



## Meeting note

<b>Project name</b>	<b>Oikos Marine &amp; South Side Development (Harbour proposal)</b>
<b>File reference</b>	<b>TR030004</b>
<b>Status</b>	<b>Draft</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	21 June 2019
<b>Meeting with</b>	<b>Oikos South Side Development (OSSD)</b>
<b>Venue</b>	Temple Quay House, Bristol
<b>Meeting objectives</b>	Project update meeting
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given

#### Introduction

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely. It was explained that names of attendees (personal data) would not be published, in accordance with the General Data Protection Regulation (GDPR).

As explained in the Inspectorate's pre-application prospectus, publication of the meeting note can be delayed for up to 6 months. Oikos requested that the meeting note publication be delayed until the project had been publicly announced. This announcement is currently proposed for the end of July.

#### Project introduction and update

The Oikos Terminal is an existing port facility that imports, stores and distributes bulk liquid products such as jet fuel, petroleum and diesel. The products are currently distributed off site by pipeline or via road loading facilities.

The freehold of the Terminal is owned by the Port of London Authority (PLA), who lease the facility to Oikos Storage Ltd (OSL).

The proposed development comprises an alteration to the existing harbour facilities with landside development and currently encompasses, in summary, the extension of the operational efficiency of two of the Terminal's jetties by the installation of two

additional 20" Marine Loading Arms, two 24" import pipelines that extend along the deep-water jetty into the terminal, a series of new storage tanks connected to these import pipelines, one 16" export pipeline that extends along another jetty within the harbour, road tanker loading bays and other infrastructure works within the terminal.

OSL consider that there is clear evidence to demonstrate that the proposed development is an NSIP. They were advised to provide information which further clarifies and justifies the approach taken to the Inspectorate. This information was submitted on 29 July 2019 and forms an attachment to this meeting note.

OSL explained that the need case for the development is influenced by the demand which is present and reflects market demand rather than necessarily being driven just by individual customers. OSL indicated that the design will incorporate relevant requirement arising out of regulations and guidance from Health and Safety Executive. OSL that it would be seeking to include a deemed Hazardous Substance Consent within the DCO.

The proposal will also require a deemed marine licence within the DCO, and a separate river works licence from the PLA. It is proposed that the Port of London Authority would remain the harbour authority of relevance for the proposed development.

OSL indicated that it does not currently anticipate that the DCO will include powers of compulsory acquisition of land or rights – although this is something that is being kept under review as the project develops.

OSL have started the EIA process. In addition material is available which supported a previous consented application made in relation to the Terminal.

The Inspectorate advised the Applicant to ensure that the description of the development in the scoping opinion is consistent with the red line GIS shapefile it would need to submit. The Applicant was also informed that the scoping opinion only applies to the extent of the development described in the report, and that if changes occur which are beyond that which was described in the scoping request they would be outside of the scoping opinion.

# OIKOS SOUTH SIDE DEVELOPMENT



Initial Information for PINS

July 2019

# 1 The OSL Terminal

- 1.1 The operational Oikos Storage Limited (OSL) Terminal (OSL Terminal) lies within the south west part of Canvey Island. The landside elements of the facility are located on port operational land owned by the Port of London Authority (PLA) and leased to OSL on a long-term basis. The existing marine elements of the facility are located within the statutory Port of London area. The facility has been used by OSL and its predecessors for the import of fuel and other bulk liquid products since the 1930's. Today the port facility covers an area of approximately 27.5 hectares fronting the northern bank of the River Thames (the Site). A location plan is provided at Figure 1.
- 1.2 The OSL Terminal handles a variety of fuel and other bulk liquid products and has three existing jetties, two of which are operational. Products are currently imported to the Site by ship, pumped ashore along one of the jetties for temporary storage in one or more of the landside storage tanks. Onward landside distribution of the product is currently either through underground pipelines or via road tankers. The terminal operates 24 hours a day all year round.
- 1.3 The existing storage tanks range in size and are contained in various bunded compounds around the northern part of the Site. A network of pipelines connects these storage compounds to the jetties together with ancillary and associated infrastructure.
- 1.4 Operations at the OSL Terminal are carefully controlled and regulated by the Health and Safety Executive (HSE) and the Environment Agency (EA) under the Control of Major Accident Hazards Regulations 2015, also known as the COMAH Regulations. The OSL Terminal is an upper tier COMAH site and operates in compliance with the requirements of the COMAH regulations.
- 1.5 An existing Hazardous Substances Consent (HSC), which covers the whole of the terminal, allows the storage of petroleum and related products in various existing tanks on site. The current site capacity, authorised by the HSC, is 242,391 tonnes of product.

