

REDCAR AND CLEVELAND BOROUGH COUNCIL

LIST: DELEGATED POWERS

Application No:	R/2022/0205/SC
Application for:	SCREENING OPINION FOR DEMOLITION OF A JETTY AND ASSOCIATED BUILDINGS
At:	BRAN SANDS JETTY DABHOLME GUT TEESPORT

REGULATION 5 - SCREENING OPINION

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 Statutory Instrument No. 1824 apply to this development.

SCHEDULE 3, Regulation 4(5) advises of the selection criteria for Schedule 2 Development:

1. Characteristics of development

The characteristics of development must be considered having regard, in particular, to -

- (a) the size of the development;
- (b) the cumulation with other development;
- (c) the use of natural resources;
- (d) the production of waste;
- (e) pollution and nuisances;
- (f) the risk of accidents, having regard in particular to substances or technologies used.

2. Location of development

The environmental sensitivity of geographical areas likely to be affected by development must be considered, having regard, in particular, to -

- (a) the existing land use;
- (b) the relative abundance, quality and regenerative capacity of natural resources in the area;
- (c) the absorption capacity of the natural environment, paying particular attention to the following areas -
 - (i) wetlands;
 - (ii) coastal zones;

(iii) mountain and forest areas;

(iv) nature reserves and parks;

(v) areas classified or protected under Member States' legislation; areas designated by Member States pursuant to Council Directive 79/409/EEC on the conservation of wild birds and Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora;

(vi) areas in which the environmental quality standards laid down in Community legislation have already been exceeded;

(vii) densely populated areas;

(viii) landscapes of historical, cultural or archaeological significance.

3. Characteristics of the potential impact

The potential significant effects of development must be considered in relation to criteria set out under paragraphs 1 and 2 above, and having regard in particular to -

(a) the extent of the impact (geographical area and size of the affected population);

(b) the transfrontier nature of the impact;

(c) the magnitude and complexity of the impact;

(d) the probability of the impact;

(e) the duration, frequency and reversibility of the impact.

CONSIDERATIONS

Characteristics

The existing facility and proposed development is described within the submitted document. It is noted that there are both marine/intertidal works and shoreside/terrestrial works. The overall works in both environments is set out within the submitted document as follows:

The Proposed Development includes the demolition and removal of the following infrastructure at the Site:

Marine & Intertidal Components

- *40 m long concrete jetty with four centrally located sludge unloading arms, steel fenders and two pairs of mooring dolphins (north and south).*
- *Marine-side section of the jetty access bridge (approximately 20-30m).*
- *Deck furniture (e.g., handrailing, pipe supports, lighting columns).*
- *74 tubular steel piles (12 to be removed from landside and 62 by barge) approximately 20m in length.*

Shoreside / Terrestrial Components

- *Shoreside section of the jetty access bridge (approximately 10-20m).*

- *Four storage tanks (two sludge and two water (one raw water, one wash water)), which are contained within a bund and positioned on reinforced concrete slabs.*
- *Pump House.*
- *Odour control equipment (including chemical storage tanks).*
- *Sludge return pump chamber.*
- *Concrete hardstanding.*
- *Pipework, access roads, lighting and cabling.*
- *Isolation of site services and all tanks and pipes to be cleaned prior to removal.*
- *Removal of pipework within the site boundary.*
- *Removal of boundary fencing.*

3.1.2 Some elements of the onshore components have already been decommissioned. For example, the pumps have been removed from the Pump House and the odour control system has been partially removed.

3.1.3 The Site is accessed via internal roads from within the wider Bran Sands site. The onshore components are surrounded by security fencing, while the jetty is secured at its entrance by a steel fence and gate.

The LPA in assessing the screening request are responsible for the shoreside/terrestrail works, which have been summarised further within the submitted document as follows:

Overview of Onshore Works

3.2.14 For the onshore decommissioning works temporary site offices and welfare facilities would be required. It is anticipated they will be sited to the North of the access gate to the jetty to ensure access by the shoreside crane or its lifting radius is not impeded. This position would also leave the turning circle between the jetty and onshore structure free for all users.

