Shell U.K. Limited

Leman BH Decommissioning Programme

FINAL

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DOCUMENT CONTROL

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Lists of Figures, Tables and Appendices

Terms and Abbreviations and Acronyms

Abbreviation	Explanation
BEIS	Department for Business, Energy and Industrial Strategy
BScf	Billion Standard Cubic Feet
CtL	Consent to locate
DECC	Department of Energy and Climate Change
DEFRA	Department of Environment, Food and Rural Affairs
DP	Decommissioning Programme
EIA	Environmental Impact Assessment
ES	Environmental Statement
EUR	European
DSV	Diving Support Vessel
HLV	Heavy Lift Vessel
JNCC	Joint Nature Conservation Committee
Km	kilometre
LAT	Lowest Astronomical Tide
LSA	Low Specific Activity
m	meter
m^3	cubic meter
MARPOL	International Convention for the Prevention of Pollution from Ships
mT	Metric Tonnes
N/A	Not Applicable
NFFO	National Federation of Fishermen's Organisations
NORM	Naturally Occurring Radioactive Material
NUI	Normally Unattended Installation
ODU	Offshore Decommissioning Unit
OGUK	Oil & Gas UK
OPEP	Oil Pollution Emergency Plan
OPRC	Oil Pollution Preparedness, Response and Co-operation

Abbreviation	Explanation
OSD	Offshore Safety Directive
OSPAR	Oslo and Paris Convention
pSAC	Proposed Special Area of Conservation
PON1	Petroleum Operation Notice 1
ROV	Remote Operated Vessel
SCI	Site of Community Importance
SNS	Southern North Sea
SOPEP	Shipboard Oil Pollution Emergency Plan
SPA	Special Protection Area
Te	Tonne
UKBAP	United Kingdom Biodiversity Action Plan
UKCS	UK Continental Shelf
UOS	Unplanned Overnight Shelter
WGS84	World Geodetic System 1984
W x L x H	Width x length x height

1 EXECUTIVE SUMMARY

1.1 Decommissioning Programme

This document contains one Decommissioning Programme (DP) for one Leman BH living quarter platform.

1.2 Requirement for Decommissioning Programme

In accordance with the Petroleum Act 1998, the Section 29 notice holders of the Leman BH living quarter platform (Table 1.2) are applying to the Department of Energy and Climate Change (DECC)[1] to obtain approval for decommissioning the installation detailed in Section 2 of this programme. (See also Section 8 – Partner Letters of Support).

In conjunction with public, stakeholder and regulatory consultation, this DP is submitted in compliance with national and international regulations and DECC guidelines. The schedule outlined in this document is for a 4 year decommissioning project. The project started in January 2014 with engineering of the lifting/removal concept.

1.3 Introduction

The Leman Field is located in the Southern Basin of the UKCS in license block 49/26. The Leman BH platform is located approximately 50 km east of the Norfolk coast and 62 km west of the UK/Netherlands median line (see Figure 1.1).

The Leman gas field was discovered in December 1965 and comprises of three main complexes, Leman A, B and C and four additional platforms, Leman D and E to the south and Leman F and G to the north (see Figure 1.2). In-place reserves as of 11 April 2005 were estimated at 478 BScf in the Shell Expro concession of the section of the Leman Field that flows over Leman BT/BH. Field life is expected to last until 2032.

The Shell operated Leman B complex consists of two pairs of bridge-linked platforms, Leman BT/BH and Leman BD/BP. The Leman BH and BT platforms are Normally Unattended Installations (NUI). The Leman BT gas transportation platform was installed in June 1970 and the Leman BH living quarter platform which is bridge-linked to BT was installed in February 1981.

The Leman BH platform is a 990 mT topside structure with a 4-leg piled steel jacket installed in 35.7m water depth (LAT).

The Leman BH living quarters became redundant as full-time facilities when compression stopped at the bridge linked Leman BT and was transferred to Leman AK platform in 1996. The remaining purpose of Leman BH is to provide personnel access to Leman BT and to provide shelter for personnel visiting Leman BT. Because of rising maintenance cost, it was decided to decommission Leman BH and to transfer the functionality to Leman BT.

Following stakeholder and regulatory consultation, the DP is submitted without derogation and in full compliance with DECC guidelines (DECC, 2011). This DP relates to a single installation only. There are no pipelines, wells or drill cuttings and therefore no reference will be made to these in the DP. The decommissioning programme explains the principles of the removal activities and is supported by an Environmental Impact Assessment (EIA) Shell U.K. Limited, 2016).

[1] Since public consultation, DECC has been replaced by BEIS (Department for Business, Energy and Industrial Strategy). Any further reference to DECC should be taken as BEIS.

1.4 Overview of Installation/Pipeline Being Decommissioned

1.4.1 Installation

Table 1.1 Installation Being Decommissioned			
Field Name	Leman (BH)	Production Type (Oil/Gas/Condensate)	Living Quarter
Water Depth (m)	35.7	UKCS Block	49/26
Surface Installation			
Number	Type	Topsides Weight (Te)	Jacket Weight (Te)
1	Fixed Steel Jacket (4 legs)	1039 (990 Te topsides plus 49 Te . bridge)	566
Subsea installation		**Number of wells**	
Number	Type	Platform	Subsea
n/a	n/a	n/a	n/a
Drill cuttings pile		Distance to Median Line	Distance from Nearest UK Coastline
Number of piles	Total estimated volume (m3)	km	km
n/a	n/a	62	50

Table 1.2 Details of the Section 29 Notice Holders		
Section 29 Notice Holders	Registration Number	Equity Interest (%)
Perenco UK Limited	04653066	35.42
Esso Exploration and Production UK Limited	00207426	27.37
Shell U.K. Limited	00140141	27.37
SSE E&P UK Limited	SC375371	9.84
Amoco (U.K.) Exploration Company, LLC	BR005086	0
Amoco U.K. Petroleum Limited	00799710	0
BG International Limited	00902239	0
Enterprise Oil Limited	01682048	0
Hess Limited	00807346	0
Apache Beryl I Limited	BR001327	0
Perenco Gas (UK) Limited	00715529	0

1.4.2 Pipeline

N/A

1.5 Summary of Proposed Decommissioning Programme

Table 1.3 Summary of Proposed Decommissioning Programme

Selected Option	Reason for Selection	Proposed Decommissioning Solution
1. Topsides		
Complete removal, onshore dismantling, recycling and disposal	Complies with requirements of OSPAR Decision 98/3 (OSPAR, 1998)) and maximizes recycling of materials	Prepare topsides for lifting by removing or securing any loose materials or equipment. Remove the bridge connecting Leman BH to BT as part of Leman BT refurbishment project. These activities were completed in 2015 - 2016 as part of Leman BT refurbishment/Leman BH pre-lifting preparations. Remove the topsides by HLV and transport ashore for dismantling. The topsides materials and the bridge will be recycled or disposed of as appropriate.
2. Jacket		
Complete removal, onshore dismantling, recycling and disposal	Complies with requirements of OSPAR Decision 98/3 (OSPAR, 1998). Leaves clean seabed, remove potential obstructions to future* fishing operations and maximizes recycling of materials.	The piles will remain in the jacket structure and be cut from the inside of the pile 3 meters below seabed. The jacket and piles will be removed by a Heavy Lift Vessel (HLV) and transported ashore for recycling.
3. Bridge from Leman BH to Leman BT		
Complete removal and recycle	Complies with OSPAR requirements and maximizes recycling of materials	The bridge was removed during the Leman BT refurbishment/Leman BH pre-lifting program and was transported ashore for dismantling and recycling.
4. Subsea Installation		
N/A		
5. Pipelines, Flowlines and Umbilicals		
N/A		
6. Well Abandonment		
N/A		
7. Drill Cuttings		
N/A		
8. Interdependences		
There are no alternative uses for the Leman BH platform: it has been considered for re-use as an accommodation platform at Clipper PW, but due to its age and integrity, this option was rejected. Leman BH functionality (provision of power and temporary refuge) will be transferred to Leman BT as part of Leman BT refurbishment project, which is out with the scope of the Leman BH DP. Leman BH and BT platforms are located next to each other linked with a 35 m long bridge. Therefore the 500 m safety zones of Leman BH and Leman BT overlap each other to a great extent (Figure 1.4). The Leman BT safety zone will remain until the time of Leman BT decommissioning as part of the Leman field DP. The 1" electric power cable running from Leman BP to Leman BH will be cut underneath the bottom clamp of the jacket leg as close as possible near the seabed. A maximum 1 m long piece of cable will remain at the seabed until the full (or partial) decommissioning of the Leman field.		

*Fishing operations may only commence after Leman BT has also been decommissioned and the statutory 500 m radius safety zone has been abrogated.

1.6 Field location including field layout and adjacent facilities

Figure 1.1 shows the location of Leman BH platform in the UKCS, Figure 1.2 shows its location in relation to other Leman field platforms, infrastructure and other adjacent facilities, and Figure 1.3 shows the Leman B complex.

