Project of relevance to the assessment in the **ES**.

3.4.4 The screening appraisal (**Appendix 5**) confirms that Proposed Change 5(c) would not result in any new or different likely significant environmental effects to those described in the **ES**. No additional mitigation is required beyond that detailed in the **ES** and the **Outline CEMP** [**TR030008/APP/6.5(5)**].

3.5 Proposed Change 6: New area of stopping up at Access AA to Work No. 7

3.5.1 An environmental screening appraisal has not been undertaken for Proposed Change 6 as it would only involve a change in the status of a small area of Work No. 7 (so that it no longer forms part of the public highway) and associated update to the **Street Works and Accesses Plan** [**TR030008/APP/4.7(3)**]. There are no changes to the works proposed as part of the Project as assessed within the ES. No new or different likely significant environmental effects therefore arise as a result of Proposed Change 6 from those already assessed. Therefore, Proposed Change 6 is not assessed in this section or in the screening appraisal appendices.

3.6 Proposed Change 7: reduction in area of Work No. 9 & Order limits

3.6.1 **Appendix 6** presents the outcomes of the environmental screening appraisal for Proposed Change 7 which provides an assessment against each environmental topic presented in the **ES** and explains how the conclusions have been reached.

3.6.2 The change proposed to the Project as presented in the **ES** as a result of Proposed Change 7 is a reduction in the area of Work No. 9 (and Order limits) by 2.64 ha.

3.6.3 Proposed Change 7 does not result in any changes to the works proposed to take place within Work No. 9. Following cessation of the temporary construction activities on Work No. 9, the land would be reinstated to its current condition as proposed within paragraph 1.23.19 of **Chapter 2: The Project** of the **ES** [**TR030008/APP/6.2(3)**]. There would also be no change to the operation of the Project as a result of Proposed Change 7.

3.6.4 The screening appraisal (**Appendix 6**) confirms Proposed Change 7 would not result in any new or different likely significant environmental effects to those described in the **ES**. No additional mitigation is required beyond that detailed in the **ES** and the **Outline CEMP** [**TR030008/APP/6.5(5)**].

3.7 Proposed Change 8: Work No. 9 – ground protection methodology

3.7.1 **Appendix 7** presents the outcome of the environmental screening appraisal of Proposed Change 8. **Appendix 7** provides an assessment against each environmental topic presented in the **ES** and explains how the conclusions have been reached.

3.7.2 The changes to the construction activities assessed in the **ES** resulting from Proposed Change 8 would comprise:

- Additional activity associated with the installation of a geotextile layer and layer of compacted fill material within Work No. 9 including the use of a dozer and single roller to carry out this work;

- Introduction of additional materials (compacted fill material) (11,300m^3) and their subsequent removal on completion of the construction activities on Work No. 9; and
- Change in construction HGV profile for the duration of the works (6 weeks for each import and export) due to the additional HGV trips generated by the import and export of materials referred to above.

3.7.3 **Appendix 7** explains that the additional HGV trips would not lead to any change in the conclusions of **Chapter 11: Traffic & Transport** the **ES** [APP-053].

3.7.4 Proposed Change 8 does not result in any changes to the Order limits.

3.7.5 There would be no change to the operation of the Project as a result of Proposed Change 8 as it relates to the construction phase only.

3.7.6 The screening appraisal (**Appendix 7**) and additional information provided in **Appendix 9** on construction traffic confirms that Proposed Change 8 (the proposed adjustment of the ground protection methodology and mitigation detailed within the **Outline CEMP [**TR030008/APP/6.5(5)**]**) would not result in any new or different likely significant environmental effects.

3.8 Proposed Change 9: Work No. 3, 5 and 7 – terrestrial piling methodology

3.8.1 **Appendix 8** presents the outcomes of the environmental screening appraisal of Proposed Change 9. **Appendix 8** provides a description against each environmental topic presented in the **ES** and explains how the conclusions have been reached.

3.8.2 The potential change in construction methodology as assessed in the proposed by Proposed Change 9 would include:

- The potential use of driven piles (as a potential alternative to CFA piles); and
- In terms of the number of piling rigs, the use of up to 4 piling rigs within Work No. 7 (there would be no change to the number of piling rigs (two) proposed to be used within Work No. 3 and 5 as reported within the **ES** and detailed in **Appendix 7B: Construction Sound Data and Assumptions** [APP-178]).

3.8.3 Proposed Change 9 does not result in any changes to the Order limits.

3.8.4 There would be no change to the operation of the Project as a result of Proposed Change 9 as it relates to construction of the Project.

3.8.5 **Appendix 8** identifies that further consideration is needed of the potential environmental implications of Proposed Change 9 on the following environmental assessments:

- **Chapter 7: Noise and Vibration** of the **ES** [APP-049]; and
- **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066].

3.8.6 These topics are considered further below by reference only to receptors and impact pathways relevant to Proposed Change 9. Additional information on noise and vibration relating to Proposed Change 9 is presented in **Appendix 10** and is discussed below at paragraphs [3.9.1 – 3.9.6] in relation to noise, and [3.9.7

3.1.12] in relation to vibration below. The potential for any changes to the residual effects presented in the original **ES** as a result of Proposed Change 9 is assessed in **Appendix 11**. It is concluded that Proposed Change 9 (the potential use of driven piles and associated adjustment to the mitigation detailed within the **Outline CEMP** [**TR030008/APP/6.5(5)**]) would not result in any new or different likely significant environmental effects.

3.9 Noise and Vibration

3.9.1 This section provides a summary of **Appendix 10** which assesses the impact of the potential use of driven piles as proposed in Proposed Change 9 on the conclusions presented in **Chapter 7: Noise and Vibration** of the **ES [APP-049].**

3.9.2 The additional construction piling noise and vibration information presented in **Appendix 10** demonstrates that through applying the embedded mitigation measures identified in Section 7.8 of **Chapter 7: Noise and Vibration** of the **ES** driven piling could take place at Work No. 3 and Work No. 5 without introducing any new or different likely significant environmental effects. Further consideration is provided below on potential construction noise and vibration effects of the potential use of driven piles within Work No. 7.

Construction Noise

3.9.3 An additional assessment of construction noise which may occur as a result of the potential use of driven piles comprised in Proposed Change 9 is presented in **Appendix 10**.

3.9.4 It has been assumed that an acoustic shroud will be used on driven piling rigs as part of the embedded mitigation to reduce piling noise. The use of an acoustic shroud has been included in the updated **Outline CEMP** [**TR030008/APP/6.5(5)**] submitted with this Proposed Further Change Application.

3.9.5 There is potential for moderate/major adverse noise effects (significant) at residential noise sensitive receptors on Queens Road (referred to **Appendix 10** as NSRs 1 and 2) if driven piling is undertaken on Saturday afternoons (between 13:00 - 19:00) on Work No.7. Therefore, adjustment to the mitigation in the **Outline CEMP** [TR030008/APP/6.5(5)] is proposed to ensure that no driven piling activities would be undertaken on a Saturday afternoon in Work No.7 should the residential properties on Queens Road remain in residential use at that time, to avoid the potential for significant adverse effects.

3.9.6 Driven piling undertaken during all other normal weekday daytime hours (07:00 - 19:00) and Saturday mornings (07:00-13:00) is predicted to result in up to minor adverse effects (not significant) at NSRs.

Construction Vibration

3.9.7 An additional assessment of construction vibration which may occur as a result of the potential use of driven piles comprised in Proposed Change 9 is presented in **Appendix 10**.

3.9.8 The effects of piling on NSRs 3 and 4 would remain unchanged from those predicted in **Chapter 7: Noise and Vibration** of the **ES** [APP-049].

3.9.9 The additional vibration assessment presented in **Appendix 10** demonstrates the potential for moderate adverse effects (significant), if unmitigated, at NSRs 1 and 2 in relation to residential annoyance arising from the use of driven piles on Work No. 7 only. A range of potential mitigation measures have been considered including use of a driven piling exclusion zone, driven piling rigs with a lower hammer energy value, or the use of a low vibration CFA / rotary bored / cast in-situ method, to achieve an acceptable vibration limit of 0.9 mm/s. These measures are set out in **Appendix 10** and are included in the updated **Outline CEMP** [TR030008/APP/6.5(5)] submitted as part of this Proposed Further Change Application. These mitigation measures would be considered in the preparation of the final CEMP if any of the residential properties on Queens Road remain in residential use at the relevant time.

3.9.10 Once the construction contractor is appointed and the proposed piling requirements are confirmed, the vibration predictions would be updated to confirm the mitigation options required to ensure the vibration limit is achieved. Any residents remaining on Queens Road at the time of the piling works would be notified in advance, and practical arrangements for minimising disruption would be put in place.

3.9.11 The above combination of measures would ensure that vibration effects during piling remain minor adverse (not significant) at NSRs. The level of vibration from the driven piling activities would be likely to result in a low magnitude of impact for building damage, which would result in a negligible adverse effect (not significant).

3.10 Conclusion

3.10.1 The additional information presented in **Appendix 10** demonstrates that through applying the embedded mitigation measures identified in Section 7.8 **Chapter 7: Noise and Vibration** of the **ES** [**APP-049**] driven piling could take place at Work No. 3 and Work No. 5 without introducing any new or different likely significant environmental effects from those already assessed in the ES, and that, in the event that any residential properties remain in occupation for residential purposes on Queens Road, the proposed adjustment to the mitigation in the updated **Outline CEMP** [TR030008/APP/6.5(5)] would ensure that driven piling could take place at Work No. 7 without likely significant effects arising at these receptors. As is already proposed, the appropriate final mitigation will be agreed with the local planning authority through submission and approval of the final CEMP under requirement 6 (Schedule 2) of the **dDCO** (**TR030008/APP/2.1(6)**). No new or different likely significant effects would therefore arise.

3.11 Human Health

3.11.1 Based on the information set out in the section above and the proposed adjustment to the mitigation, no likely significant environmental effects would arise from the use of driven piling whether or not any noise sensitive residential receptors remain in place on Queens Road. As a result, there would be no new or different likely significant effects beyond what was assessed in **ES Chapter 24: Human Health and Wellbeing** [**APP-066**].

3.12 Combined Proposed Further Changes 5(a), 5(b), 5(c), 6, 7, 8 and 9

3.12.1 Based on the appraisal of the Proposed Further Changes presented in **Section 3.4** to **Section 3.5** and **Appendices 5** to **11** of this Report and consideration of their combined effects, the Applicant does not consider there to be any new or materially different likely significant effects which would arise from all of the Proposed Further Changes (taking into account the Proposed Changes accepted into Examination) being made in aggregate beyond those reported in the **ES** . No additional mitigation is required beyond that detailed in the **ES** and the updated **Outline CEMP** [**TR030008/APP/6.5(5)**]. There would be no changes to the cumulative effects assessment presented in **Chapter 25: Cumulative and In-combination Effects** of the **ES** [**APP-067**].

3.13 Conclusions

3.13.1 In conclusion, no new or different likely significant environmental effects beyond those described in the **ES** have been identified for any of the Proposed Further Changes, either alone or in combination, taking into account the proposed amendments to the **Outline CEMP** [**TR00038/APP/6.5(5)**]**.** The **Schedule of Mitigation** [**TR00038/APP/7.2(3)**] and **Chapter 26: Summary of the Likely Significant Effects** of the **ES** [**TR00038/APP/6.2(2)**] have been updated to capture the further mitigation measures proposed as part of this Proposed Further Change Application.

4 Position Regarding Other Consents and Licences

4.1 Overview

4.1.1 The Applicant has given consideration to whether the Proposed Further Changes would affect any of the other consents and licences that the Applicant may be required to obtain outside of the DCO process in compliance with Item 3 of Figure 2b of AN16, which sets out that a formal application for changes to an Application should include "*an update of any consents / licences required and whether (given the proposed change to the application) there will be any impediment to securing the consents/licences before the Examination is concluded*."

4.1.2 The Applicant notes that Figure 2b envisions this confirmation being included in the schedule indicating which application documents and plans have been updated as a result of the Proposed Further Changes (see **Appendix 12**) but for avoidance of doubt, the Applicant provides this confirmation as part of the body of this Report as well.

4.1.3 The position as to additional consents, licences and agreements including likely timescales for obtaining those is as set out in the **Consents and Agreements Position Statement** [**REP1-010**]. With respect to the Proposed Further Changes, the Applicant confirms that it does not consider these represent a change in circumstances that would result in an impediment to the grant of other consents and licences required outside of the DCO process. Additionally, the Applicant notes that no additional consents or licences would be required as a result of the Proposed Further Changes.

5 Consultation and Engagement

5.1 Introduction

5.1.1 The Applicant voluntarily carried out the Proposed Further Changes Consultation, a non-statutory consultation exercise over a period of 30 days, commencing on 21 May 2024 and closing at 23:59 on 19 June 2024.

5.1.2 Given the minor and limited nature of the Proposed Further Changes, the Applicant considered that a targeted consultation exercise on these changes would be proportionate. In accordance with AN16, the Applicant sought advice from the ExA on the scope of this consultation exercise by letter on 9 May 2024 **[AS-031]** (the "Proposed Further Changes Advice Letter"), especially in relation to its proposals identifying specific parties to be consulted. The Applicant provided with the Proposed Further Changes Advice Letter a list of proposed consultees and explanation for inclusions and exclusions for the ExA's review **[AS-032]** (see **Paragraphs 6.1.2 and 6.2.2** of the **PFCNR [AS-042]** for details on the process through which the Applicant drew up the list of proposed consultees). As referred to at **Paragraph 1.3.7**, on review of these documents, in the Rule 9 Letter the ExA confirmed that it "*agrees with the Applicant's targeted approach to consultation and considers the proposed list of parties to be sound"* **[PD-013]**

5.2 Further Consultation Report Addendum

5.2.1 As required by Figure 2b, Item 7 of AN16, the Applicant has produced a **Further Consultation Report Addendum [TR030008/EXAM/10.7]** reporting on the Proposed Further Changes Consultation undertaken, which the Applicant will submit as part of its formal Proposed Further Change Application.

5.2.2 The approach taken to the Proposed Further Changes Consultation is detailed in the **Further Consultation Report Addendum [TR030008/EXAM/10.7]** prepared by the Applicant to support this Proposed Further Change Application. The **Further Consultation Report Addendum** explains:

e. The scope and methodology informing the Applicant's Proposed Further Changes Consultation

a. The activities undertaken as part of the Proposed Further Changes Consultation

b. Which parties were consulted in order to safeguard the interests of and inform those potentially impacted by the Proposed Further Changes, and describes the reason for the inclusion of the consultees

c. How the Applicant has taken into account the feedback received in response to the Proposed Further Changes Consultation in finalising the Proposed Further Change Application

5.2.3 Copies of all responses received during the Proposed Further Changes Consultation are provided at **Chapter 4** (Table 4) in the **Further Consultation Report Addendum [TR030008/EXAM/10.7]** in compliance with the requirements of AN16.

5.2.4 The Applicant has reviewed all responses to the Proposed Further Changes Consultation received during the consultation period. Save as is explained above in paragraph 2.2.4 in relation to the minor adjustments to the accesses comprising Proposed Change 5(a) and paragraph 2.4.3 in relation to the eastern extent of the 40mph speed limit change, in light of the fact that no further issues as a result of the Proposed Further Changes were identified in the feedback and the Applicant's conclusions regarding that there are no new or different likely significant environmental effects as a result of the Proposed Further Changes in addition to those already assessed with the original Application, the Applicant considers that no amendments are required to the Proposed Further Changes as a result of the responses. Responses to the feedback received are contained in **Chapter 4** of the **Further Consultation Report Addendum [TR030008/EXAM/10.7]**.

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

6.1.1 The CA Regulations (Ref 1-4) are not engaged by the Proposed Further Changes, and therefore do not affect the scope of consultation required, for the reasons detailed below.

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

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

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

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

6.1.4 There are, therefore, two limbs to Regulation 4(a): first, whether the relevant land was referenced in the **Book of Reference** [**TR030008/APP/3.1(3)**]; and second, whether compulsory acquisition powers are sought. So far as relevant to the Proposed Further Changes involving changes to the Order limits:

(a) Proposed Change 5(c) anticipates an extension of the Order limits. However, the extension encompasses public highway (and associated subsoil ownership), is required only for the purposes of traffic measures. and no powers of compulsory acquisition are sought over this land (as such, it is shown on the proposed Land Plans as adopted highway and is not identified as a plot in the Book of Reference). On this basis, it does not comprise "additional land" and the CA Regulations do not apply in relation to it.

(b) Proposed Change 6 proposes an additional area of permanent stopping up. The proposed changes to the Land Plans therefore show this area as a new plot (7/24) with a reduction in the area of plot 7/13. Plot 7/24 is in the ownership of the Applicant and previously identified in the **Book of Reference** on submission of the Application [**APP-008**] (as part of plot 7/13. No powers of compulsory acquisition are sought over this plot. On this basis, the land does not comprise "additional land" for the purposes of the CA Regulations and the CA Regulations do not apply in relation to it.

(c) Finally, Proposed Change 7 proposes a reduction in the Order limits, and as a result a reduction in the area subject to powers of temporary possession sought in connection with the Project. As no additional land is being included within the Order limits, Proposed Change 7 does not engage the CA Regulations.

6.1.5 In summary, although some of the Proposed Further Changes do involve changes to the Order Limits, the Proposed Further Changes do not seek to

include any “additional land” in respect of which compulsory acquisition powers are sought. Accordingly, the CA Regulations are not engaged.

6.1.6 The Applicant also notes that the ExA confirmed in its Rule 9 Letter that it was of the opinion that “the Compulsory Acquisition Regulations are unlikely to be engaged by the Proposed Second Changes”.

7 Conclusion

7.1 Overview

7.1.1 This Report explains the Applicant's Proposed Further Changes to the Application including the rationale and pressing need for making the Proposed Further Changes, provides details to support the Proposed Further Change Application, and requests that the ExA considers and accepts the Proposed Further Changes for inclusion into the Examination of the Application.

7.1.2 Further, this Report explains that the Applicant has considered and reported on the position regarding environmental effects as a result of the Proposed Further Changes in **Section 3** and **Appendices 5** to **11** of this document, which detail how there would be no new or materially different likely significant environmental effects as a result of the Proposed Further Changes, either alone or in combination.

7.1.3 The Applicant has outlined in this Report how in order to safeguard the interests of and inform those potentially impacted by the Proposed Further Changes, the Applicant undertook the Proposed Further Changes Consultation (see **Section 5**), which is further reported in the **Further Consultation Report Addendum** prepared by the Applicant to support this Proposed Further Change Application **[TR030008/EXAM/10.7]**. Where feedback was received during the consultation period, the **Further Consultation Report Addendum [TR030008/EXAM/10.7]** provides details of how the Applicant has taken relevant representations into account in finalising the Proposed Further Change Application.

7.1.4 The Applicant considers that given the minor and limited nature of the Proposed Further Changes, the lack of any new or different likely significant environmental effects as a result of the Proposed Further Changes either alone or in combination, and in light of the feedback received to the Proposed Further Changes Consultation, the Proposed Further Changes are capable of being fairly examined within the remaining Examination Period.

7.1.5 The Applicant, therefore, reiterates its request for acceptance by the ExA of the Proposed Further Changes to the Project, on the basis of the supporting information set out in this Further Change Application and the documentation prepared by the Applicant to support it (see **Appendix 12**).

8 References

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

Ref 1-2 Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects. Department for Levelling Up, Housing and Communities (2024).

Ref 1-3 Advice Note 16: Requests to change applications after they have been accepted for Examination. The Planning Inspectorate (2023).

Ref 1-4 Infrastructure Planning (Compulsory Acquisition) Regulations 2010. The Stationary Office Limited (2010).

9 Glossary

Abbreviation / Acronym	Definition
ABP	Associated British Ports
AN16	Advice Note Sixteen
CA	Compulsory Acquisition
DCO	Development Consent Order
dDCO	draft Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ExA	Examining Authority
IGET	Immingham Green Energy Terminal
Mm/s	Millimetres per second
mph	Miles per hour
NELC	North East Lincolnshire Council
NSIP	Nationally Significant Infrastructure Project
NSR	Noise Sensitive Receptor
PCAR	Proposed Change Application Report
PFCNR	Proposed Further Change Notification Report
UK	United Kingdom

Appendix 1: Proposed Changes Location Plan – Proposed Changes 5 – 9

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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

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

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

NOTES

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

LEGEND

- Order limits
- Proposed Expansion of Order limits
- Proposed Reduction of Order limits
- Work No. 3
- Work No. 5
- Work No. 7
- Work No. 9
- 5a: Proposed Change 5a: Minor changes to accesses from A1173 to Work No. 7
- 5b: Proposed Change 5b: Reduction in area of stopping up to the south of Laporte Road & Work No. 3
- 5c: Proposed Change 5c: Adjustments to speed limit change on Laporte Road & extension of Order limits
- 6: Proposed Change 6: New area of stopping up at access from Kings Road to Work No. 7 and reduction in area of Work No. 7
- 7: Proposed Change 7: Reduction in area of Work No. 9 & Order limits
- 8: Proposed Change 8: Work No. 9 - change in ground protection methodology
- 9: Proposed Change 9: Works Nos. 3, 5 and 7 - change in construction methodology to include potential use of driven piling

Maxar, Microsoft

Purpose of issue

DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
FURTHER CHANGE REPORT	EB / NS	21/06/2024	1

Client

ABP ASSOCIATED BRITISH PORTS

AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

FURTHER CHANGE
APPLICATION REPORT
PROPOSED CHANGES LOCATION
PLAN - PROPOSED CHANGES 5 - 9

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

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

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Quayside
Newcastle Upon Tyne
Tel: +44 (0) 191 224 6500
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Drawing Number	Rev
Figure 1 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 N/A	1

Appendix 2: Site Boundary and Works Plan Changes for Proposed Changes 5 – 9

N

Sheet 1 of 4

Sheet 2 of 4

Sheet 3 of 4

Sheet 4 of 4

0 500 1,000 1,500 2,000 2,500 m

Work No. 5
Work No. 5a
Work No. 6
Work No. 7
Work No. 7a
Work No. 7b
Work No. 7c
Work No. 7d
Work No. 8
Work No. 9
Work No. 10

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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NOTES

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

LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Extension to Order limits (Further Proposed Changes)
- Reduction of Order limits (Further Proposed Changes)
- Road Access AB (DCO Application)
- Road Access AB (Proposed Changes 1-4)
- Road Access AB (Proposed Change 5a)
- Road Access AC (DCO Application)
- Road Access AC (Proposed Change 5a)
- Reduction of Work No. 3 (Proposed Change 5b)
- Reduction of Work No. 7 (Proposed Change 6)
- Reduction of Work No. 9 (Proposed Change 7)
- Work No. 1
- Work No. 1a
- Indicative Dredged Pocket
- Work No. 2
- Work No. 3
- Work No. 3a
- Work No. 4

Purpose of issue
DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
FURTHER CHANGE REPORT	EB / NS	26/06/2024	1

Client
ABP ASSOCIATED BRITISH PORTS
AIR PRODUCTS

Project Title
TR030008
IMMINGHAM GREEN ENERGY TERMINAL

Drawing Title
FURTHER CHANGE APPLICATION REPORT - SITE BOUNDARY AND WORKS PLAN CHANGES FOR PROPOSED CHANGES 5 - 9 KEY PLAN

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

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

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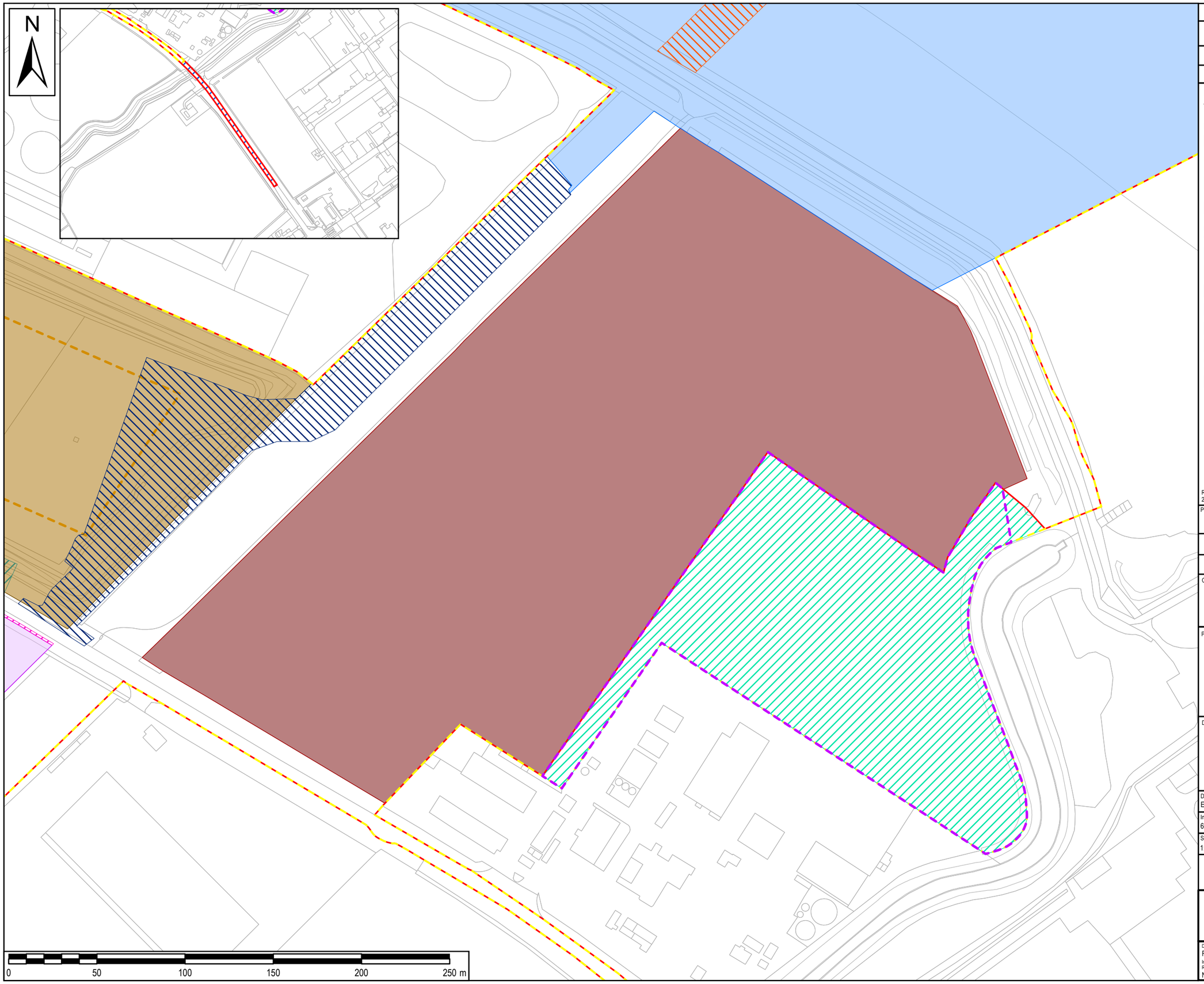
1



