

Liverpool Bay CCS Ltd

HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT - OFFSHORE

Environmental Statement
Volume 3, appendix D: Compliance with Marine Plan Policies



EHE7228B
Liverpool Bay CCS Limited
Final
February 2024
Offshore ES
Compliance with Marine
Plan Policies

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Date
FINAL	Final	RPS	Eni UK Ltd	Eni UK Ltd	February 2024

This report was prepared by RPS within the terms of RPS’ engagement with its client and in direct response to a scope of services. This report is supplied for the sole and specific purpose for use by RPS’ client. The report does not account for any changes relating the subject matter of the report, or any legislative or regulatory changes that have occurred since the report was produced and that may affect the report. RPS does not accept any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report.

Prepared by:

RPS

Prepared for:

Liverpool Bay CCS Limited

Contents

APPENDIX D 1 – COMPLIANCE WITH NORTH WEST MARINE PLAN.....	1
APPENDIX D 2 - COMPLIANCE WITH WELSH NATIONAL MARINE PLAN	17

Tables

Table D. 1: Compliance With North West Marine Plan	2
Table D. 2: Compliance With Welsh National Marine Plan	18

Appendix D1 – Compliance With North West Marine Plan

The North West Inshore and North West Offshore Marine Plan was published in June 2021 (HM Government, 2021) and introduces a strategic approach to marine planning within the marine plan area. It is intended to inform decision-making by marine users and regulators on where, when or how activities may take place within the marine plan area. The North West Inshore and North West Offshore Marine Plan contains 13 objectives which are delivered through 57 policies. The policies cover a wide range of topics including activities and uses, economic, social and environmental considerations, and cross-cutting issues such as integration of decision-making on land and at sea. The key policies relevant to the Proposed Development and how the policy objectives have been addressed are presented in Table D. 1 below.

Table D. 1: Compliance With North West Marine Plan

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
NW-INF-1	Infrastructure: Proposals for appropriate marine infrastructure which facilitates land-based activities, or land-based infrastructure which facilitates marine activities (including the diversification or regeneration of sustainable marine industries), should be supported.	Yes	The Proposed Development will form part of the wider HyNet Carbon Dioxide Transportation and Storage Project ('the Project'). The Project will include infrastructure to produce and distribute low carbon hydrogen. The hydrogen is produced using natural gas, with the resultant CO ₂ emissions captured and stored. See the Proposed Development Description (volume 1, chapter 3) for full details.
NW-INF-2	Infrastructure: (1) Proposals for alternative development at existing safeguarded landing facilities will not be supported. (2) Proposals adjacent and opposite existing safeguarded landing facilities must demonstrate that they avoid significant adverse impacts on existing safeguarded landing facilities. (3) Proposals for alternative development at existing landing facilities (excluding safeguarded sites) should not be supported unless that facility is no longer viable or capable of being made viable for waterborne transport. (4) Proposals adjacent and opposite existing landing facilities (excluding safeguarded sites) that may have significant adverse impacts on the landing facilities should demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	No	The Proposed Development does not involve any proposals that would affect existing safeguarded landing facilities.
NW-CO-1	Co-existence: Proposals that optimise the use of space and incorporate opportunities for co-existence and co-operation with existing activities will be supported. Proposals that may have significant adverse impacts on, or displace, existing activities must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	Yes	The new marine infrastructure will be installed close to the Applicant's existing assets, and in similar construction techniques. The routing and location of the new infrastructure has also accounted for the existing and future users of Liverpool Bay. The Applicant therefore considers that the Proposed Development will be able to coexist with other compatible sectors in order to optimise the value and use of the marine area, and marine natural resources. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.</p>		
NW-AGG-1	<p>Aggregates: Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the proposal is compatible with aggregate extraction.</p>	Yes	Measures adopted as part of the Proposed Development (with relevance to Infrastructure and Other Sea Users) are contained in volume 2, section 12.10, and an assessment of impacts is contained in volume 2, section 12.11.
NW-AGG-2	<p>Aggregates: Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the proposal is compatible with aggregate extraction.</p>	Yes	Measures adopted as part of the Proposed Development (with relevance to Infrastructure and Other Sea Users) are contained in volume 2, section 12.10, and an assessment of impacts is contained in section 12.11.
NW-AGG-3	<p>Aggregates: Proposals in areas of high potential aggregate resource that may have significant adverse impacts on future aggregate extraction should demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- significant adverse impacts on future aggregate extraction so they are no longer significant.</p>	Yes	Measures adopted as part of the Proposed Development (with relevance to Infrastructure and Other Sea Users) are contained in volume 2, section 12.10, and an assessment of impacts is contained in section 12.11.
	<p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>		
NW-AQ-1	<p>Aquaculture: Proposals within existing or potential strategic areas of sustainable aquaculture production must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals that may have significant adverse impacts on sustainable aquaculture production must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts on sustainable aquaculture production so they are no longer significant.</p>	No	The Proposed Development infrastructure does not overlap Strategic Areas of Sustainable Aquaculture Production. The Proposed Development does not overlap shellfish classified waters, or areas identified for mussel, pacific and native oyster production. See the Commercial Fisheries chapter (volume 2, chapter 10) for full details.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>		
NW-AQ-2	<p>Aquaculture: Proposals enabling the provision of infrastructure for sustainable aquaculture and related industries will be supported.</p>	No	The Proposed Development does not involve any aquaculture development.
NW-CAB-1	<p>Cables: Preference should be given to proposals for cable installation where the method of protection is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.</p>	Yes	The new offshore power and fibre optic (FO) cables of the Proposed Development will be protected through cable burial. Concrete mattresses and external cable protection will be installed, at crossings of existing cables and where cable burial is not deemed feasible, or as a remedial secondary protection measure if the target cable depth of lowering cannot be achieved. See the Proposed Development Description (volume 1 chapter 3) for full details.
NW-CAB-2	<p>Cables: Proposals demonstrating compatibility with existing landfall sites and incorporating measures to enable development of future landfall opportunities should be supported. Where this is not possible proposals will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts on existing and potential future landfall sites so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	Yes	The Proposed Development does not affect future landfall opportunities.
NW-CAB-3	<p>Cables: Where seeking to locate close to existing subsea cables, proposals should demonstrate compatibility with ongoing function, maintenance and decommissioning activities relating to the cable.</p>	Yes	Cable crossing and proximity agreements are measures adopted as part of the Proposed Development listed in volume 2, section 12.10. Impacts on existing cables are discussed in volume 2, section 12.11.4.
NW-DD-1	<p>Dredging and disposal: In areas of authorised dredging activity, including those subject to navigational dredging, proposals for other activities will not be supported unless they are compatible with the dredging activity.</p>	No	The Proposed Development does not involve any proposals that would affect navigable channels and open at-sea disposal sites.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
NW-DD-2	<p>Dredging and disposal: Proposals that cause significant adverse impacts on licensed disposal sites should not be supported. Proposals that may have significant adverse impacts on licensed disposal sites must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate the significant adverse impacts, proposals must state the case for proceeding.</p>	No	The Proposed Development does not involve any proposals that would affect navigable channels and open at-sea disposal sites.
NW-DD-3	<p>Dredging and disposal: Proposals for the disposal of dredged material must demonstrate that they have been assessed against the waste hierarchy. Where there is the need to identify new dredge disposal sites, including alternative use sites, proposals should be supported if they conform to best practice and guidance.</p>	No	The Proposed Development does not involve any proposals for the disposal of dredged material.
NW-OG-1	<p>Oil and gas: Proposals in areas where a licence for oil and gas has been granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity.</p>	Yes	The purpose of the Proposed Development is to transport up to 4.5 million tonnes per annum (MTPA) of carbon dioxide (CO ₂) from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs. Consultation with oil and gas operators and other energy infrastructure operators are measures adopted as part of the Proposed Development listed in volume 2, section 12.10. Impacts upon oil and gas licence blocks are considered within volume 2, section 12.11.6.
NW-OG-2	<p>Oil and gas: Proposals within areas of geological oil and gas extraction potential demonstrating compatibility with future extraction activity will be supported.</p>	Yes	The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO ₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs. Consultation with oil and gas operators are measures adopted as part of the Proposed Development listed in volume 2, section 12.10. Impacts upon oil and gas licence blocks are considered within volume 2, section 12.11.6.
NW-PS-1	<p>Ports, harbours and shipping: In line with the National Policy Statement for Ports, sustainable port and harbour development should be supported. Only proposals demonstrating compatibility with current</p>	No	The Proposed Development does not involve proposals for ports, harbours and shipping activities, and nor will it prevent the support and

