

AMEP DCO Material Change 3 EIA Scoping Report




January 2025



FAIRHURST

CONTROL SHEET

CLIENT: Able Humber Ports Limited
PROJECT TITLE: AMEP DCO Material Change 3
REPORT TITLE: EIA Scoping Report
PROJECT REFERENCE: 138434
DOCUMENT NUMBER: D/I/D/138434/506

Original Issue	Issue 1	Name		Signature		Date	
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	Checked by	Josh Murphy				16.01.2025	
	Approved by	Josh Murphy				16.01.2025	
Update Record	Issue	Date	Status	Description	Signature		
	2				Prepared By		
					Checked		
					Approved		
	3				Prepared By		
					Checked		
					Approved		

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EIA Scoping Report

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1.0 Introduction & Background

- 1.0 This EIA Scoping Report has been prepared by Fairhurst Group LLP on behalf of Able Humber Ports Limited (AHPL, the “proposed Applicant”), to support a request for a formal Scoping Opinion from the Planning Inspectorate on behalf of the Secretary of State. The Scoping Opinion will inform an Environmental Statement to accompany a material change (Material Change 3 or MC3) application for proposed changes to the scheme consented under The Able Marine Energy Park (AMEP) Development Consent Order (DCO) 2014 (Statutory Instrument 2014 No. 2935), (‘the DCO’). Two amendments to the DCO have been made since the issue of the DCO in 2014.
- 1.1 The DCO permits, inter alia, the development of a new quay and associated development at Killingholme in North Lincolnshire, on the south bank of the Humber estuary. Briefly, on the south bank of the estuary, the consented development comprises a quay, reclaimed estuarine habitat and the provision of onshore facilities for the manufacture, assembly and storage of components relating to the offshore renewable energy sector. The DCO further permits other associated development comprising environmental habitat on the north bank of the Humber, in the East Riding of Yorkshire. The authorised development is more fully described in Schedule 1 of the DCO and is more specifically detailed on the application drawings listed in Schedule 11, paragraph 6, as amended by subsequent Amendment Orders.
- 1.2 The consented scheme will provide a new and substantial manufacturing base for the offshore marine energy sector. As well as having quays to receive and export related raw materials and products, the development also aims to provide facilities that are necessary to assemble offshore wind turbines (OWTs), in preparation for loading onto installation vessels for direct transport from their place of manufacture to the offshore development site.
- 1.3 A non-material change (NMC) to the DCO was made by the Secretary of State for Transport on 13 May 2021 which relocated Mitigation Area A to Halton Marshes¹ (the

¹ <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR030001/TR030001-003521-TR030001%20-%20NMC%20-%20revised%20Amendment%20Order.pdf>

2021 Amendment Order). In his decision, the Secretary of State was satisfied that the agreed mitigation site at Halton Marshes would be a suitable alternative to the original location of Mitigation Area A, providing the same functional ecological requirements, and that the conclusions to the HRA undertaken in 2014 remained unchanged.

- 1.4 The NMC amended the text of the legislation to clarify the interpretation of the “Order limits” as *“the limits shown as the limits within which the authorised development and works may be carried out on the works plans save for former Mitigation Area A”*. This clarified that whilst former Mitigation Area A lies within the Order Land of the DCO, that land is not authorised for development and/or works by the DCO.
- 1.5 An application for a material change (Material Change 2 or MC2) to the DCO was submitted to the Planning Inspectorate on 16 July 2021. The following amendments to the authorised development were sought:
 - Minor changes to the size and construction of the authorised quay, resulting in less land being reclaimed from the estuary;
 - Minor changes in the diversion of a public footpath (FP 50) in North Lincolnshire;
 - Increased flexibility in the form of construction and construction methods; and
 - Amendments to dredging volumes authorised in the Deemed Marine Licence (DML).
- 1.6 The application included an update of the ES submitted with the original application. The updated ES (UES) for MC2 assessed changes in environmental effects that were considered likely due to the material change. An updated Habitat Regulations Report (HRA) was also submitted.
- 1.7 MC2 was subsequently authorised by the Secretary of State for Transport (the 2022 Amendment Order²). A complimentary variation to the Deemed Marine License was

² <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR030006/TR030006-000532-TR030006%20%E2%80%93%20Development%20Consent%20Amendment%20Order.pdf>

subsequently authorised by the Marine Management Organisation on 1 August 2023³.

- 1.8 In October 2023, AHPL applied to the Secretary of State to extend the 10 year time period for completion of the works to 17 years. On 28 October 2024, the Department for Transport confirmed a 1-year extension, whilst requesting further information from AHPL in order to further consider the application. AHPL is in the process of liaising with Natural England in order to respond to collate the information required.
- 1.9 AHPL is now seeking to further amend the authorised development. Full details of the proposed changes are discussed in Section 2.0 of this EIA Scoping Report
- 1.10 A new application for a material change to the DCO is to be submitted under Schedule 6 of the Planning Act 2008 and Part 1 of the Infrastructure Planning (Changes to, Revocation of, Development Consent Orders) Regulations 2011, as amended in 2015. The reasons for proposing material change are discussed in full in Section 3.0 of this EIA Scoping Report.
- 1.11 The development is considered to represent EIA development as it meets the definition of Schedule 2 development set out in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Specifically, it is a change to a Schedule 1 development, where that development is already authorised (by virtue of the DCO), and the proposed changes have the potential to give rise to some significant effects of a new or different nature to those assessed in both the original ES for the DCO and the updated ES (June 2021).
- 1.12 A further updated Environmental Statement (fUES) will therefore be submitted with the application for MC3 to report the significance of any different impacts. Accordingly, the request for an EIA Scoping Opinion is being submitted under regulations 10(2) and (4) of the EIA Regulations, and this Report sets out the proposed scope of the ES, for the agreement of the Secretary of State.

³ [Able Marine Energy Park variation 3 - GOV.UK](https://www.gov.uk/government/consultations/able-marine-energy-park-variation-3)

2.0 Proposed Changes

- 2.1 This section of the Report details the proposed changes in relation to the scheme approved through the DCO as amended.

CHANGES TO THE PERMANENT WORKS

- 2.2 The proposed MC3 is described below and illustrated on drawings at the end of this Report:

- The quay face to be partially set back.
- The berthing pocket to be widened from 61m to 80m, to accommodate vessels used and anticipated to be used, by the offshore energy sector.
- The berthing pocket to be dredged below its consented depth of -14.5m CD to -17.5m CD.
- The berthing pocket to be infilled with a uniform depth of 2m of stone material in order to provide a suitable and uniform bed for jack up vessels.
- The quay to be built in up to 3 stages. Once the first stage is commenced, there would be no obligation to complete the whole of the quay within any specified timeframe.
- Dolphins are to be added to the ends of the quay to provide additional mooring points and temporary dolphins incorporated at the end of construction Stages 1 and 2, refer to drawing AHP-030-00017E.
- A relaxation of the cargo restriction set out in Schedule 11, paragraph 4 of the DCO, so that redundant marine structures are allowed to be handled across the quay to enable their recycling. Products arising

from recycling (such as steel) would also be permitted to be handled across the quay.

- An amendment to the diversion of Footpath 50, so that instead of the diversion running along Station Road, a new section is authorised from the junction of Station Road and Rosper Road up to the junction of Marsh Lane and Rosper Road. At Marsh Lane the diverted footpath will connect with existing public footpath 100. The new route is illustrated on accompanying drawing AME-002-00136 (Revision B), included in this EIA Scoping Report.
- Since the lapse of AHPL's power to compulsorily acquire land, conferred by Article 30 of the DCO, it has identified a number of unregistered land parcels. The undertaker proposes to extend the 5 year time limit in Article 30, to allow acquisition of these parcels if required.
- Clarification that subsequent 'drop-in permissions' granted under the Town and Country Planning Act 1990 (TCPA) can be implemented without preventing further development under the DCO (in the light of the Hillside Supreme Court decision).

2.3 Pursuant to the changes proposed above, the consented plans listed in **Table 1** below will be amended to reflect the changes as part of the application:

Table 1: Proposed List of Withdrawn Plans

Drawing No.	Title
AME-036-10001C	Quay General Arrangement
AME-036-10002B	Indicative Piling Layout
AME-036-10003B	Quay Sections 1 of 2
AME-036-10004C	Quay Sections 1 of 2
AME-036-10005B	Front Wall Elevation
AME-036-10006B	Northern Return Wall Elevation
AME-036-10007B	Southern Return Wall Elevation
AME-036-10008C	Indicative Concrete Deck GA
AME-036-10009C & D	Indicative Sequence Plan View 1 of 3
AME-036-10010C & D	Indicative Sequence Plan View 2 of 3
AME-036-10011C	Indicative Sequence Plan View 3 of 3
AME-036-10012C	Indicative Sequence Cross Section 1 of 2
AME-036-10013C	Indicative Sequence Cross Section 1 of 2
AME-036-20001B	Indicative Masterplan Mitigation Area A Omitted
AME-036-20003B	Indicative Landscaping Masterplan Mitigation Area A Omitted
AME-036-20001A	Building Key Plan Mitigation Area A Omitted
AME-036-20001B	Footpath NO. 50 Section Locations Mitigation Area A Omitted

DREDGING

- 2.4 The dredging permissions are proposed to be changed to the extent necessary to dredge the deepened and widened berthing pockets for the amended quay. The revised volumes to be dredged have been estimated using June 2021 bathymetry and are detailed in **Table 2** below.