Figure 1.1 Field Location in UKCS

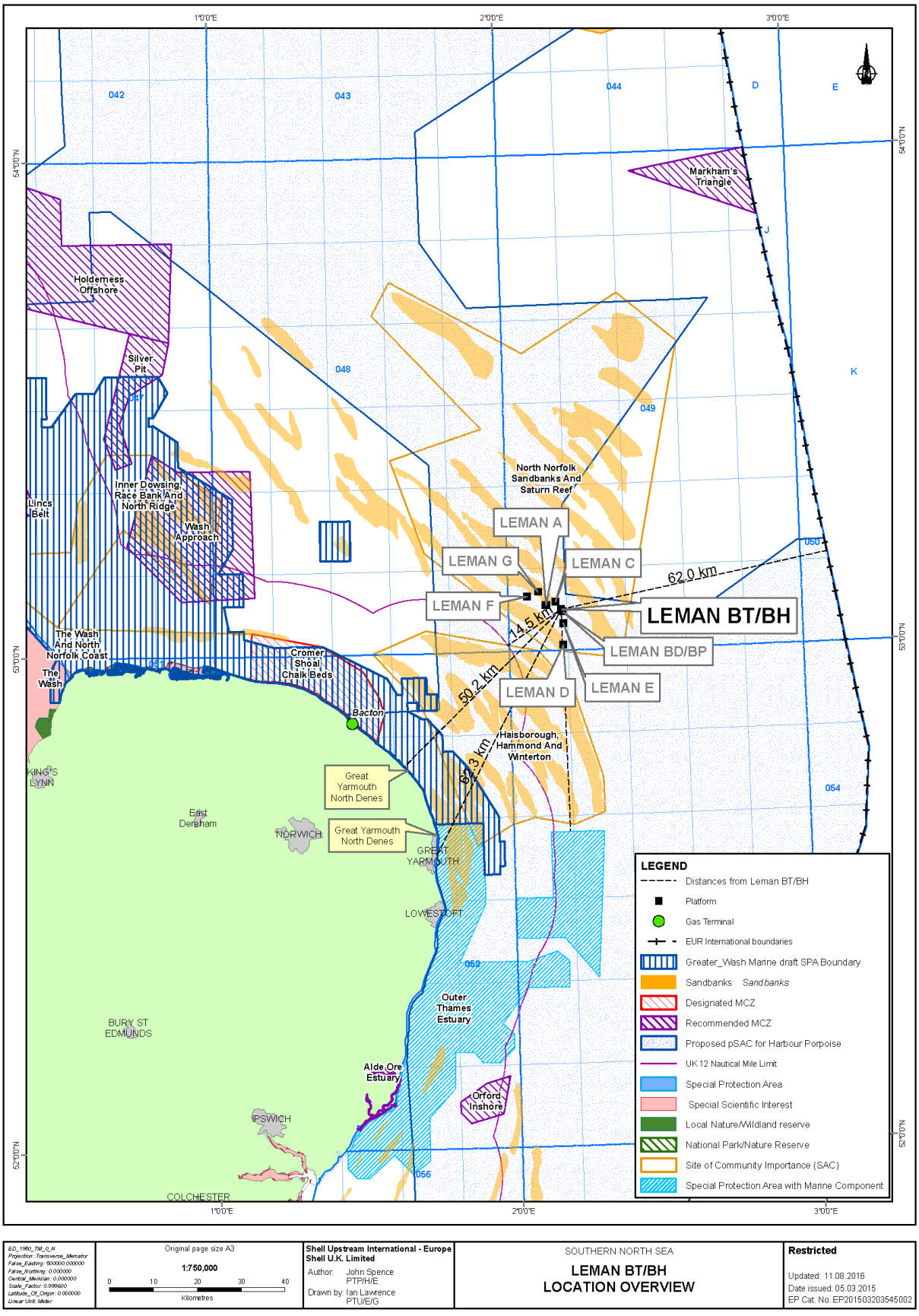


Figure 1.2 Field Layout and adjacent facilities

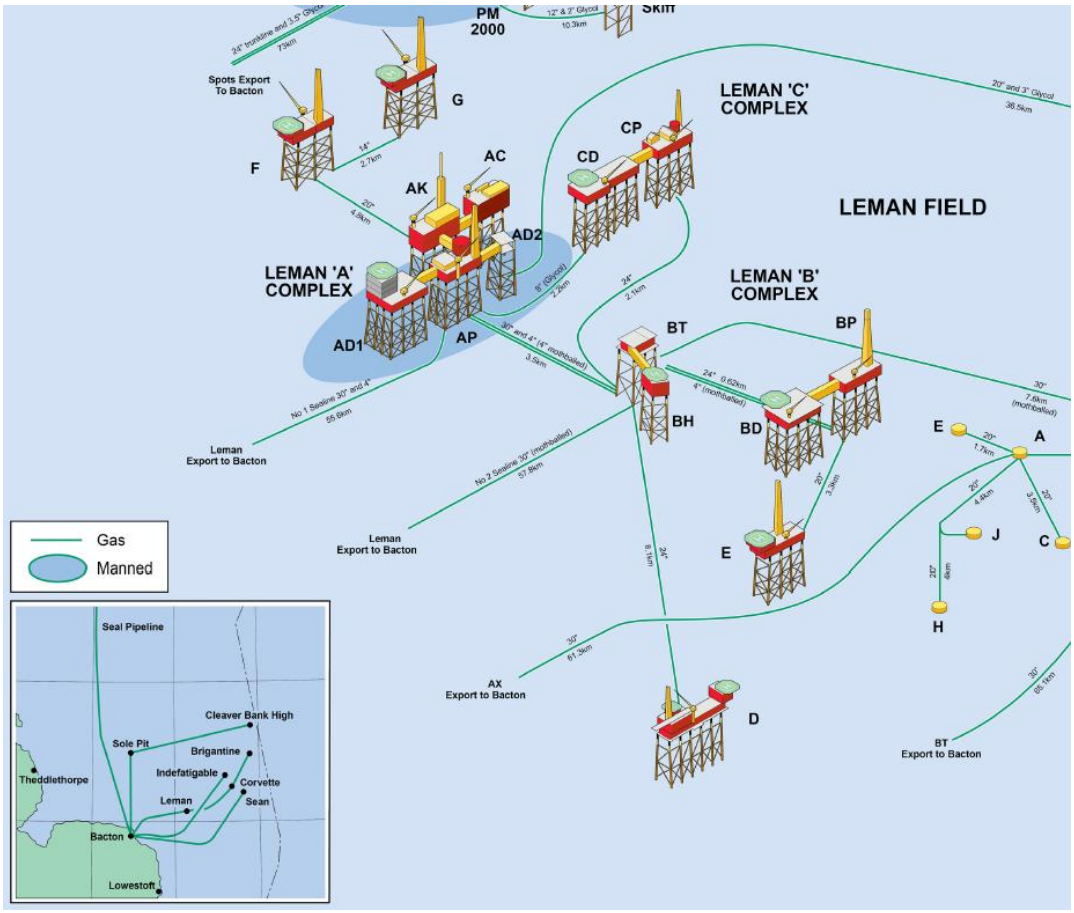


Figure 1.3 Leman B Complex

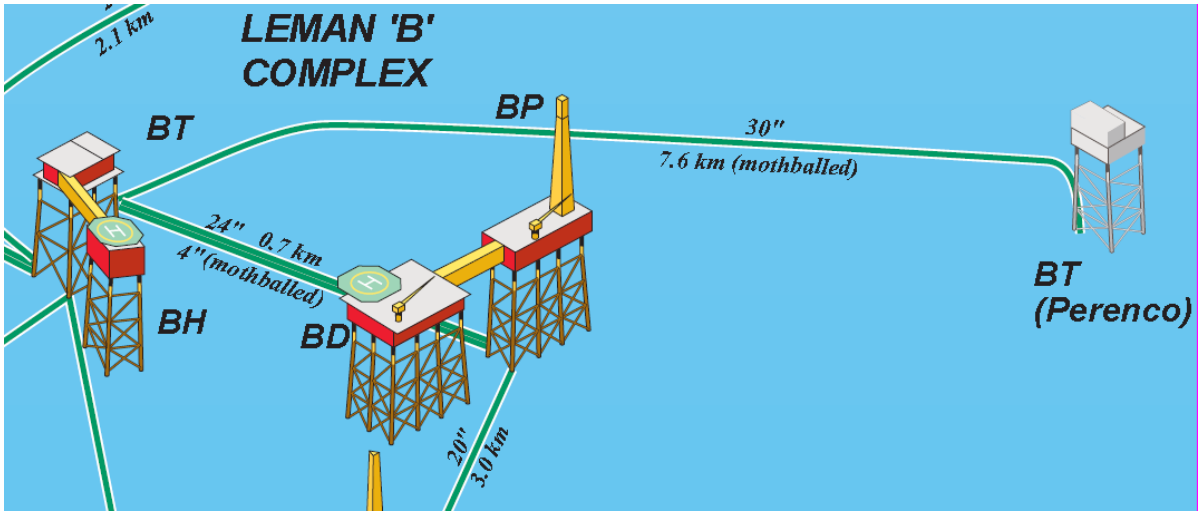


Figure 1.4 Leman B Complex 500 m safety zones

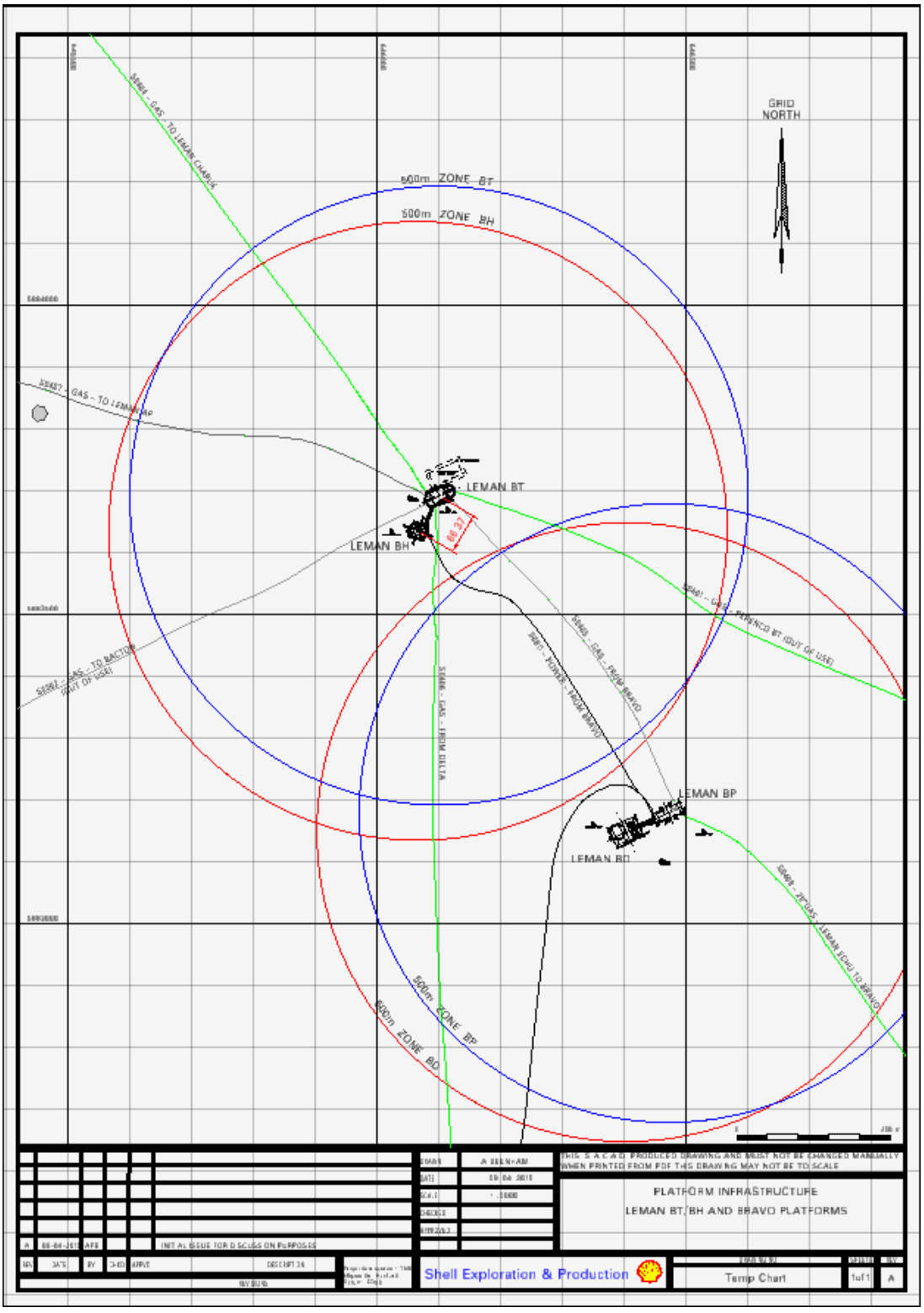


Table 1.4 Adjacent Facilities					
Owner	Name	Type	Distance / Direction	Information	Status
Shell ExxonMobil	Leman BT	NUI	Bridge-linked to Leman BH 35 meters	BT gas transportation platform receives gas from the Leman Bravo, Charlie, Delta and Echo and exports to Leman Alpha (AP).	Operational
Shell ExxonMobil	Leman BD/BP	NUI	610 meters South East	2 bridge-linked platforms of Leman Bravo complex: wellhead (BD) and production (BP) produce and export gas to Leman A complex via Leman BT.	Operational
Shell ExxonMobil	Leman CD/CP	NUI	2.1 km North West	2 bridge-linked platforms of Leman Charlie complex: well head (CD) and platform (CP) produce and export gas to Leman A complex via Leman BT.	Operational
Shell ExxonMobil	Leman A Complex	Manned installation	3.5 km West North West	The complex includes 5 bridge-linked platforms (wellhead ADI and ADII), production platform (AP) and compression platforms (AK and AC). It produces and processes gas from Leman field and other tiebacks, and exports to the Bacton Gas Terminal	Operational
Shell ExxonMobil	PL S0405	Pipeline	From Leman BD/BP to Leman BT is 0.62km	Gas production from Leman BD/BP flows into Leman BT	Operational
Shell ExxonMobil	PL S0404	Pipeline	From Leman CD/CP to Leman BT is 2.1km	Gas production from Leman CD/CP flows into Leman BT	Operational
Shell ExxonMobil	PL 0406	Pipeline	From Leman D to Leman BT is 8.1km	Gas production from Leman D flows into Leman BT	Operational
Shell ExxonMobil	PL S0407	Pipeline	From Leman BT to Leman A Complex is 3.5km	Gas from Leman BT flows into Leman A Complex	Operational
Impacts of Decommissioning Proposals					
Decommissioning of Leman BH has no impact on the adjacent facilities as per Table 1.4.					

1.7 Industrial implications

Shell has completed a rigorous tendering process for selection of the heavy lift vessel for removal and transportation of the Leman BH topside and jacket. The process resulted in selection of the Sheerleg heavy lift vessel for completion of decommissioning activities.

Several dismantling yards in the UK and Netherlands were reviewed and the final selection was made based on availability of the yard at the time of planned decommissioning, capability of the yard, availability of an appropriate licenses and consents, distance from the Leman BH location, no trans-boundary waste movement, and familiarity with the waste contractor. A competent and licenced waste management contractor was selected to manage the appropriate disposal of the waste generated from dismantling the topside and jacket.

2 DESCRIPTION OF ITEMS TO BE DECOMMISSIONED

2.1 Installation: Surface Facilities (Topsides/Jacket)

Table 2.1 Surface Facilities Information

Name	Facility Type	Location		Topsides/Facilities		Jacket			
				Weight * (Te)	No. of modules	Weight ** (Te)	No. of legs	No. of piles	Weight of piles (Te)
Leman BH	Fixed steel jacket	WGS84 Decimal	53.08027° N 2.17924° E	1039	1	566	4	4	Incl. in jacket weight
		WGS84 Decimal Minute	53°04.817′ N 2° 10.754′ E						

* The weight of the topsides includes the bridge between BH and BT and the transition pieces (legs between the topsides and jacket)

** The weight of the jacket includes 70 tonnes of marine growth and the 4 pile sections, which will remain in the jacket legs and have been cut at 3 m below seabed level.

2.2 Installation: Subsea including Stabilisation Features

n/a

2.3 Pipelines Including Stabilisation Features

n/a

2.4 Wells

n/a

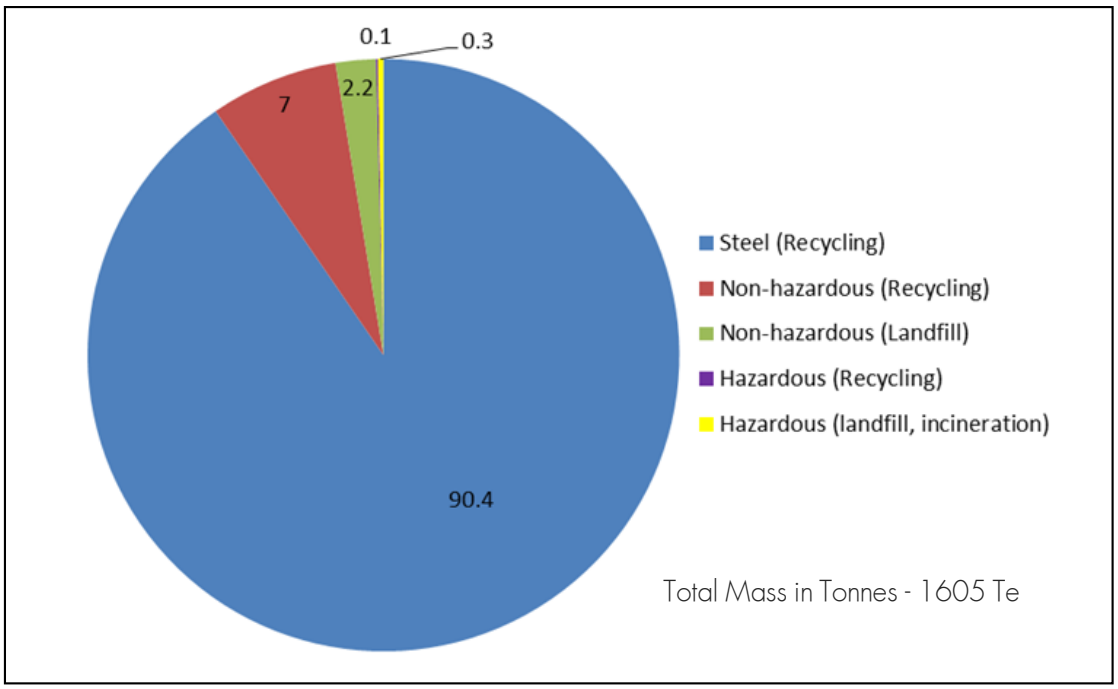
2.5 Drill cuttings

n/a

2.6 Inventory Estimates

Further details of the materials inventory are provided in the supporting Environmental Impact Assessment (Shell U.K. Limited, 2016).

