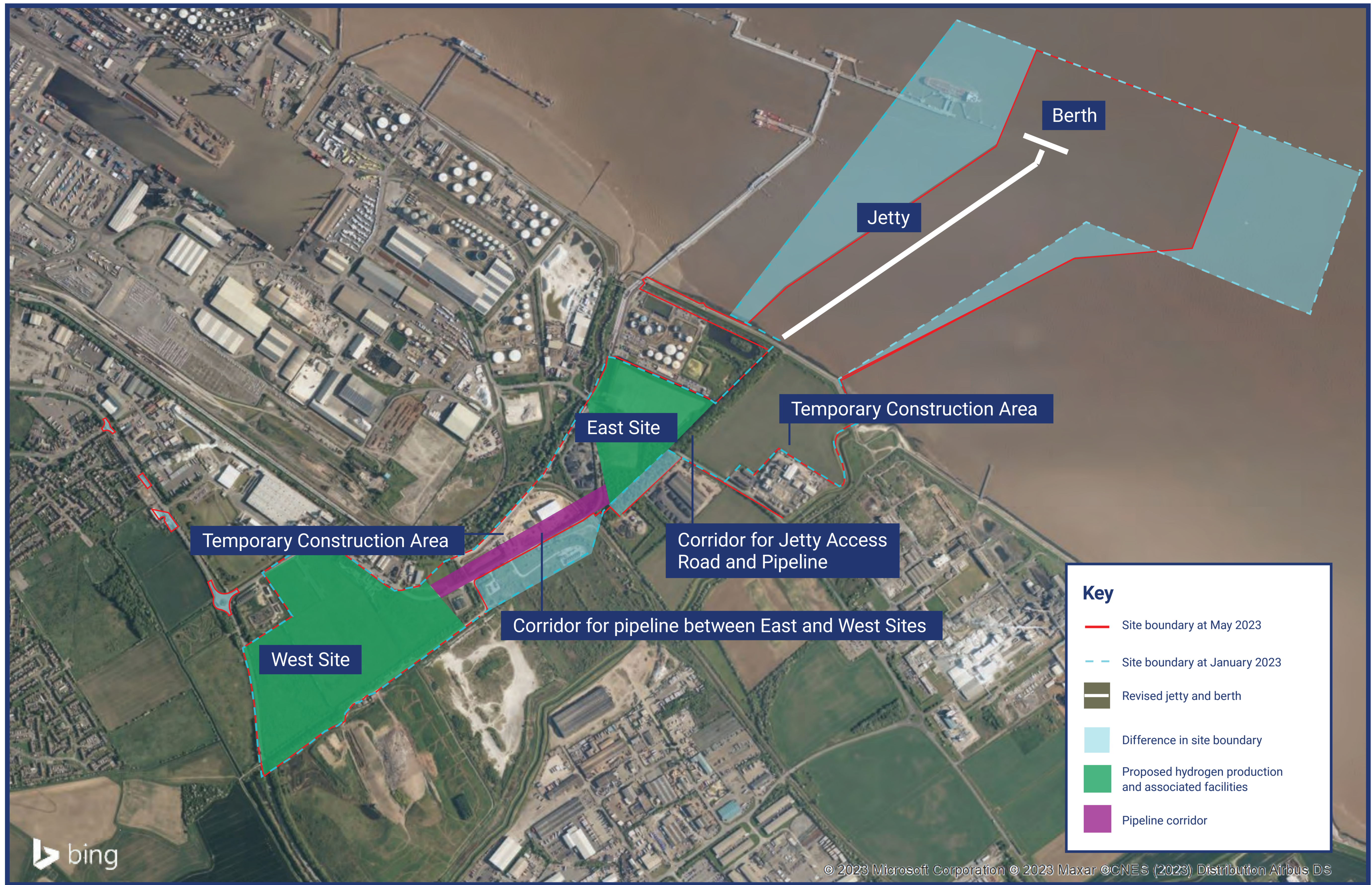


Welcome

Welcome to our second round of Statutory Consultation for the Immingham Green Energy Terminal (IGET) proposals.



Illustrative map showing proposed site boundary

Associated British Ports (ABP) and Air Products are proposing to develop a new liquid bulk terminal and associated green hydrogen production facility at the Port of Immingham.

IGET would contribute to the Humber 2030 Vision, where the Humber Energy Board is driving forward change in our local industries, decarbonising the Humber and delivering clean energy for the future. With a rich history of expertise in the energy industry, and a clear vision for the future, we are excited to be working in Immingham on this project.