Table 2: Approximate Capital Dredge Quantities

Area	Consented Tonnes (approx. m ³)	Proposed (m ³ only)
	Material Change 2	Material Change 3
Reclamation Area	605,000 (345,000)	345,000
Berthing Pocket	1,835,000 (840,000)	1,740,000*
Approach Channel	1,650,000 (840,000)	840,000
Turning Area	250,000 (125,000)	125,000
TOTAL	(2,150,000)	3,050,000

*Approximately 450,000m³ of this total will be chalk

2.5 The deeper berthing pocket will result in chalk being dredged in addition to silts, sands and clays. An application will be made to seek a new or amended Marine Licence and the amended volumes and new material types will be considered in the fUES submitted with the material change application.

OTHER DEVELOPMENT

2.6 For the avoidance of doubt:

- No changes are proposed to the onshore development of facilities for the manufacture, assembly and storage of components related to offshore renewable infrastructure.
- No changes are proposed to the arrangements for the disposal of surface water and foul water from the development site.
- No changes are proposed to the lighting levels on the site, whilst the precise arrangements for external lighting are reserved matters requiring the submission of written details and their subsequent approval in accordance with Schedule 11, paragraph 24 of the DCO.

- No changes are proposed to the arrangements for parking detailed on the consented Indicative Masterplan. Parking arrangements are identical in the revised Indicative Masterplan.
- No changes are being sought as part of this application to any of the ecological mitigation works in North Lincolnshire or to the ecological compensation works in the East Riding of Yorkshire.

CONSTRUCTION METHODS

- 2.7 No changes are proposed to the construction methods relating to the terrestrial development areas.
- 2.8 Whilst the deeper berthing pocket will give rise to increased dredging quantities, there will be no change to the type of dredgers used to carry out the scheme. It is expected that all of the additional dredging, around 900,000m³, will be carried out by backhoe dredgers as it will require the removal of stiff clay and introduce a requirement to dredge and dispose of chalk, either in the estuary or to land.

CHANGES TO CONSTRUCTION SEQUENCE

- 2.9 It is proposed that construction of the quay can proceed in discrete stages subject to the development of need over an indefinite period. That is to say that once the first stage commenced there would be no obligation to complete the whole of the quay within any specified time frame.

CHANGES TO OPERATIONAL DETAILS

General

- 2.10 Operational activity will remain as described in the UES for MC2 with the addition of operations to receive, dismantle and recycle redundant offshore structures.
- 2.11 Redundant structures may arrive on barges or on specialist heavy lift vessels (HLVs). Barges would be unloaded onto the quay by shore-based cranes, by the use of self-

propelled modular transporters, or by an operation known as 'skidding'. Skidding involves setting up skid tracks on the quay and the delivery vessel, and using a series of hydraulically controlled rams to slowly move the structure along the tracks from the barge to the quay. The large tidal range in the Humber combined with the slow speed of skidding operations could militate against the extensive use of skidding. HLVs would unload using the vessels own crane.

- 2.12 Once unloaded, redundant structures would be transported from the quay to an area designated for demolition where they would be broken down into tokens that are small enough to be smelted at a steelworks. The maximum nominal size of such tokens is around 1.5m x 0.6m x 0.6m. This processed scrap material will be removed from the site, either by road, rail or sea. It is anticipated that a maximum of 30,000 tonnes of scrap and other waste will be generated annually.
- 2.13 Complimentary consents will be sought from North Lincolnshire Council (as the local planning authority) and the Environment Agency (as the waste regulator) to permit the demolition and recycling of offshore structures on the site.

3.0 Reasons for Proposing a Material Change

3.1 The most substantive elements of the proposed MC3 are similar in nature to MC2, namely a re-aligned quay and a change to the dredge and disposal quantities. The proposed change has been reviewed against the DCLG guidance “*Planning Act 2008: Guidance on Changes to Development Consent Orders*” (December 2015) (‘the Guidance’) which states that there are four key ‘characteristics’ which may indicate that a change is more likely to be considered material. In summary, these are that the change would:

- 1) give rise to new, or materially different, likely significant effects on the environment which mean an updated ES is required;
- 2) invoke a need for a Habitats Regulations Assessment or a new or an additional licence in respect of European Protected Species (the guidance suggests that applicants should consider discussing the need for a Habitats Regulations Assessment or a protected species licence with the appropriate statutory nature conservation body before any application for a change is prepared);
- 3) authorise the compulsory acquisition of any land, or an interest in or rights over land, that was not authorised through the existing Development Consent Order; and/or
- 4) impact local people and businesses sufficiently to indicate that the change should be considered as material.

3.2 Taking each of these points in turn, it is considered that likely significant effects of the proposed MC3 cannot be discounted and studies will need to be undertaken to assess any new or different impacts. Secondly, the original scheme was subject to a Habitat Regulations Assessment and, as with MC2, the previous assessment will be reviewed and updated as part of any future application. However, no new or additional licences are required in respect of European Protected Species.

- 3.3 Thirdly, AHPL proposes to extend the 5 year time limit in Article 30, to allow acquisition of parcels of unregistered land if required. Finally, it is considered that there will be limited impacts on local residents as a result of the proposed changes. New impacts may arise from, for example, demolition works or from additional capital and maintenance dredging and disposal.
- 3.4 In summary, therefore, the proposed changes are at this stage considered to represent a material change to the DCO due to the potential for different environmental effects and the proposal to extend the time limits for compulsory acquisition.
- 3.5 For the avoidance of doubt, the changes are not considered so substantial that the project should be treated as a new project (see paragraph 18 of the Guidance). The nature of the project is the same; it is to take place on the same land; and all the requirements in the DCO are to remain the same.

4.0 Location and Description of Site

IN THE DISTRICT OF NORTH LINCOLNSHIRE

4.1 The AMEP site was described in the original ES as follows:

“The proposed AMEP site is located east of North Killingholme, within North Lincolnshire, on the south bank of the River Humber. The site is approximately 1 km downstream of the Humber Sea Terminal (HST) and immediately upstream of the South Killingholme Oil Jetty.

The site, excluding the area of ecological mitigation, covers approximately 268 ha, of which approximately 122.4 ha is covered by existing consent for port related storage, 100.3 ha is existing arable land that will be developed for industrial use and 45 ha is reclaimed land from the estuary to provide a new quay. A further 47.8 ha of existing arable land will be converted to managed grassland to mitigate for the effects of the development on ecological receptors including birds that use the adjacent Humber Estuary SPA.

A large proportion of the site’s terrestrial area currently comprises hardstanding for the storage of imported cars, particularly in the northeast/ east of the site and in the west of the site. A railway line passes through the site, and a redundant sewage works can be found to the south-west of the site. Former clay pits to the north of the site, which are now flooded, are classified as a Site of Special Scientific Interest (SSSI) and are also part of the Natura 2000 network of sites. A raised embankment along the eastern boundary supports a flood defence wall, which protects the site from tidal flooding”.

4.2 As discussed in the UES (June 2021), in the years since the DCO application, AHPL has developed the site, both in accordance with the DCO, planning permissions extant at the time of the original application and in accordance with further planning consents obtained since, under the TCPA. In some cases, works have been undertaken to progress development in accordance with the DCO and in other cases it was to enable use of the site for purposes other than those permitted by the DCO, namely, car storage.

- 4.3 Planning permissions on the AMEP site obtained since the MC2 decision, and their current status, are summarised in **Table 3** below.
- 4.4 At the time of writing this Scoping Report, an area of land within the site comprises an operational construction site (with associated site access roads) at the south-eastern corner. Works here are ongoing to construct the surface water pumping station consented by the extant DCO.
- 4.5 Planning permission PA/2024/400 for the installation of electric vehicle charging points for trucks, parking facilities and a small facilities building is also currently being implemented on the AMEP site.
- 4.6 The wider land area is typically hard standing, to provide a development platform, partly used for the storage of motor vehicles at this time.
- 4.7 Immediately east of the site is a flood defence embankment, with the Humber Estuary beyond.
- 4.8 The Killingholme Branch railway line also runs in a north-west to south-east direction through the site.

Ecological Mitigation

- 4.9 Ecological mitigation for the AMEP development is provided at Halton Marshes wet grassland pursuant to the 2021 Amendment Order and planning permission PA/2016/649 issued by North Lincolnshire Council.

