



URS
2 City Walk
Leeds
LS11 9AR
United Kingdom
www.aecom.com

T: +44 (0)113 391 6800
F: +44 (0)113 391 6899

Mr Peter Cunningham
Principal Planning Officer
South Tyneside Council
South Shields Town Hall
Westroe Road
Newcastle
Tyne and Wear
NE33 2RL

Our Ref: 47075192/SORL
Your Ref: n/a

Date: 28th July 2015

Dear Mr Cunningham

Rohm and Haas UK Limited/ Dow Tyneside Works Jarrow - Site Demolition Screening Opinion

Rohm and Haas (UK) Ltd (RandH)/ The Dow Chemical Company (known herein as 'the client') propose to demolish the RandH Tyneside Works 'the Project', which is a chemical facility manufacturing a synthetic biocide used in a range of personal care and industrial processes and applications.

The Jarrow site is currently scheduled to cease production in November 2015 prior to a programme of decommissioning and demolition. South Tyneside Council (STC) has requested that Environmental Impact Assessment (EIA) screening is undertaken to consider the environmental effects that may result from the proposed demolition works and to determine if EIA is required for the proposed demolition works.

AECOM Infrastructure & Environment UK Limited (formerly and referred to hereafter as 'URS'), acting on behalf of the client, formally request an EIA screening opinion from STC in accordance with Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015).

The screening opinion being sought herein is solely for the demolition of the above ground structures (as presented within Figure 1) and does not include the provision of any below ground remediation works for potentially contaminated areas which will be undertaken in accordance with legal requirements, statutory bodies and industry best practice at a time yet determined but post any proposed demolition works.

Location and Site Description

The site is located to the immediate north of the centre of Jarrow at National Grid Reference NZ 32573 65723 and covers approximately 13.5 hectares (ha). The client wishes to demolish the RandH Tyneside Works which currently operates as a chemical manufacturing plant (Site Plan, Figure 1) consisting of:

- Four primary administration buildings and supporting infrastructure areas such as the site laboratory and staff car park;
- Four large plant warehouses;
- Three plant buildings;
- 20 main utility buildings (i.e. pump houses, stores, sub-stations and waste water treatment plants);
- Nine areas designated as bulk storage compounds;
- A number of small outhouses; and
- Vehicle tracks for site navigation.

The site is bound to the north by the southern bank of the River Tyne for approximately 670 m, to the east by Tyne Street and to the south and west by adjacent commercial properties and local road access points.

The proposed buildings to be demolished are of typical industrial build, style and material type, consisting of corrugated steel clad with steel truss pitched roof constructed to differing rectangular and square units. Access and egress to the site is afforded off the B1297 Ellison Place, where a number of administration buildings are present which are constructed of a more traditional red brick style. The majority of the site is built upon concrete hard standing with a manmade earthworks bund situated to the south-east of the site. Interspersed throughout the site there are above ground gantries holding industrial piping used for the transportation of liquids and gases for the manufacturing process.

In addition there are three spill containment pits constructed of concrete located within the site, two the north-west and one to the east of the proposed demolition site.

The site is currently occupied and operational. Such operational site activities will be demobilised approximately 4 - 6 months prior to the start of demolition activities to allow for decommissioning, air-gapping and cleaning and the relocation of re-usable machinery and materials.

The Surrounding Area

The following environmental information is presented in Figure 2 where applicable.

The River Tyne is located immediately north of the proposed demolition site, the river flows in a west to east direction and flows into the North Sea located approximately 6 km downstream.

The centre of Jarrow is located approximately 2.3 km south of the proposed demolition site, which is a suburb of Newcastle with a population of approximately 43,471¹. Jarrow is linked to wider settlement by a number of arterial roads, bridges and tunnels including the B1297 that runs from east to west. The A19 is located to the immediate east of the proposed demolition site, which in part passes under the River Tyne and emerges in East Howden.

The Tyne and Wear Metro, which comprises of a ground level railed service connecting Newcastle to the wider suburbs has a station stop approximately 500 m south of the proposed site to the east of the A185.

The National Cycle Network - Cycle Route 14 is 86 miles long and runs from Darlington in County Durham, north-east to Hartlepool, then north-west through Durham to Consett and routing back north-east to South Shields along the south side of the River Tyne on the B1297 Western Road and Ellison Street which is directly adjacent to the south of the proposed demolition site. The Cycle Route 14 is also part of the wider Coast to Coast (C2C) cycle route from Workington to Sunderland and the Three Rivers route providing traffic free access to the wider north east area. There are no public rights of way (PRoW) across the proposed demolition site, and none affected by the proposed works.

The proposed demolition site forms part of the wider Viking Industrial Estate, and as such the immediate area is used primarily for industrial purposes. There are a number of manufacturing and processing enterprises in close proximity to the proposed demolition site ranging from food processing to nationwide parcel and package handling. There are no retail or business premises in the immediate area (or an area where significant effects can be reasonably presumed) that would appear to be of particular sensitivity to the activities undertaken as part of the demolition works.