LIVERPOOL BAY CCS LTD | HYPNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>port and harbour activities will be supported. Proposals within statutory harbour authority areas or their approaches that detrimentally and materially affect safety of navigation, or the compliance by statutory harbour authorities with the Open Port Duty or the Port Marine Safety Code, will not be authorised unless there are exceptional circumstances. Proposals that may have a significant adverse impact upon future opportunity for sustainable expansion of port and harbour activities, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>		enhancement of ports, harbours, and shipping activities. See the Shipping and Navigation chapter (volume 2, chapter 9) for full details.
NW-PS-2	Ports, harbours and shipping: Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within or encroaching upon International Maritime Organization routing systems unless there are exceptional circumstances.	No	The Proposed Development does not involve proposals for ports, harbours and shipping activities, and nor will it prevent the support and enhancement of ports, harbours, and shipping activities. See the Shipping and Navigation chapter (volume 2, chapter 9) for full details.
NW-PS-3	Ports, harbours and shipping: Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, strategically important navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances.	No	The Proposed Development does not involve proposals for ports, harbours and shipping activities, and nor will it prevent the support and enhancement of ports, harbours, and shipping activities. See the Shipping and Navigation chapter (volume 2, chapter 9) for full details.
NW-PS-4	Ports, harbours and shipping: Proposals promoting or facilitating sustainable coastal and/or short sea shipping as an alternative to road, rail or air transport will be supported where appropriate.	No	The Proposed Development does not involve proposals for ports, harbours and shipping activities, and nor will it prevent the support and enhancement of ports, harbours, and shipping activities. See the Shipping and Navigation chapter (volume 2, chapter 9) for full details.
NW-REN-1	Renewables: Proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported.	No	The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO ₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs. The Proposed Development is being developed in parallel with and as a key part of the HyNet Northwest full-

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
NW-REN-2	<p>Renewables: Proposals for new activity within areas held under a lease or an agreement for lease for renewable energy generation should not be authorised, unless it is demonstrated that the proposed development or activity will not reduce the ability to construct, operate or decommission the existing or planned energy generation project.</p>	No	<p>chain hydrogen and Carbon Capture and Storage (CCS) industrial decarbonisation project (the HyNet Project), which is designed to transform a region of the UK into the world's first low carbon industrial cluster by 2030.</p> <p>The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs. Consultation with energy infrastructure operators are measures adopted as part of the Proposed Development listed in volume 2, section 12.10.</p>
NW-REN-3	<p>Renewables: Proposals for the installation of infrastructure to generate offshore renewable energy, inside areas of identified potential and subject to relevant assessments, will be supported.</p>	No	<p>The Proposed Development does not involve proposals for the installation of infrastructure to generate offshore renewable energy</p>
NW-HER-1	<p>Heritage assets: Proposals that demonstrate they will conserve and enhance the significance of heritage assets will be supported. Where proposals may cause harm to the significance of heritage assets, proponents must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- any harm to the significance of heritage assets.</p> <p>If it is not possible to mitigate, then public benefits for proceeding with the proposal must outweigh the harm to the significance of heritage assets.</p>	Yes	<p>A specialist archaeological contractor (MSDS) was commissioned to undertake a Marine Archaeological Technical Report (volume 3, appendix N). This has been used to inform the Marine Archaeology chapter (volume 2, chapter 11).</p> <p>The potential for harm to the significance of marine heritage assets by the Proposed Development has been assessed in volume 2, section 11.11, which includes the assessment of designated and non-designated marine heritage assets identified within the Marine Archaeology Study Area (MASA). Mitigation measures have been adopted as part of the Proposed Development to protect the known archaeological assets and make provisions for those assets that are discovered during the Proposed Development in the form of the production of an outline Written Scheme of Investigation (WSI) and Protocol for Archaeological Discoveries (PAD) (Volume 4, appendix U) which accompany this ES.</p>
NW-SCP-1	<p>Seascape and landscape: Proposals should ensure they are compatible with their surroundings and should not have a significant adverse impact on the character and visual resource of the seascape and landscape of the area. The location, scale and design of proposals should take account of the character, quality and distinctiveness of the seascape and landscape. Proposals that may have a significant adverse</p>	Yes	<p>A Seascape, Landscape and Visual Impact Assessment (SLVIA) has been completed for the Proposed Development using methods derived from best practice guidance. (volume 3, appendix C2). The conclusion reached in the SLVIA is that in seascape, landscape, and visual terms, it is considered that the Proposed Development can be accommodated without significant effects on seascape, landscape character, and visual amenity.</p>

