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Introduction

Replacement Fuel Jetty and Fire Fighting System at Thanckes Oil Fuel Depot

Public Exhibition - Torpoint Town Hall - 23rd October 2013

Welcome to the public exhibition for the proposed replacement of the fuel jetty and fire fighting system at Thanckes Oil Fuel Depot.

This exhibition provides an overview of the project and information on the next stages of the project.

The purpose of this exhibition is to give you the opportunity to learn more about the proposals and to obtain your comments and feedback on the scheme. Consultation and community involvement are very important elements of the planning process in order to bring forward a successful scheme.

As you go around the exhibition, please speak to members of the project team who are here to answer your questions. Feedback forms are available to record your comments.

Information is also available from the dedicated web page on the GOV.UK website.

Thanckes Oil Fuel Depot was built in the 1920's and occupies a 97 acre peninsula site on the banks of the River Tamar.

The facility comprises of Yonderberry Jetty and the storage tanks used to store various types of fuel, together with an extensive network of pipelines, pumps, filtration equipment and containment moats.

Yonderberry Jetty is the depot's primary issue and receipt facility and is capable of berthing tankers of up to 50,000 tonnes plus the numerous marine services craft used to transfer fuel and sullage to and from warships berthed in HMNB Devonport.

Built in the 1950s, Yonderberry Jetty is 290m long in total comprising a 230m long approach and 60m long jetty head. Pipelines transfer the fuel products from the oil fuel depot to craft berthed at the jetty head. The jetty also houses the pumps that supply water to the tank farm fire fighting system.

The jetty has now reached the end of its serviceable life and a replacement facility is required to enable the oil fuel depot to operate.

The Defence Infrastructure Organisation (DIO) is the Ministry of Defence's property and services provider. DIO provides the facilities that our Armed Forces need to live, work, train and deploy on operations. We are working with Hyder Consulting to deliver this vital piece of Defence infrastructure for the Royal Navy.



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The Need for the Scheme

The provision of fuels and waste disposal services is a fundamental requirement of Navy Command and other customers operating within the HMNB Devonport.

Without access to the storage facilities available within Thanckes Oil Fuel Depot effective bulk fuelling operations at Devonport could not take place.

There are no alternative fuelling facilities within the Port of Plymouth area capable of handling the volumes of product currently handled at Thanckes Oil Fuel Depot via Yonderberry Jetty.

The facility provided by Yonderberry Jetty and the Oil Fuel Depot is fundamental to the operation of the Royal Navy and other approved customers at Devonport. It is, therefore, critical infrastructure that is required to maintain a fully functioning naval base and dockyard in this region.



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Development of a Preferred Option

In July 2010 an Assessment Study was completed by Hyder Consulting (UK) Ltd, to assess options to ensure effective means of facilitating the issue and receipt of fuelling products to and from Thanckes OFD for the next 40 years, and identify works required to provide legislatively compliant fire-fighting arrangements.

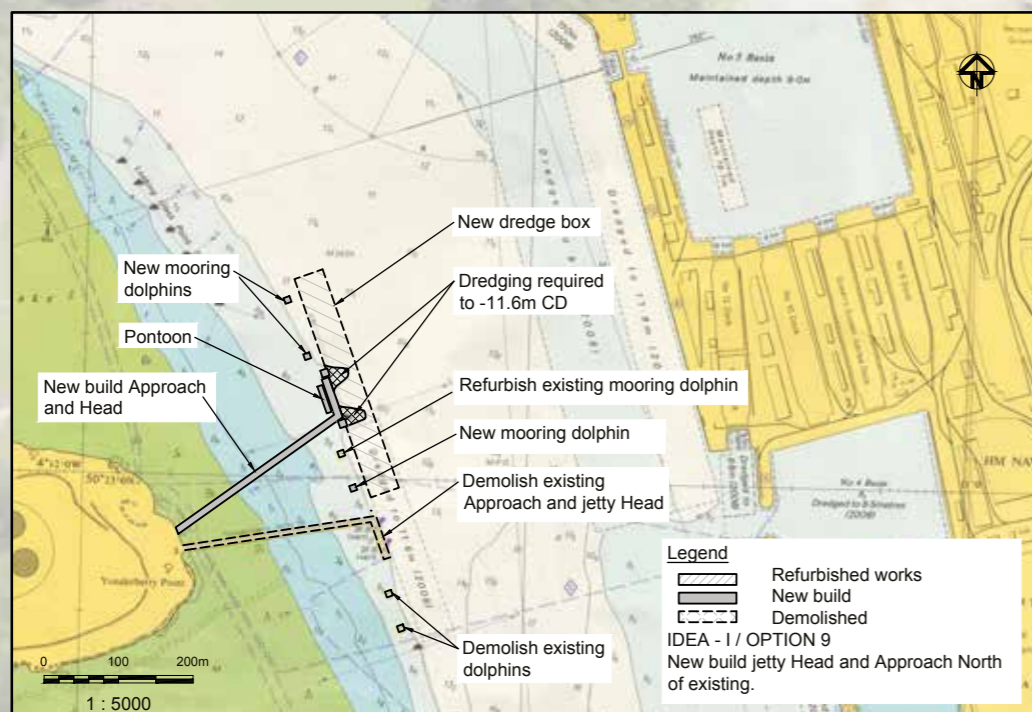
A number of options were assessed against the following criteria:

- Operational Performance
- Environmental Impact
- Capital and Whole Life Costs
- Delivery Risks

The Assessment Study recommended Option 9 to build a new jetty immediately to the north of the existing jetty and to upgrade the fire fighting system.

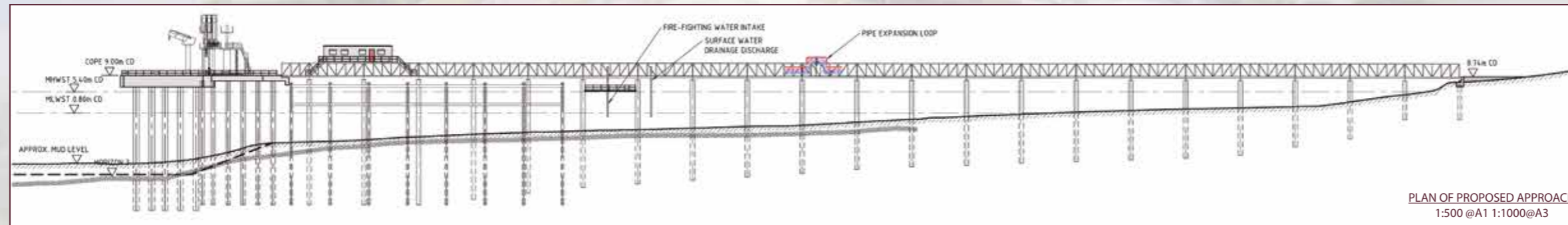
The existing facilities will continue to operate whilst the new jetty is constructed. Once the new jetty is handed over, the old jetty will be demolished.

The new jetty will provide a direct replacement for the existing jetty, accommodating vessels up to 50,000 tonne displacement, ensuring current and future operational requirements of the MOD are maintained. The use of the jetty is not envisaged to change.