¹ <http://www.ons.gov.uk/ons/guide-method/census/2011/index.html>

Approximately 360 m to the south-east of the proposed demolition site there are a number of places of worship located within the residential centre of Jarrow. In addition to the places of worship, Jarrow Town Hall, Jarrow Community Centre, the Palmer Community Hospital and Dunn Street Infant and Junior School are located approximately 400 m from the proposed demolition site.

There are no internationally or nationally designated sites within 2 km of the proposed demolition works site. However, there is a Ramsar site, a number of Sites of Special Scientific Interest (SSSIs) and a Special Areas of Conservation (SAC) on the east coast within Tynemouth and South Shields. These are approximately 5 km east of the proposed demolition site and have been considered herein due to their inherent link with the water environment downstream of the River Tyne of which the proposed demolition site is situated adjacent to. The designated sites include:

- **Northumbria Coast Ramsar** - comprises several discrete sections of rocky foreshore between Spittal, in the north of Northumberland and an area just south of Blackhall Rocks in County Durham. These stretches of coast regularly support internationally important numbers of purple sandpiper and turnstone. The Ramsar site also includes an area of sandy beach which supports a nationally important breeding colony of little tern and parts of three artificial piers which form important roost sites for purple sandpiper;
- **Tynemouth to Seaton Sluice SSSI** - The area is designated due to its geological features providing one of the best exposures of coal measures strata in Great Britain. In addition this section of the coast supports a significant proportion of the internationally important winter populations of purple sandpiper, sanderling and turnstone and locally important numbers of knot, ringed plover and golden plover;
- **Durham Coast SSSI** - The area is designated as it contains most of the paramaritime Magnesian Limestone vegetation in Britain, as well as a species-rich dune system it supports nationally important numbers of wintering shore birds and breeding little terns which contribute to the internationally important populations of the north-east coast;
- **Northumbria Coast SSSI** - The Northumberland Shore includes most of the coastline between the Scottish border and the Tyne Estuary. This complements the Lindisfarne SSSI, which it abuts. The SSSI provides important wintering grounds for shore birds, and it is of international and national significance for six species, purple sandpiper, turnstone, sanderling, golden plover, ringed plover and redshank;
- **Durham Coast SAC** - The cliffs are designated due being the only example of vegetated sea cliffs on magnesian limestone exposures in the UK. These cliffs extend along the North Sea coast for over 20 km from South Shields southwards to Blackhall Rocks. Their vegetation is unique in the British Isles and consists of a complex mosaic of grasslands, tall-herb fen, seepage flushes and wind-pruned scrub; and
- **Northumbria Coast Special Protection Area (SPA)** - The site consists of mainly discrete sections of rocky shore with associated boulder and cobble beaches and also includes parts of three artificial pier structures and a small section of sandy beach. In summer, the site supports important numbers of breeding Little Tern whilst in winter the mixture of rocky and sandy shore supports large number of Turnstone and Purple Sandpiper.

A Phase 1 habitat survey was undertaken by URS on the 20th July 2015. The majority of the site comprises hard standing with a range of associated industrial and office buildings of negligible ecological interest. Grassland and scrub habitat has developed in parts of the site, especially on and around the earth bund in the southeast corner. Ephemeral/short perennial vegetation, typical of industrial sites, is frequent in more disused, peripheral areas of bare ground at the site. No rare or notable plant species were noted in these areas. Semi-mature planted trees exist as screens along the several of the site boundaries. Two spill containment pits exist within the site, only one of which

held standing water at the time of the survey. These are concrete structures located in areas of hard standing/ bare ground. The Phase 1 Habitat Survey concluded that:

- The structures to be demolished have a low potential to support bat roosts;
- The water features on site are considered unsuitable to support great crested newts and/or common newts;
- The wider site is of low ecological habitat value, given the extent of concrete and made ground surfacing currently present; and
- A single non-native plant species (Japanese Rose *Rosa rugosa*) were noted whilst undertaking the ecological site walkover. A single invasive non-native plant species was identified at the site. Japanese rose was noted in several areas in the east of the site, having spread from adjacent ornamental planting outside the site.

There is one World Heritage Site within 5 km of the proposed demolition site - Frontiers of the Roman Empire commonly referred to as Hadrian's Wall is situated approximately 2.2 km to the north-west of the proposed demolition works site on the northern banks of the River Tyne (See Figure 2), which runs in a westerly direction across the north of England. This section of Hadrian Wall is directly linked to Wallsend Roman Fort known as Segedunum, which is designated as a scheduled monument² and is also located approximately 2.2 km to the north-west of the proposed demolition works site on the northern banks of the River Tyne.

There are no registered parks and gardens within close proximity of the proposed demolition works site, nor are there listed buildings directly associated with the proposed demolition works or site. However, there are three listed buildings located to the south of the proposed demolition works site as follows:

- **Jarrow Town Hall** - Grade II listed building located approximately 260 m south of the site;
- **Christ Church** - Grade II listed building located approximately 320 m to the south site; and
- **The Cenotaph North East of Christ Church Rectory** - Grade II listed memorial located approximately 400 m to the south of the site.

