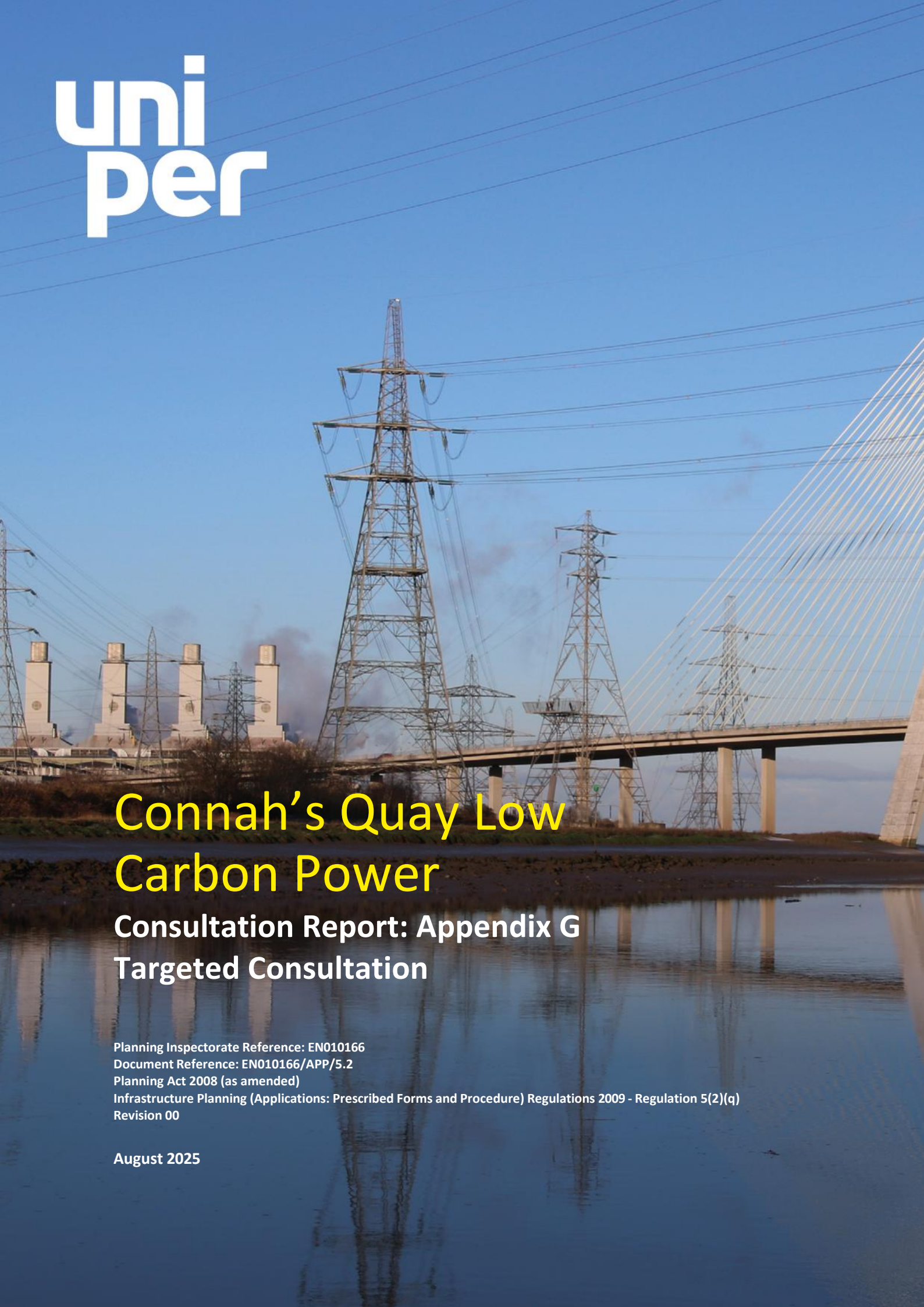

Connah's Quay Low Carbon Power

Consultation Report: Appendix G Targeted Consultation

Planning Inspectorate Reference: EN010166
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Revision 00

August 2025

Prepared for:
Uniper UK Limited

Prepared by:
Copper Consultancy Limited

Table of Contents

1. Appendix G-1: Targeted Consultation Materials

1.1 Targeted Consultation Newsletter

Connah's Quay Low Carbon Power

Targeted consultation on changes to our proposals

Thursday 8 May to Friday 6 June 2025

Uniper UK Limited (hereafter referred to as 'Uniper') is exploring the potential development of a new gas-fired power station with carbon capture technology at its Connah's Quay site in Flintshire, the Connah's Quay Low Carbon Power (CQLCP) project. If consented and developed the new power station would be capable of providing up to a likely maximum of 1.38 GW of low carbon power, to help meet the growing need for electricity, whenever it is required.

