Our Ref: 01.01.01.01-6900U
UKOP Doc Ref:1451176

Offshore Petroleum Regulator for Environment & Decommissioning

LIVERPOOL BAY CCS LIMITED
ENI HOUSE
10 EBURY BRIDGE ROAD
LONDON
SW1W 8PZ

Registered No.: 13194018

Date: 30th June 2026

Department for Energy Security & Net Zero

AB1 Building
Crimon Place
Aberdeen
AB10 1BJ

Tel [redacted]
Fax [redacted]

www.gov.uk/desnz
opred@energysecurity.gov.uk

Dear Sir / Madam

THE OFFSHORE OIL AND GAS EXPLORATION, PRODUCTION, UNLOADING AND STORAGE (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2020
Hamilton A Platform - INJECTOR WELL 110/13-H2

I refer to your amended application dated 23rd June 2026, reference DR/2605/1 (Version 1).

It has been determined that the proposed changes to the project is not likely to result in a significant effect on the environment, and therefore an environmental impact assessment is not required.

A screening direction is therefore issued for the changes to the project. An amended schedule of conditions, comments, and main reasons for the decision on the amended application, are attached. A copy of this screening direction will be forwarded to the application consultees, the Oil and Gas Authority and published on the gov.uk website.

If you have any queries in relation to this screening direction or the attachments, please do not hesitate to contact [redacted] on [redacted] or email the Environmental Management Team at opred@energysecurity.gov.uk.

Yours faithfully

Signature Not Verified

Digitally signed by Department for Energy Security and Net Zero
Date: 2026.06.30 11:10:40 BST
Reason: On behalf of the Secretary of State
Location: Offshore Petroleum Regulator for Environment and Decommissioning

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THE OFFSHORE OIL AND GAS EXPLORATION, PRODUCTION, UNLOADING AND STORAGE (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2020

SCREENING DIRECTION CONFIRMING THAT AN ENVIRONMENTAL IMPACT ASSESSMENT IS NOT REQUIRED

Hamilton A Platform - INJECTOR WELL 110/13-H2

DR/2605/1 (Version 1)

Whereas LIVERPOOL BAY CCS LIMITED has made an application dated 23rd June 2026, under The Offshore Oil and Gas Exploration, Production, Unloading and Storage (Environmental Impact Assessment) Regulations 2020, and whereas the Secretary of State has considered the application and is satisfied that the project is not likely to have a significant effect on the environment; in exercise of the powers available under regulation 6, the Secretary of State hereby directs that the application for consent in respect of the project need not be accompanied by an Environmental Impact Assessment, provided that the project is carried out as described in the application for the screening direction and in accordance with the conditions specified in the attached schedule.

In giving a screening direction under regulation 6 of the above Regulations, the Secretary of State accordingly gives agreement to the Oil and Gas Authority to the grant of consent for the project as detailed in the application, WONS/18434/0/GS/1 and WONS/18840/0/C/1.

Effective Date: 30th June 2026

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THE OFFSHORE OIL AND GAS EXPLORATION, PRODUCTION, UNLOADING AND STORAGE (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2020

SCHEDULE OF SCREENING DIRECTION CONDITIONS

The grant of this screening direction is conditional upon the screening direction holder complying with the following conditions.

1 Screening direction validity

The screening direction shall be valid from 21 March 2026 until 30 September 2026.

2 Commencement and completion of the project

The holder of the screening direction must notify the Department for Energy Security & Net Zero (hereinafter called the 'Department') of commencement and completion of the project within two days:

a) of commencement of the project and

b) of completion of the project.

Notification should be sent by email to the Environmental Management Team Mailbox: opred@energysecurity.gov.uk

3 Nature of stabilisation or protection materials

Rock deposits

1,800 m3 of clean, inert rock material, containing minimal fines, (The quantity of rock deposited should be the minimum required to provide the necessary stabilisation or protection, and any surplus rock must be returned to land).

4 Location of stabilisation or protection materials

As described in the application.

5 Prevention of pollution

The holder of the screening direction must ensure that appropriate measures are taken to minimise discharges, emissions and waste, in particular through the appropriate use of technology; and to ensure that necessary measures are taken to prevent incidents affecting the environment or, where they occur, to limit their consequences in relation to the environment.