The proposed demolition works site is not located within a Conservation Area (CA), but is situated approximately 700 m to the west of St Pauls CA. The CA delineates an area around monastic remains of St Paul's Monastery (approximately 1 km to the south east) which is designated as a scheduled monument. In addition to the scheduled monument, a number of listed features are present within the CA, these include:

- **Church of St Paul** - Grade I listed, located approximately 1 km the south-east of the site;
- **Ruins of the Jarrow Monastery** - Grade I listed, located approximately 1 km the south-east of the site;
- **Jarrow Hall** - Grade II listed, located approximately 850 m the south-east of the site; and
- **Jarrow Bridge** - Grade II listed, located approximately 1.1 km the south-east of the site.

To the west towards the eastern extent of the proposed demolition site boundary, there are a number of additional listed features which comprise:

- **The Tyne Pedestrian and Cyclist Tunnel** (LEN: 1380275)³ - designated as grade II listed, due to being the first purpose-built combined pedestrian and cycle tunnels in the United Kingdom and remaining mechanically intact from the original designs. The tunnel entrance is

² <http://www.southtyneside.gov.uk/CHttpHandler.ashx?id=1755&p=0>

³ <http://list.historicengland.org.uk/resultsingle.aspx?uid=1380275>

located approximately 10 m to the eastern extent of the proposed demolition site boundary; and

- **A statue to Sir Charles Palmer** (LEN: 1355095)⁴ - designated for being a well-executed statue in bronze and Portland stone by the sculptor Albert Arthur Toft, commemorating the nationally renowned Victorian industrialist and local benefactor Sir Charles Mark Palmer. An imposing monument to a local industrialist who had strong ties to the town of Jarrow, its people and its prosperity. The statue is located approximately 400 m east of the proposed demolition works site.

The site lies within National Character Area 14 (NE483)⁵, Tyne and Wear Lowlands, an area categorised in part as being densely populated and heavily influenced by urban settlement, industry and infrastructure. The Agricultural Land Classification (ALC) of the site and surrounding area is 'urban'.

To the south of the proposed demolition site is the northern extent of Jarrow, which is heavily characterised by traditional terraced residential dwellings, primarily on:

- Spencer Street approximately 10 m south of the proposed demolition site;
- Milton Street approximately 10 m south of the proposed demolition site;
- Ellison Place / Chaytor Street approximately 10 m south of the proposed demolition site;
- Union Street approximately 30 m south of the proposed demolition site;
- Gowan Court approximately 80 m south of the proposed demolition site;
- Shakespeare Street approximately 100 m south of the proposed demolition site;
- Ormande Street approximately 130 m south of the proposed demolition site;
- Commercial Road approximately 140 m south-east of the proposed demolition site; and
- Pearson Place approximately 150 m south-east of the proposed demolition site.

In addition to the residential receptors detailed above, a number of potentially sensitive receptors are located in proximity to the proposed demolition site as follows:

- **Jarrow Community Centre** provides meetings rooms for young enterprise to court areas for evening sports classes. The centre is located approximately 380 m southeast of the proposed demolition site;
- **Palmer Community Hospital** providing a range of NHS service from minor injuries to long term acute care. The hospital is located approximately 400 m south of the proposed demolition site; and
- **Dunn Street Infant and Junior School** which is located approximately 310 m south-east of the proposed demolition site.

South Tyneside Council has declared two Air Quality Management Areas (AQMAs). The nearest AQMA (located approximately 1.7 km to the south) to the proposed demolition site is **The Leam Lane/ Lindisfarne Roundabout, AQMA No.2**. The AQMA has been designated due to an annual exceedence in nitrogen dioxide (NO₂). The AQMA is not directly linked by the road network in close proximity to the proposed demolition site.

⁴ <http://list.historicengland.org.uk/resultsingle.aspx?uid=1355095>

⁵ <http://publications.naturalengland.org.uk/publication/4683608954503168?category=587130>

Need and Alternatives

The RandH Tyneside Works has reached the end of the natural manufacturing life cycle, where a number of factors including operational costs, age of machinery and plant on site and general market conditions have made the site financially less viable to operate on a day-to-day basis.

The closure and demolition of the Dow Jarrow site and its associated buildings would allow viable land to re-enter the mixed used development stock as demarcated within the South Tyneside Local Development Framework - The Central Jarrow Area Action Plan (AAP) (2010)⁶. The land has the potential to be redeveloped and be put back into beneficial use by potentially attracting inward investment and employment opportunities to the local area.

At present, there are no details of the proposed future use, or uses, of the site, but the demolition works and remediation of the site are an important step to enable regeneration of the site.

The Proposed Demolition Works

Demolition Activities

The final demolition strategy (i.e. phasing) will be agreed with STC prior to the demolition works commencing. Demolition is anticipated to commence in the second quarter of 2016 (i.e. April to June) and take approximately 24 weeks.

Prior to any demolition works being undertaken, the site will be fully secured with the existing security arrangements (i.e. the perimeter fence and gatehouse) remaining intact throughout the demolition process.

The working hours for the proposed demolition works will comply with South Tyneside Council's standard construction working hours which are 07:00-19:00 on weekdays and 08:00-13:00 on Saturdays, with no working on Sundays and Bank Holidays.

