

MLA/2024/00166

Project summary

Application type

Please select the type(s) of application you are applying for.

If you wish to apply for a section 36 or 36A consent or a safety zone in addition to your marine licence application please tick the relevant box.

If you wish to also apply for consent under a local Act or Order please tick the Local Act consent box. Please explain which local Act or Order consent you are applying when giving details of the project background below. You should also upload a copy of the local Act or Order there too.

Application type

Marine licence

Please tick all additional application types that are relevant.

Additional application types

- Section 36 and Section 36A: Electricity Act 1989.
- Local Act Consent: Consent under a local Act or harbour order.

- Section 36
- Section 36A
- Local Act consent
- Safety zone

Project details

Project title

Enter the title of your project (max. 250 characters)

Middlesbrough Port Quays 1 and 2 Dredging and Disposal

Project background

You should explain the background to the project. This should include the aims of the project, the need for the project, whether it forms part of a larger project and any other relevant information. (max. 2000 characters)

Able UK Limited are seeking to expand the current capacity of their operations at Middlesbrough Port, in order to futureproof the site for future commercial needs, such as the increased approach depths required by vessels. Further detail can be found within the attached Marine Planning Statement (D/I/D/149058/501).

This marine licence application will include capital dredging works to achieve the previously licensed dredge depth across the expanded berth, -7.0mCD, and a deeper approach channel being dredged to a depth of -6.5mCD, as shown on Drawing No. AMP-006-00015 E. This is the capacity required to allow for the berthing, loading and unloading of vessels which seek to continue to use Middlesbrough Port, but which require maintained and expanded channels. The capital dredge to extend the berth and deepen the channel will require 44,400m³ of material to be removed, with subsequent maintenance of circa 1,000m³ per annum. The maintenance dredge of the existing berth will involve an initial dredge of 24,600m³, followed by subsequent maintenance of circa 2,000m³ per annum.

The length of licence proposed is 10 years, with routine sampling to be undertaken every 3 years.

Programme of works

You should detail the proposed programme of works for the project. This should include proposed start and end dates for the overall project and individual elements of the project. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which activities could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

Works to undertake dredging at Middlesbrough Port will take place on an as-needed basis, dictated by tenants. There is no set proposed works timing, however it is considered that if undertaken together, the initial capital and maintenance dredge of the existing berth and proposed extensions will take place over a period of approximately 20 days. For the initial dredge this is considered likely to be 20 consecutive days, but subsequent maintenance is likely to be upto 20 days per annum, as required to maintain the licenced depth.

Start and end dates are therefore proposed to be the dates of the licence i.e. 30/06/2024-30/06/2034.

Disposal operations will be undertaken intermittently between dredging operations as the TSHDs are filled, and as such, all disposal activities will take place over a similar time period per dredge campaign.

Related consents and applications

Have any other applications been made to the MMO in relation to this project?

Yes No

Please give details (including application reference numbers if possible)

(max. 2000 characters)

Marine License application ref: MLA/2012/00506/1

Site location: Able Middlesbrough Capital Dredge - Port Berth 1 and 2.

Description of development: Application for a Marine Licence under Part 4 of the Marine and Coastal Access Act 2009 to undertake Able Middlesbrough Port Berth 1 and 2 dredge and dredge disposal works including returning depth to previous level from average -6.3 meters CD to -7 meters CD.

Decision: License issued

Date: 15/05/13

Sampling application ref: SAM/2022/00077

Site location: Able Middlesbrough Capital Dredge - Port Berth 1 and 2.

Description of works: This application relates to both maintenance and capital dredging, and disposal of Middlesbrough Port Quay 1 & 2. The material will be deposited at sea to either Tees Bay A or Tees Bay C.

Decision: Request accepted

Date: 20/07/22

Has there been any other contact with the MMO in relation to this project?

Yes No

Have any applications been made to or consents issued by other authorities in relation to this project?

This could include applications for planning permission, environmental permits, development consent orders, transport and works orders, marine licences or any other type of licence, permit or consent. This could also include consents from local authorities, Government regulators, harbour authorities, devolved administrations, other European countries and any other type of authority.

Yes No

Do you have statutory powers to consent or undertake without consent any aspect of this project?

This could include statutory powers of a coast protection authority, harbour authority or lighthouse authority or any other type of statutory powers.

Yes No

Is the project located within the jurisdiction of a statutory harbour authority?

This includes the jurisdiction of municipal, private and trust ports where they are a statutory harbour authority.

Yes No

Please give details

(max. 2000 characters)

PD Teesport

Applicant details

This is the person, company or organisation that will hold the licence.

Contact type

Select the Contact type. Individual should only be selected when the contact is not working on behalf of an Organisation.

- Individual
 Organisation

Trading title (if applicable)**Title**

Mr

Forename

Richard

Surname

Cram

Organisation name

ABLE UK LIMITED

Reg number

02386356

Position in organisation

Engineering Director

Contact within company**Postcode**

TS23 1PX

Postal address

Able House
Billingham Reach
Industrial Estate
Billingham
Teesside

Telephone number

Please enter numbers, brackets and the international symbol (+) if needed.

+44(0)1642 806080

Fax number

Please enter in format +00(0)0000 000000

Email address

Please enter a valid email
address formatted as xx@xx.xx

rcram@ableuk.com

Sustainable development

The MMO strongly advise that a strategic appraisal is completed. Issues that should be considered include:

1. Identification of any conflicts between the project and the relevant marine plan.
2. Identification of alignment of the project with the Marine Policy Statement and any relevant National Policy Statement.
3. Identification of the environmental, social and economic drivers for a project that have been identified through existing feasibility studies or discussions with other public bodies (e.g. Local Authorities or Local Economic Partnerships).
4. Identification of any potential issues that may arise due to UK law (e.g. Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, Marine Strategy Regulations 2010, Conservation of Habitats & Species Regulations 2017), and how these can potentially be avoided, or mitigated, at the strategic level.
5. Identification of any priority issues that may need addressing with regard to cumulative effects.
6. Options appraisal undertaken by the applicant, and the social, economic and environmental reasoning behind why the preferred option has been chosen.

Environmental impact assessment

Has an environmental statement been produced to support this project?

Environmental statements are required for projects of a type listed in the Marine Works (Environmental Impact Assessment) Regulations 2007. If you are not certain whether your project falls within this category, please contact us before proceeding with your application.

Yes No

Habitats regulations assessment

Have the effects of the project on European sites been considered?

