

# North Lincolnshire Council – SHBEE-1 Further Submission

ABP Triangle

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Regeneration (22 January 2015)

# AMEP TIMELINES

- **From 2003** - ABLE interaction with offshore wind sector
- **Jan 2009** – initial feasibility (with YF)
- **June 2009** – initial environmental surveys/design
- **July 2010** – informal consultation
- **Jan-March 2011** – formal consultation
- **Dec 2011** – application submitted
- **Jan 2012** – application ‘accepted’ examination commences
- **Nov 2012** – examination concludes
- **Feb 2013** – ExA passes recommendation to Secretary of State Transport (SoS)
- **May 2013** – SoS decision delayed – conclude arrangements with Crown Estate
- **Aug 2013** – SoS ‘minded to approve’ – seeks clarification re Network Rail/Natural England
- **Dec 2013** – SoS authorises the granting of the AMEP Development Consent Order (DCO)
- **Feb 2014** - permission ‘laid’ before Parliament
- **March 2014** – ABP ‘petitions’ in respect of Special Parliamentary Procedure (SPP)
- **April 2014** – hearing to determine whether SPP progresses

# AMEP TIMELINES

- **October 2014** – Commencement of examination into SPP for CPO of ABP land
- **October 2014** – Joint Committee rejects ABP petition 5 to 1 - 'no case for Able UK to answer'
- **November** – Secretary of State Transport confirms AMEP DCO
- **December 2014** – ABP application for Judicial review of AMEP DCO
- **February 2015** – Court to consider Judicial Review

# THE ABP TRIANGLE



- 4.8 ha (11.8 acres)
- Farmland
- 1955 – Zoned for Industrial Use
- 1967 – Ownership of British Transport Dock Board
- 1979 – Humberside Structure Plan
- 1987 – Revised Structure Plan

# THE IMMINGHAM WESTERN DEEPWATER JETTY (IWDJ)



## Port of Immingham

### Master Plan 2010-2030

Consultation Draft Document



ABP Port of Immingham Master Plan 2010-2030 • Chapter 1 • Executive Summary

These include:

- Renewable fuel power stations
- Biomass co-firing
- Carbon capture and storage
- Offshore wind
- Tidal
- Onshore wind – sustainable port generation
- Biofuels.

- Agribulk Storage Developments – Expansion of Immingham Bulk Park
- ABP Export Terminal Redevelopment
- Immingham Outer Harbour Ro-Ro Berth 4
- Sunk Dredged Channel Deepening
- Immingham Oil Terminal Developments
- Stallingborough Satellite Terminal
- East Gate Development
- West Gate Entrance Development
- Immingham Outer Harbour Lo-Lo Berth & Container Terminal
- Western Deepwater Jetty.

#### Land use trends

- 1.19 The current land use within the Port is summarised in Figure 1.20.
- 1.20 A future land use plan has been drawn up for 2030 which takes into account developments in response to changing trade demands.

- 1.26 The Port will continue to show flexibility in its development strategy while adapting to market demands. This list of developments is not exhaustive and will inevitably evolve over the course of the master plan period.

#### The Port of Immingham 2010 to 2030

- 1.21 The future strategic development of the Port will continue the current policy of anticipating and responding to growth in international trade.
- 1.22 Developments will be completed to meet both changing trade demand forecasts and ABP's own growth expectations and aspirations. These developments are intended to strengthen the Port's role as an international gateway to the UK and, in particular, the Yorkshire and Humber region.
- 1.23 Although there are areas of development land available within the existing port boundaries, restructuring and modernisation of existing terminal operations and rationalisation and consolidation of port uses will also be necessary to ensure that the Port operates most efficiently.
- 1.24 It is anticipated that all suitable development areas within the boundaries of the Port will ultimately be utilised. The Port will therefore eventually look to link to adjacent strategic land banks located to the east, south and west of the Port.
- 1.25 The following major developments are likely to be taken forward at the Port during the period of the master plan:

- Immingham Renewable Fuels Terminal
- ABP Humber International Terminal Rail Extension
- ABP Humber International Terminal Berth 3

#### Intermodal connections

- 1.27 With its strategic location on the east coast, the Port of Immingham is a major entry point for trade into the UK.



Freightliner operates a regular service to and from Immingham servicing the Port's energy trades and reducing the number of lorry journeys on the road network

- 2010 (undated) Draft Masterplan
- 2010 Masterplan – the only version subject to consultation
- Immingham Deep Water Jetty - a 2030 possibility
- Only 3 References to IDWJ



# THE IMMINGHAM WESTERN DEEPWATER JETTY

## ABP Port of Immingham Master Plan 2010-2030



ABP Port of Immingham Master Plan 2010-2030 • Chapter 7 • The Port of Immingham 2010 to 2030



Figure 7.4: Computer generated image (CGI) of Humber International Terminal including berth 3

Revision Order (HRO) and related consents. The required authorising process is currently underway. The development will be taken forward in tandem with separate plans for the development of the Western Deepwater Jetty, as outlined in paragraph 7.30 below.

