



OSL Terminal, Canvey Island

Hazardous Substances Consent – Variation
Supporting Statement

Oikos Storage Ltd

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Figure 1 Site and Surroundings

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1 Introduction

- 1.1 Oikos Storage Ltd (“OSL”) is applying for a variation to the Hazardous Substances Consent (“HSC”) issued by Castle Point Borough Council (“CPBC”) on 25th April 2012 (reference CPT/38/11/HAZ) and subsequently amended on the 5th November 2013 (reference CPT/424/13/HAZ).
- 1.2 This document accompanies the application and provides information about:
- i. the background to the OSL site and the storage of hazardous substances;
 - ii. the reasons why OSL is seeking to vary the existing Hazardous Substances Consent, and
 - iii. the reasons why it would be appropriate to permit the variation.
- 1.3 In summary, the proposed variation, which is described in section 4, would incorporate the newly permitted Oikos Deepwater Jetty (ODWJ) proposals into the area covered by the HSC and would bring the product categories referred to in the consent in line with the categorisation that is now given in current legislation (which has been amended since the date of the existing consents).
- 1.4 For the avoidance of any doubt, the variation being applied for would not change the type, location or amount of product that can be stored at the OSL site from that which is currently authorised.

2 Background Information

The Applicant

- 2.1 The applicant is Oikos Storage Ltd (OSL), a company that is wholly owned by Challenger Financial Services Group Limited (“Challenger”). Challenger are an Australian investment management firm who bought OSL in 2007. Challenger is committed to maintaining OSL’s excellent process safety record and improving the terminal so that it meets the most up to date safety and environmental standards and complies with all relevant procedures and regulations.
- 2.2 Since 2007, Challenger has made a substantial investment in the terminal, in the form of a repair, renewal and maintenance programme to tank storage and associated infrastructure. Works have included modernising tank structures; adding stronger bunds required by legislation to cope in the event of tank failure; introducing advanced firefighting systems; enhancing site security measures, and ongoing maintenance of the tank system.

The storage facility and its surroundings

- 2.3 The OSL terminal on Canvey Island (see Figure 1) has been used for marine-fed fuel storage for over seventy years. The terminal is a key component of the UK’s energy infrastructure and is a long-established part of the economy and environment of Canvey Island. It covers an area of approximately 27.5 hectares, within which fuel products are stored in a series of tanks of different sizes. The facility is served by marine infrastructure that extends to the dredged deep-water ship channel of the River Thames. The terminal is also connected to both of the two national fuel distribution pipeline networks.
- 2.4 Land immediately north and northeast of the OSL terminal, previously also used for oil and fuel storage, is currently used by HBC Vehicle Services for vehicle salvage and storage. Beyond the HBC site is an area of open grazing containing a small group of farm buildings. The edge of the urban area is approximately 250 to 300 metres north of OSL boundary at its closest point.
- 2.5 To the east of the OSL and HBC facilities, Calor Gas Ltd operates a Liquefied Petroleum Gas (LPG) import terminal. The terminal is accessed via a newly constructed tanker access road that runs immediately to the north of the HBC facility. This private road enables LPG road tankers to reach the public road network at Haven Road.
- 2.6 Primary access to the OSL terminal is gained from Haven Road via a security controlled entrance gate. A secondary access gate is provided onto Haven Road which is located approximately 100m north of the main entrance. Emergency access can also be gained via the Calor Gas Terminal on the eastern terminal boundary. Haven Road is a single two-way carriageway connecting the main urban area of Canvey to the north with the Lobster Smack Public House and a small residential enclave situated behind the sea wall

immediately to the south west of the OSL site. Some 150m north of the OSL terminal, Haven Road has a junction with Roscommon Way, a relatively recent new access road that runs around the western edge of the built up area of Canvey Island and which becomes the A130, part of the national primary road network.

