



<b>Overview - Transboundary screening undertaken by the Secretary of State</b>	
<b>Project name:</b>	Hydrodec Oil Re-Refinery
<b>Address/Location:</b>	Power House Road, Eastham, Port Wirral, Merseyside
<b>Planning Inspectorate Ref:</b>	WS010004
<b>Date(s) screening undertaken:</b>	First screening – 2 September 2015 following the applicant's request for a scoping opinion
<b>EEA States identified for notification:</b>	First screening: None identified

<b>FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE</b>	
<b>Document(s) used for transboundary Screening:</b>	"Proposals for the approach to and scope of an Environmental Impact Assessment to accompany an application for a Development Consent Order under the Planning Act 2008 (as amended) for the proposed waste oil re-refinery at Eastham, Port Wirral, Merseyside – Scoping Report" ('the Scoping Report') (dated June 2015)
<b>Date</b>	2 September 2015
<b>Screening Criteria:</b>	<b>Secretary of State Comments:</b>
<b>Characteristics of the Development</b>	<p>The proposed development comprises the construction and operation of a used oil re-refining plant together with associated and ancillary development.</p> <p>The used oil re-refining process removes impurities from used oil and regenerates it back to base oil which can be used in the same way as a newly refined product.</p> <p>Broadly, the proposed development comprises:</p> <ul style="list-style-type: none"> <li>• A base oil plant tank farm and main tank storage area (tanks c. 12m high by 8m diameter)</li> <li>• Waste oil materials acceptance plant and associated equipment (tanks c. 7m high by 6m diameter)</li> <li>• Utilities buildings / office block (two stories in height)</li> <li>• A mains gas fired boiler and atmospheric emission abatement equipment (heater flues, condensers, scrubbers, thermal oxidisers etc)</li> <li>• An emergency flare stack of a maximum 50m in height</li> <li>• Tanker vehicle loading and parking facilities</li> </ul> <p>The capacity of the site will be approximately 180,000 tonnes of waste oil per annum (tpa), though the development will be phased:</p> <ul style="list-style-type: none"> <li>• 75,000 tonnes per annum (tpa) base oil plant as phase 1; and</li> <li>• A second 75,000 tpa base oil plant and a 30,000 tpa transformer oil plant as phase 2.</li> </ul> <p>The Scoping Report indicates that phase 1 will be constructed over a period of approximately 18 months (for operation in 2017), and phase 2 also over a period of approximately 18 months (for operation in 2020).</p>

	Section 3 ('Proposed development', Paragraphs 3.6 – 3.14) and Figures 4 & 5 of the Scoping Report present a more detailed description of the project components.
<b>Geographical area</b>	The Scoping Report does not mention any areas under the jurisdiction of another EEA State being affected by the proposed development.
<b>Location of Development (including existing use)</b>	<p>The proposed oil re-refinery is located to the east of Eastham, Wirral, approximately 4.8km north west of Ellesmere Port on the southern bank of the Mersey Estuary.</p> <p>The main development area is a 7.4ha greenfield site and is generally flat and comprises rough grazing grassland with a grass football pitch in the east including fencing, goal posts, a small timber shelter and hardstanding for parking.</p> <p>Additional areas (9.16ha) may potentially be required to connect the site to appropriate services and utilities infrastructure, as illustrated in Figure 2 of the Scoping Report.</p> <p>The main development lies within a predominantly industrial area. The NuStar Eastham Terminal is located immediately to the south of the site and Eastham Oil Refinery is located adjacent to the NuStar Terminal, approximately 350m to the south and south west of the main development area.</p> <p>The QEII Docks and dockside areas are located immediately adjacent to the northern boundary of the main development area. A vacant site previously associated with dock activities is located adjacent to the eastern boundary of the main development area, beyond which lies the Manchester Ship Canal and beyond this lies the Mersey Estuary.</p>
<b>Cumulative impacts</b>	<p>At this stage, the applicant has not undertaken a cumulative assessment for the proposed development. However, Chapter 14 of the Scoping Report states that cumulative impacts of the proposed development will be assessed together with those from permitted or committed developments in the vicinity of the site (particularly in respect of noise, landscape and visibility, traffic and air quality).</p> <p>The applicant does not identify the types of plans and projects that will be considered, although the landscape and visual assessment (LVIA) section of the Scoping Report mentions the adjacent Biossence energy from was gasification development at Hooton Park.</p>
<b>Carrier</b>	Potential impact pathways include the transport of pollutants from the site by air, water and land.
<b>Environmental Importance</b>	<p>The proposed development is proximal to the following ecologically designated sites acknowledged by the applicant's Scoping Report:</p> <ul style="list-style-type: none"> <li>• The Dee Estuary Ramsar, SPA, SAC and SSSI (9km to</li> </ul>

	<p>the south west)</p> <ul style="list-style-type: none"> <li>• Mersey Estuary Ramsar, SPA and SSSI (200m east)</li> <li>• Dibbinsdale SSSI (2.7km to the north west)</li> <li>• Local Wildlife Site (unnamed) identified north west of the main development area (Figure 3 of the Scoping Report)</li> </ul> <p>Although not specifically referenced in the applicant's Scoping report, the Secretary of State notes the following archaeological and cultural heritage designations within 3km of the proposed development:</p> <ul style="list-style-type: none"> <li>• Listed buildings in and around the Eastham Village Conservation Area</li> <li>• Listed buildings in the village of Bromborough (along with a Scheduled Ancient Monument (SAM))</li> <li>• Listed buildings at Hooton Park Aerodrome</li> <li>• Eastham Country Park</li> </ul>
<b>Extent</b>	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
<b>Magnitude</b>	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
<b>Probability</b>	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
<b>Duration</b>	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
<b>Frequency</b>	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
<b>Reversibility</b>	No impacts identified which would be likely to have significant effects on the environment in another EEA State.

**Transboundary screening undertaken by the Secretary of State**

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the applicant, the Secretary of State 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 Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the applicant.

**Action:** No further action required at this stage

**Date:** 2 September 2015

**Note:** The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process.

Note:

1. The Secretary of State's screening of transboundary issues is based on the relevant considerations specified in Annex 4 to the Planning Inspectorate's Advice Note 12, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>