A Demolition Environmental Management Plan (DEMP) will be prepared by the appointed contractor prior to demolition works commencing. This will consider matters such as vehicle movement numbers, routes of access and egress for demolition traffic, the safe storage of demolition materials, noise minimisation and dust suppression.

A Site Waste Management Plan (SWMP) will be prepared by the appointed contractor prior to work commencing to help manage site waste more effectively, reducing potential harm to the environment and human health. An Asbestos Refurbishment and Demolition Survey has been commissioned by RandH and was completed during July 2015. Where asbestos is present within the building fabric it will be removed in accordance with the Control of Asbestos Regulations (CAR) 2012 and will be undertaken prior to any demolition works commencing in the affected areas.

Specialist chemical manufacturing units will be disposed of at a waste recycling centre or licensed tip in the event RandH cannot reuse them at alternative sites. All materials which can be recycled (including timber, metal, plastics etc.) will be separated, processed and removed from the site for recycling prior to the start of demolition activities. Any materials which cannot be recycled will be dispatched to a local licensed landfill facility in accordance with Environmental Protection Act 1990.

⁶ <http://www.southtyneside.gov.uk/CHttpHandler.ashx?id=6654&p=0>

A large proportion of the material generated by the demolition works will be inert material (concrete/brick). Such material will be stockpiled on site and/or used as infill (subject to validation testing), whilst any surplus inert material will be reused where possible using specialist demolition brokers.

The bulk of the materials to be taken off site will be transported from site using large tipper haulage lorries with a typical load of 20 tonnes. A container lorry will be used to remove hazardous (asbestos-containing) materials, skip lorries for general site waste and low loaders for delivery of cabins, plant and machinery. The DEMP will define transport routes for HGV movements and identify the most appropriate routing to and from the site to minimise potential receptor disturbance as far as practicable.

Construction & Reinstatement Works

There are currently no construction or reinstatement works planned for the proposed demolition works site. Any future proposals will be the subject of a separate application due to the different timescales associated with this demolition project.

Post Demolition

Following the demolition works the site will be left in a safe condition and be securely fenced to prevent public access. Existing site surface water site drainage will be maintained post-demolition to prevent run-off entering the adjacent road, properties and/ or the River Tyne.

Legislation

As of March 2011, demolition works are considered to comprise a 'project' within the terms of the European EIA Directive. The EIA Directive is transposed into law in England and Wales by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (as amended 2015) (the 'EIA Regulations').

The proposed demolition works do not fall within Schedule 1 of the EIA Regulations. However, the proposed demolition works are considered by STC to fall within Schedule 2 of the EIA Regulations, due to the scale of the proposed demolition works (approximately 13.5 ha).

STC has requested that EIA screening is therefore undertaken to consider the environmental effects that may result from the proposed demolition works and determine the need for EIA. For Schedule 2 projects, the proposed scheme must be considered in accordance with Schedule 3 of the Regulations to determine if EIA is required. EIA is only required for Schedule 2 projects if there are likely to be significant environmental impacts. This is considered below.

Environmental Appraisal

URS has considered the proposed development under the three main headings of Schedule 3 of the EIA Regulations as follows in order to conclude whether there are any likely significant effects.

i) Characteristics of the Development

a) Size of the Development

The proposed demolition works will be contained within an area of approximately 13.5 ha.

b) Cumulation with other Development

A planning application for 335 residential dwellings approximately 800 m south-west of the proposed demolition works site is currently being considered by STC. Given its distance from the demolition site (and the unknown programme for site redevelopment), it is considered that potential cumulative impacts will be avoided.

It is intended that the site will be redeveloped following completion of the demolition works. However, the details of any future development are currently unknown. There is no potential for cumulative effects to arise given that anticipated impacts associated with the proposed demolition works (described below) are limited to short term, temporary, non-significant impacts (noise, dust, traffic etc.). Such impacts therefore cannot act cumulatively with any impacts that may arise as a result of any future site development proposals.

There are no other known developments within the surrounding area that are considered to have a potential to generate a significant cumulative impact.

c) Use of Natural Resources

The proposed demolition works will not result in any significant use of or impact on natural resources, other than normal materials required for small scale works. The use of natural resources will be minimised by the re-use of material wherever reasonably practicable.

d) Production of Waste

Any waste materials produced as a result of the proposed demolition works will be re-used on or off site where possible, or if this is not possible, excess material will be disposed of appropriately in accordance with applicable waste management legislation. Waste materials and those for recycling will be removed from site on a regular basis to avoid a build-up of material no longer required on site and allow space for safe working and to reduce the risk of runoff into the River Tyne.

Concrete and brick arisings are to be stockpiled and processed on site where safe and practical to do so. All brickwork and concrete should be crushed to 6F2 specification. This will be broken down using an on-site crusher. It is the project's intention to use the processed material on site for the grading of steps in the ground surface created by the demolition process of buildings.

As indicated above, asbestos will be removed in accordance with the Control of Asbestos Regulations 2012 and will be undertaken prior to any demolition works commencing in the affected areas.

e) Pollution and Nuisances

The contractor will produce a DEMP which will provide guidance on appropriate methods of working and which will outline suitable impact avoidance measures and mitigation strategies (including those set out in this letter).