Figure 2.1 Percentage of Estimated Inventories (Topsides, Jacket and Bridge)



3 REMOVAL AND DISPOSAL METHODS

This section describes the removal and disposal methods. In line with the waste hierarchy, the re-use of an installation (or parts thereof) has been assessed but not considered viable. Leman BH Living Quarter topsides and the Jacket have deteriorated, in over 30 years of operation, to such an extent that re-use is not an option. However it has been estimated as per Figure 2.1 that 97.5% of the Leman BH installation will be recycled.

The Leman BH installation (topsides, jacket and bridge) will be transported to shore for dismantling and recycling.

3.1 Topsides

3.1.1 Topsides Decommissioning Overview

The Leman BH Topsides Structure comprises five levels and weighs 1039 Te. The maximum dimensions of the topsides are 28m x 35.4m x 23.5m (W x L x H).

The Leman BH platform was originally designed to accommodate up to 48 personnel working on Leman BT and Leman BK platforms. However, most of the accommodation quarters have already been decommissioned. The current Leman BH functionality is limited to providing power to Leman BT, helicopter access and an unplanned Overnight Shelter (UOS) for up to12 persons for personnel visiting Leman BT/BH.

The BH topsides are made up of five levels (see Figure 3.1), of which Level 1 and 2 are connected to Leman BT via a two-tier bridge. Access between levels is by stairways. The levels include:

- Level 0 is a cellar deck.
- Level 1 houses a submersible service water pump and winch, the UOS with 12 beds, the equipment room, muster point and a life raft on the south side.
- Levels 2 and 3 house redundant living quarters and supports the helideck. Level 2 also houses the service water tank

- The helideck is placed above the Living Quarter module and is suited for the normally operated helicopters on the SNS. There are no refuelling and starting facilities available and no hose reels or fixed firefighting equipment.

Apart from the accommodation facilities, the module contains the generators, firewater pumps, air compression equipment, battery room, radio room and store rooms.

Figure 3.1 Diagram of Leman BH Topsides

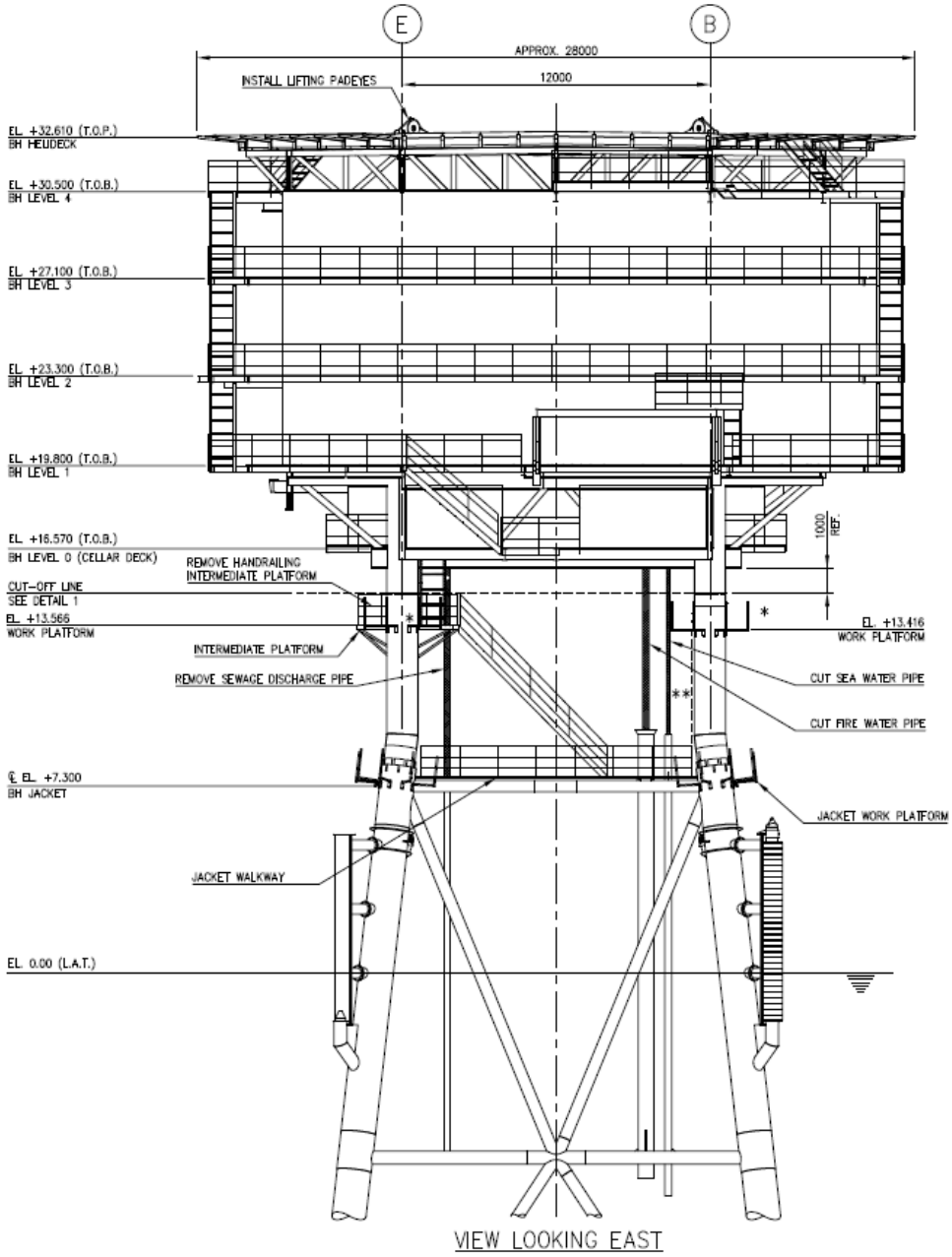
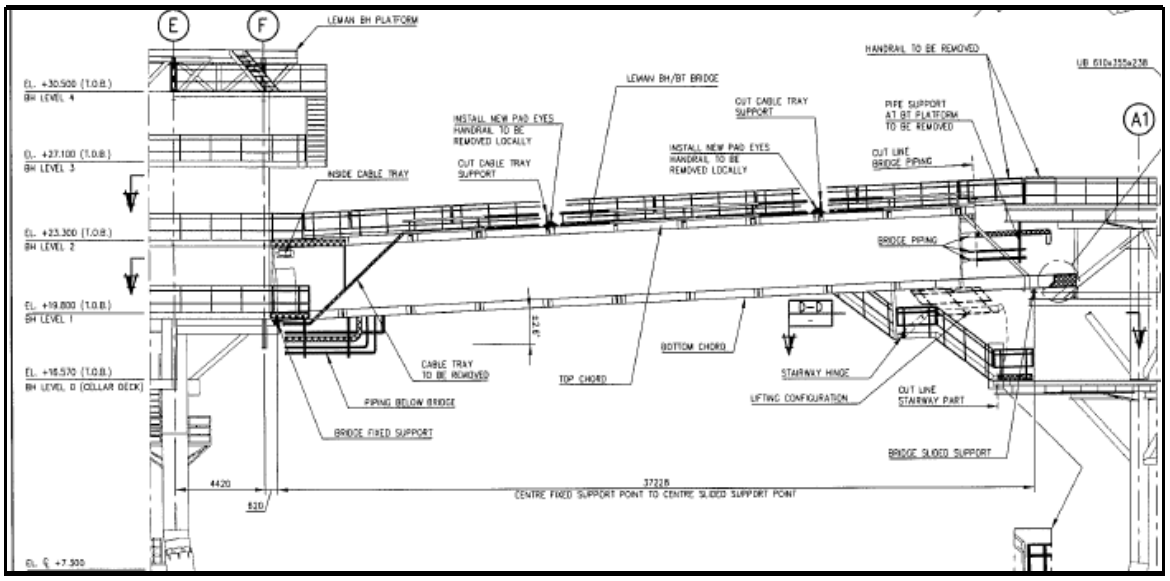


Figure 3.2 Diagram of Leman BH-BT Bridge



3.1.2 Preparation and Cleaning

Table 3.1 Cleaning of Topsides for Removal		
Waste Type	Composition of waste	Disposal route
Onboard hydrocarbon	Residual fuels and lubricants from previously drained diesel tank and generator	Fluids drained and transported ashore for reuse/recycling.
Other hazardous materials	Instruments containing radioactive material and heavy metals; fluorescent tubes containing mercury; batteries	Transported ashore for recycling and/or disposal.
Original paint coating	Lead-based paints	May give off toxic fumes/dust if flame-cutting or grinding blasting is used so appropriate safety measures will be taken during dismantling onshore.
Asbestos and ceramic fibre		Appropriate control and management will be enforced.

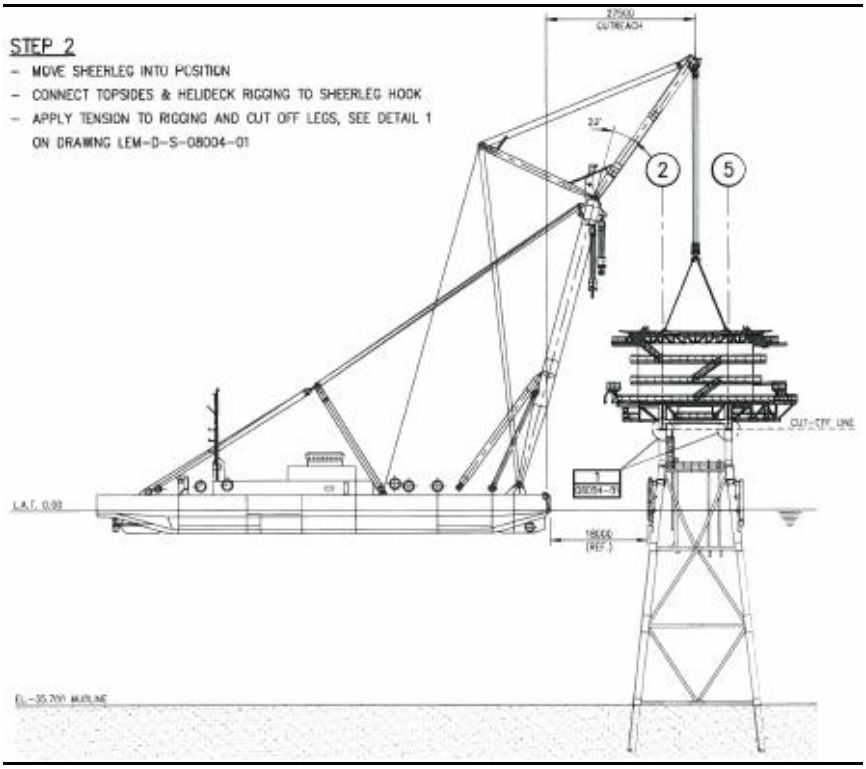
3.1.3 Removal Methods

Topsides will be completely removed and returned to shore. Possible methods are outlined in Table 3.2.

Table 3.2 Topsides Removal Methods
1) HLV (Monohull or semisubmersible crane vessel or sheerleg) ☑ 2) Piece small ☑ 3) Other ☐

Table 3.2 Topsides Removal Methods	
Method	Description
Single lift removal by HLV	Removal of topsides as a complete unit and transportation to shore dismantling, recycling and disposal. Several types of HLV have been considered for undertaking the lifting operations: Sheerleg (a small HLV), a conventional moored HLV and a dynamically positioned HLV. Sheerleg Tacklift 4 HLV has been selected.
Offshore removal 'piece small' for onshore recycling/ disposal	Removal of topsides by breaking up offshore and transporting to shore using work barge. Items will then be sorted for recycling or disposal
Proposed removal method, dismantling and disposal route	The topsides will be removed in one piece. This is the so-called reversed installation methodology. The topsides and jacket will be transported to shore and dismantled and disposed by a selected dismantling yard to comply with relevant legislation and company policy. The BH/BT bridge has been removed as part of the Leman BT Refurbishment Project. The Leman BH topside removal will be achieved by cutting the topsides free of the jacket using flame cutting, to allow the Sheerleg HLV to lift and transport the topsides on the HLV hook directly to the Great Yarmouth Outer Harbour dismantling yard.