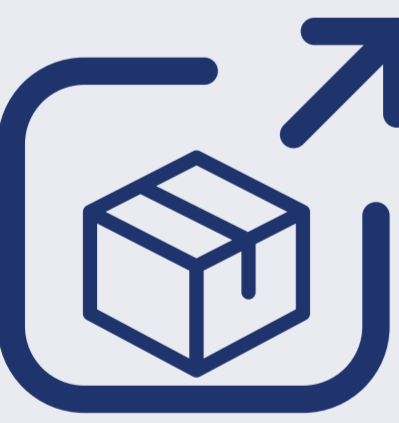
If successful, IGET would bring a range of benefits to the local community, including new jobs, training and apprenticeship opportunities, and make a key contribution to meeting the UK’s net zero ambitions.

Project objectives

The objectives of the Project are:



To provide essential port infrastructure, capacity and resilience to support the changing strategic needs of the energy sector to support decarbonisation within the Humber Industrial Cluster and the Humber Enterprise Zone.



To provide capacity to support import and export of a range of liquid bulk products including:

- (i) Ammonia (NH3) (to produce green hydrogen) to help decarbonise the United Kingdom’s (UK) industrial activities and in particular the heavy transport sector; and
- (ii) Carbon dioxide (CO2), to facilitate carbon capture and storage, both of which will assist transition towards net zero.



To deliver and operate new port infrastructure, and its first user’s hydrogen production facility, in a safe, efficient and sustainable manner by making effective use of available land, water, transport and utility connections, which exist in and around the Port of Immingham.



To minimise adverse impacts on the environment and safeguard the health, safety and amenity of local residents.



To enhance both the local and regional economy through direct investment in and around the Port of Immingham and by partnering with the supply chain, providing opportunities for training, upskilling, apprenticeships and local employment.

If successful, the proposals would also deliver:



Up to 1,400 new direct jobs in the North East Lincolnshire area including 750 operational jobs



Approximately another 1,600 jobs in the supply chain

About this consultation

This second round of Statutory Consultation follows on from our initial consultation in January and February earlier this year.

Thank you to all those who attended and provided feedback at the first round of Statutory Consultation. Since then, we have been developing the designs in response to the feedback received from the community and key stakeholders throughout the consultation period.

As a result, the designs have evolved, and there are several changes that we believe are important to highlight to the community before we submit an application for a Development Consent Order, or 'DCO' to the Secretary of State.

Today, you can:

- View these boards to **understand changes to the proposals** initially shared at our first Statutory Consultation in January and February 2023
- **Read our addendum to the Preliminary Environmental Information Report (PEIR)**, which provides more detail on the changes to the proposals
- **Provide feedback** on the changes to the proposals

Materials from our previous round of consultation are also available on request. Please speak to a member of our team if you would like to view a copy of these today.



These images show an artist’s impression of the proposed Immingham Green Energy Terminal, as at January 2023.

About us

The IGET proposals are being brought forward by Associated British Ports and Air Products.



Associated British Ports (ABP) is the owner and operator of the Port of Immingham. On the Humber, ABP owns and operates four ports, namely the Port of Immingham, and the ports of Hull, Grimsby and Goole, which together constitute the largest ports complex in the UK.

Of these, Immingham Port, located on the southern bank of the Humber Estuary, is the largest and busiest of ABP’s four Humber ports.

ABP is taking forward proposals to develop the IGET and will be submitting an application for a development consent order.



Air Products is the world’s largest hydrogen supplier, and develops, builds and operates some of the world’s largest industrial gas projects, employing over 20,000 staff in more than 50 countries worldwide, with over 750 production facilities.

Air Products has an established presence in the UK for over 60 years as an industrial gas provider, employing over 1,500 people.

Air Products has over 30 years’ experience operating in the Humber alone, with several sites that manufacture and distribute a range of products including facilities at Saltend, Hull and in Stallingborough, a short distance from the proposed Immingham site.

Air Products would be the first customer to use the new IGET facility once built if the planning is successful.

The planning process

The size and scale of our proposal for a new terminal means that IGET is defined as a Nationally Significant Infrastructure Project, or ‘NSIP’. NSIPs can include projects like building electricity lines, wind farms, transport infrastructure, or pipelines.