Yes No

Please give details

(max. 2000 characters)

The effects of the proposed works on protected sites are considered to be de minimis and so an HRA should not be required, but the potential effects have been appropriately assessed through the screening, scoping, and impact assessment stages of the submitted Water Framework Directive Assessment (D/I/D/149058/502).

Marine conservation zone assessment

Have the effects of the project on marine conservation zones been considered?

Yes No

Please give details

(max. 2000 characters)

There are no Marine Conservation Zone features in close proximity to the application site, however, proximate protected species and habitats have been considered in the submitted Water Framework Directive Assessment (D/I/D/149058/502).

Sites of special scientific interest

Have the effects of the project on sites of special scientific interest (SSSI) been considered?

Yes No

Please give details

(max. 2000 characters)

The effects of the proposed works on protected sites including SSSIs are considered to be minimal, but have been appropriately assessed through the screening, scoping, and impact assessment stages of the submitted Water Framework Directive Assessment (D/I/D/149058/502).

Water Framework Directive compliance assessment

Have the effects of the project been considered in accordance with the Water Framework Directive?

Yes No

Please give details

(max. 2000 characters)

As noted above, a full Water Framework Directive Assessment has been completed and submitted in support of this application (D/I/D/149058/502).

Consultation and advertising

Has public consultation taken place and/or has the project been advertised?

Yes No

Has consultation about the project with any other statutory body taken place?

Yes No

Licence summary

Do you consider this application to be for emergency activities?

Emergency activities are those undertaken for the protection of life, property or the environment from an imminent risk.

Yes No

Do you consider this application would qualify for the accelerated licensing process for dredging?

The accelerated licensing process applies to certain types of small-scale low-risk dredging activity.

Yes No

Proposed licence start date

30-JUN-2024

Proposed licence end date

30-JUN-2034

Site summary

Please provide the location of your proposed activities. Note that the responsibility for determining whether your proposed activities are below Mean High Water Springs (MHWS) rests with the applicant. If there is any doubt as to whether a site lies below MHWS you can undertake an independent survey to determine its location.

Use the 'Add/edit site(s)' button below to add one or more more locations to your application.

Next use the 'Add activity' button to add activities to your locations. (NB this option only appears once a location is created).

Basic examples:

Dredging at RiverA. Create one site for RiverA and add dredging as an activity.
 Dredging and quay wall improvements at RiverA. Create 2 locations: one for the dredging in front of the new quay area and one for the quay wall improvements.
 Dredging at RiverA and removal of large concrete block within the dredge area. Create 1 location and add two activities: 1 activity for removal and 1 activity for dredging.

Additional functions:

Subsites, Holes and Exclusion Zones can also be used more guidance is available in the 'Help' guide.

Activities:

When an activity is added to a site it is listed in a table. Click on the activity name in the table or use the links on the left hand side of this screen to navigate to the activity screen where you can provide your method statement and other information.

If you delete a site, the activities linked to it will still be visible on this screen. You

must delete these activities or move them to a valid site.

If you would like any advice on using this form or structuring your application please contact us.

Sites

Please see included locations.kml file for detailed site locations.

Quay 1 and 2

Site sensitivities

You should provide details of any protected areas (European or Ramsar sites, marine conservation zones, sites of special scientific interest, areas of outstanding natural beauty etc) and protected features (scheduled monuments, protected wrecks etc). You should also provide details of other areas and features of social, economic or environmental value. This could include shipping lanes, fishing grounds, recreational sailing areas, material assets, unprotected habitats and species and any other feature. (max. 2000 characters)

The River Tees and Middlesbrough Dock is designated as part of the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI). The qualifying features of the SPA are breeding Little Tern, and use by wintering Knot, Redshank, Sandwich Tern, and Waterbird Assemblage. Meanwhile the SSSI is designated for breeding harbour seals, a diverse assemblage of both waterbirds and of invertebrates associated with various habitats, sand dunes and saltmarsh, and for Jurassic and Quaternary geologic features.

The nearest historical feature is the Grade II* Listed Dock Clock Tower, to the north west of the application site.

List of activities at this site

Activity	Site	Activity type	Actions
Capital Dredging	Quay 1 and 2	Navigational dredging (capital)	
Maintenance Dredging	Quay 1 and 2	Navigational dredging (maintenance)	

TEES BAY A

Site sensitivities

You should provide details of any protected areas (European or Ramsar sites, marine conservation zones, sites of special scientific interest, areas of outstanding natural beauty etc) and protected features (scheduled monuments, protected wrecks etc). You should also provide details of other areas and features of social, economic or environmental value. This could include shipping lanes, fishing grounds, recreational sailing areas, material assets, unprotected habitats and species and any other feature. (max. 2000 characters)

List of activities at this site

Activity	Site	Activity type	Actions
Disposal of Dredged Silt and Sand Material from Middlesbrough Port Quays 1 and 2	TEES BAY A	Disposal of dredged material	

TEES BAY C

Site sensitivities

You should provide details of any protected areas (European or Ramsar sites, marine conservation zones, sites of special scientific interest, areas of outstanding natural beauty etc) and protected features (scheduled monuments, protected wrecks etc). You should also provide details of other areas and features of social, economic or environmental value. This could include shipping lanes, fishing grounds, recreational sailing areas, material assets, unprotected habitats and species and any other feature. (max. 2000 characters)

The existing licenced disposal site is located in close proximity to a strategic sustainable aquaculture production area.

List of activities at this site

Activity	Site	Activity type	Actions
Disposal of Dredged Clay Material from Middlesbrough Port Quays 1 and 2	TEES BAY C	Disposal of dredged material	

Quay 1 and 2 - Capital Dredging

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Dredging

Activity subtype

Navigational dredging (capital)

General

Activity title

Enter the title of this activity (max. 250 characters)

Capital Dredging

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

This marine licence application will include capital dredging works to achieve the previously licensed dredge depth across the berth, -7.0mCD, and a deeper approach channel being dredged to a depth of -6.5mCD, as shown on Drawing No. AMP-006-00015 E. This is the capacity required to allow for the continued berthing, loading and unloading of a range of vessels.

The capital dredge to extend the berth and deepen the channel will require 44,400m³ of material to be removed, with subsequent maintenance of circa 1,000m³ per annum.

