

Additional Liquid Natural Gas Storage Tanks at Isle of Grain, Kent

ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY



Non Technical Summary

Introduction

Grain LNG Ltd are proposing to construct and operate Additional Liquid Natural Gas (LNG) Storage Tanks on land contiguous with their existing LNG storage facility on the Isle of Grain, at the eastern end of the Hoo Peninsula, near Rochester in Kent.

The project will consist of 3 new tanks, each with a maximum capacity of 190,000m³, regasification facilities and associated equipment some of which will be situated within the confines of the existing site.

The scale, nature and location of the proposals can be seen on Figures 1-1, 2-1 and 2-2.

Legislative framework

The project falls within Schedule 2 of the *Town and County Planning (Environmental Impact Assessment) (England and Wales) Regulations, 1999* (“the EIA Regulations”). Due to the nature, size and location of the development it is considered that the planning application should be accompanied by an Environmental Statement (ES) in accordance with the EIA Regulations. The purpose of an ES is to report the results of a systematic examination of the main or significant environmental implications of the proposed development on the receiving environment. It is used to inform the planning decision making process. This document provides a non technical summary of the ES. It is intended to inform members of the public without specialist knowledge to understand the proposals and their likely effects on the environment.

The ES and this Non Technical Summary were prepared by RPS Planning, Transport and Environment in association with RSK ENSR Environment Ltd, Bureau Veritas and WSP Development on behalf of Grain LNG Ltd.

Energy Policy

The need for Additional LNG Storage Tanks to be provided at the Isle of Grain is closely related to the national gas supply position and the UK’s increasing import dependency. The Government’s Energy White Paper published in February 2003 recognised that with falling UK gas production and increased domestic and commercial demand, the country will become a net importer of gas from 2005/6. Consequently it identified a clear need for significant additional infrastructure to ensure that there is no crisis in domestic gas supply, and also to reduce the strategic risk to the UK of dependency upon limited sources of energy importation, and ensure diversity and security of supply.

In addition there is a requirement incumbent upon National Grid Transco to reserve additional storage capacity at the Isle of Grain as strategic storage for the South East region. The company is required to make such provision as part of its obligation to deal with the coldest winter day and safeguard against potential disruptions to gas supply.

Site and Surroundings

The site for the Additional LNG Storage Tanks is occupied partly by Grain LNG Ltd, (the Grain LNG storage site) but with the majority being in the ownership of SecondSite Property Holdings Ltd (formerly Lattice). Both companies are subsidiaries of National Grid Transco Plc. The areas owned by both companies have a history of heavy industrial use going back

half a century, much of it as an oil refinery which was decommissioned in 1984. The bulk of the former refinery site is now vacant and levelled, but with a legacy of its former use in the form of reinforced and mass concrete foundations, the site drainage system and access roads. Much of the site has been re-colonised naturally by grassland and scrub.

To the north of the Grain LNG storage site the land is for the most part in agricultural use, with creeks, marshland and low tidal mudflats. This forms part of the South Thames Estuary and Marshes Special Protections Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI), all designations that denote the ecological importance of this area. To the east is the Powergen Grain Power Station beyond which is located Grain village, the nearest settlement. To the south and south east are the Medway Estuary and Marshes SPA, Ramsar Site and SSSI. To the south is the Medway Power Station and the Foster Yeoman aggregate business, and west of this the Thamesport Container Terminal and the BP aviation fuel depot. To the west, beyond these uses, the land is again mainly in agricultural use interspersed with marshland and low lying wet areas.

Site Selection

The location of the LNG Storage Tanks has been carefully selected to maximise the use of existing infrastructure and in order to minimise the potential impacts upon the future development potential of the remainder of the SecondSite Property land, ecology, archaeology and the visual environment.

The Proposals

Full details of the project are given in the ES, the key permanent components of which are:

- Three Additional LNG Storage Tanks, each with a maximum capacity of 190,000m³;
- Eight additional submerged combustion type vaporisers
- Two Combined Heat and Power (CHP) gas turbines; and
- Associated infrastructure, predominantly pumps and pipework to enable the import of LNG and the export of natural gas.

In addition, a concrete batching plant; a construction compound; three cranes up to 70m in height and an access route for construction traffic across the SecondSite Property Site from the B2001 will be required temporarily during construction.

