

2 NEED FOR THE PROPOSED SCHEME

2.1 Introduction

STDC is the third Mayoral Development Corporation to be established, and the first outside of London. It was created in August 2017 by the then Secretary of State for Communities and Local Government pursuant to Section 198 of the Localism Act 2011 at the request of the Tees Valley Combined Authority (TVCA) and was established by The South Tees Development Corporation (Establishment) Order 2017.

STDC was established as the public sector vehicle for delivering area-wide economic regeneration in the area to augment the wider economic growth plans of the Tees Valley. It delivers this regeneration through its South Tees Regeneration Programme. It has also prepared the South Tees Regeneration Masterplan (STDC, 2019) to support development through the local planning and planning application process. This Masterplan was originally published in 2017 and it was revised to reflect ongoing changes in market demand in November 2019.

The Masterplan sets out the vision for transforming the STDC area into a world-class, modern, large-scale industrial business park. It provides a flexible development framework where land plots can be established in a variety of sizes to meet different occupier needs in the most efficient manner possible. The Masterplan identifies five distinct development 'zones' within the STDC area. The proposed scheme footprint is within the South Industrial Zone. This zone is identified for port related use, offshore energy industries, materials processing and manufacturing and energy generation (i.e. the proposed scheme aligns with the planned use within the South Industrial Zone).

The proposed scheme is required to directly support the economic regeneration plans being progressed by STDC within the Tees Valley region. Of relevance is the outline planning application submitted by STDC in June 2020 to RCBC, on land within the South Industrial Zone (reference R/2020/0357/OOM) (referred to throughout this report as the 'landside EIA'). The planning application was submitted to allow the development of up to 418,000m² of general industry and storage or distribution facilities on land at South Bank. The proposed scheme which is the subject of this report is specifically linked to the proposed development of the backing land at South Bank; a quay is required to support with the import and export of materials / products associated with the development of such land. Such requirements have therefore driven the proposed scheme's location with the Tees estuary, and specifically at the South Bank site in the South Industrial Zone.

2.2 Factors influencing the proposed scheme design

As noted in **Section 1**, it is envisaged that the proposed quay would be utilised predominantly by the renewable energy industry, as well as supporting more general industrial and storage/distribution activities. With regard to the renewable energy industry, the proposed quay is to be used to support both manufacturing and staging (pre-assembly and storage) of wind farm components prior to export to offshore wind farm sites.

The proposed quay length is a direct function of the operations that are predicted to be undertaken at the site; the quay has been designed to accommodate up to five vessels at the same time, including two large windfarm installation vessels as well as up to three smaller vessels which are predicted to import products to the site. The assumed size of such vessels has informed the length of quay required.

Similarly, the beam of the widest design vessel has directly informed the size of the berth pocket required (90m wide) and the associated dredging requirements. Consultation with PD Ports' Harbour Master during June 2020 confirmed that the berth pocket should not intrude into the existing navigation channel, but that

it would be possible to manage the risk of cargo (e.g. wind farm blades) intruding into the channel during loading operations. These criteria effectively set the riverward extent at which it is possible to locate the berth line and resulted in the proposed construction of the quay set back into the riverbank.

Given the nature of the predicted operations at the site, there is a requirement for inclusion of two heavy lift areas into the quay deck. The number of heavy lift areas required and consequently the number of cranes to be utilised on these areas (i.e. one per heavy lift area) is linked to the number of large windfarm installation vessels that are predicted to berth at the quay simultaneously (two) once operational. Reducing the number of heavy lift areas and consequently the cranes at the proposed port facility would not meet the objectives of the proposed scheme during the operational phase.