From Tuesday 8 October to Tuesday 19 November 2024 we held our Statutory Consultation, inviting local communities, local authorities, landowners, environmental organisations and technical stakeholders to share their views on our proposals. We would like to extend our thanks and appreciation to those who participated in the consultation.

We're currently undergoing Front End Engineering Design (FEED) studies for the project. Based on the findings of our ongoing technical and environmental assessments, we have identified a need for a change to the original design that we consulted on during the Statutory Consultation. We would like to give you the opportunity to see what's different, although this proposed change would not result in the project being fundamentally different from what was previously consulted on. As a good neighbour, we wanted to consult you about this proposed change before we submit our Development Consent Order (DCO) application to the Planning Inspectorate under the Planning Act 2008 covering Nationally Significant Infrastructure Projects (NSIP) later this year.

From **Thursday 8 May to Friday 6 June 2025**, we are therefore conducting a further consultation, specifically about this design change, technically referred to as a 'targeted consultation', and we would welcome your feedback.

In addition to this newsletter, we have produced a Supporting Information Report for this targeted consultation which describes our updated design and any corresponding changes to proposed mitigation measures.

[redacted]ou can find this during the consultation eriod on our consultation website here: ww.uniperuk.consulting/cqlcp/project-onsultation-documents-3/ or scan the R code.

We would also like to inform you about some other non-material design changes that we have made since the Statutory Consultation took place. A summary of these changes is provided within this newsletter.

About Uniper

Uniper is a European energy company with global reach and activities in more than 40 countries. With around 7,500 employees, the company makes an important contribution to security of supply in Europe, particularly in its core markets of Germany, the UK, Sweden and the Netherlands. Uniper's operations include power generation in Europe, global energy trading, and a broad gas portfolio. In the UK, Uniper owns and operates a flexible generation portfolio of power stations, a fast-cycle gas storage facility and two high pressure gas pipelines, from Theddlethorpe to Killingholme and from Blyborough to Cottam.

Uniper intends to be completely carbon-neutral by 2040 and aims for its installed power generation capacity to be more than 80% zero-carbon by the early 2030s. To achieve this aim, the company is transforming its power plants and facilities and investing in flexible, dispatchable power generating units.

Uniper is gradually adding renewable and low carbon gases to its gas portfolio and is developing a hydrogen portfolio with the aim of a long-term transition. The company plans to offset any remaining CO_2 emissions by high-quality CO_2-offsets.

The proposed change

Both the Combined Cycle Gas Turbine (CCGT) and Carbon Capture Plant (CCP) components of the proposed new power station will feature stacks to vent waste gases produced during combustion safely into the atmosphere. Following the completion of technical assessments supporting the Environmental Impact Assessment (EIA), Uniper has identified a requirement to increase the stack heights for the proposed CQLCP project.

There are two potential scenarios for operating the proposed new power station. The normal operating mode will be with the carbon capture technology operational whereby waste gases would pass through two absorber emission stacks, which are part of the proposed CCP.

However, the design needs to accommodate potential abnormal scenarios where the CCGT may need to temporarily operate without the CCP such as during an emergency shut down or if the CO_2 transport and storage infrastructure is not available. This is expected to only be in exceptional circumstances and the transport and storage availability is expected to be at least 95%. In this operational scenario, emissions would instead be emitted through two dedicated stacks above the Heat Recovery Steam Generator (HRSG), which is part of the CCGT.

The modelling we have undertaken has therefore considered the potential atmospheric emissions associated with both operational scenarios to determine a suitable height for the stacks, that would minimise any potential negative effects.