To get consent for an NSIP, we need to make an application for a Development Consent Order, or ‘DCO’. The application would be determined, and if granted, would include all the main consents required, comprising planning and other powers to deliver the project, including rights to enter and acquire land and rights to undertake works to public highways. The DCO for this project would be determined by the Secretary of State for Transport, but before a decision is made, we must complete the process shown below.



To learn about the process in more detail, please speak to a member of our team or visit the Planning Inspectorate website at infrastructure.planninginspectorate.gov.uk/application-process/the-process/



The Port of Immingham



ABP staff



Example of Air Products’ hydrogen fuelling station

Changes to the proposals

Since the first Statutory Consultation, we have reviewed feedback and continued developing the proposed designs.

As a result of this work, we have refined our proposals and made several modifications to the project. Although these are changes that we feel we need to share with you for feedback, the original objectives of the project and key benefits it would deliver if successful have not changed since the first Statutory Consultation.

This consultation focuses on the following eight changes for the proposed site:

- Amendments to the proposed site boundary
 - Marine design changes including jetty alignment and length; berth arrangement and associated requirements
 - Routing of the pipe-rack and Jetty Access Road in the Long Strip woodland
 - West Site illustrative layout, elevation and drainage
- Construction vehicle numbers increasing to deliver additional fill materials for the West Site
 - Permanent adjustment to speed limits on Laporte Road
 - Public Rights of Way diversion (Public Bridleway 36) and removal of informal access in two areas
 - Temporary removal of Kings Road street furniture and overhead line works.

The information below provides more detail about each of the proposed changes.



Changes to the proposed site boundary

The site boundary has changed in response to the design evolution of the project. The map below shows where the six most notable changes have been made and provides a key noting what each change entails.