LNG Storage Tanks

The main feature of the project will be the three Additional LNG Storage Tanks. Each tank will be 48.7m high, 87.4m in diameter and cover an area of approximately 6,000m². The tanks will be constructed as full containment vessels. These are recognised as the best technology available and have an excellent operational record. The tanks will comprise an inner tank which contains the stored LNG, and an outer tank, which provides security against any loss of containment or leak from the inner tank, entering the environment. The inner tank is constructed of a special nickel steel alloy, while the outer tank comprises a pre-stressed concrete wall, with a reinforced concrete roof and piled base slab. The tanks do not require any containment bunds.

Vaporisers

Vaporisers are required to convert the liquefied natural gas at minus 162°C to 'normal' natural gas at a temperature of 6°C for export to the National Transmission System (NTS); the gas equivalent of the national grid. This is achieved by pumping LNG through a coil in a heated water bath causing vaporisation as the liquid is heated. Although the vaporisers

emit combustion gases their noise emission to the environment is lower than the existing vaporisers. They also do not lead to the emission of significant amounts of waste heat.

CHP Gas Turbines

The proposed new highly efficient CHP gas turbines will provide additional power. They will be located by the existing boiler house within acoustic enclosures to reduce noise emission to the environment. The power generated by the gas turbines will replace the need for diesel generators on the site which will revert to performing a standby power function. The heat generated from the gas turbines will be piped into the tanks of the adjacent vaporisers.

Current site operation

The storage site currently draws natural gas from the NTS and cools it to transform the gas into LNG. In the process its volume is reduced considerably. This is then stored in the existing four storage tanks (each of 50,000 m³ capacity) ready to be re-gasified (heated) and returned to the NTS as required. At the present time the site is designed to perform a strategic gas supply or 'Peak Shaving' function to the South East effectively providing a back-up or contingency gas supply that can be pumped into the NTS on demand, or in the event of a major gas supply failure.

However, with the completion in early 2005 of the recently approved LNG Importation Facility the storage site will become a base supply to the NTS, supplying gas to the network on a daily basis. This importation facility was advanced in response to the Government's changing energy policy. In particular the Government recognised that the development of LNG facilities in the UK is an important way of providing the country with an additional, flexible source of gas, thereby contributing to diversity and security of supply and price negotiation.

Once operational, the LNG Importation Facility can achieve a throughput to the NTS of 3 million tonnes per annum. However, the existing storage capacity at the Isle of Grain will limit the contribution that the Importation Facility can make to the NTS in future years. Consequently the provision of additional storage would enable a higher throughput to take place, whilst also making more effective utilisation of the existing connection to the NTS, the purpose built LNG jetty and other infrastructure.

Proposed operation

The operation and maintenance of the proposed LNG storage tanks will utilise similar processes and procedures to those existing; the main difference being the increased capacity of the new storage tanks and the addition of CHP. LNG will be imported into the site from purpose built LNG ships via the new pipeline and Jetty 10 that are under construction. Jetty utilisation will increase from less than 15% at present to between 40% and 70% which is more typical of industry standards. The LNG will be stored at minus 162°C. Other equipment required for the operation of the new storage tanks are already located on the existing LNG storage site and are adequate for the expanded use with the exception of vaporisers and power generation. When there is a requirement to export gas to the NTS a system of pumps transfer the LNG to the vaporisers. The new facilities will allow in the order of 10.5 million tonnes per annum of LNG through the site.

Construction

The Principal Contractor will develop the detailed design of the project, taking into account the minimum standards set by Grain LNG Ltd and third party requirements. In particular, the Principal Contractor will be expected to have regard to the measures listed in the

Environmental Management Plan (EMP) for the site. The EMP has been developed to guide the overall development of the site and includes a requirement to produce an overall Works Method Statement and detailed construction procedures for individual processes as required.

The construction schedule described in the ES is based on the construction of similar tanks elsewhere and is indicative of how the tanks will be erected. The main activities will be piling the foundations, casting concrete for the outer tank and welding steel to form the inner tank as described above. Piling will be driven into the ground and between three and six piling rigs will operate simultaneously. Concrete will be manufactured on site in a concrete batching plant which avoids with the need to have a continuous supply of concrete coming to the site by road. Steel plate will need to be imported and stock piled prior to final assembly inside the outer concrete tanks.

A combination of road and sea transport will be used to bring in plant, materials and equipment. The acquisition of materials and their transport to the site are a matter for the appointed contractor to determine. Two scenarios have been assessed:

Scenario 1 – All personnel, construction vehicles and material travelling to the site will travel by road. This will provide a worst-case traffic situation but still includes a concrete batching plant on-site.