Table 3 – Planning Permissions Granted on Site since Material Change 2

Planning Ref	Description of Development	Status	Commentary
PA/2021/1525	Application for Monopile Manufacturing Facility	Approved 08/08/2022	The application site is partly situated within the land boundaries of the consented AMEP. Permission not implemented to date.
PA/2023/502	Full planning permission for enabling works on land east of Rosper Road, Killingholme comprising: regrading of land with general fill and raising site levels with imported fill; installation of ground drainage as required; installation of boundary fencing; widening of Marsh Lane (vertical alignment to be retained) and construction of new footpath - hedge to be replaced north of road widening; upgrades at junction of Marsh Lane with Rosper Road, including extending a drainage culvert; diversion of a section of Station Road and construction of new road; new ditch culvert under Marsh Lane; five new entrances to proposed sites to be created; demolition of buildings; construction of new 33kV substation; new drainage ditch/diversion and new ditch crossings; bridge crossings of existing over ground pipelines; diversion to existing Exolum underground pipeline; and construction of new rail sidings on land at Marsh Lane, South Killingholme	Approved 11/09/2024	The application site is partly situated within the land boundaries of the consented AMEP. The approved works are to prepare the site for industrial development.
PA/2024/400	Planning permission to install electric vehicle charging points for trucks, parking facilities and a small facilities building	Approved 28/05/2024	Permission currently being implemented on site.
23/01384/STPLF	Creation of brackish lagoons and construction of islands and bunds to form wetland habitat and includes the abstraction of water from Keyingham Drain by means of an 11.5 metre high wind pump on land south of Sands Farm, Cherry Cobb Sands Road, Paull (East Riding of Yorkshire).	Approved 1/11/24	This proposed development aims to create brackish lagoons adjacent to the approved compensation site to provide an area of over-compensation for SPA birds impacted by the construction of the quay.

IN THE DISTRICT OF EAST RIDING OF YORKSHIRE

- 4.10 A section of land on the north bank of the River Humber has been earmarked to provide new intertidal habitat as compensation for habitat lost consequential to implementing the DCO (the 'Compensation Site'). The land is currently agricultural with a flood embankment running along the southern periphery separating the fields from the River Humber. The Cherry Cobb Sands Drain runs alongside the Cherry Cobb Sands Road on the northern boundary of the site.
- 4.11 In terms of underlying geology, the South Bank terrestrial area comprises a chalk bedrock overlain by clay and alluvial deposits. The solid bedrock is between 14-18m below ground level across the site, comprising Burnham Chalk and Flamborough Chalk (quay area).
- 4.12 The superficial tidal flat deposits underlying the south bank area are recorded to be unproductive strata, defined by the EA as "rock layers or drift deposits with low permeability that have negligible significance for water supply or River base flow".
- 4.13 In terms of hydrogeology, a small southern section of the South Bank terrestrial area falls within a Source Protection Zone (SPZ). There have been no recorded pollution incidents on site.
- 4.14 The Compensation Site continues in use as agricultural land and lies within an extensive rural setting which, because of its low-lying nature, is not allocated for any other form of economic development. As such, the site and its surroundings are materially unchanged since the original application in 2011, refer to the larger area delineated by a red boundary on **Figure 4.1** below.
- 4.15 Planning permission 23/01384/STPLF was granted by East Riding of Yorkshire Council in November 2024 for the construction of islands and bunds to form wetland habitat and the abstraction of water from Keyingham Drain by means of an 11.5 metre high wind pump on land south of Sands Farm, Cherry Cobb Sands Road, Paull. This is a triangular piece of agricultural land with Cherry Cobb Sands Road running parallel to the western boundary and Keyingham Drain runs parallel to the eastern

boundary and agricultural fields to the north. This is the smaller delineated area shown on **Figure 4.1**.

Figure 4.1: Cherry Cobb Sands Compensation and Over-compensation Sites



SURROUNDING AREAS

- 4.16 With regard to planning consents in the surrounding AMEP area, the UES for MC2 detailed planning applications that had been consented but not implemented or were only partly implemented at the time of the application. The UES considered these projects cumulatively with the impacts of AMEP. In the intervening years since the MC2 application, further major developments has been consented or submitted for determination in the area surrounding the AMEP site. These are described in **Table 4** below.

Table 4 – List of Committed and Reasonably Foreseeable Projects in the Surrounding Area Accompanied by an ES since Material Change 2

Name	Planning Application Reference	Description	Status
VPI Power Station, Rosper Road, South Killingholme	PA/2022/1154	Application for a Lawful Development Certificate for a proposed installation of a battery storage facility, demolition of existing buildings and the redistribution of existing plant and storage within the existing operational area	Application approved on 26 August 2022.
VPI Power Station, Rosper Road, South Killingholme	PA/2022/1548	Planning permission to construct and operate a temporary pilot post-combustion carbon capture plant and associated infrastructure	Application approved 26 October 2022.
Killingholme Petroleum Storage Depot, Station Road, Killingholme, Immingham	PA/2024/14	Planning permission for the installation of a water draw off (WDO) facility, foam firefighting container and associated infrastructure	Application approved 17 April 2024.
Land south of the A160, South Killingholme	PA/2024/584	Outline planning permission for the construction of a data centre of up to 309,000m ² (GEA) delivered across up to three buildings, including ancillary offices, internal plant and equipment, emergency backup generators and associated fuel storage. Other works include internal roads and footpaths, cycle and car parking, hard and soft landscaping, security perimeter fencing, lighting, drainage, an electricity substation, a district heating unit, horticultural	Application approved 28 August 2024.

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Name	Planning Application Reference	Description	Status
		glasshouse and other associated works and infrastructure, with all matters reserved for subsequent consideration	
Phillips 66 Ltd, Eastfield Road, South Killingholme,	PA/2023/422	Planning permission for the construction and operation of a post-combustion carbon capture plant, including carbon dioxide compression and metering, cooling equipment, stacks, substations, new and modified services, connections, internal roads, new access onto Eastfield Road, and maintenance and laydown areas (EIA development)	Application approved 5 August 2024.
VPI Immingham Open Cycle Gas Turbine (OCGT)	DCO	The construction and operation of a new Open Cycle Gas Turbine ('OCGT') Power Station of up to 299 megawatts ('MW') gross output and associated development including gas and electrical connections.	DCO Granted 27 March 2024
Immingham Eastern Ro-Ro Terminal	DCO	A new roll-on/roll-off facility comprising a new jetty with three berths, improved hardstanding, Terminal buildings and an internal side bridge to cross over existing port infrastructure.	Granted on 4 October 2024
Immingham green energy terminal DCO APPLICATION	DCO	The project comprises a new liquid bulk import terminal and associated processing facility, the purpose of which is to deliver a green hydrogen production facility. Imported ammonia will be stored	Decision due by 6 February 2025

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Name	Planning Application Reference	Description	Status
		and processed at the site to create green hydrogen, for onward transport to filling stations throughout the UK. Key project infrastructure comprises; a new approach trestle, jetty superstructure and topside infrastructure; and land side processing infrastructure	
ABP Westgate development planning application	PA/2022/1223	Hybrid application comprising full planning permission for the construction of a hardstanding area for external level storage with landscaping, drainage, access and associated works, and outline planning permission to erect 26,096m ² floor space for industrial/storage and distribution, (Use Class B2/Use Class B8) including ancillary offices (Use Class E) with appearance, landscaping, layout and scale reserved for subsequent consideration.	Pending determination

5.0 Likely Significant Effects and Proposed Scope of Updated ES for MC3

- 5.1 The environmental impacts of the original scheme have been reported in an Environmental Statement (ES) that comprises those documents listed in Schedule 11, paragraph 1 of the DCO. The different environmental impacts caused by MC2 were then reported in the updated ES (UES) submitted with the MC2 application.
- 5.2 This chapter of the Scoping Report considers the potential change in environmental effects associated with MC3, compared to MC2, to help inform the scope of a further update to the Environmental Statement (fUES). **Table 5** below sets out, by environmental topic, updated baseline information where applicable and whether there may be any new or materially different likely significant effects arising from the proposed material change, compared to those recorded in the UES for MC2. For example, the assessment of effects on the marine environment may change not only due to the physical changes proposed to the quay but also because the estuary itself has changed. The fUES will therefore include an update of impacts on the marine environment, against an updated baseline where necessary. Any new or materially different impacts will be considered in-combination with other relevant projects.
- 5.3 As no changes are proposed to the compensation proposals on the north bank of the estuary, no update of the environmental impacts of constructing the compensation site is proposed. The environmental impacts were fully reviewed in the Environmental Report⁴ submitted with AHPL's application to the Secretary of State to extend the period for completion of the scheme by seven years.

