



Marine Management Organisation Marine Licence

1 Introduction

This is a licence granted by the Marine Management Organisation on behalf of the Secretary of State to authorise the licence holder to carry on activities for which a licence is required under Part 4 of the Marine and Coastal Access Act 2009.

1.1 Licence number

The licence number for this licence is L/2021/00333/2

1.2 Licence holder

The licence holder is the person or organisation set out below:

Name / company name	South Tees Developments Limited
Company registration number (if applicable)	11747311
Address	Cavendish House Teesdale Business Park, Stockton on Tees, TS17 6QY
Contact within company	Mr John McNicholas
Position within company (if applicable). State if company officer or director	Engineering & Programme Director

1.3 Licence date

Version	2
Licence start date	26 August 2022
Licence end date	31 December 2030
Date of original issue	17 December 2021
Date of variation issue	26 August 2022

1.4 Licence validity

This version of this licence is valid from the licence start date to the licence end date.

This version of this licence supersedes any earlier version of this licence. Any activity commenced under a previous version of this licence and which is also a licensed activity authorised by section 4 of this version of this licence may continue in accordance with the licence conditions in section 5 of this version of this licence.

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2 General

2.1 Interpretation

In this licence, terms are as defined in section 115 of the Marine and Coastal Access Act 2009 and the Interpretation Act 1978 unless otherwise stated.

- "licensed activity" means any activity set out in section 4 of this licence.
- "licence holder" means the person(s) or organisation(s) named in section 1 above to whom this licence is granted.
- "MMO" means the Marine Management Organisation.
- "mean high water springs" means the average of high water heights occurring at the time of spring tides.
- "sea bed" or "seabed" means the ground under the sea.
- "the 2009 Act" means the Marine and Coastal Access Act 2009.
- All times shall be taken to be the time on any given day.
- All geographical co-ordinates contained within this licence are in WGS84 format (latitude and longitude degrees and minutes to three decimal places) unless stated otherwise.

2.2 Contacts

Except where otherwise indicated, the main point of contact with the MMO and the address for email and postal returns and correspondence shall be:

Marine Management Organisation

Lancaster House

Hampshire Court

Newcastle upon Tyne

NE4 7YH

Tel:0300 123 1032

Fax:0191 376 2681

Email:marine.consents@marinemanagement.org.uk

Any references to any local MMO officer shall be the relevant officer in the area(s) located at:

Marine Management Organisation

Neville House

Central Riverside

Bell Street

North Shields

NE30 1LJ

Tel: 0191 257 4520
Email: northshields@marinemanagement.org.uk

3 Project overview

3.1 Project title

South Bank Quay - Phase 1

3.2 Project description

South Tees Developments Limited is constructing a new quay at South Bank in the Tees estuary (referred to hereafter as the scheme). The scheme is required to support South Tees Development Limited's landside proposals for general industry and storage or distribution uses within part of the South Industrial Zone (which has been subject to a separate planning application - reference R/2020/0357/OOM). It is envisaged that the new quay would be utilised predominantly by the renewable energy industry, as well as supporting more general industrial and storage/distribution activities.

In summary, the scheme comprises demolition, capital dredging, offshore disposal of dredged material, placement of rock in the berth pocket and construction and operation of a new quay (to be set back into the riverbank).

As the quay is to be constructed in the riverbank (i.e. on land), construction of the new quay has not been included in this marine licence determination.

The development of the scheme is to be undertaken in phases. This marine licence covers the works required for Phase 1 of the proposed scheme only. A separate marine licence application has been submitted for Phase 2 of the proposed scheme.

3.3 Related marine licences

MLA/2020/00507- Phase 2 of the works.

4 Licensed activities

This section sets out the licensed activities. The licensed activities are authorised to be carried on only in accordance with the activity details below and with the licence conditions as set out in section 5 of this licence.

Please note that where licensed quantities are displayed with reference to their constituent materials, the relative quantities given for the constituent materials are indicative only.