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>impact on the seascape and landscape of the area should demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh significant adverse impacts to the seascape and landscape of the area.</p> <p>Proposals within or relatively close to nationally designated areas should have regard to the specific statutory purposes of the designated area. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty.</p>		
NW-FISH-1	<p>Fisheries: Proposals that support a sustainable fishing industry, including the industry’s diversification, should be supported.</p>	No	The Proposed Development does not involve proposals that support a sustainable fishing industry.
NW-FISH-2	<p>Fisheries: Proposals that enhance access for fishing activities should be supported. Proposals that may have significant adverse impacts on access for fishing activities must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	Yes	Impacts on commercial fisheries have been assessed in volume 2, chapter 10. The Proposed Development will have a Fisheries Liaison Officer (FLO) in place. See the Commercial Fisheries chapter (volume 2, chapter 10) for full details.
NW-FISH-3	<p>Fisheries: Proposals that enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, should be supported.</p>	Yes	The areas of essential fish habitat potentially impacted have been identified in the Marine Biodiversity Technical Report (volume 3, appendix I) and summarised in the Marine Biodiversity baseline (volume 2, section 7.8.2). The impacts as a result of the Proposed Development are assessed in detail in volume 2, sections 7.12 and 7.13. The Environmental Impact Assessment (EIA) and Cumulative Effects

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>Proposals that may have significant adverse impacts on essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p>		<p>Assessment (CEA) concluded that there are no significant adverse impacts on essential fish habitat.</p>
NW-EMP-1	<p>Employment: Proposals that result in a net increase in marine-related employment will be supported, particularly where they meet one or more of the following:</p> <ul style="list-style-type: none"> 1) are aligned with local skills strategies and support the skills available 2) create a diversity of opportunities 3) create employment in locations identified as the most deprived 4) implement new technologies <p>- in, and adjacent to, the north west marine plan areas.</p>	Yes	<p>The Proposed Development, as part of the wider HyNet North West Project, will create new roles whilst safeguarding existing jobs which may have otherwise been lost through the rising costs of carbon emissions.</p> <p>Developing a low carbon cluster across the North West of England and North East Wales will create learning, training and upskilling opportunities, supporting the levelling up of the region to thrive into a low carbon future.</p>
NW-CC-1	<p>Climate change: Proposals that conserve, restore or enhance habitats that provide flood defence or carbon sequestration will be supported. Proposals that may have significant adverse impacts on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant</p> <p>d) compensate for significant adverse impacts that cannot be mitigated.</p>	Yes	<p>The Proposed Development will help to reduce CO₂ emissions and meet climate policy targets in the long-term by allowing CO₂ transport and storage.</p> <p>The Proposed Development will have a beneficial net effect arising from the CO₂ transportation and long-term storage by the Proposed Development, enabled by the onshore transportation and pressurisation of CO₂ undertaken by the onshore elements of the wider CCS project. See the Climate Change chapter (volume 2, chapter 13) for full details.</p>
NW-CC-2	<p>Climate change: Proposals in the north west marine plan areas should demonstrate for the lifetime of the project that they are resilient to the impacts of climate change and coastal change.</p>	Yes	<p>The assessment of climate risk to the Proposed Development has been scoped out as effects are anticipated to be not significant. Studies conducted from Liverpool Bay have shown that extreme wind and wave climates are not expected to change significantly from those that are currently exhibited. Additionally, long-term analyses have illustrated that although there was a slight increase in the severity of most extreme events, there was little change in the extreme wave climate predicted for Liverpool Bay.</p>

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
			The Proposed Development will be re-using and refurbishing existing offshore infrastructure, and introducing a new offshore platform that have been designed for resilience to storms in Liverpool Bay and have been proven operationally. The design of construction and refurbishment works to the sea-surface infrastructure will be to appropriate engineering and safety standards taking into account metocean data for this location. The pipeline and gas injection well are all undersea (and indeed under the seabed in the case of the sequestration volume) with minimal vulnerability to storm events.
NW-CC-3	Climate change: Proposals in the north west marine plan areas, and adjacent marine plan areas, that are likely to have significant adverse impact on coastal change, or on climate change adaptation measures inside and outside of the proposed project areas, should only be supported if they can demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	No	The Proposed Development is not likely to have a significant adverse impact on coastal change or on climate change adaptation.
NW-CCUS-1	Carbon capture usage and storage: Decommissioning programmes for oil and gas facilities should demonstrate that they have considered the potential for re-use of infrastructure.	Yes	The Proposed Development is a CCUS project that make use of existing oil and gas infrastructure wherever possible, including pipelines and offshore platforms (OPs). See the Proposed Development Description (volume 1, chapter 3) and Site Selection and Consideration of Alternatives (volume 1, chapter 4) for full details.
NW-CCUS-2	Carbon capture usage and storage: Carbon capture, usage and storage proposals incorporating the re-use of existing oil and gas infrastructure will be supported.	Yes	The Proposed Development is a CCUS project that make use of existing oil and gas infrastructure wherever possible, including pipelines and offshore platforms (OPs). See the Proposed Development Description (volume 1, chapter 3) and Site Selection and Consideration of Alternatives (volume 1, chapter 4) for full details.
NW-CCUS-3	Carbon capture usage and storage: Proposals associated with the deployment of low carbon infrastructure for industrial clusters should be supported.	Yes	The Proposed Development will form part of the wider HyNet Carbon Dioxide Transportation and Storage Project ('the Project'). The Project will include infrastructure to produce and distribute low carbon hydrogen. The hydrogen is produced using natural gas, with the resultant CO ₂ emissions captured and stored. The aim of the Project is to reduce CO ₂ emissions from industry, homes, and transport and