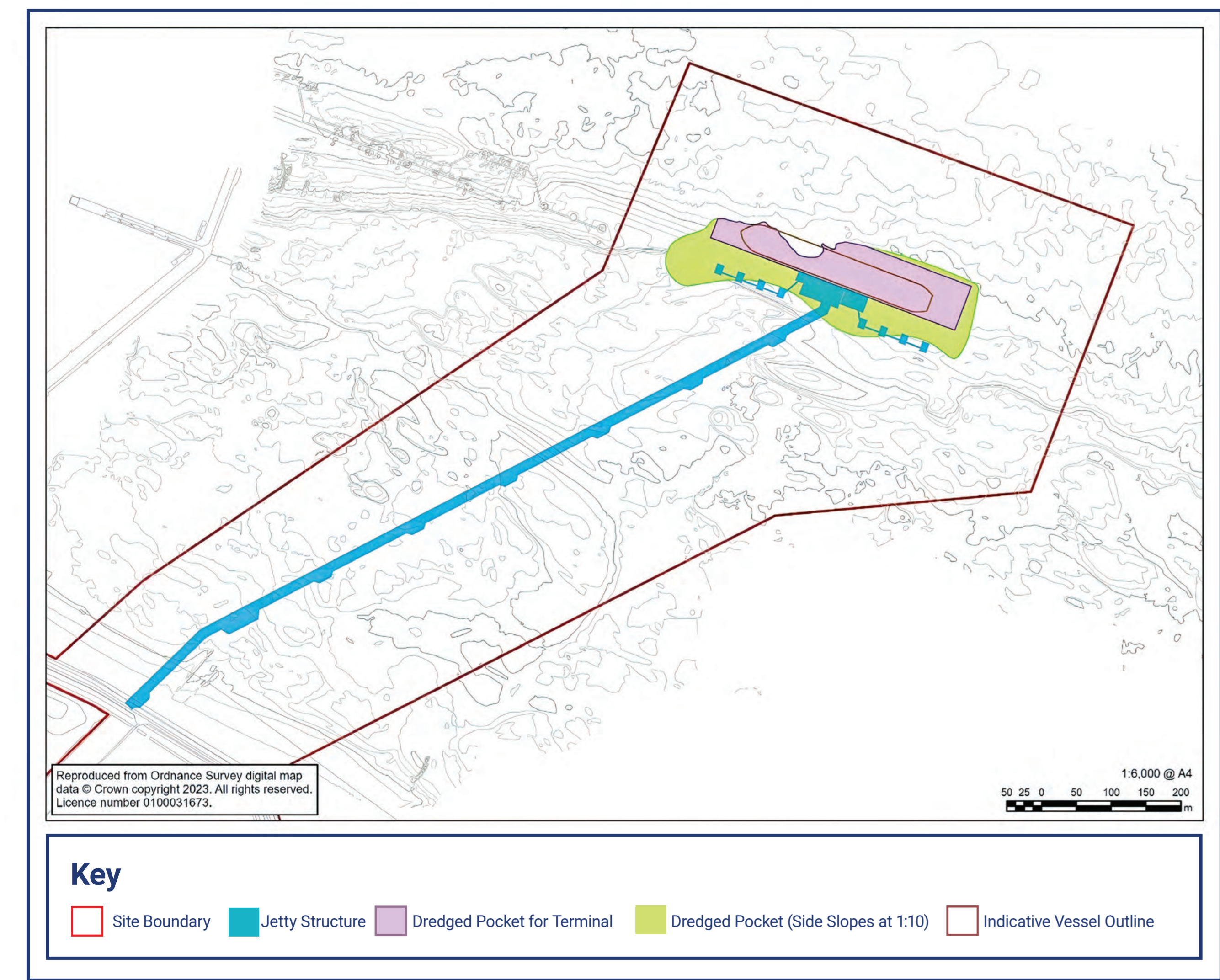


Illustrative map indicating changes to proposed site boundary

The area of land south of Queens Road was removed from the site boundary as design development has meant it is no longer required for the proposed pipeline corridor linking the West and East Sites. Changes A, and changes C-F are explained in further detail below.



Marine changes



In the first Statutory Consultation, we presented a design that included up to two berths in order to accommodate a wide range of vessel sizes. However, further design work has been undertaken to refine the design of