The proposed demolition works have the potential to generate some noise and vibration, but a range of good site practices will be adopted in order to mitigate demolition phase noise and vibration, including the following:

- Best practice working methods in accordance with the 'Considerate Constructors Scheme' to reduce the potential annoyance to properties in close proximity to the proposed development;
- All plant used on site will comply with the EC Directive on Noise Emissions for Outdoor Equipment, where applicable;

- Selection of inherently quiet plant where appropriate;
- All plant used on site will be regularly maintained, paying particular attention to the integrity of silencers and acoustic enclosures;
- Machines in intermittent use to be shut down in the intervening periods between work or throttled down to a minimum;
- Drop heights of materials from lorries and other plant will be kept to a minimum;
- Adherence to the codes of practice for demolition given in British Standard (BS) 5228 and the guidance given therein for minimising noise and vibration emissions from the site;
- Compliance with standard construction working hours 07:00-19:00 on weekdays and 08:00-13:00 on Saturdays, with no working on Sundays and Bank Holidays, in accordance with STC's standard construction working hours; and
- Local residents will be kept informed and provided with a contact name and number for any queries or complaints.

The proposed demolition works have the potential to increase noise and vibration at the nearest noise and vibration sensitive receptors (e.g. properties on Ellison Place/ Chaytor Street, Spencer Street and Milton Street). However, through the application of standard impact avoidance measures (as listed above) and the existing soil berm to the south-east of the proposed demolition site, any such impacts are considered to be short-term and temporary, and therefore noise effects are not considered to be significant. Given the distance to the nearest sensitive receptors, and the anticipated demolition methods, perceptible levels of vibration are not expected. No impacts that could affect noise and vibration sensitive receptors are expected once demolition has been completed.

Demolition activities have the potential to generate emissions of inert particulate matter (dust and PM₁₀) from demolition, earthworks, or track-out material. There are a number of receptors that are sensitive to dust within close proximity of the demolition site, including the residential properties to the south of the site. Any change will be short-lived over a few hours or days, which will occur over a limited time period. With the implementation of standard mitigation measures, which will be included in the DEMP, significant dust impacts during demolition are not anticipated. Current best-practice mitigation and mitigation measures will be applied to minimise potential dust impacts. This includes the use of the 'Control of Dust from Construction and Demolition Activities' report produced by BRE (Building Research Establishment, 2003). As there will be good site practice measures in place to minimise the transfer of airborne particulate matter beyond the site boundary, the proposed demolition works will not place sensitive receptors at unacceptable risk of adverse impacts on health or general amenity. The magnitude of predicted impacts will not place the achievement of national air quality objectives at risk of being exceeded.

Additional road traffic movements of light and heavy duty vehicles associated with the demolition works will not be large enough to generate a perceptible change in air pollutant (NO₂, PM₁₀) concentrations at road side receptors along the site access or egress routes.

Noting that National Cycle Route 14 forming sections of the G2C and Three Rivers cycleways passes directly adjacent to the proposed demolition works site, additional road traffic management (in the form of safe cycle dismount signage and signage highlighting HGV movements are occurring) will be agreed with the STC Highways Team and implemented during the demolition works. As such, potential disruption to pedestrians or cyclists during the proposed demolition works are not anticipated during the demolition works. There will be some disruption to traffic along the Ellison Place and onto the B1297 Ellison Street due to the demolition vehicles exiting and entering the site. However, given the nature of the industrial estate and the nature of existing vehicle movements around the area, any effects will be short-term and are not considered significant given the number of current vehicle movements and those anticipated as a result of demolition works.

With regards to heritage assets, wider views from the scheduled monuments associated with the remains of Jarrow Monastery to the east and Wallend Roman Fort to the north of the Tyne approximately 1 km and 2.2 km from the site respectively will not be changed or altered to a degree considered significant, given the distance from the site, the extensive surrounding industrial setting and the intervening built assets and greenery. The listed features to the south of the proposed demolition site (namely, the cenotaph, the town hall and Christ Church) are located in densely populated areas with intervening light industrial and residential buildings separating the assets from the proposed demolition site works. It is reasonable to presume that the demolition works will not impact upon the setting of the asset nor its structural integrity, and as such no significant effects are expected.

Given the proposed demolition works are located approximately 700 m outside the western boundary of the St Pauls CA it is not considered the proposed demolition activities will result in significant effects on the setting of the CA nor the purpose of the CA itself.

The location of the proposed demolition works site is in proximity to two listed features namely, the Tyne Pedestrian and Cycle Tunnel entrance on the south bank of the Tyne approximately 10 m east of the site boundary and the statue of Sir Charles Palmer located approximately 400 m to the east. Given their location to the proposed demolition site there is the potential to change the setting of the listed features, however given the wider industrial setting and the removal of industrial buildings associated with the demolition process, it is considered that any change would not be significant.