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

NOTES

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

LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Reduction of Order limits (Further Proposed Changes)
- Reduction of Work No. 3 (Proposed Change 5b)
- Reduction of Work No. 9 (Proposed Change 7)
- Work No. 1
- Work No. 1a
- Work No. 2
- Work No. 3
- Work No. 4
- Work No. 5
- Work No. 5a
- Work No. 9

Purpose of issue

DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
FURTHER CHANGE REPORT	EB / NS	26/06/2024	1

Client

ABP ASSOCIATED BRITISH PORTS

AIR PRODUCTS

Project Title

TR030008
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ENERGY TERMINAL

Drawing Title

FURTHER CHANGE
APPLICATION REPORT -
SITE BOUNDARY AND WORKS PLAN CHANGES
FOR PROPOSED CHANGES 5 - 9
SHEET 1 OF 4

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
1:2,000	No subdivision is applicable

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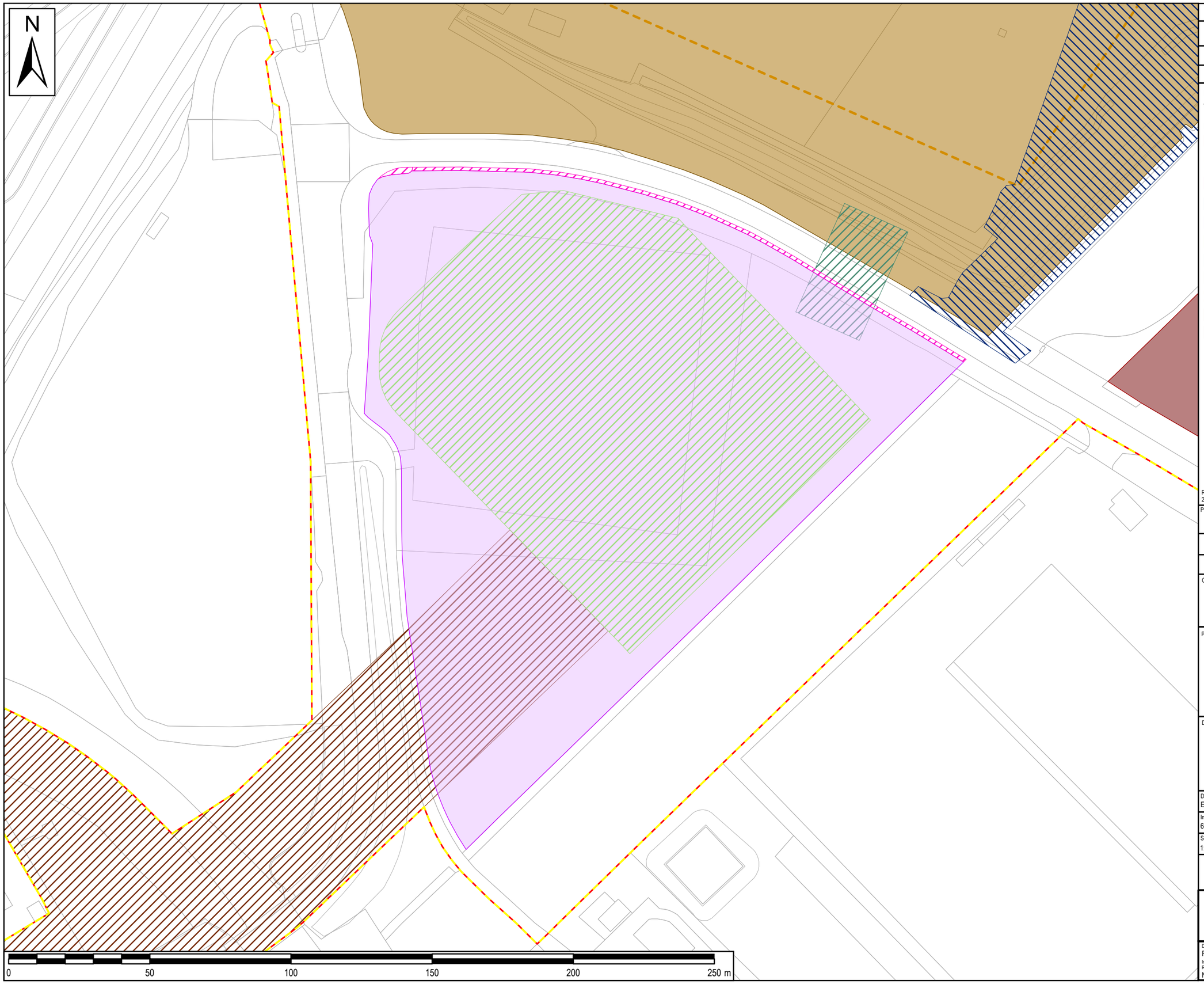

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NOTES

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

LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Reduction of Work No. 3 (Proposed Change 5b)
- Work No. 2
- Work No. 3
- Work No. 3a
- Work No. 4
- Work No. 5
- Work No. 5a
- Work No. 6
- Work No. 9

Purpose of issue

DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
FURTHER CHANGE REPORT	EB / NS	26/06/2024	1

Client

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AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

FURTHER CHANGE
APPLICATION REPORT -
SITE BOUNDARY AND WORKS PLAN CHANGES
FOR PROPOSED CHANGES 5 - 9
SHEET 2 OF 4

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
1:1,250	No subdivision is applicable

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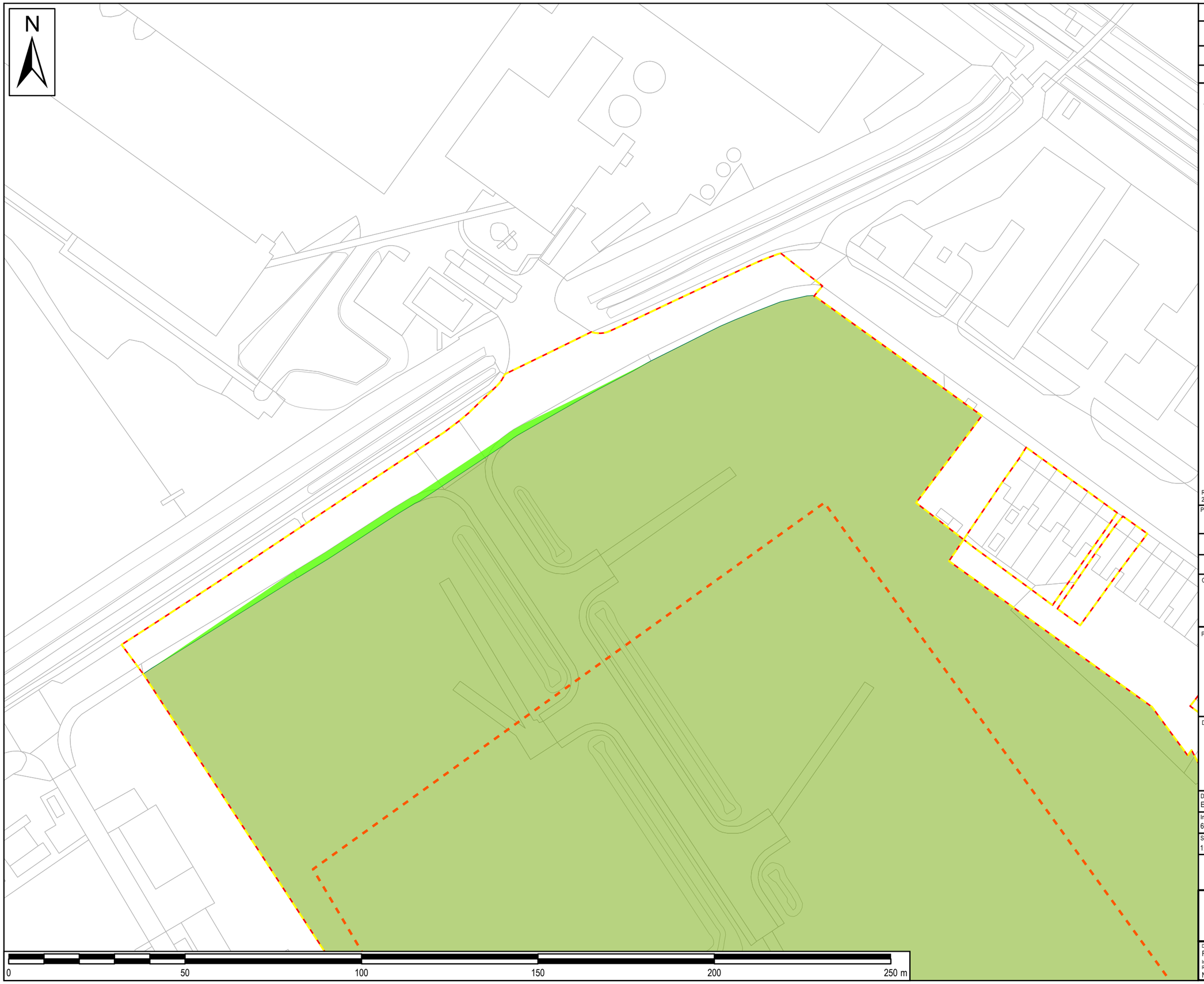

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NOTES

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

LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Reduction of Work No. 7 (Proposed Change 6)
- Work No. 7
- Work No. 7c

Purpose of issue

DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
FURTHER CHANGE REPORT	EB / NS	26/06/2024	1

Client

ABP ASSOCIATED BRITISH PORTS

AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

FURTHER CHANGE
APPLICATION REPORT -
SITE BOUNDARY AND WORKS PLAN CHANGES
FOR PROPOSED CHANGES 5 - 9
SHEET 3 OF 4

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

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

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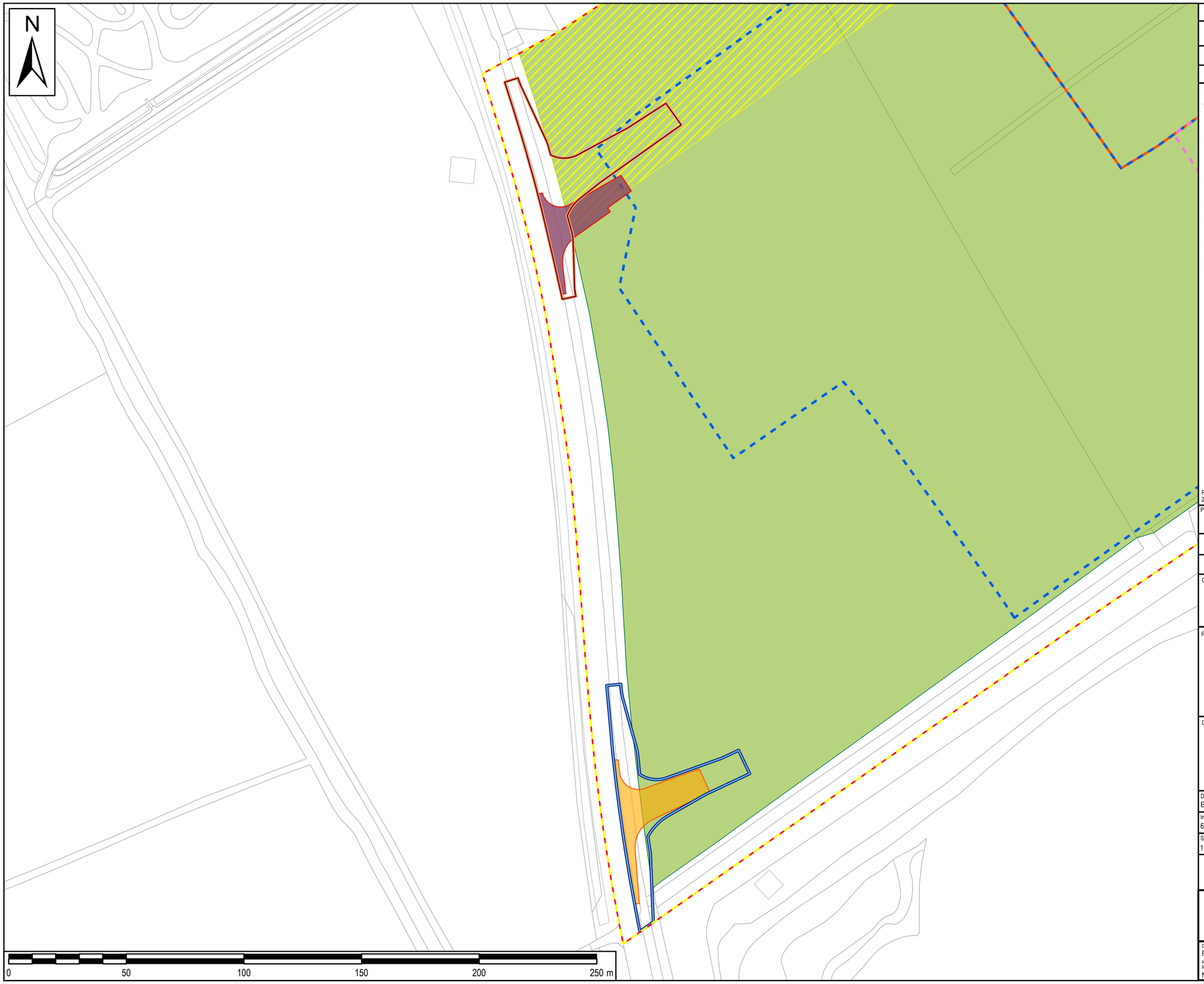

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NOTES

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LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Road Access AB (DCO Application)
- Road Access AB (Proposed Change 5a)
- Road Access AC (DCO Application)
- Road Access AC (Proposed Change 5a)
- Work No. 7
- Work No. 7a
- Work No. 7b
- Work No. 7c
- Work No. 7d

Purpose of issue

DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
FURTHER CHANGE REPORT	EB / NS	26/06/2024	1

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ABP ASSOCIATED BRITISH PORTS

AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

FURTHER CHANGE
APPLICATION REPORT -
SITE BOUNDARY AND WORKS PLAN CHANGES
FOR PROPOSED CHANGES 5 - 9
SHEET 4 OF 4

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

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

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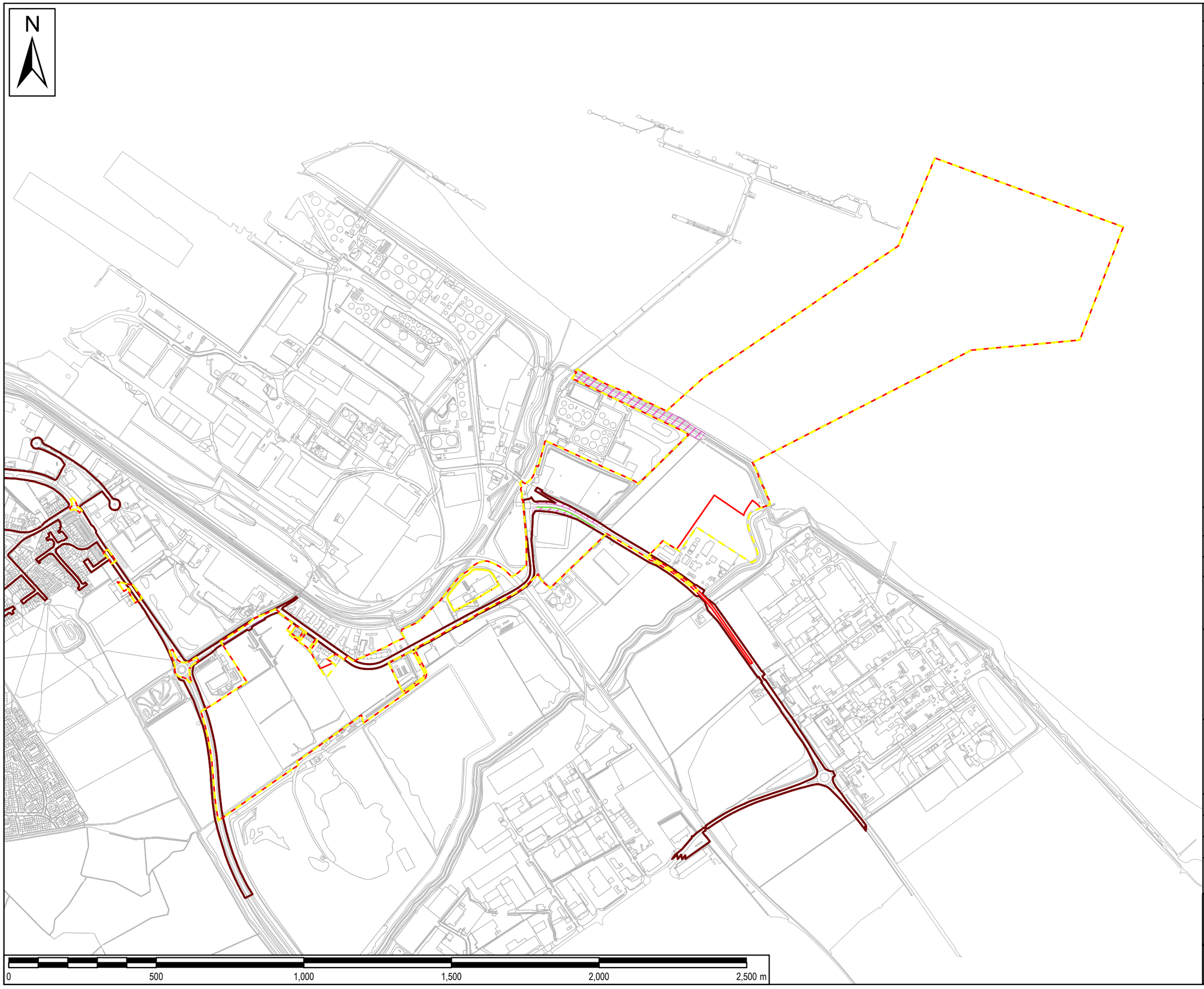
Appendix 3: Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan Changes for Proposed Changes 5 – 9



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NOTES

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LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Permanent stopping up (DCO Application)
- Proposed reduction in permanent stopping up and Work No. 3 (change to temporary closure) (Proposed Change 5b)
- Addition of Permanent Stopping Up area (Proposed Change 6)
- Reduction of Work No. 7 (Proposed Change 6)
- North East Lincolnshire Council - Adopted highways boundary (Updated)

Purpose of issue

DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
FURTHER CHANGE REPORT	EB / NS	21/06/2024	1

Client

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AIR PRODUCTS

Project Title

TR030008
IMMINGHAM GREEN ENERGY TERMINAL

Drawing Title

FURTHER CHANGE APPLICATION REPORT - STOPPING UP AND RESTRICTION OF USE OF STREETS AND PUBLIC RIGHTS OF WAY PLAN CHANGES FOR PROPOSED CHANGES 5 - 9 KEY PLAN

Designed	Drawn	Checked	Verified	Approved	Date
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Internal Project No.	Suitability
60673509	S3
Scale @ A3	Volume
1:12,000	No subdivision is applicable

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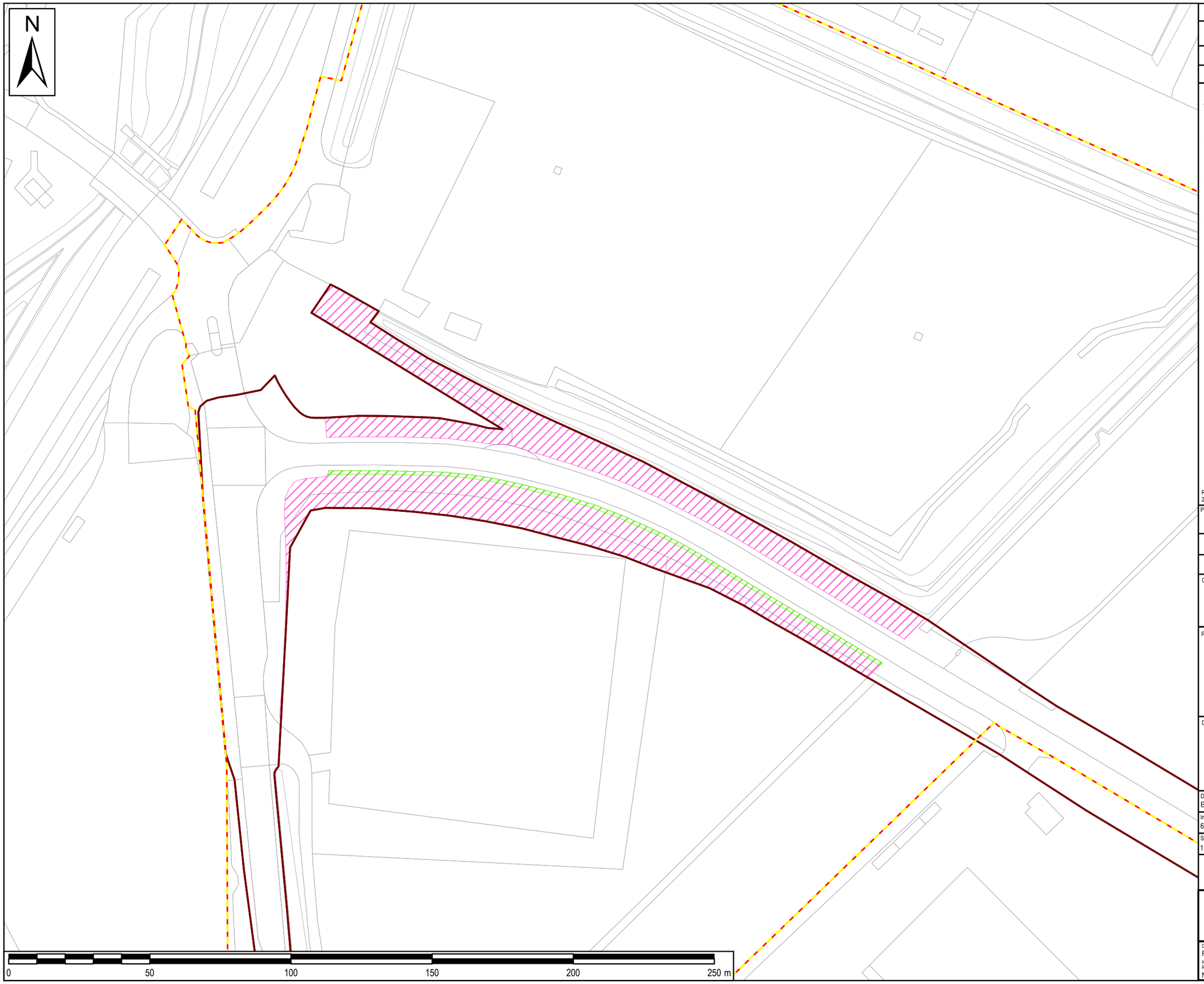

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NOTES

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LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Permanent stopping up (DCO Application)
- Proposed reduction in permanent stopping up and Work No. 3 (change to temporary closure) (Proposed Change 5b)
- North East Lincolnshire Council - Adopted highways boundary (Updated)

Purpose of issue

DCO FURTHER CHANGE REPORT

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Drawing Title

FURTHER CHANGE
APPLICATION REPORT -
STOPPING UP AND RESTRICTION OF USE OF STREETS AND PUBLIC RIGHTS OF WAY PLAN
CHANGES FOR PROPOSED CHANGES 5 - 9
SHEET 1 OF 2

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

Internal Project No.	Suitability
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Scale @ A3	Volume
1:1,250	No subdivision is applicable

