



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations)	
Project name:	Oikos Marine & South Side Development
Address/Location:	Oikos Storage Terminal, Canvey Island, Essex, SS8 0NR
Planning Inspectorate Ref:	TR030004
Date(s) screening undertaken:	15 September 2020

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	Oikos Marine & South Side Development ('the Scoping Report') April 2020
Screening Criteria:	The Inspectorate's Comments: The review and comments made below are based upon information provided by the Applicant in the Scoping Report.
Characteristics of the Development	<p>The project, known as the Oikos Marine and South Side Development (OMSSD) project, will provide additional marine loading arms and infrastructure on two of the existing operational jetties, Jetty 1 and Jetty 2, at the Oikos Facility and include a capital dredge of the berth pocket to service Jetty 2. The OMSSD project will also include the redevelopment of the south side of the existing Oikos Facility to provide new storage tanks for fuels, oil and petroleum-based products, providing an additional capacity of around 328,000m³ of storage (increasing the total storage of the facility to 598,000m³) and associated operational infrastructure. The Oikos Facility covers an area of approximately 27.5 hectares (ha).</p> <p>The main elements of the Proposed Development include:</p> <ul style="list-style-type: none">• Removal of a marine loading arm (MLA) on Jetty 1;• Removal of redundant tanks, infrastructure and buildings on the south part of the site that is to be redeveloped;• Remediation of contaminated land on the south part of the site that is to be redeveloped;• Relocation of an ecological protection area from the south part of the site to be redeveloped on land to the north of the existing facility;

	<ul style="list-style-type: none"> • Site levelling in preparation for construction; • Construction of 1x24 inch diameter pipeline from jetty 2 and 2x16 inch diameter pipelines from jetty 1 to the Oikos Facility; • Construction of 2x20 inch MLAs on jetty 2 connected to the new pipeline and 1x16 inch MLA on jetty 1 linked into the new pipelines on each jetty; • Creation of a berth pocket with a depth of -16.5m chart datum adjacent to jetty 2 via dredging. The pocket will be approximately 350m in length and 60m wide); • Installation of nine new tank storage compounds containing storage tank vessels, which will collectively contain ten storage tanks each (capacity of 30,000m³, 44m in diameter and 22m in height), four storage tanks (capacity of 5,000m³) and five smaller storage tanks; • Improvement and alterations to the main entrance area into the site; • Installation of seven road tanker loading bays; • Installation of pipeline connections within the facility; and • Provision of associated operational infrastructure, utilities and building improvements, and minor alterations to existing tanks and pipelines within the facility. <p>The construction phase of the OMSSD project is estimated to take approximately 20 to 28 months. An indicative construction programme is described in paragraphs 3.26 to 3.33 of the Scoping Report as details of construction phasing and proposed construction methods are to be developed following engineering design.</p> <p>The Scoping Report identifies the potential for significant effects resulting from pollutant emissions of noise, vibration, light, heat and radiation and the disposal and recovery of waste. Additionally, the Scoping Report identifies the potential effects arising from the vulnerability of the Proposed Development to major accidents and/or disasters.</p> <p>The dredging method has not been finalised by the Applicant; however, options include Trailer Suction Hopper Dredging (TSHD) or backhoe dredging. The Scoping Report acknowledges at paragraph 7.7 that dredged material will be disposed of at a licensed disposal/waste site and will require assessment.</p>
<p>Location of Development (including existing use) and Geographical area</p>	<p>The Oikos Facility is located in the south-west corner of Canvey Island, on the River Thames, in the administrative area of Castle Point Borough Council (CPBC) and in the county of Essex (see Figures 1.1, 2.1 and 2.2 of the Scoping Report). The operational facility is located on land that is in the freehold ownership of the Port of London Authority (PLA) and leased on a long-term basis to the Oikos Facility.</p> <p>The Oikos Facility fronts directly onto the River Thames and forms part of the busy port and industrial coastal vista of the</p>