## 2 Project Description

- 2.1 The Oikos South Side Development (OSSD) project involves the alteration of the facility to enable increased volumes of fuel products to be disembarked from vessels across a modified Jetty to newly constructed storage tanks, where it will be temporarily stored and then exported out of the terminal either by underground pipeline, road tankers or by vessel.
- 2.2 In summary, the works comprise the installation of additional marine import infrastructure on the existing Jetty 2, the construction of new storage tanks on the southside of the terminal linked to the new marine import infrastructure, a new additional export pipeline on Jetty 1 and new road tanker loading bays within the facility. A more detailed breakdown of the constituent elements of the OSSD as currently envisaged is set out below:
- Two new 20" Marine Loading Arms on Jetty 2;
  - Two new 24" import pipelines and associated infrastructure, along the length of the existing Jetty 2 feeding product into the terminal;
  - One new 16" export pipeline and associated infrastructure along Jetty 1 allowing product to be exported from the terminal by vessel;
  - Nine new 30,000m<sup>3</sup> storage tanks situated within six new bunded compounds within the southern part of the Site, connected to the new import and export pipelines;
  - Two new 5,000m<sup>3</sup> storage tanks within a separate bunded compound;
  - Seven additional road loading bays to enable the loading of road tankers;
  - Supporting pipework and infrastructure;
  - New workshop and stores buildings and extension to the existing office;
  - HGV parking on site with mess facilities;
  - Upgraded and additional utilities infrastructure;
  - Improved and expanded fire water system;
  - Modified and improved security entrance and internal road layout; and
  - Appropriate habitat mitigation.
- 2.3 An indicative Masterplan illustrating these elements is provided as Figure 2. The Masterplan is a schematic diagram which shows the key elements of the OSSD project and where they are currently envisaged to be located on the Site and is based on requirements and guidance as at July 2019.

### 3 NSIP Justification

- 3.1 The following section explains why the OSSD project is a Nationally Significant Infrastructure Project (NSIP).
- 3.2 Having regard to section 14 (j) and section 24(2) of The Planning Act 2008 (the Act) the proposed alteration of the existing OSL harbour facility through the OSSD project constitutes an NSIP because;
- i) The OSL harbour facility being altered is located wholly within England and in waters adjacent to England up to the seaward limit of the territorial sea; and
  - ii) The effect of the alteration is expected to be to increase the quantity of material the embarkation or disembarkation of which the OSL harbour facility is capable of handling by more than the 5 million tonnes 'relevant quantity' per year, identified in section 24(3) of the Act.
- 3.3 The OSL Terminal is an existing harbour facility. It is a marine fed bulk liquid facility with all of the product arriving at the Site via tanker vessel, stored temporarily in suitable facilities and then currently distributed inland either through underground pipelines or via road tankers. The facility is located both within and adjacent to the statutory Port of London Authority area on the River Thames, and that part of the facility located outside the statutory port area is located on port operational land owned by the Port of London Authority (PLA).
- 3.4 The cargo handling capability of harbour facilities, in terms of what can be embarked or disembarked, is dependent upon berthing capability, landside storage capability and the capability of moving cargo away from the facility. The effect of the OSSD project, in terms of the quantity of material, the embarkation or disembarkation of which the OSL harbour facility is expected to be capable of handling, results from both the marine side and land side works. Both elements are dependent one upon the other in order to handle the increased quantity of product that is expected to be capable of being embarked or disembarked at the facility (more than 5 million tonnes per annum).
- 3.5 Through the various elements of the OSSD development, the OSL harbour facility will be provided with the capability of handling large cargo shipments – around 130,000m<sup>3</sup> – something which the facility in its current form cannot do. These large cargo shipments require sufficient volume of storage and associated infrastructure capable of discharging and handling product at a suitable rate. The capability of the proposed infrastructure and the capacity of the storage tanks proposed as part of the OSSD project will provide this capability.
- 3.6 As noted, the required new infrastructure for the harbour facility consists of the installation of two additional 20" Marine Loading Arms, two 24" import pipelines that extend along Jetty 2 into the terminal, 11 new storage tanks connected to these import pipelines, one 16" export pipeline that extends along Jetty 1, seven new road loading bays and other infrastructure works within the terminal.