As a result of these assessments, the maximum height parameters presented at the Statutory Consultation for the absorber emission and HRSG emission stacks need to be increased and these are now proposed at 150m above ground level. For the absorber emission stacks, this is an increase of 30m from the 120m emission stack heights presented at our Statutory Consultation. The HRSG emission stacks will also increase from an initial 85m to 150m, which is an increase of 65m. The increase in the height of the stacks would help to mitigate the human health and ecological effects of the project. In determining the new proposed maximum height parameters, Uniper has also considered the potential landscape and visual impacts as well as impacts on the setting of designated heritage assets such as listed buildings and scheduled monuments.

Uniper considers that the proposed increase to the emission stack heights is a necessary and appropriate revision to the project's design to mitigate the environmental effects of the project as far as possible, in all operating scenarios.

As part of our Statutory Consultation last year, we worked with Flintshire County Council to select a number of viewpoints that cover the projected visual impact of the project. These viewpoints are representative of views of the new facility from publicly accessible locations in the surrounding area.

Figures 1a-c on pages 3–5 of this newsletter are computer generated images which provide a comparison between the present day site, the design shared at Statutory Consultation and the proposed changes. These images are a representation of how the new facility might look from nearby locations.

For more detailed information on this proposed change, please refer to Section 3 in the Supporting Information Report on our consultation website here: www.uniperuk.consulting/cqlcp/project-consultation-documents-3/ or scan the QR code.

Figure 1a

1. Present Day

2. Initial visualisation of the proposed development

3. Updated visualisation of the proposed development

Figure 1b

1. Present Day

2. Initial visualisation of the proposed development

3. Updated visualisation of the proposed development

Figure 1c

1. Present Day

2. Initial visualisation of the proposed development

3. Updated visualisation of the proposed development

Additional changes since Statutory Consultation

Since the Statutory Consultation ended in November 2024, we have undertaken a series of technical and environmental assessments that continue to inform the design of the project. We have also taken into account the feedback we received during the consultation, and we want to make you aware of some additional design changes that we are intending to make.

We do not believe that these changes to the project are material, so we are not requesting feedback on them during this targeted consultation. However, should you wish to submit any feedback to us about these changes we will take that feedback into account when finalising the DCO application.

Table 1 lists these **design changes** and the **reason** for the change. For further information on the terms used within this table, please refer to Section 2 of the Supporting Information Report.

Table 1

1. **CHANGE:** The project is proposed to be comprised of two CCGT generating plants each fitted with a CCP. These units and the supporting development required to operate them are referred to as 'Trains'. Initially, we were exploring the option to build two CCP per Train but this has now been removed in favour of a single CCP per Train.

   REASON: Following further technical studies, technology providers have confirmed that each CCGT train can be served by a single CCP, reducing the complexity of the plant required to be provided.

2. **CHANGE:** We have removed the wide 'blast stacks' from each Train.

   REASON: Following further technical studies, these are no longer required in the plant design.

3. **CHANGE:** The Proposed CO_2 Above Ground Installation (AGI) has been relocated within the Main Development Area.

   REASON: The relocation of the proposed AGI allows simpler integration into the overall site drainage scheme, and improves the efficiency of drainage in that plant area.

4. **CHANGE:** We have removed the option for new cooling water abstraction and discharge infrastructure and removed the option for intrusive refurbishment of the existing cooling water infrastructure. This has resulted in a reduction of the Water Connection Corridor boundary.

   REASON: Following further technical studies it has been confirmed that it is possible to retain and reuse the cooling water infrastructure associated with the existing Connah's Quay Power Station with some refurbishment and upgrades.

5. **CHANGE:** We have increased temporary construction laydown area boundaries within the Main Development Area. This laydown area will include land previously assigned for the location of the proposed CO_2 AGI.

   REASON: To account for changes to the location of the proposed CO_2 AGI and to maximise available space for temporary laydown within the Main Development Area. Both the simultaneous and phased construction scenarios may require all of the identified laydown areas.

6. **CHANGE:** We have confirmed the location of the temporary compound within the Proposed CO_2 Connection Corridor.

   REASON: Following further assessment, the location of the temporary compound has been fixed within the western section of the Proposed CO_2 Connection Corridor.

7. **CHANGE:** We have included additional Maintenance Laydown Areas within the updated indicative design.

   REASON: The Maintenance Laydown Areas have been included because maintenance outages and staff requirements had been identified ahead of Statutory Consultation but no specific location for these operational activities and staff to be accommodated within the Main Development Area had been identified.

