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Marine Management Organisation  
Lancaster House  
Hampshire Court  
Newcastle upon Tyne  
NE4 7YJ

Dear Sir and/or Madam,

**Application for a variation to the Able Marine Energy Park Development Consent Order (2014) (No.2935) deemed Marine Licence under Section 72(3)(d) of the Marine and Coastal Access Act.**

On behalf of Able Humber Ports Limited (AHPL), we enclose an application for a proposed variation to the Deemed Marine Licence (the 'DML') contained in Schedule 8 of The Able Marine Energy Park Development Consent Order 2014 (the 'DCO').

The DCO permits the development of a new quay and associated development at Killingholme in North Lincolnshire, on the south bank of the Humber estuary. The development on the south bank 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.

**Previous Amendments to the DML**

Two variations to the DML have been approved twice by the Marine Management Organisation (MMO). Variation no.1 was issued on 23 June 2017 ([ABLE Marine Energy Park variation - \[REDACTED\]](#)). This variation extended the duration of the DML by three years, rectified errors in the schedule and clarified ambiguities in the requirements. Time limits for the licence were extended to allow the construction and capital dredge activities to be carried out up until 29 October 2020, and the maintenance dredge up to 29 October 2023.

Variation no.2 was issued on 16 September 2020 ([AMEP Marine Energy Park variation 2 - \[REDACTED\]](#)). As construction of the works were yet to commence and an additional variation was agreed with the MMO to extend the time limits for the capital dredging for a further 3 years and maintenance dredging until the expiry of the DCO in October 2024.

Further, on 27 July 2020 the Secretary of State for Transport approved extending the 5-year time limit for the commencement of the approved tidal works as required under the provisions of Article 23 of the DCO.

**Application for a Material Change to the DCO**

Presently, there is a live application for a material change to the DCO. Within the marine environment the following amendments to the authorised development are sought by the material change application:

- Minor changes to size and construction of the authorised quay, resulting in less land being reclaimed from the estuary.
- Increase in authorised cross dams from two to three in the reclamation area.
- Amendments to dredging volumes, authorised in the DML, to the extent necessary to dredge the berthing pockets for the amended quay line in line with current bathymetry.

The application to vary the DCO is available from the Planning Inspectorate's website: [Able Marine Energy Park Material Change 2 | National Infrastructure Planning \(planninginspectorate.gov.uk\)](#)

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LONDON  
NEWCASTLE  
PLYMOUTH  
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TAUNTON  
THURSO  
WATFORD  
WESTHILL

A parallel application to vary the DML to permit these changes will be sought once this application is determined.

### **Proposed Variation**

The DML includes permission for the construction of the Killingholme Marshes Pumping Station and the development of a new outfall into the Humber Estuary to replace an existing gravity outfall upstream of the new one. At the time of the application it was anticipated that the outfall channel would be constructed at the same time as the quay and be routed along the base of the southern revetment as illustrated on drawing: AMEP\_TD\_DRW\_SOR\_GEN\_5001\_00 Rev 0 (attached). Accordingly, the dredging of the channel was planned to be within the quay limits in the original application. The original DCO does not envisage the outfall being channel being constructed at a separate time to the main quay. Therefore, some written definition are also proposed to be changed in the DML.

The construction of the pumping station commenced in June 2021. However, the construction of the quay is not planned to commence until September 2022 and a separate outfall channel is therefore required if the pumping station is to be commissioned in advance of the southern revetment being constructed. In short, the outfall channel would need to be constructed outside of the quay limits (but within the limits of the DCO), as shown on drawing: AME-025-00029 and the dredge volumes need to be identified separately within the Marine Licence.

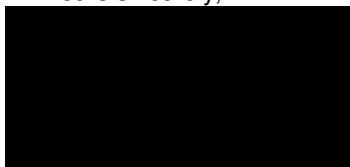
To the south of the AMEP site, significant intertidal accretion has occurred since the construction of the Humber International Terminal in 2000. As a result, the intertidal area is relatively flat for a distance of up to 150m from the flood defence before it slopes down to the low water mark at a gradient of approximately 1:40. In order to construct a permanent outfall separately to the quay up to 80,000m<sup>3</sup> of soft clay, sands and silts will need to be dredged and either disposed of within the estuary or taken onto a terrestrial area landward of Killingholme Marshes flood defence wall.