Site 1 - TEES BAY C					
Site location		Tees Bay C (TY150)			
Activity 1.1 - Disposal of dredged material from Phase 1					
Activity type		Disposal of dredged material			
Activity location		Tees Bay C, See coordinate Schedule 1.			
Description		Marine sediments to be dredged as part of Phase 1 of the scheme are to be disposed of at the Tees Bay C disposal site. A maximum amount of 902,000m ³ of dredged material is anticipated during Phase 1, with 187,000m ³ from Tees Dock turning circle and 715,000m ³ from the channel and berth pocket.			
Quantities					
Start date	End date	Material	Amount to be deposited (dry tonnes)	Amount to be deposited (wet tonnes)	Source
17/12/2021	31/12/2030	Clay (<31.25um)	243913	280500	Channel and berth - dredge and excavation
17/12/2021	31/12/2030	Sand (62.5um-2mm)	696667	1045000	Channel and berth - dredge and excavation
17/12/2021	31/12/2030	Sand (62.5um-2mm)	236867	355300	Tees Dock turning circle - dredge
Methodology		Dredging will be undertaken using a combination of cutter suction dredger, trailing suction hopper dredger and backhoe dredging. Dredging is proposed to be undertaken 24 hours a day, seven days a week.			

Programme of works	Dredge and disposal activity will take approximately five months. Dredging to be undertaken 24 hours a day, seven days a week.
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Site 2 - Tees Dock turning circle - dredge			
Site location	Tees Dock turning circle		
Activity 2.1 - Capital dredging of the Tees Dock turning circle			
Activity type	Navigational dredging (capital)		
Activity location	Tees Dock turning circle, See coordinate schedule 2.		
Description	Capital dredging of the Tees Dock turning circle is required to deepen it from an existing depth of 8.8m bCD to 11.5m bCD (maintained at 10.4m bCD). A maximum amount of 187,000m ³ of material is proposed to be dredged from the Tees Dock turning circle.		
Quantities			
Start date	End date	Material	Quantity (m ³)
17/12/2021	31/12/2030	Sand (62.5um-2mm)	187000
Methodology	Dredging will be undertaken using a combination of cutter suction dredger, trailing suction hopper dredger and backhoe dredging. Dredging is proposed to be undertaken 24 hours a day, seven days a week.		
Programme of works	It is anticipated that dredging of the turning circle would take approximately two weeks. Dredging to be undertaken 24 hours a day, seven days a week.		

Site 3 - Channel and berth - dredge and excavation			
Site location	Channel and berth		
Activity 3.1 - Capital dredging - channel and berth pocket			
Activity type	Navigational dredging (capital)		
Activity location	Channel and Berth, See coordinate schedule 3.		
Description	Capital dredging within parts of the existing navigation channel, and within areas not currently subject to maintenance dredging to create a berth pocket. The total dredge volume for marine sediments in Phase 1 (excluding that from the Tees Dock turning circle which was been included as a separate activity) will be dredged to a maximum amount of 715,000m ³ . The berth pocket will be dredged to 15.6m bCD, whilst all other areas are to be dredged to 11.5m bCD.		

Quantities			
Start date	End date	Material	Quantity (m3)
17/12/2021	31/12/2030	Sand (62.5um-2mm)	165000
17/12/2021	31/12/2030	Sand (62.5um-2mm)	385000
17/12/2021	31/12/2030	Clay (<31.25um)	165000
Methodology		Dredging will be undertaken using a combination of cutter suction dredger, Trailing Suction Hopper Dredger (TSHD) and a backhoe dredger. Approximately, up to three barges will be required to support with the transport of sediment dredged using the backhoe dredger or cutter suction dredger to the offshore disposal site.	
Programme of works		Dredge and disposal activity will take approximately five months. Dredging to be undertaken 24 hours a day, seven days a week.	