8. **CHANGE:** In order to accommodate transportation of AILs, we may need to undertake additional works to widen access across the level crossing at Port of Mostyn.

   REASON: This change is required following an initial analysis on the movement of AILs from the Port of Mostyn to the Main Development Area along the A548.

Table 1 (cont.)

9. **CHANGE:** We have reduced the width of the Repurposed CO_2 Connection Corridor in the indicative Order limits from a maximum of 100m down to a maximum of 25m.

   REASON: Following further investigation there is now no need to conduct excavation along the CO_2 connection corridor. Therefore, the Indicative indicative Order limits can be reduced.

10. **CHANGE:** We have removed Abnormal Indivisible Load (AIL) vessel mooring, offloading, and temporary storage areas at Ports of Mostyn and Ellesmere from the indicative Order limits. As a result of the removal of the Port of Ellesmere from the indicative Order limits, the indicative Order limits for the project will no longer be in England.

    REASON: Whilst Uniper is retaining the potential use of the Port of Mostyn and Ellesmere Port, it has been confirmed that no physical works would be required within the ports themselves beyond routine existing commercial operations for the existing commercial ports.

11. **CHANGE:** Works to facilitate access to wildlife hides presented at Statutory Consultation have now been found unnecessary and have therefore been removed from the indicative Site Boundary.

    REASON: Following further investigation there is now no need to conduct work in that area.

Figure 2 shows the updated indicative locations of key infrastructure for the proposed CQLCP project. Please note that these plans are still in an early stage of development and are subject to change following ongoing engagement with statutory bodies, local authorities and the local community. The final design will be determined during the FEED process, which commenced at the end of December 2024 and is expected to take around a year to complete.

The full updated indicative Order limits upon which Figure 2 is based can be found in Section 2 of the Supporting Information Report.

Figure 2

Key

1. Existing Connah's Quay Power Station
2. Proposed Low Carbon Power Station
3. Alternative (Emergency) Access to the Main Development Area
4. Electrical Connection Corridor
5. Water Connection Corridor
6. Proposed Surface Water Outfall
7. Existing Connah's Quay AGI
8. Construction and Indicative Enhancement Area
9. Repurposed CO_2 Connection Corridor
10. Proposed CO_2 Connection Corridor
11. Proposed Flint AGI (HyNet CO_2 Pipeline Project)
12. Connah's Quay North

- Indicative Site Boundary
- Construction Laydown Area
- Ecological Safeguard Zone
- Phased Construction Area
- Water Connection Corridor Indicative Construction Work Area

Providing your feedback

Our targeted consultation runs from **Thursday 8 May to 11:59pm on Friday 6 June 2025**. To guarantee that your feedback is captured, we kindly ask that all responses are sent prior to this deadline on 6 June.

Feedback can be provided by:

Sending us an email at **info@connahsquaylcp.co.uk**

Writing to us at **FREEPOST CQLCP** (no stamp required)

Following our targeted consultation, we will report on the outcomes of this process in our Consultation Report, which we will submit as part of our DCO application later this year.

We will consider all comments received during the consultation, as well as from our ongoing engagement with our local communities and stakeholders. We value all your feedback and will continue to use it to influence the design of the project, where possible.

This document has been produced by Uniper, and every effort has been made to ensure that the information contained within is accurate as of the date of publication. The project is still at an early stage, and therefore future updates or changes may affect the accuracy or relevance of this information.

We will be hosting consultation materials at the following information points near to the site:
Buckley Library, The Precinct, Brunswick Rd, Buckley, CH7 2EF • Flint Library, Church St, Flint, CH6 5AP
Connah's Quay Library, Wepre Dr, Connah's Quay, CH5 4HA • Neston Library, Parkgate Rd, Neston, CH64 6QE

Mae'r ddogfen yma hefyd ar gael yn Gymraeg ar ein gwefan yma.

