



## Meeting note

<b>Project name</b>	Immingham Green Energy Terminal
<b>File reference</b>	TR030008
<b>Status</b>	<b>Final</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	10 June 2022
<b>Meeting with</b>	Associated British Ports (ABP)
<b>Venue</b>	Microsoft Teams
<b>Meeting objectives</b>	Inception Meeting
<b>Circulation</b>	All attendees

### Summary of key points discussed, and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

The Inspectorate explained that the publication of the meeting note could be delayed up to six months, or until a formal scoping request had been submitted (if requested by an Applicant for commercial reasons).

### ***Details of Proposed Development***

Associated British Ports (ABP) (the 'Applicant') introduced its proposed development, a new liquid bulk terminal and processing facility within the eastern side of the Port of Immingham. The project comprises a new approach trestle, jetty and topside infrastructure which will be designed to service liquid bulk imports, such as green ammonia, with the potential to import and export other liquid bulks (for example CO<sub>2</sub>). It will also include land side processing infrastructure:

- Refrigerate ammonia storage
- Dissociators to produce green hydrogen from the ammonia
- Hydrogen Liquefiers to liquefy the hydrogen for temporary storage
- Loading bays to fill road tankers with hydrogen

The Applicant highlighted the schematic and supply chain of the overall project, which involves green hydrogen production. The production of the ammonia used to generate hydrogen will be powered by renewable energy. The Applicant explained that the project is connected to the production of green ammonia in NEOM, Saudi Arabia. The location of the proposed hydrogen facility is within an industrial setting and is remote from large, densely populated areas. The Applicant explained that they consider the jetty superstructure, topside infrastructure, and pipeline to storage elements comprise the Nationally Significant

Infrastructure Project (NSIP) of the proposed development, and they are of the view that the site areas for the transfer, storage and processing of ammonia comprise associated development. [Post meeting clarification: The Applicant considers that the jetty and topside infrastructure (including the associated pipework on the jetty) would comprise the NSIP (i.e. the principal development). The pipeline and site areas for the transfer, storage and processing of the ammonia would comprise associated development for the purpose of the PA2008.].

The Applicant stated that the project expands into four geographic zones:

- The Jetty is located within the Humber Estuary.
- The pipelines would run from the jetty to the ammonia storage tank. The dissociators will split the ammonia into hydrogen and nitrogen; they will be modularised.
- Once the hydrogen has been produced it would leave the dissociator and will be transferred to the West Site where it will be stored and loaded into HGVs for distribution to the end users of the hydrogen.

### ***Activities to date***

The Applicant stated that it had conducted initial engineering work for the project, defining the port terminal requirements and the early design.

The Applicant mentioned its sourcing and engagement with potential suppliers and consultants, such as engaging with DNV for Process Safety.

The Applicant explained the challenges with the transportation of large gas carriers to the country and the need to identify a site for processing facilities close to a jetty, hence why discussions are being held about potential locations within ABP land.

The Applicant noted it has commissioned early environmental work.

### ***Consenting/ Project Programme***

The Applicant explained why it believes the proposed development is classified as an NSIP. The Applicant explained the relationship between the proposed NSIP and the development which they consider to be Associated Development.

The Inspectorate requested a clearer explanation on the relationship between the NSIP and associated development aspects of the proposed development. The Inspectorate advised the developer to carefully consider, and to fully explain, why they believe the works described as Associated Development could be treated as such, including why they consider the non-jetty works to be subordinate to the jetty works. The Applicant explained that without the facility (associated development), there will be no ammonia storage and emphasised the importance of the manufacturing facility supporting the operation of the jetty and being in close proximity to it. The Inspectorate advised the developer to provide a written explanation following the meeting. [Post meeting note: this was provided on 17th June 2022].

The Applicant aims to submit an application for a Development Consent Order to the Planning Inspectorate by Q2 2023.

## ***Environmental Impact Assessment (EIA) Scoping and Environmental Surveys***

The Applicant stated that the project is at an early engineering design stage and is preparing for the project launch.

The Applicant highlighted its preparatory work on EIA scoping, which includes site surveys and data gathering.

The Applicant anticipates submitting a request for a Scoping Opinion by late July 2022 and identified that cumulative developments and clustering of projects in the Immingham area, matters relating to Control of Major Accident Hazards (COMAH) and changes in sediment concentration and water quality were likely to be key considerations. It was noted that there would be a small amount of dredging required in respect of the provision of the jetty.

The Applicant explained that there would be 20 environmental topics in the Scoping Report, which would be scoped at a high level of detail incorporating information from other areas (industrial land) to identify what the sensitivities are.

It was noted that ABP owns the principal development land, including the storage sites and the pipeline routes, and that pipeline development components would cross land owned by Network Rail, National Highways and others.

The Applicant noted the ecological sensitivities associated with working in the Immingham area and the implications for Habitats Regulations Assessment (HRA). The Inspectorate asked what stage the Applicant anticipated that the HRA would progress to. The Applicant anticipated Stage Two (Information to inform Appropriate Assessment) and did not anticipate the need for a derogation case for impacts on the designated sites.

The Inspectorate queried whether there is an overlap between the Proposed Development site and land required for the proposed Immingham Eastern Ro-Ro Terminal. The Applicant explained that it would check any potential overlaps in the area but did not consider that the schemes overlapped.

The Inspectorate asked if any waste would be generated by the proposed development. The Applicant stated that there will be no solid waste as the ammonia dissociates into hydrogen for use and nitrogen which is released back to atmosphere, so there would be no waste by-product.

## ***Stakeholder Engagement and Consultation***

The Applicant noted its positive stakeholder engagement. The Applicant explained that it had a good understanding of the local area and environment and has created established relationships with key stakeholders and statutory consultees.

The Applicant stated that the project launch is planned for Q3 2022, which involves introducing the project to stakeholders. Statutory consultation is expected to commence in Q4 2022. The feedback from the project launch and statutory consultation will be reviewed and fed back into project design and the EIA.

## ***Compulsory Acquisition and Crown Land***

The Applicant noted that they may apply for compulsory acquisition as part of the draft DCO, regarding a small number of properties occupying land adjacent to the proposed storage and processing facility. The aim is to reach a common ground with property owners prior to submission of the DCO application. If unsuccessful, compulsory acquisition powers will be sought to ensure the project can be delivered, but only as a last resort. The project will overlap with rail, highways and utilities and rights will be sought where necessary in the DCO to fulfil the constraints and features.

The Applicant stated that it is aiming to reach agreement with the Crown regarding its proposed seabed infrastructure (Jetty).

## ***Submission Date and Next Steps***

The Applicant stated its DCO application submission date to be at Q2 2023.

The Applicant explained that the initial commercial agreement for the first user of the project would be for approximately 30 years. The Inspectorate explained that projects with a life span should consider decommissioning within their applications.

## ***AOB***

The Applicant and the Inspectorate planned to schedule another meeting in July 2022.

## ***Specific decisions/ follow-up required?***

The following actions were agreed:

- The Applicant and the Inspectorate to schedule an upcoming meeting next month.
- The Applicant to consider a further explain their approach to associated development.