



Able Marine Energy Park

Regulation 6 Statement

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1 Summary

- 1.1 Regulations 5(2)(p) and 6(3) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the Regulations) provide that, where an application for a Development Consent Order is for a project which involves the construction or alteration of harbour facilities, it must be accompanied by a statement setting out why the making of the order is desirable in the interests of:
- (a) securing the improvement, maintenance or management of the harbour in an efficient and economical manner; or
 - (b) facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships.
- 1.2 This statement sets out the outline case for the Development Consent Order and how the scheme is desirable in the interests of facilitating the efficient and economic transport of goods by sea.

2 The Project

- 2.1 Able Humber Ports Limited (Able) is applying for a Development Consent Order under which it will be permitted to build a quay on the south bank of the Humber and to develop neighbouring land for the purpose of manufacturing and shipping components related to the marine energy sector. The new quay is proposed to be built on the south bank of the Humber near North Killingholme north of Immingham, and involves the development of approximately 268 hectares of land onshore, and 45 hectares of estuary. The quay will have the capacity to handle more than 5 million tonnes of cargo a year. Under the proposed scheme a new harbour jurisdiction will be created for which Able will be the harbour authority.
- 2.2 The seabed in front of the quay will be dredged in front of it to a maintained depth of -11 metres Chart Datum (mCD) to allow vessels, including jack up vessels, to berth so

that large and/or heavy components related to the marine energy sector can be loaded efficiently onto them for onward transport. An approach channel and turning area are also proposed to be dredged to a maintained depth of -9 mCD. The quay will be designed to be operated 24 hours a day, and will be able to be lit at night.

- 2.3 The onshore site will provide areas for marine energy electricity generators, including wind turbines (blades, towers, foundations and nacelles) to be manufactured, as well as areas for other components in the supply chain. The onshore area will be divided into plots each expected to consist of a main building together with an open storage area, employee car parking and other associated facilities and structures.
- 2.4 The advantage of having manufacturing immediately adjacent to the quay is that marine energy components are too large and heavy to transport by road without great difficulty. In the case of offshore wind turbines, for example, the central hub to which the blades are fixed, the 'nacelle', weighs between 150 and 300 tonnes, the blades are up to 60 metres long, and the towers and foundations are even larger and heavier; advances in technology are likely to mean that the components are likely to get both larger and heavier over time.

3 Policy Framework – The need for the DCO

- 3.1 The policy framework within which this project is being developed is set out at the European, National, Regional and Local levels.

European

- 3.2 The European Union has allocated targets for energy consumption from renewable sources to each member state, averaging 20% of all energy consumption (not just electricity consumption). The UK must increase from a 2005 level of 1.3% to 15% by 2020, Germany from 5.8% to 18%, the Netherlands from 2.4% to 17% and Denmark from 17% to 30%. Offshore wind will need to play a significant role in all these countries' energy production, and there will be a market for the installation of wind turbines in the North Sea beyond the UK. Current estimates suggest that the Round 3 project alone (see paragraph 3.6) will require up to £100 billion of new investment.
- 3.3 AMEP is designated as an Assisted Area (EU approved) and as such the UK Government's Offshore Wind Ports Infrastructure Fund, which specifically targets Port Development (in partnership with would-be inward investors), can be accessed to support the Renewables Industry.

National

- 3.4 The UK's EU target of 15% for renewable energy is to be met primarily by increasing the amount of electricity generated from renewable sources from 5.5% to about 30%. In addition, the Climate Change Act 2008 requires the UK to reduce carbon emissions by 80% of 1990 levels by 2050. The National Policy Statements for Overarching Energy (EN-1), Renewable Energy (EN-3) and Ports set out the government's policy on the need for additional port capacity to enable renewable energy-related activities.