the jetty and a single berth design has been confirmed as being able to accommodate the full range of vessels expected.

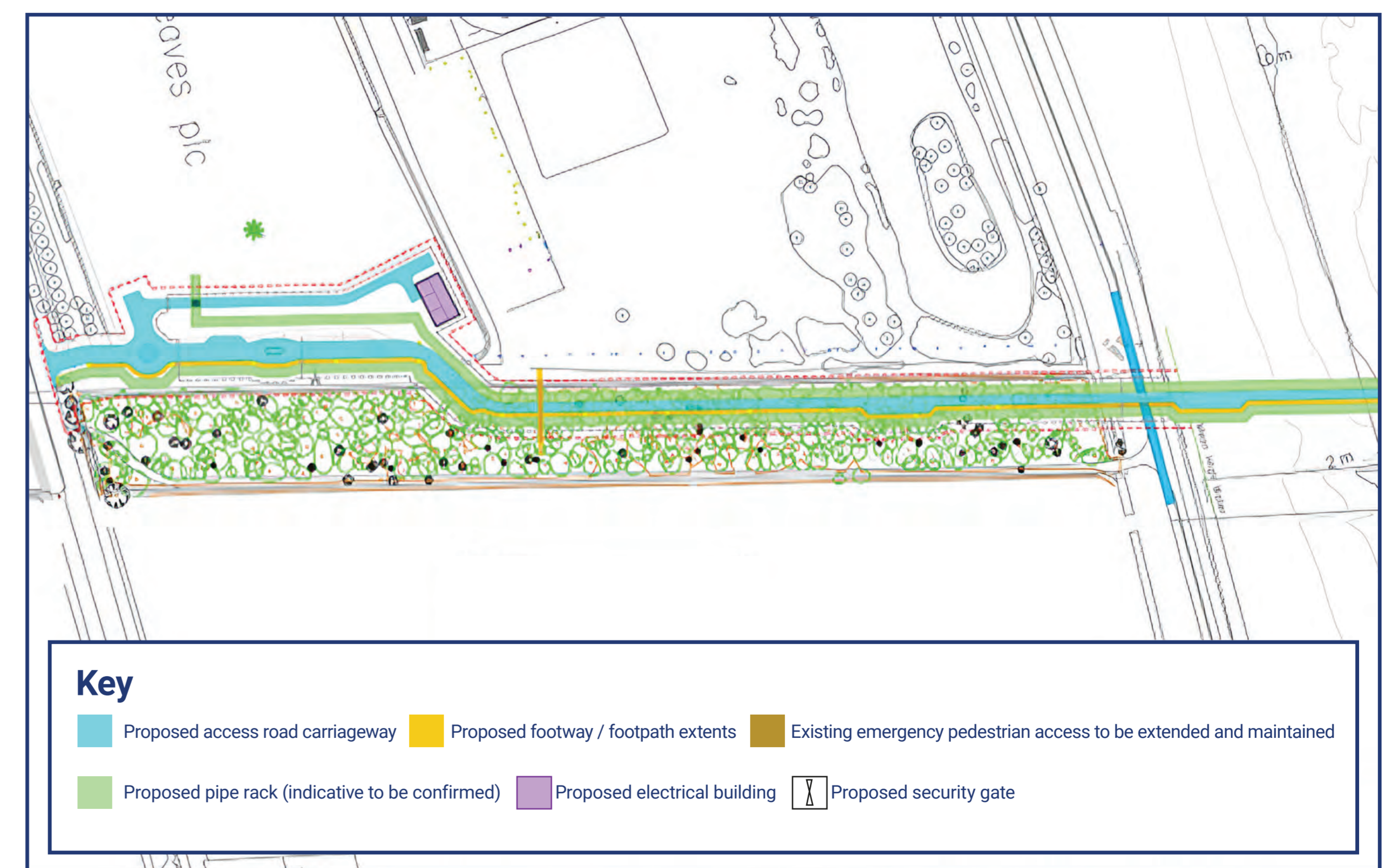
Alongside this, we have looked at several options for where to position the jetty in relation to existing infrastructure and the navigation channel in the Humber. A new illustrative design has been developed to show where this could be (above). However, as before we continue to seek development consent for a jetty to be built within the site boundary area. As such this does not create a formal change to the works we are seeking approval for.