⁴ <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR030001/TR030001-003533-Environmental%20Review%20Report.pdf>

Table 5: Potential Environmental Effects as a Result of Proposed Changes to the Development

ES Chapter Title	Environmental Effects
Geology, Hydrogeology and Ground Conditions	<p>Geology, Hydrogeology, Ground Conditions, Ground Gas</p> <p>MC3 does not propose any changes to the approved terrestrial works which would affect the geology, hydrogeology (groundwater), ground conditions or gas assessments presented within Chapter 7 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000129-TR030006-APP-6-7.pdf)</p> <p>As recorded in the UES, additional sediment sampling and testing was undertaken which continues to identify elevated trace metal and hydrocarbon concentrations in estuarine silts. Notwithstanding this, these levels remain within the acceptable limits to allow the disposal of dredging material at identified locations within the Humber. Due to the age of the testing, further samples will be taken to inform the fUES.</p> <p>As noted earlier in this Scoping Report, the deeper berthing pocket will result in chalk being dredged in addition to the silts, sands and clays that have already been considered. An application will be made to seek an amended Marine Licence and the amended volumes and new material types will be considered in the fUES. The additional material lies at significant depth and will not be contaminated for former industrial and anthropogenic activity.</p> <p>The effects of additional dredge arisings being deposited in the Humber and any potential significant change in the levels of contaminants will also be assessed in fUES.</p> <p>An update to the Contaminated Sediments section of the chapter is therefore scoped in.</p>
Hydrodynamic and Sedimentary Regime	<p>The baseline and the impacts of the approved scheme on the hydrodynamic and sedimentary regime of the Humber estuary are presented in Chapter 8 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000130-TR030006-APP-6-8.pdf)</p> <p>As part of the proposed MC3, the quay will be realigned and the dredge and disposal proposals amended. Construction of the development may also be undertaken in stages, and these interim stages will be assessed accordingly, for the scoped in topics of the fUES.</p> <p>These proposed amendments may result in new or different effects on the hydrodynamics of the river and may also affect the sediment transport processes.</p> <p>The deemed marine license will also be amended to include the additional dredging and disposal activity, which is required to facilitate the deepened and widened berthing pockets for the amended quay. The revised volumes to be dredged have been estimated using 2021 bathymetry and are detailed in Table 2 within this report. In summary, the quantity of material that is to be disposed of has increased and dredging will be undertaken over a longer period of time, potentially also in discrete stages.</p> <p>Construction Phase</p> <p>Dispersion of sediment during capital dredging and reclamation Quays 4, 5 and 6 are to be brought closer to shore as a result of the proposed change. Based on recent bathymetric data, the extended berthing pocket equates to approximately</p>

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	<p>900,000 m³ of additional capital dredging, which is a significant increase from what is consented, and includes around 450,000m³ of chalk.</p> <p>It is therefore considered that potential changes to dispersion of sediment during construction could be sensitive to these changes in dredge quantities and material type.</p> <p>Dispersion of sediment during dredged material disposal and during dredging operations at AMEP</p> <p>Because of the significant change in the volume and type of dredged material, compared to the levels assessed as part of MC2, these matters are scoped in.</p> <p><u>Operational Phase</u> Hydrodynamic Impacts – Impacts on tidal levels</p> <p>The impacts on High Water levels are not expected to change as a result of the amended layout and the updated baseline. This will be confirmed through the modelling to assess impact on flows.</p> <p>Hydrodynamic Impacts – Impacts on flows Peak flood and ebb flows are predicted to change local to the quay as a result of the amended layout and any updated baseline. A review of the impacts on flows is therefore scoped in.</p> <p>Impacts on Bed Shear Stress (due to changes in tidal flows) Changes to local hydrodynamics (flows) result in changes to patterns of bed shear stress (which in turn affect patterns of sedimentation and erosion). Given that potential changes on flows are scoped in, the resulting impacts on bed shear stress are also scoped in.</p> <p>Impacts on waves and overtopping Impacts on waves and overtopping could potentially be affected by the proposed changes, however the changes are considered minor in nature when considering this potential impact. Updated assessment based upon the present-day bathymetry and the amended Quay will be undertaken and this sub-topic is scoped in.</p> <p>Impacts on sediments The proposed changes could affect patterns of erosion and deposition of fine muddy sediments. Impacts on sediments are therefore scoped in, including:</p> <ul style="list-style-type: none"> • Impacts on sediment transport • Impacts on suspended fine sediment concentrations • Changes to patterns of erosion and deposition of sediments <p>Impacts on Existing and Future Maintenance Dredging Requirements The potential impacts on sediment transport and deposition may affect the sedimentation rates, and thus future maintenance dredging requirements, at AMEP and at adjacent berths. A review of these impacts is therefore scoped in.</p>
Water and Sediment Quality	<p>The baseline and the impacts of the approved scheme on water and sediment quality are presented in Chapter 9 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000131-TR030006-APP-6-9.pdf).</p> <p>The river Humber is split into a number of waterbody units. According to the Environment Agency Catchment Data Explorer, the waterbody adjacent to the proposed DCO site is the HUMBER LOWER (GB530402609201), a Heavily Modified Water Body currently classed as having a Moderate ecological status. At the last assessment in 2019 the Chemical Status was Fail due to the presence of a number of organic and inorganic priority hazardous substances, however in both 2019 and 2022 assessments the Humber has been classified as High status for all specific pollutants (EA Catchment Data Explorer).</p>

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	<p><u>Construction Impacts</u></p> <p>Sediment Plume</p> <p>The amended berthing pocket will result in an increase in the capital dredge volume as the dredging extents will be greater as a result. The change in material being dredged may also give rise to materially different sediment plumes.</p> <p>Updated sampling of the surface sediment will be undertaken to inform the forthcoming ES. An update to this section of the chapter is therefore scoped in.</p> <p>Resuspension of Contaminated Sediments</p> <p>During the construction phase of the proposed development there is the potential for sediment disturbance and the release of contaminants. This will be reviewed in relation to updated sampling results. If any significant change in the levels of contaminants is identified then the potential impacts associated with resuspension during construction will be further assessed. An update to this section of the Water Quality chapter is therefore scoped in.</p> <p>Changes in ambient water temperature</p> <p>There is a possibility that the proposed scheme will change flow patterns near the outfall structures but previous assessments have not found the impact significant and MC3 is not expected to materially change the temperature plumes already assessed. This topic is therefore scoped out.</p> <p>Site run-off and storm drainage</p> <p>No changes are proposed to the arrangements for site drainage and storm drainage. The amendments to the proposed design will not therefore give rise to any new or different impacts and this topic is scoped out.</p> <p>Indirect impacts on water quality</p> <p>The UES in relation to MC2 concluded that with regards to the Humber Estuary, Cleethorpes Beach is located at some distance from the proposed development and as such it was considered highly unlikely that this would experience new or different significant effects. Impacts to Cleethorpes Beach was therefore scoped out of the assessment for MC2. This topic is therefore also scoped out.</p> <p>No significant impacts were identified in relation to indirect impacts on designated sites (SSSI, SAC, SPA and Ramsar) as a result of dissolved oxygen levels changing when dredged material is disposed of. In relation to the potential for significant impacts on designated sites (SSSI, SAC, SPA and Ramsar) as a result of dissolved oxygen levels changing when dredged material is disposed of, the dredge disposal for MC3 will take place at the same regular intervals throughout the dredging period, allowing oxygen levels to recover. Therefore no new or different effects will arise as a result of the proposed scheme. This topic is therefore scoped out.</p> <p><u>Operational Phase</u></p> <p>Water Quality</p> <p>The proposed scheme will not result in any operational changes that could affect drainage of foul water from sewage and trade effluent, accidental leaks and spills, or litter. These topics are therefore scoped out.</p> <p>The physical changes proposed to the quay may cause materially different impacts on the Uniper (formerly E.ON) outfall which remains operational. This element is therefore proposed to be scoped in.</p>

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	<p>Maintenance dredging</p> <p>The potential impacts on sediment transport and deposition may affect the sedimentation rates, and thus future maintenance dredging requirements. A review of the potential impacts of maintenance dredging on water and sediment quality is therefore scoped in.</p>
Aquatic Ecology	<p>The baseline and the impacts of the approved scheme on aquatic ecology are presented in Chapter 10 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000132-TR030006-APP-6-10.pdf)</p> <p><u>Construction Impacts - Dredging</u></p> <p>Habitat change from substrate removal</p> <p>Immediate habitat changes were reported in document Appendix UES 11-2 of the UES for MC2. The quantum of subtidal habitat directly lost due to the proposed works in relation to MC3 will reduce as a result of the change to the quay. This is therefore scoped in.</p> <p>Habitat and benthic communities' disturbance from the sediment plume</p> <p>The total volume of capital dredging will increase as a result of the deepened and widened berthing pocket. As a result of this change, alongside the natural change in bed levels and the physical change to the quay the deposition pattern of sediments within the estuary may change. This is therefore scoped in.</p> <p>Disturbance to fish from construction activity noise and vibration due to dredging</p> <p>Whilst the volume of material to be dredged will increase, dredging operations will remain the same and generate the same noise but over different periods of time. Given the noise levels will remain the same, the impacts can be expected to be the same. Mitigation in the form of restricted piling times is already embedded in the DML. This topic is therefore proposed to be scoped out.</p> <p>Indirect changes to habitats from project-induced changes in hydrodynamic and morphodynamic regimes</p> <p>The total volume of capital dredging will increase due to the deepened and widened berthing pocket.</p> <p>The additional disposal and the natural changes to the estuary may combine to cause different effects to those originally predicted. Dispersal of sediment during dredging operations is therefore scoped in and, accordingly, any associated indirect impacts on habitats from capital dredging can also be scoped in.</p> <p>Disturbance to fish and fish eggs/larvae from habitat loss and disturbance</p> <p>The total volume of capital dredging will increase due to the deepened and widened berthing pocket.</p> <p>The quantum of habitat directly lost to the works will change. As such potential changes to fish and fish eggs/larvae from habitat loss and disturbance are scoped in.</p> <p><u>Construction Impacts - Dredge Disposal</u></p> <p>Loss of subtidal habitat and benthic communities from dredge spoil disposal</p> <p>The proposed MC3 will result in chalk being dredged in addition to silts, sands and clays.</p> <p>It has been previously concluded in MC2 that disposal activities at the disposal sites are not adversely affecting the benthic invertebrates in this area. These sites are subject to high quantities of material disposal every year, , therefore it is reasonable to assume that</p>