7.28 Landside works associated with the expansion of Humber International Terminal will ultimately depend on the end user. It will be possible to link a conveyor off the berth into the existing automated system or to bypass directly to future planned or new developments on adjacent development land to the south west of the port estate. Another option is to support CCS initiatives working in conjunction with existing Port customers: CCS is the technology being trialled by power generators to reduce CO<sub>2</sub> emissions and is discussed in more detail in Chapter 6. Alternatively, the Humber International Terminal 2 conveyor system could be extended to create a flexible two-berth coal terminal feeding to rail and off-site backland storage areas.

7.29 An expanded terminal and new 'distant' end users would require additional rail capacity. Network Rail and regional and local planning and development bodies will be engaged and consulted in any requirement for infrastructure developments during the planning stages, which will be supported by further development of the Humber

International Terminal Rail Extension and in the long term, by the Killingholme Loop.

### Western Deepwater Jetty

7.30 This site, lying to the west, offers the last remaining undeveloped riverside frontage for the Port of Immingham. It is uniquely suited to the development of a new liquid bulks terminal to service existing cargoes and new bulk liquids transiting the Port. It also presents as a realistic option to service flows of Liquid Petroleum Gas and White oils traffic displaced from the Immingham Gas Terminal Jetty, given the need for redevelopment of this berth. Proximity to the Phillips 66 and Calor Gas underground gas cavern network is also an important consideration for ensuring current gas jetty traffic remains located to the west of the Port. In addition, the Western Deepwater Jetty, when constructed will also provide further liquid bulk handling capacity at the Port to accommodate new cargoes, such as refined fuels and Liquefied Natural Gas (LNG).

7.31 The Port's liquid bulk cargoes are set to increase in volume, with increases in ship-size also an inevitable consequence of the ongoing globalisation of energy and fuel-related cargoes. Liquid bulk traffic through UK ports is set to become a significant business growth area, particularly when viewed in the context of

- 2012 (13<sup>th</sup> October)
- During AMEP Hearing
- ABP acknowledge: “hurried through” (John Fitzgerald – ABP Port Director) revised Masterplan and amended for the AMEP examination
- No consultation revised Masterplan
- 9 References
- IWDJ Immediate Priority (from 2030)

# IWDJ PLANNING

- 20<sup>th</sup> Nov 2013 – HRO application to MMO
- Application acknowledges that AMEP and IWDJ cannot both happen
- IWDJ **only needed if** HIT3 progresses
- HIT3 not subject to any permission/application – needs an HRO as a minimum
- Dependent on ‘uncertain’ biomass market
- IWDJ jobs – up to 50
- Secretary of State Transport (authorizing AMEP DCO):

*‘while he recognises the progress made by ABP in its development of this [IWDJ] project since the close of the [AMEP] examination, he remains of the view that it is appropriate to issue the section 127 as **it is not certain that the IWDJ will proceed or that it must occupy the triangle site**. He is accordingly satisfied that the acquisition of the triangle site for the purposes of the [AMEP] project would not cause serious detriment to the carrying on of ABP’s undertaking.’*

*Secretary of State Transport - referring to AMEP (18 December 2014)*

*“the scale of the opportunity offered by the AMEP development to transform the Humberside economy by establishing a super cluster of marine energy activities, and the inclusion of manufacturing facilities at AMEP, are important and distinctive features which set it apart from other schemes.”*

# IWDJ PLANNING

- Likely that HRO application to MMO is not appropriate (NSIP?)
- Need not established – save for possibility of HIT3
- HIT3 has many alternative locations (IROPI case)
- Natural England assert IWDJ Habitats Assessment inadequate
- IWDJ no IROPI and no compensation scheme
- NLC Planning Committee (15<sup>th</sup> January 2014) unanimous objection to ABP IDWJ proposals:

***‘The IWDJ is in no way, shape or form, close to AMEP in what it offers to the local and regional economy’ - NLC Planning Committee***

- IDWJ ‘suspended’ pending the pending the outcome of the AMEP decision

AMEP Public Examination Inspectors report (ABP Triangle p.136)

- ‘On that basis the Panel concludes that powers of compulsory acquisition should be given to the applicant (Able UK) for these two parcels. They are clearly required to facilitate the development. The public interest is that the scheme will be wholly frustrated if the applicant does not acquire them, and all the public benefit will be forfeit’ (para 18.185).



# THE SO-CALLED ABP COMPROMISE



- ABP proposed compromise would reduce AMEP Quay by c. one third!
- It would Override SoS and ExA!
- A material change!
- Compromise would kill off AMEP scheme as not viable
- Compromise rejected by SoS Transport & Joint Committee for Special Parliamentary procedures

# AMEP THE OPPORTUNITY

- Secretary of State for Transport (18<sup>th</sup> Dec 2013):

***“the scale of the opportunity offered by the AMEP development to transform the Humberside economy by establishing a super cluster of marine energy activities, and the inclusion of manufacturing facilities at AMEP, are important and distinctive features which set it apart from other schemes.”***