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

The main method of dredging will mirror the method statement provided in support of the previous dredging licence for the berths at Quay 1 and 2 (L/2013/00155), i.e. the dredging will be undertaken using a Trailing Suction Hopper Dredger. Minor shoaling may be reduced using a plough, which may also be used as required to distribute bed material from corners and boundaries of the berth not otherwise accessible to the trailing suction dredger. If unexpected ground conditions are encountered a proportion of the dredge may be undertaken by backhoe dredger to remove stiffer clayey materials.

To maximise efficiency and accuracy the TSH dredgers are equipped with Differential Global Positioning System (DGPS) that directly inputs positional data into the vessels dredge guidance system. This is capable of displaying real time vessel position and track in relation to local geography and allows for the display of digital bathymetric data as recorded by hydrographic survey. The dredge guidance systems display three dimensional draghead position in plan and cross section in relation to the bed profile to enable both horizontal and vertical control.

All areas will be dredged to the required lines and levels as accurately as practically possible within the physical limitations of the vessels employed. The trailing suction dredger will be capable of dredging to a tolerance of $\pm 0.5\text{m}$ vertically and $\pm 4.0\text{m}$ in the horizontal plane. Dredged material shall be stored in the hopper of the dredger for direct transportation for disposal at the nominated licenced site; either Tees Bay A or Tees Bay C.

Activity start date	Activity end date
30-JUN-2024	30-JUN-2034

Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

The works are proposed to be undertaken only on an as-needed basis. As such, the programme cannot be defined precisely.

It is considered that total work will take approximately 20 days per annum. For the combined capital dredge of the berth extension and deepening of the approach channel, alongside the initial maintenance dredge of the existing berth, this may be 20 consecutive days, however future maintenance dredges will vary.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

The potential impacts of the works are discussed in detail within the Water Framework Directive Assessment undertaken to support this application.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

The potential impacts of the works are discussed in detail within the Water Framework Directive Assessment undertaken to support this application. This also includes the mitigation measures in place to prevent adverse impacts.

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

Residual risks after mitigation are considered to be limited, all being considered Slight or Negligible, as determined within the associated WFD Assessment (D/I/D/149058/502).

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

The total volume dredged will be 44,400m³; it is expected that the material will be largely sand and silt, but in order to cover all possible eventualities an allowance has been made for a degree of clay dredging by backhoe and disposal to Tees Bay C based upon historic ground investigation elsewhere at Middlesbrough Port.

Navigational dredging (capital)

Material details

Start date	30-JUN-2024	End date	30-JUN-2034
Method of dredging	Hydraulic - Trailer Hopper	Material	Silt (31.25-62.5um)
Specific gravity	1.4	Dredge depth below chart datum (m)	-7.0
Existing depth below chart datum (m)	-4.0	Maximum amount to be dredged (m³)	39960
Start date	30-JUN-2024	End date	30-JUN-2034
Method of dredging	Mechanical - Backhoe	Material	Clay (<31.25um)
Specific gravity	2.2	Dredge depth	-6.5

Existing depth below chart datum (m)	-5.7	below chart datum (m)	
		Maximum amount to be dredged (m3)	2220
Start date	30-JUN-2024	End date	30-JUN-2034
Method of dredging	Hydraulic - Trailer Hopper	Material	Sand (62.5um-2mm)
Specific gravity	2.65	Dredge depth below chart datum (m)	-7.0
Existing depth below chart datum (m)	-6.5	Maximum amount to be dredged (m3)	2220

Further details

Maximum amount to be dredged per campaign (m3)

44400

Sample analysis

You should provide analysis of the sediment to enable a determination to be made about whether the material is suitable for disposal to sea. This should include particle size analysis and analysis against Cefas Action Levels. (max. 2000 characters)

Sampling has been approved under application ref SAM/2022/00077 with routine sampling proposed to be undertaken every 3 years.

Please provide a copy of the analysis file

Destination of material

You should detail the destination of the material and whether this is going to be taken to land or is proposed to be disposed of to sea. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Disposal will be undertaken offshore at the licensed sites Tees Bay A and/or Tees Bay C, dependent upon the material dredged.

Quay 1 and 2 - Maintenance Dredging

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Dredging

Activity subtype

Navigational dredging (maintenance)

General

Activity title

Enter the title of this activity (max. 250 characters)

Maintenance Dredging

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

This marine licence application will include maintenance dredging works to achieve the previously licensed dredge depth across the existing berth, -7.0mCD, and a deeper approach channel being dredged to a depth of -6.5mCD, as shown on Drawing No. AMP-006-00015 E.

The maintenance dredge of the existing berth will involve an initial dredge of 24,600m³ to restore the licenced depth, followed by subsequent maintenance of circa 2,000m³ per annum. An additional circa 1000m³ per annum will be required in maintenance dredging for the approach channel once the licenced depth has been achieved through the proposed capital dredge.

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

The main method of dredging will mirror the method statement provided in support of the previous dredging licence for the berths at Quay 1 and 2 (L/2013/00155), i.e. the dredging will be undertaken using a Trailing Suction Hopper Dredger. Minor shoaling may be reduced using a plough, which may also be used as required to distribute bed material from corners and boundaries of the berth not otherwise accessible to the trailing suction dredger. If unexpected ground conditions are encountered, then it may be necessary to undertake a degree of dredging by a Backhoe dredge methodology to remove any stiff clays.

To maximise the efficiency and accuracy of dredging, the dredgers are equipped with Differential Global Positioning System (DGPS) that directly inputs positional data into the vessels dredge guidance system. This is capable of displaying real time vessel position and track in relation to local geography and allows for the display of digital bathymetric data as recorded by hydrographic survey. The dredge guidance systems display three dimensional draghead position in plan and cross section in relation to the bed profile to enable both horizontal and vertical control.

Activity start date	Activity end date
30-JUN-2024	30-JUN-2034

Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

The works are proposed to be undertaken only on an as-needed basis. As such, the programme cannot be defined precisely.

It is considered that work will take approximately 20 days per annum. For the initial dredge (combined maintenance and capital) this may be 20 consecutive days, however future maintenance dredges will vary.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

The potential impacts of the works are discussed in detail within the Water Framework Directive Assessment undertaken to support this application.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

The potential impacts of the works are discussed in detail within the Water Framework Directive Assessment undertaken to support this application. This also includes the mitigation measures in place to prevent adverse impacts.

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

Residual risks (pressures) after mitigation are considered to be limited, all being considered Slight or Negligible, as determined within the associated WFD Assessment (D/I/D/149058/502).