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
			support economic growth in the North West of England and North Wales.
NW-AIR-1	<p>Air quality and emissions: Proposals must assess their direct and indirect impacts upon local air quality and emissions of greenhouse gases.</p> <p>Proposals that are likely to result in increased air pollution or increased emissions of greenhouse gases must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- air pollution and/or greenhouse gas emissions in line with current national and local air quality objectives and legal requirements.</p>	Yes	Emissions of greenhouse gases associated with the Proposed Development are assessed within the Climate Change chapter (volume 2, chapter 13). Air quality effects during construction, operation, maintenance and decommissioning of the Proposed Development are not considered significant. See volume 3, appendix C.1.
NW-ML-1	<p>Marine litter: Public authorities must make adequate provision for the prevention, re-use, recycling and disposal of waste to reduce and prevent marine litter.</p> <p>Public authorities should aspire to undertake measures to remove marine litter within their jurisdiction.</p>	No	Not applicable
NW-ML-2	<p>Marine litter: Proposals that facilitate waste re-use or recycling to reduce or remove marine litter will be supported.</p> <p>Proposals that could potentially increase the amount of marine litter in the marine plan areas must include measures to, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- waste entering the marine environment.</p>	Yes	<p>The Mitigation measures captured within the ES would avoid the deliberate introduction of litter into the marine plan area; and minimise the risk of accidental release of litter.</p> <p>The Waste Management Plan will adhere to the highest tiers of the Waste Hierarchy, all relevant legislation and the Applicant’s waste management procedures.</p> <p>Waste storage areas will be incorporated into the Detailed Design. Waste segregation measures will be put in place by the Construction Contractor as implemented in the detailed CEMP and WMP.</p> <p>Waste management measures are captured in the Environmental Management Plan (EMP) (volume 4, Appendix R).</p>
NW-WQ-1	<p>Water quality: Proposals that protect, enhance and restore water quality will be supported. Proposals that cause deterioration of water quality must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid 	Yes	Potential impacts from the Proposed Development on water quality have been assessed in the Physical Processes chapter (volume 2, chapter 6). The EIA and CEA concluded that there are no significant adverse impacts on water quality.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>b) minimise c) mitigate - deterioration of water quality in the marine environment.</p>		
NW-ACC-1	<p>Access: Proposals demonstrating appropriate enhanced and inclusive public access to and within the marine area, including the provision of services for tourism and recreation activities, will be supported. Proposals that may have significant adverse impacts on public access should demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	No	The Proposed Development will not enhance access to and within the marine area, nor will it prevent public access. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.
NW-TR-1	<p>Tourism and recreation: Proposals that promote or facilitate sustainable tourism and recreation activities, or that create appropriate opportunities to expand or diversify the current use of facilities, should be supported. Proposals that may have significant adverse impacts on tourism and recreation activities must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	No	The Proposed Development will not facilitate tourism and recreation activities, nor will it have significant adverse impacts on tourism and recreation. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.
NW-SOC-1	<p>Social benefits: Those bringing forward proposals should consider and demonstrate how their development shall enhance public knowledge, understanding, appreciation and enjoyment of the marine environment as part of (the design of) the proposal.</p>	No	Not applicable
NW-DEF-1	<p>Defence: Proposals in or affecting Ministry of Defence areas should only be authorised with agreement from the Ministry of Defence.</p>	No	The Proposed Development will not affect Ministry of Defence areas. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
NW-MPA-1	<p>Marine protected areas: Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported.</p> <p>Proposals that may have adverse impacts on the objectives of marine protected areas must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts, with due regard given to statutory advice on an ecologically coherent network.</p>	Yes	<p>Designated sites and features of importance within the physical processes and marine biodiversity study areas and have been identified in volume 2, chapter 6 and 7 respectively.</p> <p>In both chapters, the EIA and CEA concluded that there are no significant adverse impacts on the objectives of marine protected areas.</p>
NW-MPA-2	<p>Marine protected areas: Proposals that enhance a marine protected area’s ability to adapt to climate change, enhancing the resilience of the marine protected area network, will be supported.</p> <p>Proposals that may have adverse impacts on an individual marine protected area’s ability to adapt to the effects of climate change, and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts.</p>	No	The Proposed Development will not enhance nor adversely impact on a marine protected area’s ability to adapt to climate change.
NW-MPA-3	<p>Marine protected areas: Where statutory advice states that a marine protected area site condition is deteriorating or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.</p>	No	Not applicable
NW-MPA-4	<p>Marine protected areas: Proposals that may have significant adverse impacts on designated geodiversity must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p>	Yes	<p>Designated sites and sites of interest due to geological importance within the physical processes study area have been identified in volume 2, section 6.7.12.</p> <p>Potential impacts have also been identified and the significance of the effects on physical processes receptors has been assessed in volume 2, section 6.11.</p>

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
NW-BIO-1	<p>Biodiversity: Proposals that enhance the distribution of priority habitats and priority species will be supported.</p> <p>Proposals that may have significant adverse impacts on the distribution of priority habitats and priority species must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant</p> <p>d) compensate for significant adverse impacts that cannot be mitigated.</p>	Yes	<p>The Proposed Development will aim to conserve habitat through a number of embedded mitigation measures adopted to reduce the impacts of the Proposed Development (volume 2, section 7.11).</p>
NW-BIO-2	<p>Biodiversity: Proposals that enhance or facilitate native species or habitat adaptation or connectivity, or native species migration, will be supported.</p> <p>Proposals that may cause significant adverse impacts on native species or habitat adaptation or connectivity, or native species migration, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant</p> <p>d) compensate for significant adverse impacts that cannot be mitigated.</p>	Yes	<p>Embedded mitigation measures have been outlined in section 7.11, and tertiary mitigation is considered where the significance of an impact is moderate or major to reduce the significance of the impact to negligible or minor (volume 2, sections 7.12 and 7.13).</p>
NW-BIO-3	<p>Biodiversity: Proposals that conserve, restore or enhance coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, will be supported.</p> <p>Proposals must take account of the space required for coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, and demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate d) compensate for <p>- net habitat loss.</p>	Yes	<p>Volume 2, section 7.12 considers the magnitude, sensitivity and significance of the impacts associated with the Proposed Development on benthic habitats. Embedded mitigation measures have been outlined in volume 2, section 7.11, and each impact has been comprehensively assessed in volume 2, section 7.12 and where required, tertiary mitigation has been suggested. As a result, the Proposed Development seeks to conserve the function and services provided by coastal habitats.</p>

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
NW-INNS-1	Invasive non-native species: Proposals that reduce the risk of introduction and/or spread of non-native invasive species should be supported. Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts that would arise through the introduction and transport of invasive non-native species, particularly when: 1) moving equipment, boats or livestock (for example fish or shellfish) from one water body to another 2) introducing structures suitable for settlement of invasive non-native species, or the spread of invasive non-native species known to exist in the area.	Yes	The implementation of an EMP (volume 4, Appendix R) as part of the embedded measures adopted by the Proposed Development (volume 2, section 7.11) will manage and reduce the risk of introduction or spread of INNS. The INNS Management Plan is presented in volume 4, appendix T.
NW-INNS-2	Invasive non-native species: Public authorities with functions to manage activities that could potentially introduce, transport or spread invasive non-native species should implement adequate biosecurity measures to avoid or minimise the risk of introducing, transporting or spreading invasive non-native species.	No	Not applicable
NW-DIST-1	Disturbance: Proposals that may have significant adverse impacts on highly mobile species through disturbance or displacement must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	Yes	Potential impacts on marine biodiversity receptors (including underwater noise) from Proposed Development have been identified in the key parameters for assessment in section 7.9 and further assessed in sections 7.12 and cumulatively with other projects in section 7.13. Embedded mitigation measures have been outlined in section 7.11, and each impact has been comprehensively assessed in section 7.12.
NW-UWN-1	Underwater noise: Proposals that result in the generation of impulsive sound must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the Marine Strategy Part One Descriptor 11.	Yes	The Applicant will comply with the requirements, and this has been adopted in the Enhancement, Mitigation and Monitoring Commitments (volume 3, appendix E).
NW-UWN-2	Underwater noise: Proposals that result in the generation of impulsive or non-impulsive noise must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts on highly mobile species so they are no longer significant.	Yes	Noise modelling has been undertaken (volume 3, appendix J). The potential impacts of underwater noise resulting from the construction, operations and maintenance, and decommissioning phases of the Proposed Development have been considered in the assessment of impacts in the Marine Biodiversity chapter (volume 2, chapter 7), and appropriate mitigation measures have been proposed.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