- 3.7 The calculation for the expected increase in the quantity of material the embarkation or disembarkation of which the OSL facility will be capable of handling is set out in Box 1.

**Box 1**

**The total volume of the additional landside capacity being provided amounts to 280,000m<sup>3</sup> – consisting of nine 30,000m<sup>3</sup> tanks and two 5,000m<sup>3</sup> tanks.**

**The weight (in tonnes) of the product that can be stored in the tanks is the volume of the tanks multiplied by the weight / density of the product to be stored. It is proposed that the OSSD will handle a range of petroleum products, which vary in density, but all are lighter than water. The total weight of product is, therefore, a range, and has been calculated on the basis of realistic combinations of the lightest and heaviest products that are expected to be handled at the facility. The range in weight is 214,200 to 252,000 tonnes. The detail of these combinations are set out in Appendix 1.**

**On the basis of the capability of the new infrastructure to be provided as part of the OSSD project, it is expected that this amount of material will be capable of being turned around every 12 days, meaning that the tanks could be filled and emptied 30 times per year. This turnaround period is based on various factors, including:**

- the duration of time a vessel takes to moor at the jetty, import the product and then depart;**
- the rate at which the tanks can physically be filled; and**
- the rate at which product can be exported via the new road loading bays, underground pipelines and across Jetty 1.**

**The additional handling capability per annum is, therefore, the weight of the product (214,200 to 252,000 tonnes) multiplied by the number of ‘throughputs’ (30 per year). This totals a range of between 6,426,000 and 7,560,000 tonnes per annum.**

- 3.8 On this basis, the effect of the alteration to the OSL harbour facility achieved by the OSSD project will be to increase the amount of cargo the embarkation or disembarkation of which the OSL facility is expected to be capable of handling by between 6,426,000 and 7,560,000 tonnes per annum, being more than the ‘relevant quantity’ of at least 5 million tonnes per annum as set out in section 24(3) of the Act.

## 4 Why the Project is Needed

- 4.1 In order to understand the need for the OSSD project, it is necessary to consider both the broader national drivers for such projects and the specific benefits of the OSL Terminal.
- 4.2 The UK remains structurally short of both aviation fuel and diesel, with demand for both products expected to continue to increase going forward. In addition, refinery production has been declining following recent refinery closures and/or capacity rationalisation and this trend is expected to continue in the absence of significant investment for each remaining refinery to substantially increase their diesel production. The continued development of facilities like the OSL Terminal is needed to ensure that the nation has a flexible, resilient, competitive and safe fuel provision and distribution system.
- 4.3 The OSL Terminal offers a strategic advantage through its Thames side location and access to the deep-water channel, its existing connections to underground pipeline distribution networks and the availability of existing infrastructure and processes, which are compliant with relevant safety and environmental standards. Development of this site will assist in making the best use of existing sustainable, safe and secure transport and distribution opportunities.
- 4.4 Furthermore, there is a need to ensure import capacity is located within the right place to effectively and efficiently serve the needs of the market. The OSL Terminal is well placed geographically to assist in meeting the demand for fuel products across the region and indeed further afield.
- 4.5 Support for such development is echoed within government policy. The National Policy Statement for Ports (NPSfP) expects port facilities, in ensuring the security of energy supplies, to be responsive to changes in demand and for the location of new port infrastructure to be determined by where it is required in order to retain flexibility and effective competition. The National Policy Statement for Energy (EN1) emphasises the need to ensure safe supplies of oil products and to ensure that sufficient infrastructure capacity, to import, produce, store and distribute supplies, is provided to avoid unnecessary and socially unacceptable levels of interruption to the supply.