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

The initial maintenance dredge of the existing berth will be upto 24,600m³, whilst future maintenance dredges will be upto 3000m³ per campaign across the existing, and proposed extension to, the dredge pocket and approach channel, as required, to maintain the licenced depth of -7.0mCD. It is expected that the material will be largely sand and silt to be disposed of at Tees Bay A, but an allowance has been made for a degree of clay dredging by backhoe and disposal to Tees Bay C based upon historic ground investigation elsewhere at Middlesbrough Port.

Navigational dredging (maintenance)

Please provide background information on dredging activities that have taken place in this area previously. This will help us assess the impact of your proposed activities.

You can also supply information in the additional supporting information box above.

Number of years dredging that has been carried out

Average number of dredging campaigns that have been carried out per year

Average volume of material that has been dredged per campaign (m³)

Average volume of material that has been dredged per year (m³)

Number of years that dredging has been carried out in its current form

Material details

Start date 30-JUN-2024

End date 30-JUN-2034

Method of dredging Hydraulic - Trailer Hopper

Material Silt (31.25-62.5um)

Specific 1.3

Dredge -7.0

gravity		depth below chart datum (m)	
Existing depth below chart datum (m)	-6.5	Maximum amount to be dredged (m3)	46440
Date last dredged			
Start date	30-JUN-2024	End date	30-JUN-2034
Method of dredging	Mechanical - Backhoe	Material	Clay (<31.25um)
Specific gravity	2.2	Dredge depth below chart datum (m)	-7.0
Existing depth below chart datum (m)	-6.5	Maximum amount to be dredged (m3)	2580
Date last dredged			
Start date	30-JUN-2024	End date	30-JUN-2034
Method of dredging	Hydraulic - Trailer Hopper	Material	Sand (62.5um-2mm)
Specific gravity	2.65	Dredge depth below chart datum (m)	-7.0
Existing depth below chart datum (m)	-6.5	Maximum amount to be dredged (m3)	2580
Date last dredged			

Further details

Maximum amount to be dredged per campaign (m3)

24600

Sample analysis

You should provide analysis of the sediment to enable a determination to be made about whether the material is suitable for disposal to sea. This should include particle size analysis and analysis against Cefas Action Levels. (max. 2000 characters)

Sampling has been approved under application ref SAM/2022/00077 with routine sampling proposed to be undertaken every 3 years.

Please provide a copy of the analysis file

Destination of material

You should detail the destination of the material and whether this is going to be taken to land or is proposed to be disposed of to sea. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Tees Bay A and/or C.

Please see the Proposed Works (Chapter 3.0) section of the Marine Planning Statement, and the methodology as noted elsewhere within these application forms.

Is a maintenance dredge protocol in place for this area?

Yes No

Please give details and upload a copy if possible

(max. 2000 characters)

Tees Maintenance Dredge Baseline (2019) is the most recent version available publicly online.

Have you obtained written agreement from Natural England that the dredging could be considered under the accelerated licensing process?

The accelerated licensing process applies to certain types of small-scale low-risk dredging activity.

Yes No

TEES BAY A - Disposal of Dredged Silt and Sand Material from Middlesbrough Port Quays 1 and 2

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Deposit of any substance or object

Activity subtype

Disposal of dredged material

General**Activity title**

Enter the title of this activity (max. 250 characters)

Disposal of Dredged Silt and Sand Material from Middlesbrough Port Quays 1 and 2

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

Disposal of the majority of dredged material recovered from Middlesbrough Port Quays 1 and 2, excluding any stiff clays which are considered unlikely, but possible to be encountered.

The main method of dredging will mirror the method statement provided in support of the previous dredging licence for the berths at Quay 1 and 2 (L/2013/00155), i.e., the dredging will be undertaken using a Trailing Suction Hopper Dredger. Minor shoaling may be reduced using a plough, which may also be used as required to distribute bed material from corners and boundaries of the berth not otherwise accessible to the trailing suction dredger.

To maximise the efficiency and accuracy of dredging and disposal, the dredgers are equipped with Differential Global Positioning System (DGPS) that directly inputs positional data into the vessels dredge guidance system. This is capable of displaying real time vessel position and track in relation to local geography and allows for the display of digital bathymetric data as recorded by hydrographic survey.

Once within the limits of the deposit site, dredged material will be discharged through hydraulically operated bottom opening doors. Where necessary, water jets will be used to assist the emptying and washing of the hopper before the bottom doors are closed and the vessel leaves the deposit site. Throughout the deposit operation the DGPS positioning system is utilised to ensure that the vessel is in the correct location as specified by licence conditions.

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

Disposal of material dredged from Middlesbrough Port Quays 1 and 2. This will be undertaken via the hydraulically operated bottom opening doors of a Trailing Suction Hopper Dredger equipped with Differential GPS in order to accurately ensure that the TSHD is correctly positioned for deposit of the material within the bounds of the disposal site.

Disposal works will be undertaken intermittently during the dredging campaign as and when the hoppers are full and require emptying. As such, the precise programme cannot be detailed, but will be largely aligned with the programme of the proposed dredging activity. This will be taken on an as-needed basis to maintain the operational capacity of the quays and the licenced dredge depth of -7.0mCD and -6.5mCD for the berth and the approach channel, respectively.

Activity start date	Activity end date
30-JUN-2024	30-JUN-2034

Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

The disposal of material will be undertaken in tandem with the proposed dredging activity, which will be undertaken on an as-needed basis for the operational capacity of the quays.

Disposal works will be undertaken intermittently during the dredging campaign as and when the hoppers are full and require emptying. As such, the precise programme cannot be detailed, but will be largely aligned with the programme of the proposed dredging activity.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Please see the attached Water Framework Directive Assessment (D/I/D/149058/502) for consideration of environmental impacts, and discussion of Social and Economic impacts can be found within the Marine Policy Assessment (Chapter 5.0) of the Marine Planning Statement.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Please see the attached Water Framework Directive Assessment (D/I/D/149058/502) for the details of the proposed mitigations to avoid and minimise the potential impacts of the proposed dredging and disposal.

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

Please see the attached Water Framework Directive Assessment (D/I/D/149058/502).

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

Disposal of dredged material

Material details

Please provide information on the material to be deposited. This needs to state the type of material, when you plan to do this, the specific gravity of the material and the weight of the material in both dry and wet tonnes. You also need to tell us the source of the material by selecting the source site.

If you have not yet entered the coordinates of the source site, you should go back to the Sites and activities summary screen (see the left-hand menu) and enter these coordinates first. You can do this by adding a new site.