3.2.15 Proposed working hours would be from 07:00 to 19:00, 7 days per week to maximise the daylight hours available in the summer months and minimise the risk of over-run into the autumn months; an important factor to minimise disturbance of species.

3.2.16 Site access during the onshore decommissioning work for all site vehicles, including haulage of waste materials, would be via the existing access track which runs parallel to the Dabholm Gut to the South of the Site. Access would then follow existing access roads within the Tees Dock area to reach the A1085. There are two proposed site access routes through this area which are shown on Figure 3 within Appendix A. Vehicles using either route option would be contractor vehicles in addition to Heavy Goods Vehicles (HGVs) associated with the demolition works.

Removal of Shoreside Section of Piles and the Jetty Access Bridge

3.2.17 Due to limitations of water depth across all tides it is likely that 12 intertidal piles and approximately 30m of the Jetty Access Bridge would be removed by shoreside craneage rather than crane barge. It is estimated that the deck slabs would be cut and removed in approximately 31 tonne sections to minimise the crane size.

Demolition of Onshore Facilities

3.2.18 Prior to the demolition of onshore assets, final cleaning and purging of the tanks and pipelines would be undertaken as required. As the tanks were flushed after final use a number of years ago, it is anticipated that residue only will remain and cleaning with a high-pressure water system would be undertaken. Wash water would be recovered into a recirculation / bulking tank for off-site disposal and the lines inspected by CCTV to

verify cleanliness prior to removal with a forklift / telehandler.

3.2.19 Tanks would be demolished using a 30-tonne high reach excavator, which would provide enough reach for all structures identified within the compound. It is anticipated that a small excavator would perform crushing of rubble, concrete, and excavated material on site for the backfilling of sumps and excavated foundations. The tank foundations would then be excavated, removed, and backfilled with crushed material.

3.2.20 Prior to demolition of the Pump House any remaining services would be stripped out. This will include dismantling of the gantry crane, the removal of control panels and removal of any remaining electricals and services. The steel-clad walls of the Pump House will be removed by the high reach excavator with demolition shear attachments. The sub-structure of the Pump Chamber would be left in situ; however drainage holes would be created prior to backfilling with suitable fill materials.

3.2.21 The diesel generator adjacent to the Pump House would be isolated, protected and drained prior to removal from site.

Processing of Onshore Waste

3.2.1 Working behind the principal demolition excavator, a small excavator would move and sort materials into various piles and skips ready for onward removal from the Site for processing. At the height of the onshore demolition works, it is anticipated that up to 4 no. 40-yard skips will arrive and depart per day.

3.2.2 As shown in Plate 2, it is anticipated that an area adjacent to the onshore facilities would be identified on site for the storage of materials as they are dismantled. It is possible that more than one stockpile location would be developed within the Site as the demolition progresses.

3.2.3 Initial calculations estimate that the following waste types and quantities would be generated following the demolition activities:

- *Steel / Metal / Composites*
- *Approximately 55t. Trifusion glass coated steel sheets.*
- *Approximately 1t. of GRP Fibreglass.*
- *Approximately 30t. of galvanised mild steel gantries and staircases.*
- *Approximately 20t. steel pipelines.*
- *Approximately 10t. of miscellaneous metals (handrailing, cable trays, lighting etc).*
- *Total metals to be removed from site = approximately 120t.*
- *Concrete / Excavated Material*
- *Excavated / broken concrete material totalling approximately 500m³ concrete (foundations and compound walls to suitable level). 150m³ would be from the jetty – recovered by land crane.*
- *Back-filling of approximately 150m³ of sumps / voids to required ground level.*
- *Total concrete / crushed concrete / soil to be removed from site = approximately 350m³.*

Population

The site is in an industrial site with no residential properties in the vicinity of the site. Given the location of the site, the intervening land uses which include various industrial and commercial uses, the impact of the proposal is unlikely to be so great upon the environment and/or the local population that an EIA is required.

