

Our Ref: 01.01.01.01-7316U
UKOP Doc Ref:1461518



Offshore Petroleum Regulator
for Environment
& Decommissioning

ENI UK LIMITED
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Registered No.: 00862823

Date: 14th October 2026

Department for Energy Security &
Net Zero

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Crimon Place
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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**

**LENNOX 110/15-H INTERSECTION WELL DRILLING OPERATIONS & PLUG AND
ABANDONMENT OF WELL 110/15-6**

A screening direction for the project detailed in your application, reference DR/2670/0 (Version 4), dated 12th October 2026 has been issued under regulation 6 of the above Regulations. The screening direction notice, and any relevant conditions and comments 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: 2026.10.14 15:23:38 BST
Reason: On behalf of the Secretary of State
Location: Offshore Petroleum Regulator for
Environment and Decommissioning



**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**

**LENNOX 110/15-H INTERSECTION WELL DRILLING OPERATIONS & PLUG AND
ABANDONMENT OF WELL 110/15-6**

DR/2670/0 (Version 4)

Whereas ENI UK LIMITED has made an application dated 12th October 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/19191/GS/1, (Version 1) WONS/19191/GS/2 (Version 1) and WONS/19072/IDA/1 (Version 2).**

Effective Date: 14th October 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 14 October 2026 until 30 September 2027.

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]

Fax [REDACTED]



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

- Drilling of the 110/15-H intersection well to facilitate remediation and abandonment of the 110/15-6 well within the Lennox Field in the East Irish Sea, within UKCS Quad/Block 110/15.
- The well will be drilled from the jack-up Mobile Offshore Drilling Unit (MoDU) Valaris 120, within the 500m safety zone of the MODU.
- The drilling of a primary intersection well with provision for contingent redrilling, sidetracks and alternative intersection scenarios where required to successfully intersect the target well.
- In the event of excessive scour at the spud cans of either the Valaris 120 or the placement of 1,800m³ of rock stabilisation material is included as a contingency operation. Pre-lay rock pads will be installed prior to the arrival of the Valaris 120.

These have been included in a separate permit (SA/2353).

The drilling stages are as follows:

Drilling of a new intersection well:

Riserless drilling of the 36" top-hole section using seawater and sweeps with cuttings discharged to the seabed.

Installation of 30" conductor.

26", 17.5" and 12.25" sections will be drilled using a riser using Water Based Mud (WBM).

If successful, the intersection well will be plugged and abandoned.

Sidetrack the 110/15-H intersection well from below the 20" casing:

The sidetrack will be kicked off using a 17.5" section.

Drill 12.25" open hole section.

Drill 8.5" open hole section to intersect with the 110/15-6 well.

Following successful intersection with the 110/15-6 well operations will switch from drilling to abandonment.

If successful, the 110/15-H intersection well will be plugged and abandoned.

Sidetrack the 110/15-H intersection well from below the 13" casing:

Drill sidetrack using a 12.25" drill.

Drill 8.5" open hole section.

If successful, the 110/15-H intersection well will be plugged and abandoned.

Drilling of a new intersection well for deep intersection:

The intersection well will be plugged and abandoned. Following this the rig will move to the new spud location within a 40ft radius of the 110/15-H wellbore.

Riserless drilling of the 36" top-hole section using seawater and sweeps with cuttings discharged to the seabed.

Installation of 30" conductor.

26", 17.5", 12.25" and 8.5" sections will be drilled using a riser utilising Water Based Mud (WBM).

Following successful intersection with the 110/15-6 well, operations will switch from drilling to abandonment.

If successful, the intersection well will be plugged and abandoned.

Re-entry and sidetrack from 110/15-6z:

The previous intersection wells will be plugged and abandoned.

Following this, the rig will skid to the 110/15-6z wellhead location.

Following re-entry, the 9 " casing within 10/15-6z will be cut and recovered.

A whipstock will be set in the 110/15-6z well to kick off the relief well.

Drill 12 " open hole section.

Drill 8 " open hole section to intersect with the 110/15-6.

Following successful intersection with the 110/15-6 well, operations will switch from drilling to abandonment.

If successful, the intersection well will be plugged and abandoned.



BiSN (bismuth alloy) supplied plug or resin will be utilised to support a cement barrier.

Set cement plug across the 9" casing and switch to the intersection well plug and abandonment.