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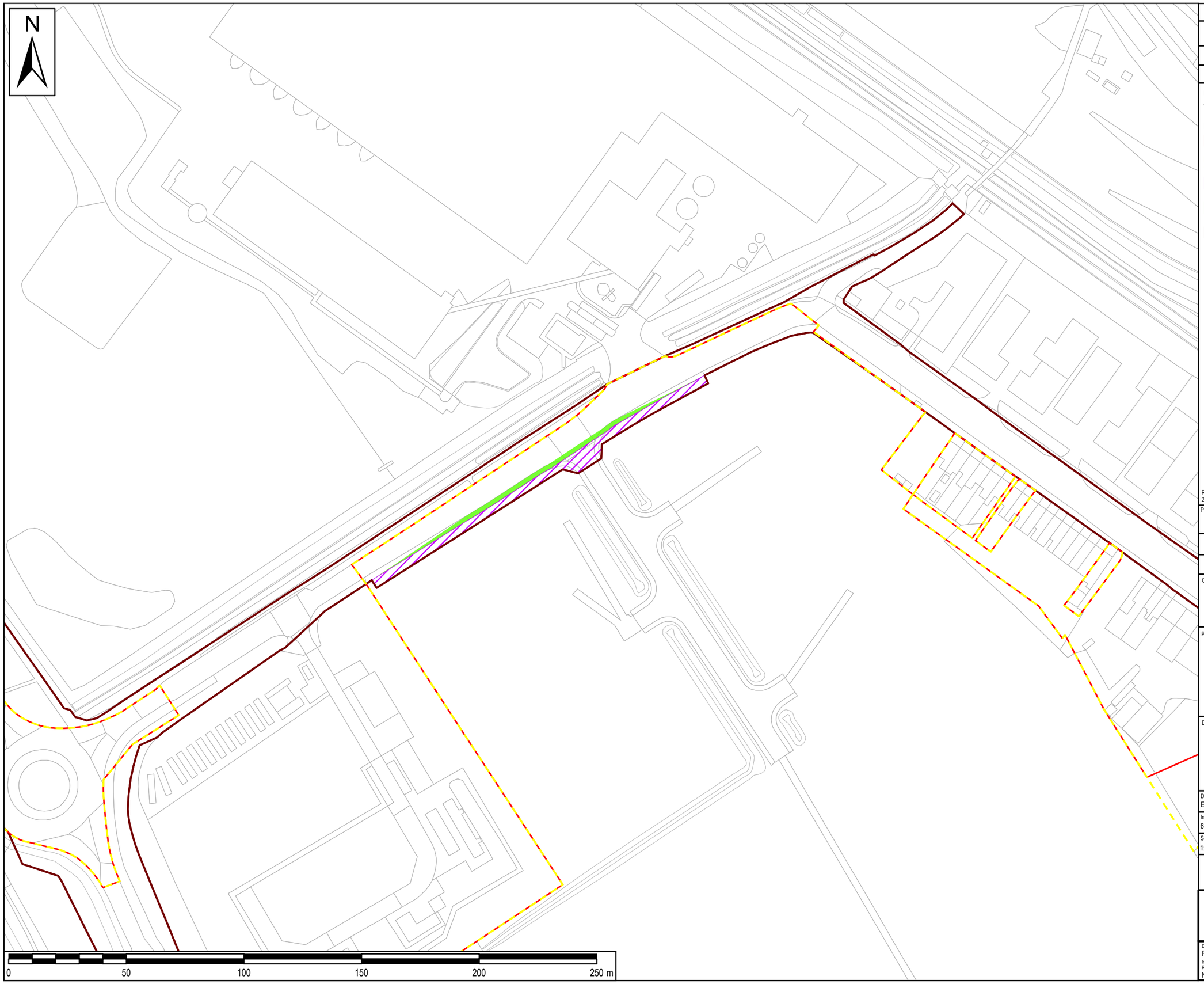

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LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Addition of Permanent Stopping Up area (Proposed Change 6)
- Reduction of Work No. 7 (Proposed Change 6)
- North East Lincolnshire Council - Adopted highways boundary (Updated)

Purpose of issue

DCO FURTHER CHANGE REPORT

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Project Title

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Drawing Title

FURTHER CHANGE
APPLICATION REPORT -
STOPPING UP AND RESTRICTION OF USE OF STREETS AND PUBLIC RIGHTS OF WAY PLAN CHANGES FOR PROPOSED CHANGES 5 - 9
SHEET 2 OF 2

Designed	Drawn	Checked	Verified	Approved	Date
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Internal Project No.	Suitability
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Scale @ A3	Volume
1:1,500	No subdivision is applicable

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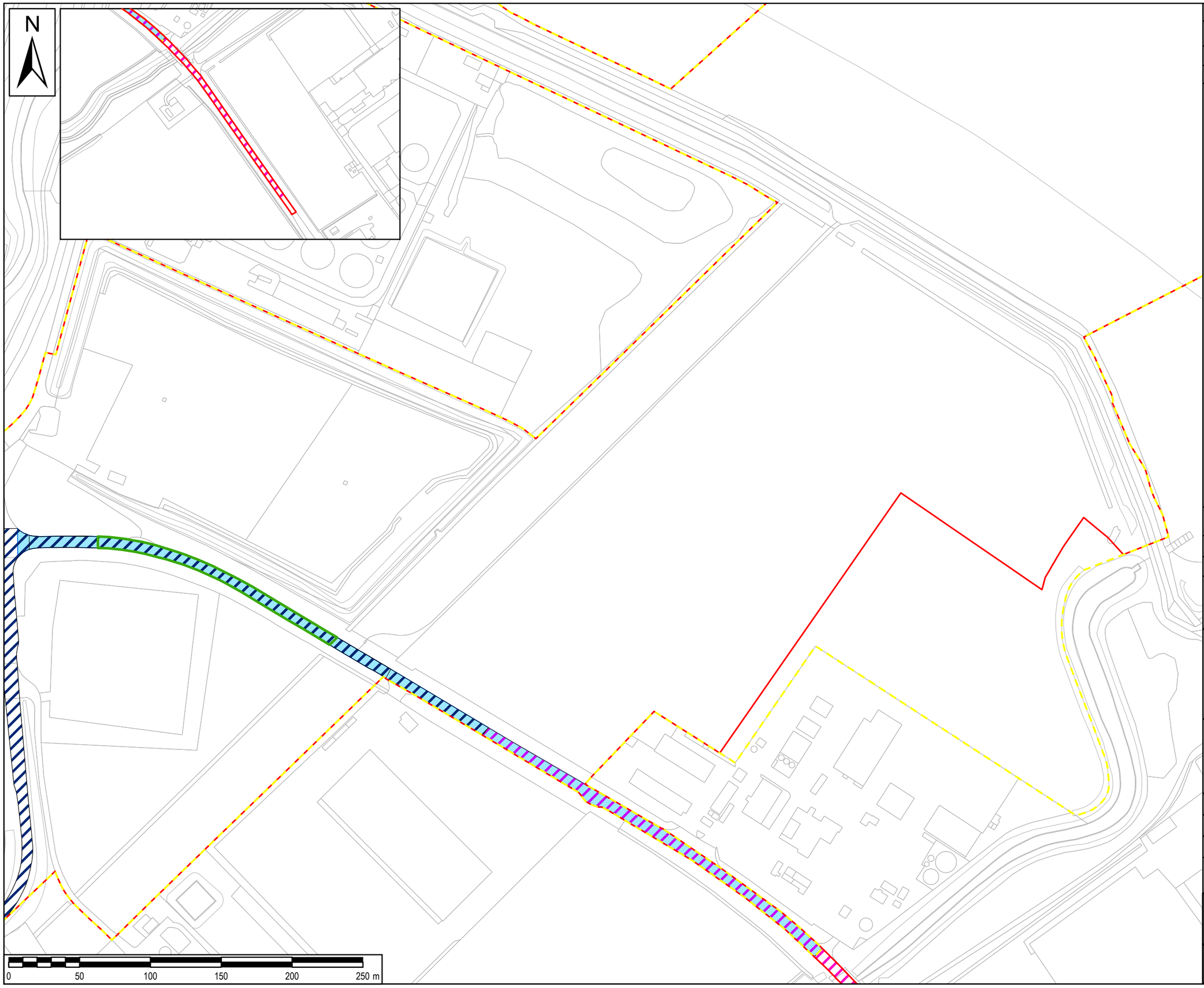
Appendix 4: Traffic Regulation Measures Plan for Proposed Changes 5 – 9



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LEGEND

- Red Line Boundary (All Proposed Changes)
- Red Line Boundary (DCO Application)
- Temporary traffic regulation measures (DCO Application)
- Permanent speed limit change (30mph) (DCO Application)
- Provision of temporary traffic lights (DCO Application)
- Amendment to permanent speed limit change proposed within the DCO Application (40mph) (Proposed Change 5c)
- Additional permanent speed limit change (40mph) (Proposed Change 5c)

Purpose of issue

DCO FURTHER CHANGE REPORT

REVISION DETAILS	By / App	Date	Suffix
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AIR PRODUCTS

Project Title

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IMMINGHAM GREEN
ENERGY TERMINAL

Drawing Title

FURTHER CHANGE
APPLICATION REPORT -
TRAFFIC REGULATION MEASURES PLAN
CHANGES FOR PROPOSED CHANGES 5 - 9

Designed	Drawn	Checked	Verified	Approved	Date
EB	EB	DF	AL	NS	06/2024

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

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Appendix 5: Environmental Screening Appraisal of Proposed Changes 5(a), 5(b) and 5(c)

Environmental Topic	Potential environmental implications of Proposed Changes			
	Proposed Change 5(a) – minor changes to access from the A1173 to Work No. 7		Proposed Change 5(b) – minor reduction of area of stopping up on Laporte Road	Proposed Change 5(c) – adjustment to speed limit change on Laporte Road
Air Quality	During construction there would be no additional traffic, no new emissions (from Non-Road Mobile Machinery (NRMM) or marine vessels) and no change in the amount of dust generated as a result of Proposed Change 5(a). There would be no new or different likely significant environmental effects as a result of the Proposed Change 5(a). No mitigation measures beyond those already identified within the **Outline CEMP [**TR030008/APP/6.5(5)**]** are necessary. There would also be no additional emissions during operation as this change relates to junction designs. **Screened out** of further consideration.	Proposed Change 5(b) does not have the potential to change the conclusions of the air quality assessment presented in **Chapter 6: Air Quality** of the **ES** [APP-048]. During construction there would be no additional traffic, no new emissions (from NRMM or marine vessels) and no change in the amount of dust generated as a result of Proposed Change 5(b). No mitigation measures beyond those already identified within the Outline CEMP are necessary. There would also be no additional emissions during operation as this change relates to the highway design. **Screened out** of further consideration.	Proposed Change 5(c) relates to speed limits changes (including the provision of limited associated works such as new signage). The change in speed of vehicles using Laporte Road during construction could potentially alter the emissions per vehicle by some small amount but any such alteration is considered to be minor and not of a level that would alter the impact and effects reported in **Chapter 6: Air Quality** of the **ES** [APP-048]. During construction and operation there would be no additional traffic, no new emissions (from NRMM or marine vessel) and no change in the amount of dust generated as a result of Proposed Change 5(c). During operation there would be no additional emissions as Proposed Change 5(c) relates to the highway design. **Screened out** of further consideration.	
Noise and Vibration	Proposed Change 5(a) does not have potential to change the conclusions of the noise and vibration assessment relating to construction presented in **Chapter 7: Noise and Vibration** of the **ES** [APP-049]. There would be no new or different likely significant effects as a result of the proposed changes. No mitigation measures beyond those already identified within the **Outline CEMP [**TR030008/APP/6.5(5)**]** are necessary. During operation there would be no additional operational noise as this change relates to junction designs. **Screened out** of further consideration.		Proposed Change 5(b) does not have the potential to change the conclusions of the noise and vibration assessment relating to construction presented in **Chapter 7: Noise and Vibration** of the **ES** [APP-049]. There would be no new or different likely significant effects as a result of these proposed changes. No mitigation measures beyond those already identified within the **Outline CEMP [**TR030008/APP/6.5(5)**]** are necessary. During operation there would be no additional operational noise as this change relates to minor changes to the area of stopping up and extent of Work No. 3. **Screened out** of further consideration.	Proposed Change 5(c) relates to speed limits changes and therefore has the potential to alter road traffic noise levels during both construction and operation. There would be no changes to the traffic flows during construction modelled within the assessment. Given that Proposed Change 5(c) would result only in a short length of Laporte Road over which a slightly higher speed limit would apply (40mph rather than 30mph) and a short length of road over which a lower speed limit would apply (40mph rather than 60mph), it is considered that the conclusions of the assessment presented in Table 7-22 of **Chapter 7: Noise and Vibration** of the **ES** [APP-049] remain valid. Effects would remain negligible. As stated in **Chapter 11: Traffic and Transport** of the **ES** [APP-053] the operational daily flows are lower than those anticipated during construction. Given that the construction traffic noise assessment concludes that there are negligible effects arising from construction traffic, the operational traffic noise effects are anticipated to be negligible or result in no change and no change in that assessment would result from Proposed Change 5(c).

Environmental Topic	Potential environmental implications of Proposed Changes		
	Proposed Change 5(a) – minor changes to access from the A1173 to Work No. 7	Proposed Change 5(b) – minor reduction of area of stopping up on Laporte Road	Proposed Change 5(c) – adjustment to speed limit change on Laporte Road
			Screened out of further consideration.
Nature Conservation (Terrestrial Ecology)	Proposed Change 5(a) would not result in any additional habitat loss and the relevant works or operations would be in general accordance with that assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050]. Proposed Change 5(a) would not introduce any additional noise, light or visual disturbance during construction beyond that assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050]. There would be no new or different likely significant effects as a result of Proposed Change 5(a). No mitigation measures beyond those already identified within the **Outline CEMP [**TR030008/APP/6.5(5)**]** are necessary. During operation there would be no additional noise, light or visual disturbance beyond that assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050] as a result of Proposed Change 5(a). **Screened out** of further consideration.	Proposed Change 5(b) would not result in any additional habitat loss and the relevant works or operations would be in general accordance with that assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050]. Proposed Change 5(b) would not introduce any additional noise, light or visual disturbance during construction beyond that assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050]. There would be no new or different likely significant effects as a result of Proposed Change 5(b). No mitigation measures beyond those already identified within the **Outline CEMP [**TR030008/APP/6.5(5)**]** are necessary. During operation there would be no additional noise, light or visual disturbance beyond that assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050] as a result of Proposed Change 5(b). **Screened out** of further consideration.	Proposed Change 5(c) only relates to speed limit changes proposed on Laporte Road (and associated minor works) and consequently does not have the potential to result in any new or different likely significant environmental effects to those described in **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050]. **Screened out** of further consideration.
Nature Conservation (Marine Ecology)	Proposed Changes 5(a), 5(b) and 5(c) do not have the potential to affect the marine environment. **Screened out** of further consideration.		
Ornithology	Proposed Change 5(a) would not result in any additional habitat loss and the associated construction works would be in general accordance with those assessed within **Chapter 10: Ornithology** of the **ES** [APP-052]. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 5(a). No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. During operation there would be no additional noise, light or visual disturbance beyond that assessed within **Chapter 10: Ornithology** of the **ES** [APP-052] as a result of Proposed Change 5(a). On this basis there would be no changes to the conclusions of **Chapter 10: Ornithology** of the **ES** [APP-052]. **Screened out** of further consideration.	Proposed Change 5(b) would not result in any additional habitat loss and the associated construction works would be in general accordance with those assessed within **Chapter 10: Ornithology** of the **ES** [APP-052]. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 5(b). No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. During operation there would be no additional noise, light or visual disturbance beyond that assessed within **Chapter 10: Ornithology** of the **ES** [APP-052] as a result of Proposed Change 5(b). On this basis there would be no changes to the conclusions of **Chapter 10: Ornithology** of the **ES** [APP-052].	Proposed Change 5(c) only relates to speed limits changes and associated minor works proposed on Laporte Road and consequently does not have the potential to result in any new or different likely significant environmental effects to those described in **Chapter 10: Ornithology** of the **ES** [APP-052]. **Screened out** of further consideration.

Environmental Topic	Potential environmental implications of Proposed Changes		
	Proposed Change 5(a) – minor changes to access from the A1173 to Work No. 7	Proposed Change 5(b) – minor reduction of area of stopping up on Laporte Road	Proposed Change 5(c) – adjustment to speed limit change on Laporte Road
		Screened out of further consideration	
Traffic and Transport	Proposed Change 5(a) results from engagement with NELC Highways on a likely detailed layout which secures the safe operation of the relevant accesses. There would be no changes to construction traffic flows as a result of Proposed Change 5(a). During operation there would be no changes to traffic flows as a result of Proposed Change 5(a). On this basis there would be no changes to the conclusions of **Chapter 11: Traffic and Transport** of the **ES** [APP-053]. **Screened out** of further consideration.	Proposed Change 5(b) results from engagement with NELC Highways on a likely detailed layout which secures the safe operation of Laporte Road and associated accesses. There would be no changes to construction traffic flows as a result of Proposed Change 5(b). During operation there would be no changes to traffic flows as a result of Proposed Change 5(b). On this basis there would be no changes to the conclusions of **Chapter 11: Traffic and Transport** of the **ES** [APP-053]. **Screened out** of further consideration.	Proposed Change 5(c) results from engagement with NELC Highways. There would be no changes to construction traffic flows as a result of Proposed Change 5(c). During operation there would be no changes to traffic flows as a result of Proposed Change 5(c). On this basis there would be no changes to the conclusions of **Chapter 11: Traffic and Transport** of the **ES** [APP-053]. **Screened out** of further consideration.
Marine Transport and Navigation	Proposed Changes 5(a), 5(b) and 5(c) do not have the potential to affect the marine environment. **Screened out** of further consideration.		
Landscape and Visual	Proposed Change 5(a) comprises minor changes to the extent of the access from A1173 to Work No. 7. The change is small-scale and does not result in the addition of any new features, therefore, there is no change to the landscape and visual effects as assessed in Chapter 13: Landscape and Visual of the ES **[APP-055]** during construction and operation. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. **Screened out** of further consideration.	Proposed Change 5(b) comprises a reduction in area of stopping up to the south of Laporte Road and minor change to the extent of Work No. 3. The change is small-scale and does not result in the addition of any new features, therefore, there is no change to the landscape and visual effects as assessed in Chapter 13: Landscape and Visual of the ES **[APP-055]** during construction and operation. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. **Screened out** of further consideration.	There would be no changes to the views assessed within **Chapter 13: Landscape and Visual** of the **ES** [APP-055]. Proposed Change 5(c) only relates to the speed limits changes proposed on Laporte Road and associated minor works and consequently does not have the potential to result in any new or different likely significant environmental effects to those described in **Chapter 13: Landscape and Visual** of the **ES** [APP-055] during construction and operation. **Screened out** of further consideration.
Historic Environment (Terrestrial)	Any changes to physical above ground development as a result of Proposed Changes 5(a) and 5(b) would be very minor and therefore there is no potential for no new or different likely significant effects during construction and operation on any designated and non-designated heritage assets beyond those already identified within **Chapter 14: Historic Environment (Terrestrial)** of the **ES** [APP-056]. On this basis, there would be no new or different likely significant effects as a result of the proposed changes (construction and operation). **Screened out** of further consideration.	Proposed Change 5(c) only relates to speed limits changes proposed on Laporte Road, including the provision of new signage, and there would be no additional material below ground works. Consequently, the proposed change does not have the potential to result in any new or different likely significant environmental effects to those described in **Chapter 14: Historic Environment (Terrestrial)** of the **ES** [APP-056]. **Screened out** of further consideration.	
Historic Environment (Marine)	Proposed Changes 5(a), 5(b) and 5(c) do not have the potential to affect the marine environment. **Screened out** of further consideration.		

Environmental Topic	Potential environmental implications of Proposed Changes		
	Proposed Change 5(a) – minor changes to access from the A1173 to Work No. 7	Proposed Change 5(b) – minor reduction of area of stopping up on Laporte Road	Proposed Change 5(c) – adjustment to speed limit change on Laporte Road
Physical Processes	Proposed Changes 5(a), 5(b) and 5(c) do not have the potential to affect the marine environment. **Screened out** of further consideration.		
Marine Water Quality and Sediment	Proposed Changes 5(a), 5(b) and 5(c) do not have the potential to affect the marine environment. **Screened out** of further consideration.		
Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage	Whilst Proposed Changes 5(a) and 5(b) relate to highway design, the detailed design would be brought forward in general accordance with the Environmental Statement Appendices – Appendix 18.B: **Drainage Strategy** [APP-210]. The **Drainage Strategy [APP-210]** provides suitable mitigation and no change to that mitigation is required. The minor changes comprised in Proposed Changes 5(a) and 5(b) would not result in any new or different likely significant environmental effects to those already assessed in **Chapter 18: Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage** of the **ES** [APP-060]. **Screened out** of further consideration.	Proposed Change 5(c) only relates to speed limits changes (and associated minor works) and consequently does not have the potential to result in any new or different likely significant environmental effects to those described in **Chapter 18: Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage** of the **ES** [APP-060]. **Screened out** of further consideration.	
Climate Change	There would be no changes to the assumptions or inputs into the greenhouse gas (GHG) assessment as a result of Proposed Changes 5(a) and 5(b), considering embedded and standard mitigation measures, as detailed in **Chapter 19: Climate Change** of the **ES** [APP-061], therefore there would be no new or different likely significant environmental effects beyond those already assessed within **Chapter 19: Climate Change** of the **ES** [APP-061]. Proposed Changes 5(a) and 5(b) would also not result in changes to the In-combination Climate Change (ICCI) Assessment or Climate Change Resilience (CCR) assessments detailed in **Chapter 19: Climate Change** of the **ES** [APP-061] as they would not lead to a requirement to update the design response to climate change. **Screened out** of further consideration.	Proposed Change 5(c) only relates to the speed limits changes proposed on Laporte Road (and associated minor works) and would not alter the traffic modelling (construction or operation) considered within the GHG assessment presented in **Chapter 19: Climate Change** of the **ES** [APP-061]. Any change to emissions would be so small that this would not affect the conclusions of the GHG assessment presented in **Chapter 19: Climate Change** of the **ES** [APP-061]. Proposed Change 5(c) would also not result in changes to the ICCI or CCR assessments as it would not lead to a requirement to update the design response to climate change. Therefore, there would be no new or different likely significant environmental effects beyond those already assessed within **Chapter 19: Climate Change** of the **ES** [APP-061]. **Screened out** of further consideration.	
Materials and Waste	Proposed Changes 5(a) and 5(b) do not result in any changes to the assumptions made within the assessment presented in **Chapter 20: Materials and Waste** of the **ES** [APP-062] in relation to waste generation or material demand. There would be no new or different likely significant effects related to materials and waste. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] and **Outline Site Waste Management Plan** [REP2-004] are necessary. **Screened out** of further consideration.	Proposed Change 5(c) only relates to the speed limits changes proposed on Laporte Road (and any associated minor works) and consequently does not have the potential to result in any new or different likely significant environmental effects to those described in **Chapter 20: Materials and Waste** of the **ES** [APP-062]. There would be no additional waste or material demand during either construction or operation. There would be no new or different likely significant effects as a result of Proposed Change 5(c). No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] and **Outline Site Waste Management Plan** [REP2-004] are necessary. **Screened out** of further consideration.	
Ground Conditions and Land Quality	Proposed Changes 5(a), 5(b) and 5(c) will not generate additional contamination pathways beyond those assessed in the ES. The mitigation measures will be applied as set out in the **Outline Remediation Strategy** [APP-217], and **Outline CEMP** [TR030008/APP/6.5(5)] and supporting appendices. There would be no new or different likely significant effects related to Ground Conditions and Land Quality, as presented in Table 21-19 of **Chapter 21: Ground Conditions and Land Quality [APP-063]**. **Screened out** of further consideration.		
Major Accidents and Disasters	Proposed Changes 5(a), 5(b) and 5(c) result from engagement with NELC Highways on a likely detailed layout which secures the safe operation of the highways and accesses. On this basis there would be no changes to the conclusions of **Chapter 22: Major Accidents and Disasters** of the **ES** [APP-064].		