Figure 3.3 Topsides Removal Method (Example only)

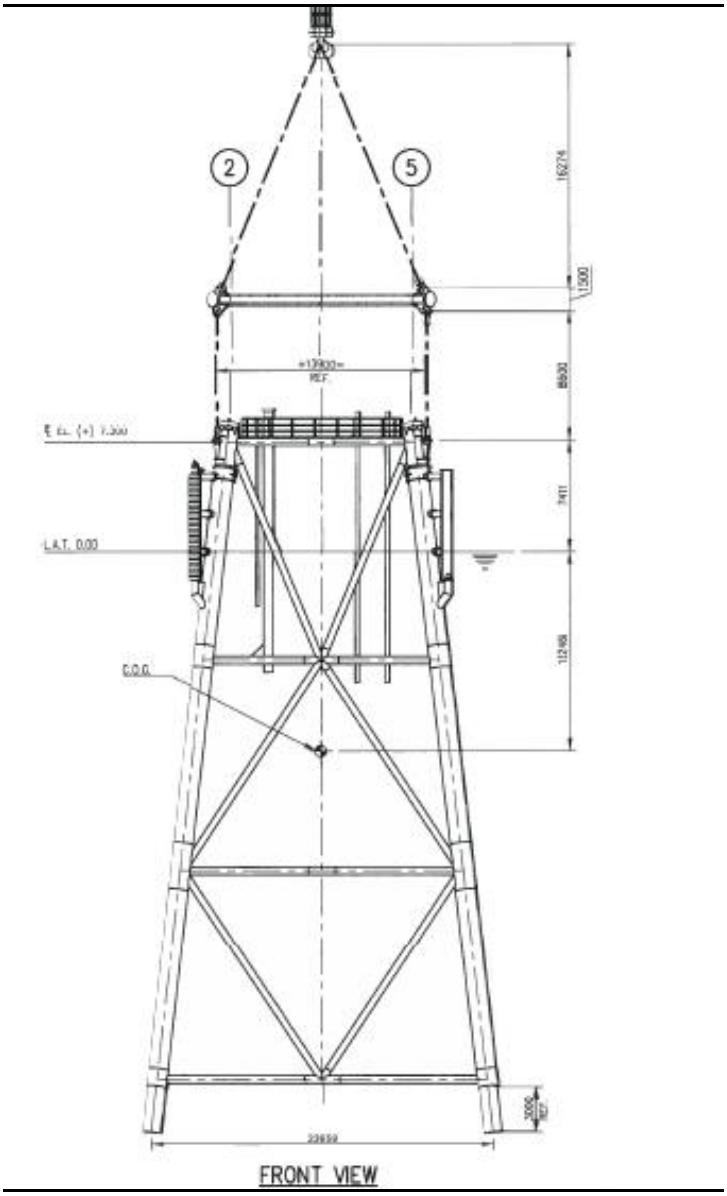


3.2 Jacket

3.2.1 Jacket Decommissioning Overview

Leman BH jacket is a piled four leg jacket 47 meters high. Upon the topsides removal and the four transition pieces between the topsides and the jacket, each of the four steel jacket legs/piles will be cut internally at a minimum 3 m below the mudline using an abrasive cutting tool. The legs of the jacket will contain uncontaminated natural seabed sediment which will be emptied using a dredge pump to allow access for the cutting tool. The piles, which have been welded to the jacket legs at the top elevation, will remain inside the jacket legs during the removal and transportation to shore for recycling.

Figure 3.4 Jacket Elevation



3.2.2 Jacket Removal Methods

Table 3.3 Jacket Decommissioning Methods	
1) HLV (Monohull or semi-submersible crane vessel) ☑ 2) Piece small ☐ 3) Other ☐	
Method	**Description**
Removal and re-use	The jacket, due to its age and integrity, is unsuitable for re-use offshore. The jacket and piles will be transported to the dismantling yard for recycling.
Single lift removal by HLV	Removal of the jacket by the Sheerleg Taklift 4 HLV as complete unit and transport ashore for break up, recycling and/ or disposal.
Onshore disposal using 'piece small'	Remove jacket in several pieces using attendant work barge and transport to shore yard.
Proposed removal method, dismantling and disposal route	Similar to the topsides, the jacket will be removed as a single lift using a HLV and will be transported ashore in the hook of the Sheerleg HLV for recycling at the Great Yarmouth Outer Harbour dismantling yard.

3.3 Subsea Installation and Stabilisation Feature

n/a

3.4 Pipelines

n/a

3.5 Pipeline Stabilisation Feature

n/a

3.6 Wells

n/a

3.7 Drill cuttings

n/a

3.8 Waste Streams

Table 3.4 Waste Stream Management Methods	
Waste Stream	**Removal and Disposal method**
Bulk liquids	Leman BH is an accommodation platform. Previous bulk liquid storage was associated with a diesel storage tank for emergency power supply. The tank and emergency generator have already been drained and the bulk volumes returned to shore for treatment and/or disposal. Any residual hydrocarbons will be drained prior to topsides removal and shipped in accordance with maritime transportation guidelines. Further cleaning and decontamination will take place onshore prior to recycling / re-use.

Table 3.4 Waste Stream Management Methods	
Marine growth	Removed onshore. Disposed of according to guidelines.
NORM/LSA Scale	NORM/LSA is not expected. Any instrumentation containing radioactive materials will be transported ashore for appropriate handling and disposal.
Asbestos	Will be contained and taken onshore for disposal.
Other hazardous wastes	E.g. batteries, fluorescent tubes. These will be recovered to shore within the topsides module and recycled or disposed of under appropriate permit.
Onshore dismantling	Appropriately licenced and permitted site has been selected for the dismantling activities. The waste management company has been selected based on previous experience and demonstration of their ability and understanding for appropriate disposal of such waste.

Table 3.5 Inventory Disposition			
	Total Inventory Tonnage	Planned Tonnage to Shore	Planned left in situ
Installations	1605	1605	0

Leman BH decommissioning will follow the same dismantling and waste management methodology as was successfully used for decommissioning of the Indefatigable installations. The Leman BH platform is subject for complete removal with no wastes planned to be left in-situ. The estimates indicate that up to 97.5% of all the waste recovered to shore will be recycled or re-used (see Table 3.6). Refer to the Leman BH Decommission Project EIA (1) for further details.

Table 3.6 Planned Waste Stream Management			
Type of Material	Disposal/fate	Weight (tonnes)	% of total
Steel	Recycled or re-used	1451	90.4
Other Non-hazardous	Recycled	114	7.0
Other Non-hazardous	Landfill	35	2.2
Hazardous	Recycled	1	0.1
Hazardous	Landfill/Incineration	4	0.3

4 ENVIRONMENTAL IMPACT ASSESSMENT

4.1 Environmental Sensitivities

The environmental sensitivities in the area of the Leman field are summarized in Table 4.1.

Table 4.1 Environmental Sensitivities

Environmental Receptors	Main Features
Conservation Interests	The Leman BH platform is situated within the North Norfolk Sandbanks and Saturn Reef Site of Community Interest (SCI), designated for sandbanks and biogenic reef habitat, and the Southern North Sea proposed Special Area of Conservation (SNS pSAC) for harbour porpoises (Figure 1.1). The Leman BH habitat assessment identified a total of 16 discrete areas of potential biogenic (*Sabellaria*) reef, ranging from 'low' to 'medium' quality in terms of their area coverage, elevation and patchiness. Additional isolated *Sabellaria* aggregations were observed on or adjacent to the pipelines from ROV pipeline inspection data within 500m of the platform. The Leman BH is situated approximately 2.5 km to the southeast of the Ower Sandbank. Potential 'Piddock bored chalk and clay' biotope, a UKBAP priority habitat, was occasionally observed in areas of mixed sediment.
Seabed	The most frequently encountered seabed type was fine sands. The seabed fauna present in the area is characteristic of these sediments. The fauna on the seabed surface (epifauna) was generally sparse. Higher abundance was associated with coarser mixed sediments and *Sabellaria* aggregations.
Fish	The Leman BH area is within the spawning and nursery grounds for plaice, cod, whiting, lemon sole, mackerel, sandeels and sprat. Of these, this area is a high intensity spawning area for plaice, cod and mackerel which are all UKBAP priority species. Period of proposed operations coincides with peak spawning of mackerel, sprat and Nephrops.
Fisheries	The fishery in this region is dominated by the year round demersal fishery targeting plaice, dab and turbot and the shellfish fishery. The Shellfish Fishery is the most important in terms of commercial value in the southern North Sea, and is mainly focussed in more inshore waters to the west. Overall, the fishing intensity, quantity of landings and their economic value can be considered to be low in this region compared to other areas of the North Sea.
Marine Mammals	Harbour porpoise and white-beaked dolphin are the only regularly occurring cetaceans in the area. Of these, harbour porpoise are the most frequently occurring species, with higher densities predicted during winter months. White-beaked dolphins were observed in the area in April and May. There are also harbour and grey seal colonies in the Wash and Norfolk coast respectively. At 50 km from the coast, it is likely that any presence of seals in the Leman BH area would be limited to a few individuals. Harbour porpoise, grey and harbour seals are listed as Annex II species.

Table 4.1 Environmental Sensitivities	
Environmental Receptors	**Main Features**
Birds	The North Norfolk coast SPA, situated approximately 73 km to the west of the Leman BH platform, supports nationally important numbers of nesting terns between March and June. During this time they exhibit a more inshore distribution. Seabird vulnerability to oil spills generally range from low to moderate in the project location throughout the year, with the exception of December when vulnerability is high.
Onshore Communities	The Great Yarmouth Harbour dismantling yard is located in an industrial area of Great Yarmouth, with various recycling works, small power station, and various offshore supply companies. The nearest residential area to the dismantling area is approximately 0.5 km to the west of the yard. Between the dismantling yard and the residential buildings are various industrial buildings and the Yare River mouth.
Other Users of the Sea	The Leman BH/BT complex is situated in an area of extensive offshore oil and gas activity where there is the potential for interaction with other projects. In addition, shipping, wind farms development and aggregate extraction activities are all active in this area of the southern North Sea. Therefore interactions with these and combined cumulative impacts have been considered.
Atmosphere	There are no particular sensitivities identified for the atmospheric environment of the offshore SNS.

4.2 Potential Environmental Impacts and their Management

4.2.1 Environmental Impact Assessment Summary

The EIA has been undertaken to assess the potential impacts of the Leman BH decommissioning activities, including the onshore dismantling (Shell U.K. Limited, 2016). Table 4.2 lists environmental impacts associated with decommissioning activities of the Leman BH platform, namely preparatory activities and topsides and jacket removal. There are no subsea installations, pipelines or drill cuttings associated with the Leman BH decommissioning; therefore these are excluded from the table 4.2 below.

The main potentially significant impacts of the proposed operations are associated with the physical disturbance to seabed organisms and habitats within North Norfolk Sandbanks and Saturn Reef SCI arising from positioning the Seafox 4 jack-up rig and Sheerleg HLV, platform removal, and placement of scour protection gravel bags during the preparatory works. The maximum extent of seabed impacted represents 0.002% of the total area of the SCI with no direct disturbance of the known biogenic reefs. Due to the small, localised and mainly temporary nature of the physical disturbance, the proposed activities are not expected to affect the natural shape and development of the sandbank systems within the SCI. The benthic organisms present in the area, including *Sabellaria* are known to have a degree of natural resistance to temporary physical disturbance such as those incurred by the proposed operations. Therefore, these species are expected to recover rapidly following the removal of the platform through recolonization from the undisturbed surrounding areas.

There will be no significant impact to the conservation features or conservation objectives of the North Norfolk Sandbank and Saturn Reef SCI. Furthermore, the jacket removal will have a longer term positive effect in relation to the conservation objectives as the physical obstruction caused by the platform infrastructure will be removed, thus allowing for the recolonization of the area.

The offshore decommissioning operations at Leman BH are unlikely to cause injury but may result in temporary behavioural disturbance of marine mammals, including harbour porpoise. However, due to the short term duration of the proposed operations, this potential impact is considered low with no impacts to the conservation objectives of the SNS pSAC.

In summary, all of the impacts resulting from the proposed operations will be temporary and localised and have been assessed to be low, and incremental cumulative impacts and trans-boundary effects associated with the planned decommissioning operations are expected to be negligible.

Table 4.2 Management of Environmental Impacts	
Main Impacts	**Management**
• **Seabed disturbance, including sediment discharge to water column:** Direct disturbance results from the deployment of the Seafox 4 and HLV, including anchoring, removal of the platform and placement of scour protection during preparatory works. Indirect disturbance results from sediment suspension and discharge and settlement of uncontaminated sediment removed from inside the jacket legs prior to cutting. (EIA Section 5.2)	• The location of the potential *Sabellaria* areas denoted from the survey data used to optimise the anchor configuration so as to minimise the impacts to biogenic reefs. • The sheerleg HLV anchors to be deployed in the same location on both anchoring occurrences to minimise the disturbance. • All anchor lines crossing live pipelines will have midline buoys, further reducing the anchor wire disturbance on the seabed. • The removal of the Leman BH platform (and BT refurbishment) will reduce the overall infrastructure footprint in the SCI and pSAC and will also result in less maintenance work and associated anchoring operations
• **Energy consumption and atmospheric emissions:** Due to the short duration of the operations, the fuel consumed and the associated atmospheric emissions generated during lifting and transportation of the platform will have a very low impact. (EIA Section 5.3)	• All engines, generators and other combustion plant on the vessels will be maintained and correctly operated to ensure that they were working as efficiently as possible to minimise emissions. • To minimise the time required offshore, the topsides and jacket will each be removed with a single lift.
• **Underwater Noise:** The noise generated from the various vessels (HLV, tugs, anchor handling vessels and guard vessels) have the potential to impact marine mammals. Overall, given the temporary nature of the operations, the potential impacts from noise are considered low (EIA Section 5.4)	• The topsides and jacket will each be removed with a single lift and all vessel movements will be optimized to minimise the time required offshore. • Use of an anchored HLV produces less underwater noise compared to a dynamic positioning class HLV.
• **Impacts to other sea users:** The operations have the potential to interact with other oil and gas activities, fishing, shipping, wind farms developments and aggregate extraction. Overall, none of the potential interactions were considered significant. (EIA Section 5.7 and 5.5)	• A Notice to Mariners will be made to notify sea users of the operations and a Consent to Locate (CtL) will be in place for the location of the HLV. • A guard vessel will be on location during the lifting operations to ensure that vessels passing by stay at a safe distance. • The project will take into consideration all other oil and gas activities when undertaking the detailed planning of the lifting and onshore dismantling phases of the project.
• **Waste:** Vessel waste will include food waste, bilge water and grey water Over 97.5% of the material returned to shore will be recycled which will potentially have a very small positive impact. Only very small quantities of potentially hazardous waste are expected. Therefore, any associated impacts are considered low. (EIA Section 5.6)	• A Garbage Management Plan for the vessels • A Waste Management Plan will be developed for the dismantling activities Waste Management Hierarchy to be followed • Transfer notes will accompany all non- hazardous waste to shore and consignment notes will be in place for any hazardous waste.