The drilling and plug and abandonment activity is scheduled to last for 180 days based on a worst-case scenario. It is anticipated that the proposed operations to include contingency for operational and weather delays.

Description of project

The project comprises the drilling of the 110/15 H intersection well and associated remediation and abandonment operations for the existing 110/15 6 well within the Lennox Field in Block 110/15 of the East Irish Sea. The works are required to remediate a historic gas migration pathway associated with the 110/15 6 well, which has been identified as a potential leakage risk to the HyNet Carbon Dioxide Transportation and Storage Project.

The proposed operations include drilling of the 110/15 H intersection well, together with a number of contingency redrilling and sidetrack options, to enable access to the 110/15 6 well and facilitate the installation of permanent abandonment barriers. Following successful intersection of the target well, remediation activities will be undertaken, including milling operations, perforation of existing casing strings, removal of legacy well materials, installation of cement barriers and pressure testing to restore well integrity. Subject to separate regulatory approval, bismuth alloy (BiSN) plugs or resin barriers may be used to support the abandonment programme.

The project also includes plug and abandonment of the newly drilled 110/15 H intersection well and recovery of casing and conductor sections where required. Milled swarf recovered well materials and other wastes will be returned to the surface and transported to shore for treatment, recycling or disposal.

The proposed operations are scheduled to take place between October 2026 and September 2027. Whilst the anticipated operational duration is expected to be significantly shorter, a worst-case period of up to 180 days has been assessed to allow for contingency drilling activities, vessel availability and adverse weather delays. Operations will be undertaken using the jack-up Mobile Offshore Drilling Unit (MoDU) Valaris 120. The MODU will be jacked down onto the seafloor with the spud cans being supported on rock pads to minimise the risk of slipping or movement of the rig. Pre-lay rock pads have been included in a separate permit (SA/2353). In the event of excessive scour at the spud cans of either the Valaris 120 or the placement of 1,800m³ of rock stabilisation material is included as a contingency operation. Once on location the MODU will be protected by a 500m safety and dedicated EERV.

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 110/15 in the East Irish Sea. The proposed 110/15-H intersection well lies in an approximate water depth of 7.1 m LAT, approximately 6.9 km from the Liverpool Bay coastline and 139.5 km from the UK-Ireland median line. The project is located within the Liverpool Bay / Bae Lerpwl Special Protection Area (SPA). The nearest designated sites include the Fylde Marine Conservation Zone (MCZ), located 2.4 km from the project area, together with the Sefton Coast, Dee Estuary/Aber Dyfrdwy, Shell Flat and Lune Deep and Morecambe Bay Special Areas of Conservation (SACs), and the Ribble and Alt Estuaries, Mersey Narrows and North Wirral Foreshore, Dee Estuary, Morecambe Bay and Duddon Estuary, and Mersey Estuary SPAs, all located within 40 km of the project area.

The seabed in the vicinity of the project comprises predominantly circalittoral fine sand and circalittoral muddy sand habitats. Recent geophysical surveys indicate generally flat seabed conditions with minor undulations and gradients typically around 1 degree. A recent survey observed a single isolated sand wave to the northeast of the well. The wavelength ranged from 33-67 metres and had a height ranging between 0.3 and 0.4m. Maximum seafloor gradients recorded at the wellsite were identified as 1.7 degrees. Benthic surveys undertaken within the Lennox Field identified communities dominated by Annelida, Mollusca, Arthropoda, Echinodermata and Cnidaria. Isolated occurrences of Ross worm (*Sabellaria spinulosa*) and ocean quahog (*Arctica islandica*) have been recorded elsewhere within the wider Liverpool Bay Area, however no Annex I habitats, Annex II species, OSPAR threatened and/or declining habitats or species, or other protected benthic features have been identified within the operational footprint. Epifauna communities within the area is dominated by the common brittlestar (*Ophiothrix fragilis*) and Actiniaria (Sea anemone).

The fishing effort in the area (ICES 36E6) is rated low. The project area overlaps fish spawning and nursery grounds used by a range of commercially important species including anglerfish, cod, herring, lemon sole, ling, mackerel, Nephrops, plaice, sandeel, sole and whiting. Resident demersal fish species include sandeel, gobies, blennies, wrasse and flatfish species, whilst pelagic species including herring, mackerel, sprat and anchovy are also present within the area.