6 Inspections

Should the Department consider it necessary or expedient for an inspector appointed by the Secretary of State to investigate whether the conditions of the screening direction are being complied with, the holder of the screening direction shall afford the inspector with such facilities and assistance as the inspector considers necessary to exercise the powers conferred by the regulations. The holder of the screening direction shall additionally ensure that copies (electronic or paper) of the screening direction and any other relevant documents are available for inspection by the inspector at:

a) the premises of the holder of the screening direction; and
b) the facilities undertaking the project covered by the screening direction.

7 Monitoring

The results of any pre or post-placement surveys carried out to confirm the necessity for the deposits covered by the screening direction and/or to confirm the accurate positioning of the stabilisation or protection materials, should be forwarded to the Department following completion of the surveys

8 Check monitoring

Should the Department consider it necessary or expedient to undertake an independent monitoring programme to assess the impact of the project covered by the screening direction, the screening direction holder shall afford the Department with such facilities and assistance as the Department considers necessary to undertake the work.

9 Atmospheric emissions returns

Following completion of the project covered by the screening direction, the holder of the screening direction shall report all relevant atmospheric emissions, such as combustion emissions, extended well test emissions or flaring and venting emissions relating to a well test, using the appropriate Environmental Emissions Monitoring System (EEMS) reporting forms. In the case of atmospheric emissions relating to drilling projects undertaken from a fixed installation, they should be included in the annual EEMS reporting forms for the fixed installation.

10 Deposit returns

The holder of the screening direction shall submit a report to the Department following completion of the deposit covered by the screening direction, confirming the quantity of materials deposited and the estimated area of impact, using the appropriate Environmental Emissions Monitoring System (EEMS) reporting form. Where no deposits are made, a 'nil' return is required.

11 Unauthorised deposits

Following completion of the project covered by the screening direction, the holder of the screening direction shall recover any materials accidentally or temporarily deposited on the seabed, such as debris, temporary containers, structures or deposits, or scientific instruments, and shall return the materials to land. If it is not possible to recover any of these deposits, full details of the materials remaining on the seabed must be reported to the Department in accordance with the requirements of Petroleum Operations Notice No.2 (PON2).

12 Screening direction variation

In the event that the holder of the screening direction proposes changes to any of the particulars detailed in the application for a screening direction, the holder must notify the Department immediately and submit an application for a post screening direction amendment. The post screening direction must be in place prior to the amended proposals taking effect.

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COMMENTS ON THE APPLICATION FOR SCREENING DIRECTION

Section 1

The attention of screening direction holders is drawn to the following provisions regarding The Offshore Oil and Gas Exploration, Production, Unloading and Storage (Environmental Impact Assessment) Regulations 2020.

1) You are deemed to have satisfied yourself that there are no barriers, legal or otherwise, to the carrying out of the project covered by the screening direction. The issue of a screening direction does not absolve the screening direction holder from obtaining such authorisations, consents etc that may be required under any other legislation.

2) The Department would draw your attention to the following comments:

N/A

3) All communications relating to the screening direction should be addressed to:

opred@energysecurity.gov.uk

or

Offshore Petroleum Regulator for Environment & Decommissioning
Department for Energy Security & Net Zero
AB1 Building
Crimon Place
Aberdeen
AB10 1BJ

Tel [redacted]
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SCHEDULE OF SCREENING DIRECTION DECISION REASONS

The Secretary of State has decided that, based on the information provided, the project is not likely to have a significant effect on the environment. The main reasons for this decision are:

1) Decision reasons

The following provides a summary of the assessment undertaken to determine whether an Environmental Impact Assessment is required for this project, summarises the information considered, the potential impacts and sets out the main reasons for the decision made. In considering whether an Environmental Impact Assessment is required or not, the following have been taken into account:

a) the information provided by the developer;

b) the matters listed in Schedule 5 of The Offshore Oil and Gas Exploration, Production, Unloading and Storage (Environmental Impact Assessment Regulations 2020) (the Regulations);

c) the results of any preliminary verifications or assessments of the effects on the environment of the project; and

d) any conditions that the Secretary of State may attach to the agreement to the grant of consent.

