

# IMMINGHAM EASTERN RO-RO TERMINAL



STATEMENT OF COMMON GROUND BETWEEN ASSOCIATED BRITISH PORTS AND  
LINCOLNSHIRE WILDLIFE TRUST

Document Reference 7.16

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**Document Information**

| <b>Document Information</b> |   |                         |
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| <b>Project</b>              | Immingham Eastern Ro-Ro Terminal  |                         |
| <b>Document Title</b>       | Statement of Common Ground between Associated British Ports and Lincolnshire Wildlife Trust |                         |
| <b>Commissioned by</b>      | Associated British Ports  |                         |
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| <b>Prepared by</b>          | IERRT Project Team  |                         |
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# 1 Section 1 – Introduction

## Overview

- 1.1 This Statement of Common Ground (“SoCG”) has been prepared in relation to the application (the “Application”) by Associated British Ports (“ABP”), made under the provisions of Section 37 of the Planning Act 2008 (“the PA 2008”), for a Development Consent Order (“DCO”) which if approved will authorise the construction and operation of the Immingham Eastern Ro-Ro Terminal (IERRT).
- 1.2 The IERRT development as proposed by ABP falls within the definition of a Nationally Significant Infrastructure Project (“NSIP”) as set out in Sections 14(1)(j), 24(2) and 24(3)(b) of the PA 2008.

## The Project

- 1.3 In summary, the IERRT development comprises two principal elements:
- (a) on the marine side, the construction of a new three berth Roll-on/Roll-off harbour facility and related marine infrastructure; and
  - (b) on the landside, the provision of a suitably surfaced area to accommodate a terminal building and ancillary buildings together with storage and waiting space for the embarkation and disembarkation of the vessel borne wheeled cargo.
- 1.4 The landside development will also include, within the Order Limits – i.e., within the boundary of the development site – a building for the UK Border Force together with an area for disembarked traffic awaiting UK Border Force checks prior to departure from the Port.
- 1.5 ABP will also be providing an area of off-site environmental enhancement at Long Wood, which is located close to the Port’s East Gate.

## Parties to this Statement of Common Ground

- 1.6 This SoCG is submitted on behalf of:
- (a) ABP – the promoter of the IERRT development and the owner and operator of the Port of Immingham; and
  - (b) Lincolnshire Wildlife Trust – a charity dedicated to the conservation of wildlife and wild places throughout Lincolnshire.
- 1.7 In this SoCG ABP and the Lincolnshire Wildlife Trust are collectively referred to as “the Parties”.

## The Purpose and Structure of this Document

- 1.8 The purpose of this document is to identify and summarise any agreement, disagreement or matters outstanding between the parties on matters relevant

to the examination so as to assist the Examining Authority in its consideration of the Application.

- 1.9 In preparing this SoCG, the guidance provided in 'Planning Act 2008: examination of application for development consent' (Department for Communities and Local Government (as it then was), March 2015) has been fully taken into account.
- 1.10 Section 1 of this SoCG is designed to act as a general introduction to the IERRT project and to the parties concerned.
- 1.11 Section 2 of this SoCG sets out a summary of the correspondence and engagement between the parties to date.
- 1.12 Section 3 of this SoCG sets out the matters which have been agreed or which remain outstanding, together with any matters upon which it has not been possible to reach agreement.
- 1.13 The Table in Section 3 uses a colour coding system to indicate the status of the matters between the Parties as follows:
  - (a) Green – matter agreed;
  - (b) Orange – matter ongoing; and
  - (c) Red – matter not yet agreed.

## 2 Section 2 – Summary of Engagement

- 2.1 A summary of the consultation and engagement between ABP and the Lincolnshire Wildlife Trust up to the date of this SoCG in relation to the IERRT project generally and concerning the matters raised in this SoCG specifically is presented in Table 2.1 below.
- 2.2 It is agreed by the Parties to this SoCG that Table 2.1 is an accurate record of the meetings and key correspondence between the Parties.