Site 4 - Demolition area	
Site location	Demolition area.
Activity 4.1 - Demolition of existing infrastructure	
Activity type	Other removals
Activity location	Demolition area, see coordinate schedule 4.
Description	A programme of demolition works is required in advance of construction works commencing. All infrastructure below the level of mean high water springs will be demolished and removed. This includes part of the existing dilapidated South Bank Wharf, three jetties downstream and a range of smaller infrastructure assets associated with former uses of the frontage.
Methodology	<p>Demolition will require the use of both land and marine based plant machinery. The concrete deck of the existing jetties and locally on South Bank Wharf is to be broken up using a long reach excavator with hydraulic demolition attachments, working from the shore (and supported by a jack-up barge, slave barge and safety/workboat).</p> <p>Concrete will be crushed on site and re-used as fill as part of the proposed scheme.</p> <p>The demolition may include cutting sections of the deck and lifting them onto the land for disposal. Piles supporting the existing wharf will be removed using an appropriate vessel with cranes, supported by the use of divers. Smaller infrastructure assets on the foreshore are envisaged to be removed using land based plant working from the shore.</p>

	<p>The timber parts of the deck of the existing wharf will be removed using a long reach excavator working from the shore, and supported by a jack up barge, slave barge and safety boat. The timber will be transported offsite for disposal at an appropriately licensed facility.</p> <p>The piles supporting the concrete jetties and the wharf, as well as the pipework feeding the pumping station will be removed.</p> <p>The piles will be extracted using vibration techniques. These works will be undertaken using a jack-up barge with crawler crane, a slave barge and a safety/workboat. This marine plant will be supported through the use of divers. The demolition of the substation will be undertaken using land-based plant. The building materials are proposed to be crushed and re-used on site as fill.</p> <p>Services feeding into and out of the substation will be diverted in advance of demolition commencing so that works will be undertaken safely.</p>
Programme of works	Demolition works to take approximately 12 months for Phase 1 and 2 combined. Should Phase 1 be implemented separately to Phase 2, demolition for Phase 1 is anticipated to take approximately five months. Works are proposed to be undertaken 24 hours a day, seven days a week.

Site 5 - Berth pocket - rock placement		
Site location	Berth Pocket.	
Activity 5.1 - Placement of rock with the berth pocket		
Activity type	Other deposits	
Activity location	Berth Pocket, see licence schedule 5.	
Description	<p>There is a requirement to install a rock blanket within the footprint of the proposed berth pocket to avoid the risk of a jack-up barge 'punching' into the underlying sediments when berthed at the quay during the operation phase.</p> <p>The berth pocket will need to be dredged to a greater depth initially (15.6m bCD) to allow placement of up to 2m thick rock blanket.</p>	
Quantities		
Start date	End date	Quantity (kg)
17/12/2021	31/12/2030	175000000

Methodology	A split hopper barge will be used to supply and deposit rock within the berth pocket. A placement of 2m thick rock blanket to be placed within the footprint of the proposed berth pocket. A maximum amount of 200,000m ³ of rock is proposed to form the rock blanket, with a weight of 400,000 tonnes.
Programme of works	The rock blanket will be installed following completion of the berth pocket dredge. It is anticipated that installation of the rock blanket will take approximately four months to complete.

Site 6 - Enabling works	
Site location	River Tees, South Bank Wharf - see licence schedule 6.
Activity 6.1 - Enabling works to existing South Bank Wharf	
Activity type	Construction of new works
Activity location	River Tees, South Bank Wharf - see licence schedule 6.
Description	<p>Enabling works, comprising temporary improvements to the 1950's section of South Bank Wharf and installation of temporary bridges, to facilitate the offload of barges involved in the dredging of material not suitable for disposal at sea.</p> <p>The enabling works will consist of a concrete slab constructed on top of the existing 1950's section of South Bank Wharf and two temporary modular bridges which will span from the bank seats/abutments onto the existing structure.</p>
Methodology	<p>The methodology for the construction of the concrete slab on South Bank Wharf will be as follows:</p> <ol style="list-style-type: none"> 1. A separation membrane will be laid down on the existing South Bank Wharf across the footprint of the concrete slab. 2. Reinforcing steel and edge formwork for the concrete slab will then be lifted from land by crane onto the structure and tied in situ. 3. The main body of the slab will then be poured in-situ using a concrete pump from the land and allowed to harden. 4. Formwork for the upstands (raised sides to prevent objects falling off the slab) will be lifted onto the structure using a land-based crane and erected on the inside face of the upstands .