## 5 Indicative Timeframe

- 5.1 Set out below is an outline of the work that has been undertaken to date on the OSSD project and an indicative timeframe for the preparation and submission of the OSSD DCO application.
- 5.2 The Health and Safety Executive (HSE) have been advised of the OSSD project. An initial meeting has taken place with the Port of London Authority (PLA), as the land owner and port authority. A meeting with Castle Point Borough Council, as the host Local Authority, has also taken place.
- 5.3 Initial informal engagement is being progressed with the Marine Management Organisation, Environment Agency and Natural England. It is anticipated that meetings will take place with these bodies in the next few months and in advance of the Scoping Opinion Report being submitted to the Planning Inspectorate.
- 5.4 Work has begun on the environmental assessment of the project, including relevant surveys of the Site and its surroundings.
- 5.5 Although the OSSD project is not yet within the public domain and remains confidential, initial work has begun on how the OSSD project will be announced to the local community and any key stakeholders that have not already been approached.
- 5.6 On the basis of the work that has been completed so far, a series of indicative dates for the key stages of the DCO application are outlined below in Box 2. These dates are accurate as of the 24th July 2019.

### Box 2.

- **Project announcement to the public – September 2019**
- **Submission of Scoping Opinion Report to the Planning Inspectorate – End of October**
- **Preparation of the PEIR – Autumn 2019 – Spring 2020**
- **Consultation on the PEIR and Statutory Section 42 and 47 consultation – Late Spring 2020**
- **Submission of the DCO application – By the end of 2020 / Early 2021**

# Appendix 1

- A1.1 All nine of the 30,000m<sup>3</sup> storage tanks will meet the required standards for the storage of both jet fuel and diesel and four of the tanks will also meet the standards for the storage of gasoline. The two 5,000m<sup>3</sup> storage tanks will only be capable of storing FAME (Fatty Acid Methyl Ester) – a product used in biodiesel. The following density combinations have been calculated on this basis.

## Lightest Density Combination

- A1.2 The combination of products that will result in the lightest volume that the development is expected to be capable of handling, consists of four of the new 30,000m<sup>3</sup> tanks storing gasoline, which is the lightest petroleum product the OSL Terminal will import, with the remaining five new 30,000m<sup>3</sup> tanks storing jet fuel, which is the second lightest product expected to be handled. The two 5,000m<sup>3</sup> tanks will only be capable of storing FAME, meaning they have a fixed product density value.

### Box 3

**Four 30,000m<sup>3</sup> tanks storing gasoline, weighing 0.71 of a tonne (4 x 30,000m<sup>3</sup> x 0.71 = 85,200 tonnes).**

**Five 30,000m<sup>3</sup> tanks storing jet fuel, weighing 0.8 of a tonne (5 x 30,000m<sup>3</sup> x 0.8 = 120,000 tonnes).**