Environmental Topic	Potential environmental implications of Proposed Changes		
	Proposed Change 5(a) – minor changes to access from the A1173 to Work No. 7	Proposed Change 5(b) – minor reduction of area of stopping up on Laporte Road	Proposed Change 5(c) – adjustment to speed limit change on Laporte Road
	Screened out of further consideration.		
Socio-economics	Proposed Changes 5(a), 5(b) and 5(c) would not result in any changes to assumptions relating to the impacts of construction on operational workers and would not change the Order limits or affect any public rights of way (PRoW). As such there is no potential for any new or different likely significant environmental effects beyond those described in **Chapter 23: Socio-economics** of the **ES** [APP-065]. **Screened out** of further consideration.		
Human Health and Wellbeing	Proposed Changes 5(a), 5(b) and 5(c) do not have the potential to change the conclusions of **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066] as there would be no changes to the conclusions of the air quality, noise and vibration, transport and climate change assessments (construction and operation). Proposed Changes 5(a), 5(b) and 5(c) would not alter the demand for healthcare or result in any changes to the conclusions of the assessment of effects on social cohesion and engagement presented in **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066]. On this basis, there would be no new or different likely significant effects as a result of Proposed Changes 5(a), 5(b) and 5(c). **Screened out** of further consideration.		
Cumulative Effects	As there will be no new or different likely significant environmental effects beyond those described in the ES identified for the Proposed Changes 5(a), 5(b) and 5(c) either alone or in combination, it is considered that there will be no materially different cumulative effects as a result of the Proposed Changes 5(a), 5(b) and 5(c) beyond those described in **Chapter 25: Cumulative and In-combination Effects** of the ES [APP-067]		

Appendix 6: Environmental Screening Appraisal of Proposed Change 7 (reduction in area of Work No. 9 and Order limits)

Environmental Topic	Potential environmental implications of change
Air Quality	Whilst Proposed Change 7 would result in a reduction in the Order limits, there would be no changes to the description of works to be undertaken within Work No. 9 associated with Proposed Change 7. During construction there would be no additional traffic, no new emissions and no change in the amount of dust generated as a result of Proposed Change 7. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 7. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. During operation there would be no additional emissions as this change relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.
Noise and Vibration	Whilst Proposed Change 7 would result in a reduction in the Order limits, there would be no changes to the description of works to be undertaken within Work No.9 associated with Proposed Change 7. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 7. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. During operation there would be no additional traffic as this change relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.
Nature Conservation (Terrestrial Ecology)	The reduction in the Order limits introduced by Proposed Change 7 would bring the Site Boundary very slightly further away from the nearby Laporte Road Brownfield Site Local Wildlife Site. It would also have a slight benefit in the context of the safeguarding of biodiversity, due to the increase in the distance from the buffer zone along the North Beck Drain. These beneficial changes would not be of a magnitude high enough to change the assessment reported in **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050]. Proposed Change 7 would reduce the temporary land take by 2.64 ha and would not introduce any additional noise, light or visual disturbance during construction beyond that assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** of the **ES** [APP-050]. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 7. There would be no operational effects as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.
Nature Conservation (Marine Ecology)	Proposed Change 7 does not have the potential to impact the marine environment. **Screened out** of further consideration.
Ornithology	Ornithology surveys undertaken as part of the Project have concluded that the land within Work No. 9 (adjacent to Long Strip plantation) is not functionally linked to the Humber Estuary SPA or Ramsar Site therefore the reduction in land-take should not affect the conclusions of the Ornithology assessment regarding coastal waterbirds using functionally linked land. However, there may be a slight benefit in the context of the safeguarding of biodiversity due to the increase in the distance from the buffer zone along the North Beck Drain. This beneficial change would not be of a magnitude high enough to change the assessment reported in **Chapter 10: Ornithology** of the ES [APP-052]. On this basis, there would be no new or different likely significant effects for Ornithology as a result of Proposed Change 7. There would be no operational effects as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. Effects during the construction phase are **screened out**
Traffic and Transport	Proposed Change 7 does not have the potential to affect the Traffic and Transport assessment presented in **Chapter 11: Traffic and Transport** of the **ES** [APP-053] as it would result in a reduction to the Order limits and would not change the description of works within Work No. 9 or the associated construction traffic flows. There would be no operational effects as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** for further consideration
Marine Transport and Navigation	Proposed Change 7 does not have the potential to affect the marine environment.

Environmental Topic	Potential environmental implications of change
	Screened out of further consideration.
Landscape and Visual	Viewpoint 3 is located to the east of Work No. 9 and the effects of the Laporte Road Temporary Construction Area ("**TCA**") are assessed within Chapter 13: Landscape and Visual of the ES [**APP-055**] during construction. The assessment considers the presence of close-range construction activity and disturbance within Work No. 9 and concludes that the effect would be major adverse (significant). Proposed Change 7 would not result in a change to the nature of the construction activity as assessed; whilst there would be a reduction in the size of the TCA it is not of such magnitude to change the conclusions of the assessment. Therefore, there would be no change to the landscape and visual effects as assessed during construction. There would no change to the operational assessment presented in **Chapter 13: Landscape and Visual** of the **ES** [APP-055] as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 7. **Screened out** for further consideration.
Historic Environment (Terrestrial)	Proposed Change 7 does not have the potential to change any of the identified effects on designated or non-designated assets during construction detailed in **Chapter 14: Historic Environment (Terrestrial)** of the **ES** [APP-056]. There would be no additional below ground works as a result of Proposed Change 7. There would be no operational effects as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.
Historic Environment (Marine)	Proposed Change 7 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Physical Processes	Proposed Change 7 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Marine Water Quality and Sediment	Proposed Change 7 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage	Proposed Change 7 would result in a reduction of the Order Limits, therefore increasing the distance from the North Beck Drain which runs adjacent to the eastern boundary of Work No.9. This Proposed Change is beneficial as Work No.9 would be located further from the North Beck Drain, however the beneficial effect is not of a magnitude high enough to change the assessment conclusions as reported in the ES. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 7. With regards to flood risk, on the basis that the mitigation detailed within the **Flood Risk Assessment** [**TR030008/APP/6.4(3)**] would be adhered to, there would be no change to the risk of flooding from any sources as a result of Proposed Change 7. There would be no operational effects as Proposed Change 7 relates to the Laporte Road Temporary Construction Area which is required in association with the Project during construction only. **Screened out** of further consideration.
Climate Change	Proposed Change 7 does not have the potential to affect the GHG assessment presented in **Chapter 19: Climate Change** of the **ES** [APP-061] as it only relates to a reduction in the Order limits and would not change the description of works within Work No. 9. Proposed Change 7 would result in an area of flood risk being removed from the Order limits. However, this would not result in changes to the effect significance for effects relating to flood risk identified within the ICCI and CCR assessments presented in **Chapter 19: Climate Change** of the **ES** [APP-061]. There would be no requirement to update the design response to climate change. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 7. There would be no operational effects as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.

Environmental Topic	Potential environmental implications of change
Materials and Waste	As Proposed Change 7 relates only to a reduction in the extent of Work No. 9, it does not generate additional demand for materials or additional waste beyond that considered in the assessment presented in **Chapter 20: Materials and Waste** of the **ES** [APP-062]. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 7. No additional mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] and **Outline Site Waste Management Plan** [REP2-004] are necessary. There would be no change to the operational effects assessed within **Chapter 20: Materials and Waste** of the **ES** [APP-062] as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.
Ground Conditions and Land Quality	The Agricultural Land Classification Survey undertaken for the Project indicates that the land within Work No. 9 is classified as Grade 3B. Therefore a reduction in the land being required for the Project will result in a lesser impact on this land and would be beneficial. The potential for soil compaction associated with the preparatory works within Work No. 9 (the Laporte Road TCA) is considered within paragraphs 21.8.21 and 21.8.22 of **Chapter 21: Ground Conditions** of the **ES** [APP-063]. The assessment concluded the effects would be slight adverse (not significant). Proposed Change 7 would result in a reduction in the area affected by 2.64 ha. However, this would not change the magnitude of the impact which would remain slight adverse (not significant). The reduction in the Order limits would move the Site Boundary further from the North Beck Drain which runs adjacent to the eastern boundary of Work No. 9 however this will not change the effects reported in the ES in relation to contamination to controlled waters. There would be no change to the operational effects as assessed in **Chapter 21: Ground Conditions** of the **ES** [APP-063] of the ES, as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. Therefore, Proposed Change 7 does not have the potential to change the conclusions of **Chapter 21: Ground Conditions** of the **ES** [APP-063]. **Screened out** for further consideration.
Major Accidents and Disasters	Proposed Change 7 only relates to a reduction in the extent of Work No. 9 and the Order limits. There would be no new or different changes to the conclusions of **Chapter 22: Major Accidents and Disasters** of the **ES** [APP-064] as a result. There would be no new operational effects nor changes to those already assessed in **Chapter 22: Major Accidents and Disasters** of the **ES** [APP-064], as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.
Socio-economics	Proposed Change 7 will not change the effects on Bridleway 36 which is adjacent to Work No. 9 as the Order limits still include the bridleway and a diversion will still be required for the first phase of construction, as detailed in **Chapter 23: Socio-economics** [APP-065]. As the description of works is not changing as a result of Proposed Change 7, there will be no new or different likely significant effects on socio-economics to those already assessed within **Chapter 23: Socio-economics** of the **ES** [APP-065]. There would be no new or different operational effects to those assessed within **Chapter 23: Socio-economics** of the **ES** [**APP-065**] as Proposed Change 7 relates to the Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.
Human Health and Wellbeing	Proposed Change 7 does not have the potential to change the conclusions of **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066] as there would be no changes to conclusions of the air quality, noise and vibration, transport and climate change assessments for the construction phase. Proposed Change 7 would not alter the demand for healthcare or result in any changes to the conclusions of the assessment of effects on social cohesion and engagement presented on **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066]. On this basis, there would be no new or different likely significant effects to those assessed within **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066] as a result of Proposed Change 7. There would be no new or different operational effects to those assessed within **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066] as Proposed Change 7 relates to Work No. 9 which is required in association with the Project during construction only. **Screened out** of further consideration.

Environmental Topic	Potential environmental implications of change
Cumulative Effects	As there will be no new or different likely significant environmental effects beyond those described in the ES identified for the Proposed Change 7, it is considered that there will be no materially different cumulative effects as a result of the Proposed Change 7 beyond those described in **Chapter 25: Cumulative and In-combination Effects** of the ES [**APP-067**].

Appendix 7: Environmental Screening Appraisal of Proposed Change 8 (ground protection methodology)

Environmental Topic	Potential environmental implications of change
Air Quality	Proposed Change 8 would not change the assessment of dust risk presented in Table 6-14 of **Chapter 6: Air Quality** [APP-048]. There would be no changes to the NRMM emissions or marine vessel emissions, as the assessments provided in **Chapter 6: Air Quality** [APP-048] provide a worst case assessment. Whilst there would be a change in profile of HGVs due to additional HGVs being required to supply the additional fill material, the total HGV numbers would be within the peak numbers already identified and assessed. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 8. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. There would be no new or different significant effects during operation as this Proposed Change 8 relates to the construction methodology for Work No. 9. Based on the above, there are considered to be no new or different likely significant environmental effects beyond those already assessed in **Chapter 6: Air Quality**, either during the construction or operational phases of the Project as a result of Proposed Change 8. There would be no change to the assessment provided in **Chapter 6: Air Quality** [APP-048]. **Screened out** of further consideration.
Noise and Vibration	There would be no new or different likely significant construction noise or vibration effects as a result of Proposed Change 8 beyond those assessed within **Chapter 7: Noise and Vibration** of the **ES** [APP-049]. The reduction in the Order limits relates to Work No. 9, in relation to which there are no noise sensitive receptors in close proximity. No mitigation measures beyond those already identified within the **Outline CEMP** [**TR030008/APP/6.5(5)**] are necessary. Whilst there would be a change in profile of HGVs due to additional HGVs being required to supply and remove the additional fill material, the total HGV numbers would be within the peak numbers already identified and assessed in the ES. Therefore there would be no change to the assessment provided in **Chapter 7: Noise and Vibration** of the **ES** [APP-049]. There would be no new or different significant operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration.
Nature Conservation (Terrestrial Ecology)	Proposed Change 8 would have a positive impact on Terrestrial Ecology as the change in ground protection methods would enable the area of Work No. 9 to re-establish after use during the construction phase of the Project more quickly; however this is a minor factor and the impact would not be of a magnitude high enough to change the assessment reported in **Chapter 8: Nature Conservation (Terrestrial Ecology)** [APP-050]. There would be no new or different likely significant construction nature conservation (terrestrial) effects as a result of Proposed Change 8 beyond those assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** [APP-050]. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration
Nature Conservation (Marine Ecology)	Proposed Change 8 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Ornithology	Proposed Change 8 would have a positive impact on Ornithology as the change in ground protection methods would be likely to enable the area of Work No. 9 to re-establish more quickly; however this is a minor factor and the impact would not be of a magnitude high enough to change the assessment reported in **Chapter 10: Ornithology** [APP-052]. There would be no new or different likely significant construction Ornithology effects as a result of Proposed Change 8 beyond those assessed within **Chapter 10: Ornithology** [APP-052]. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration
Traffic and Transport	Whilst there would be a change in profile of HGVs due to additional HGVs being required to supply the additional fill material, the total HGV numbers would be within the peak numbers already identified and assessed. During the construction phase, as a result of the import of the additional fill materials, there is anticipated to be an additional 1,230

Environmental Topic	Potential environmental implications of change
	HGV loads required over a six-week period. On the working assumption of a 24-day working month, this equates to 34 HGVs per day one way, which equates to 68 two-way HGVs movements per day (34 in and 34 out). These movements are anticipated to occur early in Phase 1 of the construction programme (around month 9) when it is forecast that overall HGV numbers (including the additional trips) will be around 160-170 movements per day. This is below the 200 HGV movements per day assessed in the ES and therefore, there would be no change to the conclusions reached in **Section 11.9** of **ES Chapter 11: Traffic and Transport** [APP-053]**.** Similarly the material would be removed at a similar rate towards the end of Phase 1 (expected in early 2028). At this stage of the construction programme overall HGV movements are anticipated to be significantly reduced (around 70-100 per day) and well below the peak flows tested in the **ES**. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. Whilst this is **screened out** of further consideration, **Appendix 9** provides further information to support this position.
Marine Transport and Navigation	Proposed Change 8 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Landscape and Visual	Viewpoint 3 is located to the east of Work No. 9 and the Laporte Road TCA is assessed within **Chapter 13: Landscape and Visual** of the ES [APP-055] during construction. The assessment considers the presence of close-range construction activity and disturbance within Work No. 9 and concludes that the effect would be major adverse (significant). As a result of the small-scale changes associated with Proposed Change 8, there would be no change to the nature of the construction activity as assessed, therefore, there is no change to the landscape and visual effects as assessed during construction. Based on this, there will be no new or different construction significant effects beyond those assessed within **Chapter 13: Landscape and Visual** of the **ES** [APP-055]. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. Effects during the construction phase are **screened out** of further consideration.
Historic Environment (Terrestrial)	Proposed Change 8 does not change the approach taken to preserve assets in situ and there would be no impact to the archaeological resource as currently described in **Chapter 14: Historic Environment (Terrestrial)** of the **ES** [APP-056]. Therefore, there will be no new or different construction significant effects beyond those assessed within **Chapter 14: Historic Environment (Terrestrial)** of the **ES** [APP-056]. There would be no operational effects as Proposed Change 9 relates to the construction methodology for Work No. 9. **Screened out** of further consideration.
Historic Environment (Marine)	Proposed Change 8 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Physical Processes	Proposed Change 8 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Marine Water Quality and Sediment	Proposed Change 8 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage	The additional fill to be distributed across the top of the geotextile layer, as proposed by Proposed Change 8, would be permeable and would not change the conclusions of **Chapter 18: Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage** of the **ES** [APP-060] or the **Flood Risk Assessment** [**TR030008/APP/6.4(3)**]. On this basis, there would be no new or different likely significant effects as a result of Proposed Change 8. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] are necessary. There would be no new or different likely significant operational effects beyond those assessed within **Chapter 18: Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage** of the **ES** [APP-060], as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration.
Climate Change	Proposed Change 8 would introduce additional raw material requirements beyond those assessed within **Chapter 19** of the **ES**.

Environmental Topic	Potential environmental implications of change
	The additional fill material would lead to an increase of 234tCO2e from construction, transport and waste materials which is not considered material. It is not possible to quantify any additional emissions associated with additional plant energy, however it would be anticipated to be minimal in comparison to the overall energy footprint. Therefore, there will be no new or different significant effects during construction beyond those assessed within **Chapter 19: Climate Change** of the **ES [APP-061]**. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** for further consideration
Materials and Waste	Given the negligible amount of additional fill material to be laid in comparison to the materials required for the Project as a whole, and the fact that the material will be removed upon completion of construction, the change would not impact the assessment such that there will be no new or different likely significant environmental effects from those assessed in **Chapter 20: Materials and Waste** of the **ES** [APP-062]. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration.
Ground Conditions and Land Quality	Proposed Change 8 would not generate additional contamination pathways beyond those assessed in the ES. A layer of clean inert material would be installed between the underlying soil and the activities on the surface of the temporary construction area and would be removed and the site reinstated on completion of construction works. The mitigation measures applied in the **Outline Remediation Strategy** [APP-217], and **Outline CEMP** and supporting appendices [TR030008/APP/6.5(5)] will apply. Effects associated with soil compaction within the Laporte Road Temporary Construction area would remain unchanged as the change in method would result in the same temporary effects described in **Chapter 21: Ground Conditions and Land Quality** of the **ES** [APP-063]. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. There would be no new or different likely significant environmental effects related to Ground Conditions and Land Quality from those assessed in Chapter 21. **Screened out** of further consideration.
Major Accidents and Disasters	Proposed Change 8 only relates a change in approach to ground protection. There would be no new or different likely significant effects as a result of Proposed Change 8 beyond those assessed within **Chapter 22: Major Accidents and Disasters** of the ES [APP-064]. There would be no new or different significant operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration.
Socio-economics	Proposed Change 8 would not result in any changes to the assumptions relating to the impact of construction on operational workers and would not change the Order limits or affect any public rights of way. As such there is no potential for any new or different likely significant environmental effects beyond those described in **Chapter 23: Socio-economics** of the **ES** [APP-065]. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration.
Human Health and Wellbeing	Proposed Change 8 would not have the potential to change the conclusions of **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066] as there would be no changes to the conclusions of the air quality, noise and vibration, transport and climate change assessments for human health receptors during the construction phase as assessed above. Proposed Change 8 would not also alter the demand for healthcare or have any changes to the conclusions of the assessment of effects on social cohesion and engagement presented on **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066]. On this basis, there would be no new or different likely significant effects from those already assessed in Chapter 24 of the ES as a result of Proposed Change 8. There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9. **Screened out** of further consideration.
Cumulative Effects	As there would be no new or different likely significant environmental effects beyond those described in the original **ES** and taking into account the **Proposed Change Application Report** [REP3-079]) identified for Proposed Change 8 either alone or in combination, it is considered that there would be no materially different cumulative effects as a result of Proposed Change 8 beyond those described in **Chapter 25: Cumulative and In-combination Effects** of the **ES** [APP-067]

Appendix 8: Environmental Screening Appraisal of Proposed Change 9 (terrestrial piling methodology)

Environmental Topic	Potential environmental implications of change
Air Quality	During construction there would be no additional traffic, no new emissions and no change in the amount of dust generated as a result of Proposed Change 9. On this basis there would be no new or different likely significant construction effects from those already assessed in Chapter 6 of the ES as a result of Proposed Change 9. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] would be necessary. During operation there would be no additional emissions and therefore no new or different significant effects, as Proposed Change 9 relates to construction methodology. **Screened out** of further consideration.
Noise and Vibration	The change to the methodology introduced by Proposed Change 9 has the potential to change the conclusions of the assessment presented in **Chapter 7: Noise and Vibration** of the **ES** [APP-049] with respect to Noise Sensitive Receptors 1 and 2 (Table 7-11 of **Chapter 7: Noise and Vibration** of the **ES** [APP-049]) as the proposed change would include the potential for driven piling which was not expressly considered within the noise modelling considered within **Chapter 7: Noise and Vibration** of the **ES** [APP-049]. There would be no change to the operational assessment presented in **Chapter 7: Noise and Vibration** of the **ES** [APP-049] as Proposed Change 9 relates to the construction methodology. Effects during the construction phase are **screened in** for further assessment, this is further assessed within **Appendix 10**.
Nature Conservation (Terrestrial Ecology)	No new pathways would be introduced as a result of the updated piling method proposed by Proposed Change 9 to disturb: - bat roosts as the dawn/dusk bat surveys of Long Strip woodland did not identify any actual roosts; - water vole due to the distance to the nearest known water voles; or - birds as there are no notable bird species at risk. Based on this, there would be no new or different likely significant construction nature conservation (terrestrial) effects as a result of Proposed Change 9 beyond those assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** [APP-050]. There would be no new or different significant operational effects beyond those assessed within **Chapter 8: Nature Conservation (Terrestrial Ecology)** [APP-050] as Proposed Change 9 relates to the construction methodology. **Screened out** for further consideration
Nature Conservation (Marine Ecology)	Proposed Change 9 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Ornithology	Proposed Change 9 would not result in any changes to the locations of terrestrial piling activities and the assessment parameters assumptions remain as described in **Chapter 10: Ornithology** of the **ES** [APP-052] and **Shadow Habitats Regulations Assessment ("HRA")** [REP4-014]. As detailed in the **Shadow HRA**, the terrestrial piling is also more than 300 m from the foreshore (which is greater than the 200 m disturbance buffer applied in the assessment). On this basis, SPA waterbird features on the foreshore are predicted to be out of the zone of potential disturbance effects arising from terrestrial piling noise during construction. Based on this, there would be no new or different likely significant construction nature conservation (terrestrial) effects as a result of Proposed Change 9 beyond those assessed within **Chapter 10: Ornithology** of the **ES** [APP-052]. There would be no new or different likely significant effects arising beyond those assessed within the operational assessment presented in **Chapter 10: Ornithology** of the **ES** [APP-052] as Proposed Change 9 relates to construction methodology. **Screened out** of further consideration.
Traffic and Transport	Proposed Change 9 does not have the potential to materially change the construction traffic flows considered within the Traffic and Transport assessment presented in **Chapter 11: Traffic and Transport** of the **ES** [APP-053] as it only relates to piling methodology.

Environmental Topic	Potential environmental implications of change
	There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out** for further consideration
Marine Transport and Navigation	Proposed Change 9 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Landscape and Visual	Whilst Proposed Change 9 would introduce the potential for two new additional rigs during construction works within Work No. 7, this is not considered to change the effects described within **Chapter 13: Landscape and Visual** of the **ES** [APP-055] for the following viewpoints: • Viewpoint 4: Queens Road; • Viewpoint 5: Public Right of Way to the east of Immingham; • Viewpoint 6: Viewpoint 6: Public Right of Way to the rear of Ings Lane/Talbot Road • Viewpoint 7: Public Right of Way to the north east of Mauxhall Farm; • Viewpoint 8: Public Right of Way to the north east of Stallingborough; • Viewpoint 9: B1210 adjacent to railway line; and • Viewpoint 11: Kings Road. The additional plant (two extra piling rigs) introduced for driven piling, during the short period for which piling works are required would not exacerbate the impacts already described in **Chapter 13: Landscape and Visual** of the **ES** [APP-055] for the viewpoints noted above as the additional plant would form part of the construction works already assessed and would not be present throughout the whole construction phase. Proposed Change 9 would present small-scale change of a temporary duration and there would be no change to the nature of the construction activity. Therefore, there would be no change to the landscape and visual effects as assessed in **Chapter 13: Landscape and Visual** of the **ES** [APP-055] for the viewpoints noted above and other viewpoints assessed within the ES. Based on the above, there would be no new or different significant effects for Landscape and Visual, beyond those assessed within **Chapter 13: Landscape and Visual** of the **ES** [APP-055]. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out** of further consideration.
Historic Environment (Terrestrial)	Proposed Change 9 does not have the potential to change any of the identified effects or introduce any new effects on designated or non-designated assets during construction detailed in **Chapter 14: Historic Environment (Terrestrial)** of the **ES** [APP-056]. There would be no additional below ground works as a result of Proposed Change 9. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out** of further consideration
Historic Environment (Marine)	Proposed Change 9 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Physical Processes	Proposed Change 9 does not have the potential to affect the marine environment. **Screened out** of further consideration.
Marine Water Quality and Sediment	Proposed Change 9 does not have the potential to affect the marine environment. **Screened out** of further consideration.