Table 4.2 Management of Environmental Impacts	
Main Impacts	Management
	• Duty of care checks of the selected dismantling and waste yard • Shell will ensure that waste is only transferred by an appropriately licensed carrier.
• Vessel Collision: There is a risk of vessel collision both at the Leman BH area and along the transport route to the dismantling facility. Given the short duration of the lifting operations and the relatively low vessel traffic in the immediate Leman BH area, the risk of a vessel collision is considered to be very low. An increase in construction and survey vessel traffic can be expected closer to Great Yarmouth. (EIA Section 5.5)	• The vessels operating in the vicinity of the Leman BH platform will use appropriate lighting. • The guard vessel will be equipped with radar and communication equipment so that any vessel in the area can be detected and contacted, if required. This will reduce the risk of any collision. • Detailed assessment and planning of the transit route by the HLV contractor. • A guard vessel will accompany the HLV during transit to shore. • Notices to Mariners will be issued. • Upon Leman BH platform removal, the refurbished Leman BT platform will comply with all navigational aids requirements
• Hydrocarbon or chemical spill: No offshore chemicals will be used during the decommissioning operations and there is no hydrocarbon inventory on board the Leman BH platform. The most likely cause of an oil spill would be from a vessel collision and a rupturing of fuel tanks. The overall risk of a hydrocarbon spill during the proposed decommissioning operations is considered to be low. (EIA Section 5.5)	• An approved OPEP for the Leman field system will cover all decommissioning activities where there is a risk of a hydrocarbon spill. • All vessels will also have Shipboard Oil Pollution Emergency Plans (SOPEPS). • If there is an unexpected spill or sheen observed during operations it will be reported immediately to the statutory authorities using the PON1 system.
• Dropped objects: Overboard loss of large objects could occur, however, the likelihood of this considered very low. (EIA Section 5.5)	• Detailed engineering analysis and design will be undertaken and relevant safeguards will be in place to minimise the risk of a dropped object.
• Onshore impacts: Potential onshore impacts include atmospheric emissions, noise, odour from marine growth, visual impact, and increase in road transport. The various onshore decommissioning activities may result in a short term increase in employment. (EIA Section 5.8)	• Dismantling yard audits prior to and during execution • Selection of Great Yarmouth dismantling yard facilitates local capacity building for decommissioning activities

5 INTERESTED PARTY CONSULTATION

5.1.1 Consultations Summary

Due to the small size of the project the consultations undertaken to-date have been limited to key statutory consultees. All comments received are summarised in Table 5.1 upon completion of the formal consultation phase. Further details are provided the Leman BH project EIA (Shell U.K. Limited, 2016). In addition to the statutory consultees, the Decommissioning Programme and the EIA have been made publicly available on Shell UK website and in the Shell UK offices from 06 August 2016.

Table 5.1 Summary of Stakeholder Comments

Stakeholder	Comment	Response
DECC	DECC have been made aware of discussions between Shell and JNCC in January 2015, as a result, it has been requested that you share survey data and reports regarding the presence of *Sabellaria* reef in the Leman Field.	Leman BH habitat assessment report was sent to BEIS on 8th March 2016.
	It is recommended that the applicant issues a notice to mariners before works commence, to keep the fishing industry and other users of the sea informed throughout. Activities are located in close proximity to busy shipping routes and appropriate measures should be taken to ensure safety of other sea users, while also limiting disruption.	A Sea Transportation Plan has been prepared by the HLV contractor in order to assess the interactions that can be expected during the transit to and from Leman BH. The plan outlines the transport route, important crossings and control measures to minimise disruption and risk of collision. The HLV contractor will also submit the required notifications to stakeholders prior to start of work.
	Please ensure that your Decom Team engage with OGA - Consents Team early in this process as any proposed changes to the pipelines will need PWA consent before work can be carried out.	A requirement for the PWA variation for the electrical cable has been reviewed and concluded that a PWA variation will not be required as the electrical cable is not associated with any pipeline.

Table 5.1 Summary of Stakeholder Comments		
Stakeholder	Comment	Response
	United Kingdom Hydrographic Office (UKHO) would like to remind Shell UK Limited that we require FIVE WEEKS advance notice of offshore activities to allow preparation of Admiralty Notices to Mariners. We should also be notified of any amendments to the existing installations as offshore work progresses (i.e. structure removal, structure height changes, new/altered aids to navigation). Following completion of offshore work we require confirmation that the seabed is clear of debris, or details of the remaining debris/structures, before we can fully update our charts. The company should also be advised to contact our Radio Navigation Warnings section 24 hours before offshore work is due to commence. Their contact details are:- Duty Officer Tel: 01823 353448 (direct) or 01823 337900 ext 3289. Fax: 01823 322352 Email: navwarnings@btconnect.com	These recommendations have been included in the projects' permits and consents plan.
	On removal of Leman BH, the Navigational Aids on Leman BT must be in compliance with the Consent to Locate i.e. if any of the fog horn, lighting or signage requirements were fulfilled by BH these must be accommodated on BT once BH is removed. Please clarify that this will be done.	The refurbished BT platform will comply with all navigational aids requirements. The DP (Table 4.2) has been amended to include this. The EIA Section 2.3.3 also includes this in the description of BT refurbishment scope.
	The information has presented what is essentially the worst case for the environment in use of anchors for the proposed installation removal. The DP refers to there being no post decommissioning environmental survey. A repeat survey around the platform can be deferred (including debris recovery) until the Leman BT installation will undergo decommissioning, however the anchor points and anchor chains/wire route may need to be revisited, as the finer specific technical details are yet to be determined. Therefore judgement on a targeted repeat survey should remain a possibility to be done at later date post platform removal.	DP (Section 6.6) and EIA (Section 2.3) have been updated accordingly.

Table 5.1 Summary of Stakeholder Comments		
Stakeholder	Comment	Response
	Please note that there are several inconsistencies within the EIA report on timings, impacts, references and due to the uncertainty of the approach that will be used it is more productive for these to be corrected within the Marine Licence application as the technical aspects will have been resolved at that time. The refurbishment campaign for Leman BT refers to an accommodation unit coming alongside and that it is not really applicable to the EIA, but this has been included for completeness. There is very little that has been added in the EIA to reflect this, in particular: • what is being used? • and how? • along with the associated impacts? It is very pertinent to the EIA assessment and must be included when the Marine licence is submitted.	The comment has been addressed in the A02 Q4 2016 submission of the EIA and DP.
	Please note that once the scope of the operation has been decided impact analysis information should be updated for future applications	The comment has been addressed in the A02 Q4 2016 submission of the EIA.
Global Marine System Ltd.	No comments received	
National Fisherman's Federation (NFFO)	No comments received	
Northern Ireland Fish Producers Organisation Ltd. (NIFPO)	No comments received	
Scottish Fisherman's Federation (SFF)	No comments received	

6 PROGRAMME MANAGEMENT

6.1 Project Management and Verification

A multi-discipline project team has been assembled within the operator's (Shell's) project execution organisation for the implementation of the Decommissioning Programme. The team's responsibility will be to execute the decommissioning of the Leman BH Living Quarter platform within Shell's "Project Engineering A12 Process Management System" guidelines.

Key decisions will be made and management control will be achieved by the "Gate" mechanism in Shell's "Opportunity Realisation Process" where full monetary authorisation will be granted.

The strategy for this project will be to maximise the Operator's (Shell's) in-house resources and existing contracts for the preparatory work and to award a lump sum contract to pre-qualified prime contractors for the main decommissioning activities such as platform removal and disposal. The preparatory work includes, topsides cleaning, lift preparation and making safe for handover to the removal and transportation contractor.

Where possible the decommissioning activities will be coordinated with other operators in the SNS. Shell will monitor and track the process of consents. Any changes in detail to the offshore removal programme will be discussed with DECC.

6.2 Post-Decommissioning Debris Clearance and Verification

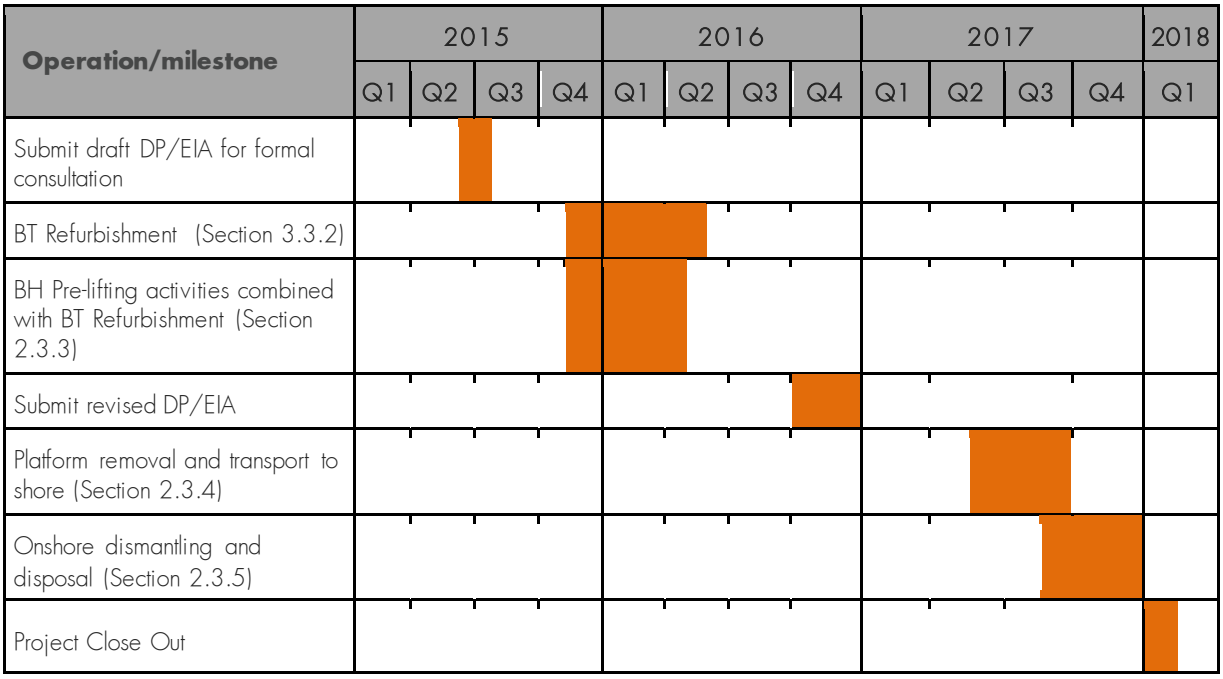
A post decommissioning survey will not be performed as part of the Leman BH decommissioning programme because the 500 m zones of Leman BH and Leman BT are overlap each other to a great extent (the distance between the centre points of the two platforms is 66 m (Figure 1.4).

A post decommissioning site survey will be carried out within the 500m radius of the Leman BH installation as part of Leman BT Decommissioning in the future. Seabed debris will be recovered for onshore disposal or recycling in line with existing disposal methods. Independent verification of seabed state will then be obtained by trawling the platform area. This will be followed by a statement of clearance to all relevant governmental departments and non-governmental organisations.

6.3 Schedule

6.3.1 Project Plan

Figure 6.1 Project Schedule



6.4 Costs

The provisional Decommissioning Programme costs are provided in Table 6.1.

Table 6.1 Provisional Decommissioning Programme costs	
Item	Estimated Cost (£m)
Platform /Jacket - Preparation / Removal and Disposal	13.8
Pipeline Decommissioning	N/A
Subsea Installation and Stabilisation Feature	N/A
Well Abandonment	N/A
Continuing Liability – Future Pipeline and Environmental Survey Requirements	N/A
TOTAL	13.8

6.5 Close Out

In accordance with the DECC Guidelines, a close out report will be submitted to DECC explaining any variations from the Decommissioning Programme within four months of the completion of the offshore decommissioning scope.

6.6 Post Decommissioning Monitoring and Evaluation

A full scale post decommissioning environmental seabed survey centred around the Leman BT installation, will be carried out as part of the future Leman BT decommissioning Programme. The survey will focus on chemical and physical disturbances of the decommissioning and will be compared with the pre-decommissioning survey. Results of this survey will be available once the work is complete, with a copy forwarded to DECC. The need for a targeted post removal environmental survey focusing on HLV anchoring impacts will be discussed and agreed with DECC after the removal of the BH platform. All pipeline routes and structure sites will be the subject of surveys when decommissioning activity has concluded. After the surveys have been sent to DECC and reviewed, a post monitoring survey regime will be agreed by both parties, typically one (or more) post decommissioning environmental surveys and structural pipeline surveys.

7 SUPPORTING DOCUMENTS

Table 7.1 lists the supporting documents referenced in this DP.

Table 7.1 Supporting Documents	
Document Number	Title
1	Shell UK Limited 2016. Leman BH Decommissionning Project Environmental Impact Assessment. Rev A02. LBT-SH-HX-0702-00003-001.
2	DECC 2011. Guidance Notes: Decommissioning of offshore Oil And Gas Installations and Pipelines under the Petroleum Act 1998. Version 6. March 2011.
3	OSPAR 1998. Decision 98/3 on the Disposal of Disused Offshore Installations

8 PARTNER LETTER OF SUPPORT

PERENCO

Department for Business, Energy & Industrial Strategy
3rd Floor, Wing C
AB1 Building
Crimon Place
Aberdeen
AB10 1BJ

21st April 2017

Dear Sir or Madam

LEMAN BH DECOMMISSIONING PROGRAMMES PETROLEUM ACT 1998

We acknowledge receipt of your letter dated 4th April 2017.

We, Perenco UK Limited confirm that we authorise Shell U.K. Limited to submit on our behalf abandonment programmes relating to the Leman BH facilities as directed by the Secretary of State on 27th July 2011.

We confirm that we support the proposals detailed in the Shell U.K. Limited Decommissioning Programmes dated 5th April 2017, which is to be submitted by Shell U.K. Limited in so far as they relate to those facilities in respect of which we are required to submit an abandonment programme under section 29 of the Petroleum Act 1998.

Yours faithfully

Kim Kallmeyer
Director
Perenco UK Limited

ExxonMobil

Karen D. Hagedorn
Asset Manager,
NL/UK Southern North Sea

Department for Business, Energy & Industrial Strategy
3rd Floor, Wing C
AB1 Building
Crimon Place
Aberdeen
AB10 1BJ

25th April 2017

Dear Sir or Madam

PETROLEUM ACT 1998
LEMAN BH DECOMMISSIONING PROGRAMME

We acknowledge receipt of your letter dated 4th April 2017 regarding the abandonment of the Leman BH Platform.