	<p>5. Once the upstand formwork is in place the upstands will be poured in-situ using a concrete pump from the land and allowed to harden. All formwork will then be removed and lifted back to land using a land based crane.</p> <p>Each bridge is delivered to site in 2no. 20m long sections so there will be a total of four lifts involved in the installation of the 2no. bridges. As each section arrives on site it will be lifted directly off its transport and into position using a land based crane. Once the 2 sections of each bridge are in position they will be bolted together and holding down bolts drilled and installed at both the abutment and South Bank Wharf ends.</p> <p>Once dredging of material not suitable for disposal at sea is complete the process outlined above will be carried out in reverse in order to remove both bridges.</p>
Programme of works	<p>The installation of the concrete slab will take approximately 1 week and both bridges will be installed in 1 day. The concrete slab and bridges will be in place for the duration of the dredging of exclusion zone.</p>

5 Licence conditions

5.1 General conditions

5.1.1 Notification of commencement

The MMO must be notified prior to the commencement of the first instance of any licensed activity. This notice must be received by the MMO no less than five working days before the commencement of that licensed activity.

5.1.2 Licence conditions binding other parties

Where provisions under section 71(5) of the 2009 Act apply, all conditions attached to this licence apply to any person who for the time being owns, occupies or enjoys any use of the licensed activities for which this licence has been granted.

5.1.3 Agents / contractors / sub-contractors

The MMO must be notified in writing of any agents, contractors or sub-contractors that will carry on any licensed activity listed in section 4 of this licence on behalf of the licence holder. Such notification must be received by the MMO no less than 24 hours before the commencement of the licensed activity.

A copy of this licence and any subsequent revisions or amendments must be provided to, read and understood by any agents, contractors or sub-contractors that will carry on any licensed activity listed in section 4 of this licence on behalf of the licence holder.

5.1.4 Vessels

The MMO must be notified in writing of any vessel being used to carry on any licensed activity listed in section 4 of this licence on behalf of the licence holder. Such notification must be received by the MMO no less than 24 hours before the commencement of the licensed activity. Notification must include the master's name, vessel type, vessel IMO number and vessel owner or operating company.

A copy of this licence and any subsequent revisions or amendments must be read and understood by the masters of any vessel being used to carry on any licensed activity listed in section 4 of this licence, and that a copy of this licence must be held on board any such vessel.

5.1.5 Changes to this licence

Should any of the information on which the granting of this licence was based changed or is likely to change, the MMO must be notified at the earliest opportunity. Failure to do so may render this licence invalid and may lead to enforcement action.

5.1.6 Licence quantities

Where a licensed activity comprises dredging or the disposal of dredged material, the total quantity of material authorised to be dredged or disposed of in any given time period shall be as set out for that licensed activity in section 4 of this licence.

For each time period, the actual quantity dredged or disposed of shall be calculated by adding the quantity of material dredged or disposed of during that time period under this version of this licence to that dredged or disposed of under any previous version of this licence that was valid during that time period.

5.2 Project specific conditions

This section sets out project specific conditions relating to the licensed activities as set out in section 4 of this licence.