**Two 5,000m<sup>3</sup> tanks of FAME, weighing 0.9 of a tonne (2 x 5000m<sup>3</sup> x 0.9 = 9,000 tonnes).**

**The total weight for this combination is 214,200 tonnes**

## Heaviest Density Combination

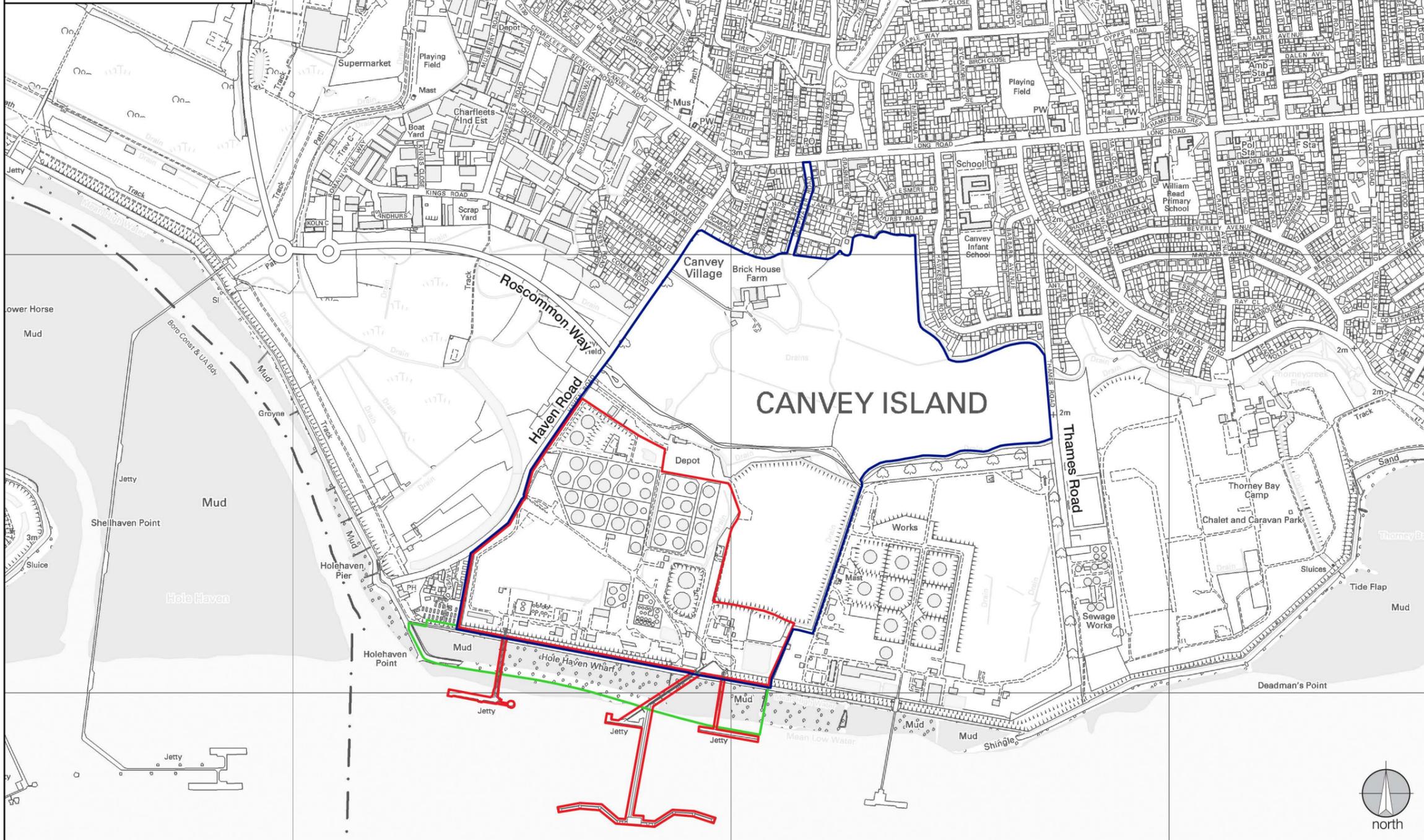
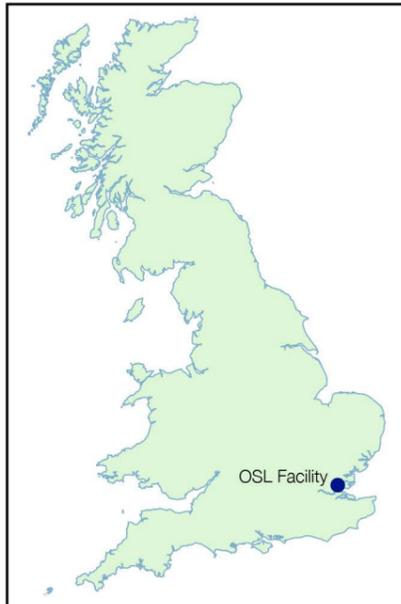
- A1.3 The combination of products that will result in the heaviest volume that the development is expected to be capable of handling, consists of all nine of the new 30,000m<sup>3</sup> tanks storing diesel, which is the heaviest petroleum product the OSL Terminal will import. The two 5,000m<sup>3</sup> tanks will only be capable of storing FAME, meaning they have a fixed product density value.

### Box 4

**Nine 30,000m<sup>3</sup> tanks storing diesel, weighing 0.9 of a tonne (9 x 30,000m<sup>3</sup> x 0.9 = 243,000 tonnes).**

**Two 5,000m<sup>3</sup> tanks of FAME, weighing 0.9 of a tonne (2 x 5000m<sup>3</sup> x 0.9 = 9,000 tonnes).**

**The total weight for this combination is 252,000 tonnes.**



**KEY**

- OSL Facility
- Land owned by the PLA and leased by OSL - large parts of which are subject to sub-leases/separate agreements
- Land owned by the PLA not leased by OSL but subject to relevant licences between the PLA and OSL

**Note :** For precise boundaries reference should be made to relevant Land Registry Title Plans and other legal documents

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OIKOS STORAGE LTD (OSL)