Ecology

Based on the knowledge of the works required to facilitate the development and the likely impacts resulting from such works, it is considered that the ecological impacts are unlikely to be significant however these will be required to be addressed through an ecological assessment of the site prior to the commencement of any works on the site.

Marine mammals and marine ecology have also been considered as part of the Screening Request. As these fall within the river these matters are considered to be more appropriately addressed by the assessment by the MMO.

Landscape and Visual Impact

The site is not situated within an area designated for its landscape quality. The application site is located within an area that is characterised as industrial/commercial with various buildings and port related structures surrounding the site. It is considered that the scale of the development and its location will not have a significant impact on the appearance and character of the landscape. The changes to the landscape would not be so great as to warrant the submission of an EIA.

Flood Risk

The proposed works are located within Flood Zone 1 2 and 3. However the development is considered to be water compatible and less vulnerable development in line with Annex 3: Flood Risk Vulnerability Classification of the National Planning Policy Framework. The proposed development is such that all structures will be removed and the onshore area will be reinstated as hardstanding thereafter there will be minimal change to surface water run-off as a result. The proposal is not considered to have a significant impact with regard to flooding that would require the submission of an EIA.

Transport

The proposed development has the potential to generate additional vehicle movements on the public highway during the demolition process. It is however considered that the level of anticipated movements and the capacity of the local road network, the impact would not have a significant adverse impact.

Given the nature of the highway activity and the proximity of major local highway networks it is considered that the impacts would be localised and unlikely to be significant such that an EIA would be required.

Archaeology/Cultural Heritage

The application due to its location is not considered to have any impact on designated or un-designated heritage assets or any significant impact on archaeological matter of significance.

It is not considered that any change would be so significant to require an EIA.

Cumulative Impact

Consideration has been given to the fact that there are other proposed schemes within the vicinity of the proposed development and the potential cumulative impact that may result. The following schemes include;

- York Potash Harbour Facilities Order

The consideration of cumulative impacts within the submitted Screening Opinion concludes: *The principal scheme that might give rise to cumulative effects would relate to the York Potash Harbour Facilities DCO. However, as the DCO proposes the demolition of the jetty in particular to make way for the construction of these port facilities, the two schemes cannot co-exist.*

Other Matters

It is acknowledged that the proposed development also involves works within the Tees Estuary. As a result of this a marine license will be required for those works. The applicant has also applied to the MMO for a screening response. It is considered that a number of topics detailed within the submission are more appropriately addressed by the MMO including hydrodynamic and sedimentary regime, water and sediment quality, commercial navigation, marine ecology and marine mammals.

Conclusion

In the light of the submitted information the impacts would be no more than local. It is considered that the impacts will not be significant such that an EIA is not required.

RECOMMENDATION

That an EIA is not required.

REASON FOR DECISION

The development proposed, falls within Schedule 2 (10g) of the Town and Country Planning (EIA) Regulations 2017, but in the opinion of the Local Planning Authority, having taken into account the criteria in Schedule 3 to the 2017 Regulations, would not be likely to have a significant effect on the environment by virtue of factors such as nature conservation, size or location.

STATEMENT OF REASONS

Characteristics

The existing facility and proposed development is described within the submitted document. It is noted that there are both marine/intertidal works and shoreside/terrestrial works. The overall works in both environments is set out within the submitted document as follows:

The Proposed Development includes the demolition and removal of the following infrastructure at the Site:

Marine & Intertidal Components

- 40 m long concrete jetty with four centrally located sludge unloading arms, steel

- fenders and two pairs of mooring dolphins (north and south).
- Marine-side section of the jetty access bridge (approximately 20-30m).
- Deck furniture (e.g., handrailing, pipe supports, lighting columns).
- 74 tubular steel piles (12 to be removed from landside and 62 by barge) approximately 20m in length.