- 2.7 To the west of Haven Road, land opens up and is used for agricultural and recreational purposes. Further to the west this land leads down to Hole Haven Creek, a tributary feeding into the River Thames.
- 2.8 Immediately south of the OSL terminal, a public footpath runs along the inside of a flood defence wall. The OSL jetties extend over the footpath and the wall out into the River Thames.
- 2.9 A metal palisade security fence runs around the outer edge of the operational terminal area. Access through the fence is gained via a manned security controlled gate at the main entrance and a manual gate at the secondary entrance. Where it abuts the small area of housing immediately west of the site, the terminal boundary is marked by a concrete wall, which is between approximately 2 metres and 4 metres high.

Land ownership

- 2.10 OSL lease the land occupied by the terminal from the freehold owners, the Port of London Authority ('PLA'). The PLA also owns the land and riverbed over which the jetties and their associated pipelines are located.

The existing use

- 2.11 The OSL terminal site constitutes port operational land as defined by the Town and Country Planning Act 1990. Products are imported by ship, pumped ashore through pipelines along the jetties and stored in one or more of the tanks within the terminal that are suitable for the storage of product. The product is then distributed inland by underground pipeline. As noted earlier, the site is connected to both the CLH pipeline network (CLH-PS) formerly the Government Pipeline Storage System and the independent United Kingdom Oil Pipeline (UKOP) fuel distribution pipeline network.
- 2.12 Planning permission and necessary marine licences and approvals have recently been obtained by OSL to refurbish and extend Jetty 2 at the site, and to refurbish an existing 12 tank storage compound – Compound No 4 – within the Terminal. As explained in section 3 of this statement, these amendments to the terminal are the main reason why a variation to the HSC is being sought.
- 2.13 The OSL terminal contains an existing road loading facility which, in the past, has been used to move imported products to inland destinations by road tanker on a commercial basis. No such activity, however, currently takes place and the existing facility – located in the southern part of the terminal – would require some refurbishment work to enable it, once again, to be used regularly to move product commercially from the site.
- 2.14 In light of this, OSL plans to develop in the near future a smaller, two bay, road loading

facility on the western side of the terminal, at a location between the main access and the secondary access. In constructing and operating these works OSL will rely on the use of Permitted Development rights that are available across the terminal. The location of the existing road loading facility and the proposed new road loading facility are shown on the ‘Change of Location’ plan which accompanies the HSC application variation.

- 2.15 Road transport links to the terminal have been significantly improved by the completion in December 2011 of the Roscommon Way extension, which now provides direct access to and from the A130, obviating the previous need for vehicles serving the OSL facility to pass through the Canvey urban area.
- 2.16 In summary, a Thames-side location close to the mouth of the estuary and with access to the deep-water channel; the presence of long-established and modernised fuel storage infrastructure; and the availability of direct connections to the UKOP and CLH –PS distribution pipelines and to the national road network, combine to emphasise the strategic significance of the OSL facility to the UK’s fuel storage and supply network.

Regulation and control – COMAH and Hazardous Substances Consent

- 2.17 Operations at the OSL terminal are controlled and regulated by the Health and Safety Executive (“the HSE”) and the Environment Agency (“the EA”) under the Control of Major Accident Hazards (“COMAH”) Regulations 2015. The OSL terminal is an ‘Upper Tier’ COMAH site.
- 2.18 The OSL terminal operates in full compliance with the COMAH regulations. Over the years, reflecting advances in technology and the understanding of risk, increasingly rigorous standards have been required and met. In accordance with the regulations, OSL have carried out a thorough risk and consequence analysis, which is regularly reviewed, and have effective procedures in place to handle potential emergency scenarios. The Internal Emergency Response Plan is regularly tested and consultation takes place with the regulators and local emergency service agencies, also a regulatory requirement. The five year review of the OSL Safety Report was undertaken and submitted in August 2016. This review included information related to Jetty 2 and Compound 4 proposed operation. The Competent Authority combined assessment of the revised Safety Report commenced in January 2017 resulting in the Revision Plan being issued. OSL are currently working through the revision items to schedule.
- 2.19 In parallel with the regulation and control administered by the HSE and the EA under COMAH, the OSL facility operates under a Hazardous Substances Consent granted in 2012 by CPBC (CPT/38/11/HAZ), and varied in 2013 (CPT/424/13/HAZ).
- 2.20 The practical effect of the 2012 consent was to update the regulatory position identified in the previous (1992) HSC and improve safety. The 2012 HSC limits the storage of the most flammable substances to tanks that have been or are being refurbished, which are located generally in the central and eastern areas of the northern part of the site and furthest from the nearest residential areas.
- 2.21 The purpose of the 2013 HSC variation was to allow the terminal to respond to changing