Characteristics of the project

Having regard, in particular, to the matters identified at paragraphs 1(a) to (g) of Schedule 5 to the Regulations, the characteristics of the project include the following:-

Summary of the project

- Sidetracking and recompletion of the previously abandoned 110/13-H2 well to repurpose it as the C110/13a-HB CO2 injection well at the Hamilton platform in the East Irish Sea, within UKCS Quad/Block 110/13.

- The well will be drilled from the jack-up Mobile Offshore Drilling Unit (MoDU) Valaris 72, within the existing 500m safety zone for the Hamilton platform.

- This represents the primary case in the application because the MoDU is already on location undertaking plug and abandonment (P&A) operations at the Hamilton wells. The impacts of positioning the Valaris 72 have already been assessed under separate applications.

- In the event that the Valaris 72 cannot be utilised, the Valaris 248 jack up will be

used. The additional seabed impacts arising from the use of the larger Valaris 248 jack up have been assessed as the worst-case scenario.

- In the event of excessive scour at the spud cans of either the Valaris 72 or the Valaris 248, the placement of 1,800m3 of rock stabilisation material is included as a contingency operation.

The drilling stages are as follows:

- Cutting and removal of the legacy 10" casing with inhibited seawater

- Cutting and removal of the legacy 9" casing with inhibited seawater

- Initiation of sidetrack using a whipstock set inside the 13" casing

- Drilling of 12" section with Oil-Based Mud (OBM)

- Drilling of 8" section with OBM

- Completion and suspension with base oil with one mechanical plug and, a liner hanger and a 7" shoe, pending further completion operations

- The 12" and 8" sections will be drilled with Oil Based Mud (OBM), which will be recovered back to the drilling rig and skipped and shipped to shore for disposal. There will be no discharge to the marine environment

- The drilling activity is expected to last for approximately 35 days, with the project assessed for a total of 75 days to include contingency for operational and weather delays.

- In the event of the drill pipe becoming stuck, there may be the requirement for severance to enable the drill pipe to become unstuck. As a contingency, the use of explosives downhole (minimum depth of 300m downhole) has therefore been included.

Summary of changes to the project DR/2605/1:

The variation reflects a permit extension request to 30 September 2026.

Description of the project

As part of the HyNet Carbon Dioxide Transportation and Storage Project (subject to ES/2022/009), Liverpool Bay CCS Limited intends to repurpose the previously abandoned 110/13-H2 well at the Hamilton platform which is situated within the East Irish Sea. 110/13-H2 will be sidetracked and recompleted to install CO2 resistant tubulars and cement necessary for CO2 injection as part of future Carbon Capture and Storage (CCS) operations under the new well designation C110/13a-HB.

The C110/13a-HB well is one of five proposed Hamilton CCS wells. The CCS drilling campaign at Hamilton is planned to take place immediately following the current plug and abandonment (P&A) operations under WIA/1763, which are due for completion in Q4 2025. Three other previously abandoned wells at the Hamilton locations will also be sidetracked and recompleted for CO2 injection and an additional new well will be drilled to act as a monitoring well. Each of these wells will have a separate application and are not included as part of this assessment.

The proposed operations are due to take place between the 21st March 2026 and 31st August 2026. Drilling and completion at well 110/13-H2 is expected to take 35 days, however including contingency for unexpected operational delays a period of up to 75 days has been assessed. Operations will be carried out using the Mobile Drilling Unit (MoDU) Valaris 72, which is currently on location at the Hamilton platform undertaking P&A operations on the wells which are planned to be sidetracked.

To commence operations, the legacy casings will be cut and removed using inhibited seawater. The inhibited seawater will then be circulated out with OBM, with all slops and OBM to be retained on the rig and skipped and shipped to shore for disposal. Following this, a whipstock will be set to initiate the sidetrack which will be drilled to planned target depths of 1,961.4 m MDBRT and 2,380.5 m MDBRT respectively. Upon completion, the OBM and cuttings will be skipped and shipped for onshore disposal, ensuring no discharge to the marine environment.

It has been concluded that there will be no cumulative impacts expected to occur with this project due to there being no discharge of OBM, the proposed mitigation and the short duration of the project.