Shoreside / Terrestrial Components

- Shoreside section of the jetty access bridge (approximately 10-20m).
- Four storage tanks (two sludge and two water (one raw water, one wash water)), which are contained within a bund and positioned on reinforced concrete slabs.
- Pump House.
- Odour control equipment (including chemical storage tanks).
- Sludge return pump chamber.
- Concrete hardstanding.
- Pipework, access roads, lighting and cabling.
- Isolation of site services and all tanks and pipes to be cleaned prior to removal.
- Removal of pipework within the site boundary.
- Removal of boundary fencing.

3.1.2 Some elements of the onshore components have already been decommissioned. For example, the pumps have been removed from the Pump House and the odour control system has been partially removed.

3.1.3 The Site is accessed via internal roads from within the wider Bran Sands site. The onshore components are surrounded by security fencing, while the jetty is secured at its entrance by a steel fence and gate.

The LPA in assessing the screening request are responsible for the shoreside/terrestrial works, which have been summarised further within the submitted document as follows:

Overview of Onshore Works

3.2.14 For the onshore decommissioning works temporary site offices and welfare facilities would be required. It is anticipated they will be sited to the North of the access gate to the jetty to ensure access by the shoreside crane or its lifting radius is not impeded. This position would also leave the turning circle between the jetty and onshore structure free for all users.

3.2.15 Proposed working hours would be from 07:00 to 19:00, 7 days per week to maximise the daylight hours available in the summer months and minimise the risk of over-run into the autumn months; an important factor to minimise disturbance of species.

3.2.16 Site access during the onshore decommissioning work for all site vehicles, including haulage of waste materials, would be via the existing access track which runs parallel to the Dabholm Gut to the South of the Site. Access would then follow existing access roads within the Tees Dock area to reach the A1085. There are two proposed site access routes through this area which are shown on Figure 3 within Appendix A. Vehicles using either route option would be contractor vehicles in addition to Heavy Goods Vehicles (HGVs) associated with the demolition works.

Removal of Shoreside Section of Piles and the Jetty Access Bridge

3.2.17 Due to limitations of water depth across all tides it is likely that 12 intertidal piles and approximately 30m of the Jetty Access Bridge would be removed by shoreside

craneage rather than crane barge. It is estimated that the deck slabs would be cut and removed in approximately 31 tonne sections to minimise the crane size.

Demolition of Onshore Facilities

3.2.18 Prior to the demolition of onshore assets, final cleaning and purging of the tanks and pipelines would be undertaken as required. As the tanks were flushed after final use a number of years ago, it is anticipated that residue only will remain and cleaning with a high-pressure water system would be undertaken. Wash water would be recovered into a recirculation / bulking tank for off-site disposal and the lines inspected by CCTV to verify cleanliness prior to removal with a forklift / telehandler.

3.2.19 Tanks would be demolished using a 30-tonne high reach excavator, which would provide enough reach for all structures identified within the compound. It is anticipated that a small excavator would perform crushing of rubble, concrete, and excavated material on site for the backfilling of sumps and excavated foundations. The tank foundations would then be excavated, removed, and backfilled with crushed material.

3.2.20 Prior to demolition of the Pump House any remaining services would be stripped out. This will include dismantling of the gantry crane, the removal of control panels and removal of any remaining electricals and services. The steel-clad walls of the Pump House will be removed by the high reach excavator with demolition shear attachments. The sub-structure of the Pump Chamber would be left in situ; however drainage holes would be created prior to backfilling with suitable fill materials.

3.2.21 The diesel generator adjacent to the Pump House would be isolated, protected and drained prior to removal from site.

Processing of Onshore Waste

3.2.1 Working behind the principal demolition excavator, a small excavator would move and sort materials into various piles and skips ready for onward removal from the Site for processing. At the height of the onshore demolition works, it is anticipated that up to 4 no. 40-yard skips will arrive and depart per day.

3.2.2 As shown in Plate 2, it is anticipated that an area adjacent to the onshore facilities would be identified on site for the storage of materials as they are dismantled. It is possible that more than one stockpile location would be developed within the Site as the demolition progresses.