On this page, you can add more rows to tell us about material you propose to deposit on different dates or about different types of material that you propose to deposit.

Start date	End date	Material	Specific gravity	Amount to be deposited (dry tonnes)	Amount to be deposited (wet tonnes)	Source Site
30-JUN-2024	30-JUN-2034	Sand (62.5um-2mm)	2.65	0	12667	Quay 1 and 2
30-JUN-2024	30-JUN-2034	Silt (31.25 - 62.5um)	1.3	0	120904	Quay 1 and 2

Further details

Dredge details

You should provide details of the dredge. This should include the methodology and location. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

This has been detailed in Chapter 3.0 Proposed Development of the Marine Planning Statement (D/I/D/149058/501), and elsewhere within these forms.

Has the dredged material been analysed?

You should provide analysis of the sediment to enable a determination to be made about whether the material is suitable for disposal to sea. This should include particle size analysis and analysis against Cefas Action Levels.

Yes No

Please give details

(max. 2000 characters)

See associated sample results (MMO_Results_Template - MAR02072_1.xls), and see discussion within Chapter 6.0 Technical Considerations of the MPS (D/I/D/149058/501) and within Chapter 5.0 Impact Assessment paras. 5.59 -5.77 of the WFD Assessment (D/I/D/149058/502).

Has this activity been assessed in line with the waste hierarchy?

The disposal of dredged material to sea should be considered a last resort. You should provide details of alternatives that have been considered and the reasons why you propose to dispose of the material to sea.

Yes No

Please give details

(max. 2000 characters)

Please see associated Waste Framework Directive Assessment (D/I/D/149058/503).

TEES BAY C - Disposal of Dredged Clay Material from Middlesbrough Port Quays 1 and 2

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Deposit of any substance or object

Activity subtype

Disposal of dredged material

General

Activity title

Enter the title of this activity (max. 250 characters)

Disposal of Dredged Clay Material from Middlesbrough Port Quays 1 and 2

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

Disposal of any dredged material recovered from Middlesbrough Port Quays 1 and 2 which is unsuitable to be deposited at Tees Bay A, i.e. if stiff clays are encountered.

Disposal at Tees Bay C is considered unlikely to be necessary for this work, however, has been considered due to the potential for unexpected ground conditions being encountered and the disposal of stiff clays being necessary in addition to the silt and sand.

Tees Bay C is expected to receive upto 2200m³ of dredged material classified as Clay (<31.25um) from the Capital dredge campaign, upto 1320m³ from the maintenance dredge of the existing pocket, and then annual deposits of upto 150m³ per annum from maintenance dredges of both the new and existing dredged areas.

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

If stiff clays are encountered, then a backhoe dredge methodology will be employed to mechanically clear the area to achieve the required depth of -7.0mCD or -6.5mCD, depending upon the location of the clay material.

Activity start date	Activity end date
30-JUN-2024	30-JUN-2034

Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

The Capital dredge and initial maintenance dredge of the existing berth are proposed to take place over the course of approximately 20 consecutive days. Maintenance dredges in subsequent years will be undertaken as and when required in order to ensure that the berth and approach channel are maintained at the advertised depth of -7.0mCD and -6.5mCD respectively. It is anticipated that maintenance dredge campaigns would be undertaken on an as needed basis, over 20 days per annum.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Please see the attached Water Framework Directive Assessment (D/I/D/149058/502) for consideration of environmental impacts, and discussion of Social and Economic impacts can be found within the Marine Policy Assessment (Chapter 5.0) of the Marine Planning Statement.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Please see the attached Water Framework Directive Assessment (D/I/D/149058/502) for the details of the proposed mitigations to avoid and minimise the potential impacts of the proposed dredging and disposal.

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

Residual risks (pressures) are identified within the WFD as being Slight and Negligible, and as such not significant, therefore require no further mitigation. See document D/I/D/149058/502 for further discussion and details.

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

Disposal of dredged material

Material details

Please provide information on the material to be deposited. This needs to state the type of material, when you plan to do this, the specific gravity of the material and the weight of the material in both dry and wet tonnes. You also need to tell us the source of the material by selecting the source site.

If you have not yet entered the coordinates of the source site, you should go back to the Sites and activities summary screen (see the left-hand menu) and enter these coordinates first. You can do this by adding a new site.

On this page, you can add more rows to tell us about material you propose to deposit on different dates or about different types of material that you propose to deposit.

Start	End	Materi	Specific	Amoun	Amoun	Source
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date	date	al	gravity	t to be deposit ed (dry tonnes)	t to be deposit ed (wet tonnes)	Site
30-JUN-2024	30-JUN-2034	Clay (<31.25 um)	2.2	0	10516	Quay 1 and 2

Further details

Dredge details

You should provide details of the dredge. This should include the methodology and location. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

These details are available in the respective activity sections of these application forms, and in the Proposed Works Chapter (3.0) of the Marine Planning Statement.

Has the dredged material been analysed?

You should provide analysis of the sediment to enable a determination to be made about whether the material is suitable for disposal to sea. This should include particle size analysis and analysis against Cefas Action Levels.

Yes No

Please give details

(max. 2000 characters)

See associated sample results (MMO_Results_Template - MAR02072_1.xls), and see discussion within Chapter 6.0 Technical Considerations of the MPS (D/I/D/149058/501) and within Chapter 5.0 Impact Assessment paras. 5.59 -5.77 of the WFD Assessment (D/I/D/149058/502).

Has this activity been assessed in line with the waste hierarchy?

The disposal of dredged material to sea should be considered a last resort. You should provide details of alternatives that have been considered and the reasons why you propose to dispose of the material to sea.

Yes No

Please give details

(max. 2000 characters)

Please see associated Waste Framework Directive Assessment (D/I/D/149058/503).

Marine plan policies

Access

NE-ACC-1

Provide an explanation on how you have considered this policy

This policy is unrelated to the proposal as it does not bring forward any plans that impact tourism or public access.

Aggregates

NE-AGG-3

Provide an explanation on how you have considered this policy

The site is not within a potential aggregate resource extraction area, so this policy is not relevant to the present proposals.

Air quality

NE-AIR-1

Provide an explanation on how you have considered this policy

Policy NE-AIR-1 requires that proposals assess their likely impact “upon local air quality and emissions of greenhouse gases”. The proposed plans to expand dredging activity are considered unlikely to result in notable increases air pollution or emissions of greenhouse gases.