It is not considered to be likely that the project will be affected by natural disasters and the risk of a major accident such as a well blowout has been assessed. The Developer has control measures in place to reduce the risk of a major accident occurring and the probability of such an event occurring is very low.

Other than the matters considered further below, there is not likely to be any significant impact from the project on population and human health.

Location of the project

Having regard, in particular, to the matters identified at paragraphs 2(a) to (c) of Schedule 5 to the Regulations, the environmental sensitivity of geographical areas likely to be affected by the project has been considered as follows:-

The project is located in the Liverpool Bay Area (LBA), within UKCS Block 110/13 in the East Irish Sea. The project is in an approximate water depth of 26m, lying 23.2km from the Merseyside coastline and 120.7km from the UK / Ireland median line. The project area is 0.6km from the Liverpool Bay Special Area of Protection (SPA) and 12.6km from the Fylde Marine Conservation Zone (MCZ). The West Ribble Estuary MCZ; the Dee Estuary / Aber Dyfrdwy, Y Fenai a Bae Conwy / Menai Strait and

Conwy Bay, Shell Flat and Lune Deep, and Sefton Special Areas of Conservation (SAC); the Ribble and Alt Estuaries, Mersey Narrows and North Wirral Foreshore, Dee Estuary and Mersey Estuary SPAs are all within 40km of the project area.

In the LBA the seabed sediments comprise mainly of circalittoral fine sand, deep circalittoral coarse sediment, and deep circalittoral sand. The dominant seabed

sediments identified in the vicinity of the operation comprise of Deep circalittoral sand (A5.27). The annual mean significant wave height within the vicinity of the Hamilton Platform ranges from 0.80m to 1.10m.

Benthic surveys have shown a variety of sediment types and four dominant benthic communities in the LBA, predominantly consisting of annelids (e.g. bristle worm), molluscs (e.g. bivalves, gastropods) arthropods (e.g. sandhopper) and echinoderms (e.g. brittle star). Other notable species recorded in the vicinity of the Hamilton area include Ross worm (Sabellaria spinulosa), Ocean quahog (Arctica islandica) and Thumbnail crab (Thia sutellata). No other Annex I habitats or Annex II species, OSPAR threatened and/or declining species and habitats or English or Wales habitats and species of principal importance were identified during recent habitat assessments.

In the Irish Sea resident demersal species include sandeel, blennies, gobies, wrasses and a wide range of flatfish. Pelagic species such as herring, mackerel, sprat, European anchovy, European sardine and garfish also inhabit the area.

The waters in the vicinity of the proposed operational area are of particular importance to seabirds. The density and distribution, and hence sensitivity, of seabirds varies throughout the year. During the pre-breeding and breeding seasons, generally between March and August, large numbers of seabirds congregate in coastal breeding colonies. The nearest SPA is the Liverpool Bay SPA, designated for various Annex I species, which is located 0.6km south of the Hamilton platform. The proposed operations have the potential to occur during winter (December 2025 to August 2026) therefore aggregations of wintering red-throated diver, common scoter and little gull, along with cormorant and red-breasted merganser are likely to be present. The Seabird Oil Sensitivity Index score for Block 110/13 is extremely high from January to April and also November, very high in September, October and December, and low to medium from May to August.

Three cetacean species - bottlenose dolphin, harbour porpoise and white-beaked dolphin - have been recorded within block 110/13. Harbour porpoise and white-beaked dolphin may be present in low densities and bottlenose dolphin in low to moderate densities during the operational period. Grey and harbour seals are present in the wider area but are not expected to be found in significant densities in the operational area.

Block 110/13 is identified as being an area of very high shipping density, and the specific operational area occurs within an area of high to low shipping density with both shipping and passenger vessels regularly passing through the area. However,

the MoDU and operations will be within the Hamilton platform 500m safety zone and will have mitigation measures in place. The project is located within fishing designated ICES rectangle 36E6, and annual landings and value data suggests commercial fisheries within the area to be of low importance for demersal and pelagic fisheries, and of higher

importance for shellfish fisheries, when compared with the rest of the UKCS. However, it should be noted that the main shellfish fisheries are near-shore.