Policy Code	NWMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.		
NW-CE-1	<p>Cumulative effects: Proposals which may have adverse cumulative effects with other existing, authorised, or reasonably foreseeable proposals must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse cumulative and/or in-combination effects so they are no longer significant.</p>	Yes	The cumulative effects of the Proposed Development have been assessed in volume 3, appendix F and are summarised in the relevant topic chapters (volume 2, chapters 6 to 13).
NW-CBC-1	<p>Cross-border co-operation: Proposals must consider cross-border impacts throughout the lifetime of the proposed activity.</p> <p>Proposals that impact upon one or more marine plan areas or terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted and responses considered.</p>	Yes	<p>The Transboundary Impacts Screening (volume 3, appendix G) identified the potential for transboundary impacts associated with the Proposed Development for the following topics:</p> <ul style="list-style-type: none"> • Climate Change; • Fish and Shellfish Ecology; • Marine Mammals; • Offshore Ornithology; • Shipping and Navigation; and • Commercial Fisheries. <p>These topics are further considered for transboundary impacts within the respective topic chapters contained in volume 2 of the ES.</p>

Appendix D2 - Compliance with Welsh national Marine Plan

The Welsh National Marine Plan (WNMP) was published in November 2019 (Welsh Government, 2019) and introduces a framework to support sustainable decision-making for the marine environment. The Welsh National Marine Plan contains 13 objectives which are delivered through 52 policies. The policies cover a wide range of topics including activities and uses, economic, social and environmental considerations and cross-cutting issues such as the joining up between decision-making on land and at sea and opportunities for coexistence. The key policies relevant to the Proposed Development and how the policy objectives have been addressed are presented in Table D. 2 below.

Table D. 2: Compliance With Welsh National Marine Plan

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
GEN_01	Planning policy: There is a presumption in favour of the sustainable development of the plan area in order to contribute to Wales’ well-being goals.	Yes	The Proposed Development supports sustainable development and Planning Policy Wales (February 2021), which considers the Well-being of Future Generations Act.
GEN_02	Planning policy: Relevant public authorities should take a proportionate, risk-based approach to application of relevant marine planning policies in decision making.	Yes	The Marine Licence application for the new marine infrastructure, the Carbon Storage Permit application for the permanent geological storage of CO ₂ , and the supporting Environmental Statement (ES), will be subject to public consultation, and consideration of the EIA by Natural Resources Wales (NRW) and the Offshore Petroleum Regulator (OPRED), and associated decision on the licences/permit. In that regard, the Applicant understands that the relevant public authorities will take a proportionate, risk-based approach to the application of relevant marine planning policies in their decision making.
ECON_01	Sustainable economic growth: Proposals for economically sustainable activities are encouraged, particularly where they contribute to: <ul style="list-style-type: none"> the sustainable management of natural resources thereby supporting ecosystem resilience; a more resilient economy; employment opportunities particularly for coastal communities; protecting and creating employment at all skill levels; maintaining communities with a high-density of Welsh speakers; and/or tackling poverty by supporting deprived coastal communities. 	Yes	The Proposed Development, as part of the wider HyNet North West Project, will create new roles whilst safeguarding existing jobs which may have otherwise been lost through the rising costs of carbon emissions. Developing a low carbon cluster across the North West of England and North East Wales will create learning, training and upskilling opportunities, supporting the levelling up of the region to thrive into a low carbon future.
ECON_02	Coexistence: Proposals should demonstrate how they have considered opportunities for coexistence with other compatible sectors in order to optimise the value and use of the marine area and marine natural resources.	Yes	The new marine infrastructure will be installed close to the Applicant’s existing assets, and in similar construction techniques. The routing and location of the new infrastructure has also accounted for the existing and future users of Liverpool Bay. The Applicant therefore considers that the Proposed Development will be able to coexist with other compatible sectors in order to optimise the value and use of the marine area, and marine natural resources. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
SOC_01	Access to the marine environment: Proposals that maintain or enhance access to the marine environment are encouraged.	No	The Proposed Development will not enhance access to the marine environment, nor will it prevent public access. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.
SOC_02	Well-being of coastal communities: Proposals that contribute to the well-being of coastal communities are encouraged.	Yes	The Applicant considers that the Proposed Development complies with Planning Policy Wales (February 2021) which considers the Well-being of Future Generations Act.
SOC_03	Marine pollution incidents: Proposals should demonstrate how they minimise their risk of causing or contributing to marine pollution incidents.	Yes	All project vessels will have control measures and shipboard oil pollution emergency plans (SOPEP) in place and will adhere to MARPOL Annex I requirements. See the EMP (volume 4, appendix R) for full details.
SOC_04	Welsh language and culture: Proposals that contribute to the promotion and facilitation of the use of the Welsh language and culture are encouraged.	No	Not applicable
SOC_05	Historic assets: Proposals should demonstrate how potential impacts on historic assets and their settings have been taken into consideration and should, in order of preference: a) avoid adverse impacts on historic assets and their settings; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Opportunities to enhance historic assets are encouraged.	Yes	A specialist archaeological contractor (MSDS) was commissioned to undertake a Marine Archaeological Technical Report (volume 3, appendix N). This has been used to inform the Marine Archaeology chapter (volume 2, chapter 11). The potential for harm to the significance of marine heritage assets by the Proposed Development has been assessed in volume 2, section 11.11, which includes the assessment of designated and non-designated marine heritage assets identified within the MASA. Mitigation measures have been adopted as part of the Proposed Development to protect the known archaeological assets and make provisions for those assets that are discovered during the Proposed Development in the form of the production of an outline WSI and PAD (volume 4, appendix U) which accompany this ES.
SOC_06	Designated landscapes: Proposals should demonstrate how potential impacts on the purposes and special qualities for which National Parks or Areas of Outstanding Natural Beauty have been designated have been taken into consideration and should, in order of preference: a) avoid adverse impacts on designated landscapes; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear	Yes	A Seascape, Landscape and Visual Impact Assessment has been completed for the Proposed Development using methods derived from best practice guidance (volume 3, appendix C2). Designated landscapes within the SLVIA Study area were identified and none of them are predicted to experience significant indirect effects, as areas predicted to experience effects because of the Proposed Development are shown to experience indirect effects associated with the current offshore infrastructure.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	and convincing case for proceeding. Opportunities to enhance designated landscapes are encouraged.		
SOC_07	Seascapes: Proposals should demonstrate how potential impacts on seascapes have been taken into consideration and should, in order of preference: a) avoid adverse impacts on seascapes; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Opportunities to enhance seascapes are encouraged.	Yes	A Seascape, Landscape and Visual Impact Assessment has been completed for the Proposed Development using methods derived from best practice guidance (volume 3, appendix C2). The conclusion reached in the SLVIA is that in seascape, landscape, and visual terms, it is considered that the Proposed Development can be accommodated without significant effects on seascape, landscape character, and visual amenity.
SOC_08	Resilience to coastal change and flooding: Proposals should demonstrate how they are resilient to coastal change and flooding over their lifetime.	Yes	Cable burial depth will be sufficient to ensure cables remain buried during coastal changes. See the Proposed Development Description (volume 1, chapter 3) for full details.
SOC_09	Effects on coastal change and flooding: Proposals should demonstrate how they: avoid significant adverse impacts upon coastal processes; and minimise the risk of coastal change and flooding; Proposals that align with the relevant Shoreline Management Plan(s) and its policies are encouraged.	Yes	An assessment of how the Proposed Development will affect coastal processes and the Shoreline Management Plan is provided in the Physical processes chapter (volume 2, chapter 6). The buried nature of the Proposed Development under the Talacre dune system, and Talacre Beach, will avoid potential impacts on coastal change and flooding.
SOC_10	Minimising climate change: Proposals should demonstrate how they, in order of preference: a) avoid the emission of greenhouse gases; and/or b) minimise them where they cannot be avoided; and/or c) mitigate them where they cannot be minimised. Where significant emission of greenhouse gases cannot be avoided, minimised or mitigated, proposals for regulated activities must present a clear and convincing case for proceeding.	Yes	The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO ₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs.
SOC_11	Resilience to climate change: Proposals should demonstrate that they have considered the impacts of climate change and have incorporated appropriate adaptation measures, taking into account Climate Change Risk Assessments for Wales. Proposals that contribute to climate change adaptation and/or mitigation are encouraged.	Yes	The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO ₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs. The Proposed Development has considered the impacts of climate change and incorporated appropriate adaptation measures, taking account Climate Risk Change Assessments for Wales.