market conditions by permitting the storage of products that the market required in order to meet a range of fuel specifications. The variation was achieved through the modification of one of the conditions that was attached to the original 2012 consent. The variation was granted permission in November 2013 (CPT/424/13/HAZ) and should be read alongside the original consent (CPT/38/11/HAZ) to understand the current position.

- 2.22 As noted in later sections, the position that was created by these consents, in terms of the type and amount of product that can be stored and where it can be stored, will not change as a result of the variation now being proposed.

3 Reasons for Varying the HSC

- 3.1 OSL are applying to vary the HSC in response to a number of changes in circumstances that have occurred since the HSC was granted in 2012 (CPT/38/11/HAZ) and varied in 2013 (CPT/424/13/HAZ). The variation being applied for will ensure that the changes, as described below, are reflected within the HSC and, therefore, reflect both the infrastructure of the terminal and recent changes in legislation.
- 3.2 As already indicated, in August 2016 CPBC granted permission for the construction of the Oikos Deepwater Jetty (ODWJ) proposals at the terminal. Necessary marine licences and consents were also obtained. The proposals include both land and marine side works, which are currently being constructed. The marine works consist of the refurbishment of and the extension to the existing Jetty 2. The jetty approach way is being extended approximately 260m further southwards into the River Thames and a new jetty head and associated approach and walkways are being constructed. The landside elements of the proposals include the refurbishment of an existing 12 tank storage compound (Compound 4) and the undertaking of related operation and site infrastructure works.
- 3.3 Vessels of up to 120,000 DWT will be able to dock at the new Jetty 2. The product they deliver will be unloaded and transferred through two 24” pipelines along the length of the Jetty 2 approach ways, which connect the new jetty head back to the terminal. Once inside the terminal the product will be pumped to the relevant tanks on the site that have or are being refurbished before being transported from the terminal either via road tanker or through the UKOP or CLH-PS pipeline networks. Road tanker movements will take place on a limited basis once the proposed new road loading facility has been developed. Further information relating to the operation of the ODWJ proposals is contained within Appendix 1.
- 3.4 The previous HSC covers the terminal and Jetty 1 only which, in advance of the ODWJ proposals being constructed, is currently the only active jetty at the terminal. As a result of the ODWJ proposals, Jetty 2 will become a functioning part of the terminal’s infrastructure. Although it is noted that in certain circumstances pipelines are exempt from requiring HSC¹, and there will be no storage of product on the refurbished and extended Jetty 2, in order to be consistent across the terminal, it is considered necessary to update the HSC to include Jetty 2 within the area covered by the HSC.
- 3.5 The variation being applied for also needs to reflect the differing operating requirements of the jetties, allowing for a higher flow rate within the pipelines on Jetty 2 (1500m³ per hour) than in comparison to that allowed along Jetty 1.
- 3.6 In 2015, revised Planning and Hazardous Substances regulations, here after referred to as the ‘2015 Regulations’, were issued. These regulations amend the product categories and entry numbers that are covered by the HSC regime in comparison to the earlier regulations

¹ Paragraph 3 of Schedule 2 - The Planning (Hazardous Substances) Regulations 2015

against which the existing OSL HSC and variation were considered. As part of seeking the current variation to include Jetty 2 into the area covered by the HSC, it is considered prudent to take the opportunity to update the references in the consent to reflect the revised categories and entry numbers.