The nearest well and platform, excluding those owned or operated by Eni UK Ltd, are 30.2km north of the project area at the Calder depleted gas field. The nearest pipelines are a 3" chemical line and 24" gas line running from Calder to the Rivers Onshore Terminal, located 27.7km north of the project. There is a power cable 3.9km to the south, an aggregate site 3.6km to the northwest, and an unknown naval vessel wreck 2.8km southeast of the project area. The nearest renewable energy infrastructure is the active Burbo Bank Extension windfarm, located 8.8km southeast of the project area. The location of the proposed activity is not within a MoD practice and exercise area, and there are no military restrictions. The closest wreck is an unknown naval vessel located 2.8km southeast of the worksite.

Given the location of the project, the areas identified at paragraphs 2(c)(i), (iii), (iv), (vi), (vii) and (viii) of Schedule 5 are not likely to be affected by the project.

Type and characteristics of the potential impact

In accordance with paragraph 3 of Schedule 5 to the Regulations, the likely significant effects of the project on the environment have been considered. Potential effects on the environment from the activities associated with the project were assessed, including impacts arising from atmospheric emissions, seabed disturbance, physical presence, planned discharges and accidental spills. Other than the matters considered further below, there is not likely to be any significant impact of the project on population and human health.

The primary case is for the proposed operations to be carried out using the Valaris 72 jack-up MoDU vessel. The MoDU is already on location for the P&A operations, and there is an existing 500m safety exclusion zone in place for the Hamilton platform which excludes unauthorised access of vessels and prohibits access to fishing vessels. No additional impacts to other marine users are identified as part of the drilling campaign.

An Emergency Response and Rescue Vessel (ERRV), the Esvagt Don Master, will be available if required throughout the proposed operations. The role of the ERRV is to ensure the safety of personnel working within the 500-metre safety zone and to monitor the movements of vessels in the vicinity of the rig. Although the operational location is within an area of high to low shipping density, the MoDU will be within the 500m safety zone and will have mitigation measures in place. Fishing activity within the operational area is low. All appropriate notifications to mariners will be made prior to the well drilling activities commencing. There are no navigational concerns in

relation to the proposed location, and no objections were received from the navigational consultees.

Valaris 72 will be retained on location following P&A operations under WIA/1763 and the impacts on the seabed for the positioning of the MoDU were permitted under the corresponding marine licence SAT, with an estimated disturbance area of 12,300m2 including contingent rock placement for scour protection. However, as a contingency, potential seabed disturbance in this application has been assessed on the basis of the larger vessel Valaris 248, in case a vessel replacement is required. Additional seabed disturbance could therefore arise due to the positioning of the Valaris 248 at the operational area from the positioning of the spud cans, anchors and anchor chains. Should it be necessary, positioning of the Valaris 248 MoDU will have a worst-case disturbance area of 66,270m2 including contingency placement of rock stabilisation material in the event of scour. The developer has reiterated that best endeavours will be made to proceed with the primary case of retaining the Valaris 72 on location and therefore minimise the impact on the seabed.

Receptors of seabed disturbance include benthic communities which may be subject to displacement or mortality within the impacted area. However, the deposit of the spudcans, anchors and chains will be temporary and soft sediment benthic communities are typically resilient to disturbance and can recover quickly from short term impacts. Sabellaria spinulosa reefs were not identified in the vicinity of the platform but three individuals were recorded, and one record of ocean quahog (Artica islandica) was made. These species could be impacted by direct sediment penetration by anchor chains and wires, but given their low density, the impacts are not likely to affect the population level.

Should there be the requirement to locate the contingent Valaris 248 MoDU to carry out the drilling work or deposit rock to remediate any scour, the proposed operations may also lead to an increase in turbidity through sediment resuspension, resulting in smothering of some sensitive benthic species. Sensitivity to smothering varies across taxa and communities: smaller sedentary species such as polychaete worms have short life cycles and recruitment from outside the disturbed area will be rapid; Echinodermata species are not sensitive to elevated suspended solids but have a medium sensitivity to smothering; and Ocean Quahog are sensitive to heavy siltation, although dense aggregations are not anticipated in the operational area. Demersal fish species will be temporarily displaced from a small area adjacent to the Hamilton platform. Commercially and ecologically important fish species use spawning and/or nursery grounds in the areas, but it is not considered critical spawning habitat for these species.