Where marine deposition is undertaken, AHPL propose to deposit material to HU060, as that is the nearest site and is presently used to dispose of maintenance dredge arising from nearby berths. As shown in the attached previously approved sampling plan (Proposed Sample Site Positions, 2020, Able Marine Energy Park), it is considered that adequate sediment sampling has been undertaken in the area of the proposed outfall. As a result, no further sampling is considered necessary.

Furthermore, although an updated Habitats Regulation Assessment (HRA) accompanies this application, no new Water Framework Directive (WFD) assessment is considered necessary as all impacts predicted in the WFD remain unchanged.

Annex 1 provides further information on the changes the AHPL seeks. Annex 2 provides a supporting statement which confirms the conclusions of the Environmental Statement would not change as result of this amendment and that the change would not result in any new, or materially different, likely significant effects on the environment.

Yours sincerely,



**Dominic Waugh MRTPI**  
**Technical Director – Planning and Development**



**Annex 1 – Proposed changes to the Deemed Marine Licence of the Able Marine Energy Park Development Consent Order (No. 2935)**

Able Humber Ports Limited (**AHPL**) requests a variation to the deemed Marine Licence (**DML**) within Schedule 8 of the Able Marine Energy Park Development Consent Order 2014 (No. 2935) in relation to the following provisions:

**Additional definition inserted into Schedule 8, Part 1, Interpretation**

Proposed text:

1 (1) In this Schedule : -

“*pumping station outfall channel*” means the area bounded by co-ordinates (53°38’59”N, 000°13.10’W), (53°38.59’N, 000°13.10’W), (53°38.59’N, 000°13.08’W), (53°38.58’N, 000°13.06’W), (53°38.57’N, 000°13.02’W), (53°38.53’N, 000°12.51’W) (53°38.56’N, 000°12.44’W), (53°38.55’N, 000°12.43’W), (53°38.50’N, 000°12.50’W), (53°38.56’N, 000°13.06’W), (53°38.58’N, 000°13.08’W) and (53°38.58’N, 000°13.09’W), and shown on plan Outfall Channel Permanent Dredge Drawing No. AME-025-00029.

“*HU060*” means the area bounded by co-ordinates (53°38.46’N, 000°11.15’W), (53°38.52’N, 000°10.53’W), (53°38.46’N, 000°10.32’W) and (53°38.33’N, 000°10.54’W).

**Addition of construction of pumping station outfall channel into Schedule 8, Part 2, Pumping Station**

Proposed text:

7 (1) The licence holder is permitted to construct a pumping station at the pumping station outfall according to the following specification

(d) a pumping station outfall channel may be created to extend from the pumping station created under (c) to extend 562 metres in length.

**Addition of dredging location in Schedule 8, Part 2, Capital Dredging**

Proposed text:

11 (1) The licence holder is permitted to carry out capital dredging at the following locations -

(g) the pumping station outfall channel to a depth of 2.0 metres Chart Datum.

Proposed text:

11 (2) The materials must be dredged in approximate quantities and deposited at the locations according to the following table:

Location	Material	Maximum tonnage per year	Deposit location	Total licensed tonnage
Pumping station outfall channel	Sand	14,000	HU060	144,000
	Silt	85,000		
	Clay	45,000		

Addition of dredging location in Schedule 8, Part 2, Maintenance Dredging

Proposed text:

12 (1) The licence holder is permitted to carry out maintenance dredging at the following locations within the period specified in paragraph 14(3) -

(h) the pumping station outfall channel to a depth of 2.0 metres Chart Datum

Proposed text:

12 (3) The materials must be dredged in the approximate quantities and deposited at the locations according to the following table –

Location	Material	Maximum tonnage per year	Deposit location	Total licensed tonnage
Pumping station outfall channel	Sand	400	HU060	2,000
	Silt	1,600		

Addition of disposal site HU060 in Schedule 8, Part, Conditions

Proposed text:

46. The licence holder must ensure that –

(a) as a result of the capital dredging activities referred to in paragraph 11:

(iii) no inerodible material and no more than 144,000 tonnes of erodible materials is disposed to site HU060.

**Annex 2 – Supporting Statement for proposed changes to the Deemed Marine Licence of the Able Marine Energy Park (AMEP) Development Consent Order (No. 2935)**

AHPL are requesting variations to the Deemed Marine Licence (the ‘DML’), as set out in Annex 1, to identify an additional capital dredge location: “*pumping station outfall channel*”, at a depth of 2.0m Chart Datum and a licenced tonnage of 80,000m<sup>3</sup> proposed to be deposited at HU060.