- 3.7 In applying for the variation, the opportunity is also being taken to update the base mapping of the plans that accompany the HSC so that they reflect the works that are being undertaken at the site.

4 The Proposed Scope of the Variation

- 4.1 For the avoidance of doubt, it is again emphasised that the proposed variation does not amend the type, location or amount of product that can be stored within the OSL terminal. The position established through the existing consents, which for clarity is set out below, will remain the same. The scope of the variation is focused on the modification of relevant conditions attached to the existing consents to ensure that the infrastructure associated with the ODWJ proposals are included within the area covered by the HSC. The variation also reflects the re-categorisation of substances as now set out in the relevant legislation that has been revised since the previous HSC and variation were granted.

Existing Consent (CPT/38/11/HAZ as amended by CPT/424/13/HAZ)

- 4.2 The previous consents are provided as part of the current variation application. The HSC granted in 2012, allows for the storage of products falling within product entry 36(a) of Part A of Schedule 1 as amended by the Planning (Hazardous Substances) (Amendment) (England) Regulations 2009 (the 2009 Regulations), in areas located generally in the central and eastern areas of the northern part of the site. The permitted products under this product entry category comprise gasolines and naphthas and are deemed the most flammable substances that can be stored at the OSL terminal, having a flash point of less than 21°C.
- 4.3 The 2012 HSC further allows for the storage of products falling within product entry 36(b) and 36(c) of Part A of Schedule 1 across all identified tanks on the site, as prescribed and shown in the application particulars. Products falling within product entry 36(b) comprise kerosenes (including jet fuels), and products falling within product entry 36(c) comprise gas oils (including diesel fuels, home heating oils and gas oil blending streams). These products have a flash point of greater than 21°C, and therefore have a lower risk associated with them than products falling under entry 36(a).
- 4.4 In November 2013, OSL applied to vary the 2012 HSC to ensure that the terminal continued to operate safely and met the market requirements that were emerging as a result of changes in legislation. In order to meet these changes, it was necessary to store additional products on site, which were not listed in the 2012 HSC. These additional products, the storage of which was subsequently consented, consisted of Part A product entry 24 (Methanol), Part B product entry 8 (Highly flammable liquids) and Part B product entry 6 (Flammable liquids) (Note, these are all references given in the 2009 Regulations).
- 4.5 At the time, OSL also identified a requirement to take a supply of butane from the adjacent Calor Gas terminal. As a result, the boundary of the HSC was extended to include the area of the terminal adjoining the western edge of the Calor Gas Terminal. This was to accommodate a pipeline that would extend from the Calor site into the OSL terminal, which would contain the butane. The amount of product the pipeline would contain would not exceed the thresholds set out in the relevant regulations meaning there was no

requirement for an HSC but the land was included in the variation for completeness.

Proposed Amendments

- 4.6 OSL seeks, through this application, to amend the boundary of the HSC to include the extended and refurbished Jetty 2 and to set out the flow rate requirements for the pipelines along this jetty. It is also proposed to amend references to the products that can be stored to bring the HSC in line with the re-categorisation of substances within the relevant legislation which came into effect in 2015 – through *'The Planning (Hazardous Substances) Regulations 2015'*. The amendment also seeks to update the base mapping of the drawings that are referred to within the existing consents to show works that are being undertaken within the terminal.
- 4.7 Before explaining the proposed consent variations, which can be achieved through the minor modification of conditions attached to the original (CPT/38/11/HAZ) and varied (CPT/424/13/HAZ) consents, it is first considered necessary to explain the re-categorisation changes that have resulted from the 2015 Regulations. This is set out in Table 4.1