The potential worst-case impact of the project will result from the requirement to locate and use the contingent Valaris 248 MoDU to carry out the drilling operations. The positioning of this rig and the movements of the associated support vessels have the potential to disturb seabirds. Work is scheduled to take place between March 2026 and August 2026 which coincides with the overwintering period of some bird species, some of which are sensitive to disturbances from vessel movement. The rig will be positioned 0.6km outside of the Liverpool Bay SPA. Gull and tern species are

generally tolerant of vessel activity but red-throated diver and common scoter are known to be highly sensitive to disturbances from shipping traffic.

The presence of the rig itself alongside the Hamilton platform is unlikely to result in a significant increase in disturbance to red-throated diver and common scoter as the rig will remain wholly within the 500m safety zone during operations, with modelling indicating that no red-throated diver and fewer than one common scoter individuals are likely to be impacted by the presence of the rig. The project will add an additional three vessel trips per week, which will use well established vessel routes whilst approaching the platform from the west, thus avoiding the SPA. The physical presence of vessels used in the proposed operation has the potential to temporarily displace common scoter and red-throated diver from 10.06km2 (0.42%) and 6km2 (0.24%) of the SPA respectively. This disturbance area represents a minor fraction of the total SPA area such that impacts to qualifying features on a population level and shifts in species distribution are unlikely.

Discharge of offshore chemicals associated with the sidetracking of the well, cementing and suspension operations have been assessed as not likely to have a significant effect on the environment. The majority of chemicals used during the drilling and cementing operations, are PLONOR. Noise generated from the project activities will not be significant, and it is concluded that the project is not expected to have a likely significant effect on the site in relation to the cetaceans in the area and the supporting habitats and prey.

Worst-case atmospheric emissions will arise from the positioning of the Valaris 248 MoDU, ERRV, platform supply vessel, anchor positioning vessel and helicopters. Atmospheric emissions are estimated at 16,016 tonnes CO2e, equating to 0.004% of total UK territorial emissions in 2024. Furthermore, the temporary nature of the emissions along with the offshore geographic location and winds within the offshore environment, means that the atmospheric emissions will be rapidly dispersed and are not likely to be detectable within a short distance from the shore. Therefore, while atmospheric emissions will make a cumulative contribution to global climate change, they are not considered to present a significant effect on the environment.

Transboundary impacts arising from operations are not expected due to their temporary and localised nature and the 120.7km distance from the UK / Ireland median line. The proposed operations are taking place within a developed area of Liverpool Bay, with various operational wells, eight offshore windfarms, pipelines, cables, aggregate sites, wrecks and military practice site within 40km. However, the operations are in accordance with the Northwest Inshore Marine Plan Area objectives and policies. An assessment of potential cumulative and in-combination effects has been made and it is considered that the drilling activities are not likely to have a significant impact on other offshore activities.

The Hamilton well was a gas/condensate well that has been largely depleted after more than 30 years of production. Therefore, the likelihood of a hydrocarbon release and subsequent Major Environmental Incident (MEI) is expected to be extremely low. An unplanned instantaneous release of diesel from the Valaris 72 MoDU vessel has

been assessed as part of the proposal, and the developer has mitigation and control measures in place to prevent such an event. Although not a planned activity, a worst-case major accident scenario resulting from well blowout was modelled and assessed. The assessment concluded that although there is a potential for an MEI to occur, the risk of such an event is low, as the developer has suitable mitigation in place to prevent such an occurrence. The probability of a well blowout from the proposed operations is low. The operations at Hamilton are covered under the Liverpool Bay TOOPEP (Temporary Operations Oil Pollution Emergency Plan) (240036/1). The assessment of operations at the Hamilton platform has been based on those modelled at Lennox, as a worst-case precaution, as per the Liverpool Bay Asset TOOPEP (240036/1).

2) Mitigation of significant effects

The following are features of the project or measures envisaged that the developer has proposed to avoid or prevent what might otherwise have been significant adverse effects on the environment:

N/A