See para 5.13 of the MPS for further details.

Aquaculture

NE-AQ-1

Provide an explanation on how you have considered this policy

The Tees Bay C disposal site is within close proximity to a strategic sustainable aquaculture production area, however, this has been assessed and licenced by the MMO and has been operational for many years. It is not considered that the present proposals will make any notable change to the existing, licenced operation of the disposal site, and as such, the works are considered to be in compliance with NE-AQ-1.

NE-AQ-2

Provide an explanation on how you have considered this policy

This policy is unrelated to the proposal as it does not bring forward any plans that are related to aquaculture.

Biodiversity

NE-BIO-1

Provide an explanation on how you have considered this policy

The proposed dredging works will have no significant adverse impacts, nor generate any enhancement to the distribution of priority habitats or species. The only habitat directly affected by the works is subtidal sediment, which is not a priority habitat, nor does it contain any priority species. Furthermore, the temporary increase in disturbance which may occur for proximate species during the dredging works has been avoided,

minimised, and mitigated as far as practicable, as demonstrated within the Water Framework Directive Assessment (D/I/D/149058/502).

See para 5.14-5.15 of the MPS for more details.

NE-BIO-2

Provide an explanation on how you have considered this policy

The proposed dredging works will have no significant adverse impacts, nor generate any enhancement to the adaptation or connectivity of habitats. However, the temporary increase in disturbance which may occur during the dredging works has the potential to have impacts on native species migration. Impacts have been avoided, minimised, and mitigated as far as practicable, as demonstrated within the Water Framework Directive Assessment (D/I/D/149058/502), such that they are not significant. Therefore, the works are in accordance with NE-BIO-2.

See para 5.14-5.15 of the MPS for more details.

NE-BIO-3

Provide an explanation on how you have considered this policy

The works to the proposed dredge pocket are subtidal, it is not considered that the proposal will have any notable impact upon coastal intertidal habitats, nor the ecosystem services which they provide with regards to biodiversity, flood alleviation etc.

See Paras 5.14-5.16 in the MPS for further discussion.

Cables

NE-CAB-1

Provide an explanation on how you have considered this policy

This proposal brings forwards no plans to alter or which will disrupt subsea cables.

NE-CAB-2

Provide an explanation on how you have considered this policy

This proposal brings forwards no plans to alter or which will disrupt subsea cables or their landfall sites.

NE-CAB-3

Provide an explanation on how you have considered this policy

This proposal brings forwards no plans to alter or which will disrupt subsea cables or their maintenance.

Carbon capture, usage and storage

NE-CCUS-1

Provide an explanation on how you have considered this policy

The proposed plans do not involve the decommissioning of oil and gas facilities.

NE-CCUS-3

Provide an explanation on how you have considered this policy

The proposal does not involve the deployment of low carbon infrastructure.

Climate change

NE-CC-1

Provide an explanation on how you have considered this policy

The proposal does not affect the relevant habitats.

NE-CC-2

Provide an explanation on how you have considered this policy

The proposal for a capital dredge and subsequent maintenance dredges on a ten year licence ensures that the capacity of the site infrastructure is made resilient to changing conditions for as long as possible, by having the ability to adjust to those changes as they arise over time. Despite the wider risks which may emerge from climate change, Able UK see the UK's green energy targets in response to those risks as being a stabilising force, instilling confidence in investors in the renewable energy industry, meaning that there continues to be growing demand for deep water berthing facilities, and those proposed are thus economically resilient to climate change. see para 5.17 for further details.

NE-CC-3

Provide an explanation on how you have considered this policy

There will be no direct impact of these works on coastal change due to the small increase in dredge activity within the wider Tees, which is heavily modified including substantial maintenance dredging along the length of the industrialised estuary and channel. Similarly, according to the public access register of marine licence applications, the works will not interfere with any existing or proposed climate change adaptation measures in this location.

See para 5.18 of the MPS for further details.

Co-existence

NE-CO-1

Provide an explanation on how you have considered this policy

The proposed extended dredge pocket at Quays 1 and 2, as an expansion of existing operations by Able UK, seeks to maximise the potential future use of terrestrial and marine systems. Able UK's long-term strategy maximises efficiency in order to attract the intended industries, as the potential to develop economies of scale and co-location of suppliers is required to be competitive for offshore energy and oil and gas operations. See para 5.19 of the MPS for more detailed discussion.

Cross-border co-operation

NE-CBC-1

Provide an explanation on how you have considered this policy

The proposed development does not generate any cross border impacts, as such this policy is not relevant to this application.

Cumulative effects

NE-CE-1

Provide an explanation on how you have considered this policy

The proposed dredging works constitute an addition to an existing acceptable activity within the application site and surrounding areas of the River Tees. As identified within Chapter 4.0 Marine Planning History, there are no other applications in the immediate vicinity of the site with which cumulative impacts must be considered. The disposal of the capital dredge arisings and the subsequent annual addition of upto 1,000m³ of sediment to be dredged and disposed at sea are not considered to generate a significant change to the existing baseline of dredging and disposal activity within the Tees and at its disposal sites, so no mitigation is required. The works are in accordance with NE-CE-1.

See para 5.20 of the MPS for further detail.

Disturbance

NE-DIST-1

Provide an explanation on how you have considered this policy

Although it should be noted that the proposed works would be simply an extension of acceptable past operations, the accompanying Water Framework Directive Assessment (D/I/D/149058/502) addresses the potential issue of disturbance or displacement of highly mobile species.

See Para 5.21 for further discussion.

Dredging & disposal

NE-DD-1

Provide an explanation on how you have considered this policy

The proposed works are compliant with this policy, as they will work in tandem with the existing dredging that occurs at the site and in the wider Tees to accommodate larger ships and contribute to the industrial economy for the wider estuary cluster.

See Para 5.22 for further discussion

NE-DD-2

Provide an explanation on how you have considered this policy

The works will not cause significant impacts upon the disposal areas due to the limited volume of dredge arising which will need to be deposited in comparison to the annual dredge arisings from the wider Tees dredging regimes. Therefore this policy is not

relevant to the proposed dredge at Middlesbrough Port.

NE-DD-3

Provide an explanation on how you have considered this policy

In terms of alternatives to sea disposal, the only feasible option would be for the applicant to dispose of the material to landfill, but this is not cost-effective for the operations of the business as a whole, nor is it in line with sustainability principles. However, in order to demonstrate that best practice has been followed, a Waste Framework Directive assessment has been undertaken as a part of this proposal (D/I/D/141918/506), and routine sampling every 5 years will ensure that only suitable material is disposed at the designated sites.