**Table 2.1 – Summary of Engagement**

| <b>Date</b>   | <b>Form of Correspondence</b> | <b>Summary with key outcomes and points of discussion</b>   |
|---------------|-------------------------------|---|
| February 2022 | Questionnaire                 | LWT submitted S42 Consultation Response   |
| 23.05.22      | Email and Newsletter          | ABP issued Spring newsletter to Lincolnshire Wildlife Trust   |
| 27.10.22      | Email                         | ABP advised of Notification of Supplementary Statutory Consultation   |
| 09.03.23      | Email                         | ABP advised of Notification of Supplementary Statutory Consultation   |
| 11.04.23      | Email                         | LWT submitted relevant representations  |
| 04.09.23      | Email                         | ABP responded to points raised in relevant representations including addressing concerns on impacts of dredging on Humber Estuary, cumulative impacts of maintenance dredging, alternative uses for dredged arisings, impacts of piledriving noise on estuary, increased sediment suspension from construction, long term cumulative impacts of shipping noise and emissions, cumulative impacts with IGET, achieving 10% BNG |
| 17.10.23      | Meeting                       | ABP discussed port development on the Humber, including the IERRT project, in general terms.  |
| 11.12.23      | Letter                        | LWT responded to the draft Statement of Common Ground submitted by ABP, summarising matters of agreement and disagreement.  |

### **3 Section 3 – Matters Agreed and Matters Not Agreed**

- 3.1 Table 3.1 below contains a list of 'matters agreed' and a list of matters outstanding at the date of the Examination along with a concise commentary of what the items refers to and how it came to be agreed between the Parties.

**Table 3.1: List of Matters Agreed and Outstanding**

| Matter                                      | Document Reference  | ABP's Position   | Lincolnshire Wildlife Trust's Position  | Status |
|---|---|--|---|--------|
| Effects of Capital and Maintenance Dredging | Lincolnshire Wildlife Trust Relevant Representation <b>[RR-012]</b> | ABP has engaged extensively and constructively on this topic with the MMO and Natural England as the appropriate statutory bodies, as well as engaging with the Lincolnshire Wildlife Trust. The effects of Capital and Maintenance dredging (including the disposal of dredge arisings) have been fully assessed in the Chapter 7 of the Environmental Statement [APP-043]. The ES assessment has concluded that, with the proposed mitigation measures in place, no significant adverse effects are anticipated. | Lincolnshire Wildlife Trust defers to NE and the MMO as the relevant decision making bodies ensuring legal compliance with environmental legislation. |        |
| Cumulative impacts of maintenance dredging  | Lincolnshire Wildlife Trust Relevant Representation <b>[RR-012]</b> | Cumulative impacts of maintenance dredging within the Humber Estuary are assessed in Chapter 20 of the ES [APP-056] and the impact is not considered to be significant.  | Lincolnshire Wildlife Trust defers to NE and the MMO as the relevant decision making bodies ensuring legal compliance with environmental legislation. |        |



|   |   |  |   |  |
|---|---|--|---|--|
|   |   | An updated Maintenance Dredging Baseline Document will be produced in due course to reflect the addition of IERRT infrastructure to the operational maintenance dredged envelope of the port. ABP's current Marine Licence for the disposal of maintenance dredged arisings expires at the end of 2025 so any renewal will reflect all operational areas of the port, including IERRT. |   |  |
| Impact of pile-driving noise within the Humber Estuary                | Lincolnshire Wildlife Trust Relevant Representation <b>[RR-012]</b> | <p>Impacts of pile-driving noise within the Humber Estuary is assessed in Chapter 9 of the ES (APP-045) and in the HRA (APP-115).</p> <p>Taking into account the proposed mitigation measures, the assessment concludes that the environmental effects will not be significant.</p>  | Lincolnshire Wildlife Trust is satisfied with the assessments undertaken by the Applicant, and agrees with the Applicant's conclusions. |  |
| Impacts of increased sediment suspension from construction activities | Lincolnshire Wildlife Trust Relevant Representation <b>[RR-012]</b> | Impacts of increased sediment suspension from construction-related activities are assessed in the physical processes assessment in Chapter 7 of the ES (APP-043). The findings from this assessment are used   | Lincolnshire Wildlife Trust is satisfied with the assessments undertaken by the Applicant, and agrees with the Applicant's conclusions. |  |