**2.1 Development of the pumping station and outfall drainage channel**

The impacts of dredging an outfall drainage channel were assessed within the AMEP DCO. However, the DML had only permits capital dredging to be carried out at the pumping station outfall location and does not account for the dredge required to construct the drainage channel, despite forming part of the consented scheme. This variation would amend this to include an additional dredging location to align with the approved drainage strategy.

On behalf of our client, we have reviewed each chapter of the Environmental Statement (ES) and have concluded that findings of the ES remain valid and would not introduce any new, or materially different, likely significant effects on the environment as a result of this proposed variation:

<b>ES Chapter</b>	<b>Title</b>	<b>Sensitivity of the AMEP ES to proposed variations to the DML</b>
1 – 3	Introduction; EIA Process; Planning Policy and Contact;	This proposed variation will not warrant changes to these chapters.
4	Description of Development	The description of the development confirms the overall project size and specifics. Whilst there would be additional capital dredge location identified within the DML, to allow for the construction of a permanent outfall channel, the overall amount of material to be dredged would not change. Focusing on the proposal, these minor amendments would not result any new, or materially, different likely significant effects which have not already been addressed in the ES.
5-6	Need for the Development; Choice of Site	This variation will not warrant changes to these chapters. With exception to the impacts of significant accretion changing the dredge requirement at the pumping station outfall location, the broad need for the development and the choice of site has not changed.
7	Geology, Hydrogeology and Ground Conditions	The baseline geology and hydrogeology has not varied since the original assessment. There have been relevant updates to river sediment surveys since the initial assessment in 2017 (SAM/2017/00027) and later in 2020 (SAM/2020/00052) testing for the presence of contaminants to inform a dredge and disposal strategy. As no dredging has been undertaken in this location, the results of the original assessments remain relevant for the characterisation of the material to be dredged and therefore the assessments remain fit for purpose.
8	Hydrodynamic and Sedimentary Regime	The original assessment had concluded that the project would cause alterations to the local estuary shoreline and bathymetry. Principally, these impacts will result from disposal and deposition of dredging materials during the construction phase. Although the variation would include an additional capital dredging location within the DML, the overall licenced tonnage of capital dredging for the project would remain the same. The assessment considered the impact of depositing erodible material to HU080 and specified that a proportion of finer material would be entrained in a plume and disperse from the

		<p>site adding to background suspended sediment concentrations (SSC) in the short term. Modelling of the SSC from the disposal strategy highlighted that enhanced SSC would travel back and forth with the tidal currents. However, given the Humber estuary natural has a large degree of variability in SSC and has frequent maintenance dredging, it was concluded that these impacts would negligible. HU060 is a disposal site situated off Immingham Dock and is a comparable site, suitable for disposal of erodible materials, which would also produce comparable and negligible impacts to the sedimentary regime. In respect to the dispersion of sediment during the dredge and material disposal, the conclusions of the assessment would remain valid. An updated assessment of sediment plume dispersion from dredging was carried out to support the live application material change the DCO; this report provides similar conclusions to the previous assessments. Conclusions in respect to impacts to the hydrodynamic regime are also considered to remain valid.</p>
9	Water and Sediment Quality	<p>The potential for sediment disturbance, including reduced light penetration and impacts to dissolved oxygen, and releases of contaminants from dredging have been sufficiently assessed and the previously used baseline in the EIA is robust. The dredging and disturbance of contaminants had been considered to have a limited potential to impact water quality. Nonetheless, mitigation measures to reduce the impacts of the dredge and disposal were included and would remain valid in this variation. Construction impacts on water quality would be monitored and managed in accordance with an active monitoring scheme to be approved by the MMO. The Water Framework Directive remains unchanged as its original findings are not alerted by a larger channel or the channel being constructed at a different time to the main quay. The proposal would have no material impacts to the conclusions of this chapter.</p>
10	Aquatic Ecology	<p>The aquatic ecology chapter considers the impact of capital and maintenance dredging and the impacts from the disposal of material in the estuary. The assessment considered: habitat changes from substrate removal; disturbance to habitat from sediment plumes, noise and vibration impacts from dredging, indirect impacts from changes to hydrodynamic and morphodynamic regime; and, disturbance to fish and fish eggs/larvae from habitat loss.</p> <p><b><u>Dredging</u></b></p> <p>The initial assessment of dredging activities at the pumping station outfall location found the proposal would result in a direct loss intertidal habitat from the channel formation. This chapter acknowledges that dredging in the intertidal area would result in a loss of benthic communities within the sediment that may struggle to re-establish through the subsequent maintenance dredging and operation of the outfall. As noted in the assessment of hydrodynamic and sedimentary regime and to allow for reasonable flexibility in the design pumping station and drainage channel, the ES assessed a channel being 6 metres wide over an area of 1ha in the intertidal mudflats (noted in the Drainage and Flood Risk Chapter). Following recent accretion in this part of the site, vegetation surveys have been completed confirming that saltmarsh is emerging in this</p>