See Para 2.3 for further details.

Employment

NE-EMP-1

Provide an explanation on how you have considered this policy

Able UK's vision for Middlesbrough Port, is for it to provide a lifeline for economic activity and industry within one of the 10% most deprived neighbourhoods in England (IMD, 2019), contributing to bringing the area back into economic prosperity. By enhancing and extending facilities such as the Quays 1 and 2 berthing pocket Able UK can continue to attract investment and commercial opportunities, and as such will add value to both the site and the wider community.

See Para 5.24 for further discussion

Fisheries

NE-FISH-1

Provide an explanation on how you have considered this policy

The proposed works will not influence the fishing industry, and so this policy is not relevant to this application.

NE-FISH-2

Provide an explanation on how you have considered this policy

The proposed works will not impact upon the fishing industry, and so this policy is not relevant to this application and no measures are required to be implemented.

NE-FISH-3

Provide an explanation on how you have considered this policy

The proposed methodology accounts for the potential for migratory fish to be present, and will by nature be intermittent with disposal activity, thus allowing migrating fish to pass unhindered during those periods. In addition, the need for artificial lighting will be minimised as far as practicable and will be sensitively directed away from the water, as this can also cause disruption to migration patterns. Further details are available in the associated Water Framework Directive Assessment (D/I/D/149058/502) supplied with

this application. Overall, it is demonstrated in the WFD that the effects are not significant, do not require any further mitigation, and therefore the proposals are considered to be in accordance with policy NE-FISH-3.

See Para 5.25 for further details.

Heritage assets

NE-HER-1

Provide an explanation on how you have considered this policy

The heritage feature in closest proximity to the application site is the Grade II* listed Dock Clock Tower. As a result of the subtidal nature of the works and the reported dilapidated state of the tower, it is not considered the proposal will have any adverse impact on the significance of the asset. As such, the works are considered to be acceptable with regard to Policy NE-HER-1.

Infrastructure

NE-INF-1

Provide an explanation on how you have considered this policy

In order for the terrestrial infrastructure at Able UK to be competitive for the next generation of offshore, oil and gas, and cargo industry manufacturers, the marine infrastructure must be in place to facilitate the transportation of their outputs. Offshore industry parts are increasingly massive, and as such the quay availability and associated dredge depths must be sufficient to accommodate very large vessels, hence the need for the proposed capital and subsequent maintenance dredge proposals at Quays 1 and 2. In light of this, the works comply with Policy NE-INF-1, as the policy supports integration between marine and terrestrial systems by encouraging such proposals which will facilitate economic growth.

See Para 5.27 of the MPS for further discussion.

Invasive non-native species

NE-INNS-1

Provide an explanation on how you have considered this policy

Although it should be noted that the proposed works would be simply an extension of existing acceptable works, the accompanying Water Framework Directive Assessment (D/I/D/149058/502) addresses the potential issue of invasive non-native species, and finds that the appropriate measures are in place to prevent INNS introduction and spread. The proposed dredging is therefore in accordance with Policy NE-INNS-1.

NE-INNS-2

Provide an explanation on how you have considered this policy

The applicant is not a Public Authority, and as such has no obligations under this policy.

Knowledge, understanding, appreciation & enjoyment

NE-SOC-1

Provide an explanation on how you have considered this policy

As a result of the works, larger ships will be enabled to berth at Quays 1 and 2 and as such the proposal is considered to enhance and restore the visible industrial heritage of the area, adding to the potential for enjoyment of and engagement with the marine environment and the industry which it supports. In this way, it is considered that the works are in accordance with Policy NE-SOC-1.

Land

Land

Provide an explanation on how you have considered this policy

The application does not extend outside of the marine environment, meaning it is not subject to planning. Therefore, this policy is not applicable to the proposed development.

Marine litter

NE-ML-1

Provide an explanation on how you have considered this policy

The applicant is not a Public Authority, so this policy does not apply to these works.

NE-ML-2

Provide an explanation on how you have considered this policy

The proposed dredging methodology will include the use of screens which will filter marine litter out of the dredge arisings, so any marine litter encountered during the course of the works will be removed from the marine environment and suitably disposed of on land. Furthermore, the proposal is shown to have suitably assessed the opportunities to avoid, minimise, and mitigate waste in compliance with this policy as demonstrated in the provided Waste Framework Directive assessment, which has been undertaken as a part of this proposal (D/I/D/149058/503). As such, the works are in accordance with NE-ML-2.

Marine protected areas

NE-MPA-1

Provide an explanation on how you have considered this policy

although the dredging leads to a temporary disturbance and change to the subtidal habitat which is being dredged, there is no loss or temporary change to the habitats which are protected as a part of the MPAs. The proposed increase in dredge depth to enable larger vessels at the Quays 1 and 2 serves to ensure the ongoing operation of the site for growing industries, and reduces the potential need for the construction and capital dredging of entirely new facilities to accommodate these vessels. In this way, the proposals work to mitigate further adverse impacts on the marine protected area, and complies with Policy NE-MPA-1.

NE-MPA-2

Provide an explanation on how you have considered this policy

As noted above, there are no direct impacts on the MPA habitats, and similarly, there will be no lasting effects on any of the species protected within the MPA network in the Tees. The fact that no habitat is lost or changed means that the proposed works will have no adverse impact on the resilience of the MPA networks in adapting to climate change, and the works are in accordance with Policy NE-MPA-2.

NE-MPA-3

Provide an explanation on how you have considered this policy

At present Coastal Squeeze is considered to be a concern for the River Tees protected habitats (EA Catchment Data Explorer), as widescale development along the coast and banks of the Tees have minimised the ability of coastal habitats to migrate away from rising sea levels as a result of climate change. However, due to the nature of the present proposals, which are to undertake dredging within an existing subtidal area, this is not considered to influence or contribute to coastal squeeze, nor does the relatively small scale of the project provide any opportunity to incorporate any measures to alleviate these ongoing concerns which affect the wider estuary more so than the man-made channel towards the basin at Middlesbrough Dock. As such, it is considered that the proposals are acceptable in terms of Policy NE-MPA-3.

Oil & gas

NE-OG-2

Provide an explanation on how you have considered this policy

The site is not within a current or likely future area for Oil and Gas extraction, as there is a high degree of existing, high value infrastructure in place as well as close proximity to the city centre of Middlesbrough which makes this location unsuitable.