Pre works	
5.2.1	<p>HM Coastguard (mailto: zone7@hmcg.gov.uk) must be notified prior to commencement of activities. The MMO must be sent a copy within 7 days of the issue of this notification.</p> <p>Reason: <i>To ensure HM Coastguard is aware of the activities.</i></p>
5.2.2	<p>A biosecurity plan and ballast water management plan will be developed and implemented for the project. This must be approved by the MMO before the works can commence.</p> <p>Reason: <i>In order to minimise the spread of existing and new invasive Non-Native species.</i></p>
5.2.3	<p>A notification of works must be sent to the UK Hydrographic Office at least two weeks prior to the commencement of the works.</p> <p>The MMO must be sent a copy of the notification within 24 hours of issue.</p> <p>Reason: <i>So that the UKHO can decide whether Maritime Safety Information and/or the update of nautical charts/publications is required, to ensure other vessels in the vicinity can safely plan and conduct their passage.</i></p>
5.2.4	<p>An archaeological protocol must be submitted to a the MMO 6 weeks prior to commencement of dredging activities, as an archaeological written scheme of investigation (WSI). Dredging works cannot commence until approval is given by the MMO.</p> <p>Reason: <i>To mitigate the potential impacts from dredging.</i></p>

During works	
5.2.5	<p>Bunding and/or storage facilities must be installed to contain and prevent the release of fuel, oils, and chemicals associated with plant, refuelling and construction equipment, into the marine environment. Secondary containment must be used with a capacity of no less than 110% of the container's storage capacity.</p> <p>Reason: <i>To minimise the risk of marine pollution incidents.</i></p>
5.2.6	<p>Any jack up barges / vessels utilised during the licensed activities, when jacked up, must exhibit signals in accordance with the UK Standard Marking Schedule for Offshore Installations. See upload schedule.</p> <p>Reason: <i>To ensure safety of navigation.</i></p>
5.2.7	<p>The dredging activities approved by this licence may not commence until such a time as a scheme of monitoring has been submitted to, and approved in writing by, the Marine Management Organisation. This must be submitted at least 10 weeks prior to the commencement of activities.</p> <p>The scheme shall include:</p> <p>Baseline assessment prior to commencement.</p> <p>Programme to monitor dissolved oxygen levels and turbidity (where appropriate)</p> <p>Programme of post-implementation monitoring. The scheme must be fully implemented and subsequently adhered to, in accordance with the timing/phasing arrangements embodied within the scheme, or any details as may be subsequently agreed, in writing by, the MMO.</p> <p>If it is deemed that any parts of this scheme are no longer required, written representation must be submitted to MMO for written confirmation prior to dredging works commencing.</p> <p>Reason: <i>To monitor impacts to water quality during dredging.</i></p>

5.2.8	<p>No dredging not covered under statutory harbour authority powers can be conducted during the period from 1st July to 31st August (inclusive) without written permission from the MMO. Permission will only be granted if agreement has been reached that only 1 dredge campaign is taking place at this time. No other dredging will take place on the River Tees during this period.</p> <p>Reason: <i>To avoid impacts during peak migration times for species as Atlantic Salmon and European Eel.</i></p>
5.2.9	<p>If permission is granted by the MMO to undertake dredging operation during 1st July to 31st August (inclusive), dissolved oxygen levels must be monitored prior to the dredging activity, as a minimum, monitored every hour during the dredging activity. If a drop of 1m/g of dissolved oxygen is observed, than the dredging activity must temporarily pause for a period of 6 hours (a tidal cycle) or until the reading returns to the previously observed level. Recorded data must be shared with the Environment Agency upon completion of the licensed activities, no later than 10 working days after their completion. The MMO must be sent a copy within 7 days of the data being issued.</p> <p>Reason: <i>To maintain, improve and develop all salmon, trout, lamprey, smelt and freshwater fisheries, under the Salmon and Freshwater Fisheries Act. 1975 (SSFA) as modified by the Marine and Coastal Access Act, 2009.</i></p>
5.2.10	<p>Dredging must be limited to working on one side of the estuary channel at a time.</p> <p>Reason: <i>To restrict suspended sediment plumes to one side of the estuary at a time, in order to reduce loss of tern foraging habitat.</i></p>
5.2.11	<p>Material from the area bounded by the coordinates detailed in schedule 8 must be excluded from disposal at sea. An enclosed bucket removal must be used to remove this material for disposal to a recognised contaminated disposal site. The enclosed bucket must be used until glacial till is reached.</p> <p>Once the area bounded by Schedule 8 has been dredged, surface grabs for samples within the area adjacent to the dredged area must be taken to ensure there has been no movement of contaminated sediment outside of the area bounded by Schedule 8. Any movement of contaminated sediment must be removed using an enclosed bucket and material sent for disposal to a recognised contaminated disposal site.</p>