		<p>location where in the previous ecological baseline it had not. However, reviews of the impact of AMEP indicate that accretion would only cause a marginal increase when compared to the extent which would occur in any case. Further, the level of intertidal loss from this would not exceed the overall 11.6ha functional mudflat loss included in the compensation strategy which included the 1ha area assessed as 'lost' from the assessment of the drainage channel (<i>Annex 8.3 Assessment of the Effects of a Proposed Development on the South Bank of the Humber Estuary Fine Sediments, HR Wallingford, December 2011</i>). The permanent loss of this area has been included in the requirements for compensation at Cherry Cobb Sands and therefore has already been adequately addressed (further consideration to the sufficiency of the compensation measures can be found within paragraph 2.2). In addition, the assessment noted, that from being in a busy estuary, noise from dredging would be unlikely to adversely affect fish and other aquatic ecology. A small and negligible amount of sediment may be suspended in a sediment plume at the dredging site however, this is dependent upon the tidal state.</p> <p><b><u>Disposal of dredged material</u></b></p> <p>The chapter assessed impacts to aquatic ecology from the disposal and distribution of dredged material in estuary, principally assessing the impact suspended sediments through sediment plume monitoring. Whilst there would be a minor change in the capital dredge disposal location from HU080 to HU060, the assessment noted that disposal sites are frequently used and regularly disturbed in the Humber as a result of other projects and ongoing maintenance. As a result, it was stated the benthic communities within the estuary were typically less sensitive and more resilient to disturbance. No significant or permanent impacts to benthic communities and their role in ecosystem functioning were predicted. An updated survey of the subtidal benthic survey was completed in 2015 where 26 sample sites were surveyed in the vicinity of the dredging operations in the outer Humber. The survey highlighted that there was a range of sedimentary habitats which was found to be typical of the 'dynamic' mud in the mid to outer Humber. The survey concluded that these findings were in line with the previous surveys carried out to support the original ES.</p> <p>The conclusions reached in this chapter would not be altered and is mitigated for by the secured compensation strategy and other conditions on the DML (paragraphs 37-43).</p>
11	Ecology and Nature Conservation	<p>This chapter primarily addresses impacts of the project on terrestrial habitats which is of a lesser significance in respect to the location of this proposed variation. Losses of habitat related to species within this chapter, for example from losses of exposes intertidal habitats key for bird roosting and feeding were adequately mitigated for. As set out in the DCO, the need for compensation is triggered by the start of the Quay works</p> <p>However, the submitted Habitats Regulations Assessment (HRA) had not previously considered a specific construction programme. This proposed variation would seek to construct</p>

		<p>the pumping station channel in advance of the construction of the quay. As the previous HRA had not considered this scenario, AHPL have provided a supplementary HRA to specifically assess the impacts of the planning schedule of works of for the construction of the pumping station outfall. This assessment has concluded the proposed outfall channel would not adversely affect the ecological integrity of the Humber Estuary SPA/Ramsar/SAC, taking into account existing compensation measures and additional mitigation to restrict construction to April-July in order to limit disturbance to birds. Further commentary on the HRA is provided in paragraph 2.2.</p> <p>Therefore, the conclusions reached in the Ecology and Nature Conservation chapter remain valid.</p>
12	Commercial Fisheries	<p>The original assessment notes that impacts to commercial fisheries or recreational fishing would be a negligible to minor significance as there is a low fishing effort in the vicinity. Much of the impacts to aquatic ecology are addressed above, however this chapter discussed a broader array of aquatic ecology including species that are not of conservation concern. However, the impacts of the dredge to broader ecology have already been addressed and appropriate mitigation and compensation at Cherry Cobb Sands secured. The conclusions reached in this chapter remain valid.</p>
13	Drainage and Flood Risk	<p>The original assessment for project had considered the construction of the pumping station however noted that the proposals were in outline. To consider the worst case scenario, the outline elements of the pumping station were with an outfall with an invert level of 0mAOD with an indicative 6m wide channel covering a plan area of 1ha in the intertidal area. The proposed channel dimensions would be 560m in length by 4m in depth. There will be differences in the width of the channel across the length of the channel which are shown in the plans but the proposed channel would not exceed “worst-case” scenario assessed in the DCO</p> <p>Overall, there is not predicted to be any increased in tidal flood risk directly or indirectly on or off site. Mitigation of any residual risks from the operation of the outfall would be addressed through the Flood Warning and Evacuation Plan (DCO, Schedule 11, paragraph 33).</p>
14	Navigation	<p>This chapter assesses the construction and operational impacts from commercial and recreational navigation in the estuary. The subject of this change would principally fall into construction impacts which had been sufficient assessed in the original assessments which included appropriate management procedures. The conclusions reached in this chapter remain valid.</p>
15	Traffic and Transport Assessment	<p>This chapter summarises that no significant impacts would arise during the construction phase; the increase in dredging and increase in size in the proposed channel would not increase the level of construction traffic assessed. Therefore the conclusions remain the same. In addition, the proposal would not alter the conclusion of this chapter in respect to the operational phase.</p>