Pipe rack and Jetty Access Road in Long Strip

At the first Statutory Consultation, the PEIR reported that the woodland area known as Long Strip would be impacted as a result of the proposed pipe rack and Jetty Access Road.

However, with further assessments we have been able to re-design the route for these components and reduce the impact on the woodland and retain the most important tree within the Tree Preservation Order in the area. This updated design reduces the impact of the proposals on the Long Strip woodland as far as possible.



This image shows the proposed arrangement for the pipe rack and jetty access road

Further changes to the proposals

The team is also consulting on the following changes to the proposals.

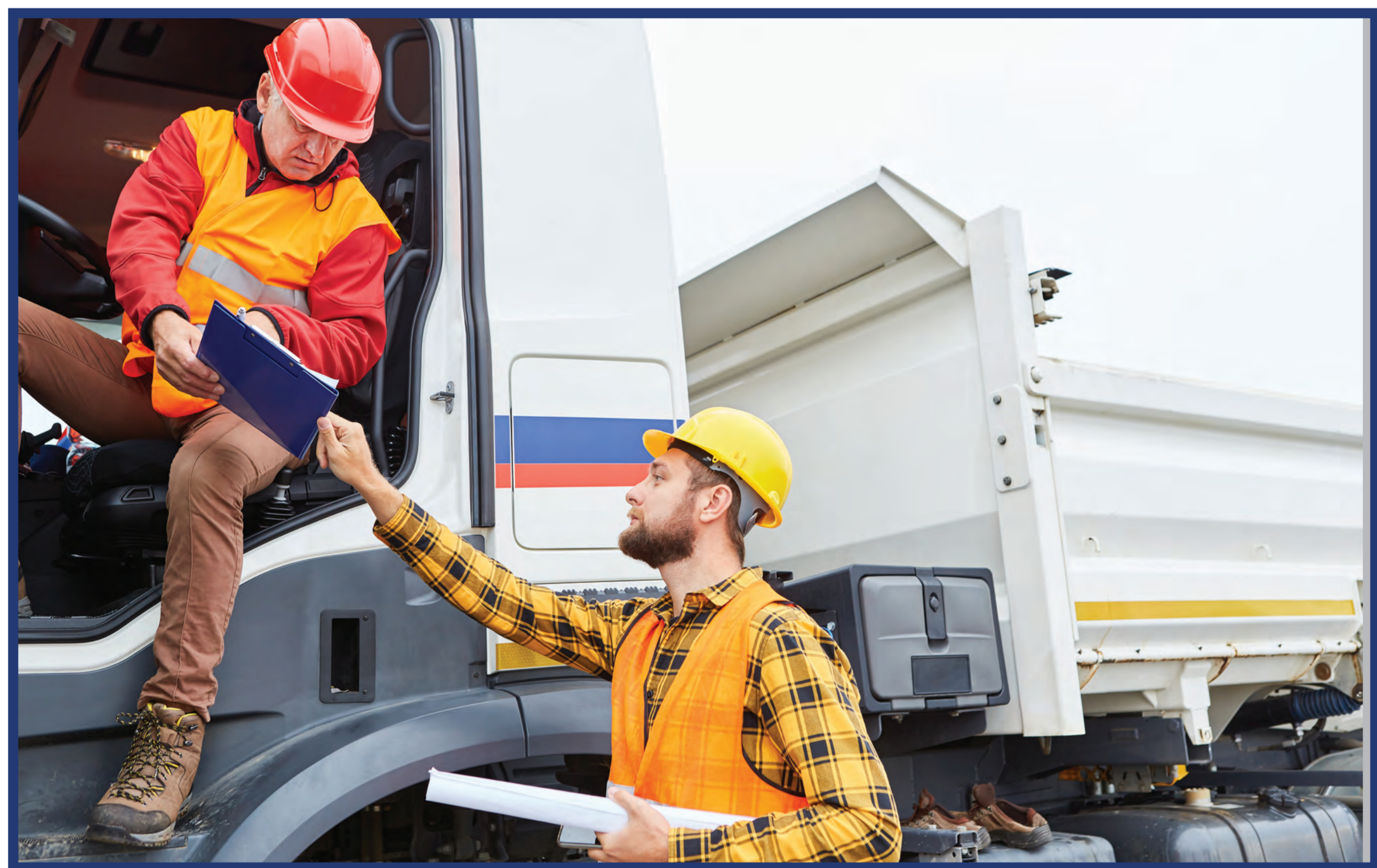
West Site layout

