



# South Tyneside Council

Port of Tyne  
Maritime House  
Tyne Dock  
South Shields  
NE33 9PT

Date: 9 June 2015  
Our ref: ST/0462/15/EIA  
Your ref:

This matter is being dealt with by:  
**Garry Simmonette on 0191 4247426**

FAO: Mr. S. McLeod

Dear Sir

## **Screening Opinion of the Local Planning Authority**

### **Town and Country Planning (Environmental Impact Assessment) Regulations 2011**

**Proposal :** Reconfiguration of the Tyne Car Terminal, including additional land creation in the river and alterations to the pontoons and mooring dolphins  
**Location:** Nissan North Terminal  
Port of Tyne  
Swinburne Street  
Jarrow

I write in response to your screening opinion request for the above proposal that was received on 8 May 2015. Your request relates to whether the proposal requires an Environmental Impact Assessment to be carried under the above regulations and the submission of an Environmental Statement when making a planning application.

The consideration of whether a proposal requires an Environmental Impact Assessment depends upon whether it is classed as Schedule 1 or Schedule 2 development, as defined by the regulations.

No details regarding vessel weights that use the terminal have been provided, which is relevant to Class 8 of Schedule 1 and as such it is not possible to specify whether this proposal would automatically require Environmental Impact Assessment to be carried under the above regulations and the submission of an Environmental Statement when making a planning application.

However, the proposal would qualify as a Schedule 2 development under the Infrastructure Projects classification, see 10 (c) and (g) listed in Column 1; and it would exceed their corresponding thresholds set out Column 2. Furthermore, all proposals falling under Schedule 2 Column 10 (m) require screening. The proposal is not directly located within a 'sensitive area', as defined by the regulations, but the submitted information suggests there may be some wider effects in this regard.

Therefore, the Council must adopt a screening opinion and consider whether there would be any significant effects on the environment, be they positive or negative and Schedule 3 of the regulations outlines the three criteria that must be taken into account in making this decision.

## 1. The characteristics of the development

The proposal seeks to upgrade the Nissan operational area and associated berths. Two phases are set out in the submitted information and their construction period is likely to overlap to some extent.

Phase 1 relates to proposed infilling within the River Tyne corridor with the creation of an additional 90 metres of levelled ground that would be extended into the River (and that I have estimated at around 3.7 hectares in area). The submitted information states inert fill material would be imported by ship. Approximately 120,000 cubic metres of material would be needed and that that would equate to 3 to 4 vessels being needed to transport it, with the fill material being directly deposited from the ship into the river. The information suggests a six to nine months construction period for this phase and that the land would be brought into use prior to a final wearing surface being completed – with that surface being provided once phase 2 is complete.

Phase 2 relates to alterations to the existing pontoons and mooring dolphins. There would be with a new pontoon and link-span bridge so that the berths are expanded, with an additional berth being created (and that would result in two mother berths and one feeder berth). The submitted information states that river dredging may be necessary. The submitted information suggests a two year period for this phase.

The proposal may create construction waste. Potential noise or other pollution may be associated with the carrying out of the proposal. The construction methods used could give rise to the risk of accidents. The proposal is unlikely to have implications for the use of natural resources, such as minerals or their extraction but it would affect inter-tidal mudflat or saltmarsh habitat. The proposal would also raise issues in relation to land contamination and drainage.

In terms of the consideration of the proposal in culmination with others, perhaps the most critical to acknowledge is Riverside Quay (eastern) extension, which has commenced but is not fully completed (and that development's planning permission was subject to EIA). This development has been noted in the submitted details.

## 2. The location of the development

The proposal is unlikely to affect the existing uses that are carried out within the Port of Tyne estate (and which the proposal would serve part of).

There is some risk that the proposal may affect the amenities of nearby residents in terms of noise, dust or visual impact, but is acknowledged that this may be to a greater extent in relation to the construction of the project rather than its end use and future operation. There is also some risk that this proposal may give rise to cumulative impacts in terms of dust or noise if carried out alongside other uncompleted projects at the port (such as the Riverside Quay extension mentioned earlier) or, to a lesser extent, as a result of increased loading/unloading and movement of goods through the port as a whole. Given the nature of the proposal and its location it is unlikely to have any material impact upon the setting of any of heritage asset.

The proposal would, however, give rise to potential significant environmental effects to considerations such as the water/marine environment, river ecology/hydrology, fisheries and ornithology (and these are relevant in terms of schedule 3 of the regulations and items set out at 2 b and c i, ii, iv and v). This has been acknowledged in the report which you have provided with the screening request.

Furthermore, if fill material is not imported by ship there is the potential for significant traffic to be generated on the local/regional highway network depending upon the sizes and frequencies of HGV needed to carry out the project.

### 3. Characteristics of the potential impact

In relation to the potential significant effects of the proposal, having regard to 1 and 2 above, the effects may extend across a significant area given both the location of this proposal and its direct linkages to The River Tyne and the associated natural tidal movements and ecology/habitats together with possible impacts upon the wider coastline (and wildlife habitats/species).

These potential impacts may be both complex and substantial. They are realistically probable and would be highly likely to be irreversible.

### Conclusion

It is the Council's opinion that **the proposal is an EIA development** under the above regulations and, on the basis of the information provided, has potential significant environmental impacts for it to require the carrying out of an Environmental Impact Assessment and the submission of an Environmental Statement to accompany a planning application.

You should be aware that the comments made regarding the likely environmental impacts of the proposal relate solely to the Council's need to issue a screening opinion under the above regulations. They do not represent the Council's views as to the planning merits of any planning application or its conformity with the Council's development plan policies or the NPPF/NPPG.

A copy of this Screening Opinion has been placed on the planning register.

If you disagree with this screening opinion, you may request that the Secretary of State makes a "screening direction". Please refer to the regulations for further information.

In line with your letter (and in accordance with 13(5) of the regulations), a separate letter is attached to acknowledge your request for a "scoping opinion" as to the information to be provided in an Environmental Statement.

Yours sincerely



Peter Cunningham  
Principal Development Management.