Scenario 2 – Bulky construction materials (aggregate, cement, steel) will either arrive by sea or by rail using the Thamesport and Foster Yeoman sites, or by a combination of both. This would reduce the traffic impact on the A228 during the intensive period of construction.

The programme is based on an assumed main construction start in the first quarter of 2004, with the three additional LNG tanks being commissioned at the end of 2007.

The construction of LNG tanks is characterised by certain key stages – casting the outer concrete tank side wall and roof - that once initiated have to carry on continuously until complete. These activities are likely to require about ten weeks of 24 hour working on the construction of each tank. Outside of this period the standard working hours will be 0700 to 1900 Monday to Saturday inclusive, including all piling operations. If other extended working hours are required for any reason they will be agreed with the Local Authority in accordance with any conditions imposed by the planning consent.

For the majority of the construction period at least 170 workers will be employed on site rising to a maximum of between 350 and 400 during 2005.

Temporary construction facilities will all be located either in the area of the LNG extension or on land immediately adjacent to it in the ownership of SecondSite Property Holdings. Such facilities will include the concrete batching plant, the contractors compound, storage areas for aggregate and steel, lay down areas and car parking for construction workers.

Construction of the Additional LNG Storage Tanks will be carried out in accordance with health and safety legislation, applicable standards and design codes. A health and safety plan will be developed. Grain LNG Ltd will carry out regular health and safety audits during the construction and operation of the LNG storage tanks.

Main Environmental Effects and Mitigation Measures

In order to prepare the ES data were obtained from Grain LNG Ltd and their engineers and designers, statutory and non-statutory consultees and published data sources. In addition a number of surveys were commissioned to identify and assess the impacts of the project.

Impacts were then identified and assessed and, where appropriate, mitigation measures defined to reduce impacts.

The assessment of environmental impacts and their significance follows appropriate professional guidelines. Where possible impacts have been classified on the grounds of their magnitude (size and/or area affected) which could range from *very low* to *high*; and on the significance of the impact (e.g. whether a rare or protected animal is affected or whether statutory limits are breached) which could range from *very minor* to *major*.

The impacts that remain after the mitigation measures have been implemented, termed *residual impacts*, are those that are ultimately the most important and they are highlighted in this summary document using the above terminology.

Landscape and visual assessment

The Isle of Grain is characterised by extensive low-lying mudflats and tidal saltmarsh dissected by a maze of winding, shallow tidal creeks and drainage ditches. The flat topography results in expansive skylines. Some of the land is used for rough pasture, whilst to the south and east there are prominent large-scale industrial sites including Grain Power Station, Medway Power Station, Thamesport and the existing LNG Storage Site. Studies have been carried out to assess the likely impact of the project on the character of this landscape and upon views of the area.

Visual impacts may result during both the temporary construction period and the permanent operation of the project. Significant potential impacts may result from general construction activities but in particular from the piling rigs, the height (60-70m) and movement of the cranes, and lighting as well as the permanent presence of the three Additional LNG Storage Tanks. The potential visual impact of these features has been assessed from a range of representative photographic and photomontage viewpoints.

The landscape character of the area directly affected by the project is one of a degraded industrial land. The project would lead to the introduction of elements that are not uncharacteristic of those already in place, and consequently the existing landscape character and quality would be maintained rather than be degraded further. The overall impact on the immediate landscape character is therefore negligible.

Similarly, the landscape character of the adjoining North Kent Marshes Special Landscape Area, including the mudflats and saltmarshes would only suffer a minor deterioration due to the indirect impact of the additional tanks set against the four existing LNG storage tanks and other neighbouring industrial buildings.

The proposed layout has been predominantly determined by engineering constraints. However in views from the south through to the west and north west the proposed layout is such that the tanks compliment the scale and massing of the existing buildings and structures, and would visually combine with the existing industrial buildings and structures therefore minimising visual impact.

The triangular layout of the tanks also means that in most views from sensitive locations within 3km of the site there is a high degree of mutual screening with at least one of the three additional tanks being substantially screened by another.

Ecology

The existing LNG Storage tanks have been in use for more than 20 years during which time no apparent ecological impacts have been observed or reported. Nonetheless the EIA undertook a comprehensive review of the existing ecological data pertinent to the site and up to 500m from it. Grain LNG also commissioned a series of surveys to determine the presence and characteristics of the natural vegetation and associated habitats for amphibians, reptiles, birds and Water Voles. These data were interpreted and a thorough ecological assessment undertaken.