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	<p>the placement of the material from the AMEP project is within the capacity of the site and that any effects will be temporary.</p> <p>However, since there is a further increase of dredged material to be disposed, these potential impacts will have to be reassessed, including the disposal of chalk, this topic is therefore scoped in.</p> <p>Habitat and benthic communities' disturbance from the sediment plume</p> <p>As a result of the increase in dredge disposal requirements, when taken into consideration with the updated baseline there is a potential change to the pattern of excess sediment introduced in the water column from dredge disposal. The effects on habitat and benthic communities from the plume are therefore scoped in.</p> <p>Indirect changes to habitats from project-induced changes in hydrodynamic and morphodynamic regimes</p> <p>There will be no change to the disposal sites used for the proposed works, however the overall disposal requirement will increase . MC2 concluded that the material increase would only have a localised impact on the hydrodynamic and morphodynamic regimes. Although, as a further increase in the disposal of material is proposed, the hydrodynamic and morphodynamic regimes at the disposal locations could be further affected. This topic is therefore scoped in.</p> <p>Disturbance to fish and fish eggs/larvae from habitat loss and disturbance</p> <p>The proposed change to dredge quantities will give rise to additional vessel movements on the river during construction. However, it is considered that habitat disturbance during the construction phase is unlikely to have long-term impacts on fish as they are mobile and, given the width of the water body at this point, will avoid any area affected by disturbance, returning once the disturbance has ceased.</p> <p>As such potential impacts to fish from these increased vessel movements is scoped out.</p> <p><u>Construction Impacts – Quay Construction</u></p> <p>Loss of habitat (intertidal and subtidal) and benthic communities from land take required for the quay</p> <p>Appendix UES11-2 of the UES in relation to MC2 concluded that overall there would be a marginally smaller loss of habitat. The quantum of habitat lost due to the proposed works for MC3 will reduce further. This is therefore scoped in.</p> <p>Creation of new hard substrata habitat</p> <p>MC3 will include the installation of a more extensive rock blanket, which may change the conclusions of the original assessment. This is therefore scoped in.</p> <p>Habitat disturbance from water quality changes in the vicinity of outfalls</p> <p>The principal water quality change in the vicinity of the outfall is an increase in temperature. However, studies reported in Appendix UES9-5 showed that the temperature increases were trivial except in very close proximity to the outfall. . It is therefore proposed to scope out potential changes to habitat disturbance arising from water quality changes at the existing Uniper outfall.</p> <p>Indirect changes to habitats from project-induced changes in hydrodynamic and morphodynamic regime</p> <p>The proposed design changes to the quay may affect the hydrodynamic regime from that previously assessed. If the fUES concludes that the hydrodynamic and morphodynamic effects do result in a noticeable change then indirect changes to habitats will be scoped in. Otherwise, these effects will be scoped out.</p>

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	<p>Disturbance to fish from habitat loss and construction activity noise and vibration</p> <p>The proposed change does not result in any new or additional sources of noise or vibration beyond those previously assessed, nor does it result in any effects on areas which would not otherwise have been subject to disturbance. As such there can be no material change in the magnitude of the effect from that previously assessed. Impacts on fish are therefore scoped out.</p> <p>Disturbance to marine mammals from construction activity noise and vibration</p> <p>The proposed change does not result in any new or additional sources of noise or vibration beyond those previously assessed, nor does it result in any effects on areas which would not otherwise have been subject to such disturbance. As such there can be no material change in the magnitude of the effect from that previously assessed. Impacts on marine mammals are therefore scoped out.</p> <p>Disturbance to marine mammals from reduced prey availability</p> <p>There is no pathway for a change in magnitude from the proposed revised design on fish, and as such there will be no material change to the impacts on prey availability from that originally assessed. This is therefore scoped out.</p> <p>Changes to aquatic environment in adjacent water bodies</p> <p>Changes in the hydrodynamic regime may affect adjacent waterbodies. An updated assessment of potential changes to the aquatic environment in adjacent water bodies is therefore scoped in.</p> <p><u>Construction Impacts – Run-off</u></p> <p>Impacts to all aquatic ecologic receptors as a result of construction run-off are scoped out because the proposed design change does not include any changes to site drainage and run off, thus there is no potential for a material change in the magnitude of impact from the proposed design change.</p> <p><u>Operational Impacts</u></p> <p>Disturbance to fish due to the operational noise of an increased number of vessels</p> <p>Although the proposed changes will allow for redundant marine structures to be handled across the quay to enable their recycling, it is considered that MC3 won't result in a significant change in the number of operational vessels and the noise impacts with the associated activities are within the envelope of what has already been assessed and would not warrant this to be assessed through the EIA process. Impacts on fish during operation are therefore scoped out of the forthcoming amended ES for MC3.</p>
Terrestrial Ecology and Birds	<p>The baseline and the impacts of the approved scheme on terrestrial ecology and birds are presented in Chapter 11 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR030006/TR030006-000133-TR030006-APP-6-11.pdf)</p> <p>Since the UES was produced, additional wintering bird surveys have been undertaken during 2023-24 to update the baseline, these updated surveys covered the Cherry Cobb Sands site, upstream of Stone Creek on the north bank of the Humber Estuary and the AMEP frontage.</p> <p>The surveys revealed that the wider AMEP frontage and the North Killingholme Pits (NKP) site continue to be regionally important for a number of species, as well as supporting some species in nationally important numbers. In short, the AMEP frontage and NKP sites were functionally linked, with movements between these locations regularly observed. The</p>

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	<p>surveys also noted that, there was also a regular flight exchange movement between the NKP site and the intertidal frontage upstream of the CLdN terminal, this occurring on most tides and in a similar pattern to that of exchange with the AMEP frontage. As such, whilst the AMEP frontage is clearly important for species foraging, other intertidal areas in a similar proximity to the NKP site are also used. In conjunction with surveys carried out at Cherry Cobb Sands over the same period, there appeared to be little cross-estuary movement.</p> <p>In summary, the surveys revealed that, for most species within the recorded assemblage, utilisation of the AMEP frontage was broadly comparable to other narrow intertidal areas on the outer middle south shore of the Humber. However, for some species, usage was much greater and the site can be assessed as being of considerable regional, and potentially national importance for the species.</p> <p>Ornithological Impacts</p> <p>The proposed changes as part of MC3 may affect the hydrodynamic and morphodynamic regimes, which in turn may result on indirect changes to habitats. Where this has potential to affect designated estuary habitat, there could potentially be subsequent impacts on SPA qualifying bird species and assemblage. Therefore, if the forthcoming ES for MC3 concludes that the hydrodynamic and morphodynamic effects do result in a noticeable change then ornithological impacts – in relation to potential indirect impacts on designated estuary habitat which supports SPA qualifying bird species and the waterbird assemblage only – will be scoped in. Otherwise, these impacts will be scoped out.</p> <p>The impact of the proposed quay may be affected by natural change in bird distribution within the SPA since the original ES. The extent of natural change will be assessed in the light of recent bird data, as discussed above.</p> <p>Terrestrial Habitats and Species</p> <p>No changes are proposed to the terrestrial works which would have any direct impact on terrestrial habitats and species as previously assessed. These receptors are scoped out.</p> <p>Noise</p> <p>Although the proposed changes will allow for redundant marine structures to be handled across the quay to enable their recycling, it is considered that the noise impacts with the associated activities would not warrant this to be assessed through the EIA process. Construction noise from piling is the critical activity. In any event, specific mitigation to limit noise levels at sensitive receptors is already provided for in the Requirements of the DCO.</p> <p>Effects from noise are therefore scoped out.</p>
Commercial and Recreational Fisheries	<p>The baseline and the impacts of the approved scheme on commercial and recreational fisheries within the Humber estuary are presented in Chapter 12 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000104-TR030006-APP-6-12.pdf)</p> <p>Commercial fisheries in the Humber Estuary are conducted by small vessels operating from Grimsby or Hull, and small beach-launched vessels operating mainly from the north bank. At the present time, the size of the fishing fleet inside the estuary is small as most of the vessels from Grimsby and Hull operate offshore along the Holderness and Lincolnshire coasts. The outer estuary is also visited on a seasonal basis by vessels from other ports targeting brown shrimp.</p> <p>The UES for MC2, assessed the potential changes to the commercial and recreational fisheries of the area against conditions described in the original ES baseline, and from the assessment of MC2 and pathways of potential impact, no significant effects were identified other than those assessed in the original ES. Given the similarities between MC2 and the MC3 and current baseline, it is considered that the proposed amendments will also not give rise to any new or different impacts on commercial fisheries.</p> <p>This topic is therefore proposed to be scoped out.</p>