Table 4.1: Explanation of product entry re-categorisation

Product entry currently authorised to be stored at the OSL terminal as defined in The Planning (Hazardous Substances) (Amendment)(England) Regulations 2009	Product entry re-categorisation as a result of the Planning (Hazardous Substances) Regulations 2015
Schedule 1, Part A Named substances entry 36(a) – Gasolines and Naphthas	Schedule 1, Part 2 Named hazardous substances entry 34(a) – Gasolines and Naphthas
Schedule 1, Part A Named substances entry 36(b) – Kerosenes (including jet fuels)	Schedule 1, Part 2 Named hazardous substances entry 34(b) – Kerosenes (including jet fuels)
Schedule 1, Part A Named substances entry 36(c) – Gas oils (including diesel fuels, home heating oils and gas oil blending streams)	Schedule 1, Part 2 Named hazardous substances entry 34(c) – Gas oils (including diesel fuels, home heating oils and gas oil blending streams)
Schedule 1, Part A Named substances entry 24 – Methanol	Schedule 1, Part 2 Named hazardous substances entry 22 - Methanol
Schedule 1, Part B Categories of substances and preparations not specifically named in Part A entry 8 – Highly flammable liquids (which have a flash point lower than 21 °C and which are not extremely flammable)*	Schedule 1, Part 1 Category P5c – Flammable liquids (which are not covered by entry P5a or P5b)

Schedule 1, Part B Categories of substances and preparations not specifically named in Part A entry 6 – Flammable liquids (which have a flash point equal to or greater than 21°C and less than or equal to 55°C)	Schedule 1, Part 1 Category P5c – Flammable liquids (which are not covered by entry P5a or P5b)
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* Note: In respect of tanks 100 and 101 only, the existing consent (as amended) restricts the storage of ‘highly flammable liquids’ to ethanol only.

4.8 The modifications to the relevant HSC conditions - namely conditions 2, 3 and 4 - being sought are set out in Appendix 2 and discussed in further detail in the following paragraphs.

Condition 2

4.9 Condition 2 of the varied consent (CPT/424/13/HAZ) currently identifies what products can be stored in which tanks within the OSL terminal by reference to the particulars of the application form, which set out the amount of each type of product that can be stored on the site, and the relevant drawings on which details are provided.

4.10 The two drawings referred to in Condition 2 are to be updated to versions which include Jetty 2 within the HSC area and, as appropriate, update references to product categories as now set out in the 2015 Regulations. The ‘application form’ has also been updated through the application form for this current variation.

4.11 As will be noted from Table 4.1 the majority of the product re-categorisation that has occurred as a result of the 2015 Regulations is straightforward. However, this is not necessarily the case in respect of the previously ‘Highly flammable liquids’ product category (Part B product category 8 of the 2009 Regulations) which has now been changed to ‘flammable liquids’ (Part 1, product category P5c of the 2015 Regulations).

4.12 This alteration could be taken to mean that certain products could now be stored in a wider range of tanks than was intended through the 2013 variation. As made clear, however, OSL are not seeking to alter in any way the range of products that can be stored in specific tanks and fully intend for the HSC position as a result of this variation to remain consistent in this regard with the current position.

4.13 On this basis, it should be noted that on the application form for this variation and the revised drawings, OSL have unilaterally taken the decision to distinguish between:

- (i) category P5c flammable liquids which have a flash point of less than 21°C, and
- (ii) category P5c flammable liquids which have a flash point of equal to or greater than 21°C and less than or equal to 55°C.

4.14 This unilateral distinction reflects the differences between ‘Highly Flammable Liquids’ and ‘Flammable Liquids’ that is detailed in the current HSC position.

4.15 After the first paragraph of text, the current condition 2 of the HSC effectively repeats the

detail that is contained on the approved drawings and application form referred to in the first paragraph of the condition. Having regard to Government Guidance on the imposition of conditions, OSL are of the view that this second repetitive part of the condition is not necessary. It does not control any aspect of the consent that is not already controlled by the first paragraph of text of the condition and the details shown on the approved and referenced drawings and application form. OSL are, therefore, suggesting that once the drawings referred to in the first paragraph of the condition have been updated, the second part of the condition is not necessary and can be deleted.