In particular, the ES identified the ornithological data of relevance for assessing the potential impacts from the project in respect of the neighbouring Special Protection Area (SPA) and Ramsar site, both designations for the protection of internationally important areas for birds. It reviewed the results of earlier site-based bird surveys. Finally, it identified the key impacts on the various ecological groups present and the scale of the potential mitigation measures required before assessing the significance of any remaining or residual impacts after mitigation.

The site comprises predominantly grassland with differing degrees of invasion by bramble with some trees coupled with a range of other habitats including ditches, disused railway tracks and areas of hardstanding and concrete foundations. Much of the latter have limited or no conservation interest.

With regard to fauna low numbers of Common Lizard, Grass Snake, Adder, Smooth Newts and Marsh Frogs have been recorded from the site. Over 2km of ditch were assessed for the presence of Water Vole in and around the area of the Additional LNG Storage Tanks. A strategy to prevent harm to these animals will be formulated with the Environment Agency and English Nature prior to construction.

The dominant species group, however, is birds. Twenty seven species of bird were found to be using the proposed LNG site during winter (2002-3) bird surveys, predominantly for feeding. A breeding bird survey undertaken in 2002 recorded relatively few birds breeding in the vicinity of the location of the proposed LNG storage tanks. Those recorded included Green Woodpecker, Moorhen, Pheasant, Pied Wagtail, Red-legged Partridge, Goldfinch, Swallow, Starling, Lesser Whitethroat and Kestrel, all in low numbers. In order to avoid injury or disturbance to breeding birds during construction, the vegetation in the area to be developed will be rendered unattractive to nesting birds by scraping or ploughing before the breeding season. Only Skylark and Meadow Pipit could be potentially affected locally by the loss of grassland habitat; there would be no impact on breeding birds within the SPA.

The ecological assessment concluded that the integrity of the Thames Estuary and Marshes SPA/Ramsar site would be unaffected both by the construction of the project and its operation. Appropriate mitigation measures have been identified for the species and habitats affected on the LNG Tanks site which are of nature conservation importance.

Transport

As part of the EIA process a transport assessment was undertaken to examine the existing access for construction traffic from the B2001; and the transport arrangements required for the permanent operation of the project. Two possible construction scenarios were assessed as described above:

- Scenario 1: All bulky materials by road (A228/B2001) with concrete batching on-site.
- Scenario 2: All bulky materials by sea or rail (eg Thamesport, Foster Yeoman and B2001) with concrete batching on-site.

In Scenario 1 the most intensive period of construction work is programmed to be in late 2004, early 2005 when it is predicted that approximately 34 additional heavy goods vehicles (HGVs) per day will need to utilise the A228 and the B2001 to the site entrance. In Scenario 2 this figure would reduce to approximately 12 additional HGVs for the A228 during the busiest period, but would remain at 34 for the B2001 due to the need to ship materials from Thamesport and Foster Yeoman into the site. These amount to an increase in HGV traffic on the A228 as measured at Lower Stoke of approximately 5% and 1% for Scenarios 1 and 2 respectively during the busiest construction period. At other times the average percentage increase will be between 0.1% and 1.1%.

During construction the peak number of construction workers required would be between 350 and 400. Of these it is estimated that 60% would use a car and car share and approximately 40% would travel by dedicated site transport or public transport. This would result in approximately 130 extra vehicles accessing the site each day. These amount to an approximate 5% increase in total traffic on the A228 as measured at Lower Stoke during the busiest construction periods. At other times the average percentage increase will be in the order of just over 2%.

A Travel Plan will be prepared to manage the movement of construction site personnel, contractor's vehicles etc. to and from the Additional LNG Storage Tank site. This will include a number of measures designed to reduce car usage. Separately and overall it is predicted that the impact of construction traffic on the roads of the Isle of Grain will be very minor.

Once operational the extended facility will require only twelve additional staff to provide a total complement of 48. The additional staff will cause no material increase on traffic flows in the area. No additional HGV traffic will be generated as a result of the operation of the Additional LNG Storage Tanks.

Noise and vibration

There is potential for impact from noise and vibration due to the construction of the proposed facility, potential for noise impact from construction-related traffic movements, and from the operation of the new facility and related traffic movements. There are a number of potential receptors in the area. Harvest Cottages are the closest residential properties and are located approximately 1500 m to the east of the site. The site is also bounded by the Special Protection Area to the north and west of the site which is home to a number of protected bird and animal species. The main traffic route into the site is via the A228 and there is potential for property located along this route to be impacted by noise from traffic movements.