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
ENV_01	<p>Resilient marine ecosystems: Proposals should demonstrate how potential impacts on marine ecosystems have been taken into consideration and should, in order of preference: a) avoid adverse impacts; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Proposals that contribute to the protection, restoration and/or enhancement of marine ecosystems are encouraged.</p>	Yes	<p>Potential impacts on marine ecosystems have been considered in the Marine Biodiversity chapter (volume 2, chapter 7) and the Inter-Related Effects chapter (volume 2, chapter 14). The Environmental Impact Assessment (EIA) and Cumulative Effects Assessment (CEA) concluded that there are no significant adverse impacts on the marine biodiversity receptors.</p>
ENV_02	<p>Marine Protected Areas: Proposals should demonstrate how they: avoid adverse impacts on individual Marine Protected Areas (MPAs) and the coherence of the network as a whole; have regard to the measures to manage MPAs; and avoid adverse impacts on designated sites that are not part of the MPA network.</p>	Yes	<p>Designated sites and features of importance within the physical processes and marine biodiversity study areas and have been identified in volume 2, chapter 6 and 7 respectively. In both chapters, the EIA and CEA concluded that there are no significant adverse impacts on the objectives of marine protected areas.</p>
ENV_03	<p>Invasive non-native species: Proposals should demonstrate how they avoid or minimise the risk of introducing and spreading invasive non-native species. Where appropriate, proposals should include biosecurity measures to reduce the risk of introducing and spreading of invasive non-native species.</p>	Yes	<p>The implementation of an EMP (volume 4, Appendix R) as part of the embedded measures adopted by the Proposed Development (volume 2, section 7.11) will manage and reduce the risk of introduction or spread of INNS. The INNS Management Plan is presented in volume 4, appendix T.</p> <p>A Biosecurity Method Statement will be implemented throughout the construction of the Proposed Development. The Biosecurity Method Statement will detail the locations and extent of any INNS identified, alongside appropriate measures to control and prevent spread or propagation of INNS. High-level recommendations for the treatment and removal of INNS will be identified.</p> <p>Appropriate good hygiene measures (e.g. Check, Clean, Dry methods) will be detailed. Workers should be equipped with the necessary equipment, Personal Protective Equipment (PPE) and substances to implement biosecurity control measures, including effective hygiene and sanitation practices.</p>

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
ENV_04	Marine litter: Proposals should demonstrate how they: avoid the deliberate introduction of litter into the marine plan area; and minimise the risk of accidental release of litter.	Yes	<p>The Mitigation measures captured within the ES would avoid the deliberate introduction of litter into the marine plan area; and minimise the risk of accidental release of litter.</p> <p>The Waste Management Plan will adhere to the highest tiers of the Waste Hierarchy, all relevant legislation and the Applicant’s waste management procedures.</p> <p>Waste storage areas will be incorporated into the Detailed Design. Waste segregation measures will be put in place by the Construction Contractor as implemented in the detailed CEMP and WMP.</p> <p>Waste management measures are captured in the EMP (volume 4, appendix R).</p>
ENV_05	Underwater noise: Proposals should demonstrate that they have considered man-made noise impacts on the marine environment and, in order of preference: a) avoid adverse impacts; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding.	Yes	Noise modelling has been undertaken (volume 3, appendix J). The potential impacts of underwater noise resulting from the construction, operations and maintenance, and decommissioning phases of the Proposed Development have been considered in the assessment of impacts in the Marine Biodiversity chapter (volume 2, chapter 7), and appropriate mitigation measures have been proposed.
ENV_06	Air and water quality: Proposals should demonstrate that they have considered their potential air and water quality impacts and should, in order of preference: a) avoid adverse impacts; and/or b) minimise adverse impacts where they cannot be avoided; and/or c) mitigate adverse impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding.	Yes	<p>Air quality: Emissions of greenhouse gases associated with the Proposed Development are assessed within the Climate Change chapter (volume 2, chapter 14). Air quality effects during construction, operation, maintenance and decommissioning of the Proposed Development are not considered significant. See volume 3, appendix C.1.</p> <p>Water quality: Potential impacts from the Proposed Development on water quality have been assessed in the Physical Processes chapter (volume 2, chapter 6). The EIA and CEA concluded that there are no significant adverse impacts on water quality.</p>
ENV_07	Fish species and habitats: Proposals potentially affecting important feeding, breeding (including spawning & nursery) and migration areas or habitats for key fish and shellfish species of commercial or ecological importance should demonstrate how they, in order of preference: a) avoid adverse impacts on those areas; and/or b) minimise adverse impacts where they cannot be avoided; and/or	Yes	Potential impacts on fish and shellfish ecology receptors (including underwater noise and effects on important feeding, breeding (including spawning and nursery) and migration areas) from the Proposed Development have been identified in the key parameters for assessment in volume 2, section 7.9 and further assessed in volume 2, section 7.12 and cumulatively with other projects in volume 2,

