

Caravel Development ES Web Comments

ES Title: Caravel Development
Operator: Shell UK Limited
Consultants: BMT Cordah
ES Report No: D/3084/2006
ES Date: October 2006
Block Nos: 49/20a
Development Type: Development of the Caravel Gas field
Synopsis

The Shamrock Field is located in Block 49/20a in the Southern; North Sea, approximately 115 kilometres north-east of Bacton in Norfolk. Shell propose to install an NUI platform with power provided by a renewable energy package, two development wells connected to a manifold on the NUI and tied-back to the existing Corvette NUI via a 32 km, 16" gas export line, piggybacked with a 3" monoethylene glycol/corrosion inhibitor pipeline

All the wells will be drilled using conventional methods using a semi-submersible drilling rig. water based mud (WBM) will be used whenever practicable and although not planned, any oil based mud (OBM) used will be shipped and skipped to shore for treatment.

The 32km export pipelines will be designed to be self burying and therefore there will be no requirement for pre-trenching or rock dumping. However, there are two pipeline crossings along the route and suitable pre and post lay matressing across the lines will be required.

Predicted production from Shamrock is expected to peak at around 160 MMscf/day of gas and 3,500 bbls per day of condensate. Field life is estimated to be approximately twenty years.

An adequate environmental description has been presented. An Environmental Impact Assessment has been undertaken and no major impacts have been identified.

The following potential significant impacts were identified and addressed within the ES.

- *The discharge of WBM*
- *Atmospheric emissions*
- *Disturbance to seabed*
- *Noise generation*
- *Long-term physical presence of pipelines*
- *Long-term physical presence of the NUI*

These were adequately addressed within the ES.

The main area of concern related to issues concerning shipping. The proposed installation was to be in the middle of a shipping lane. In order to address this, a traffic separation scheme to the north of the proposed development has been extended so as to include both the Shamrock and Caravel developments. The extension was approved at an IMO meeting in December 2006 and the proposed development is now in the middle of the separation scheme.

The ES has identified and satisfactorily addressed the main potential impacts arising from the development.

No significant comments were received from the public consultation or from statutory consultees.

Recommendation

Based on the information presented in the environmental statement and further information provided, it is recommended that project consent be given.