- 4.16 However, if this is an approach which is not acceptable to the Hazardous Substances Authority (CPBC) then it would be possible for the second half of the condition to be retained but with relevant updates and amendments.

Condition 3

- 4.17 Condition 3 of the original consent (CPT/38/11/HAZ) refers to the requirement of specific tanks to be fitted with appropriate safety measures prior to their use for the storage of gasolines and naphthas. It is proposed that the wording of Condition 3 is updated to reflect the amendments to the product categories and entry numbers set out in the 2015 Regulations.
- 4.18 In addition, OSL have identified that the list of tanks to which this condition relates should also include Tanks 58 and 59. The current HSC (which is not amended in this regard by the variation being applied for) allows for gasolines and naphthas to be stored in Tanks 58 and 59, but they would appear to have been subsequently missed off the list of tanks set out in condition 3.
- 4.19 For the avoidance of any doubt, OSL would not store gasoline and naphthas in these two tanks without implementing the measures envisaged by condition 3. However, for completeness OSL are suggesting that these two tanks are now added onto the tank list in condition 3 to avoid any future misunderstanding.

Condition 4

- 4.20 Condition 4 of the original consent (CPT/38/11/HAZ) sets a maximum flow rate for petroleum products in each of the jetty import and export pipelines of 750m³ per hour. The condition also requires for the remotely operated emergency shutdown valves fitted to the pipelines to remain in service unless replaced with an automated shutdown system.
- 4.21 This condition was imposed at the time when the OSL terminal was only able to be served by Jetty 1, so the controls set out in the condition clearly only relate to the Jetty 1 import and export pipelines. The limited flow rate of these pipelines was required by the HSE because of the proximity of the jetty to the OSL terminal office building and the residential properties to the west of the facility. The emergency shutdown valves were included to limit the amount of product that would be released if a spillage occurred.
- 4.22 The restriction placed on the flow rates of the import and export pipelines on Jetty 1 is not applicable in the same way to the pipelines on Jetty 2. There are no similar sensitive

receptors within a similar vicinity of Jetty 2 and so a flow rate of 1500m³ per hour is proposed. This rate has been considered by OSL and their relevant expert advisors and is considered to be an acceptable flow rate for this jetty. In accordance with safety requirements the new export and import pipelines along Jetty 2 will be fitted with remotely activated automated shutdown valves similar to those present on Jetty 1.

- 4.23 The wording of Condition 4 is, therefore, proposed to be amended to retain the existing controls on Jetty 1 but to then include reference to a maximum flow rate of 1500m³ per hour for each of the import and export pipelines on Jetty 2 only. The requirement for emergency shutdown valves for both jetties would also be included.

Summary of the proposed variation

- 4.24 In summary, it is not proposed to amend the types of product that can be stored within the terminal. It is also not proposed to amend which tanks are permitted to store certain categories of products. The information regarding the location of types of products set out in Figure 2 will remain the same as in the currently approved version of the drawing.
- 4.25 The capacities of the tanks will also remain consistent with the existing consent. This means that there will be no change to the overall site capacity or alteration to the amount of a particular product that can be stored within the terminal at any one time.
- 4.26 The proposed HSC variation, for which consent is now being sought, would amend the product category or entry numbers referred to (as a result of recent legislation changes), extend the boundary of the HSC to include the newly extended and refurbished Jetty 2 and include the operating requirements of the pipelines on this jetty.