|   |  |  |  |  |
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|   |  | <p>to assess impacts on water quality in Chapter 8 of the ES (APP-044) and on marine ecological receptors in Chapter 9 of the ES (APP-045) (as well as the HRA (APP-115)).</p> <p>Taking into account the proposed mitigation measures, the assessment concludes that the environmental effects will not be significant.</p>   |  |  |
| <p>Long-term cumulative impacts of shipping noise and emissions</p> | <p>Lincolnshire Wildlife Trust Relevant Representation <b>[RR-012]</b></p> | <p>Operational vessel movements resulting from IERRT are only likely to cause a small increase in the area's daily vessel traffic. As detailed in Chapter 9 of the ES [APP-045] and the HRA [APP-155] this translates into a 3% annual increase.</p> <p>Regarding noise, ABP has engaged extensively with MMO and Natural England. An underwater noise assessment is detailed in Appendix 9.2 of the ES [APP-088] with the impact of Ro-Ro vessel operations assessed as insignificant. Emissions have also been assessed in Chapter 13 of the ES [APP-049] with the</p> | <p>Lincolnshire Wildlife Trust is satisfied with the assessments undertaken by the Applicant, and agrees with the Applicant's conclusions.</p> |  |

|  |   |  |   |  |
|--|---|--|---|--|
|  |   | impact not anticipated to be significant.  |   |  |
| Other construction and operational effects | Lincolnshire Wildlife Trust Relevant Representation <b>[RR-012]</b> | As detailed in the ES [APP-035 to APP-109], it is not considered that the IERRT development will lead to any significant adverse environmental effects. ABP has engaged extensively and constructively with MMO and Natural England, as well as Lincolnshire Wildlife Trust, in order to ensure that the environmental assessment and proposed mitigations are robust.                                   | Lincolnshire Wildlife Trust is satisfied with the assessments undertaken by the Applicant, and agrees with the Applicant's conclusions. |  |
| In-Combination Impacts                     | Lincolnshire Wildlife Trust Relevant Representation <b>[RR-012]</b> | Chapter 20 of the ES [APP-056] and the HRA [APP-115] includes a comprehensive cumulative and in-combination assessment. This assessment was based on the information available at the time of submission of the IERRT DCO application, including in respect of the IGET project.<br><br>Cumulative and in-combination effects will be assessed (with mitigation proposed if necessary) in respect of the | Lincolnshire Wildlife Trust is satisfied with the Applicant's scoping and assessment of In-Combination Impacts for the IERRT project.   |  |

|  |  |   |  |  |
|--|--|---|--|--|
|  |  | <p>IGET project in the IGET DCO application documentation. On this basis, the IERRT's assessment of cumulative and in-combination effects is considered robust.</p> <p>Chapter 20 of the ES [REP7-008] also includes a comprehensive list of projects, developments and activities which have been scoped in for assessment. This scoping was done at the time of the IERRT DCO application and includes a comprehensive assessment on the applicability of both the ABP Immingham Wind Turbines and The Viking CCS. The results of this scoping are considered robust.</p> |  |  |
|--|--|---|--|--|

## 4 Section 4 – Signatories

This Statement of Common Ground is agreed:

On behalf of Lincolnshire Wildlife Trust:

Name: Dr James Wood

Signature:

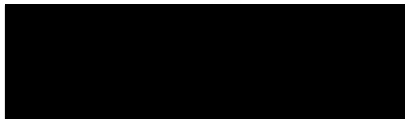


Date: 10.01.2024

On behalf of ABP:

Name: Tom Jeynes – ABP Sustainable Development Manager

Signature:



Date: 10.01.2024

## Glossary

| <b>Abbreviation / Acronym</b> | <b>Definition</b>   |
|-------------------------------|---|
| ABP                           | Associated British Ports  |
| DCLG                          | Department of Communities and Local Government (as it then was) |
| DCO                           | Development Consent Order                                       |
| EIA                           | Environmental Impact Assessment                                 |
| ES                            | Environmental Statement   |
| IERRT                         | Immingham Eastern Ro-Ro Terminal                                |
| IOT                           | Immingham Oil Terminal  |
| MMO                           | Marine Management Organisation                                  |
| NSIP                          | Nationally Significant Infrastructure Project                   |
| PA 2008                       | Planning Act 2008   |
| PINS                          | Planning Inspectorate   |
| Ro-Ro                         | Roll-on/roll-off  |
| SoCG                          | Statement of Common Ground                                      |
| SoS                           | Secretary of State for Transport                                |
| UK                            | United Kingdom  |