Environmental Topic	Potential environmental implications of change
Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage	Proposed Change 9 would not result in a change to any of the assumptions made within the assessment presented in **Chapter 18: Water Use, Water Quality, Coastal Protection, Flood Risk and Drainage** of the **ES** [APP-060]. On this basis, there would be no new or different likely significant construction effects as a result of Proposed Change 9 There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out** of further consideration**.**
Climate Change	Proposed Change 9 would not have the potential to affect the Climate Change assessment presented in **Chapter 19: Climate Change** of the **ES** [APP-061] as it only relates to piling methodology. Proposed Change 9 would also not result in changes to the ICCI assessment or CCR assessment presented in **Chapter 19: Climate Change** of the ES [APP-061] as it would not lead to a requirement to update the design response to climate change. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out** of further consideration.
Materials and Waste	Proposed Change 9 would not have the potential to affect the assessment presented in **Chapter 20: Materials and Waste** of the **ES** [APP-062] as it only relates to piling methodology. There would be no additional waste or change in material demand of a magnitude that would impact the assessment conclusions presented in the ES. On this basis, there would be no new or different likely significant construction effects as a result of Proposed Change 9. No mitigation measures beyond those already identified within the **Outline CEMP** [TR030008/APP/6.5(5)] and **Outline Site Waste Management Plan** [REP2-004] are necessary. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out** of further consideration. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out** of further consideration.
Ground Conditions and Land Quality	Proposed Change 9 would not generate additional contamination pathways beyond those assessed in the ES. Structures within the Project require piled foundations which will require a piling risk assessment (as already identified within **ES Chapter 21: Ground Conditions and Land Quality** [APP-063] and the **Outline CEMP** [TR030008/APP/6.5(5)]) with piling method statements detailing mitigation measures that are appropriate for the method of piling to be undertaken. These mitigation measures would be developed in consultation with the Environment Agency and would be included in the final CEMP. . Driven piles do not require the use of wet concrete at the site of the piling works whereas wet concrete is used in the construction of CFA piles. Any impacts to the aquifer (whether through CFA or driven piles) would be controlled and managed appropriately via the production of a piling risk assessment (and the measures contained therein) to be secured in the final CEMP. However, the use of driven piles would reduce the potential for such adverse impacts on the underlying aquifer and Source Protection Zone. Based on this, there is no potential for any new or different likely significant effects for the construction phase beyond those assessed within **Chapter 21: Ground Conditions and Land Quality** of the **ES** [APP-063]. There would be no new or different operational effects as Proposed Change 9 relates to the construction methodology. **Screened out of further consideration**.
Major Accidents and Disasters	There would be no new or different likely significant effects as a result of Proposed Change 9. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out of further consideration.**
Socio-economics	Proposed Change 9 would not have the potential to affect the Socio-economics assessment presented in **Chapter 23: Socio-economics** of the **ES** [APP-065] as it only relates to piling methodology. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Screened out of further consideration.**

Environmental Topic	Potential environmental implications of change
Human Health and Wellbeing	Whilst the air quality, traffic and transport and climate change assessments (during construction) would remain unchanged as a result of Proposed Change 9, information on noise and vibration is provided (**Appendix 10**). It is therefore necessary to consider that information with regards to Human Health and Wellbeing. Proposed Change 9 would not alter the demand for healthcare or result in any changes to the conclusions of the assessment of effects on social cohesion and engagement presented in **Chapter 24: Human Health and Wellbeing** of the **ES** [APP-066]. There would be no operational effects as Proposed Change 9 relates to the construction methodology. **Effects during the construction phase are screened in for further consideration.**
Cumulative Effects	There is the potential for some cumulative noise effects arising from Proposed Change 9 if there are simultaneous construction works from nearby other schemes. However, given the generally localized nature of noise and vibration effects associated with the construction works, and provided each scheme complies with any assigned noise and vibration limits (including the proposed mitigation in respect of Proposed Change 9) and follows the general guidance contained within BS 5228-1 with respect to noise mitigation, it is considered that the significance of cumulative construction noise and vibration effects at NSRs is likely to be the same as that from the Project alone, as assessed within **Chapter 25: Cumulative and In-combination Effects** of the **ES** [APP-067] (Ref 1). The operational cumulative effects remain the same as no there would be no changes to the operation of the Project. **Screened out of further consideration.**

Ref 1: British Standards Institute (BSI). (2014). BS 5228:2009+A1:2014: Code of practice for noise and vibration control on construction and open site – Part 2: Vibration'.

Appendix 9: Proposed Change 8 – Traffic and Transport

Background

Proposed Change 8 involves an adjustment to the ground protection methodology in Work No.9 which requires the import of additional fill material. Following completion of construction activities, the fill material would be removed, and the land restored. As a result of these activities, there will be additional vehicular trips during the construction phase.

This note explains those additional vehicle trips and the outcome of a detailed appraisal of the anticipated construction traffic profile based on the latest information on the construction programme (including those additional trips), as a result of which the **Outline Construction Traffic Management Plan** ("**OCTMP**") [**REP4-010**] was updated at Deadline 4. It also explains that there are no new or different likely significant environmental effects as a result, such that the assessment undertaken and reported within **ES Chapter 11: Traffic and Transport** [**APP-053**] is robust in terms of the traffic impacts arising from construction traffic.

Additional vehicle trips & further appraisal

As a result of the import of the additional fill materials, there is anticipated to be an additional 1,230 HGV loads required over a six-week period during the construction phase.

On the working assumption of a 24-day working month, this equates to 34 HGVs per day one way, which equates to 68 two-way HGVs movements per day (34 in and 34 out). These movements are anticipated to occur early in Phase 1 of the construction programme (around month 9) when it is forecast that overall HGV numbers (including these additional trips) will be around 160-170 movements per day. This is below the 200 HGV movements per day assessed in the **Environmental Statement** ("**ES**") and therefore, there would be no change to the conclusions reached in Section 11.9 of **ES Chapter 11: Traffic and Transport** [**APP-053**].

Similarly the material would be removed at a similar rate towards the end of Phase 1 (expected in early 2028). At this stage of the construction programme overall HGV movements (including these additional trips) are anticipated to be significantly reduced (around 70-100 per day) and well below the peak flows tested in the **ES**.

There would be no operational effects as Proposed Change 8 relates to the construction methodology for Work No. 9.

Accordingly, the additional trips arising from the import and removal of the additional fill would not lead to any new or different likely significant environmental effects.

However, in order to further verify the conclusions of the ES, the Applicant has undertaken a detailed appraisal based on the latest information available on the construction programme. In doing so, the Applicant has considered the technical note provided by IOT on transport matters which was prepared by Key Transport Consultants (KTC) and submitted as Appendix 1 to IOT's Written Representation at Deadline 1 **[REP1-109]**. At page 5 (under the title of "6.7 Outline Construction Traffic Management Plan") they raised a concern that Table 3 of the **OCTMP [REP1-006]**

contained an error in respect of HGV capacities, which might lead to a change in the level of traffic forecast for the construction phase. The Applicant confirmed in its comments on IOT's Deadline 1 submissions **[REP2-009]** (Page 14) that this matter would be reviewed and the conclusions of that review are also addressed below.

The Applicant responded to a Written Question posed by the ExA (Q.1.13.1.3) at [**REP1-034**] which relates to construction forecasts. That response confirmed that:

In that regard, Table 3 & 4 in the Outline Construction Traffic Management Plan [APP-223] provides the total number of HGVs which has been compressed into a twelve-month programme rather than using the full programme of between two and half to three years for Phase 1. This therefore provides a robust assessment as in reality average flows will be considerably lower and will account for any daily variations in construction activity.

Whilst there was an error in Revision 1 and 2 of the **OCTMP [APP-233** and **REP1-006**] (Table 3) relating to the anticipated capacity of the HGVs for imported material (and the **OCTMP** [**REP4-010]** has been updated accordingly at Deadline 4), the updated information is not materially different and does not change the conclusions of the ES as demonstrated below.

The ES is based on the outcomes of Revision 1 of the **OCTMP** [**APP-233**]. The peak daily level of HGV construction traffic established in Revision 1 of the **OCTMP** [**APP-233**] Paragraph 2.3 is a total of 198 HGVs (99 in and 99 out) which was forecast to occur during the peak month (Month 23) [Para 11.8.9 of **APP-053**].

The anticipated profile of construction workers for the landside elements of the Project on submission of the Application was set out in Appendix A Plate A-1 [**REP1-006**]] and indicated a peak of 919 workers on site per day during the peak month [**APP-053,** Para 11.8.4]. For the marine workers it was assumed there would be a total of 220 workers on site (Para 3.2.1 of **[REP1-006]** and Para 11.8.5 of **[APP-053]**). In both cases it was assumed that there would be 1.5 workers arriving per car per day as a result of car sharing.

As confirmed in Table 11-10 of **ES Chapter 11: Traffic and Transport** [**APP-053**], the overall peak level of traffic tested for the transport element of the Environmental Impact Assessment was 1,518 two-way worker trips and 199 two-way HGV trips giving a total of 1,717 daily movements (i.e c. 859 in and 859 out). This was anticipated to be the reasonable worst case scenario.

The landside and marine elements of the construction programme have been subject to refinement by the Applicant's team based on the latest information available. This has allowed a more detailed appraisal of construction traffic generation against the temporal profile of construction during Phase 1 in order to assess whether the peak traffic assumptions considered within the ES remain robust, taking account of the additional trips arising out of Proposed Change 8.

Clearly, across Phase 1, the level of movements will change over time depending on specific activities taking place on site. In undertaking this appraisal, a breakdown of movements on a month by month basis has been considered in order to define traffic generation in terms of both HGVs and workers.

To ensure consistency with the landside and marine works elements these have been combined on a common assessment basis as shown at **Annex A** to this Appendix. These tables update the information contained in Tables 3 and 4 of Revisions 1 and 2 of the **OCTMP** [**APP-233** and **REP1-006**] and these updated tables were included in the updated version of the **OCTMP** at Deadline 4 [**REP4-010**].

In addition, the construction elements for both landside and marine works have been broken down in a temporal profile to demonstrate when individual activities are expected to be take place (and therefore workers or HGVs required) as the construction progresses. These have then been combined to provide an overall level of peak traffic forecasts per month throughout Phase 1. This is attached at **Annex B** to this Appendix.

It can be seen from **Annex B** that**,** in terms of overall movements, the peak month is anticipated to be February 2026. At that time a peak of 1,596 movements per day are forecast, of which 202 are HGVs. In the following months of March and April, overall flows will reduce to 1,514 and 1462 respectively, with HGVs increasing very marginally to 210 HGVs per day. Thereafter HGV levels reduce to less than half from July 2026.

Implications for the ES assessment

The above confirms that the assessment undertaken and reported within the ES is robust in terms of the overall traffic impacts arising from construction traffic, having considered a total of 1,717 movements per day, whereas a peak of c1,600 is now forecast in the peak month.

HGV flows are anticipated to be very marginally higher in the peak months (+10 HGVs (5 in 5 out) per day). This is not material in the context of the assessment, as demonstrated further below. Furthermore, this level only occurs for a relatively short period of time (around 3 months in total) and overall the anticipated average daily HGV generation across the whole of Phase 1 is circa 40 movements (20 in and 20 out).

Furthermore, during the months when HGV flows are slightly higher, overall traffic movements from construction are forecast to be considerably below those assessed in the ES. In terms of the overall impact and expected reasonable worst case scenario, the anticipated numbers of vehicle movements during this three month period will be well below that assessed in the ES

The information contained in the tables below, arising from the detailed appraisal based on the latest construction information, demonstrate that there is no change to the magnitude of impacts and as such there are no changes to the predicted significance of impacts as set out in **Table 11-26** of the ES. There are no new or different likely significant effects as a result of Proposed Change 8 and the additional appraisal based on the latest information. The conclusion as set out in ES Chapter 11: Traffic and Transport [**APP-053**] (paragraph 11.9.19) as follows remains applicable:

"This assessment of the traffic and transport effects for the Project has concluded that the traffic and transport effects within the defined study area would be negligible, not significant, with the exception being Link 2 (A1173 - between A1173/Kiln Lane and A1173/Kings Road), Link 3 (Kings Road, between A1173 and Queens Road) and Link

4 (Queens Road between Kings Road and Laporte Road) where the effect is minor, not significant."

In terms of the assessment of likely significant effects on air quality and in relation to noise in the context of construction traffic noise, the traffic data required to be used in those assessments is the average daily movements. However, the figure actually used was the daily trips based on peak month movements. The assessments therefore used a figure of 200 HGVs per day on average, whereas, as discussed above, the actual average is anticipated to be only approximately 40 movements.

Verification of ES conclusions

The relevant tables in ES Chapter 11: Traffic and Transport [**APP-053**] are set out below with the information from the detailed appraisal shown as tracked (with new text in red and deletions struck out) for ease of reference and comparison. Any discrepancies in numbers are due to roundings and are not material to the assessment.

Table A9-1 sets out the total daily construction traffic at the peak of activity and has been updated as follows with the update number of total HGVs.

Table A9-1: Total Daily Construction Traffic – Peak of Construction

	Type	To	From	Two-Way
Terrestrial and Jetty	HGVs (including waste)	Terrestrial, including waste ~~71~~ 93 ~~Waste 24~~ Jetty ~~4~~ 12 Total ~~100~~ 105	Terrestrial, including waste 93 ~~71~~ ~~Waste 24~~ Jetty ~~4~~ 12 Total ~~100~~ 105	Terrestrial, including waste 186 ~~142~~ ~~Waste 48~~ Jetty ~~8~~ 24 Total ~~200~~ 210
	Landside Workers (assuming 919 workers with an average car occupancy of 1.5)	612	612	1,224
	Marine Workers (assuming 220 workers with an average car occupancy of 1.5)	147	147	294
All Vehicles		**Workers 759** **HGVs ~~99~~ 105**	**Workers 759** **HGVs ~~99~~ 105**	**Workers 1,518** **HGVs ~~199~~ 210**

Table A9-1 shows there would be a total of 1,518 two-way worker trips (unchanged) and 210 two-way HGV trips generated at the peak of construction, to and from the Site, with an overall increase of 10 HGVs per day which is not considered to be material as demonstrated below.

Table A9-2 shows the numbers of trips to the West Site and East Site.

Table A9-2: Daily Construction Traffic by Site (Two-Way)

Construction Site	Two-Way Construction Workers (assuming an average car occupancy of 1.5)	Marine Workers (assuming 20% travel by carshare or public transport)	Two-Way Construction HGVs
Western Site (A1173/Kings Road)	979		~~139~~ 147
Eastern Site (Queens Road/ Laporte Road)	245	232	~~59~~ 63
Total	**1,224**	**232**	~~**199**~~ **210**

Therefore, from the revised total of 210 HGVs two-way per day, only 62 would then travel past the residential properties on Queens Road, with the remainder travelling to and from the West Site adjacent to the A1173/Kings Road.

This is an increase of 3 HGVS per day travelling past the residential properties on Queens Road compared to that assessed with the ES Chapter, which is not considered to be material and will be within any daily variation of traffic.

Table A9-3 sets out the daily profile of HGVs across the working day.

Table A9-3: HGV Traffic Daily Profile

Hour Beginning	Percentage of Daily inbound trips	Percentage of daily outbound trips	Arrivals	Departures	Two Way
600	0%	0%	0	0	0
700	9%	8%	~~10~~ 10	~~8~~ 9	~~18~~ 19
800	9%	8%	~~9~~ 10	~~8~~ 9	~~17~~ 19
900	9%	8%	~~9~~ 10	~~8~~ 9	~~17~~ 19
1000	9%	8%	9	8	17
1100	9%	8%	9	8	17
1200	9%	8%	9	8	17
1300	9%	8%	9	~~8~~ 9	~~17~~ 18
1400	9%	8%	9	~~8~~ 9	~~17~~ 18
1500	9%	8%	~~9~~ 10	~~8~~ 9	~~17~~ 19
1600	9%	8%	~~9~~ 10	~~8~~ 9	~~17~~ 19

Hour Beginning	Percentage of Daily inbound trips	Percentage of daily outbound trips	Arrivals	Departures	Two Way
1700	9%	8%	~~9~~ 10	~~8~~ 9	~~17~~ 19
1800	0%	8%	~~0~~ 0	~~9~~ 9	~~8~~ 9
1900	0%	0%	0	0	0
2000	0%	0%	0	0	0
2100	0%	0%	0	0	0
	100%	100%	~~100~~ 105	~~100~~ 105	~~200~~ 210

The above shows that during the weekday AM and PM peak periods, 07:00 to 08:00 and 16:00 to 17:00 respectively there would be a maximum of 19 HGVs on the road network, which is not considered to represent a severe impact.

The above demonstrates that the detailed appraisal would result in an increase of only 1 HGV per hour two way on the road network during each hour, which is not considered to be a discernible increase in traffic levels and well within any daily variations.

Based upon the distribution of HGV trips to and from the A180 using the A1173, the impact upon the Strategic Road Network ("SRN") would be as follows in **Table A9-4**.

Table A9-4: HGV Daily Distribution

Route	Assumed Number of HGV Trips (One-Way)
A180 (West)	~~55~~ 57
A180 (East)	~~45~~ 48
TOTAL	~~100~~ 105

As can be seen, with the slight increase in HGV movements, the number of HGV movements upon the SRN will increase by 2 per day on the A180 (W) and 3 per day on the A180 (E). This increase will not be discernible and will be well within any daily variation.

Table A9-5 sets out the additional HGVS on each of the links that have been assessed within Chapter 11 of the ES.

Table A9-5: Construction Trip Assignment – Peak of Project Construction

Link	Link Description	Peak Construction Traffic		
		All Vehicles	Workers	HGVs
1	A180 East - between East of A180/A1173 Junction	487	397	~~91~~ 95
2	A1173 - between A1173/ Kiln Lane and A1173/Kings Road	975	775	~~200~~ 210
3	Kings Road - between A1173 and Queens Road	1605	1405	~~200~~ 210
4	Queens Road between Kings Road and Laporte Road	743	683	~~60~~ 63
5	Kings Road - between A1173/Kings Road and Kings Road/Pelham Road	424	424	0
6	Manby Road - between A160/Manby Road and Kings Road/Pelham Road	126	126	0
7	A160 - Between Manby Road/A160 and A160/ A1077 roundabout	126	126	0
8	A160 - between A160/ A1077 roundabout and A160/A180	0	0	0
9	A180 West - between A180/A1173 and A180/ A160	252	143	~~109~~ 115
10	Laporte Road – between Queens Road and Kiln Lane/Hobson Way roundabout.	319	319	0

Based upon the slight increase in HGV numbers, the percentage increases due to the construction traffic can be set out as follows in **Table A9-6**.

Table A9-6: 2026 Base + Peak of Construction Daily Two-Way Flows

Link No.	Link Description	Sensitivity	2026 Baseline Flow		Construction Traffic		Percentage Increase	
			Total Vehicles	Total HGV	Total Vehicles	Total HGV	Total Vehicles	Total HGV
1	A180 East - between East of A180/A1173 Junction	Low	36,653	3,482	487	~~91~~ 95	1%	3%
2	A1173 - between A1173/Kiln Lane and A1173/Kings Road	Low	7,903	851	975	~~200~~ 210	12%	~~24%~~ 25%
3	Kings Road – between A1173 and Queens Road	Low	4,156	606	1605	~~200~~ 210	39%	~~33%~~ 35%
4	Queens Road between Kings Road and Laporte Road	Medium	4156	606	743	~~60~~ 63	18%	10%
5	Kings Road - between A1173/Kings Road and Kings Road/Pelham Road	Low	8265	608	424	0	5%	0%
6	Manby Road - between A160/Manby Road and Kings Road/Pelham Road	Low	7,936	1,219	126	0	2%	0%
7	A160 - Between Manby Road/A160 and	Low	11,277	5,403	126	0	1%	0%

Link No.	Link Description	Sensitivity	2026 Baseline Flow		Construction Traffic		Percentage Increase	
			Total Vehicles	Total HGV	Total Vehicles	Total HGV	Total Vehicles	Total HGV
	A160/A1077 roundabout							
8	A160 - between A160/A1077 roundabout and A160/ A180	Low	12,953	5,702	0	0	0%	0%
9	A180 West - between A180/A1173 and A180/A160	Low	27,342	4,107	~~252~~ 258	~~109~~ 115	1%	3%
10	Laporte Road – between Queens Road and Kiln Lane/Hobson Way roundabout	Low	3,783	624	319	0	8%	0%

Table A9-6 indicates that for most of the links within the study area the impact is substantially below 30% for both the total vehicle number and total HGVs, with the increase in HGVs being below 30% on all links, except Link 3 Kings Road between the A1173 and Queens Road which has a low sensitivity and would experience an increase of 39% in all traffic and a 35% increase in HGVs, an increase of 2% from 33%.

The percentage increase in construction traffic therefore only changes on two of the links:

Link 2 - A1173 - between A1173/Kiln Lane and A1173/Kings Road, no change in the percentage increase due to all traffic and an increase of 1% from 24% to 25% due to HGVs, and
Link 3 - Kings Road – between A1173 and Queens Road, no change in the percentage increase due to all traffic and an increase of 2% from 33% to 35% due to HGVs.
Based upon the above percentage increases, and using the criteria as set out in **Table 11-4** of ES Chapter 11: Traffic and Transport [**APP-053**], the magnitude of impact due to the slight increase in the number of HGVs can be given as follows in **Table A9-7**.

Table A9-7: Magnitude of Impact

Link No.	Link Description	Sensitivity	Percentage Increase		Traffic and Transport	Severance	Pedestrian Amenity	Fear and Intimidation	Highway Safety
			Total Vehicles	Total HGV					
1	A180 East - between east of A180/A1173 Junction	Low	1%	3%	Very Low	Very Low	Very Low	Very Low	Very Low
2	A1173 - between A1173/Kiln Lane and A1173/Kings Road	Low	12%	~~24%~~ 25%	Medium	Low	Very Low	Low	Very Low
3	Kings Road - between A1173 and Queens Road	Low	39%	~~33%~~ 35%	Medium	Low	Very Low	Low	Very Low
4	Queens Road between Kings Road and Laporte Road	Medium	18%	10%	Low	Low	Very Low	Low	Very Low
5	Kings Road - between A1173/Kings Road and Kings Road/Pelham Road	Low	5%	0%	Very Low	Very Low	Very Low	Very Low	Very Low
6	Manby Road - between A160/Manby Road and Kings Road/Pelham Road	Low	2%	0%	Very Low	Very Low	Very Low	Very Low	Very Low
7	A160 - between Manby Road/A160 and A160/A1077 roundabout	Low	1%	0%	Very Low	Very Low	Very Low	Very Low	Very Low
8	A160 - Between A160/A1077 roundabout and A160/A180	Low	0%	0%	Very Low	Very Low	Very Low	Very Low	Very Low

Link No.	Link Description	Sensitivity	Percentage Increase		Traffic and Transport	Severance	Pedestrian Amenity	Fear and Intimidation	Highway Safety
			Total Vehicles	Total HGV					
9	A180 West - between A180/A1173 and A180/A160	Low	1%	3%	Very Low	Very Low	Very Low	Very Low	Very Low
10	Laporte Road – between Queens Road and Kiln Lane/Hobson Way Roundabout.	Low	8%	0%	Low	Very Low	Very Low	Very Low	Very Low

The above assessment demonstrates that the detailed appraisal based on the latest information does not result in any changes to the magnitude of impact and as such there are no changes to the predicted significance of impact as set out in **Table 11-26** of the ES. There are no new or different likely significant effects arising from Proposed Change 8 or the additional information and the conclusion as set out in **ES Chapter 11: Traffic and Transport** [APP-053] remains applicable, with all effects being either negligible or minor, not significant.