We, Esso Exploration and Production UK Limited confirm that we authorise Shell U.K. Limited, as the field operator, to submit on our behalf the abandonment programme relating to the Leman BH platform as directed by the Secretary of State on 27th July 2011.

We confirm that we support the proposals detailed in the Shell U.K. Limited Decommissioning Programme dated 5th April 2017, which is to be submitted by Shell U.K. Limited in so far as they relate to those facilities in respect of which we are required to submit an abandonment programme under section 29 of the Petroleum Act 1998.

Yours faithfully

Karen Hagedorn
SNS Asset Manager – NL/UK Joint Interest

For and on behalf of Esso Exploration and Production UK Limited

Registered in England
Number 00207426
Registered Office:
Ermyn House, Ermyn Way
Leatherhead Surrey KT22 8UX

CUEXBH0050

Department for Business, Energy & Industrial Strategy
3rd Floor, Wing C
AB1 Building
Crimon Place
Aberdeen
AB10 1BJ

Date: 18th April 2017

Dear Sir or Madam

LEMAN BH DECOMMISSIONING PROGRAMMES PETROLEUM ACT 1998

We acknowledge receipt of your letter dated 4th April 2017.

We, SSE E&P UK Limited confirm that we authorise Shell UK Limited to submit on our behalf abandonment programmes relating to the Leman BH facilities as directed by the Secretary of State on 27th July 2011.

We confirm that we support the proposals detailed in the Shell UK Limited Decommissioning Programmes dated 5th April 2017, which is to be submitted by Shell UK Limited in so far as they relate to those facilities in respect of which we are required to submit an abandonment programme under section 29 of the Petroleum Act 1998.

Yours faithfully

E. D. Lawns

EDWARD LAWNS
DIRECTOR OF EXPLORATION & PRODUCTION
For and on behalf of SSE E&P UK Limited

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PUBLIC NOTICES AND TENDERS

INSOLVENCY ACT 1986

IN BANKRUPTCY
NORWICH COUNTY COURT
NO 1126 of 2008 **RE: ROY CHARLES WATSON**

Who at the date of the bankruptcy order 18/8/2008, a Transport Consultant resided at 20 Jermyn Way, Tharston, Norwich, Norfolk NR15 2ZA and lately carrying on business as 'THE WATSON CONSULTANCY' Trafalgar House, Wellesley Road, Long Stratton, Norfolk NR5 2PD formerly trading with another as 'FLEET MANAGEMENT SOLUTIONS' from Flint House, Ipswich Road, Long Stratton, Norwich NR15 2TA.

D.O.B: 17 April 1951

NOTE: the above-named was discharged from the proceedings and may no longer have a connection with the addresses listed.

I intend to pay within four months from *3rd September 2015* (being the last day for proving) the first and final dividend of 2 p/£.

Creditors who have not yet proved their debts must do so by *3rd September 2015* (being last day of proving) otherwise they will be excluded from the dividend. The required proof of debt form is available on the Insolvency Service website (www.bis.gov.uk/insolvency, select "Forms" and then form 6.37). Alternatively, you can contact my office at LTADT, PO Box 490, Ipswich, Suffolk IP1 1YR telephone 01473 383535 to supply a form.

Mr D Gibson, Official Receiver and trustee

BERYL MARY WYMER (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 117 Norwich Road Aylsham Norfolk NR11 6JQ, who died on 31/03/2015, are required to send particulars thereof in writing to the undersigned Solicitors on or before 16/10/2015, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
SPIRE SOLICITORS LLP
3 Burgh Road Aylsham
Norfolk NR11 6AH
T448373

ROAD TRAFFIC REGULATION ACT 1984: SECTION 14
TEMPORARY CLOSURE OF AND SUSPENSION OF ONE-WAY TRAFFIC ON PART OF THE U1328 NEW CUT, HALESWORTH

Suffolk County Council intends to make an order closing the U1328 New Cut to enable gas main replacements. Other co-ordinated works may also take place during this period.

The temporary suspension of one-way traffic on New Cut will apply to allow access and egress. This is the suspension of Suffolk County Council (New Cut, Halesworth) (One-Way Traffic) Order 2006.

The diversion route will be Station Road, Quay Street and Norwich Road. No vice versa.

It is intended that the closure will operate from 17 August 2015 until 6 September 2015, but if necessary the order may remain in force for 18 months (or longer if extended by the Minister).

Enquiries should be made to Colin Cromar of Mervyn Lambert Plant. Tel: (01953) 688 211. Email: planning@mervynlambert.co.uk

Date: 6 August 2015. Timothy Earl, Head of Legal Services, Suffolk County Council, Constantine House, 5 Constantine Road, Ipswich IP1 2DH

South Norfolk COUNCIL

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015, NOTICE UNDER ARTICLE 13, PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

HEREBY GIVE NOTICE that the following applications have been made to the Council:
(2015/1615/H & 2015/1616/LB) FORNCETT, The Granary, Northfield Road, Forncett St Peter, NR16 1JY - Extensions and alterations
Reason(s): Listed Building and/or curtilage
(2015/1633/RVC) DISS, Corn Hall, 9A St Nicholas Street, IP22 4LB - Variation of conditions 2 and 3 of planning 2014/2189/F to allow external and internal amendments to the approved scheme
Reason(s): Listed Building and/or curtilage, Affects a Conservation Area
(2015/1634/LB) DISS, Corn Hall, 9A St Nicholas Street, IP22 4LB - External and internal changes to include material changes on south facade of new extension following planning approval 2014/2190
Reason(s): Listed Building and/or curtilage
(2015/1611/LB) TASBURGH, Grove Cottage, Grove Lane, NR15 1LR - Internal Alterations to provide new stairway and associated works
Reason(s): Listed Building and/or curtilage
(2015/1712/RVC) GISSING, Crown Bungalow, Lower Street - Removal of condition 6 of planning permission 2003/1418 to enable the annexe to be used as an independent residential unit
Reason(s): Listed Building and/or curtilage
(2015/1322/CU) PULHAM MARKET, Church of St Mary Magdalene, The Green - Change of use from agricultural to burial ground
Reason(s): Affects TPO site
(2015/1664/RVC) WYMONDHAM, Ayton House, Ayton Road, NR18 0QJ - Variation of conditions 2, 3, and 12 of permission 2014/2258/F - to allow a change in main entrance to east elevation along with revised extension elevation to facilitate structure and revised cladding to extension
Reason(s): Affects TPO site
(2015/1614/F) HETHERSETT, Land West of Ketteringham Lane - Erection of a new 4 bedroom house meeting the criteria of paragraph 55 of the National Planning Policy Framework
Reason(s): Does not accord with development plan
(2015/1674/H) SAXLINGHAM NETHERGATE, Orchard Farm House, The Green, NR15 1TG - Repositioning of triple garage, log store and oil tank and alteration to driveway
Reason(s): Affects a Conservation Area
(2015/1669/LB) PULHAM ST MARY, North Farm House, North Green Road, IP21 4YG - New door opening in place of existing window
Reason(s): Listed Building and/or curtilage
(2015/1678/F) BAWBURGH, Land Adj A47 and North of New Road - Ground mounted solar photovoltaic panels and associated works including transformer substations, storage container, switchgear, DNO Cabin, access tracks, underground cabling, security measures and other ancillary equipment and landscaping
Reason(s): Major development, Public Interest
(2015/1684/LB) COSTESSEY, Costessey Park House, West End - New soil vent pipe and balanced flue boiler flues
Reason(s): Listed Building and/or curtilage
(2015/0328/H) KIMBERLEY AND CARLETON FOREHOE, The Stables, The Green, Kimberley, NR18 9EY - Proposed extension to dwelling
Reason(s): Affects a Conservation Area
(2015/1581/RVC) WACTON, Church Farm Barn, Church Road, NR15 2UG - Variation of Condition 2 and 13 of planning consent 2010/0880/F - Revised vehicular entrance, internal and external alterations to approved design.
Reason(s): Affects a Conservation Area, Listed Building and/or curtilage
(2015/1677/H) BRESSINGHAM, Norbank, School Road, IP22 2AD - Demolition of existing Timber Shed & Erection of Replacement Garden Store and Workshop; Re-roof Existing Garage
Reason(s): Listed Building and/or curtilage
(2015/1687/H) DICKLEBURGH AND RUSHALL, 29 Rectory Road, Dickleburgh, IP21 4NW - Detached Garage
Reason(s): Affects a Conservation Area, Listed Building and/or curtilage
(2015/1662/F) ASLACTON, Waveney Pumps Newport Drive, Station Road, NR15 2DU - Single storey extension to existing industrial workshop
Reason(s): Affects public right of way
(2015/1663/F) ASLACTON, Waveney Pumps Newport Drive, Station Road, NR15 2DU - Demolition of existing industrial Nissan Hut and erection of seven new industrial units
Reason(s): Affects public right of way
(2015/1583/RVC) THARSTON AND HAPTON, Poplar Barn, Chequers Road, Tharston, NR15 2YA - Variation of condition 2 of planning application 2015/0085/F - Removal of two existing window openings to the south elevation, the inclusion of two conservation roof windows to the south elevation and photovoltaic panels on south roof of single storey boot room wing
Reason(s): Listed Building and/or curtilage
(2015/1608/LB) THARSTON AND HAPTON, Elboden House, Hall Road, Tharston, NR15 2YE - Replace 2no windows
Reason(s): Listed Building and/or curtilage
(2015/1673/F) GREAT MOULTON, Hope Valley, Low Common Road, NR16 1LP - Change of use to mix of Gypsy and Traveller residential use, garden and parking area and paddocks for the keeping and breeding of horses
Reason(s): Affects public right of way
(2015/1667/F) WYMONDHAM, Land between 55 and 57, Norwich Common - New dwelling
Reason(s): Does not accord with development plan
(2015/1642/F) DISS, Land North of 14 & 16, Roydon Road - 1 x 4 Bedroom & 1 x 3 Bedroom Single Storey Bungalows with 3 x Garages
Reason(s): Affects TPO site
(2015/1580/LB) DISS, 11 Market Place, IP22 4AB - 1 x Externally illuminated fascia and 1 x Heritage, non-illuminated projector
Reason(s): Affects a Conservation Area, Listed Building and/or curtilage
(2015/1545/F) GISSING, Land South of Malthouse Farm, Malthouse Lane - 150kWp Solar Photovoltaic electricity generating system, connected in parallel with the electricity grid
Reason(s): Listed Building and/or curtilage, Affects public right of way
Applications can be viewed at South Norfolk House, Swan Lane, Long Stratton, Norwich, NR15 2XE or online at www.south-norfolk.gov.uk.
All comments must be received within 21 days of this Notice and can be sent to planning@s-norfolk.gov.uk. Any comments made will be open to public inspection and available to view on the Council's website.
Dated: 6 August 2015
Tim Horspole, Director of Growth and Localism

Public Notice
The Petroleum Act 1998
LEMAN BH DECOMMISSIONING PROGRAMME

Shell U.K. Limited has submitted, for the consideration of the Secretary of State for Energy and Climate Change, a draft Decommissioning Programme for the Leman BH Platform in accordance with the provisions of the Petroleum Act 1998. It is a requirement of the Act that interested parties be consulted on such decommissioning proposals.

The items/facilities covered by the Decommissioning Programme are restricted to: The Leman BH Platform located 50 km from the nearest UK coastline in UK Block 49/26 of the United Kingdom Continental Shelf. The approximate weight of the platform including topsides and jacket is 1605 tonnes.

Shell U.K. Limited hereby gives notice that the LemanBH Decommissioning Programme and the supporting Environmental Impact Assessment can be viewed online at www.shell.co.uk/sustainability/decommissioning.

Alternatively a CD copy of the programme can be requested at NAM-Leman-BH-DP@shell.com or a hard copy inspected at the following locations during office hours:

Shell U.K. Limited
1 Altens Farm Road
Nigg
Aberdeen
AB12 3FY
Contact: Larissa Leitch

Amec Office, Phase 1
Edison Way
Gapton Hall Industrial Estate,
Gt Yarmouth
NR31 0NG
Contact: Claire Fowler

Representations regarding the Leman BH Decommissioning Programme should be submitted in writing either to NAM-Leman-BH-DP@shell.com or to Larissa Leitch at the above address where they should be received by the consultation closing date, 04 September 2015, and should state the grounds upon which any representations are being made.

Date: 06 August 2015

BRECKLAND COUNCIL
NOTICE OF CONCLUSION OF AUDIT AND NOTICE OF INSPECTION STATEMENT OF ACCOUNTS AUDIT COMMISSION ACT 1998 ACCOUNTS AND AUDIT REGULATIONS, 2011

NOTICE is given that:
(1) the audit of accounts for Breckland Council for the year ended 31st March 2015 has been concluded; and
(2) the statement of accounts is available for inspection by any local government elector, in accordance with section 14 of the Audit Commission Act 1998, for the area of the above-named Council at:
- Breckland House, St. Nicholas Street, Thetford IP24 1BT on working days between the hours of 10 am to 4pm; and
- Elizabeth House, Walpole Loke, Dereham NR19 1EE on working days between the hours of 10am to 4pm; and
- http://www.breckland.gov.uk/content/statement-accounts-1

Executive Director Commercialisation

ENA MARY LISTER (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of Ashfields 31 Salhouse Road Rackheath Norwich Norfolk NR13 6PD, who died on 04/06/2015, are required to send particulars thereof in writing to the undersigned Solicitors on or before 16/10/2015, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
FOSTERS
William House 19 Bank Plain Norwich

WILLIAM JOHN WYMER (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 117 Norwich Road Aylsham Norfolk NR11 6JQ, who died on 12/01/2015, are required to send particulars thereof in writing to the undersigned Solicitors on or before 16/10/2015, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
SPIRE SOLICITORS LLP
3 Burgh Road Aylsham
Norfolk NR11 6AH
T448372

AUCTIONS AND SALES

LACY SCOTT & KNIGHT
Chartered Surveyors | Property Agents | Valuers & Auctioneers

SALE THIS WEEK

A late Victorian mahogany collectors cabinet.