	<p>A report detailing the results of surface grabs and any remedial action undertaken must be submitted to the MMO within one week of the completion of any remedial dredging.</p> <p>The exclusion zone may be reduced or removed if further evidence is presented to the MMO showing minimised areas of contamination. Written permission will be required to commence sea disposal operations.</p> <p>Reason: <i>To prevent contaminated material being disposed of at sea or mobilised causing toxic or harmful effects to sensitive receptors.</i></p>
5.2.12	<p>Pre and post bathymetric dredge surveys must be submitted, together with an interpretation of the difference between the survey results and a volume calculation within 4 weeks of completion of each dredge campaign.</p> <p>Reason: <i>To evidence the location and volume of material removed.</i></p>
5.2.13	<p>The applicant will liaise with Northern Gateway Container Terminal (NGCT) no later than 6 months in advance of the proposed start date of capital dredging and disposal for South Bank Quay and, subject to the outcome of that discussion, will provide either of the following to the MMO no later than 3 months in advance of the proposed start date of capital dredging and disposal:</p> <ul style="list-style-type: none"> • Written confirmation that disposal of dredged material from the South Bank Quay project will not temporally coincide with that arising from the NGCT project (meaning that no single phase of the capital dredging and disposal for the two projects would occur at the same time); or, • Written confirmation that the total (aggregated) quantity of dredged material to be disposed would not exceed 1.34 million m³ per month (the peak monthly volume assessed within the EIA), should it be apparent that the dredging and disposal from South Bank Quay could temporally coincide (meaning that any phase of the capital dredging and disposal for the two projects could occur at the same time); or, <p>Further environmental assessment information (the scope of which would be agreed with the MMO) to analyse the potential nature of the cumulative environmental impact associated with offshore disposal should it be apparent that the dredging and disposal programmes for NGCT and the South Bank Quay project could (i) temporally coincide and (ii) the</p>

total (aggregated) quantity of dredged material to be disposed could exceed 1.34 million m³ per month, with a detailed programme of environmental monitoring to verify the predicted cumulative environmental impacts of disposal of dredged material.

Reason:

To ensure the volumes or material disposed of can be assessed are maintained.

Post works

5.2.14 A notification must be sent to The Source Data Receipt team, UK Hydrographic Office, Taunton, Somerset, TA1 2DN (Email: sdr@ukho.gov.uk; Tel: 01823 337900) of completion of the licensed activities, **no later than 7 days after their completion.**

A copy of the notification must be sent to the MMO **within one week of the notification being sent.**

Reason:

To ensure all necessary amendments to nautical charts and publications are made

5.2.15 A local notification must be sent to the Harbour Authority on completion of the work. Any change data including engineering drawings, hydrographic surveys, details of new or changed aids to navigation must then be sent to the Harbour Authority with the instruction to pass onto the UKHO as per guidance in 'Harbour Master's Guide to Hydrographic and Maritime Information Exchange' published on the UKHO website

Reason:

To ensure all necessary amendments to nautical charts and publications are made.

6 Compliance and enforcement

This licence and its terms and conditions are issued under the Marine and Coastal Access Act 2009.

Any breach of the licence terms and conditions may lead to enforcement action being taken. This can include variation, revocation or suspension of the licence, the issuing of an enforcement notice, or criminal proceedings, which may carry a maximum penalty of an unlimited fine and / or a term of imprisonment of up to two years.

Your attention is drawn to Part 4 of the Marine and Coastal Access Act 2009, in particular sections 65, 85 and 89 which set out offences, and also to sections 86, 87 and 109 which concern defences. The MMO's Compliance and Enforcement Strategy can be found on our website (<https://www.gov.uk/government/publications/compliance-and-enforcement-strategy>).