16	Noise and Vibration	The overall assessment to noise considered impacts to sensitive receptors from construction impacts. Mitigation from noise impacts listed in this chapter remain relevant to this project. The impact of noise upon the aquatic environment however had been considered in chapters 10 and 11. The DML included conditions to limit the impacts of dredging in respect to noise which would be retained.
17	Air Quality	The key issues identified in assessment for air quality related to construction dust and road traffic. The proposed variation would not alter the conclusions of this chapter.
18	Historic Environment	Significant assessment of the historic environment had been carried out in the consideration of the wider proposal. Of note to this proposal, the impacts to heritage assets, particularly those of an archaeological interest, from intrusive works such as dredging, piling and excavation were considered to be of a minor to moderate significance overall. In respect to the increased capital dredge in the pumping station outfall channel location, the conclusions of this chapter remain valid. The DCO includes measures that in the event monitoring highlights any erosion or accretion to the intertidal area, with direct or indirect consequences to archaeological sites, then mitigation would be provided through the Written Scheme of Investigation (WSI).
19	Light	The lighting levels on the quay are governed by an overriding requirement to ensure a safe working environment. The assessment impact of lighting from the overall project, toward landscape and visual amenity and ecology, concluded there would be no significant adverse impacts. Mitigation lessens the impacts of lighting in respect both the construction and operation phases of the project will remain. The proposed variation will have no impact on conclusions of this chapter.
20	Landscape and Visual	The key issues identified in the assessment for landscape and visual impacts related to changes to elements, characteristics, character and qualities of the landscape, as well as overall visual amenity. The increase in the amount of dredging material and increase in the size of the proposal channel would have negligible impacts on conclusions drawn in this chapter.
21	Socio-Economic	This chapter notes the project will have highly positive socio-economic impacts. The proposed variation will have no impacts on the conclusions of this chapter.
22	Aviation	This chapter assessed the impacts of AMEP to the aviation industry which principally was determined to be tall structures. Given the nature of this change, the proposal would have no impacts on the conclusions of this chapter.
23	Waste	This chapter acknowledged that the construction phase and would generate substantial quantities of dredging material however the intention to redistribute these materials within the Humber Estuary remain, albeit to another site (HU060). No dredging material would be taken to landfill and the conclusions of this chapter would not be altered.
24	Health	The impacts toward health from the project were assessed to be overall neutral after the consideration of mitigation. The dredging of this area had been sufficiently assessed in respect to this and it is not considered the proposed variation would not change the conclusions of this chapter.

As set out above, the impacts of the dredge toward water quality, the hydrodynamic and sedimentary regime and ecology would be mitigated for and monitored through several requirements of the DCO and within the DML, which include:

- Environmental Management and Monitoring Plan (Marine Works) – Schedule 11, Requirement 19 (2).
- Marine Environmental Management and Mitigation Plan – Schedule 8, Part 4, Requirement 15.
- Dredge and Disposal Strategy – Schedule 8, Part 4, Requirement 45.

Where the above strategies and plans would not sufficiently mitigate for adverse effects to the environment, through intertidal habitat loss, physical mitigation will be provided. Therefore it is relevant to review the suitability of the compensation measures in respect to the updated ecological baseline.