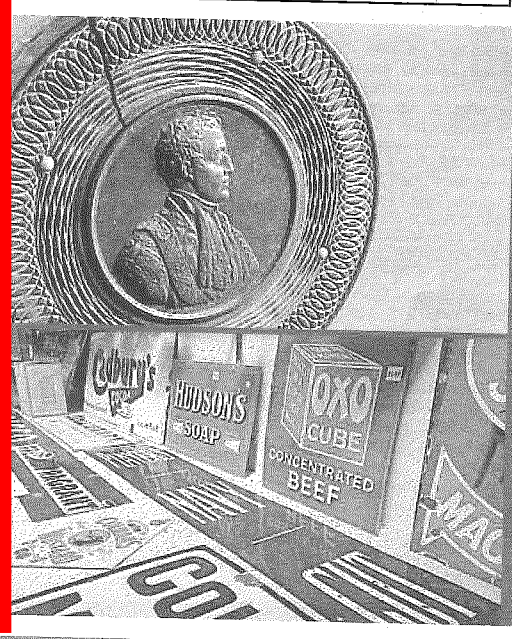
General Antiques & Collectables
Saturday 8th August at 10am
Approx. 900 Lots to include: Ceramics, Glassware and Collectables, Silver & Plate, Metalwares, Jewellery, Ephemera, Books, bygones etc. An extensive selection of oils, watercolours & prints, frames and mirrors followed by a good selection of Georgian, Victorian, Edwardian and later quality furniture etc
Catalogues online or £2 by post
View: Friday 12–7pm & sale day from 9am
We are currently accepting entries for the 5th September sale

SALE NEXT WEEK
Toys & Collectors' Models
Saturday 15th August at 10am
Catalogues online or £7 by post
View: Friday 14th August 12–7pm & sale day from 9am
the-saleroom.com

Eidai Grip, 1/8th scale plastic kit for a McLaren M23 F1 racing car. £500-700

FINAL CALL FOR ENTRIES for our
11th September Twentieth Century Design
& 12th September Fine Art Sales

01284 748600 10 RISBYGATE STREET BURY ST EDMUNDS WWW.LSK.CO.UK



twgaze

The Quarterly Antiques Special
Friday 7 August, 10.30am
Viewing: 6 Aug 2-8pm & sale morning from 8.30am
Contact Lisa West
LIVE AUCTIONS

Rural & Domestic Bygones
Saturday 8 August 10.00am
Viewing: 6 Aug 2-8pm, Fri 7 Aug 10am-6pm & sale morning from 8.30am
Contact Robert Kinsella

Diss Auction Rooms
Roydon Road, Diss, Norfolk IP22 4LN
01379 650 306
twgaze.co.uk

Night sky August

Shooting stars highlight the heavens

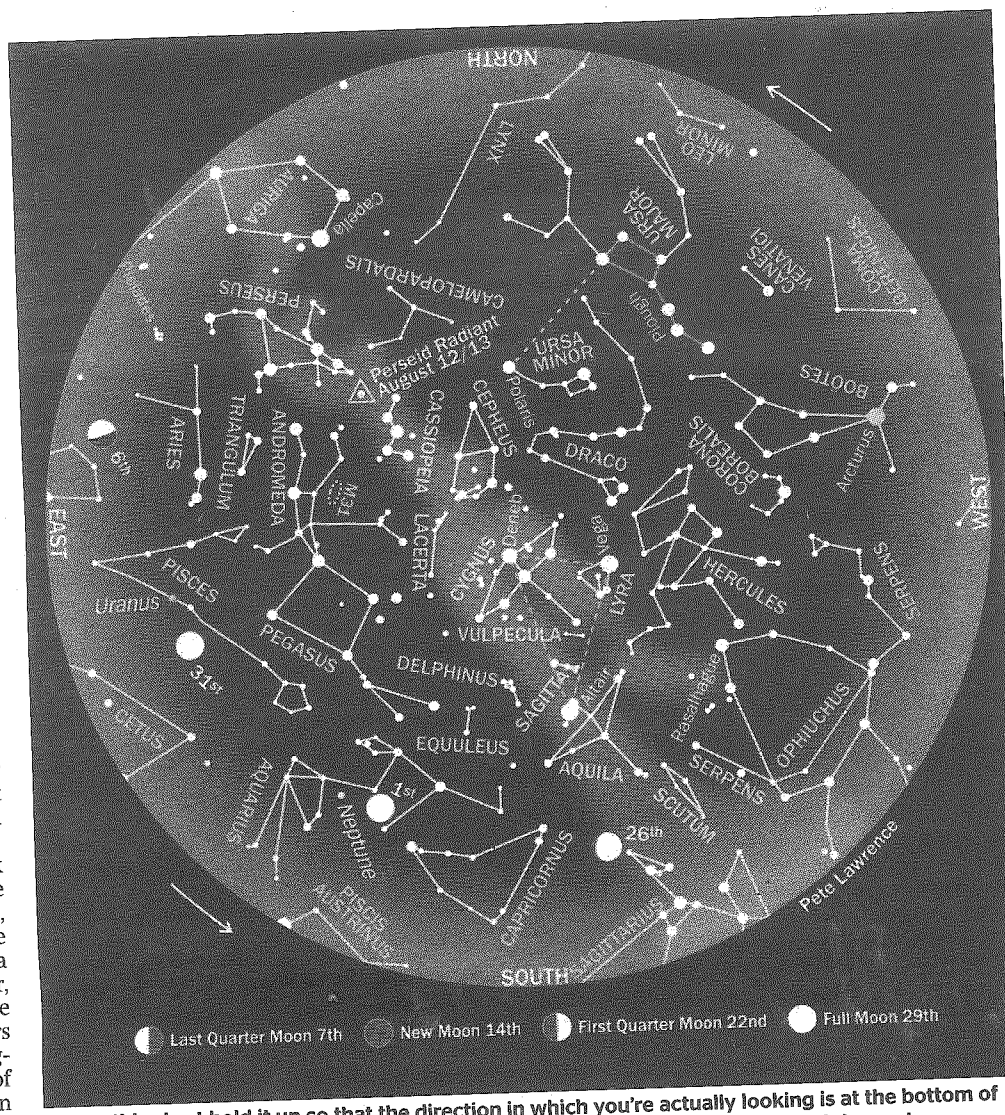
Chris Lintott

The night of August 12 is one of my favourite in the astronomical year as it marks the peak of summer's most reliable meteor shower. The Perseid shower, named for the constellation of Perseus from which meteors appear to derive, is active throughout August but has a sharp peak which this year is expected to arrive just after dawn on August 13.

Stay up late, therefore, and there is the chance to watch the number of shooting stars climb to more than one a minute. Each one is the fiery death of a tiny particle, likely no bigger than a sand grain, deposited in space by Comet Swift-Tuttle, a comet which visits the inner solar system once every 133 years. It was last here in 1992, but comet particles have spread around its orbit and we are treated to an annual shower when we pass through this region of space regardless of the position of the shower's parent. (Mark your cards for Swift-Tuttle's next return in 2126, when it will be a bright naked-eye object).

Predicting the shower's peak therefore involves mapping the orbits of countless tiny particles, and so it is usually best to take specific predictions with a degree of scepticism. This year, as well as the main peak, there are papers from prognosticators with a good track record suggesting that the early evening of the 12th will also be busy. Given the vagaries of the British summer, and the attraction of a warm late summer evening under the stars, I would recommend observing on any clear night either side of these projected peaks.

Meteor monitoring is the most relaxed form of observation. All that is needed is a deck chair and an unobscured view of the sky. The radiant, from where Perseids will emanate, is marked on our chart this month, but do not look directly towards it. The best meteors with the longest streaks will be seen away from the radiant, so look 90 degrees away toward the northwest or southeast. Remember to let one's eyes adjust to the dark; while the Perseids produce their fair share of bright meteors, many of the shower's members will be faint. The absence of the Moon — just past new at the peak of this year's shower — is a boon, and will also help to pick up the mostly faint "sporadic" meteors, which belong to no shower but which will be visible alongside the main event.



To use this chart hold it up so that the direction in which you're actually looking is at the bottom of the chart. The bottom edge of the chart will then represent your real horizon and the centre represents the point directly overhead. The view is correct for the UK at midnight on the 1st August, 11pm on the 15th and 10pm on the 31st. All times are given as GMT.

Finding the radiant will help distinguish true Perseids from these interlopers, but the region of the sky that hosts it is worth finding for its own sake. Perseus, which lies beneath the easily recognised "W" of Cassiopeia, is firmly in the summer Milky Way. Right next to the radiant is the glorious double cluster, easily found by following the line made by the second and third stars in Cassiopeia, reading left to right down toward the horizon. Bright enough to be seen with the naked-eye, the clusters were known to Ancient Greek astronomers, but it is in binoculars that they are truly spectacular.

Mark your cards for Swift-Tuttle's next return in 2126

If you do have binoculars to hand, do wander the region around the double cluster itself. This part of the Milky Way, where we are looking through the spiral arm that hosts our own Sun and across to the neighbouring, Perseus arm, is especially rich in clusters. Each has its own character. Take, for example, Stock 2, which has gained fame recently as the "Muscleman cluster", due to a supposed resemblance to a stick figure pulling a chain of stars from the double cluster itself; find it by following a chain of stars back up toward Cassiopeia and judge for yourself.

It is fortunate August is a good time for the stellar sky, because there is little of planetary worth to recommend this month. The main attraction is Saturn, now more than a month past opposition and thus a bright evening object setting just before midnight. The ringed planet is in Libra and never rises far from the horizon, but with the rings well placed for observation will no doubt please telescopic observers. Jupiter and Venus, the highlight of many observers' years with their evening display over the past few months, both cross into the morning sky. Jupiter is at conjunction in late August, on the opposite side of the Sun to the Earth. A week or so earlier, Venus passes through inferior conjunction, between the Sun and the Earth. Mercury is lost in the evening haze, and Mars in the pre-dawn twilight until at least the end of August. Yet with the glorious summer Milky Way stretching across the sky, why be parochial? Time to look beyond the solar system.

Law Report

When it comes to crime 'date' means 'time'

Court of Appeal, Criminal Division
Published: August 5, 2015

Regina v Lehair

A gift consisting of the proceeds of crime could be a tainted gift within the meaning of section 77(5) of the Proceeds of Crime Act 2002 even when made on the same day as the offence was committed.

The Court of Appeal, Criminal Division (Lady Justice Macur, Mr Justice Walker and Judge Zeidman, QC) so held on July 1, 2015, when dismissing an appeal by Nicola Lehair against a confiscation order in the sum of £1,140 made on January 28, 2015, at Ipswich Crown Court by Judge Goodin.

LADY JUSTICE MACUR, giving the judgment of the court, said that the defendant robbed a bank of £2,175 and later on the same day lodged the cash at her bank, arranging that £1,100 of it should be credited to her husband's bank account. The defendant argued that section 77(5) of the Proceeds of Crime Act 2002 did not apply to the gift to the husband because it had not been made "after . . . the date on which the offence concerned was committed".

A literal interpretation of section 77(5) would defeat the explicit purpose of the act. A day's grace could not be supposed. An offence might take place at any time in a day, including shortly before midnight. It could not be right that the draftsman had been influenced by the time of day at which an offence occurred. A purposive construction was to be given to section 77(5) so that "date" referred to the time of commission of the offence.

Court Circular

There is no Court Circular today.

Births, Marriages and Deaths

AND the heavens shall praise thy wonders, O LORD: thy faithfulness also in the congregation of the saints. For who in the heaven can be compared unto the LORD? who among the sons of the mighty can be likened unto the LORD? Psalm 89.5-6.

Forthcoming Marriages

MR N.E.G. LESLIE AND MISS L. STOJCEVIC
The engagement is announced between Nicholas, son of Professor and Mrs R.D.G. Leslie of London, and Laura, daughter of Mr and Mrs P. Stojcevic of London.

Anniversaries

CARSTAIRS : MOHR
Bob and Inge. Congratulations on fifty fantastic years of marriage. All our love Nicky, Gilla and families xx.

Deaths

ANDERSON CBE Derek died on 1st August 2015, aged 90. Much loved by Joan for 61 years, by friends, family, children, grandchildren and great-grandchildren. Private family funeral. No flowers. Donations to National Star, Ullenwood, Cheltenham.

BROADBENT Daphne died peacefully on 2nd August 2015, aged 84. A much loved wife of Michael, mother of Emma and Bartholomew, grandmother of Alexander, Katherine, Leaf and Alice Arbuthnot and of Charlotte and Henry Broadbent. Private cremation. Daphne's life to be remembered in the Autumn of 2015.

CARSTENSEN Hazel Margaret (née Price) passed away peacefully on 1st August 2015, aged 81. After a long illness borne with her usual courage and humour. Only daughter of the late David and Mary Price of Rhos-On-Sea. Beloved wife of Kaj, Loving mother of Lars and Sian and darling granny to Jens. Her bright spirit will be missed by all who knew her. Gorffwys Mewn Hedd. Rest in peace. Funeral service at St. Mary's Church, Nantwich, Cheshire on Wednesday 12th August 2015, at 1.30pm. Flowers by choice or contact Graham Tresidder of Nantwich Funeral Services on 01270 812512.

DRAPER
John Christopher died peacefully on 27th July 2015 aged 77. He will be greatly missed by wife Linda, children Christina and James and their partners John and Anna, and grandchildren Emma and Jack.

EVANS Valerie Jean C.B.E passed away peacefully on 26th July 2015. Formerly of Moseley Birmingham. Sadly missed by her family and friends. Funeral service to take place at Robin Hood Crematorium, Streetsbrook Road, Solihull on Monday 10th August 2015 at 1pm. Family flowers only please. Donations if wished to Soroptimist charities C/O Sandra Squires 18 Augustus Road, Edgbaston, Birmingham, B15 3NJ. Payable to S.I.Central Birmingham.