Annex A: Landside Works Traffic Profile A & Marine Works Traffic Profile

IMMINGHAM NH3 TERMINAL - Vehicle Deliveries Summary - Phase 1

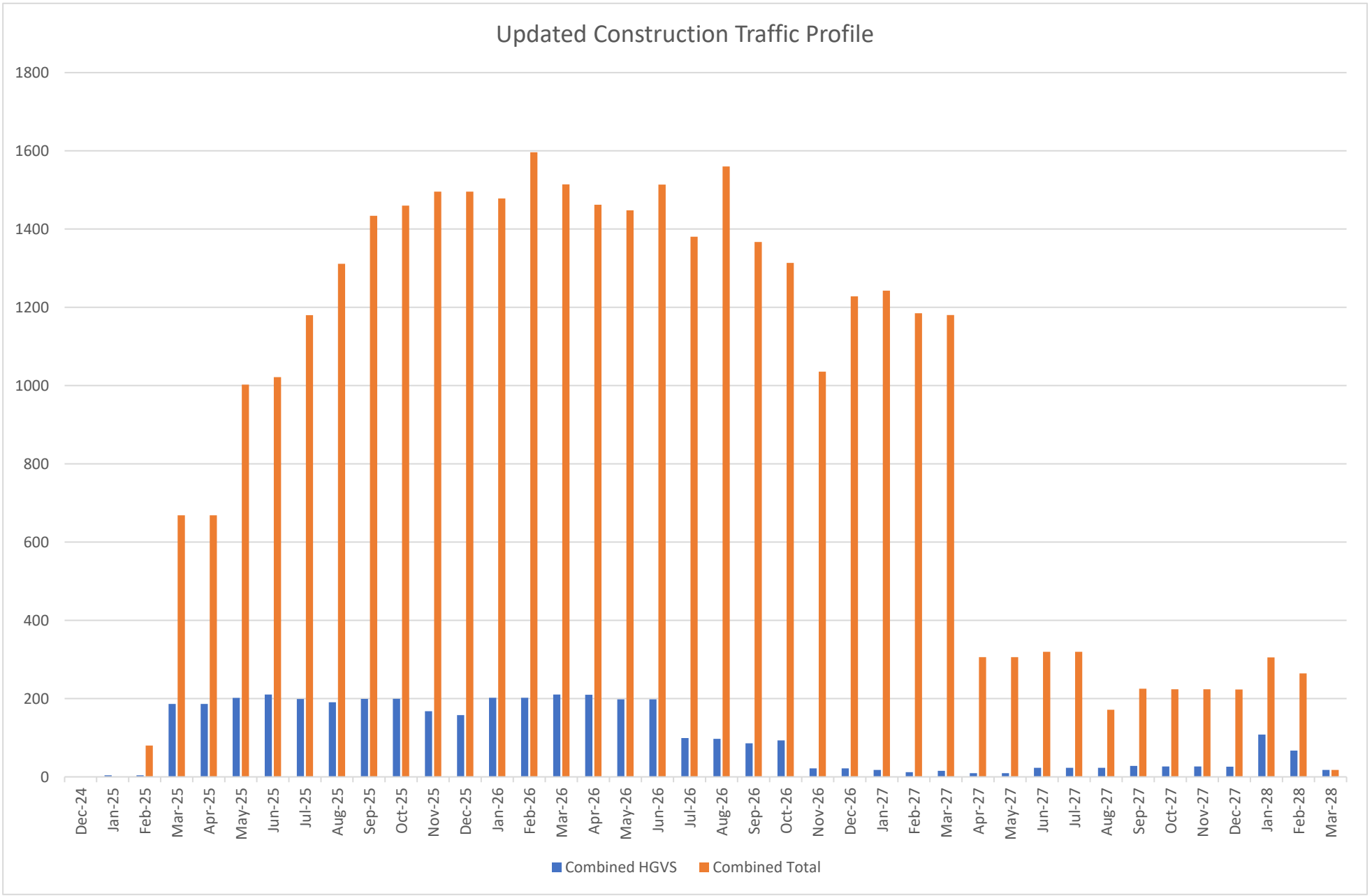
Critical Items	Unit	Total	Volume / Weight / Vehicle / Transport	Total Number of Transports	Number of Months	Number of Weeks	Number of Days	Average Number of Transports / Month	Average Number of Transports / Week	Average Number of Transports / Day	Average Trucking Distance within Xkm	Total Distance km	Comments
Misc				1032	24	96	480	43	11	2	100	103,200	
Concrete	M3	53,341	8	6,668	10	40	200	667	167	33	10	66,676	Confirm on site batch plant or assume local
Rebar	Te	4,862	10	486	10	40	200	49	12	2	15	7,292	
Struct. Steel	Te	3,909	10	391	7	28	140	56	14	3	100	39,090	
Pipe Erection	Meter	31,798	200	159	12	48	240	13	3	1	100	15,899	
Pipe Supports - CS	Kg	96,363	5,000	19	12	48	240	2	0	0	100	1,927	
Pipe Supports - SS	Kg	4,267	5,000	1	12	48	240	0	0	0	100	85	
Cable Supply - Electrical	m	144,525	16,000	9	6	24	120	2	0	0	200	1,807	
Cable Trays - Elec.	m	22,914	600	38	6	24	120	6	2	0	200	7,638	
Cables - Instrument	m	177,108	16,000	11	6	24	120	2	0	0	200	2,214	
Cable Trays - Inst.	m	102,659	600	171	6	24	120	29	7	1	200	34,220	
Equipment	Each	452	362	362	6	24	120	60	15	3	3000	108,528	Ship 90% / 10% road vehicles
Asphalt	M2	53,629	40	1,341	10	40	200	134	34	7	15	20,111	
Piles	Each	4,180	0.5	8,360	8	32	160	1045	261	52	15	125,400	
Gravel	M3	6,636	13	495	6	24	120	83	21	4	15	7,428	
Fill Material	M3	175,579	10	17,558	8	32	160	2195	549	110	15	263,369	
Cut Volume	M3	22,336	10	2,234	6	24	120	372	93	19	15	33,504	export using incomimg trucks
Vegetation Removal	M2	450,000	16,000	28	4	16	80	7	2	0	15	422	
Work 9 fill	M3	12,300	10	1,230	1.5	6	30	820	205	41	15		
Waste (worker)													
waste (excavation)				5,700	36	144	720	158	40	8	15	85,500	
Totals				39,363				4,763	1,191	238		838,810	

IMMINGHAM NH3 TERMINAL - Vehicle Deliveries Summary - Phase 1 **MARINE WORKS**													
Misc	unit			800	20	80	400	40	10	2	100	80,000	
Concrete	m3	6,636	8	830	12	48	240	69	17	3	10	8,295	Locally delivered readymix
Rebar	Te	1,912	28	68	12	48	240	6	1	0	15	1,024	
Struct. Steel	Te	669	28	24	7	28	140	3	1	0	100	2,389	
Asphalt	m3	912	15	61	3	12	60	20	5	1	15	912	
Piles	Each	417	50	8	10	40	200	1	0	0	15	125	Marine delivery
Fill Material	M3	2,675	13	200	2	8	40	100	25	5	15	2,994	
Cut Volume	M3	11,083	13	827	6	24	120	138	34	7	15	12,406	
PCC crossheads (5.1m)	Each	9	2	5	2	8	40	2	1	0	200	900	
PCC crossheads (14m)	Each	31	1	31	10	40	200	3	1	0	200	6,200	
PCC crossheads (17m)	Each	14	1	14	10	40	200	1	0	0	200	2,800	Marine delivery
PCC crossheads (26m)	Each	3	1	3	10	40	200	0	0	0	200	600	Marine delivery
Y7 PCC beams	Each	221	1	221	10	40	200	22	6	1	200	44,200	Marine delivery
PCC deck parapet beams	Each	120	1	120	10	40	200	12	3	1	200	24,000	Marine delivery
Concrete support beam (0.4m x 1.6m)	Each	50	3	17	10	40	200	2	0	0	200	3,333	Marine delivery
Concrete support beam (0.8m x 1.6m)	Each	50	2	25	10	40	200	3	1	0	200	5,000	Marine delivery
Concrete support beam (1.0m x 1.6m)	Each	50	1	50	10	40	200	5	1	0	200	10,000	Marine delivery
PCC trough beam	Each	470	2	235	4	16	80	59	15	3	200	47,000	
PCC deck slabs	Each	626	2	313	4	16	80	78	20	4	200	62,640	
Waste (in-situ)	m3	332	15	22	12	48	240	2	0	0	15	332	
Waste (PCC)	t	118	28	4	10	40	200	0	0	0	15	63	
Waste (Rebar)	t	96	28	3	12	48	240	0	0	0	15	51	
Waste (Steel)	t	1214	28	43	10	40	200	4	1	0	15	650	
Waste (Fill)	m3	134	15	9	2	8	40	4	1	0	15	134	
Totals				2,818				377	94	19		108,147	

	2024									2025												2026											2027		
Misc								40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40									
Concrete																69	69	69	69	69	69	69	69	69	69	69									
Rebar																6	6	6	6	6	6	6	6	6	6	6									
Struct. Steel																3	3	3	3	3	3	3													
Asphalt																								20	20	20									
Piles																																			
Fill Material													100	100																					
Cut Volume												138	138																						
PCC crossheads (5.1m)																2	2																		
PCC crossheads (14m)													3	3	3	3	3	3	3	3	3	3													
PCC crossheads (17m)																																			
PCC crossheads (26m)																																			
Y7 PCC beams																																			
PCC deck parapet beams																																			
Concrete support beam (0.4m x 1.6m)																																			
Concrete support beam (0.8m x 1.6m)																																			
Concrete support beam (1.0m x 1.6m)																																			
PCC trough beam																				59	59	59	59												
PCC deck slabs																				78	78	78	78												
Waste (in-situ)																2	2	2	2	2	2	2	2	2	2	2									
Waste (PCC)																1		1		1		1													
Waste (Rebar)																					1			1											
Waste (Steel)													4	4	4	4	4	4	4	4	4	4													
Waste (Fill)													4	4																					
per month			0	0	0	0	0	40	40	40	40	178	281	143	43	124	124	121	121	258	258	258	252	135	135	135	115	0	0	0	0	0	0	0	0	0
HGV per day			0	0	0	0	0	2	2	2	2	7	12	6	2	6	6	6	6	13	13	13	13	7	7	7	6	0	0	0	0	0	0	0	0	0
car trips								48	48	48	48	123	123	123	123	123	123	123	123	123	123	123	118	118	118	111	125	50	30	0	0	0	0	0	0	0
total trips									40	49	49	130	135	129	125	129	129	129	129	136	136	136	130	125	125	118	131	50	30	0	0	0	0	0	0	0

										1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
	2024									2025												2026										2027														
	01-Jun	01-Jul	01-Aug	01-Sep	01-Oct	01-Nov	01-Dec	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27	Jan-28	Feb-28	Mar-28
Misc																						43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
Concrete																				667	667	667	667	667	667	667	667	667	667																	
Rebar																				49	49	49	49	49	49	49	49	49																	
Struct. Steel																										56	56	56	56	56	56															
Pipe Erection																													13	13	13	13	13	13	13	13	13	13	13						
Pipe Supports - CS																													2	2	2	2	2	2	2	2	2	2	2						
Pipe Supports - SS																													0	0	0	0	0	0	0	0	0								
Cable Supply - Electrical																																				2	2	2	2	2	2					
Cable Trays - Elec.																																	6	6	6	6	6	6							
Cables - Instrument																																				2	2	2	2	2	2					
Cable Trays - Inst.																																	29	29	29	29	29	29							
Equipment																													60	60	60	60	60	60											
Asphalt																																				134	134	134	134	134	134	134	134	134	134	134
Piles																		1045	1045	1045	1045	1045	1045	1045	1045																						
Gravel																																							83	83	83	83	83	83	
Fill Material										2195	2195	2195	2195	2195	2195	2195	2195																													
Cut Volume																																													
Vegetation Removal				7	7	7	7																																							
Work 9 fill																		820	410																								820	410		
Waste (worker)												1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	0	0	0	0	0	0
waste (excavation)												48	48	48	48	48	48					40	40	40	40	40	40	40	40	40	40															
per month			0	7	7	7	7	0	0	2,195	2,195	2,244	2,244	2,244	2,244	2,244	2,245	1,867	1,457	1,763	1,763	1,846	1,846	1,846	1,846	857	857	857	932	216	216	176	120	155	95	95	232	232	232	280	264	264	260	###	670	177
HGV per day			0	0	0	0	0	0	0	91	91	93	93	93	94	94	94	78	73	88	88	92	92	92	92	43	43	43	47	11	11	9	6	8	5	5	12	12	12	14	13	13	13	54	34	9
car trips										193	193	277	282	367	437	494	507	541	546	515	574	529	508	507	540	530	607	590	580	507	603	612	586	582	148	148	148	148	74	99	99	99	99	99	99	
total trips										285	285	371	376	461	531	588	601	619	619	603	662	621	601	599	632	573	649	633	626	518	614	621	592	590	153	153	160	160	86	113	112	112	112	153	132	9

Annex B: Overall Traffic Profile Rev C


Updated Construction Traffic Profile
1800
1600
1400
1200
1000
800
600
400
200
0
Dec-24
Jan-25
Feb-25
Mar-25
Apr-25
May-25
Jun-25
Jul-25
Aug-25
Sep-25
Oct-25
Nov-25
Dec-25
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Apr-27
May-27
Jun-27
Jul-27
Aug-27
Sep-27
Oct-27
Nov-27
Dec-27
Jan-28
Feb-28
Mar-28
Combined HGVS
Combined Total

Appendix 10: Proposed Change 9 – Noise and Vibration

Introduction

Proposed Change 9 involves the potential use of driven piling in Work Nos 3, 5 and 7. Analysis has been undertaken to establish the impact of that potential change on the conclusions of the assessment presented in **Chapter 7: Noise and Vibration** of the **ES [APP-049]** with respect to the Noise Sensitive Receptors (NSRs) assessed, and is presented in this appendix. The location of the NRSs 1-4 can be found on Noise and Vibration **Figure 7-1** [**TR030008/APP/6.3(2)**].

Assessment Assumptions

The **outline Construction Environmental Management Plan** (**CEMP**) as previously submitted [**REP4-008**] stated (Table 4) that measures to mitigate noise and vibration would be implemented during the construction phase in order to minimise impacts. Further, it stated that mitigation to be included in the final CEMP would include "*use of lower noise and vibration piling rather than driven piling techniques, where reasonably practicable*".

The construction piling assessment in **Chapter 7: Noise and Vibration** of the **ES** [**APP-049**] assumed that the piling works within Work Nos 3, 5 and 7 would be undertaken using a Continuous Flight Auger ("CFA") piling rig working at the closest approach to the nearest NSR as a worst case scenario. This additional assessment assesses the possibility of using driven piling (also referred to as impact or percussive piling) and associated plant as an alternative to the CFA piling methodology based on the realistic closest location to each NSR based on the proposed piling rig programme and locations (see **Figure 1**).

It remains the case that the final piling method will be determined once the contractor has been appointed based upon a range of site and design variables and will be confirmed in the final CEMP.

As stated in BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites – Part 1: Noise', vibration associated with CFA piling is minimal "*as the processes do not involve rapid acceleration or deceleration of tools in contact with the ground but rely to a large extent on steady motions*", therefore the assessment presented in **Chapter 7: Noise and Vibration** of the **ES** [**APP-049**] concluded minor adverse effects (not significant) for construction vibration.

The information within this appendix focuses on driven piling activities which may be undertaken as part of Work No.7, which is closest proposed piling work to the NSRs assessed in the DCO application. As a result of the distance between the works and the NSRs, there is no potential for likely significant effects to arise in respect of driven piling on Work Nos. 3 and 5 through applying the embedded mitigation measures identified in Section 7.8 of **Chapter 7: Noise and Vibration** of the **ES** [**APP-049**].

Construction Noise

This additional piling noise information is based on the following assumptions, in advance of contractor appointment:

- Piling rig and plant:

  - CX110 Piling Rig with an acoustic shroud with a sound power level (SWL) of 115 dB (Source: manufacturers data, assuming the acoustic shroud provides 10 dB attenuation)
  - Flatbed Truck with SWL of 108 dB (Source: other assessments)
  - Crane with SWL of 98 dB (Source: BS 5228 C3.30)
- One crane and one flatbed truck associated with each piling rig
- Up to 4 piling rigs operating at the same time in different locations in Work No. 7 and 2 piling rigs operating at the same time in Work Nos. 3 and No. 5
- All plant assumed to be operating 9.5 hours out of 12 hour day (same assumption as used in **Chapter 7: Noise and Vibration** of the ES **[APP-049]**)
- Each piling rig will be at least 15 m apart if working in the same area
- For Work No. 7 the location of the piling rigs is based on **Figure 1** below, with the worst-case scenario for each NSR based on weeks during which the piling rigs are the closest to the NSR, as follows:
  - NSR 1 - weeks 1-6 (all 4 rigs in operation in green and darker yellow areas to the southeast)
  - NSR 2 - three scenarios considered:
    - Scenario 1 Weeks 23-28 (2 rigs in operation (Rigs 3 and 4) in red area)
    - Scenario 2 Weeks 1-6 (all 4 rigs in operation in green and darker yellow areas to the southeast)
    - Scenario 3 Weeks 15-16 (all 4 rigs in operation in the pale yellow linear areas and the white/pale grey area to the southwest)

    (Scenario 1 and 3 are the worst case-same predicted noise levels)
  - NSR 3 and 4 - Weeks 12-14 (Rig 1 in operation in the pale yellow linear areas, Rigs 2 and 3 in operation in the white/pale grey area and Rig 4 in operation in the blue area)

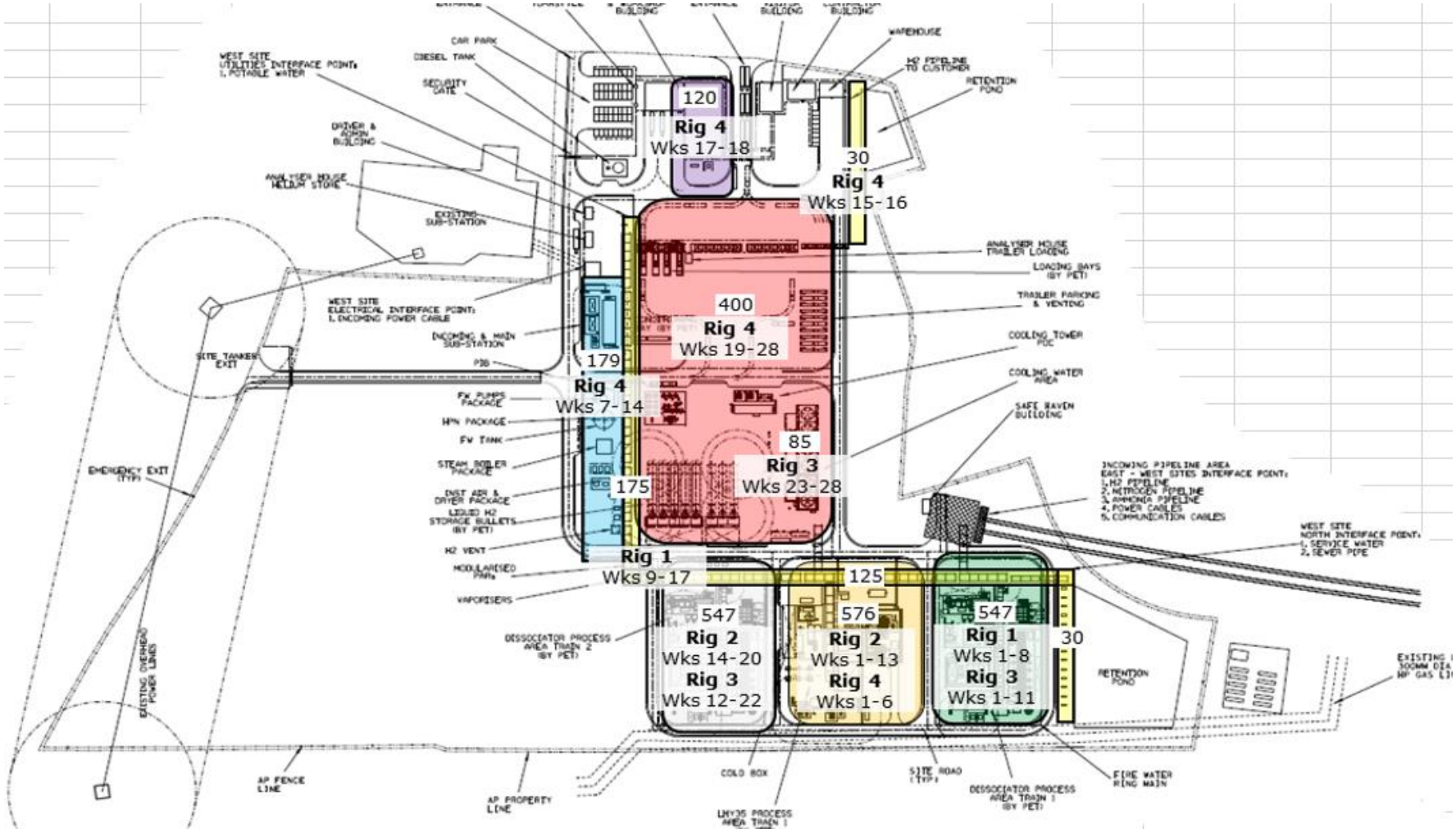

Figure 1: Proposed Piling Rig Programme and Locations

Construction Vibration

The additional piling vibration information is based on the following assumptions, in advance of contractor appointment:

- The pile length is a maximum of 30m;
- The nominal hammer energy is 110,000 J (based on CX110 Piling Rig);
- The k_p value is 3 to represent the ground conditions at the site; and
- The closest NSR horizontal distance to the piling in Work No.7 is approximately 40m from NSR1 and 35m from NSR2.

Methodology

The assessment methodology is consistent with that presented in **Chapter 7: Noise and Vibration** of the **ES** [APP-049] and is repeated herein for clarity.

Construction Noise

The potential noise impacts arising from construction piling activities in Work No. 7 have been assessed using the data and procedures given in BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites – Part 1: Noise'.

The assessment involves the calculation of noise emissions from the construction site based on the sound power levels associated with the plant or equipment to be used, and the propagation from noise source to the NSR locations. Sound power levels are taken from manufacturers data and/or archive data given in BS 5228 Part 1. The calculated levels are then compared to nominated criteria to determine whether an adverse impact is expected.

For residential NSRs, the 'ABC' method (detailed in BS 5228 Part 1 Section E.3.2) sets construction noise thresholds for residential NSRs for different time periods (e.g. day, evening, night and weekends) based on the existing ambient noise levels. For the appropriate period (day, evening, night, weekend etc.), the existing ambient noise level is determined and rounded to the nearest 5 dB and the appropriate threshold value is then derived. The predicted construction noise level is then compared with this construction noise threshold value.

The ABC method has then been used as a basis to define criteria that constitutes a potential significant effect at residential receptors. The ABC method is reproduced in **Table A10-1**.

Table A10-*1*: Construction noise thresholds at residential NSRs

Assessment category and threshold value period	Threshold value $L_{Aeq,T}$ dB – free-field		
	Category A (a)	Category B (b)	Category C (c)
Night-time (23:00 – 07:00)	45	50	55
Evenings and weekends (d)	55	60	65
Daytime (07:00 – 19:00) and Saturdays (07:00 – 13:00)	65	70	75

Assessment category and threshold value period	Threshold value $L_{Aeq,T}$ dB – free-field		
	Category A (a)	Category B (b)	Category C (c)
NOTE 1: A potential significant effect is indicated if the $L_{Aeq,T}$ noise level arising from the site exceeds the threshold level for the category appropriate to the ambient noise level. NOTE 2: If the ambient noise level exceeds the Category C threshold values given in the table (i.e. the ambient noise level is higher than the above values), then a potential significant effect is indicated if the total $L_{Aeq,T}$ noise level for the period increases by more than 3 dB due to site noise. NOTE 3: Applies to residential receptors only.			
(a) Category A: Threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values. (b) Category B: Threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as Category A values. (c) Category C: Threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than Category A values. (d) 19:00 – 23:00 weekdays, 13:00 – 23:00 Saturdays, 07:00 – 23:00 Sundays.			

Based upon the BS 5228 ABC method the criterion adopted for the determination of potentially significant effects is the exceedance of the $L_{Aeq,T}$ threshold level for the category appropriate to the ambient noise level at each NSR. This is considered to be equivalent to the Significant Observed Adverse Effect Level (SOAEL)[1], although as stated in BS 5228, other project-specific factors, such as the number of NSRs affected and the duration and character of the impact, should also be considered by the assessor when determining if there is a potentially significant effect.

For residential receptors and other high sensitivity human receptors, the criterion for the Lowest Observable Adverse Effect Level (LOAEL)[2] is a predicted construction noise level equal to the existing ambient noise level at each NSR i.e. resulting in a 3 dB increase in noise level when combined with the existing ambient noise level (decibels are measured on a logarithmic scale so noise levels cannot be summed arithmetically – two sounds of equal level combine to raise the overall sound level by 3 dB).

In accordance with planning policy, significant adverse effects (at or above the SOAEL) should be avoided and other adverse effects (at or above the LOAEL) should be mitigated and minimised, where possible. The assessment focuses on the effects at the nearest existing residential NSRs on Queens Road and the eastern edge of Immingham's main urban residential area to the west (the closest NSRs to the works). If adverse effects can

[1] Significant Observed Adverse Effect Level ("SOAEL") - the level above which significant adverse effects on health and quality of life occur.
[2] Lowest Observable Adverse Effect Level ("LOAEL") - the level above which adverse effects on health and quality of life can be detected.

be avoided at these NSRs, the effects will be less (and therefore not adverse) at greater distances.

At the time of the original assessment, the existing residential NSRs were represented by NSR1 (31 Queens Road and representing other NSRs at the eastern end of the relevant row of properties) and NSR2 (1 Queens Road and representing other NSRs at the western end of the relevant row of properties). At the time of preparing this further information, the residential property represented by NSR1 has been acquired by Air Products and its use as residential has ceased. In respect of those residential properties represented by NSR2, the properties at 3 and 4 Queens Road have not yet been acquired by Air Products. Nonetheless, both locations are considered for completeness.

Based on the above, the magnitude of construction noise impacts on residential receptors has been classified in accordance with the criteria in **Table A10-2**.

Table A10-2: Construction noise magnitude of impact for residential NSRs

Magnitude of Impact	Comparison with Threshold Value $L_{Aeq,T}$ dB
High	Exceedance of ABC Threshold Value (the SOAEL) by ≥+5 dB
Medium	Exceedance of ABC Threshold Value (the SOAEL) by up to +5 dB
Low	Equal to or below the ABC Threshold Value (the SOAEL) by up to -5 dB
Very Low	Below the ABC Threshold Value (the SOAEL) by ≥-5 dB

Construction noise thresholds have been determined, with the aim of avoiding significant adverse construction noise effects, based in the results of the baseline sound levels undertaken as part of the DCO application and the ABC method in BS 5228:2009+A1:2014: Code of practice for noise and vibration control on construction and open site– Part 1: Noise. The construction noise thresholds are set out in the DCO CEMP and shown in **Table A10-3**.

Table A10-3: Construction noise thresholds at each NSR

Receptor	Construction noise thresholds in outline CEMP [TR030008/APP/6.5(5)], $L_{Aeq,T}$ dB		
	Day[1]	Evening/ weekend[2]	Night[3]
NSR 1 31 Queens Road, and represents other NSRs at eastern end of row of properties.	75	65	55
NSR 2 1 Queens Road, and represents other NSRs at western end of row of properties.	75	65	55

Receptor	Construction noise thresholds in outline CEMP [TR030008/APP/6.5(5)], $L_{Aeq,T}$ dB		
	Day[1]	Evening/ weekend[2]	Night[3]
NSR 3 Residential properties at Chestnut Avenue, Waterworks Street and Spring Street (eastern extent of Immingham's residential urban area	65	55	50
NSR 4 Residential properties at Somerton Road, Worsley Road, Dunster Walk, Ings Lane, Oakham Walk, Talbot Road and Kendal Road (eastern extent of Immingham's residential urban area)	65	55	50

[1] 07:00-19:00 Monday to Fridays, 07:00-13:00 Saturdays
[2] 19:00-23:00 weekdays, 13:00-23:00 Saturdays, 07:00-23:00 Sundays
[3] 23:00-07:00 everyday

Construction Vibration - Piling works vibration impacts on humans - annoyance

Vibration due to the piling has the potential to result in adverse impacts at nearby human receptors. The transmission of ground-borne vibration is highly dependent on the nature of the intervening ground between the source and receptor and the activities being undertaken. BS 5228-2: 2009+A1:2014 'Code of Practice for Noise and Vibration Control on Construction and Open Sites - Vibration' provides data on measured levels of vibration for various construction works, with particular emphasis on piling. Impacts are considered with respect to annoyance to occupiers.