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	c) mitigate adverse impacts where they cannot be minimised; If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding.		section 7.13. Embedded mitigation measures have been outlined in volume 2, section 7.11, and each impact has been comprehensively assessed in volume 2, section 7.12.
GOV_01	Cumulative effects: Proposals should demonstrate that they have assessed potential cumulative effects and should, in order of preference: a) avoid adverse effects; and/or b) minimise effects where they cannot be avoided; and/or c) mitigate effects where they cannot be minimised. If significant adverse effects cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Proposals that contribute to positive cumulative effects are encouraged.	Yes	The cumulative effects of the Proposed Development have been assessed in volume 3, appendix F and are summarised in the relevant topic chapters (volume 2, chapters 6 to 13).
GOV_02	Cross-border and plan compatibility: Relevant public authorities, in making their decisions, should have regard to: any applicable policy in a relevant marine plan; any applicable policy in relevant terrestrial development plans or related documents; the Natural Resources Policy; any relevant local well-being plan(s) (including the local well-being assessment); and evidence in any relevant Area Statement(s) produced by Natural Resources Wales (NRW).	Yes	The Marine Licence application for the new marine infrastructure, the Carbon Storage Permit application for the permanent geological storage of CO ₂ , and the supporting ES, will be subject to public consultation, and consideration of the EIA by NRW and OPRED, and associated decision on the licences/permit. In that regard, the Applicant understands that the relevant public authorities will take account of cross-border and plan compatibility in their decision making.
SCI_01	Using sound science responsibly: Relevant public authorities should make decisions using sound evidence and a risk-based, proportionate approach. Where appropriate they should apply the precautionary principle and consider opportunities to apply adaptive management.	Yes	The Marine Licence application for the new marine infrastructure, the Carbon Storage Permit application for the permanent geological storage of CO ₂ , and the supporting ES, will be subject to public consultation, and consideration of the EIA by NRW and OPRED, and associated decision on the licences/permit. In that regard, the Applicant understands that the relevant public authorities will make their decisions using sound evidence and a risk-based approach, and where appropriate they will apply the precautionary principle and consider opportunities to apply adaptive management.
AGG_01a	Aggregates (supporting): Proposals for new aggregate extraction will not be supported, within any tonnage limits, where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No	The Proposed Development does not involve any aggregate extraction.
AGG_01b	Aggregates (supporting): Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities: for the sustainable use of wider marine	No	The Proposed Development does not involve any aggregate extraction.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	aggregate natural resources; to define and, once in place, further develop and refine Strategic Resource Areas for aggregates in order to support the sustainable development of the aggregate sector through marine planning.		
AQU_01a	Aquaculture (supporting): Proposals for new aquaculture developments will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No	The Proposed Development does not involve any aquaculture development.
AQU_01b	Aquaculture (supporting): Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for the sustainable use of aquaculture resources including the identification of: natural resources that provide aquaculture potential opportunities to define and, once in place, further develop and refine Strategic Resource Areas for aquaculture in order to support the sustainable development of the aquaculture sector through marine planning.	No	The Proposed Development does not involve any aquaculture development.
D&D_01	Dredging and disposal (supporting): Proposals that maintain navigable channels and long term access to open at-sea disposal sites for appropriate material will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No	The Proposed Development does not involve any proposals that would affect navigable channels and open at-sea disposal sites. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.
ELC_01a	Low carbon energy (supporting) wind: Proposals for offshore wind energy generation will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations. Proposals for wind >350MW will be considered by UK Government in accordance with relevant national policy. In determining an NSIP for a wind proposal, the decision maker will have regard to this plan. Any determination in relation to energy developments of any scale will be taken in accordance with this plan alongside any other relevant considerations.	No	The Proposed Development will not prevent the development of offshore wind energy generation.
ELC_01b	Low carbon energy (supporting) wind: In order to understand future opportunities for offshore wind development, including floating technologies, this plan supports strategic planning for the sector.	No	The Proposed Development will not prevent the development of offshore wind energy generation.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for the sustainable use of wind energy resources including identification of: • natural resources that provide potential opportunity for future use; • evidence to de-risk consenting for the sector; and • opportunities to define and, once in place, further develop and refine Strategic Resource Areas for offshore wind energy resource safeguarding; in order to support the sustainable development of the sector through marine planning. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.</p>		
ELC_02a	<p>Low carbon energy (supporting) wave: Proposals for wave energy generation will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.</p>	No	The Proposed Development will not prevent the development of wave energy generation.
ELC_02b	<p>Low carbon energy (supporting) wave: In order to understand future opportunities for wave energy development, relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for the sustainable use of wave energy resources including identification of: • natural resources that provide potential opportunity for future use; • evidence to de-risk consenting for the sector; and • opportunities to define and, once in place, further develop and refine Strategic Resource Areas for wave energy resource safeguarding; in order to support the sustainable development of the sector through marine planning. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.</p>	No	The Proposed Development will not prevent the development of wave energy generation.
ELC_03a	<p>Low carbon energy (supporting) tidal stream: Proposals for tidal stream energy generation will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.</p>	No	The Proposed Development will not prevent the development of tidal stream energy generation.

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
ELC_03b	<p>Low carbon energy (supporting) tidal stream: In order to understand future opportunities for tidal stream energy development, relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for the sustainable use of tidal stream energy resources including identification of: • natural resources that provide potential opportunity for future use; • evidence to de-risk consenting for the sector; and • opportunities to define and, once in place, further develop and refine Strategic Resource Areas for tidal stream energy resource safeguarding; in order to support the sustainable development of the sector through marine planning. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.</p>	No	The Proposed Development will not prevent the development of tidal stream energy generation.
ELC_04	<p>Low carbon energy (supporting) tidal range: In order to understand future opportunities for tidal range development, strategic planning for the sector is encouraged. Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to: • collect evidence to support understanding of environmental constraints and opportunities for the sustainable use of the tidal range resource; • support understanding of the optimal siting of tidal lagoon developments across Wales as part of a wider, UK perspective; and • identify opportunities to define and, once in place, further develop and refine Strategic Resource Areas for tidal lagoon safeguarding purposes. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.</p>	No	The Proposed Development will not prevent the development of tidal range energy generation.
O&G_01a	<p>Oil and gas (supporting): Proposals that maximise the economic recovery of oil and gas sustainably will be supported where they comply with the objectives of this plan, and fully meet the environmental safeguards contained within the statutory processes of awarding production licences and subsequent activity-specific approvals. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.</p>	No	The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO ₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs.