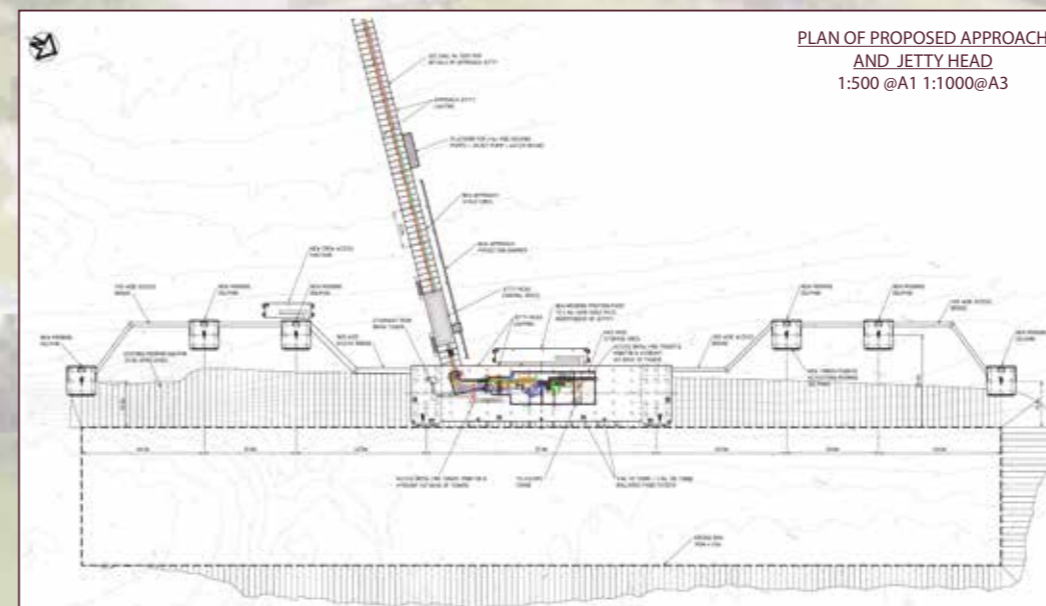


Elements of the Proposed Development

- A new fixed jetty structure built to the north of the existing jetty, comprising of piles supporting a new pipe rack and walkway. The jetty head will support new personnel welfare facilities, new fuelling manifold and fuel loading arms, craneage and vessel access brows. All equipment will be new and comply with current industry design standards.



- A pontoon will be provided at the rear (west side) of the new jetty head to facilitate the transfer of fuels to lighter barges and the import of sullage.
- Six new mooring dolphins will be constructed with walkways between the dolphins in order to provide safe mooring facilities.
- A new berth pocket will be dredged adjacent to the front face of the new jetty head to enable vessels to berth at the jetty at all states of the tide.
- Replacement fire pumps and fire main for the jetty and tank farm fire fighting system
- A temporary site compound will be provided within Thanckes OFD for use by the Contractor for storage of materials, temporary offices and welfare facilities.
- The majority of materials will be delivered to site by barge and constructed using floating plant.
- A temporary working area will be established on land at the jetty root for the construction of land based elements and for installation of infrastructure on the jetty deck.
- To decommission the existing Yonderberry Jetty, all existing pipework, pumps and sumps will be drained and flushed. Then all pipelines, plant and equipment will be removed from the jetty. The existing jetty will then be demolished and the piles will be cut off 300mm below the seabed.