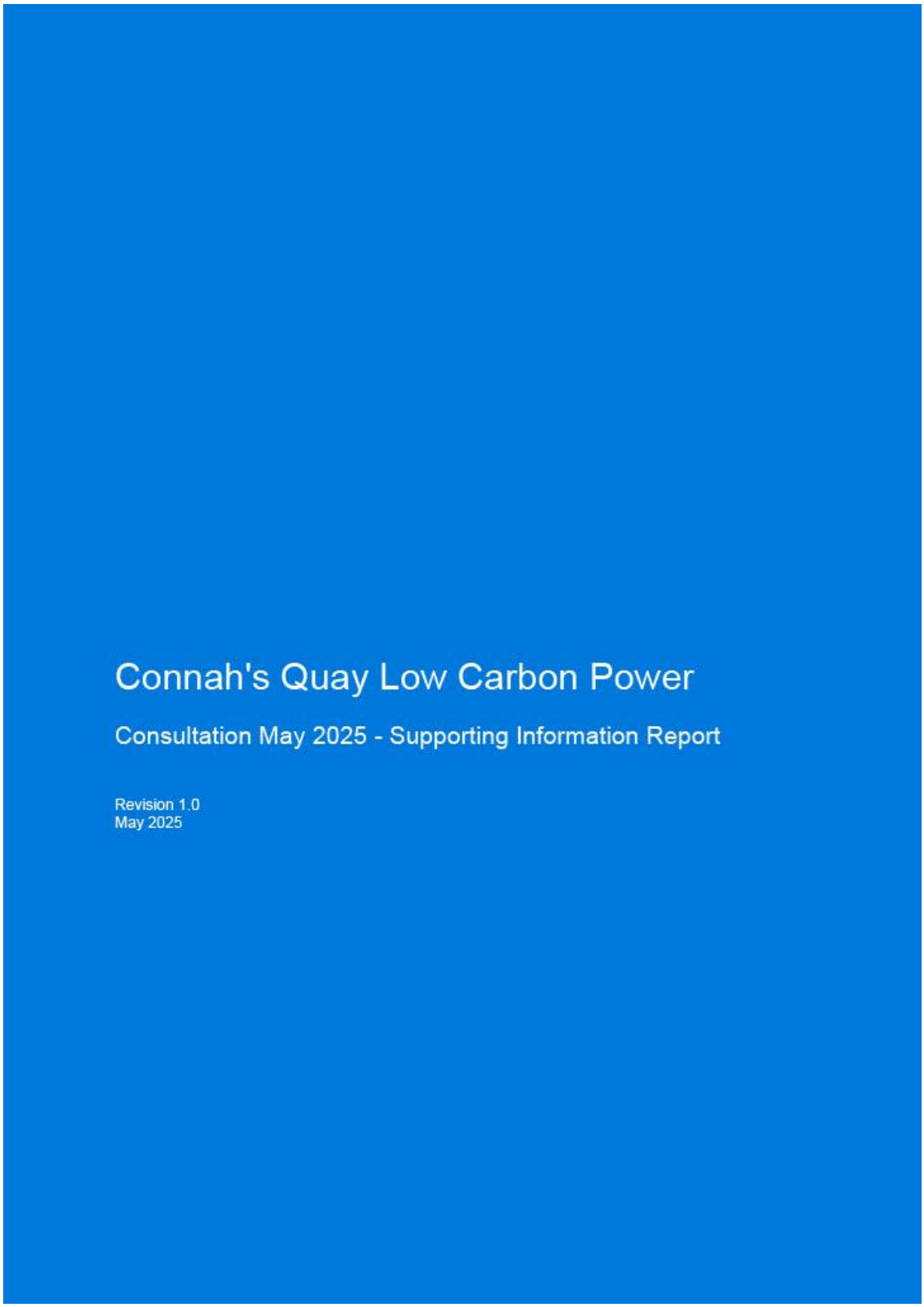
Contact us

If you would like to talk to us about the project, you can contact our Community Relations Team using the following contact information:

Email us at info@connahsquaylcp.co.uk | Call us on **0800 0129156** | Write to us at **FREEPOST CQLCP**

You can also visit our website at www.uniperuk.consulting/cqlcp for more information about the project.