- 3.5 The need for all forms of electricity generation is unequivocally stated as urgent. The Overarching Energy NPS EN-1 states that *‘the IPC should therefore assess all applications for development consent for the types of infrastructure covered by the energy NPSs on the basis that the Government has demonstrated that there is a need for those types of infrastructure and that the scale and urgency of that need is as described for each of them in this Part’*, (paragraph 3.1.3). The Ports NPS then states that (paragraph 3.5.1) *‘the decision-maker should accept the need for future capacity to ... support the development of offshore sources of renewable energy’*.
- 3.6 As the body with the sole authority to lease the sea bed between the UK territorial limit and the continental shelf, the Crown Estate has conducted three rounds of applications for offshore windfarm sites, the first two of which are under development. Able’s proposed development is ideally located for the three largest sites allocated in Round 3, which between them could support over 20GW of electricity generation capacity, which would require over four thousand 5MW wind turbines.
- 3.7 The Department for Energy and Climate Change issued a ‘prospectus’ in September 2009 listing potential port sites that could supply these offshore sites. Of the sites identified, Able’s Humber site has the benefit of being the largest in terms of availability of onshore land. Large scale development is necessary if a complete supply chain is to operate at a single site, and thus deliver maximum economic and environmental benefits.
- 3.8 In August 2011 the UK Treasury granted Enterprise Zone (EZ) status to the Humber Estuary Renewable Energy Supercluster. Part of the aim of this EZ is to incentivise large-scale manufacturers to locate at AMEP, through the provision of Enhanced Capital Allowances (ECAs). The Humber Estuary EZ encompasses 248 hectares of AMEP and is the largest site of its type in the UK. A further 25 hectares, also within the EZ, will provide Rate Relief for companies locating within the AMEP supplier park. This demonstrates the recognition by the Government of a need for development of renewable energy infrastructure in the EZ area. This need would be fulfilled in part by the AMEP project.
- 3.9 In his Autumn Statement (29th December 2011), the Chancellor announced Government's support for the Humber as a Centre for Offshore Renewable Engineering (CORE). This will represent a partnership between Central and Local Government and the Humber Local Enterprise Partnership to ensure that businesses looking to invest in manufacturing for the Renewables Industry receive the most comprehensive support possible. Only five UK geographic locations have been selected for this important and strategic classification.

Regional

- 3.10 Regionally, the site is in the Yorkshire and Humber Region and is covered by the May 2008 Yorkshire and Humber Plan Regional Strategy to 2026. Section 2 of this states that *‘Further development of the Humber Ports should be realised within the context of the RSS’s objective of maintaining the integrity of internationally important biodiversity sites such as the Humber Estuary cSAC, SPA and Ramsar site.’* Note that

the regional strategy is likely to be abolished in around April 2012 following the enactment of the Localism Bill.

Local

- 3.11 Locally, the proposed Marine Energy Park site is wholly within the boundary of North Lincolnshire Council (NLC), which is a unitary authority. The site forms part of the ‘South Humber Bank Industrial Area’, which is *‘unique in that it is the UK’s last development site fronting a deep water channel. The site, although largely greenfield and isolated from a main built up urban area, is located within an existing industrial port landscape’*¹.
- 3.12 The land is within the area designated as the South Humber Bank for the purposes of policy LC20 – South Humber Bank Landscaping Initiative.
- 3.13 NLC is committed to realising the maximum development potential of the South Humber Bank, stating that *“The South Humber Bank Industrial Area is proposed for industrial development principally because the land is allocated adjacent to a deep water channel of the River Humber. The site therefore has special potential for estuary related industry to locate there”*²
- 3.14 The proposed facility will therefore fulfil needs identified through policy at various levels of government.

4 Statement pursuant to Regulations 5(2)(p) and 6(3) of the Regulations

- 4.1 The granting of the Development Consent Order is desirable in the interests of facilitating the efficient and economic transport of goods by sea. The establishment of the quay, harbour and the associated development will provide a unique facility to support the necessary expansion of the offshore renewable energy sector in the North Sea which is supported by both UK Government and EU policy. The facility will enable marine energy components to be shipped to the new facility and assembled on-site. The facility will also provide the capability for assembled generators to be loaded onto specialist ships for installation at sea.
- 4.2 The size of the facility will mean that the transport of such goods – offshore energy components – will be economic, and the proximity of the site to several of the Crown Estate Round 3 North Sea sites means that the transport of goods will be efficient.

¹ North Lincolnshire Housing and Employment Submission Draft Development Plan Document, paragraph 3.21

² North Lincolnshire Local Plan, paragraph 5.30