Although the proposed demolition site is located where a historical dry dock and ship slipways once stood, given the extensive industrial works on the site in the following 50 - 80 years, it is highly unlikely that marine heritage assets remain in-situ within the site boundary and to a depth shallow enough to be disturbed by routine demolition works. As such, significant effects on marine archaeology are not anticipated.

f) *Risk of Accidents*

The project will be carried out under the Construction (Design and Management) Regulations 2015. The risk of accidents during demolition on the site will be minimised through adherence to the contractor's Health and Safety and operational procedures.

ii) Location of Development

a) *Existing Land Use*

The proposed demolition works site comprises of a number industrial warehouses, plant and utility buildings and operational pipelines as described previously, which are located to the north of Jarrow on the south bank of the River Tyne. The operational aspects of the site has been in a state of gradual scale back since the 1980s and currently sits within approximately 50% of the total site - the remainder of the land is hardstanding concrete, rough ground and a raised green berm to the south-east of the site.

b) *Relative Abundance, Quality and Regenerative Capacity of Natural Resources in the Area*

To ensure legislative compliance, the site will be checked by a suitably qualified ecologist for the presence of nesting birds immediately prior to the start of demolition activities. Should a nest be found, an ecologist will advise on the requirements to comply with legislation. To discourage pigeons from nesting within the buildings, all open doors and windows will be closed/boarded up where possible before the breeding bird season.

As noted, one Ramsar, three SSSIs and one SAC and SPA are present on the east coast of England approximately 5 km (none of which are within 2 km) of the proposed demolition works site which is linked to the proposed site by the River Tyne. Given the implementation of best practice construction methods and demolition works legal compliance, the presence of a formal surface water drainage system at the site, the relative distance to the protected sites together with the large flux of tidal water within the River Tyne between the demolition site and these protected sites, it is considered that the risk of an accidental spill impacting upon the statutory ecological assets is low to negligible, and therefore not significant.

The habitats identified during the Phase 1 Habitat Survey have limited value for protected or notable faunal species. The construction of the buildings (industrial warehouses and brick buildings with flat concrete roofs) is suboptimal for roosting bats and very few potential roosting features were identified. As such, the potential to impact upon bats is considered low and not significant.

The scrub and trees within and adjacent to the site provide some potential nesting habitat for birds, although no signs of currently nesting birds within any buildings or on the site were recorded during the site visit. There is potential for feral pigeon to nest within the buildings given the site's location to large built up areas. This species can nest at any time of year and therefore the proposed demolition works could risk disturbing actively nesting birds. However, with the implementation of standard mitigation measures (such as visual checks of trees for nests or young birds prior to removal and discouraging pigeons from nesting), the potential impact on breeding birds from the demolitions works is considered not significant.

The spill containment pits are considered unsuitable to support great crested newt given their concrete construction, likely poor water quality, lack of permanence and isolation within an urban area and the wider water environment. The potential impact on great crested newts is thus considered to be not significant. Reptile presence in areas of grassland and scrub is also considered unlikely due to the isolation of the site within an urban area, with no habitat connectivity to other potential reptile habitat. As such, the potential impact on reptiles resulting from the demolition works is considered to be not significant.

Given the above survey findings, the demolition works are unlikely to result in any significant effects to ecological receptors. Standard mitigation measures will be implemented and defined within the DEMP to minimise potential ecological impacts.

c) Absorption Capacity of the Natural Environment

The majority of the proposed demolition works site is located within Environment Agency Flood Zone 1, which comprises less than 1 in 1,000 annual probability of river or sea flooding in any year, with only a very small section of the northern extent of the site (adjacent to the River Tyne) being situated within Flood Zone 2 and 3 where the historical dry dock were situated. The proposed risk of a flood event from entering the site from the River Tyne is present, however, the DEMP will include emergency flood response management plans which will include items such as:

- Defining where demolition materials and plant must be stored when not in use;
- The checking of local weather conditions to foresight any adverse rainfall events; and
- The allocation of specific laydown areas outside of the flood zones where in the event of an emergency all materials and plant must be relocated to.

As these measures will be implemented during demolition works, the risk of adverse effects as a result of flood events will be minimised to a level considered not significant.

There are three manmade water features within the proposed demolition site known as spill containments pits. These pits are constructed to capture any potential firewater leakage/runoff from leaving the site either in an emergency. These water features being man-made and constructed to capture and store potentially contaminated substances and are not hydraulically connected to the wider environment. It is thus reasonable to presume that by the demolition and remediation process taking place on site, there would no significant loss to the water environment upon closure of these water features from the proposed demolition works.

The DEMP will include standard impact avoidance measures to protect the groundwater during the proposed demolition works. With the inclusion of standard impact avoidance measures no impacts that could affect water quality are expected, and therefore no significant effects are anticipated during or post demolition.

Key receptors of the visual effects of the proposed works that could be affected include the following:

- Users of the B1297;
- Cyclists on National Cycle Route 14;
- Pedestrian movements on the adjacent footpaths; and
- Residential properties on the B1297 Ellison Place/ Chaytor Street, Milton Street, Spencer Street and Commercial Road.

With two-storey buildings approximately 10 m from the site, there will inevitably be some short-term visual disturbance associated with demolition activities.