The noise impact of the proposed project has been assessed as part of the EIA process at each of the above locations using standard industry procedures. For assessment purposes the project was divided into:

- Construction of the new tanks and associated plant
- Traffic movements associated with construction activities
- Future normal operation of the Additional LNG Storage Tanks

The assessment indicates that the noise level from for all phases of construction, except piling, at Harvest Cottages will be lower than 40 dB(A). This also applies to the night-time

concreting operations. The World Health Organisation (WHO) recommend that external night-time noise levels should not exceed 45 dB(A) so that people may sleep with bedroom windows open. The term dB(A) means “‘A’ weighted decibel” which is an internationally accepted standard for noise measurements that best reflect the sound receiving characteristics of the human ear.

The daytime noise experienced at Harvest Cottages during piling activities, with six piling rigs operating simultaneously will be approximately 54 dB(A). The WHO recommend that daytime noise levels outside residential properties should not exceed 55 dB(A).

Noise levels from construction operations will vary between 57 dB(A) and 81 dB(A) at the closest point on the SPA and will decrease gradually with increasing distance into the SPA. Based on current research it is believed that these noise levels will only result in a minor impact on the bird life of the SPA.

With regard to the noise from construction traffic (both Scenario 1 and 2) it is predicted that any increase at any location will be marginally less than 3 dB(A) which may give rise to short term impacts locally.

The future normal operation of the Additional LNG Storage Tanks will occur on a 24 hour basis. This will include the operation of the CHP gas turbines, the vaporisers, associated pumps and other plant. While all of these have the potential to generate significant levels of noise to the environment appropriate engineering measures to each item of plant will ensure that acceptable noise levels will not be exceeded at sensitive receptors. Traffic induced noise from future normal operations will be negligible.

Emissions

No significant impacts are predicted to occur during the construction phase following the implementation of preventative measures described in the project Environmental Management Plan. The most significant emissions arising from the operation of additional LNG storage capacity will occur from releases to air from the vaporisers used to convert the stored LNG into natural gas for export to the NTS. Two combined heat and power gas turbines will generate electricity for use on site and produce heat necessary to convert the LNG into a gas. The alternative to the CHP gas turbines is to utilise direct firing of the vaporisers with the site’s electricity demand being met by onsite diesel-powered generators in combination with imported electricity. The vaporisers and proposed CHP plant are considered to represent ‘Best Available Technique’ as identified in Environment Agency guidance.

The analyses undertaken as part of the EIA demonstrate that emissions to air will not result in exceedences of ambient air quality standards with the CHP gas turbines in operation. This takes into account the existing background air quality conditions. Minor exceedences of the standards are identified without the CHP installed in close proximity to the site boundary but not at any locations relevant to public exposure. Predicted concentrations, whether CHP is installed or not, are well within air quality standards at the nearest residences to the site.

Total emissions of oxides of nitrogen (NOx), one of the principal air emissions arising from power sources, housing and traffic in the local area, is also 20% lower with the CHP option installed than without. A reduction of 13 % of the global warming gas, carbon dioxide, will also be achieved in comparison to the option where CHP is not introduced taking into account emissions that are displaced from offsite electricity generation. This is reflective of the very high fuel efficiency achieved by the CHP system and the ability to generate electricity onsite.

The only releases to controlled waters during construction arise from the release of water used to test the additional storage tanks during commissioning. This water will be treated with biocide to prevent bio-accumulation in the tanks. An onsite treatment plant will remove the biocide before discharge and operated in accordance with discharge consent conditions required by the Environment Agency. The only releases to controlled waters during operation will arise from collected surface water combined with blow down from the vaporisers. This discharge will contain compounds including nitrates and nitrites at approximately the same concentration as the receiving waters of the Medway. Existing control measures will prevent uncontrolled releases. Wastes generated during operation of the additional storage tanks will be very low in comparison to the existing Grain LNG storage facility and handled in accordance with appropriate legal requirements. Light pollution has also been considered and appropriate mitigation strategies identified where necessary including the use of low level, shielded lights to minimise the dispersal of light.