## **2.2 Ecological baseline and sufficiency of compensation measures**

The dredging works are to be carried out within the common boundaries of: the Humber Estuary Special Protection Area (SPA); the Humber Estuary Special Area of Conservation; the Humber Estuary Ramsar Site; the Humber Estuary Site of Special Scientific Interest (SSSI). The works are also in close proximity of the North Killingholme Haven Pits SSSI. The citations for these sites are unchanged since the date of the decision to approve the variations to the DCO in 2020 and a non-material change earlier in 2021. As the site citations have not changed, and the conservation objectives have not changed in any material way since the decision to approve the DCO, then it is considered that there is no change to the features and species that could be impacted within these sites.

To understand if the quality of the habitat has changed during this time, AHPL have provided an assessment of the *Change in Habitat Losses within the Designated Site* (June 2021). This assessment notes that “to the south of the AMEP development [site] the Killingholme Marshes foreshore is already accreting in the lee of the Humber International Terminal (HIT) which was opened in 2000 and extended in 2005”. As a result, the extent of accretion has shown emerging saltmarsh where previously there had been mudflat; the potential for accretion of the intertidal mudflat and potential for colonisation by saltmarsh was identified in the DCO Examining Authorities Report (2013). In assessing a ‘do-nothing’ scenario where AMEP does not proceed, the Killingholme Marshes foreshore will comprise significantly more saltmarsh and less mudflat. However in numerical modelling to assess morphological changes in the event AMEP does proceed it was predicted there would be further accretion causing more mud-flat to transition to saltmarsh than in the ‘do-nothing’ scenario. Despite the loss of functional mudflat predicted to occur from AMEP, this would not exceed the 11.6ha taken into account in the assessment of immediate losses from the project as much of this would convert into saltmarsh in any event. The losses of functional mudflat at the pumping station outfall site had been included within this figure. Therefore, it is considered that the ecological baseline relevant to this proposal has not changed in any way that is material to the sufficiency of the compensation measures that have been agreed to offset the impact of the project.

However, it is recognised that the HRA for the AMEP project had not considered a specific construction programme and had been based on the compensation for the project being triggered by the start of the Quay works. As the proposal is to construction the pumping station outfall and channel in advance of the quay construction, AHPL have provided a supplementary HRA specifically assessment the planned schedule of works for the construction of the pumping outfall channel.

The supplementary HRA concluded that Likely Significant Effects (LSE) cannot be ruled out for the outfall channel construction and therefore found that Appropriate Assessment was required for the

species and habitat identified in paragraphs 7.13 and 7.14 of the report. The report considered that the dredging channel is located within the predicted 'disturbance footprint' of the quay and the losses of habitat from the construction of the channel had been included in the compensation measures at Cherry Cobb Sands. Furthermore, it was recognised that the construction would result in a change in the intertidal habitat on site as saltmarsh present would be reverted back to intertidal where there would be a 1.51ha of saltmarsh lost but a net gain in mudflat. In this respect, this change will reflect the habitat that had previously been in the area 10 years ago, prior to saltmarsh accretion.

In respect to disturbance from construction impacts, the report concluded there would be a "temporary functional loss of habitat" which requires additional mitigation. The report recommends a restriction on the timing of the construction to be carried out April to July inclusive "to avoid the main periods for which the mudflat is important for SPA/Ramsar species".

Taking into consideration this additional mitigation, the impacts of the outfall channel construction and operation will not have an adverse effect on the integrity of the Humber Estuary SAC, SPA and Ramsar site.

### **Additional Information**

To support the conclusions drawn in this statement, the relevant survey reports are provided as follows:

- Written Scheme of Investigation: Coastal and Marine, Wessex Archaeology. (March 2012)
- North Killingholme Marshes Saltmarsh Survey, Thomson Environmental Consultants (October 2020)
- Wintering Birds: Halton and Killingholme Marshes 2017/2018, JBA consulting (January 2019)
- Able Marine Energy Park: Pumping Station Outfall Channel, Supplementary Habitats Regulation Assessment Report (December 2021)
- Sampling Plan, Proposed Sample Site Positions 2020, Able Marine Energy Park

### **Conclusion**

AHPL is applying to vary the deemed Marine Licence within Schedule 8 of Able Marine Energy Park Development Consent Order. The preceding supporting statement has demonstrated that the proposed amendments highlighted in Annex 1, to vary the deemed Marine Licence would not result in any new, or materially different, likely significant environmental effects.

Furthermore, the supplementary HRA provided by AHPL has concluded that the variation would not have an adverse effect on the integrity of the Humber Estuary SAC, SPA and Ramsar site and that consent can be granted.

Therefore, it is considered that this application should be approved.