GISSANE William James Mason died peacefully at home on 31st July 2015 aged 74, surrounded by his family. Beloved of wife Virginia, daughter Elizabeth and son Thomas. Adored and sadly missed. Funeral service at St Michael and All Angels Church, Ledbury on Monday 10th August at 2pm followed by a private burial. Family flowers only. Donations, if desired, for MacMillan Cancer Support and Marie Curie can be sent to Abbotsfield Funeral Directors, Bye Street, Ledbury, HR8 2AA. Tel: 01531 636666.

JACKSON Professor Dudley A. S. died in Queensland, Australia on 26th July 2015, aged 72 years. Emeritus Professor of Economics, University of Wollongong, New South Wales, former Professor of Business Economics, Aston University, Birmingham, Fellow of St. Catherine's College, Cambridge and member of the Department of Applied Economics, Cambridge University.

LUARD The Hon. Phlippa Mary Agnes Joan (née Chetwynd) died peacefully on 23rd July 2015, aged 84, at home. Much loved wife, mother, grandmother and friend. Eldest child of Adam 9th Viscount Chetwynd and his first wife Joan. Memorial service to be held at St. James' Church, Swimbridge, North Devon, EX32 0PH on Saturday 12th September at 2.30 pm. No flowers please, donations in her memory to North Devon Hospice c/o A D Williams, 31 Portland Street, Ilfracombe, Devon, EX34 9NL, 01271 866 332.

NUNAN Manus died on 4th August 2015, aged 89. QC formally of the Legal Colonial Service Nigeria. Much loved husband of Val, father to Nathalie and Manus William, stepfather to Ciel (deceased) and Kate, and grandfather to Lucie, Alexandra and Finlay. Private cremation with memorial at a later date. Enquiries: 07889382888.

MUNRO Helen Mary Stansfeld Munro (née Squire) passed away peacefully o 29th July 2015, aged 89. Much loved wife to Ian for almost 60 years, mother to Fiona and grandmother to Max and Emma. Private cremation on Thursday 13th August with memorial service to follow in the autumn. Flowers welcome or donations to Women's Royal Naval Service Benevolent Trust c/o A&C Tadman Ltd, 39A High Street, Kings Langley, WD4 8AB. Tel: 01923 264296.

SEDDON Christopher John MBE died peacefully on 1st August 2015, aged 73. Much loved by his family and fantastic friends who supported him and each other through his many illnesses which he bore so bravely. A private service of committal will take place on Monday 10th August followed by a service to celebrate his life at St Mark's Church, Worsley Brow, Worsley, Manchester, M28 2WH, at 2pm, to which all are welcome to attend. Following the service an open invitation is extended by the family to join them at the Worsley Park Marriott Hotel for light refreshment. Family flowers only please. Donations in lieu to Cancer Research UK or The Christie. All enquiries and donations via Broadoak Funeral Service 0161 794 7499. Dress - please wear colour.

SHIPSEY Georgina Ann died peacefully on 3rd August 2015, aged 43. Fortified by the rites of Holy Mother Church. Beloved daughter of the late David and Judy, most dearly loved sister of Helen and Nicola, adored aunt of Bertie, Clementine, Amelia and Teddy. Sam, Freddie, Charlie and Monty and cherished goddaughter of Dorothy. Funeral Service at The Oratory, Brompton Road, London SW7 on Wednesday 19th August 2015 at 11am. Family flowers only, donations if desired in memory of Georgina to Trinity Hospice, Clapham, SW4, or to The Friends of The Royal Marsden Hospital, Fulham Road, SW3, c/o Leverton & Sons 020 7387 6075.

STEELE-PERKINS Dr Peter Edward died peacefully on 27th July 2015, aged 98. Beloved husband to Joan, father, grandfather and great-grandfather. The cremation service will be held at Taunton Crematorium on 21 August at 12.30pm.

YATES Ivan Ray aged 86, died peacefully at his beloved Juggs Corner, Kingston, on Sunday 2nd August 2015 with Jennie, Mark and Jane at his side. Father-in-law of Kerry and James. Grandfather of Ben, Lara, Amber and Harry. He was much loved and respected by his family and friends. Service of thanksgiving at Kingston Parish Church, on Friday 21st August at 2.30pm. No flowers please. Donations if desired in aid of Kingston Parish Church and The Stroke Association to Cooper & Son Funeral Service, 42 High Street, Lewes, East Sussex, BN7 2DD. Tel: 01273 475557.

Public Notices

DJI HOLDINGS
DJI Holdings Plc announces that its Annual General Meeting scheduled for 24 July 2015 was adjourned with the approval of shareholders present on the day. The meeting has been rescheduled for 11am on Thursday 13 August 2015 at the same venue (First Floor, Mallory House, Goostrey Way, [illegible])

THE PETROLEUM ACT 1998
LEMAN BH DECOMISSIONING PROGRAMME

Shell U.K. Limited has submitted, for the consideration of the Secretary of State for Energy and Climate Change, a draft Decommissioning Programme for the Leman BH Platform in accordance with the provisions of the Petroleum Act 1998. It is a requirement of the Act that interested parties be consulted on such decommissioning proposals.

The items/facilities covered by the Decommissioning Programme are restricted to:

The Leman BH Platform located 50 km from the nearest UK coastline in UK Block 49/26 of the United Kingdom Continental Shelf. The approximate weight of the platform including topsides and jacket is 1605 tonnes.

Shell U.K. Limited hereby gives notice that the Leman BH Decommissioning Programme and the supporting Environmental Impact Assessment can be viewed online at www.shell.co.uk/sustainability/decommissioning.

Alternatively a CD copy of the programme can be requested at NAM-Leman-BH-DP@shell.com or a hard copy inspected at the following locations during office hours:

Shell U.K. Limited
1 Altens Farm Road
Nigg
Aberdeen
AB12 3FY
Contact: Larissa Leitch

Amec Office, Phase 1
Edison Way
Gapton Hall Industrial Estate,
Gt Yarmouth
NR31 0NG
Contact: Claire Fowler

Representations regarding the Leman BH Decommissioning Programme should be submitted in writing either to NAM-Leman-BH-DP@shell.com or to Larissa Leitch at the above address where they should be received by the consultation closing date, 04 September 2015, and should state the grounds upon which any representations are being made.

Date: 06 August 2015

THE TIMES
The simple way to place your announcement in The Times. Available 24 hours a day, seven days a week:
newsukadvertising.co.uk

ENVIRONMENT & INFRASTRUCTURE

ENERGY

THE PETROLEUM ACT 1998
LEMAN BH DECOMMISSIONING PROGRAMME

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Alternatively a CD copy of the programme can be requested at NAM-Leman-BH-DP@shell.com or a hard copy inspected at the following locations during office hours:

Shell U.K. Limited	Amec Office, Phase 1
1 Altens Farm Road	Edison Way
Nigg	Gapton Hall Industrial Estate,
Aberdeen	Gt Yarmouth
AB12 3FY	NR31 0NG
Contact: Larissa Leitch	Contact: Claire Fowler

Representations regarding the Leman BH Decommissioning Programme should be submitted in writing either to NAM-Leman-BH-DP@shell.com or to Larissa Leitch at the above address where they should be received by the consultation closing date, 04 September 2015, and should state the grounds upon which any representations are being made.

6 August 2015 (2380868)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (South East) (No.25) Order 2015" authorising the stopping up of a northern part-width of Parsonage Road, adjoining the western boundary of number 60 Parsonage Road, at Horsham in the District of Horsham. This is to enable development as permitted by Horsham District Council under reference DC/14/1624.

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/SE/S247/1822) and may be inspected during normal opening hours at The Post Office, 1 Coltsfoot Drive, Horsham RH12 5FN.

ANY PERSON aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 06 August 2015 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Department for Transport (2380841)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (South East) (No.26) Order 2015" authorising the stopping up of a length of Western Esplanade in the City of Southampton to enable development as permitted by Southampton City Council under reference 13/00464/OUT and reserved matters reference 14/00668/REM.

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/SE/S247/1827) and may be inspected during normal opening hours at Southampton City Council, Civic Centre, Southampton, SO14 7LY.

ANY PERSON aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 06 August 2015 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Department for Transport (2380843)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (South East) (No.24) Order 2015" authorising the stopping up of a southern part-width and a length of the B4000 Station Road, comprising the railway overbridge, at Shrivenham in the District of Vale of White Horse. This is to enable development as permitted by Vale of White Horse District Council under reference P14/V2196/P11.

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/SE/S247/1885) and may be inspected during normal opening hours at Shrivenham Parish Council, Memorial Hall, Highworth Road, Shrivenham SN6 8BL.

ANY PERSON aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 06 August 2015 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Department for Transport (2380847)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (East) (No.27) Order 2015" authorising the stopping up of an area of highway verge adjoining the eastern boundary of number 486 Grace Way, in the Borough of Stevenage. This is to enable development as permitted by Stevenage Borough Council, reference 15/00142/FP.

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/E/S247/1887) and may be inspected during normal opening hours at Stevenage Borough Council, Daneshill House, Danestrete, Stevenage SG1 1HN.

ANY PERSON aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 06 August 2015 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Department for Transport (2380851)

APPENDIX 2. CORRESPONDENCE FROM STATUTORY CONSULTEES

Shell U.K. Limited
1 Altens Farm Road,
Nigg,
Aberdeen,
AB12 3FY,
United Kingdom
Tel +44 (0)1224 883 255

Email r.sparreboom@shell.com
Internet http://www.shell.com/

5th August 2015

FAO: Mr John Wrottesley
Global Marine Systems
New Saxon House
1 Winsford Way
Boreham Interchange
Chelmsford
Essex
CM2 5PD

Dear John,

Leman BH Decommissioning Programme – Southern North Sea

Shell U.K. Limited has submitted, for the consideration of the Secretary of State for Energy and Climate Change, a draft Decommissioning Programme for the Leman BH Platform in accordance with the provisions of the Petroleum Act 1998. It is a requirement of the Act that interested parties be consulted on such decommissioning proposals.

I hereby enclose a CD with electronic PDF copies of the Decommissioning Programme and supporting Environmental Impact Assessment for your consideration.

Representations regarding the Leman BH Decommissioning Programme should be submitted in writing either to NAM-Leman-BH-DP@shell.com or to Larissa Leitch at the above address where they should be received by the consultation closing date, 04 September 2015, and should state the grounds upon which any representations are being made.

Please do not hesitate to contact me should you require any further information.

Yours sincerely

Rob Sparreboom
Project Manager, Leman BH Decommissioning Project.

Encl. 1 x CD with PDF copies of the Leman BH Decommissioning Programme and supporting EIA.

Shell U.K. Limited
1 Altens Farm Road,
Nigg,
Aberdeen,
AB12 3FY,
United Kingdom
Tel +44 (0)1224 883 255

Email r.sparreboom@shell.com
Internet http://www.shell.com/

5th August 2015

FAO: Mr Alan Piggott
National Federation of Fishermen's Organisations
30 Monkgate
York
YO31 7PF

Dear Alan,

Leman BH Decommissioning Programme – Southern North Sea

Shell U.K. Limited has submitted, for the consideration of the Secretary of State for Energy and Climate Change, a draft Decommissioning Programme for the Leman BH Platform in accordance with the provisions of the Petroleum Act 1998. It is a requirement of the Act that interested parties be consulted on such decommissioning proposals.

I hereby enclose one hard copy of the Decommissioning Programme, one hard copy of the supporting Environmental Impact Assessment and electronic PDF copies of each on CD of each for your consideration.

Representations regarding the Leman BH Decommissioning Programme should be submitted in writing either to NAM-Leman-BH-DP@shell.com or to Larissa Leitch at the above address where they should be received by the consultation closing date, 04 September 2015, and should state the grounds upon which any representations are being made.

Please do not hesitate to contact me should you require any further information.

Yours sincerely

Rob Sparreboom
Project Manager, Leman BH Decommissioning Project.

Encl. 1 x hard copy of the Leman BH Decommissioning Programme
1 x hard copy of the Leman BH Decommissioning Environmental Impact Assessment.
1 x CD with PDF copies of the Leman BH Decommissioning Programme and supporting EIA.

Shell U.K. Limited
1 Altens Farm Road,
Nigg,
Aberdeen,
AB12 3FY,
United Kingdom
Tel +44 (0)1224 883 255

Email r.sparreboom@shell.com
Internet http://www.shell.com/

5th August 2015

FAO: R J James
Northern Ireland Fish Producers' Organisation Ltd.
1 Coastguard Cottages
Portavogie
County Down
BT22 1EA

Dear Mr James,

Leman BH Decommissioning Programme – Southern North Sea

Shell U.K. Limited has submitted, for the consideration of the Secretary of State for Energy and Climate Change, a draft Decommissioning Programme for the Leman BH Platform in accordance with the provisions of the Petroleum Act 1998. It is a requirement of the Act that interested parties be consulted on such decommissioning proposals.

I hereby enclose a CD with electronic copies of the Decommissioning Programme and supporting Environmental Impact Assessment for your consideration.

Representations regarding the Leman BH Decommissioning Programme should be submitted in writing either to NAM-Leman-BH-DP@shell.com or to Larissa Leitch at the above address where they should be received by the consultation closing date, 04 September 2015, and should state the grounds upon which any representations are being made.

Please do not hesitate to contact me should you require any further information.

Yours sincerely

Rob Sparreboom
Project Manager, Leman BH Decommissioning Project.

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Internet http://www.shell.com/

5th August 2015

FAO: John Watt
Scottish Fisherman's Federation
24 Rubislaw Terrace
Aberdeen
AB10 1XE

Dear John,

Leman BH Decommissioning Programme – Southern North Sea

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Yours sincerely

Rob Sparreboom
Project Manager, Leman BH Decommissioning Project.

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