Road users (including cyclists and pedestrians) will have temporary views (at eye line) of the proposed demolition works. However, due to the transient nature of these users, temporary changes in views are not considered to be significant. Views from Commercial Road and Pearson Place will be very limited due to intervening vegetation and earthworks bund in the south-east corner of the proposed demolition site. As the residential properties recede further to the south from the site, there will be some partial views of the demolition works from Shakespeare Road and Ormonde Street. However, these will mainly be shielded by intervening buildings and greenery and as such visual impacts are considered to be not significant.

Given the site's pre-existing industrial setting, the differing topography, intervening buildings and vegetation which would shield the majority of the views of the proposed demolition works, no significant visual effects are anticipated. No impacts that could affect landscape and visual receptors are expected once demolition has been completed, and therefore no significant effects are anticipated.

iii) Characteristics of the Potential Impact

a) Extent of Impact (Geographical Area and Size of Affected Population)

The demolition site area is approximately 13.5 ha with physical demolition works equating to approximately 2 ha of the site area.

b) Transfrontier Nature of Impact

The proposed demolition works will be undertaken in a manner such that potential transboundary environmental impacts are minimised. This includes the adherence to standard good site practices which will be defined within the contractor's DEMP.

c) Magnitude and Complexity of Impact

Demolition impacts are anticipated to be localised, short-term and temporary, and are not considered likely to generate significant effects. The works are not anticipated to be complex in nature, and combined effects are considered unlikely to be significant.

d) Probability of Impact

Given the characteristics and scale of the proposed demolition works, and adherence to standard good site practices, significant environmental effects are not anticipated.

The DEMP will provide guidance on appropriate methods of working and will outline suitable impact avoidance measures and mitigation strategies, including the measures discussed in this letter and accompanying reports.

e) Duration, Frequency and Reversibility of Impact

Demolition is anticipated to occur between Quarter 2 and Quarter 3 2016 and take approximately 24 weeks. An ecological survey will be undertaken in advance of the works commencing to ensure that impacts on breeding birds or bats are avoided and to identify any mitigation required for inclusion within the DEMP.

Given the characteristics and scale of the proposed demolition works and the nature of the surrounding environment, significant environmental effects are not envisaged. The DEMP will provide guidance on appropriate methods of working and will outline suitable impact avoidance measures and mitigation strategies including those discussed in this letter and accompanying reports.

Conclusions

This EIA screening letter considers the potential for significant effects to occur as a result of proposed demolition of the RandH Tyneside Works in Jarrow. Potential environmental impacts across a range of environmental topics have been considered, taking into account the location of sensitive receptors, including residential properties and statutory designated sites. The proposed demolition works will adhere to suitable impact avoidance and standard mitigation measures which will be included in a DEMP and SWMP. Taking these issues into account, it is considered that there will be no significant environmental effects during the proposed demolition works.

Taking into account the characteristics of the proposed development and the associated impact controls, it is considered that the proposals do not trigger the requirement for an EIA given that significant environmental effects are not likely to occur.

South Tyneside Council, as local planning authority, is invited to review the details as presented herein and provide an EIA screening opinion in accordance with the EIA Regulations.

If you have any queries or any further information please do not hesitate to contact the undersigned.

Yours sincerely,
for and on behalf of AECOM (formerly URS) Infrastructure & Environment UK Limited