Three cetacean species, bottlenose dolphin, harbour porpoise and white-beaked dolphin, have been recorded within the vicinity of the project area. Harbour porpoise and white-beaked dolphin may be present in low densities, whilst bottlenose dolphin may occur in low to moderate densities during the operational period. Grey seal and harbour seal are resident within the Irish Sea and may be present within the operational area owing to the proximity of the site to the English coastline and regional haul-out sites. No SACs designated specifically for marine mammals occur within 40 km of the project area.

The waters surrounding the proposed operations are of particular importance to seabirds. The proposed operational area is located within the Liverpool Bay SPA, designated for red-throated diver, common scoter, little gull, common tern and little tern. The proposed operational period has the potential to overlap with the wintering period for red-throated diver, common scoter, little gull, cormorant and red-breasted merganser. The operational area occurs within an area of relatively high density for red-throated diver and moderate density for common scoter. Seabird sensitivity to oil pollution in Block 110/15 is extremely high between October and March and high to medium during the remainder of the year.

The wider Liverpool Bay Area is a well-developed offshore region supporting oil and gas infrastructure, decommissioning activities, carbon capture and storage developments, offshore wind farms and commercial shipping. Whilst no shipping density data are available specifically for Block 110/15, surrounding blocks range from low to very high shipping density and both commercial shipping and passenger vessels regularly transit the area. The nearest telecommunications cable lies approximately 2.1 km northeast of the well location. The closest active offshore wind farm is Burbo Bank, located approximately 14.4 km south of the project area. There are no aquaculture sites, aggregate extraction sites, military practice and exercise areas, or Ministry of Defence restrictions affecting the project location. The closest identified wreck lies approximately 2.2 km northwest of the proposed operations. The project area is located within the Northwest Inshore and Offshore Marine Plan Areas.

Given the location of the project, it is not likely that the areas identified at paragraphs 2(c)(i), (iii), (iv), (vi), (vii) or (viii) of Schedule 5 to the Regulations will 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 proposed operations will be undertaken using the Valaris 120 jack-up MoDU and if required, an anchor handling vessel and rock placement vessel. The operational

area will be protected by the safety zone 500 m safety zone of the MoDU and all appropriate notifications to mariners will be issued prior to commencement of operations. Whilst the project is located within an area used by commercial shipping and fishing vessels, the temporary nature of the operations, together with the existing safety arrangements, means significant impacts to other users of the sea are not anticipated.

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.

The impacts on the seabed for the positioning of the Valaris 120 have been permitted under a separate marine licence application (SA/2353), however, as a contingency placement of 1,800 m³ rock stabilisation material with a footprint of 1,140 m² has been requested in the event of scour in the vicinity of the spud can. Seabed disturbance will arise from the placement of anchors and anchor chains, cuttings deposition, cement returns, conductor recovery and associated drilling activities. The maximum operational seabed disturbance has been assessed at approximately 20,700 m under the worst-case scenario.

The primary receptors for these impacts are benthic communities, fish spawning and nursery habitats and seabed sediments. The affected area represents a very small proportion of the available habitat within Liverpool Bay, and the wider Irish Sea and impacts are expected to be localised and temporary. Recovery of disturbed sediments and benthic communities is expected through natural recolonisation and sediment redistribution processes. The dominant benthic communities comprise annelids, molluscs, arthropods, echinoderms and cnidarians. Surveys have not identified Annex I habitats, Annex II species or *Sabellaria spinulosa* reefs within the operational footprint. Although isolated records of *Sabellaria spinulosa* and *Arctica islandica* have been identified elsewhere within Liverpool Bay, these are not considered likely to be significantly affected by the proposed works. Any mortality or displacement of benthic organisms is expected to be limited to the immediate footprint of disturbance and would not affect populations at a wider scale.

The location of the contingent Valaris 120 MoDU to carry out the drilling work or deposit rock to remediate any scour 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 project is located within the Liverpool Bay SPA and therefore the physical presence of the MoDU and support vessels has the potential to temporarily disturb qualifying seabird species, including red-throated diver and common scoter. The Valaris 120 is expected to remain on location for the duration of the campaign, with support vessel movements limited as far as practicable. Up to 164 vessel transits have been assessed under the worst-case operational scenario. Work is scheduled to take place between October 2026 and September 2027 and therefore has the potential to overlap with the overwintering period of sensitive seabird species. The rig will be positioned approximately 1 km from the Lennox Platform, although no simultaneous drilling activities are proposed at the platform. Whilst gull and tern species are generally tolerant of vessel activity, red-throated diver and common scoter are known to be highly sensitive to disturbance from vessel movements and shipping traffic.

