

DELEGATED

AGENDA NO.

REPORT TO PLANNING COMMITTEE

DATE: 21 June 2006

REPORT OF THE DIRECTOR OF
DEVELOPMENT AND
NEIGHBOURHOOD SERVICES

OUTLINE APPLICATION FOR DEVELOPMENT OF A CONTAINER TERMINAL LAND AT TEESPORT, REDCAR

APPLICATION NO; 06/1845/AAC

CONSULTATION BY REDCAR AND CLEVELAND BOROUGH COUNCIL

SUMMARY

Redcar and Cleveland Council has consulted Stockton on Tees Borough as an adjoining planning authority on a proposal by PD Teesport to construct a deep sea container terminal on its side of the River Tees. The application site includes the existing Teesport Container Terminal 1, the redundant former Shell jetty and the Riverside Ro-Ro No. 3 at Teesport located opposite Seal Sands on the other side of the River Tees from Stockton. Dredging of the approach channel will be undertaken to provide the required access to the proposed terminal for container vessels. The proposed development is known as the Northern Gateway Container Terminal.

The application is subject to formal Environment Impact Assessment and the Environment Statement which sets out the results of this assessment and the necessary mitigation measures accompanies the planning application. Included as appendices to that statement is a flood risk assessment as well ecological and archaeological reports.

The proposal is welcomed as it has the potential not only for significant job creation but will provide a base for North England and Scotland container traffic helping significantly reduce overland road transport.

RECOMMENDATIONS

It is recommended that Redcar and Cleveland Borough Council be informed that this Council, as an adjoining authority has no objection to the development on planning grounds and fully supports the principle of the development.

BACKGROUND

1. PD Teesport is proposing to construct a deep sea container terminal the site of the existing Teesport Container Terminal 1, the redundant former Shell jetty and the Riverside Ro-Ro No. 3 at Teesport located on the other side of the River Tees from Stockton opposite Seal Sands. Dredging of the approach channel will be undertaken to provide the required access to the proposed terminal for container vessels. The proposed development is known as the Northern Gateway Container Terminal.

2. An outline planning application seeking approval in principle for the development has been lodged with Redcar and Cleveland Council and it has consulted Stockton on Tees Borough as an adjoining planning authority.
3. The application is subject to formal Environment Impact Assessment and the Environment Statement which sets out the results of this assessment and the necessary mitigation measures accompanies the planning application. Included as appendices to that statement is a flood risk assessment as well ecological and archaeological reports.
4. The main components of the scheme the subject of the planning application are summarised as follows:
 - *Disposal of dredged material ashore for use in the reclamation works and for locally raising land levels within the proposed terminal area.*
 - *Paving the terminal area (approximately 55ha)*
 - *A new intermodal rail terminal;*
 - *Upgrading of existing Exchange Terminal;*
 - *Provision of new rail infrastructure within site including formation of new bridge;*
 - *Modifications to the roads within the Teesport Estate to provide vehicular access to the new terminal (dualling of the existing roads within the Teesport Estate will be undertaken to improve access to the proposed terminal and new and enlarged roundabouts will be provided. Works are proposed to Freight Road, Dabholm Road and Teesport Road, which would link in with the existing main road network);*
 - *Formation of entrance and exiting gateways to the terminal;*
 - *Erection of buildings and workshops within the proposed terminal area;*
 - *Installation of a surface water drainage system, a pumped foul drainage system, a power supply system (including floodlighting) and installation of a water supply system (including fire fighting supply);*
 - *Installation of cargo handling equipment (including rubber tyred gantry cranes, port tractor and trailer units, rail mounted gantry cranes); and*
 - *All associated ancillary works*
5. In addition other works for which different consents are required or are “permitted development” by virtue of the Ports existing operational rights, include:
 - *Dredging within the existing dredged approach channel to deepen the channel by 0.4m from 14.1m below Chart Datum (CD) to 14.5m below CD, with deepening from 10.4m below CD to 14.5m below CD for the final (approximately) 1km of the approach to the proposed terminal (the total dredge volume will be approximately 4.8 million m³);*
 - *Realignment of the existing approach channel in the vicinity of the proposed terminal and deepening of the two existing turning circles (Tees Dock turning circle and Seaton Channel turning circle) in the Tees estuary;*
 - *Construction of a 1000m quay face in two phases;*
 - *Disposal of the balance of the capital dredged material at existing offshore disposal grounds in Tees Bay;*
 - *Capital dredging of deep water berthing areas alongside the proposed quay face (dredged to 16m below CD);*
6. It is intended that the terminal will operate 365 days per year, 24 hours per day with the development carried out in phases. It is estimated that the scheme could ultimately have the potential to result in the creation of **up to 6595** new jobs of which 783 will be at the port itself.

MATERIAL PLANNING CONSIDERATIONS

7. From the planning assessment provided in the accompanying Planning Statement and the Environmental Statement it is accepted that the use of the

application site for the development of a new deep sea container port accords fully with adopted and emerging national, regional and local planning policy. It is also considered that the detailed Environmental Statement which accompanies the planning application has demonstrated that only minor adverse environmental impacts have been identified and these are overridden by the economic need for the development and the associated economic and social benefits which it will bring.

8. UK deep sea container traffic is expected to continue to grow over the coming years and almost treble by the year 2020 in comparison with 2004. At present the North accounts for a 30% share of the total UK container market but receive only 6.2% of the UK direct deep sea calls. Conversely the South accounts for 50% of the UK container market and yet receives 92% of the direct deep sea calls. Medium term deep sea capacity developments are all located in the South East increasing consolidation and congestion in this region.
9. Given this disparity and the need for a north outlet for the growth in container traffic there is a clear justification for the facility which builds on existing port facilities and would secure important infrastructure improvements as well a significant job creation potential.

CONCLUSIONS

10. From the planning standpoint the development will not adversely impact on Stockton Borough either environmentally, socially or economically. Indeed it could bring about significant benefits in spin-off in jobs and secure existing port related industry.
11. Consequently it is considered the Redcar and Cleveland Borough Council be informed that this Council, as an adjoining authority has no objection to the development on planning grounds and fully supports the principle of the development.

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Financial Implications: None

Environmental Implications: See report

Human Rights Implications: The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety implications: None

Background Papers: Application file 06/1845/AAC

Ward(s) and Ward Councillors: Not applicable