An illustrative layout of the West Site was provided during the first Statutory Consultation. Since then, further work has been undertaken to add more detail to the layout and better reflect operational requirements of green hydrogen production and distribution. The layout remains illustrative, but the key changes are as follows:

- Location of Hydrogen Production Units and Hydrogen Liquefier Units
- Location of the control building
- Hydrogen compressors have been added
- Temporary maintenance contractor officers, and temporary vehicle maintenance areas have been added
- Order of when different components of the site will be built

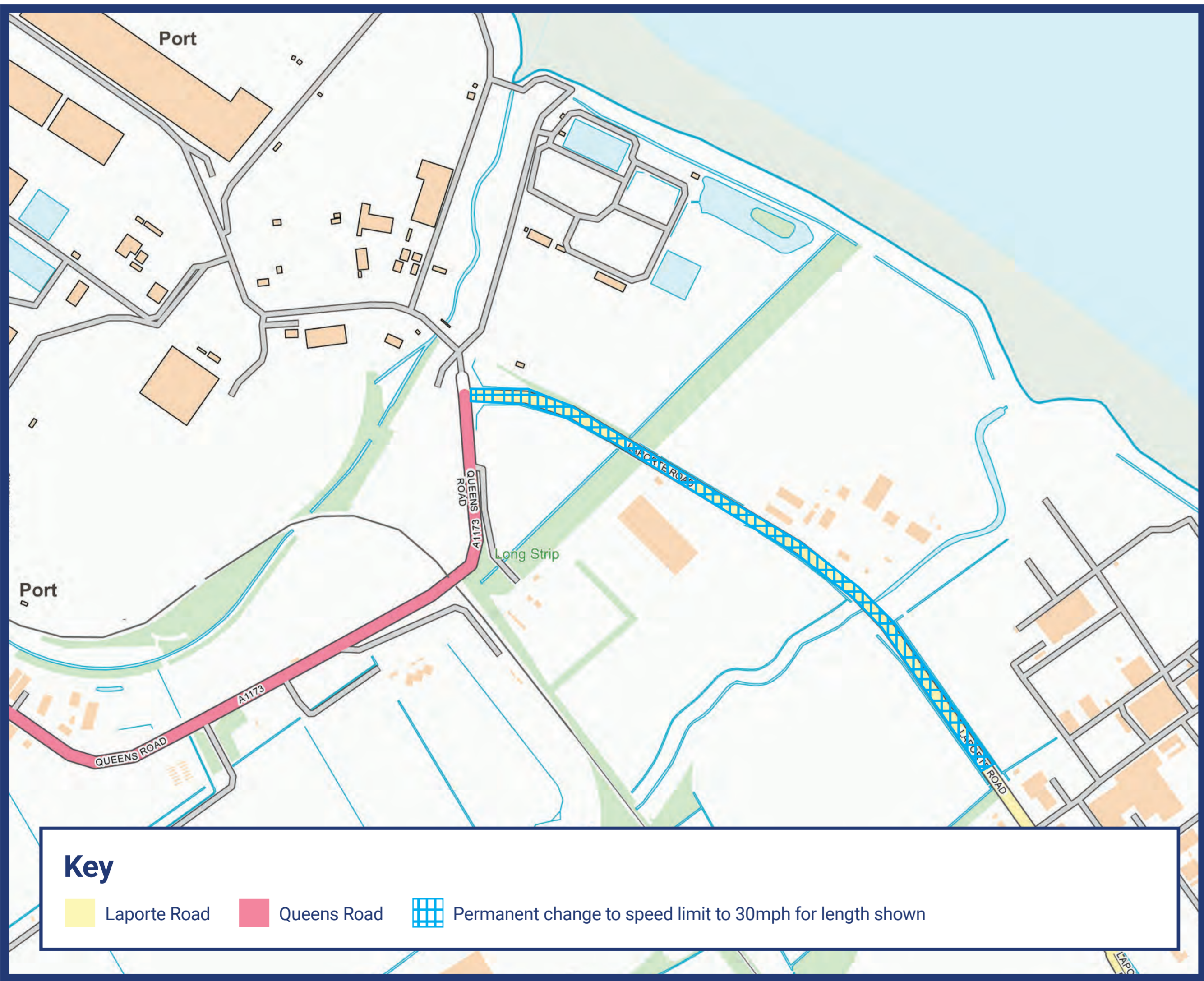
The finished ground level on the site will also be raised slightly to improve drainage for the site.