3.2.3 Initial calculations estimate that the following waste types and quantities would be generated following the demolition activities:

- Steel / Metal / Composites
- Approximately 55t. Trifusion glass coated steel sheets.
- Approximately 1t. of GRP Fibreglass.
- Approximately 30t. of galvanised mild steel gantries and staircases.
- Approximately 20t. steel pipelines.
- Approximately 10t. of miscellaneous metals (handrailing, cable trays, lighting etc).
- Total metals to be removed from site = approximately 120t.
- Concrete / Excavated Material
- Excavated / broken concrete material totalling approximately 500m³ concrete (foundations and compound walls to suitable level). 150m³ would be from the jetty – recovered by land crane.
- Back-filling of approximately 150m³ of sumps / voids to required ground level.
- Total concrete / crushed concrete / soil to be removed from site = approximately

350m3.

Population

The site is in an industrial site with no residential properties in the vicinity of the site. Given the location of the site, the intervening land uses which include various industrial and commercial uses, the impact of the proposal is unlikely to be so great upon the environment and/or the local population that an EIA is required.

Ecology

Based on the knowledge of the works required to facilitate the development and the likely impacts resulting from such works, it is considered that the ecological impacts are unlikely to be significant however these will be required to be addressed through an ecological assessment of the site prior to the commencement of any works on the site.

Marine mammals and marine ecology have also been considered as part of the Screening Request. As these fall within the river these matters are considered to be more appropriately addressed by the assessment by the MMO.

Landscape and Visual Impact

The site is not situated within an area designated for its landscape quality. The application site is located within an area that is characterised as industrial/commercial with various buildings and port related structures surrounding the site. It is considered that the scale of the development and its location will not have a significant impact on the appearance and character of the landscape. The changes to the landscape would not be so great as to warrant the submission of an EIA.

Flood Risk

The proposed works are located within Flood Zone 1 2 and 3. However the development is considered to be water compatible and less vulnerable development in line with Annex 3: Flood Risk Vulnerability Classification of the National Planning Policy Framework. The proposed development is such that all structures will be removed and the onshore area will be reinstated as hardstanding thereafter there will be minimal change to surface water run-off as a result. The proposal is not considered to have a significant impacts with regard to flooding that would require the submission of an EIA.

Transport

The proposed development has the potential to generate additional vehicle movements on the public highway during the demolition process. It is however considered that the level of anticipated movements and the capacity of the local road network, the impact would not have a significant adverse impact.

Given the nature of the highway activity and the proximity of major local highway networks it is considered that the impacts would be localised and unlikely to be significant such that an EIA would be required.

Archaeology/Cultural Heritage

The application due to its location is not considered to have any impact on designated or un-designated heritage assets or any significant impact on archaeological matter of significance.

It is not considered that any change would be so significant to require an EIA.

Cumulative Impact

Consideration has been given to the fact that there are other proposed schemes within the vicinity of the proposed development and the potential cumulative impact that may result. The following schemes include;

- York Potash Harbour Facilities Order

The consideration of cumulative impacts within the submitted Screening Opinion concludes: *The principal scheme that might give rise to cumulative effects would relate to the York Potash Harbour Facilities DCO. However, as the DCO proposes the demolition of the jetty in particular to make way for the construction of these port facilities, the two schemes cannot co-exist.*

Other Matters

It is acknowledged that the proposed development also involves works within the Tees Estuary. As a result of this a marine license will be required for those works. The applicant has also applied to the MMO for a screening response. It is considered that a number of topics detailed within the submission are more appropriately addressed by the MMO including hydrodynamic and sedimentary regime, water and sediment quality, commercial navigation, marine ecology and marine mammals.

Conclusion

In the light of the submitted information the impacts would be no more than local. It is considered that the impacts will not be significant such that an EIA is not required.

Name: Mr D Pedlow

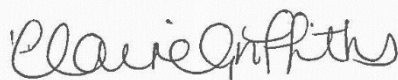
Principal Planning Officer

Signature *David Pedlow*

.Date:09/05/22

Name: Claire Griffiths

Development Services Manager



Signature:...

....Date:....10/05/2022....