Table E.1 of BS 5228-2 contains a general method for calculation of Peak Particle Velocity (PPV) from percussive (driven) piling. This method is designed for use on percussive piling with limited consideration of ground conditions so risks producing exaggerated worst-case levels.

Table A10-4 sets out PPV vibration levels and provides a semantic scale for the description impacts of the piling works on human receptors, based on guidance contained in BS 5228-2.

Table A10-4: Construction vibration thresholds at residential dwellings

Peak Particle Velocity (PPV) level	Description	Magnitude of impact
>= 10 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level.	High

Peak Particle Velocity (PPV) level	Description	Magnitude of impact
1.0 to < 10 mm/s	It is likely that vibration of this level in residential environments will cause complaint but can be tolerated if prior warning and explanation has been given to residents.	Medium
0.3 to < 1.0 mm/s	Vibration might be just perceptible in residential environments.	Low
0.14 to < 0.3 mm/s	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.	Very low

For residential receptors, the LOAEL is defined as a PPV of 0.3 mm/s (millimetres per second); this being the point at which construction vibration is likely to become perceptible. The SOAEL is defined as a PPV of 1.0 mm/s, this being the level at which construction vibration can be tolerated with prior warning.

At receptors above the SOAEL, further consideration of whether an effect is significant has been undertaken using professional judgement, taking account of the duration and frequency of the effect, as well as the time of day/evening/night that the effect would be experienced.

Given the significant distance from the areas in which piling is proposed to residential NSRs represented by NSR3 and NSR 4 significant vibration effects are not expected to result from the proposed piling activities and therefore further consideration of NSR 3 and NSR 4 is scoped out.

Construction Vibration - Piling works vibration impacts on buildings and structures

Buildings and structures may be damaged by high levels of vibration. The principal concern is generally transient vibration, due to impact or vibratory piling.

BS 7385-2: 1993 ‘Evaluation and measurement for vibration in buildings – Part 2: Guide to damage levels from ground borne vibration’ provides guidance on vibration levels likely to result in cosmetic damage and is referenced in BS 5228-2: 2009+A1:2014. Guide values for transient vibration, above which cosmetic damage could occur, are given in **Table A10-5**.

Table A10-5: Transient vibration guide values for cosmetic damage

Peak Particle Velocity (PPV) level	Magnitude of impact	
	4 Hz to 15Hz	15 Hz and Above
Reinforced or framed structures Industrial and heavy commercial buildings	50 mm/s at 4 Hz and above	
Unreinforced or light framed structures Residential or light commercial buildings	15 mm/s at 4 Hz increasing to 20 mm/s at 15 Hz	20 mm/s at 15 Hz increasing to 50 mm/s at 40 Hz and above

Note 1: Values referred to are at the base of the building

Note 2: For un-reinforced or light framed structures and residential or light commercial buildings, a maximum displacement of 0.6 mm (zero to peak) is not to be exceeded.

Percussive piling is classed as transient vibration as it comprises of discreet individual events. BS 7385-2 states that the probability of building damage tends to be zero for transient vibration levels less than 12.5 mm/s PPV. For continuous vibration, such as from vibratory rollers, the threshold is around half this value.

It is noted that these values refer to the likelihood of cosmetic damage. ISO 4866:2010 defines three different categories of building damage:

- Cosmetic – formation of hairline cracks in plaster or drywall surfaces and in mortar joints of brick/concrete block constructions.
- Minor – formation of large cracks or loosening and falling of plaster or drywall surfaces or cracks through brick/block.
- Major – damage to structural elements, cracks in support columns, loosening of joints, splaying of masonry cracks.

BS 7385-2:1993 defines that minor damage occurs at a vibration level twice that of cosmetic damage and major damage occurs at a vibration level twice that of minor damage. Therefore, this guidance can be used to define the magnitude of impact identified in for both transient and continuous vibration.

Table A10-6: Magnitude of impact – construction vibration building damage

Magnitude of Impact	Damage Risk	Continuous Vibration Level PPV mm/s		Transient Vibration Level PPV mm/s	
		Unreinforced or light framed structures	Reinforced or framed structures	Unreinforced or light framed structures	Reinforced or framed structures
High	Major	≥30	≥100	≥60	≥200
Medium	Minor	15 to <30	50 to <100	30 to <60	100 to <200
Low	Cosmetic	6 to <15	25 to <50	12 to <30	50 to <100
Very low	Negligible	<6	<25	<12	<50

These values for construction vibration building damage are applied where activities of a significant vibration producing nature are likely to be required at the development site during the piling works.

Defining Significance of Effect

Sensitivity/value of receptors

Noise and vibration effects have been classified based on the relevant magnitude of the impact and the sensitivity or value of the affected receptor. The scale of receptor sensitivity presented in **Table A10-7** has been based on professional judgement and classifications adopted for other recent EIAs for DCO applications. The NSRs included in this assessment are residential, therefore are considered to be of high sensitivity.

Table A10-7: Sensitivity/value of receptors

Sensitivity/ Value of Resource/ Receptor	Description	Example of Receptor Usage
Very high	Receptors where noise or vibration will significantly affect the function of a receptor	• Auditoria/studios. • Specialist medical/teaching centres, or laboratories with highly sensitive equipment.
High	Receptors where people or operations are particularly susceptible to noise or vibration	• Residential. • Quiet outdoor areas used for recreation. • Conference facilities. • Schools/educational facilities in the daytime. • Hospitals/residential care homes. • Libraries.
Medium	Receptors moderately sensitive to noise or vibration where it may cause some distraction or disturbance	• Offices. • Restaurants/retail. • Sports grounds when spectator or noise is not a normal part of the sports event and where quiet conditions are necessary (e.g.: tennis, golf).
Low	Receptors where distraction or disturbance of people from noise or vibration is minimal	• Residences and other buildings not occupied during working hours. • Factories and working environments with existing high noise levels. • Sports grounds when spectator or noise is a normal part of the sports event.

Classification of effects

Impacts are defined as changes arising from the Project, and consideration of the result of these impacts on environmental receptors enables the identification of associated effects, and their classification (major, moderate, minor and negligible, and adverse, neutral or beneficial). Each effect has been classified after embedded and standard mitigation measures have been applied. The residual effects are then assessed after additional mitigation (if required) has been applied.

The following terminology has been used in the assessment to define effects:

- Adverse – detrimental or negative effects to an environmental resource or receptor.
- Neutral – effects to an environmental resource or receptor that are neither adverse nor beneficial.
- Beneficial – advantageous or positive effect to an environmental resource or receptor.

The effect resulting from each individual potential impact type detailed above has been classified according to the relevant magnitude of the impact and the sensitivity or value of the affected receptor using the matrix presented in **Table A10-8**.

Table A10-8: Classification of effects

Sensitivity/Value of Resource/Receptor	Magnitude of Impact			
	High	**Medium**	**Low**	**Very Low**
Very high	Major	Major	Moderate	Minor
High	Major	Moderate	Minor	Negligible
Medium	Moderate	Minor	Negligible	Negligible
Low	Minor	Negligible	Negligible	Negligible

Where adverse or beneficial effects are identified, these have been assessed against the following significance scale, derived using the matrix presented in **Table A10-8**:

- Negligible – imperceptible effect of no significant consequence.
- Minor – slight, very short or highly localised effect of no significant consequence.
- Moderate – limited effect (by extent, duration or magnitude), which may be considered significant.
- Major – considerable effect (by extent, duration or magnitude) of more than local significance or in breach of recognised acceptability, legislation, policy or standards.

For the purposes of the assessment, negligible and minor effects are considered to be not significant, whereas moderate and major effects are considered to be significant. Where necessary, the context of the existing acoustic environment has also been taken into account in determining the classification of effect.

Additional assessment

Piling Noise

The noise levels generated by construction activities and experienced by nearby NSRs, such as residential properties, will depend upon a number of variables, the most important of which are:

- The noise generated by plant or equipment used on site, generally expressed as sound power levels.
- The periods of operation of the plant on the site, known as its ‘on-time’.
- The distance between the noise source and the receptor.
- The attenuation due to ground absorption, air absorption and barrier effects.
- The existing noise environment and noise levels at the time of the works.

The predictions relate to construction activities being undertaken at the realistic closest location to each NSR based on the proposed piling rigs programme and location in **Figure 1**. The predictions do not include any screening from existing buildings or structures.

The construction piling predictions have been undertaken using noise data for items of plant and calculation methodologies from BS 5228-1. Manufacturer's source data was also used where source data was not available in BS 5228-1:2009+A1:2014.

The predicted levels apply to the weekday daytime and Saturday morning (07:00-13:00) construction limits and weekday evening and weekend[3] construction thresholds (as listed in **Table A10-3**) to cover the core construction hours. The predicted construction levels could also be applied to other time periods where working at the same rate and intensity is proposed.

As advised by BS 5228-1, noise levels predicted at distances over 300 m (i.e. at NSRs 3 and 4 - residential NSRs at the eastern edge of Immingham) should be treated with caution due to the increasing importance of meteorological effects and therefore represent an overestimate.

A summary of the indicative predicted piling noise levels at the NSR locations associated with Work No. 7 construction is presented in **Table A10-9**. The indicative predicted noise levels include 5 dB to 10 dB attenuation (based on guidance in BS 5228 Table B.1) due to the standard mitigation as detailed in Section 7.8 of **Chapter 7: Noise and Vibration** of the **ES [APP-049]** and secured through the **Outline CEMP [TR030008/APP/6.5(5)]**. The magnitude of impact and significance of effects in brackets are for Saturday afternoons (13:00 -19:00).

Table A10-9: Predicted worst-case piling construction noise levels

Receptor	Predicted construction noise level $L_{Aeq,T}$ dB (free-field)	Magnitude of Impact	Significance of Effect
NSR 1	67-72	Very Low-Low (Medium-High)	Negligible-Minor Adverse (Moderate-Major Adverse)
NSR 2	66-71	Very Low-Low (Medium-High)	Negligible-Minor Adverse (Moderate-Major Adverse)
NSR 3	48-53	Very Low (Very Low-Low)	Negligible Adverse (Negligible-Minor Adverse)
NSR 4	45-50	Very Low (Very Low)	Negligible Adverse (Negligible Adverse)

Based on the above results and using professional judgment, the use of driven piling in Work No. 7 would have the potential for temporary very low to low adverse impacts when the piling activity is undertaken at the closest location to the nearest NSRs on Queens

[3] As defined in Table A10-3, weekends are considered to be 13:00-23:00 Saturdays, 07:00-23:00 Sundays

Road (NSR1 and NSR2) during the weekday (07:00-19:00) and Saturday mornings (07:00-13:00). Based on the sensitivity of the NSRs (high) as shown in **Table A10-7**, this could result in up to **minor adverse** effects which are **not significant.**

For piling activities undertaken on Saturday afternoons (between 13:00 and 19:00) there is the potential for temporary medium to high adverse impacts at NSRs 1 and 2 when the piling is undertaken at the closest locations within Work No.7. Based on the sensitivity of the NSRs (high) as shown in **Table A10-7**, and, in the absence of additional mitigation, this could result in up to **moderate/major adverse** effects which are **significant.**

This demonstrates that, if driven piling was to be used at certain locations within Work No. 7 on Saturday afternoons whilst residential properties on Queens Road remained in occupation, additional mitigation would be required (as described below). No additional mitigation would be required for the use of driven piling during the weekday and on Saturday mornings, or in parts of Work No. 7 more distant from NSR1 and NSR2.

At the NSR3 and NSR4 on the eastern edge of Immingham, for example around Spring Street, Waterworks Road, Chestnut Avenue, Talbot Road Worsley Road, and Somerton Road, due to the much greater separation distance of between 450 – 700 m from the piling activities, predicted worst-case daytime construction noise levels would result in short-term temporary very low adverse impacts. Based on the sensitivity of the NSRs (high) as shown in Table A10-7, this could result in **negligible effects** which are **not significant**. This confirms therefore that only NSR1 and NSR2 need to be considered in designing the final piling methodology.

Piling Vibration

The level of vibration experienced at the nearest receptors will be dependent upon a number of factors, including distance between the piling location and receptors, ground conditions, the nature and method of works required close to receptors and the specific activities being undertaken at any given time.

Construction works requiring driven piling can be associated with potentially significant levels of vibration.

Due to large distances (minimum of 450 m) between residential receptors (represented by NSRs 3 and 4) on the east edge of Immingham Work No.7, vibration effects on both humans and buildings would be negligible. Accordingly, only NSR1 and NSR2 need to be considered further.

To provide an initial assessment of likely vibration impacts on the nearest receptors (represented by NSR 1 and 2) empirical formulae derived by Hiller and Crabb (2000) has been used to predict a resulting PPV based on various piling parameters. The equations are summarised in Table E.1 in BS 5228 Part 2 and the relevant ones shown below.

The equation used to predict PPV for driven/percussive piling is:

$$v_{res} \leq k_p \left[\frac{\sqrt{W}}{r^{1.3}}\right]$$

where:

- k_p is the scaling factor which is dependent on ground conditions. A value of 3 has been used (pile toe to be driven through: very stiff cohesive soils,

dense granular soils, fill containing obstructions which are large relative to pile cross section).

- W is the nominal hammer energy. 110,000 J have been used for this assessment (based on CX110 piling rig).
- r is the slope distance from the pile toe in metres. The closest horizontal distance to the piling area on the West Site is approximately 40 m from NSR 1 and 35m from NSR 2. The depth to the pile toe is 30 m.

The resultant predicted range of PPV for driven piling (when driven from ground level to full depth) is shown in **Table A10-10** below together with the resultant magnitude of impact based upon **Table A10-4** for residential annoyance and **Table A10-6** for building damage.

Table A10-10: Resultant PPV for percussive piling

Receptor	Percussive Piling (110,000 J)		
	Predicted PPV Levels mm/s	**Magnitude of impact for residential annoyance**	**Magnitude of impact for building damage**
NSR 1	6.2 - 8.2	Medium	Very Low
NSR 2	6.9 - 9.8	Medium	Very Low

This initial vibration assessment shows the predicted PPV levels for driven/percussive piling using a piling rig with 110,000 J hammer energy are likely to result in a low magnitude of impact (based on **Table A10-6**) for building damage, which will result in a **negligible adverse** effect (**not significant**). The magnitude of impact for residential annoyance (based on **Table A10-4**) is predicted to be medium adverse, which will result in a **moderate adverse** effect (**significant**, and above the SOAEL).

The guidance in BS 5228-2 states *'it is likely that vibration* [between 1.0 to < 10 mm/s] *in residential environments will cause complaint but can be tolerated if prior warning and explanation has been given to residents'*. Nevertheless, measures which will minimise piling vibration impacts at residential receptors on Queens Road and ensure that the effects are not significant are considered in the Mitigation Measures section below.

Mitigation Measures

Construction noise

It has been assumed that an acoustic shroud will be used on driven piling rigs as part of the embedded mitigation. The use of an acoustic shroud is included in the proposed updated **outline CEMP [TR030008/APP/6.5(5)].**

The negligible to minor adverse noise effects predicted at all NSRs during weekdays (07:00 - 19:00) and Saturday mornings (07:00 - 13:00) during driven piling works are considered not significant. Therefore, no additional specific mitigation would be required to address the use of driven piling beyond the use of best practice measures as set out in the **outline CEMP [TR030008/APP/6.5(5)]** (and updated as necessary in the final CEMP based upon the appointed contractors working methods and programme).

To avoid the potential for moderate/major adverse effects (which would be considered significant) which could occur *if* driven piling works were to be undertaken on Saturday afternoons (between 13:00 - 19:00), it is proposed that driven piling in Work No.7 is restricted to normal working hours during Monday-Friday and Saturday morning only. The proposed updated **outline CEMP [TR030008/APP/6.5(5)]** secures this mitigation. However, this mitigation would only be required if NSR1 and/or NSR2 remain in residential use at the relevant time.

Construction Vibration

In order to avoid the predicted moderate adverse (significant) piling vibration effects at residential receptors along Queens Road if driven piling were to be used in Work No. 7, a number of measures could be employed (the final measures would be detailed in the final CEMP following confirmation by the appointed contractor), in order to achieve vibration levels below 1.0 mm/s. This level of vibration is classified as a minor adverse effect which is not significant. A vibration limit of 0.9 mm/s at residential NSRs on Queens Road is defined within the proposed updated **Outline CEMP [TR030008/APP/6.5(5)]**, in the case that any properties on Queens Road are still in residential use and still occupied when driven piling is proposed.

In certain ground conditions and at certain piling distances across the site, a single mitigation measure will be adequate, and in others a combination of measures may be required. Potential mitigation measures to achieve the vibration limit are as follows (and are set out in the proposed updated **Outline CEMP [TR030008/APP/6.5(5)]**:

- **Use of a driven piling exclusion zone**: assuming that a driven piling rig with the assessed nominal hammer energy of 110,000 J is required for the works, driven piling would be excluded at distances of less than 215 m from relevant residential receptors on Queens Road (in residential use).
- **Use of a driven piling rig with a lower nominal hammer energy value**: using the same ground condition assumption as stated above, a piling rig with a low hammer energy value of 1500 J could allow driven piling to occur beyond a distance of approximately 45 m from the residential receptors.
- **Use of low vibration CFA/rotary bored/cast in-situ piling methods**: this method will be used in closer proximity to the residential receptors, if the above mitigation options preclude the use of driven piling (i.e. the vibration limit cannot otherwise be achieved).

Once the proposed piling requirements are confirmed by the appointed contractor, the vibration predictions will be updated to confirm that the vibration limit can be achieved and to confirm any need for vibration monitoring, especially during driven piling works at their closest locations to the residential receptors.

If the residential properties along Queens Road cease to be occupied prior to the driven piling works commencing, the potential for significant adverse effects will be removed and the above mitigation will not be required. In any event, the Queens Road residents will be notified in advance of the piling works, and where possible any driven piling in close proximity would be arranged to take place when the residents are not occupying the property.

Conclusions

This additional construction piling noise and vibration information has been prepared to assess the potential use of driven piling, in place of or alongside the already proposed CFA piling. The mitigation contained in the proposed updated Outline CEMP [TR030008/APP/6.5(5)] submitted as part of the Proposed Further Change Application reflects the information set out below. The final mitigation would be contained in the final CEMP secured through **Requirement 6 of Schedule 2 (Requirements) of the Draft DCO [TR030008/APP/2.1(6)].**

The driven piling noise predictions have assumed that an acoustic shroud is fitted to the piling rig to reduce noise levels at nearby NSRs. The use of an acoustic shroud on the driven piling rigs is included as part of the mitigation measures required to reduce noise where necessary for works within Work No. 7, in the proposed updated outline CEMP.

The additional noise information demonstrates the *potential* for moderate/major adverse effects (significant) at NSRs 1 and 2 if driven piling is undertaken on Saturday afternoons (between 13:00 - 19:00) in Work No.7, compared to the residual effects in **Chapter 7: Noise and Vibration** of the **ES** [**APP-049**], which concluded that there was the potential for minor adverse effects (not significant) with additional specific mitigation measures in place. Therefore, driven piling activities will not be undertaken on a Saturday afternoon in Work No.7 to avoid the potential for significant adverse effects at this time. This is set out in the proposed updated **Outline CEMP [TR030008/APP/6.5(5)]**.

Driven piling undertaken during all other normal weekday daytime hours (07:00 - 19:00) and Saturday mornings (07:00-13:00) is predicted to result in **up to minor adverse** effects **(not significant)** at NSRs.

The additional vibration information demonstrates the *potential* for moderate adverse effects (significant), if unmitigated, at NSRs 1 and 2 in relation to residential annoyance. A range of potential mitigation measures have been considered including use of a driven piling exclusion zone, driven piling rigs with a lower hammer energy value, or in any case use of a preferred low vibration CFA/rotary bored/cast in-situ method to achieve a vibration limit of 0.9 mm/s which is proposed to be secured as set out in the proposed updated **Outline CEMP [TR030008/APP/6.5(5)]]**.

Once the construction contractor is appointed and the proposed piling requirements are confirmed, the vibration predictions will be updated to confirm the mitigation options required to ensure the vibration limit is not exceeded. Any residents remaining on Queens Road at the time of the piling works will be notified in advance, and practical arrangements for minimising disruption will be agreed.

The above combination of measures, once confirmed, would ensure that vibration effects during piling remain **minor adverse (not significant)** at NSRs.

The level of vibration from the driven piling activities is likely to result in a low magnitude of impact for building damage, which will result in a **negligible adverse** effect **(not significant)**.

The additional mitigation measures proposed relate to driven piling activities taking place in Work No.7. No additional mitigation measures other than the standard measures already stated in the **outline CEMP** [**TR030008/APP/6.5(5**)] are required for Work Nos. 3

and 5 due to the large distance to the nearest residential NSRs assessed on Queens Road.

Accordingly, this additional information demonstrates that, in the event that any residential properties remain in occupation for residential purposes on Queens Road, adequate mitigation can be put in place to allow driven piling to take place across of Work No. 7 without likely significant effects arising at these receptors. It remains the case that the appropriate mitigation will be agreed with the local planning authority through submission and approval of the final CEMP under a requirement of the DCO.

The potential effects of driven piling on NSRs 3 and 4 are unchanged from those predicted in **Chapter 7: Noise and Vibration** of the **ES** [**APP-049**].

Appendix 11: Summary of Residual Effects scoped in for Proposed Change 9

This Appendix summarises the appraisal of the Proposed Further Changes against the environmental assessments undertaken in the DCO application as set out in the ES to determine whether the Proposed Further Changes would result in any new or different likely significant effects, in relation to those environmental topics that were screened in for further consideration following the screening appraisal set out in **Appendices 5, 6, 7 and 8**. This Appendix confirms that the Proposed Further Changes would not result in any new or different likely significant environmental effects from those identified in the ES submitted as part of the DCO Application, including taking into account the Proposed Changes accepted into the Examination on 14 May 2024 by the ExA's procedural decision.

As explained in this Report, no environmental topics from the ES chapters were screened in regarding Proposed Changes 5(a), 5(b) and 5(c) and 7 following the screening appraisal (**Appendix 5 and 6**), and as such have not been addressed in this Appendix. Proposed Change 6 has not been addressed in this Appendix as it involves a change in the status of a small area of Work No. 7 so that it no longer forms part of the public highway and there are no changes to the works proposed as part of the Project and assessed within the ES and **Proposed Change Application Report** [REP3-079].

Proposed Change 8 is a proposed change to the ground protection methodology in Work No. 9 for which no environmental topics have been screened in within the screening appraisal (**Appendix 7)** as there is no potential for any new or different likely significant effects.

Proposed Change 9 proposes an update to the piling methodology in Work No. 3, 5, and 7 to potentially include driven piling. Only Proposed Change 9 has environmental topics screened in and the residual effects for those topics are summarised below for the construction phase only (Proposed Change 9 relates to construction only).

It is also concluded from the assessment that there no new or different likely significant effects which would arise from all of the Proposed Further Changes in aggregate, to the Project, beyond those reported in any of the Chapters to the ES and taking account of the changes already accepted into Examination.

