



Able Marine Energy Park

List of Associated Development

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1 Summary

- 1.1 This document accompanies the application for the Able Marine Energy Park. It lists development other than the nationally significant infrastructure project that requires development consent, namely the quay.
- 1.2 The list of associated development is listed at Schedule 1 to the development consent order (application document TR030001/APP/9), and it is reproduced here with further explanations as to what the development consists of and why it is necessary and subordinate to the nationally significant infrastructure project.

2 Associated development

In the district of North Lincolnshire and within the Order limits—

Work No. 2—works to the junction between the Humber Road and Rosper Road

- 2.1 North Lincolnshire Council have advised that the increase in traffic caused by the development will require improvements that will require land outside the current highway boundary to be made to the junction between Humber Road and Rosper Road. All other highway improvements can be carried out within the existing highway boundaries and will be the subject of separate agreements.

In the district of North Lincolnshire—

(a) dredging and land reclamation;

- 2.2 The creation of the quay will involve dredging and land reclamation to lower the level of the sea bed and raise the level of the land respectively. This is an integral part of the creation of the quay, is subordinate to it as it would not be required without the quay and necessary for it to operate.

(b) the provision of onshore facilities for the manufacture, assembly and storage of components and parts for offshore marine energy and related items;

- 2.3 The onshore part of the facility is a key element of the project that will allow the quay to operate as intended as a marine energy hub. Without the development of onshore facilities, the project would be financially unsound.
- 2.4 The onshore facilities are therefore a necessary part of the project to build a quay designed to handle large and heavy offshore marine energy components. The quay comprises the significant part of the development and the onshore facilities are subordinate to it.

(c) works to Rosper Road;

- 2.5 Other than the works to the Humber Road/Rosper Road junction, other improvements are necessary to Rosper Road as a result of the project. The road will be widened in places and access to it will be modified in two places as shown on the plans. These changes are necessary to reduce the effect of increased vehicle movements arising from the development. The changes are subordinate to the main development as they are only being carried out as a result of it.

(d) surface and foul water disposal arrangements;

- 2.6 The onshore area of the development will have existing surface water disposal arrangements (i.e. drainage ditches) realigned as part of the works, to take account of the increase in hard standing and the placement of buildings on the site. Instead of a single drainage channel, a network of drainage ditches will be provided. Once again this development is necessary to deal with surface water runoff on the site, to ensure that it does not affect the new development on the site or any neighbouring land. It is subordinate to the project because it would not be required otherwise.

(e) lighting

- 2.7 The works will require lighting when they are being constructed and when they are operational. The provision of lighting is therefore a necessary part of the project and being dependent on the existence of the main works, is subordinate to it.

(f) parking

- 2.8 The construction and operation of the works will, subject to a Travel Plan to be agreed with the relevant planning authority, require some on-site parking. The amount of parking will be agreed with the local planning authority as necessary for the works, and as it is only being provided because of the main project, is subordinate to it.

(g) ecological mitigation works

- 2.9 As well as the provision of compensatory land on the opposite side of the Humber (see below), on-site ecological mitigation works are also proposed. As these works are in partial mitigation for the effects of the project on the environment and have

been required to satisfy the requirements of the EU Habitats Directive, they are both necessary and subordinate to the main works.

(h) the re-siting of apparatus.

- 2.10 Public utility apparatus crosses the Order land and will need to be re-sited in some cases. Where possible, such apparatus is left untouched, but where outfalls are situated where the quay is to be constructed, these will be relocated to the north and south. A drainage pumping station will be built in a different place than originally intended, which avoids the quay. These works are necessary to allow the utilities to continue to operate during and after the construction of the quay. They are subordinate because they are only required because of the main development and would not be carried out otherwise.

In the district of the East Riding of Yorkshire, the development of a compensatory environmental habitat.

- 2.11 The provision of a compensatory environmental habitat is a direct consequence of the effect of construction of the quay within the Humber Estuary Natura 2000 site. This habitat on the north bank of the Humber will be created by building a bund at the back of the site and then breaching the existing bund at the front, to flood the area between the bunds.
- 2.12 A further 38ha area of land at Old Little Humber Farm will form a temporary environmental habitat that will operate until the main site described in the previous paragraph has been constructed. It will be reconfigured to create managed wet grassland.