The static presence of the MoDU has the potential to temporarily displace red-throated diver and common scoter from up to 13 km and 20 km of SPA habitat respectively, representing approximately 0.51% and 0.79% of the total SPA area. Based on species density estimates used within the assessment, the maximum number of birds potentially affected at any one time is approximately 7 red-throated diver and 363 common scoter individuals, equivalent to approximately 0.39% and 0.26% of the respective SPA populations. Disturbance modelling indicates that vessel activity may temporarily displace a small proportion of SPA habitat; however, this represents only a minor fraction of the available SPA area and impacts on qualifying bird populations, and their distribution are not expected to be significant. Vessel routes will utilise existing shipping corridors where practicable and mitigation measures will be implemented to minimise disturbance. The effects of disturbance are expected to be temporary, localised and reversible, with substantial alternative foraging and resting habitat remaining available throughout the Liverpool Bay SPA. Consequently, impacts on qualifying species at a population level, or changes to their distribution within the SPA, are not anticipated. It has been determined that the operations may have some effect on the SPA, however it has been concluded that the operations are not expected to have a likely significant effect on the Liverpool Bay / Bae Lerpwl SPA, either alone or in combination with other plans or projects. Accordingly, there will be no adverse effect on the site integrity or on the conservation objectives for its qualifying features.

Marine discharges associated with drilling, cementing and well abandonment operations have been assessed as not likely to have a significant effect on the environment. The majority of chemicals proposed for discharge are PLONOR. Effects on water quality, plankton, fish, seabirds, benthic communities and marine mammals are expected to be localised and short-term.

Underwater sound generated during drilling operations has also been assessed. Noise levels are comparable to those associated with existing offshore drilling activities and commercial shipping within Liverpool Bay. Whilst harbour porpoise, bottlenose dolphin, white-beaked dolphin, grey seal and harbour seal may occur within the area, the project is not expected to result in injury or significant behavioural disturbance to marine mammals or to adversely affect their supporting habitats and prey resources.

Worst-case atmospheric emissions will arise from the positioning of the Valaris 120 MoDU, ERRV, platform supply vessel, anchor positioning vessel and helicopters. Atmospheric emissions are estimated at 38,432 tonnes CO₂e, equating to 0.010% 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 are not expected due to the localised and temporary nature of the activities and the distance of approximately 139.5 km between the project area and 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 Lennox 110/15-6 and 110/15-6z wells were originally drilled as appraisal wells and have subsequently been identified as potential leakage risks to the HyNet Carbon Dioxide Transportation and Storage Project due to the continued migration of gas from the well system. The proposed operations are intended to remediate the existing well and restore long-term well integrity through the drilling of the 110/15-H intersection well and associated abandonment activities. As a result, whilst an accidental release and subsequent Major Environmental Incident (MEI) cannot be completely ruled out, the likelihood of such an event occurring is considered low.

An unplanned instantaneous release of diesel from the Valaris 120 MoDU and associated support vessels has been assessed as part of the proposal, and the developer has mitigation and control measures in place to prevent such an event occurring. Although not a planned activity, worst-case major accident scenarios, including a well blowout and accidental diesel release, have been modelled and assessed. The assessment concluded that, whilst there is potential for an MEI to occur, the risk is low due to the engineering, operational and emergency response controls that will be implemented throughout the project. The probability of a well blowout associated with the proposed operations is considered low.

The proposed operations are covered by the Eni UK Liverpool Bay Asset Well



Abandonment Temporary Operations Oil Pollution Emergency Plan (Valaris 120) and associated Liverpool Bay emergency response arrangements. The environmental assessment considers a precautionary worst-case release scenario based on the hydrocarbon release modelling undertaken for the Liverpool Bay Area. The developer has appropriate mitigation, prevention and response measures in place to minimise the likelihood and consequences of any accidental release. Consequently, whilst a major accident has the potential to result in environmental effects, the probability of such an occurrence is considered low and is not considered likely to result in significant effects on the environment.

It is considered that the drilling of the Lennox 110/15-6 intersection well is not likely to have a significant impact on other offshore activities or other users of the sea and no cumulative impacts are expected to occur.

Decision

Taking the above considerations into account, the Secretary of State has concluded that the change to the project is not likely to have a significant impact on the environment and that an environmental impact assessment is not required.

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:

Not Applicable.