	<p>area. Other similar installations in the vicinity of the facility include the immediately adjacent Calor Liquid Petroleum Gas (LPG) import terminal, the Thames Oilport, the Shell Haven Terminal and the DP World London Gateway Port.</p> <p>Scoping Report Table 21.1 provides a description of the developments within 5km of the site. Figure 21.1 identifies the developments within the project boundary.</p> <p>There is potential for the Proposed Development to require the removal and disposal of dredged waste material into a marine environment. The location for the disposal of dredged waste material is yet to be decided. As detailed within paragraph 8.7 of the Scoping Report, an approximate 5km area up and down stream of the central point of the agreed disposal location is where effects are likely to occur and would be assessed.</p> <p>No information is provided in the Scoping Report about any areas which could be affected that are under the jurisdiction of another European Economic Area (EEA State).</p>
<p>Environmental Importance</p>	<p>The Scoping Report identifies the following European sites within 5km of the Proposed Development:</p> <ul style="list-style-type: none"> • Thames Estuary and Marshes SPA/Ramsar; and • Benfleet and Southend Marshes SPA/Ramsar <p>The location of these sites in relation to the Proposed Development are illustrated in Figure 6.1 of the Scoping Report.</p> <p>Table 6.4 of the Scoping Report provides a description of the location of Thames Estuary and Marshes SPA/Ramsar site which is located 1.5km south of the Proposed Development and includes both marine and terrestrial habitats. The marshes extend for around 15km along the south side of the estuary and include intertidal areas on the north bank. Table 6.4 describes Benfleet and Southend Marshes SPA/Ramsar site as 3km north east of the Proposed Development, paragraph 8.65 describes Benfleet and Southend Marshes SPA intertidal mudflat habitats as being approximately 4.5 km to the east of the marine elements of the OMSSD project site.</p> <p>Paragraph 6.36 and Table 6.4 of the Scoping Report (Designated statutory sites within 5km) provide detail on terrestrial protected species within the vicinity of the Proposed Development. Thames Estuary and Marshes SPA/Ramsar is recognised as supporting an internationally important population of avocet and hen harrier.</p> <p>Benfleet and Southend Marshes SPA Wintering wildfowl assemblage occur in internationally important numbers and the site supports an internationally important population of the migratory species dark-bellied brent geese. Paragraphs 8.70 to 8.72 of the Scoping Report explain that the River Thames is used by various fish species for seasonal migration and spawning and paragraphs 8.73 to 8.74 identify species of</p>

	<p>marine mammals that use the Thames estuary for foraging activities.</p> <p>There are a range of commercial terminals, wharves, docks and piers along the Tidal River Thames. There is also considerable recreational activity with several marinas, activity centres and clubs providing a range of water sports. The River Thames is also used for commercial and recreational fishing activities.</p>
<p>Potential impacts and Carrier</p>	<p>Whilst the Scoping Report does not specify impact pathways for transboundary effects, impact pathways are identified which are applicable:</p> <ul style="list-style-type: none"> • emissions to water; • underwater noise disturbance of marine species; • changes in water and sediment quality through accidental oil, fuel or chemical spills and vessel movements; • the introduction and spread of non-native species; • collision due to increased commercial vessel movements (commercial, dredging, recreational or fishing); and • disturbance to birds during construction and operational activities. <p>There is potential for impacts to populations of migratory species (such as birds and marine mammals) that could be associated with designated sites in other EEA States as a pathway for effect. However, paragraph 6.51 states that the Proposed Development does not include any construction activity in the estuary or foreshore; construction includes installation of MLAs and pipelines on existing infrastructure; and the area subject to capital dredge is well below the low water mark. Therefore, it is considered that there is limited opportunity for impacts on birds at designated sites. The potential for the proposal to have impacts on marine mobile species has not been assessed at present. Based on the available information, the impacts that are anticipated to occur are considered unlikely to result in significant effects on the environment in another EEA State, however this should be kept under review as further information becomes available.</p> <p>Additionally, there is potential for the increased capacity of the Oikos facility to increase shipping on the River Thames and therefore cause displacement during construction and operation. However, no assessment has been undertaken to date.</p>
<p>Extent</p>	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the extent over which impacts may occur and or whether they would be likely to significantly affect the environment in another EEA State.</p>
<p>Magnitude</p>	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the</p>

	extent over which impacts may occur and or whether they would be likely to significantly affect the environment in another EEA State.
Probability	At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the extent over which impacts may occur and or whether they would be likely to significantly affect the environment in another EEA State.
Duration	At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the extent over which impacts may occur and or whether they would be likely to significantly affect the environment in another EEA State.
Frequency	At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the extent over which impacts may occur and or whether they would be likely to significantly affect the environment in another EEA State.
Reversibility	At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the extent over which impacts may occur and or whether they would be likely to significantly affect the environment in another EEA State.
Cumulative impacts	The cumulative impact assessment (CIA) has not yet been undertaken and the Scoping Report has not identified any likely significant cumulative effects at this stage.

Transboundary screening undertaken by the Inspectorate on behalf of the SoS

Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view the Inspectorate is of the view that the Proposed Development is not likely to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts) and taken into account the information currently supplied by the Applicant.

Action:

No further action required at this stage.

Date: 15 September 2020

Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

Note:

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>