Archaeology

A preliminary desk-based appraisal was undertaken of archaeological information within a 1km radius of the location of the proposed LNG storage tanks. This included information from English Heritage, the Kent Sites and Monuments Record, an analysis of old maps and the results of the archaeological investigations undertaken for the adjacent LNG Importation Facility. It was shown that the known archaeological sites and finds recorded are all too far from the proposed works for any significant impact to occur to known archaeology

In addition the archaeological potential of the area is low and is significantly lessened by the more recent industrial uses of the site which are likely to have already damaged or destroyed any archaeological remains which may have once been present. Consequently, the potential likelihood of encountering unknown archaeology within the development area is very low.

Socio-economics

The introduction of Additional LNG Storage Tanks on the Isle of Grain will safeguard the existing 36 full time permanent jobs at the facility and create a further 12. During construction a maximum of between 350 and 400 temporary jobs will be created, of which up to 50% may be recruited locally. Apart from direct employment, the project is likely to have a number of indirect temporary and permanent benefits to the local economy. These will come through the use of local service industries and local supply of materials.

Recreational and tourist activities such as walking and bird watching will not be affected by the project either during construction or once operational. Views from existing tracks and footpaths will be against the backdrop of the existing LNG tanks and other industrial features further to the south including Thamesport and the Grain Power Station. Similarly, there will be no impact on the Country Park to the east of Grain, nor the RSPB Bird Reserves on the Medway Estuary and the Hoo Peninsula.

Environmental Management

A comprehensive set of environmental and operating procedures have been developed for the existing LNG Storage Site and these are enshrined in Grain LNG's existing Environmental Management System (EMS) which is accredited to the internationally recognised standard, ISO14001. These procedures ensure that the plant is operated and maintained to minimise emissions and prevent spills or plant failure. The EMS will be reviewed and revised to take account of the proposed changes in the operation of the extended site, including those which will lead to a reduction in the environmental impacts of some of the existing conditions.

The same philosophy will extend to the construction phase for the Additional LNG Storage Tanks. An overall works method statement (WMS) and associated procedures will be produced by the Principal Contractor to ensure that the environment is suitably protected before and during construction and commissioning. These will be formally approved before implementation. The WMS will detail the practical measures required to ensure that legislative and regulatory requirements are met and best practice as outlined in the relevant Pollution Prevention Guidelines, Codes and Standards issued by the Environment Agency and others, is implemented. During construction the environmental performance of the Principal Contractor will be regularly monitored and audited.

Hazard and Risk Assessment

The present LNG Storage Facility has been operating on the Isle of Grain for 23 years. During this time it has been required to demonstrate to the Health and Safety Executive (HSE) and the Environment Agency that the facility was designed, constructed and operated to stringent standards. This demonstration is presently required under the Control of Major Accident Hazards or COMAH regulations. Throughout the life of the facility there has not been a significant safety or environmental incident. Recently the site was recognised internally for safety excellence achieving 2,000 days (over 5 years) without a lost time accident.

The proposed extension to the storage facility will require a new COMAH safety case to be prepared, submitted to and agreed by the HSE before the Additional LNG Storage Tanks can be commissioned. This will be achieved by following a formal and rigorous process during the design and construction process in which all aspects of the safety of the facility are thoroughly considered, assessed and measured against the appropriate HSE frameworks. These will demonstrate that the proposed expansion of the facility meets these safety requirements and that the development is acceptable on health, safety and environmental grounds.

Alternatives

The Environmental Statement examined a number of alternative scenarios to the proposed development. These were:

- Storage process alternatives
- Alternative UK sites
- Alternative locations at Isle of Grain
- Alternative LNG storage arrangements at Isle of Grain.

The main advantages that the Isle of Grain offers are as follows:

- large areas of available brownfield land allocated for a range of industrial uses;
- an approved import facility and deepwater access for LNG ships which will be operational by early 2005;
- existing regasification and other infrastructure that can be modified and utilised;
- an existing connection to the NTS; and
- proximity to the main UK centre of gas demand in the form of the South East region.

Further Information

The Environmental Statement and Non Technical Summary can be viewed at:

Medway Borough Council	or	Medway Borough Council
Civic Centre		Development Control Section
Strood		South Block, Compass Centre
Rochester		Chatham Maritime
Kent ME2 4AU		Chatham
		Kent ME4 4YH

Copies of the Statement can be obtained at a price of £150 plus postage and packaging from the following address:

RPS Planning Transport and Environment
118 Southwark Street
London
SE1 0SW

Contact Mr G Bullock

Further copies of the Non-Technical Summary are available free of charge.