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Drainage and Flood Risk	<p>The baseline and the impacts of the approved scheme on flood risk and drainage are presented in Chapter 13 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000105-TR030006-APP-6-13.pdf)</p> <p>No changes are proposed to the arrangements for the disposal of surface water and foul water from the development site. The amendments to the proposed design will not therefore give rise to any new or different impacts on drainage.</p> <p>The UES for MC2 concluded that the proposed amendments will not result in increased levels of impacts from those reported in the original ES, and therefore the residual effect of the scheme in relation to Flood Risk and Drainage would remain not significant. As the quay level for MC3 remains unchanged to that proposed for MC2, it is reasonable to conclude that there will be no new or different effects on flood risk as a result of the revised design.</p> <p>This chapter is therefore scoped out.</p>
Navigation	<p>The baseline and the impacts of the approved scheme on commercial and recreational navigation within the Humber estuary are presented in Chapter 14 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000106-TR030006-APP-6-14.pdf)</p> <p>A Navigation Risk Assessment (NRA) was updated as part of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000135-TR030006-APP-6A-14-1.pdf). The NRA noted that ABP Humber Estuary Services is experienced in the management of large and hazardous cargoes through its Marine Safety Management System (MSMS) and has effectively implemented a suite of embedded mitigation measures ensuring that the risk profile remains at acceptable levels.</p> <p>The NRA assessed the proposed activities associated with MC2 and it was concluded that the Project should have a minimal effect on the existing risk profile which should be managed and contained assuming compliance with embedded mitigation and regulations governing; movements, pilotage, towage, Vessel Traffic Services (VTS) and procedures.</p> <p>Whilst the proposed amendments to the Quay design will not extend the footprint of the Quay any further into the navigation channel than the approved design, the potential impacts associated with increased vessel movements, in particular dredging vessels , and the change in quay line, this topic is proposed to be scoped in.</p>
Traffic and Transport Assessment	<p>Based on the quantum of steel waste likely to be recycled as a result of MC3 there would be a predicted additional 1500 vehicle movements in and out of the site per year if all the additional waste was removed from site by road transport. Transport of the material off-site will be episodic and occur across the calendar year with a limited number of vehicles involved each time. It is considered that these additional traffic movements, spread over several periods, each period being several days, then this would not give rise to significant adverse effects so as to warrant this topic being considered as part of the EIA process. The maximum additional traffic impact would be no more than 10 vehicle movements per hour</p> <p>This chapter is therefore scoped out.</p>
Noise and Vibration	<p>The baseline and the impacts of the approved scheme on the local noise environment are presented in Chapter 16 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000108-TR030006-APP-6-16.pdf)</p> <p>The existing acoustic environment surrounding the proposed development is dominated by industrial noise, particularly flaring from the adjacent refinery and traffic from surrounding roads. It is also considered that, albeit to a lesser extent, marine sources from the east and noise from rail movements to the south influence the current acoustic environment.</p>

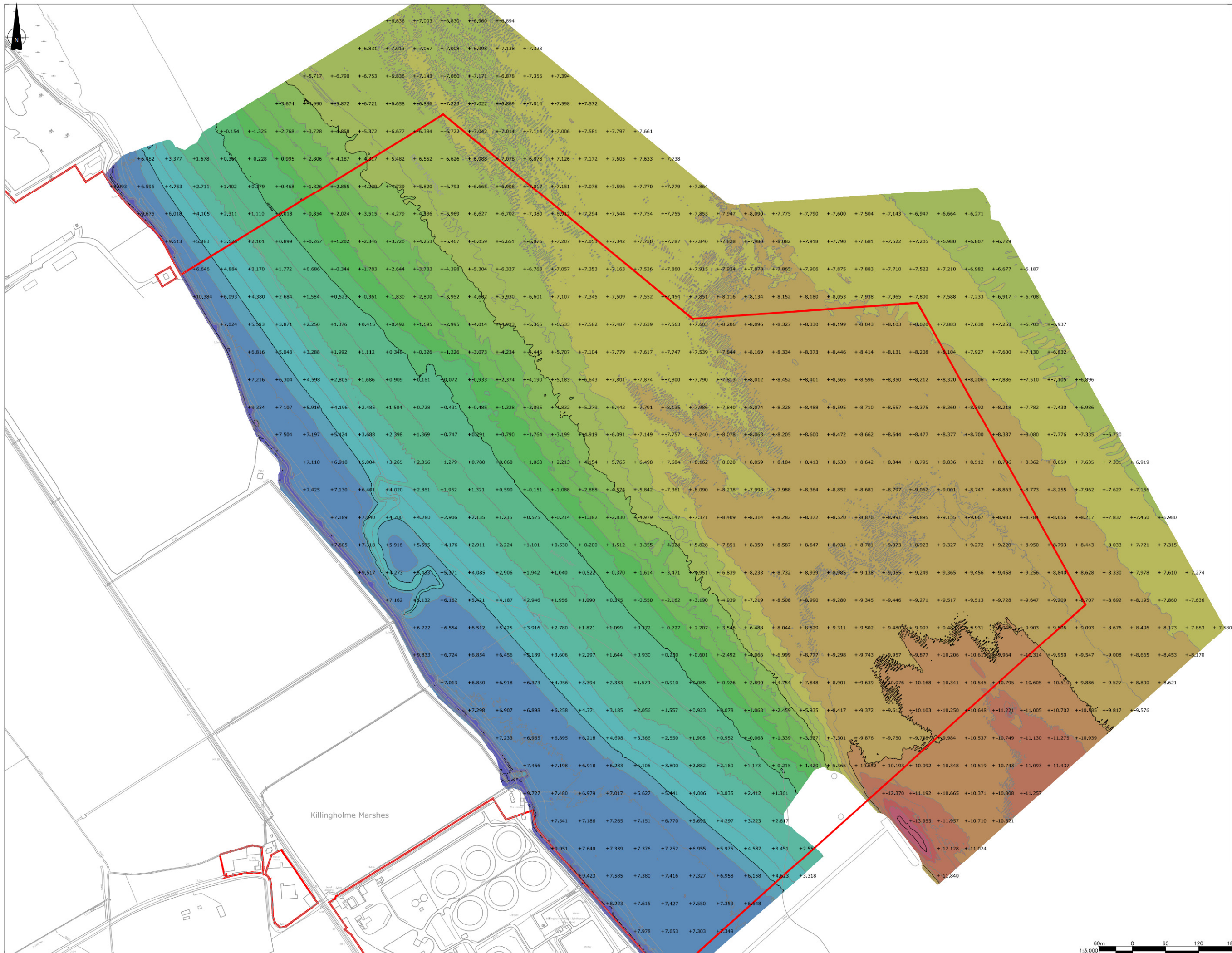
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	<p>The UES for MC2 reviewed the original ES for AMEP, to determine whether the proposals, and subsequent changes in policy, guidance and baseline conditions had the potential to lead to changes in the findings as described within the original ES. Following this review within the UES, no changes were identified that would alter the assessment of effects as described within the original ES.</p> <p>Whilst the proposed amendments in MC3 will result in different alignment of the quay wall, it is considered that its installation will not result in any new or different noise impacts or vibration during construction. Construction noise impacts were assessed on a worst-case scenario of all marine and terrestrial works being undertaken simultaneously; vibration impacts were assessed on a worst-case scenario. Appropriate mitigation has been secured through the DCO and the amended quay for MC3 will be constructed in accordance with this mitigation.</p> <p>Once operational, although the proposed changes will allow for redundant marine structures to be handled across the quay to enable their recycling, it is considered that the noise impacts with the associated activities would not warrant this to be assessed through the EIA process.</p> <p>This topic is therefore scoped out.</p>
Air Quality	<p>The baseline and the impacts of the approved scheme on air quality are presented in Chapter 17 of the UES for MC2 (</p> <p>Air quality levels were assessed to be not significant in the UES. MC3 is not expected to give rise to materially different levels of emissions to air.</p> <p>An assessment of impacts on air quality for MC3 is therefore scoped out.</p>
Marine Archaeology	<p>The baseline and the impacts of the approved scheme on marine archaeology are presented in Chapter 18 of the UES for MC2 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000109-TR030006-APP-6-17.pdf)</p> <p>An updated Marine Archaeological Written Scheme of Investigation (WSI) (September 2021) for the coastal and marine aspects of the project was agreed with North Lincolnshire Council. The WSI sets out the aims, methods and standards that will be employed to ensure that adequate mitigation is applied to aspects of the marine historic environment that will be impacted by the construction and capital dredging aspect of AMEP, (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000435-(TR030006.D4.13)%20Written%20Scheme%20of%20Investigation%20with%20Figures.pdf).</p> <p>As construction of the quay will take place under the WSI, it is considered that the proposed amendments will not give rise to any new or different effects on the historic environment in this regard.</p> <p>Impacts on the historic environment are therefore scoped out.</p>