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
O&G_01b	Oil and gas (supporting): Welsh Government policy is to avoid the continued extraction of fossil fuels in intertidal areas and estuaries and coastal inlet waters that fall within the Welsh onshore licence area. Applications for new petroleum licenses in these areas should not be supported, unless required for mine safety or scientific purposes. Proposals for the development and extraction of oil and gas in these areas with land based elements must provide robust and credible evidence to demonstrate how they conform to the Planning Policy Wales Energy Hierarchy for Planning, including how they make a necessary contribution towards decarbonising the energy system.	No	The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO ₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs.
O&G_02	Oil and gas (supporting): Proposals that support the long-term development of carbon capture and storage technology will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	Yes	The Proposed Development is a carbon capture and storage project. The purpose of the Proposed Development is to transport up to 4.5 MTPA of CO ₂ from a number of industrial emitters in the North West of England and Wales for permanent geological storage in depleted offshore oil and gas reservoirs. The Proposed Development complies with all the relevant general policies and sector safeguarding policies.
FIS_01a	Fisheries (supporting): Proposals that support and enhance sustainable fishing activities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	Yes	Impacts on commercial fisheries have been assessed in volume 2, chapter 10. The Proposed Development will have a FLO in place. See the Commercial Fisheries chapter (volume 2, chapter 10) for full details.
FIS_01b	Fisheries (supporting): Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities to develop a strategic evidence base to improve understanding of opportunities for the sustainable development of fisheries in order to support the sustainable development of the fisheries sector through marine planning.	No	The Proposed Development will not prevent the support and enhancement of sustainable fishing activities. See the Commercial Fisheries chapter (volume 2, chapter 10) for full details.
P&S_01a	Ports and shipping (supporting): Proposals for ports, harbours and shipping activities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No	The Proposed Development does not involve proposals for ports, harbours and shipping activities, and nor will it prevent the support and enhancement of ports, harbours, and shipping activities. See the Shipping and Navigation chapter (volume 2, chapter 9) for full details.
P&S_01b	Ports and shipping (supporting): Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to	No	The Proposed Development does not involve proposals for ports, harbours and shipping activities, and nor will it prevent the support and

LIVERPOOL BAY CCS LTD | HYNET CARBON DIOXIDE TRANSPORTATION AND STORAGE PROJECT – OFFSHORE | ENVIRONMENTAL STATEMENT

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	collaborate to understand opportunities to support the sustainable development of the ports and shipping sector through marine planning.		enhancement of ports, harbours, and shipping activities. See the Shipping and Navigation chapter (volume 2, chapter 9) for full details.
P&S_02	Ports and shipping (supporting): Proposals that provide for the maintenance, repair, development and diversification of port and harbour facilities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No	The Proposed Development does not involve proposals for ports, harbours and shipping activities, and nor will it prevent the support and enhancement of ports, harbours, and shipping activities. See the Shipping and Navigation chapter (volume 2, chapter 9) for full details.
CAB_01	Subsea cabling (supporting): Proposals that facilitate the growth of digital communications networks and/or the optimal distribution of electricity will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No	The Proposed Development will not prevent the growth of digital communications networks and/or the optimal distribution of electricity. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.
T&R_01a	Tourism and recreation (supporting): Proposals that demonstrate a positive contribution to tourism and recreation opportunities and policy objectives (for the sector) around the Welsh coast will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No	The Proposed Development will not prevent the delivery of the policies to support tourism and recreation. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.
T&R_01b	Tourism and recreation (supporting): Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for sustainable tourism and recreation around the Welsh coast, including: a) developing a strategic evidence base to improve understanding of current and potential tourism and recreation activities, including eco-tourism and other low impact activities; and b) opportunities to define areas of future opportunity for tourism and recreation; in order to support the sustainable development of the tourism and recreation sector through marine planning.	No	The Proposed Development will not prevent the delivery of the policies to support tourism and recreation. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.
SAF_01	Safeguarding strategic resources: a: Proposals likely to have significant adverse impacts upon an established activity covered by a formal application or authorisation must demonstrate how they will address compatibility issues with that activity. Proposals unable to demonstrate adequate compatibility must present a clear and	No	The Proposed Development is compatible with existing activities in the marine environment, and the Welsh National Marine Plan. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.

WNMP Policy No.	WNMP Policy	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
	<p>convincing case for the proposal to progress under exceptional circumstances. b: Proposals likely to have significant adverse impacts upon an established activity not subject to a formal authorisation must demonstrate how they will address compatibility issues with that activity. Proposals unable to demonstrate adequate compatibility must present a clear and convincing case for proceeding. Under SAF 01 a and b, compatibility should be demonstrated through, in order of preference: a. Avoiding significant adverse impacts on those activities, and/or b. Minimising significant adverse impacts where these cannot be avoided; and/or c. Mitigating significant adverse impacts where they cannot be minimised.</p>		
SAF_02	<p>Safeguarding strategic resources: Proposals which may have significant adverse impacts upon the prospects of any sector covered by this plan to engage in sustainable future strategic resource use (of resources identified by an SRA) must demonstrate how they will address compatibility issues with that potential resource use. Proposals unable to demonstrate adequate compatibility must present a clear and convincing case for proceeding. Compatibility should be demonstrated through, in order of preference: a. Avoiding significant adverse impacts on this potential strategic resource use, and/or b. Minimising significant adverse impacts where these cannot be avoided; and/or c. Mitigating significant adverse impacts where they cannot be minimised.</p>	No	<p>The Proposed Development is compatible with existing activities in the marine environment, and the Welsh National Marine Plan. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.</p>
DEF_01	<p>Defence (safeguarding): Proposals that: • potentially affect Ministry of Defence (MOD) Danger Areas, Exercise Areas or strategic defence interests; and/or • potentially interfere with communication, surveillance and navigation facilities necessary for defence and national security; should only be authorised with the agreement of MOD.</p>	No	<p>The Proposed Development is compatible with the safeguarded defence activities. See the Infrastructure and Other Sea Users chapter (volume 2, chapter 12) for full details.</p>

References

HM Government (2021) North West Inshore and North West Offshore Marine Plan. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan_1_.pdf Accessed June 2023.

Welsh Government (2019) Welsh National Marine Plan. Available at: gov.wales/sites/default/files/publications/2019-11/welsh-national-marine-plan-document_0.pdf Accessed June 2023.