Construction vehicle numbers



With the change in elevation to the West Site, the project will now need more fill material delivered throughout construction. This has resulted in an increase to the estimated HGV movements around the site throughout construction, however this is not expected to have a significant effect.

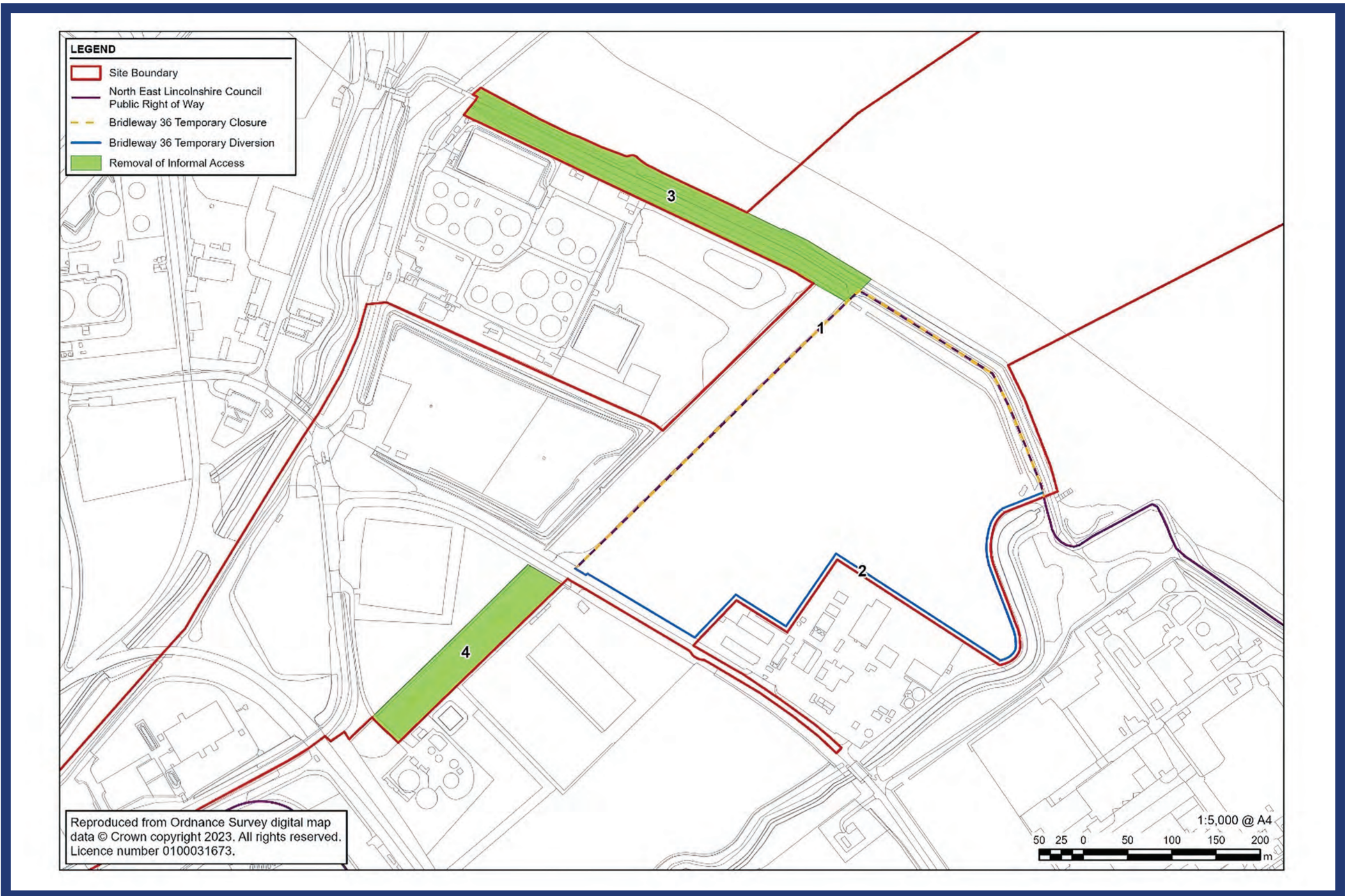
Permanent adjustment to speed limits



The diagram above shows in detail where the proposed speed limit change would begin and end

At the moment the speed limit on Laporte Road varies between 40mph and the national speed limit. To ensure the safety of road users throughout both construction and operation of the site, we have proposed a permanent adjustment to the speed limit, reducing it to 30mph on Laporte Road as shown in the image above.

Public rights of way diversion and removal of other informal access points



This diagram shows where public rights of way would change

As explained at the first Statutory Consultation, part of the Public Bridleway Number 36 would need to be either closed or diverted. Based on consultation feedback, we have decided to propose diverting the Bridleway temporarily around the main construction area during the construction period.

Additionally, we are proposing to put appropriate fencing and signage around construction areas to ensure public safety. There are two areas of ABP land around the construction site which currently have some low level recreational use, though are not formal Public Rights of Way.

We are proposing the following changes to these:

- **Sea Wall between Immingham Oil Terminal and where Bridleway 36 meets the wall:** it is understood that this area is sometimes accessed and used for sea angling. To ensure public safety and facilitate construction and operation of the jetty, access along the seawall will need to be closed.
- **Southern part of Long Strip woodland:** it is understood that some access occurs through this woodland to Laporte Road and Bridleway 36 to the coast. Access to this will need to be temporarily removed during Phase One of the construction process to limit access to the construction area.

Temporary removal of Kings Road street furniture and overhead line works



This image shows areas where overhead line works may be needed to facilitate delivery of construction materials

We anticipate that this project will use modular methods of construction to reduce on-site works where possible. As a result, some oversize loads will need to be delivered to the construction site.

To facilitate these deliveries, we propose to temporarily remove street furniture and overhead cables in four areas along Kings Road. These areas have been included in the red line boundary.

Any works to facilitate these deliveries would be carried out in a way that minimises any service disruptions or impacts to residents. If you are a resident in this area, please speak to the project team to find out more information.

Next steps

Thank you for taking the time to view the changes to our proposals for IGET. We would like to hear what you think of the changes to the proposals and answer any questions you may have.

If your neighbours or friends in Immingham would be interested in finding out more about these proposals, please encourage them to visit our website at www.imminghamget.co.uk.

Or we would be happy to host them at another one of our sessions being held at the following dates and times:

- Burton Hall, Immingham Civic Centre, Pelham Road:**
- Thursday 22 June 2023, 2pm to 6pm
 - Saturday 24 June 2023, 10am to 2pm


Have your say

To share your thoughts on what you have seen today you can:

- Speak to a member of our team who are on hand to answer any questions you may have
- Fill out a comment form, which will be passed back to the project team for consideration as the proposals are finalised

If you would like to share your thoughts after this event, you can reach out to us in the following ways:

 Email us at enquiries@imminghamget.co.uk

 Call us on **080 817 532 33** to request a feedback form and prepaid envelope. Our phone lines are open from 9am to 5pm, Monday to Friday

 Write to us at **IGET, PO Box 76780, London, WC1A 9SJ**

 Visit our website at www.imminghamget.co.uk

Timeline and next steps

After this second round of Statutory Consultation, we will continue engaging with local stakeholders as we work to submit our DCO application later in the year.

The outcome of all engagement and any further changes to the proposed designs as a result will be presented in a Consultation Report, which will be submitted as part of the application.



IGET Statutory Consultation in Immingham Civic Centre, January 2023