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Light	<p>The baseline and the impacts of the approved scheme from proposed lighting are presented in Chapter 19 of the ES (Microsoft Word - Ch 19 ES Light Assessment Chapter 20111202-rc-if-JM).</p> <p>The consideration of light was reported in the UES for MC2 but concluded that there are no predicted changes to the lighting impacts as part of the Lighting Assessment that was submitted with the original ES for AMEP.</p> <p>No changes are proposed to the lighting levels or area of spill and, in any event, the precise arrangements for external lighting are reserved matters requiring the submission of written details and their subsequent approval in accordance with Schedule 11, paragraph 24 of the DCO.</p> <p>The amendments to the proposed design as part of MC3 will not therefore give rise to any new or different impacts relating to light. This topic is therefore scoped out.</p>
Landscape and Visual	<p>The baseline and the impacts of the approved scheme on the landscape are presented in Chapter 20 of the ES (Microsoft Word - 20111212 Ch 20 ES Landscape and Visual Impact JM).</p> <p>The area is dominated by industrial development. The amendments to the proposed design are not material in the context of the assessment of landscape or visual impacts of the development and will not result in any new or different landscape or visual effects compared to those already reported. This topic is therefore scoped out.</p>
Socio-Economic	<p>It is considered that there are no predicted changes to the positive economic activity and benefits previously reported in the original ES during either construction or operation, to a scale that would warrant this chapter being scoped into the EIA process for MC3. This topic is therefore scoped out.</p>
Aviation	<p>The baseline and the impacts of the approved scheme on aviation are presented in Chapter 20 of the UES (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000114-TR030006-APP-6-22.pdf).</p> <p>Impacts from AMEP on aviation principally arise from tall structures.</p> <p>The amendments to the proposed design as part of MC3 will not give rise to any taller structures that might impact aviation. This topic is therefore scoped out.</p>
Waste	<p>The amendments to the proposed quay design will not result in any material changes to the amount of materials to be used and thus waste generated, however an increase in the marine disposal of dredged arisings is being sought.</p> <p>As discussed, MC3 seeks a relaxation of the cargo restriction set out in Schedule 11, paragraph 4 of the DCO, so that redundant marine structures are allowed to be handled across the quay to enable their recycling. Products arising from recycling (such as steel) would also be permitted to be handled across the quay.</p> <p>This topic is therefore scoped in.</p>
Health	<p>The amendments to the proposed design will not give rise to any new or different health impacts.</p> <p>This topic is therefore scoped out.</p>

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Climate Change	<p>The UES for MC2, included consideration of carbon dioxide emissions, flood risk and climate change, hydrodynamics and adaptation of the development design (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR030006/TR030006-000117-TR030006-APP-6-25.pdf).</p> <p>The UES also noted that the original ES considered climate change and the carbon balance primarily through consideration and assessment of CO₂ emissions – from road traffic, rail, and shipping. The UES for MC2 confirmed that the assessment had duly considered the risks associated with climate change through assessment of a suitable future flood risk scenario with raised sea levels. As such, the consideration of climate change was inherently contained within the assessment for flood risk and overtopping.</p> <p>Given the similarities between MC2 and MC3 it is considered that the proposed MC3 will not result in any changes that would give rise to additional effects in relation to climate change that would warrant scoping this into the EIA.</p> <p>This topic is therefore scoped out.</p>
Major Accidents and/ or Disasters	<p>The UES for MC2 included consideration of risks to Humberside Airport, and Navigation and Vessel Traffic, and major accident hazard sites.</p> <p>The Navigational Risk Assessment for MC2 was updated to include an assessment of major incidents, as they related to commercial and recreational navigation.</p> <p>The UES also assessed the increased risk to aviation associated with the newly proposed 200m tall quay-side cranes, with mitigation recommendations designed to address these risks.</p> <p>Given the similarities between MC2 and MC3 it is considered that the proposed MC3 will not result in any changes that would give rise to additional effects in relation to this topic that would warrant scoping this into the EIA process for MC3.</p> <p>This topic is therefore scoped out.</p>
Cumulative Effects	<p>Consideration will be given in the forthcoming ES to updating the cumulative assessment where the proposed material changes alter the impacts on a receptor, and where this receptor is one that may suffer as a result of the combination of this impact with others identified.</p>
In Combination Effects	<p>The original ES considered in-combination impacts and this assessment will be reviewed, excluding those projects that have now lapsed, within the updated ES chapters.</p>

5.4 The assessment methodologies for the proposed environmental topics to be scoped into the forthcoming ES for MC3 will predominately follow the same methodologies applied in the ES or UES. However, the topic specialists will set out where any updated assessment methodologies or baseline assessments are required in the new ES for MC3.

APPENDICES



Key & Notes
Notes
1. Do not scale from this drawing. If in doubt - Ask.
2. All dimensions are in metres (m) unless noted otherwise.
3. All levels are in metres (m) above Chart Datum (mCD) unless noted otherwise.
4. Soundings by Eiffage, 26th June 2021.

A	22/06/2021	Preliminary Issue	JHM	RC	RC
Rev.	Date	Comments	Des	Chk	App

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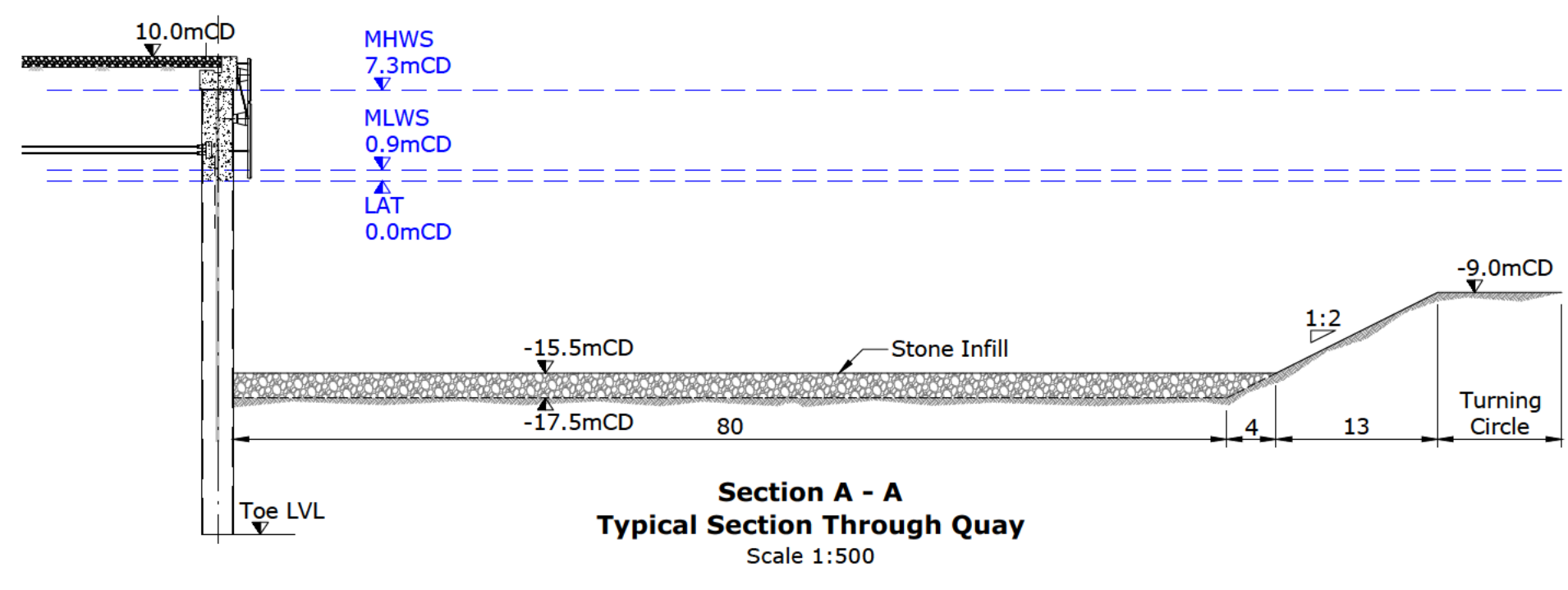
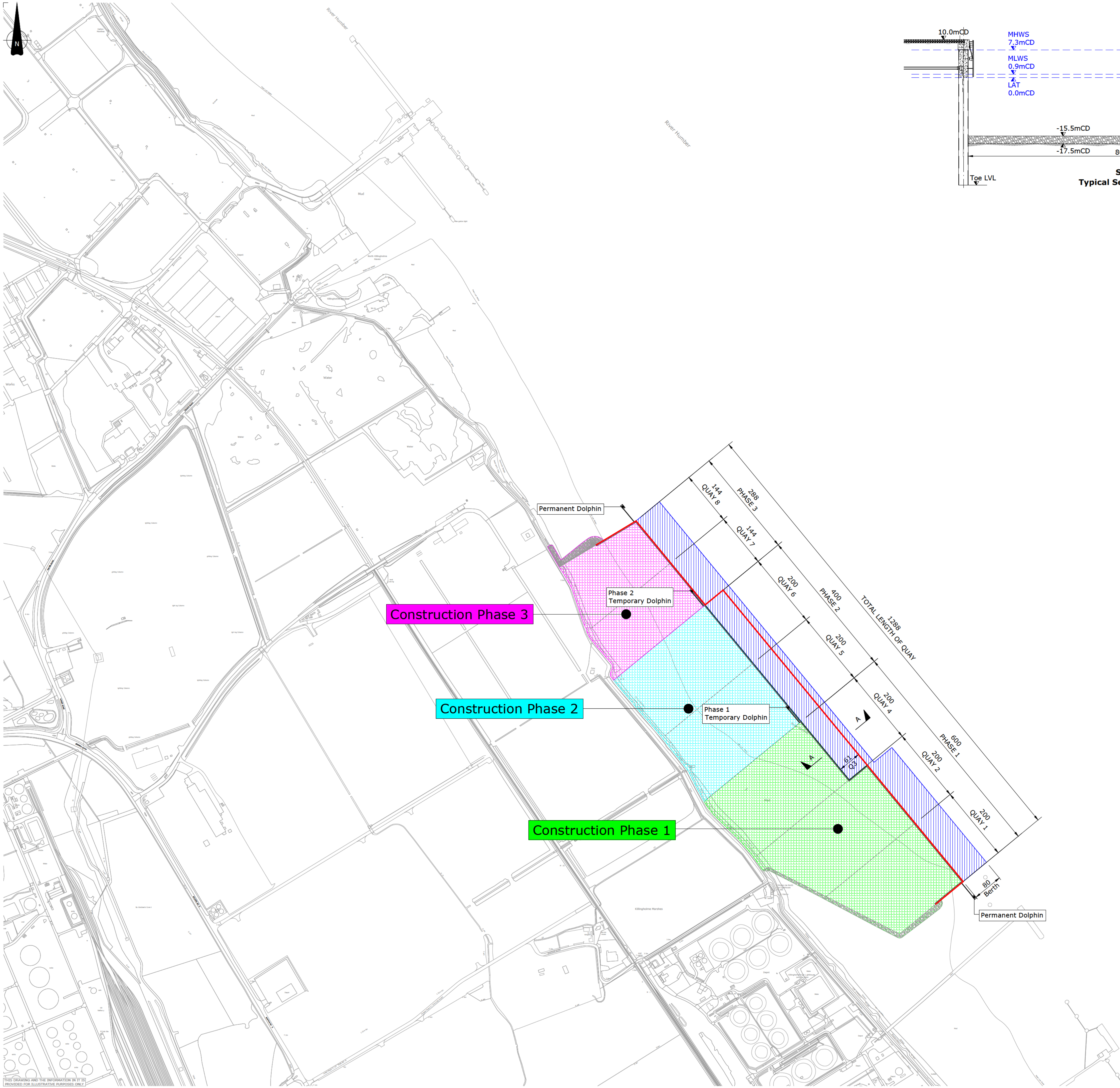
Project: ABLE Marine Energy Park