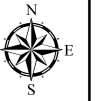
Graeme Cowling

Senior Environmental Consultant, Environment and Ground Engineering

Direct Line: +44 (0) 113 203 5111

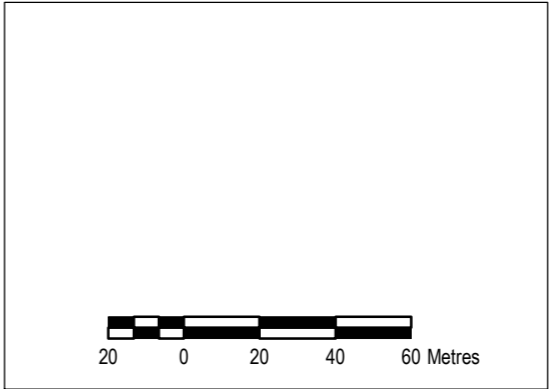
Mobile: +44 (0) 782 505 7370

graeme.cowling@aecom.com

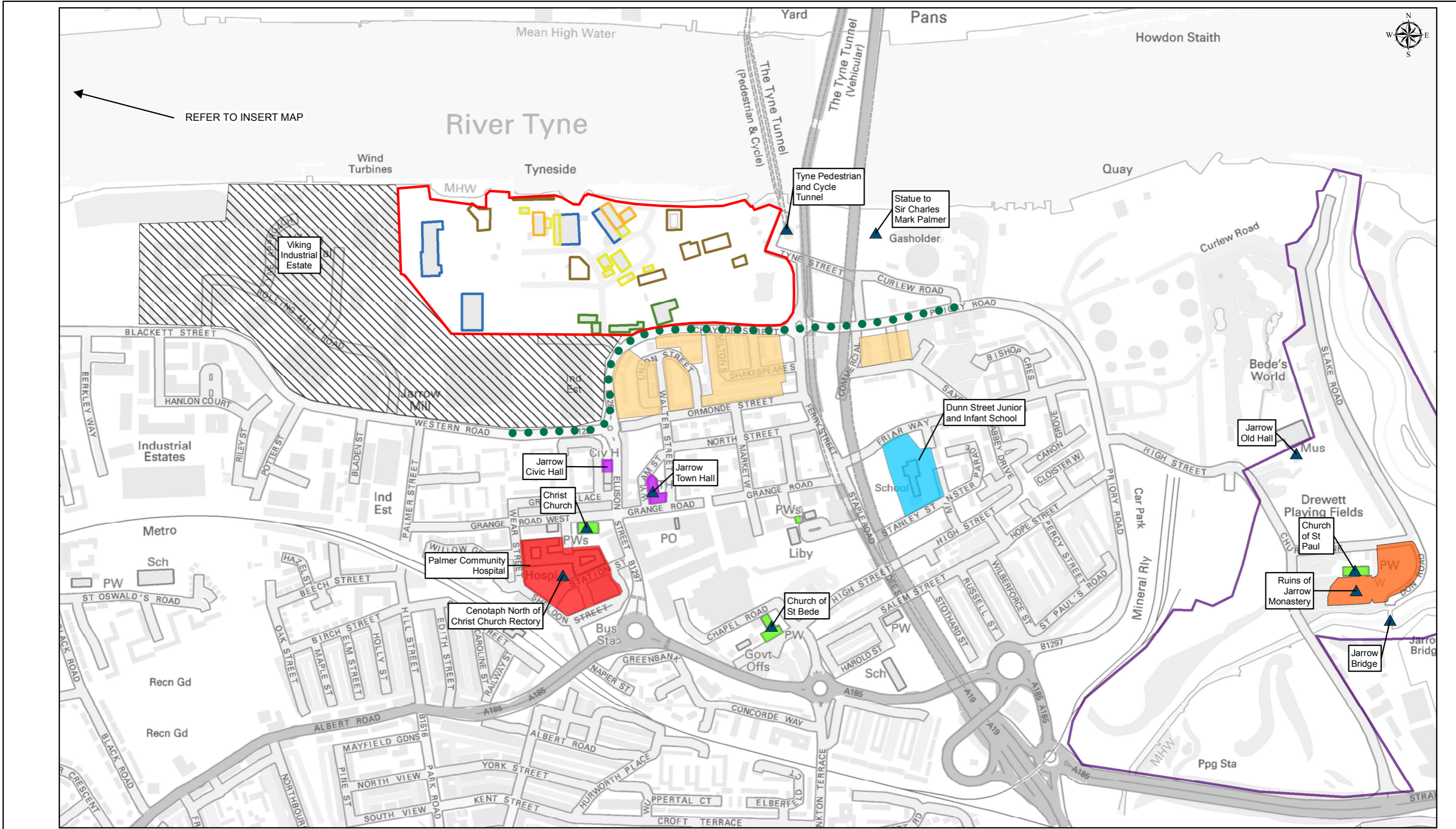


KEY

- Site Boundary
- Compounds and Spill Containment
- Office and supporting Infrastructure
- Plant Buildings
- Utilities
- Warehouse



Title SITE PLAN		
Location DOW TYNESIDE WORKS JARROW		
Client ROHM AND HASS (UK) LTD		
App'd: GC	Drawn: GB	Date: JULY 2015
		Ref: Jarrow SORL
		Job No: 47075192
Scale: 1:5000		FIGURE 1
A3		

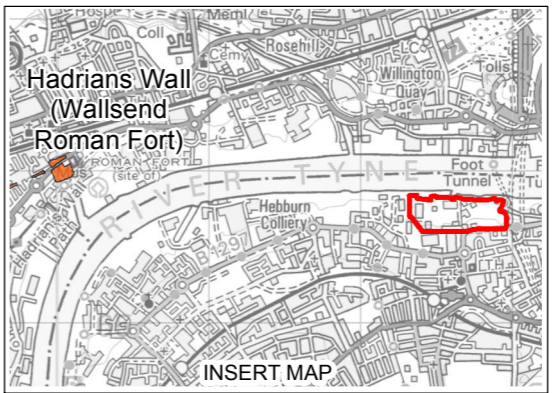
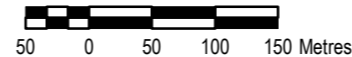


REFER TO INSERT MAP



KEY

Site Boundary	St Pauls Conservation Area
Listed Building	Industrial Estate
National Cycle Route	Buildings within the Site (Refer to Figure 1 for Detailed Plan)
Civic Building	Compounds and Spill Containment
Hospital	Office and supporting Infrastructure
Place of Worship	Plant Buildings
Residential	Utilities
School	Warehouse
Scheduled Monument	



Title ENVIRONMENTAL CONSTRAINTS			
Location DOW TYNESIDE WORKS JARROW			
Client ROHM AND HASS (UK) LTD			
App'd:	Drawn:	Date:	
GC	GB	JULY 2015	
Scale		Ref	
1:5000		Jarrow SORL	
		Job No	
		47075192	
A3		FIGURE 2	