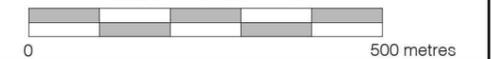
FIGURE 1

**LOCATION OF OSL FACILITY**

Drawn by: NM

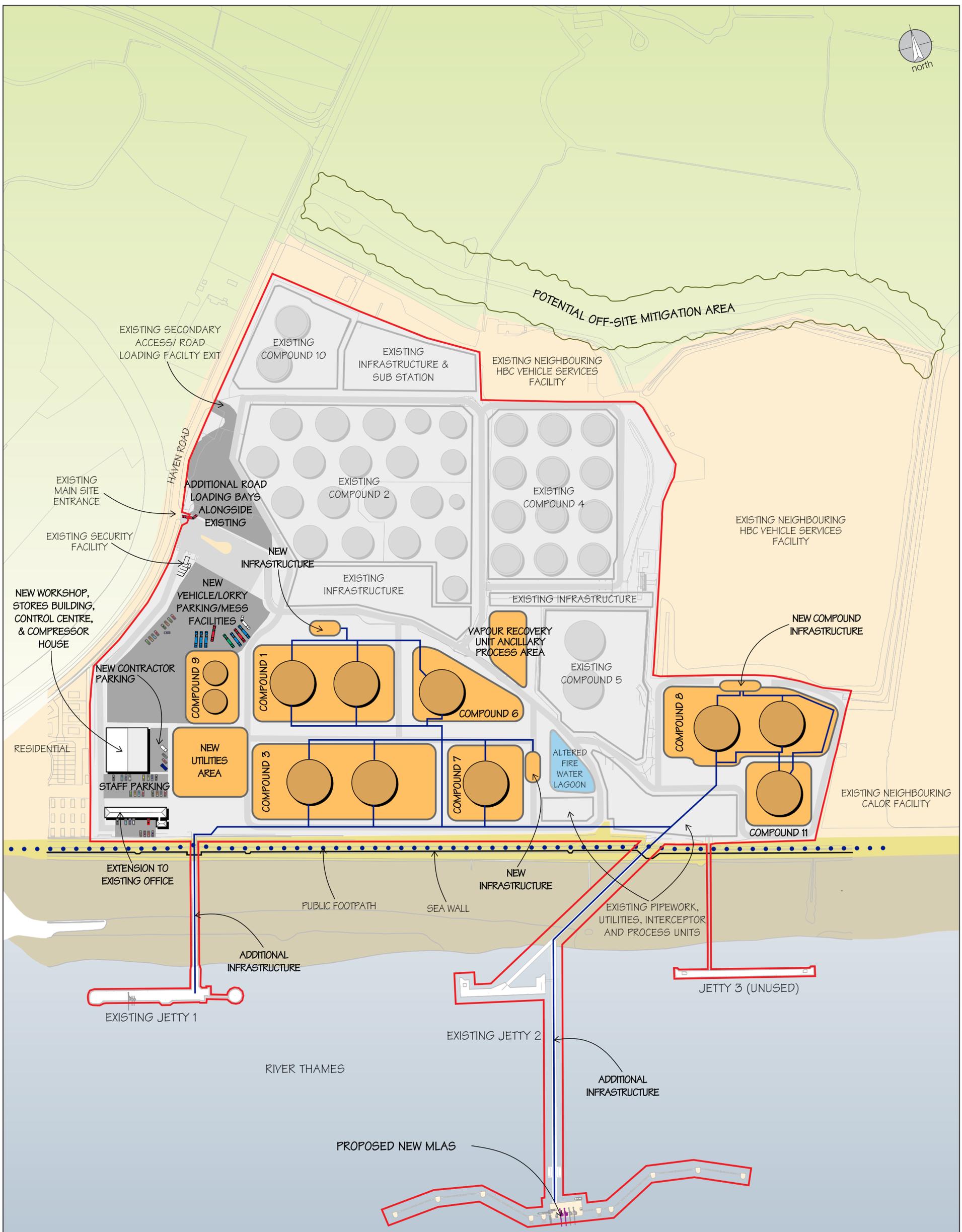
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OIKOS STORAGE LTD  
 FIGURE 2  
**OIKOS SOUTH SIDE DEVELOPMENT  
 INDICATIVE MASTERPLAN**

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Not to Scale	
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