Proposed Change 9: Work No. 3, 5 and 7 Terrestrial Piling Methodology

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to residual effect significance
Noise and Vibration – Table 7-29, ES Chapter 7: Noise and Vibration [APP-049]					
Construction Phase					
Residential Noise Sensitive Receptors on Queens Road (NSR 1 and NSR 2) – Construction Noise – Landside works (Table 7-11, **[APP-049]**.	Potentially up to moderate adverse (significant) (daytime) Potentially up to major adverse (significant) (Saturday afternoons)	Standard impact avoidance construction noise and vibration mitigation measures. Additional specific measures where possible (use of noise control equipment such as jackets on pneumatic drills, acoustic covers on compressors, shrouds on piling rigs and cranes), temporary acoustic barriers and screens.	Minor adverse (not significant)	The use of driven piling on Work Nos. 3 and 5 or, if the residential properties on Queens Road have ceased to be in residential use, Work No. 7, would not lead to likely significant environmental effects. Mitigation measures are proposed to be secured in the **Outline CEMP** [**TR030008/APP/6.5(5)**] (use of acoustic shroud on driven piling rigs and no driven piling on Saturday afternoons (13:00-19:00)) if any noise sensitive receptors on Queens Road remain in residential use for any driven piling proposed within Work No.7 which would ensure that there is no potential for new likely significant effects and as such the effects would remain minor adverse (not significant). Driven piling undertaken during all other normal weekday daytime hours (07:00 – 19:00) and Saturday mornings (07:00-13:00) is predicted to result in up to minor adverse effects (not significant) at NSRs.	No change
Residential NSRs on eastern edge of Immingham (NSR 3 and NSR 4) – Construction Noise – Landside works	Negligible adverse (not significant) (daytime) Potentially up to moderate adverse (significant) (Saturday afternoons)	Standard impact avoidance construction noise and vibration mitigation measures. Additional specific measures where possible during site clearance works on Saturday afternoon e.g. use of noise control equipment	Negligible-Minor adverse (not significant)	Due to the separation distance of between 450-700 m from driven piling activities and NSRs 3 and 4, the predicted worst case daytime construction noise levels would result in negligible effects which are not significant.	No change

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to residual effect significance
		such as jackets on pneumatic drills, acoustic covers on compressors, shrouds on and cranes, temporary acoustic barriers and screens.			
Residential NSRs on Queens Road (NSR 1 and NSR 2) – Construction vibration (landside works)	Minor Adverse (not significant)	Use of non-vibratory rollers	Minor adverse (not significant)	The use of driven piling on Work Nos. 3 and 5 or, if the residential properties on Queens Road have ceased to be in residential use, Work No. 7, would not lead to likely significant environmental effects. A range of potential mitigation measures are proposed to be secured in the **Outline CEMP** [**TR030008/APP/6.5(5)**] (if any noise sensitive receptors on Queens Road remain in residential use) for any driven piling works within Work No.7 which would ensure that there is no potential for new likely significant effects. The final mitigation measures would be detailed in the final CEMP following confirmation by the appointed contractor, in order to achieve vibration levels below 1.0 mm/s, which would be classified as resulting in a minor adverse (not significant) effect. A vibration limit of 0.9 mm/s at residential NSRs on Queens Road is therefore proposed to be included within the Outline CEMP which would be adhered to if any properties on Queens Road remained in residential use when driven piling was proposed in Work No. 7.	No change
Residential NSRs on adjacent to construction traffic routes – Construction Traffic	Negligible (not significant) (daytime)	Outline Construction Traffic Management Plan [**REP4-010**]	Negligible (not significant)	Proposed Change 9 would not have the potential to change the construction traffic flows considered in ES Chapter 7 Noise and Vibration **[APP 049].**	No change
Immingham Oil Terminal Jetty/ Pipeline – Construction/Piling Vibration (Marine Works)	Negligible (not significant)	N/A	Negligible (not significant)	Proposed Change 9 does not relate to work taking place within the marine environment and relates to a potential change in terrestrial piling methodology during construction only.	No change
Residential NSRs – Construction noise impacts from sea vessel movements	Negligible adverse (not significant)	N/A	Negligible adverse (not significant)	Proposed Change 9 does not relate to work taking place within the marine environment and relates to a potential change in terrestrial piling methodology during construction only.	No change
Human Health and Wellbeing – Tables 24-16, 24-17, 24-18, ES Chapter 24: Human Health and Wellbeing					
Construction phase					
Access to healthcare services and other social infrastructure					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to residual effect significance
Increased demand for healthcare (medium sensitivity/low magnitude)	Minor adverse (not significant)	None required	Minor adverse (not significant)	N/A – Proposed Change 9 would not impact demand for healthcare as it relates to a potential change in construction methodology.	No change
Increased traffic and severance reducing access to healthcare (medium sensitivity/very low magnitude)	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 9 would not further impact traffic and severance and consequently access to healthcare as it relates to a potential change in construction methodology.	No change
Disruption of access to other social infrastructure (low sensitivity/low magnitude)	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 9 would not further disrupt any access to other social infrastructure as it relates to a potential change in construction methodology only.	No change
Emissions of noise, dust, and vibration					
Reduction in air quality leading to adverse health outcomes (medium sensitivity/low magnitude)	Minor adverse (not significant)	None required	Minor adverse (not significant)	N/A. The proposed potential change in piling methodology would not alter any of the variables used to inform the Air Quality assessment in the ES and, therefore, the conclusions of the assessment would not change.	No change
Increase in noise and vibration leading to adverse health effects (low sensitivity/low magnitude)	Negligible (not significant)	None required	Negligible (not significant)	The use of driven piling on Work Nos. 3 and 5 or, if the residential properties on Queens Road have ceased to be in residential use, Work No. 7, would not lead to likely significant environmental effects. With mitigation measures secured through the proposed updated **Outline CEMP** [**TR030008/APP/6.5(5)**] in place (use of acoustic shroud on driven piling rigs and no driven piling on Saturday afternoons (13:00-19:00) within Work No.7), this would mitigate the potential for significant noise effects. Driven piling undertaken during all other normal weekday daytime hours (07:00 – 19:00) and Saturday mornings (07:00-13:00) is predicted to result in up to minor adverse effects (not significant) at NSRs. A range of potential mitigation measures are secured in the proposed updated **Outline CEMP** [**TR030008/APP/6.5(5)**] (for circumstances where any noise sensitive receptors on Queens Road remain in residential use) for any driven piling works within Work No.7 which would ensure that there is no potential for new or different likely significant effects arising from vibration. The final mitigation measures would be detailed in the final CEMP following confirmation by the appointed contractor, in order to achieve vibration levels below 1.0 mm/s, which would be classified as resulting in a minor adverse effect which would not be significant. A vibration limit of 0.9 mm/s	No change

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to residual effect significance
				at residential NSRs on Queens Road is therefore proposed to be included within the Outline CEMP which would be adhered to if any properties on Queens Road remained in residential use when driven piling was proposed in Work No. 7. Based on this, there will be no new or different likely significant effects on human health as a result of noise and vibration, beyond what was assessed in **ES Chapter 24: Human Health and Wellbeing** [APP-066].	
Air/noise emissions linked with traffic					
Reduction in air quality relating to increased traffic on the road network leading to adverse health effects (medium sensitivity/low magnitude)	Minor adverse (not significant)	None required	Minor adverse (not significant)	N/A – Proposed Change 9 would not further impact traffic, thus would not affect traffic related air quality effects	No change
Increases in noise relating to increased traffic on the road network leading to adverse health effects (low sensitivity/low magnitude)	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 9 would not further impact traffic, thus would not impact traffic related noise that can lead to adverse effects.	No change
Accessibility and active travel					
Disruption to access of ProW, open space and access to active travel (medium sensitivity/low magnitude)	Minor adverse (not significant)	None required	Minor adverse (not significant)	N/A – Proposed Change 9 would not further impact accessibility as it relates to a potential change in construction methodology only.	No change
Climate change					
Threats to local population health (medium sensitivity/very low magnitude)	Negligible (not significant)	None required	Negligible (not significant)	N/A – Proposed Change 9 does not have the potential to affect the Climate Change assessment presented in **Chapter 19: Climate Change** of the **ES** [APP-061] as it only relates to a potential change in piling methodology. Climate was screened out of further assessment for Proposed Change 9.	No change
Access to employment and training					
Access to employment and training (medium sensitivity/high magnitude)	Major beneficial (significant)	None required	Major beneficial (significant)	N/A – Proposed Change 9 would not affect access to employment and training beyond that assessed in the ES as it only relates to a potential change in construction methodology.	No change
Social cohesion					

Impact pathway	Impact significance in ES	Mitigation measures in ES	Residual impact in ES	Summary of potential change to effects	Changes to residual effect significance
Increased traffic or severance effects which could reduce access to community facilities and lead to social cohesion (medium sensitivity/low magnitude)	Minor adverse (not significant)	None required	Minor adverse (not significant)	N/A – Proposed Change 9 will not impact traffic beyond that assessed in the ES as it only relates to a potential change in construction methodology.	No change

Appendix 12: Full Schedule of the Proposed Further Change Application Documents and Plans

The table below shows a full list of the documents and plans which are submitted in support of the Proposed Further Change Application.

For the avoidance of doubt, any application document which is not listed in the table below has not been changed by virtue of the Proposed Further Change Application.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/1.3	6	REP4-002	Guide to the Application (Clean)	Changes to identify documentation that has been submitted as part of the Proposed Further Change Application. It has also been updated with Deadline 4 examination library numbers and links.
TR030008/APP/1.3	6	REP4-003	Guide to the Application (Tracked)	
TR030008/APP/2.1	6	REP4-004	Draft Development Consent Order (Clean)	Proposed Change 5(c): • Amendment to fourth row of Schedule 5, Part 1 (Permanent Alteration of Layout) to refer to two speed limit changes on Laporte Road between points D and BC and BC and E on the street works and accesses plan • Amendment to first row of Schedule 10, Part 1 (Permanent Speed Limits) to revise the relevant points and distance for the 30mph speed limit along Laporte Road; • Insertion of new row in Schedule 10 Part 1 (Permanent Speed Limits) to include the
TR030008/APP/2.1	6	REP4-005	Draft Development Consent Order (Tracked)	

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
				relevant points and distance for the 40mph speed limit along Laporte Road Proposed Change 6: • new row included in Schedule 6 (Permanent Stopping Up of Highways) for additional area of stopping up along Kings Road adjacent to Work No. 7.
TR030008/APP/2.2	6	**REP4-006**	Explanatory Memorandum (Clean)	Proposed Change 5(c) – Updated at Paragraph 11.24 (relating to powers set out in Schedule 10) to reflect the proposed amendments to the speed limit changes along Laporte Road.
TR030008/APP/2.2	6	**REP4-007**	Explanatory Memorandum (Tracked)	
TR030008/APP/3.1	3	**REP3-009**	Book of Reference (Clean)	Proposed Change 5(b) – Reduction in the area of plots 4/7, 4/16 and 4/19 comprising land over which the power to compulsorily acquire land is sought (and falls within Work No. 3 resulting in a consequential reduction in Work No. 3 extent). Corresponding increase in the area of plots 4/8, 4/17 and 4/23
TR030008/APP/3.1	3	**REP3-010**	Book of Reference (Tracked)	

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
				comprising highway land over which powers to acquire permanent rights over or under land are sought. Proposed Change 6 - Inclusion of land interests in respect of new plot 7/24 (formerly part of plot 7/13) comprising land over which powers to suspend or interfere with private easements or rights are sought. Reduction in the area of plot 7/13 to reflect the creation of new plot 7/24. Increase in the area of plot 7/12 comprising highway land over which powers to acquire permanent rights over or under land are sought due to revision of highways extent. Proposed Change 7 - Reduction in the area of plots 4/28 and 4/32 comprising land over which temporary possession powers are sought during construction due to the reduction in Work No. 9 area.
TR030008/EXAM/9.66	1	REP3-076	Schedule of Changes to the Book of Reference	As above, changes to the Book of Reference set out with rationale.
TR030008/APP/4.1	3	**REP3-011**	Location Plan	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 7 have been updated to reflect the minor changes to the Order limits. Inset 1 has also been

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
				included to show the additional land within the Order limits proposed by Proposed Change 5(c).
TR030008/APP/4.2	4	REP3-012	Works Plans	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 7 have been updated to reflect the minor changes to the Order limits. Inset 1 has also been included to show the full extent of the changes to the Order limits proposed by Proposed Change 5(c). Proposed Change 5(b) – The Key Plan and Sheets 4 and 5 of 7 have been updated to show the reduction in Work No. 3 proposed as a result of Proposed Change 5(b). Proposed Change 6 – The Key Plan and Sheets 6 and 7 of 7 have been updated to show the reduction in Work No.7 proposed as a result of Proposed Change 6.
TR030008/APP/4.3	3	REP3-013	Illustrative Layouts	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 7 have been updated to reflect the minor changes to the Order limits. Inset 1 has also been included to show the additional land within the Order limits proposed by Proposed Change 5(c). Proposed Change 5(b) – the Key Plan and Sheets 4 and 5 of 7 have been updated to show the reduction

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
				in Work No. 3 proposed as a result of Proposed Change 5(b) Proposed Change 6 – the Key Plan and Sheets 6 and 7 of 7 have been updated to show the reduction in Work No.7 proposed as a result of Proposed Change 6.
TR030008/APP/4.4	3	REP3-014	Illustrative Sections and Elevations	Proposed Changes 5(c) and 7 – The location context plans in the drawing layout of 'Terminal' Sheets 1 to 4 of 4 have been updated to reflect the minor changes to the Order limits. Proposed Change 5(b) - The location context plans in the drawing layout of the 'East Plot - Hydrogen Storage' Sheet has been updated to reflect the changes to the boundary of the East Site. Proposed Change 6 - The location context plans in the drawing layout of the 'West Plot' Sheet has been updated to reflect the changes to the boundary of the West Site.
TR030008/APP/4.5	3	REP3-015	Land Plans	Proposed Change 5(b) – Reduction in the area of plots 4/7, 4/16 and 4/19 comprising land over which the power to compulsorily acquire land is sought resulting in a reduction of Work No. 3. Corresponding

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
				increase in the area of plots 4/8, 4/17 and 4/23 (highway land) on Sheet 4 over which powers to acquire permanent rights over or under land are sought. Proposed Change 5(c) – Extension of the Order limits and the inclusion of a new area required for traffic measures and associated minor works on Sheet 4 and newly added Inset Sheet 4A, over which no compulsory acquisition powers sought. Proposed Change 6 – Inclusion of new plot 7/24 on Sheet 7 comprising land over which powers to suspend or interfere with private easements or rights are sought (formerly part of plot 7/13). Reduction in the area of plot 7/13 on Sheet 7. Reduction in the area of plot 7/12 on Sheet 7 comprising land over which powers to acquire permanent rights over or under land are sought. Proposed Change 7 - Reduction in the Order limits and the area of plots 4/28 and 4/32 on Sheet 4 comprising land over which temporary possession powers are sought during construction due to the reduction in Work No. 9 area.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/4.6	3	REP3-016	Street Works and Accesses Plan	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 7 have been updated to reflect the minor change to the Order limits. Inset 1 has also been included to show the additional land within the Order limits proposed by Proposed Change 5(c). Proposed Change 5(c) – The Key Plan, Sheets 4 and 5 of 7 and Inset 1 have been updated to consider the changes to the 30mph and 40mph speed limits. Proposed Change 5(a) – Sheet 6 of 7 has been updated to included the revised polygons for Accesses AB and AC.
TR030008/APP/4.7	3	REP3-017	Stopping Up and Restriction of Use of Streets and Public Rights of Way Plan	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 7 have been updated to reflect the minor change to the Order limits. Inset 1 has also been included to show the additional land within the Order limits proposed by Proposed Change 5(c). Proposed Change 5(b) – The Key Plan and Sheets 4 and 5 of 7 have been updated to reflect the changes to permanent stopping up on Laporte Road and its junction with Queens Road.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
				Proposed Change 6 – The Key Plan and Sheets 6 and 7 of 7 have been to reflect the changes to permanent stopping up on Kings Road. Proposed Change 5(a) – Sheet 6 of 7 has been updated to included the revised polygons for Accesses AB and AC.
TR030008/APP/4.8	4	REP3-018	Traffic Regulations Measures Plan	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 8 have been updated to reflect the minor change to the Order limits. Inset 1 has also been included to show the additional land within the Order limits proposed by Proposed Change 5(c). Proposed Change 5(c) – The Key Plan, Sheets 4 and 5 of 8 and Inset 1 have been updated to consider the changes to the 30mph and 40mph speed limits. Proposed Change 6 – The Key Plan and Sheets 6 and 7 of 8 have been to reflect the changes to permanent stopping up on Kings Road.
TR030008/APP/4.9	4	REP3-019	Plan of Potentially Affected Hedgerows and Trees Subject to Preservation Orders	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 1 of 3 have been updated to reflect the minor change to the Order limits. Proposed Change 5(b) – Sheet 1 of 3 has been updated to show the reduction in Work No. 3

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
				introduced as a result of Proposed Change 3.Proposed Change 6 – Sheet 3 of 3 has been updated to show the reduction in Work No.7 introduced as a result of Proposed Change 6.
TR030008/APP/4.10	3	REP3-020	Statutory and Non-statutory Nature Conservation Plans	Proposed Changes 5(c) and 7 – The reference to Figure 13.6: Designations has been updated to refer to the plan that has been amended to reflect the minor change to the Order limits. Other updates to document references throughout.
TR030008/APP/4.11	1	APP-021	Historic Environment Plans	Proposed Changes 5(c) and 7 – The reference to Figures 14.1 and 14.2 have been updated to refer to the plan that has been amended to reflect the minor change to the Order limits. Other updates to document references throughout.
TR030008/APP/6.2	3	REP3-022	Environmental Statement - Chapter 2: The Project (Clean)	Proposed Change 8 – Paragraphs 2.5.15, 2.5.17 and 2.5.19 have been updated to reflect the updated ground protection methodology within Work No. 9.
TR030008/APP/6.2	3	REP3-023	Environmental Statement - Chapter	

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
			2: The Project (Tracked)	
TR030008/APP/6.2	2	APP-068	Environmental Statement - Chapter 26: Summary of Likely Significant Effects (Clean)	Proposed Change 9 – Adjustments have been made to Table 26-1 to include reference to new mitigation identified as part of the additional information considering the potential use of driven piles within Work No. 7. Proposed Change 9 – An additional row has been added to Table 26-1 to identify the construction vibration effects associated with Proposed Change 9.
TR030008/APP/6.2	2	APP-068	Environmental Statement - Chapter 26: Summary of Likely Significant Effects (Tracked)	
TR030008/APP/6.3	3	REP3-082	Figure 1.1 Site Location Plan	Proposed Changes 5(c) and 7– Figure updated to reflect the minor change to the Order limits.
TR030008/APP/6.3	3	REP3-083	Figure 2.1 Site and Surrounding Environment Key Plan	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 7 have been updated to reflect the minor change to the Order limits. Inset 4A has also been included to show the full extent of the changes to the Order limits introduced by Proposed Change 5(c).
TR030008/APP/6.3	3	REP3-084	Figure 2.2 Site Boundary and	Proposed Changes 5(c) and 7– Figure updated to reflect the minor change to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
			Administrative Context	
TR030008/APP/6.3	3	REP3-085	Figure 2.3 Work Areas	Proposed Changes 5(c) and 7– Figure updated to reflect the minor change to the Order limits. Proposed Change 5(b) - Figure updated to show the reduction in Work No. 3 proposed as a result of Proposed Change 5(b) Proposed Change 6 - Figure updated to show the reduction in Work No.7 proposed as a result of Proposed Change 6. Proposed Change 7 - Figure updated to show the reduction in Work No.9 proposed as a result of Proposed Change 7.
TR030008/APP/6.3	3	REP3-086	Figure 2.4 Site Boundary Changes between EIA Scoping Report (August 2022) and the Change Application (May 2024)	Proposed Changes 5(c) and 7 – The Key Plan and Sheet 4 of 7 have been updated to reflect the minor change to the Order limits. Inset 4A has also been included to show the full extent of the changes to the Order limits introduced by Proposed Change 5(c). The title of this Figure has been updated to confirm the plan also considered changes from EIA Scoping Report to the Further Change Application.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.3	3	REP3-087	Figure 2.5 Illustrative Project Layout	Proposed Changes 5(c) and 7– Figure updated to reflect the minor change to the Order limits. Proposed Change 5(b) - Figure updated to show the reduction in Work No. 3 proposed as a result of Proposed Change 5(b) Proposed Change 6 - Figure updated to show the reduction in Work No.7 proposed as a result of Proposed Change 6. Proposed Change 7 - Figure updated to show the reduction in Work No.9 proposed as a result of Proposed Change 7.
TR030008/APP/6.3	2	APP-075	Figure 2.6 Indicative Project Phasing Plan	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-078	Figure 6.1 Air Quality Study Area	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-079	Figure 6.2 Construction Phase Air Quality Assessment	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.3	2	APP-080	Figure 6.3A1 Operational Phase Air Quality Assessment concentration and Deposition Rates (MARPOL Tier III)	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2		Figure 6.3A2	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order Limits.
TR030008/APP/6.3	2	APP-082	Figure 6.3B1 Operational Phase Air Quality Assessment Concentrations and Deposition Rates (MARPOL Tier II)	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2		Figure 6.3B2	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order Limits.
TR030008/APP/6.3	2	APP-086	Figure 9.2 Internationally and Nationally	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
			Designated Conservation Sites	
TR030008/APP/6.3	2	APP-087	Figure 9.3 Spawning and nursery grounds of commercial fish species	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-088	Figure 9.4 TrAC fish monitoring stations in the vicinity of the Project	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-092	Figure 10.1 Monitoring locations of coastal water-bird surveys in the vicinity of the Project	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-093	Figure 10.2 - Humber Estuary Nature Conservation Designations	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-094	Figure 10.3 The 5-year mean peak number of birds in	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
			Sector C during different months	
TR030008/APP/6.3	2	APP-095	Figure 10.4 The broad distribution of coastal water-birds in Sector C	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-096	Figure 10.5 Predicted noise levels during marine piling	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-098	Figure 11.1 Site Location Plan	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-099	Figure 11.2 Local Highway Network Plan	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-100	Figure 11.3 Public Rights of Way (PRoW) Network	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-101	Figure 11.4 Traffic Accident Locations	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.3	2	APP-102	Figure 11.5 HGV Routeing to Site	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-088	Figure 13.1 Project Location and Study Area	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-089	Figure 13.2 Zone of Theoretical Visibility - Bare Earth	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-090	Figure 13.3 Zone of Theoretical Visibility - Visual Screening	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-091	Figure 13.4 Landscape Character Areas – National and Regional	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-092	Figure 13.5 Landscape Character Areas – Local	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.3	3	REP3-093	Figure 13.6 Designations	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-094	Figure 13.7 Viewpoint Locations	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-118	Figure 14.1 Location of Designated Assets	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-119	Figure 14.2 Non-Designated Heritage Assets	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order Limits.
TR030008/APP/6.3	2	APP-120	Figure 14.3 - Historic Landscape Character	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-121	Figure 15.1 Site Location and Study Area	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-122	Figure 15.2 Palaeogeographic features of	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
			archaeological potential	
TR030008/APP/6.3	2	APP-123	Figure 15.3 Palaeogeographic feature data example – 7502	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-124	Figure 15.4 Seabed features of archaeological potential	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-143	Figure 17.1 Water Framework Directive (WFD) water bodies	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-144	Figure 17.2 Water Framework Directive (WFD) protected areas	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-145	Figure 17.3 Water sampling location	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.3	2	APP-146	Figure 18.1 Site Location Plan	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-147	Figure 18.2 Environment Agency Flood Map for Planning	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-148	Figure 18.3 Environment Agency Surface Water Flooding	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-149	Figure 18.4 Water Framework Directive Waterbodies within the Zone of Influence	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-150	Figure 18.5 WFD Baseline Screening Sampling Locations	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-095	Figure 21.1 Superficial Geology and Artificial Ground	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.3	3	REP3-096	Figure 21.2 Bedrock Geology	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-097	Figure 21.3 Groundwater Features	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	1	APP-155	21.5 - East Site Constraints Plan	Proposed Change 5(b) – Figure updated to reflect updated boundary of the Eastern Site.
TR030008/APP/6.3	3	REP3-098	Figure 21.6 Source Protection Zones	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-099	Figure 21.7 Agricultural Land Classification	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-100	Figure 23.1 Socio-Economic Receptors within the Site Boundary	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-101	Figure 23.2 Socio-Economic Receptors within 500m of the Site Boundary	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.3	3	REP3-102	Figure 23.3 Socio-Economic Receptors within 5km of the Site Boundary (Primary Healthcare)	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	3	REP3-103	Figure 23.4 Lower Super Output Areas - North East Lincolnshire 001A & North East Lincolnshire 007A	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-164	Figure 23.5 North East Lincolnshire Local Authority Area	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-165	Figure 25.1 Cumulative Assessment Long List	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.
TR030008/APP/6.3	2	APP-166	Figure 25.2 Cumulative Assessment Short List	Proposed Changes 5(c) and 7 – Figure updated to reflect the minor changes to the Order limits.

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/6.4	3	**REP3-024**	Environmental Statement Appendices - Appendix 18.A: Flood Risk Assessment (Clean)	Proposed Change 5(c) and 7 – Plates 1, 2, 3 and 5 updated to reflect the minor change to the Order limits.
TR030008/APP/6.4	3	**REP3-025**	Environmental Statement Appendices - Appendix 18.A: Flood Risk Assessment (Tracked)	
TR030008/APP/6.5	5	REP4-008	Outline Construction Environmental Management Plan (Clean)	Proposed Change 8 – Updates to Table 11 to reflect the change in ground protection methodology. Proposed Change 9 – Updates to Table 4 to reflect the potential for driven piling and associated adjustments to the mitigation
TR030008/APP/6.5	5	REP4-009	Outline Construction Environmental Management Plan (Tracked)	

Application Document Reference	Revision	Most recent Examination Library Reference	Document Title	Changes to Document (including sheet number where relevant)
TR030008/APP/7.2	2	REP2-006	Schedule of Mitigation (Clean)	Proposed Change 9 – Updates to Table 2 to reflect the potential for driven piling and associated adjustments to the mitigation.
TR030008/APP/7.2	2	REP2-007	Schedule of Mitigation (Tracked)	
TR030008/APP/7.5	1	APP-237	Statutory Nuisances Statement	Proposed Change 9 – minor updates to reflect the use of driven piles.
TR030008/EXAM/10.9	N/A	N/A	Proposed Further Change Application Cover Letter	Addition of new documents associated with the Further Proposed Changes.
TR030008/EXAM/10.8	N/A	N/A	Proposed Further Change Application Report and Appendices (this Report)	Addition of new documents associated with the Further Proposed Changes.
TR030008/EXAM/10.7	N/A	N/A	Further Consultation Report Addendum	Addition of new documents associated with the Further Proposed Changes.