5 Why it would be Appropriate to Permit the Variation

- 5.1 A variation to the current HSC is being sought to ensure that the OSL facility is able to utilise the recently consented ODWJ Proposal. In view of its strategic significance as an element of the UK's transport fuel supply network, and its local role as part of the Canvey Island economy, it is considered particularly important that the OSL terminal remains able to respond to market demand and capitalise on the newly permitted infrastructure.
- 5.2 The issuing of new Planning (Hazardous Substances) Regulations in 2015, which amended the entry numbers and categories of different products, has meant that a number of references within the existing consent are no longer accurate. It is considered that although this is itself not a reason to undertake a variation – due to transitional arrangements within the regulations - the need to incorporate the ODWJ proposals into the HSC area provides an opportunity to bring the consent in line with current legislation. There is clear value in ensuring that the HSC is kept as current as possible and that it maintains its accuracy with relevant legislation.
- 5.3 The intention to extend the boundary of the HSC was clearly expressed within the consent applications for the ODWJ proposals. No objections were raised in this particular regard either by the HSE, other statutory consultees or members of the public.
- 5.4 The proposed HSC variation is considered appropriate when viewed against relevant local policies, societal risk, environmental protection and adjoining land uses. The OSL terminal is identified on the proposals map in the adopted Castle Point Local Plan as 'Oil Storage'. The proposed amendments to the HSC sought by OSL's application would not affect the use of the site or of adjoining land or increase societal risk or environmental risk. It would enable OSL to respond to market changes, reflect the current regulatory position and maintain its role in the local and regional economy.

6 Pre-application Consultation

- 6.1 Prior to the submission of the proposed HSC variation, OSL has undertaken certain informal pre-application consultation and discussions.
- 6.2 Pre-application discussions have been held with CPBC, in its capacity as the Hazardous Substances Authority. These discussions have focused on the reasons behind the proposal, the content of the application, and the process that needs to be followed. Essex County Council, in respect of its duties relating to emergency planning, have been informally notified of OSL's intention to submit a variation to the HSC.
- 6.3 OSL has also informally notified the Health and Safety Executive (HSE) of its intention to submit an application to vary the HSC, and provided them with an overview of the proposal. The HSE are fully aware of the operations at the site, which they regulate under COMAH.
- 6.4 The freehold owner of the site, the PLA, has also been made aware of OSL's intention to apply for a variation to the HSC.

Appendix 1 – Technical Information

- A1.1 Section 3 of this statement makes reference to the ODWJ proposals which, in summary, consist of the refurbishment of and the extension of the existing Jetty 2 as well as the refurbishment of an existing 12 tank storage compound (Compound 4). This appendix explains in more detail the site operation that will apply once Jetty 2 has been commissioned.
- A1.2 The jetty will be capable of berthing and unloading vessels between 10,000 and 120,000 DWT. Vessels will connect to one or both of the 16 inch MLAs (Marine Loading Arms) located on the jetty head, depending on the vessel size and the required discharge time frame. Each MLA will have the ability to connect to one or both of the 24 inch import pipelines installed along Jetty 2 and on into the OSL site. In turn these pipelines connect to two new 14 inch pipelines within the OSL terminal. For the current proposed operation the flow rate in each of the 24 inch pipelines is to be 1,500m³ per hour. For the larger vessels, with both 16 inch MLAs and 24 inch import pipelines in commission, a total import rate of 3,000 m³ per hour will be achieved.
- A1.3 The two new 14 inch pipelines within the OSL terminal will connect directly to the refurbished Compound 4, with one of these pipelines also having the capability of connecting to the existing pipeline manifolds (commissioned in 2012) for Compound 2, Compound 5 and Compound 10. As a consequence Jetty 2 will have the capability of importing product to several tanks at the same time within a single compound or in different compounds as required.
- A1.4 As part of the refurbishment of Jetty 2 and Compound 4 the site control system is being modified to allow the import of product into more than one tank at a time and to automatically cascade into additional tanks as the primary tanks reach their intended fill level.
- A1.5 Further information relating to the safety measures, including detailed technical safety and environmental consequence analysis, are contained within the OSL Safety Report that was submitted to the relevant authorities in August 2016.
- A1.6 Jetty 2 will be capable of importing all products approved in the current Hazardous Substance Consent issued by Castle Point Borough Council (CPBC) on 25th April 2012 (reference CPT/38/11/HAZ) and subsequently amended on the 5th November 2013 (reference CPT/424/13/HAZ). Emergency shutdown valves – similar to those fitted to the Jetty 1 import and export lines – will also be put in place on the Jetty 2 import and export lines.