Therefore this policy is not applicable to the proposed development.

Ports, harbours & shipping

NE-PS-1

Provide an explanation on how you have considered this policy

This proposal is in keeping with the existing uses in the vicinity, many of which are also related to industrial, port, and harbour activities. In addition, the proposed dredging works enhance the future economic sustainability of those activities through ensuring that the facilities on the Tees are suitable for the growing need for deeper berths to service offshore sector operations. As such, the proposals are in accordance with Policy NE-PS-1.

NE-PS-3

Provide an explanation on how you have considered this policy

This policy is not applicable to the proposed dredging and disposal application, as the proposal does not involve the installation of any infrastructure, nor will it reduce under-keel clearance in any navigation routes.

NE-PS-4

Provide an explanation on how you have considered this policy

The proposed capital dredging would facilitate larger ships' use of the port and as such, encourage coastal and sea shipping as an alternative to less sustainable forms of transport. In addition, due to the fact that disposal of dredge arisings to land is not cost-effective for the operations of the business as a whole, it will also be disposed of at sea in line with sustainability principles to encourage transport through shipping, as per the policy aims of NE-PS-4.

Renewables

NE-REN-1

Provide an explanation on how you have considered this policy

The intended end-users of Middlesbrough Port Quays will be critical for the growth of the offshore and marine industries in Teesside, in particular Oil and Gas decommissioning, Offshore Wind, and Cargo industries which Able UK already serves at Middlesbrough Port. Although the dredge itself is not related directly to renewable energy, the provision of the necessary facilities for offshore wind parts manufacturers, for example, which require the additional depth proposed, makes this application foundational to realising the socio-economic benefits of such industries and supply chains continuing to locate and grow in the North East. The works are in accordance with Policy NE-REN-1.

Seascape & landscape

NE-SCP-1

Provide an explanation on how you have considered this policy

The seascape and landscape that surrounds the proposed works is, and has historically been, industrial, which the proposed scheme is in keeping with. Although the proposed development is within close proximity to the Riverside Stadium, Middlesbrough College and the residential development site of Middlehaven, the capital dredge would simply be an extension of the existing subsea site with no visual impact upon the surrounding environment. Therefore, no adverse impacts on seascapes and landscapes are expected, rather a revival of distinctive character features of the landscape are anticipated as a result of the works.

See Para 5.37 of the MPS for further discussion.

Tourism & recreation

NE-TR-1

Provide an explanation on how you have considered this policy

These policies are unrelated to the proposal as it does not bring forward any plans that impact tourism or public access to or from what is a private commercial site at Middlesbrough Port.

Underwater noise

NE-UWN-1

Provide an explanation on how you have considered this policy

The proposed dredging methodology will not result in any impulsive underwater noise.

NE-UWN-2

Provide an explanation on how you have considered this policy

The extent of the non-impulsive noise that will be generated from the proposal will be of similar levels to the existing dredging that occurs at this site, and in the wider Teesport area, and as such is within the accepted baselines for the Tees. No impulsive noise will be generated through these works. As such, the proposed dredging is considered to be in accordance with NE-UWN-2.

Water quality

NE-WQ-1

Provide an explanation on how you have considered this policy

. In relation to the risk of impacts on water quality arising from the proposed development, a Water Framework Directive Scoping Assessment accompanies this application, which illustrates the low risk of water pollution occurring, and that the proposed mitigation measures will avoid any adverse impacts on protected habitats. The Scoping Assessment, concluded that the proposal will not cause any deterioration of water quality, in keeping with the aims of Policy NE-WQ-1.

Additional plan and policy information

Provide any further information about your consideration of the Marine Policy Statement (MPS), marine plans and policy objectives you would like the MMO to take into account when determining your application

The proposed dredging to support the infrastructure planned through delivery of an expanded Middlesbrough Quay Port 1 and 2 is required in order to ensure the UK can be a competitive location for renewable energy and related industries. Port 1 and 2 would contribute significantly to both UK and North East capacity for these industries and as such will serve to further NCTA's intention to make the region's economic recovery "as green as possible". As stated in a press release (2020), "NCTA will use a major part of its £20 million a year investment fund to boost offshore green energy projects including cash for building wind farms, the creation of green jobs where carbon reduction is needed most, and training for workers moving from traditional to green industries". Funding such as this will ensure the Quay will contribute to the resilience of the local economy and boost the skills and employability of local people in an environmentally sustainable way.

Do you have any relevant documents that support your consideration or assessment of the MPS or marine plan policies?

Yes

No

Have you considered or assessed this project with regard to other policy statements and spatial plans?

This includes national, regional and local policies and spatial plans

Yes

No

Licence conditions

Are there any conditions you consider should be added to the marine licence?

Any suggested conditions will be considered as part of the application and may be applied to the consent. However, proposed conditions may also be edited or removed and other conditions may be applied in addition to or in place of any conditions you propose.

Yes

No

Other details

Fees and charges

Cost of project seaward of mean high water springs (£)

Specify pounds only or pounds and pence, e.g. 1000 or 1000.10

400000

Public register

Permission to add your data to the MMO evidence base:

The Marine Management Organisation (MMO) has gathered information from a number of existing sources to support marine planning, marine licensing and associated functions of the MMO. The MMO is continuously adding to the evidence base to support future decision making, with the aim to ensure a sustainable future for our coastal and offshore waters.

A new marine plan led system of marine management will set the direction for decision making on marine use and will:

- guide marine users to the most suitable locations for different activities;
- manage the use of marine resources to ensure sustainable levels; and
- consider all the benefits and impacts of current and future activities that occur in the

marine environment.

1.The MMO would like your permission to use any of the data you submit in a digital format that can be entered into a geographical information system. This data may be used to inform MMO functions.

Can we use your data to inform MMO functions?

Yes No

2.Under section 101 of the Marine and Coastal Access Act 2009 the MMO must maintain a register of activities where it is the appropriate licensing authority. Information contained within or provided in support of this application will be placed on the MMO's Public Register unless:

- The Secretary of State determines that its disclosure would be contrary to the interests of national security; or
- The MMO determines that its disclosure would adversely affect confidentiality of commercial or industrial information where such confidentiality is provided by law to protect legitimate commercial interest.

Is there any information in your application (including any supporting documents) that you believe should be withheld from the Public Register?

Yes No