Site Masterplan

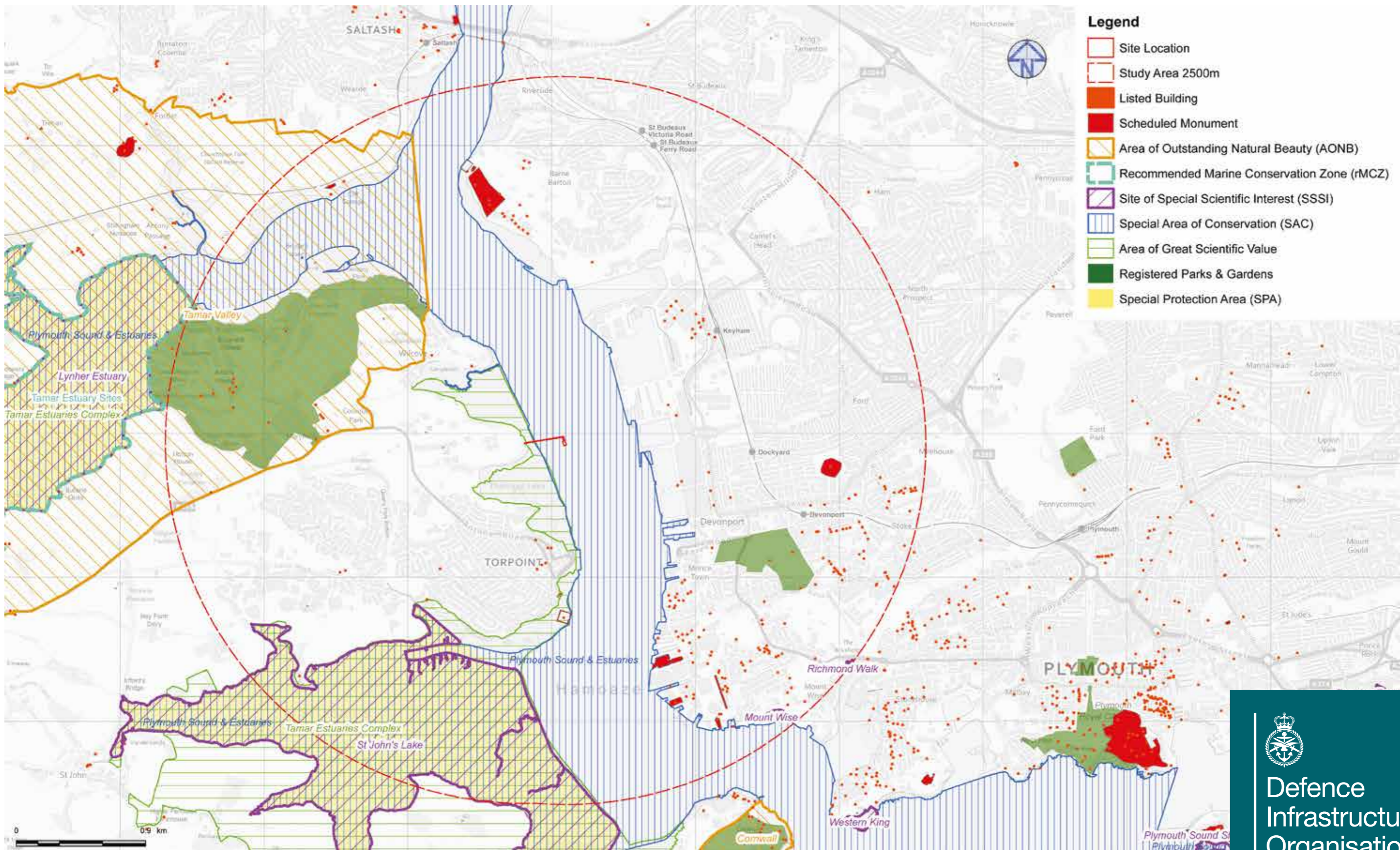
CONTRACTORS COMPOUND

SITE ACCESS FROM
MAIN ROAD TO JETTY

CONTRACTORS COMPOUND

REPLACEMENT JETTY

Environmental Constraints



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Environment

The high quality of the natural environment around which the Thanckes OFD lies is reflected by the large number of international and national environmental designations protecting the area.

The Plymouth Sound and Estuaries is designated a Special Area of Conservation (SAC) and parts are also designated as Special Protection Areas (SPA). The two designated areas collectively form a European Marine Site. The Yonderberry jetty lies partially within the SAC.

Both the nature and location of the proposed development are recognised as having the potential to give rise to significant effects on the environment, specifically the proximity of the development to the designated sites and therefore the requirement for an Environmental Impact Assessment (EIA).

The EIA involves a survey of environmental conditions and an assessment of issues that are likely to be affected. This process enables the designs to be developed whilst minimising the environmental impact.

Environmental Impact Assessment

The first stage in the EIA process has involved the submission of a Scoping Report to the Marine Management Organisation (MMO) and Cornwall Council in December 2012, as the two consenting bodies for the proposed development. This requested a Screening Opinion and in the event that an EIA was required, a Scoping Opinion as to the information to be provided in an Environmental Statement.

Both the MMO and Cornwall Council have determined that a statutory EIA is required. The scope of work to be covered within the Environmental Statement is as follows:

- Water Quality, Sediment Quality, Geology & Contamination
- Ecology
- Archaeology and Cultural Heritage
- Noise & Vibration
- Landscape & Visual Impact
- Cumulative Impacts

The Environmental Statement will be submitted with consent applications to Cornwall Council and the MMO.



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Landscape

View from Wilcove Waterfront



Existing View looking South East



Photomontage looking South East



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Landscape

View from Minor Road between Wilcove and Coombe Park



Existing view looking South East



Photomontage looking South East



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Consents Process

Applications for planning and marine licence consent are currently being prepared for submission to Cornwall Council (under the Town and Country Planning Act 1990) and to the Marine Management Organisation (MMO) (under the Marine and Coastal Access Act 2009).

The legislative requirements in place mean that the consenting process for the proposed development is shared between the two organisations. The marine based elements of the project will be considered by the MMO and the land based element of the project is to be determined by Cornwall Council, with some overlap between the two. However, the MMO and the Council will work together and consult each other on each element of the project, although the decision of each organisation will be made independently.

Detailed design work shall not be undertaken until the requisite consents have been secured, a competitive tender process has taken place and funding approval has been secured.

Proposed Programme

Task	Proposed Programme
Undertake EIA	December 2012 - November 2013
Public Consultation	October 2013
Submit planning & marine licence (construction) applications	November 2013
LPA statutory consultation period	28 days
MMO statutory consultation period	42 days
Obtain all statutory consents	March 2014
Detailed Design period	January 2015 - August 2015
Construction period	September 2015 - January 2017
Handover of new jetty	January 2017
Demolition of existing jetty	January 2017 - October 2017