Client: ABLE UK Limited

Drawing Title: Bathymetry Survey 2021 06 26

PRELIMINARY

Scale:	Drawn By:	Checked By:	Approved By:
1:3,000 @A1	J. Harman	R. Crum	R. Crum
Date:	22/06/2021	22/06/2021	22/06/2021
Drawing No:	AME-006-00151	Revision:	A





Key & Notes

Notes


1. Do not scale from this drawing. If in doubt - Ask.

Legend

 South Bank (Berthing Pocket)

 Consented Quay Line

E	28/11/2024	Construction Phase 3 Updated	DA	RC	RC
D	26/11/2024	Plan View Amended	DA	RC	RC
C	18/11/2024	Typical Section Added	RH	RC	PMS
B	29/08/2024	Construction Phases Updated Temp. & Permanent Dolphins Added	DA	RC	PMS
A	23/08/2024	Information Issue	DA		
Rev.	Date	Comments	Des.	Chk.	App.



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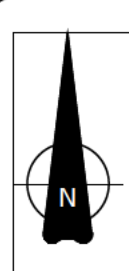
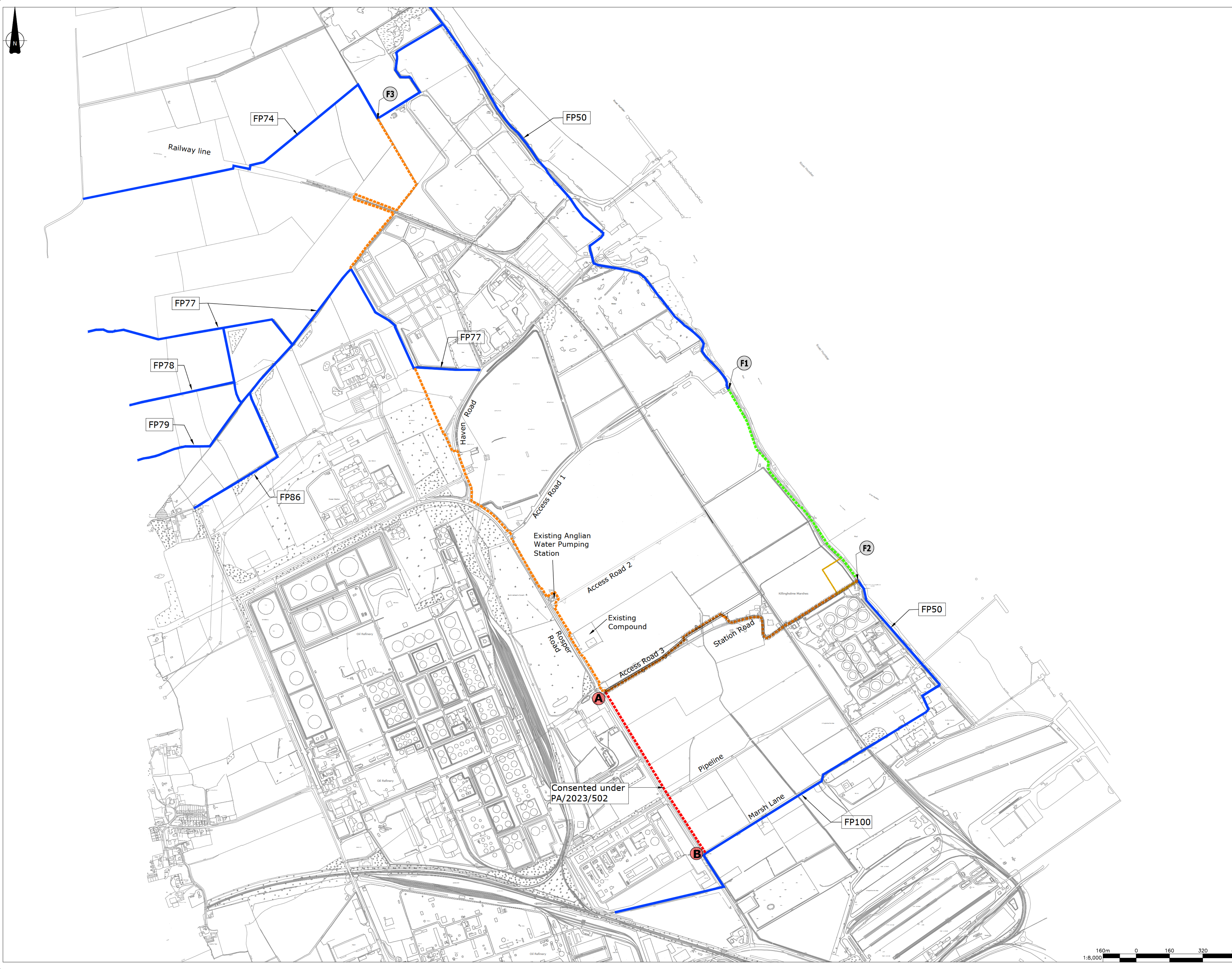
Project: AHP 1,288m Quay DCO Application

Client: ABLE Humber Ports Ltd.

Drawing Title: Indicative Quay Construction Phasing Plan

FOR INFORMATION

Scale: 1:5,000	DA UN O	Drawn By: D Almeida	Checked By: R Crum	Approved By: P Stephenson
Originator: RC/PMS	21/05/2024	29/08/2024	29/08/2024	
Drawing No: AHP-030-00017				Revision: E



Key & Notes

Notes

1. Do not scale from this drawing. If in doubt - Ask.

2. All dimensions are in metres (m) unless noted otherwise.

Legend

Existing Footpaths

Footpath to be Stopped Up

Approved Footpath Creation

Approved Length of Diversion to be Abandoned

Proposed New Section of Diversion (Consented under PA/2023/502)

B	14/01/2025	Notes Amended / Updated	DSA	RC	RC
A	07/10/2022	Preliminary Issue	DSA		
Rev.	Date	Comments	Des.	CHK	App.

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Project:

AMEP Material Change 3

Client:

ABLE UK Limited

Drawing Title:

Proposed Relocation of FP50 Diversion

PRELIMINARY

Scales:	Drawn By:	Checked By:	Approved By:
1:8,000@A1	D Almeida	R Crum	R Crum
Date:	07/10/2022	14/01/2025	14/01/2025
Drawing No:	AME-002-00136	Revision:	B

160m

0

160

320

480

1:8,000