

Environmental and Social Data Sheet

Overview

Project Name: UK PORTS UPGRADE – PORT OF HULL
 Project Number: 2012 0386
 Country: United Kingdom
 Project Description: Redevelopment of Alexandra Dock at Port of Hull to provide a site for an offshore wind turbine manufacturing facility with a riverside berth and storage areas for turbine components

EIA required: YES

Project included in Carbon Footprint Exercise¹: no

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The “Green Port Hull” project (GPH) consists of the extension and redevelopment of an existing port facility (Alexandra dock), in the port of Hull on the east coast of Northern England, for the manufacture, assembly, and shipment of wind turbines for the offshore wind power industry. The project is located in the macro-tidal Humber Estuary, which is a Natura 2000 area.

An Environmental Impact Assessment and biodiversity assessments were carried out in 2011 for the project. The EIA consent decision and marine license were granted by the Marine Management organisation on 15 October 2012. Planning permissions were also obtained on 15 October 2012 from Hull City Council.

The main project negative impact is the direct loss of protected habitats which will require compensation. The extent and location of compensation habitats have been agreed between the promoter, the competent authorities, and key parties, including Natural England and the Environment Agency. They will consist of 10.2 ha of compensation habitats at Chowder Ness and Alkborough sites. The Chowder Ness compensation habitat, which had been identified as a compensation habitat under the former Quay 2005 project, has now been successfully functioning for 5 years. The Alkborough site still requires some physical works, which are part of this EIB project. The main project positive impact is the expected effect on employment in one of the most deprived Local Authority Districts in England.

The environmental procedures for the project have been reviewed and are considered acceptable for Bank financing, provided environmental compensation and mitigation measures are implemented in line with the environmental authorisations.

The Bank will condition the first disbursement upon the receipt of evidence from competent authorities that the requirements of the Habitat Directive have been fulfilled.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental and Social Assessment

Environmental Assessment

Environmental legislation

The Humber Estuary is part of the Humber River Basin District for which a River Basin Management Plan (RBMP) has been approved. The project has been judged by the Environmental Agency, competent authority for the RBMP, to be Water Framework Directive compliant.

Green Port Hull does not form part of a plan which would require the preparation of a Strategic Environmental Assessment (SEA). The potential cumulative impacts of this project and other development in the Humber Estuary were nevertheless assessed during the EIA process.

The EIA was carried out in line with UK legislation, namely the Town and Country planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended) and the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended).

Environmental impacts

The main project negative impacts are likely to be the following:

- Direct loss of protected habitats which will have to be compensated (see section below).
- Adverse effect on the listed Alexandra Dock structures.
- The loss of birds roosting structures.
- Need for the relocation of the current footpath crossing the project site.
- Need for the relocation of several businesses currently located within the project site.
- Increase level of noise and vibration during the construction works.
- Potential short-term reduction in water quality due to dredging, disposal, and piling works.

The principal negative impacts have been / will be compensated by the creation of new habitats. The remaining negative impacts will be mitigated through the removal and re-use of the coping stones around Alexandra Dock, the creation of new roosting structures, the relocation of the footpath, the Promoter's assistance for the relocation of businesses to new locations within the port of Hull, the construction of an anti-noise wall, and adequate works methodology.

The main positive impact of the project is the expected effect on employment both during the construction and operation phase.

Biodiversity issues

Biodiversity assessments by the competent authorities, MMO and HCC, concluded that the project is expected to have an adverse effect on the integrity of the European Site due in particular to the direct loss of 4.5 ha of intertidal mudflat and 3 ha of sub-tidal loss. MMO and HCC assessed that there is no alternative solution and that there are grounds for imperative reasons of overriding public interest. The no-objection from the Secretary of State for Communities and Local Government was provided in July 2012. The compensation measures have been agreed² between all parties, including Natural England and the Environment Agency, and will consist of 10.2 ha of compensation habitats at Chowder Ness and Alkborough sites. The Chowder Ness compensation habitat has been functioning for 5 years and has been the subject of a comprehensive monitoring. The Alkborough site still requires some physical works, which will be included in this project.

Climate change mitigation

Climate change has been taken into account in the design of the flood defence. The level of the new flood defence will be higher than the existing one in order to take into account any sea level rise over the next 100 years rather than 50 years as provided by the current flood defence wall.

² The agreed list of compensation measures have been formalized through a Section S106 Agreement signed by the Promoter, the future port operator, the Crown Estate, and Hull City Council.

Public Consultation and Stakeholder Engagement, where required

Extensive publicity took place at an early stage of the project through press articles, public exhibition, meetings, or consultation. The outcomes of this process could feed into the design process to try to reduce the project impacts. Formal public consultation started as from 22 December 2011 for consents and planning permissions to be delivered by Hull City Council and as from 25 January 2012 for licenses and consents to be delivered by the Marine Management Organisation.

Other Environmental and Social Aspects

ABP will put in place an Environmental Management and Monitoring Plan (EMMP) to follow-up on the proper implementation of the project environmental monitoring obligations. An Environmental Steering Group, including ABP and key national stakeholders in biodiversity issues will follow-up on the implementation of the compensation measures.