Appendix 2 – Proposed Amendments to Conditions 2, 3 and 4

A2.1 The proposed conditions are contained within text boxes and the amendments that are being sought are highlighted in yellow. A modification to the wording of condition 2 was granted through application CPT/424/13/HAZ in November 2013, and is shown by way of italicised text under the ‘Existing Condition’ text. The current wording of conditions 3 and 4 remain as set out in the original consent CPT/38/11/HAZ. Justification for the proposed amendments to the conditions is provided in the supporting statement and the application form.

Existing Condition 2 (CPT/38/11/HAZ as amended by CPT/424/13/HAZ)

The hazardous substances shall not be kept or used other than in accordance with the application particulars provided on the application form, nor outside the areas marked for the storage of substances on the plans that formed part of the application (ref: Drawings OSL/1015/HSC/AH/02/A dated 01/08/13 and OSL/1015/HSC/AH/04/A/B dated 02/08/13).

Hazardous substance 36(a) Petroleum products (gasolines and naphthas) shall be stored only in the following designated tanks: 18, 19, 21, 22, 29, 37, 44 to 55, 58 and 59.

Hazardous substances Part A(24) Methanol shall be stored only in the following designated tanks: 18 to 37, 44 to 55, 58 and 59.

Hazardous substance Part B(8) Highly flammable liquids shall be stored only in the following designated tanks 18 to 23, 25 to 27, 29, 37, 44 to 55, 58 and 59.

Hazardous substance Part B(6) Flammable liquids shall be stored only in the following designated tanks: 18 to 37, 44 to 55, 58, 59, 100 and 101.

Ethanol (Part B(8)) shall be stored only in the following designated tanks: 100 and 101.

Proposed Condition 2

The hazardous substances shall not be kept or used other than in accordance with the application particulars provided on the application form, nor outside the areas marked for the storage of substances on the plans that formed part of the application (ref: Drawings OSL/1015/HSC/AH/02_1/D and OSL/1015/HSC/AH/02_2/D dated 09/01/18 and OSL/1015/HSC/AH/04/D dated 10/01/18).

Existing Condition 3 (CPT/38/11/HAZ)

Prior to their use for the storage of hazardous substance 36(a) Petroleum products (gasolines and naphthas), Tanks 18,19, 21, 22, 29, 37 and 44 to 55 inclusive shall have sufficient measures for preventing the formation of flammable vapour in the event of tank overflow, including the use of an appropriate device for the safe re-routing of overflowing liquids, in response to the Buncefield Major Accident Investigation Board Recommendation 14.

Proposed Condition 3

Prior to their use for the storage of hazardous substance 34(a) Petroleum products (gasolines and naphthas), Tanks 18,19, 21, 22, 29, 37, 44 to 55, 58 and 59 inclusive shall have sufficient measures for preventing the formation of flammable vapour in the event of tank overflow, including the use of an appropriate device for the safe re-routing of overflowing liquids, in response to the Buncefield Major Accident Investigation Board Recommendation 14.

Existing Condition 4 (CPT/38/11/HAZ)

The maximum flow rate for hazardous substance 36 Petroleum products in each of the jetty import and export pipelines shall not exceed the current flow rate of 750 cubic metres per hour, and the remotely activate emergency shutdown valves currently fitted to the jetty import and export pipelines shall remain in service unless replaced with an automated shutdown system.

Proposed Condition 4

The maximum flow rate for hazardous substance 34 Petroleum products in each of the Jetty 1 import and export pipelines shall not exceed the current flow rate of 750 cubic metres per hour. The maximum flow rate for hazardous substance 34 Petroleum products in each of the Jetty 2 import and export pipelines shall not exceed the flow rate of 1500 cubic metres per hour. Remotely activated emergency shutdown valves are fitted to the Jetty 1 import and export pipelines and will be fitted to the Jetty 2 import and export pipelines and shall remain in service unless replaced with an automated shutdown system