1.2 Supporting Information Report



Prepared for:
Uniper UK Limited

Prepared by:
AECOM

Table of Contents

Tables

Glossary

Abbreviation	Definition
AGI	Above Ground Installation
AIL	Abnormal Indivisible Load
APIS	Air Pollution Information System
AQAL	Air Quality Assessment Level
AQMA	Air Quality Management Area
BAT	Best Available Techniques
BSI	British Standards Institute
CCGT	Combined Cycle Gas Turbine
CCP	Carbon Capture Plant
CO_2	Carbon Dioxide
CQLCP	Connah's Quay Low Caron Power
CRDV	Clwydian Range and Dee Valley National Landscape
DCO	Development Consent Order
EAL	Environmental Assessment Levels
ES	Environmental Statement
FCC	Flintshire County Council
FEED	Front End Engineering Design
ha	hectare
HRA	Habitat Regulations Assessment
HRSG	Heat Recovery Steam Generator
IEMA	Institute of Environmental Management and Assessment
km	kilometre
m	metre
NCN	National Cycle Network
NRW	Natural Resources Wales
NSR	Noise sensitive receptor
PC	Process Contribution
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
ZOI	Zone of Influence

Executive Summary

Introduction

A Supporting Information Report has been prepared in support of non-statutory targeted consultation related to the Connah's Quay Low Carbon Power (CQLCP) project (hereafter referred to as 'the Proposed Development'). It provides information on the proposed change to the emission stack heights (hereafter referred to as 'the Proposed Change').

Whilst the Proposed Change would not result in the Proposed Development being fundamentally different from what was previously consulted on, the Applicant would like to give you the opportunity to review and comment on it. From Thursday 8 May 2025 to Friday 6 June 2025, the Applicant is conducting a non-statutory targeted consultation specifically about the Proposed Change and welcomes your feedback. Feedback received during this period will be taken into account in advance of submitting a Development Consent Order (DCO) application for the Proposed Development later this year.

The Applicant also wants to make you aware of some other design changes that it is intending to make since the Statutory Consultation ended in 2024 (hereafter referred to as 'the Other Changes'). The Applicant does not believe that these Other Changes to the Proposed Development are material, so is not requesting feedback on them during this targeted consultation, though regard will be had by the Applicant to any comments received about the Other Changes.

Copies of the Preliminary Environmental Information Report (PEIR) and other documents published in support of the Statutory Consultation are available at: https://uniperuk.consulting/cqlcp/project-consultation-documents-3/.

The Proposed Change

The detailed design of the Proposed Development is subject to ongoing technical studies and review. The Proposed Development would comprise up to two Combined Cycle Gas Turbine (CCGT) with Carbon Capture Plant (CCP) units and supporting infrastructure.

Both the CCGT and CCP components of the proposed new power station will feature an emission stack (up to four emission stacks in total). An emission stack is used to vent waste gases produced during combustion safely into the atmosphere. Following further engineering and technical design considerations, along with the completion of technical assessments supporting the Environmental Impact Assessment (EIA), the Applicant has identified a requirement to increase the emission stack heights for the Proposed Development.

Modelling has been undertaken to consider the potential atmospheric emissions associated with the operation of the Proposed Development to determine a suitable height for the emission stacks, that would minimise any potential negative effects. As a result of these assessments, the maximum height parameters presented at the Statutory Consultation for the emission stacks need to be increased and these are now proposed at 150 m above ground level. For the absorber emission stacks, this is an increase of 30 m from the 120 m above ground level emission stack heights presented at Statutory Consultation. The Heat Recovery Steam Generator (HRSG)

emission stack(s) would also increase from an initial 85 m above ground level to 150 m above ground level, which is an increase of 65 m.

As a result of the emission stack height increases, there is ongoing engagement between the Applicant and Harwarden Airport (Airbus) regarding the requirements for airport safeguarding. Obstacle lighting is proposed on these stacks (12 lights per emission stack) in accordance with relevant guidance.

Other Changes

There have been "Other Changes" that have been made to the Proposed Development following the Statutory Consultation. These changes have been made as a result of the design evolution and as a response to comments received during the Statutory Consultation. Specific feedback is not sought on these changes as part of the non-statutory targeted consultation, though regard will be had by the Applicant to any comments received about the Other Changes.

The Other Changes comprise:

- Change 1 – Removal of the twin absorber stack option;
- Change 2 – Removal of the blast stacks;
- Change 3 – Relocation of the Proposed CO_2 Above Ground Infrastructure;
- Change 4 – Updated Cooling Water Infrastructure Proposals;
- Change 5 – Changes to temporary construction laydown areas;
- Change 6 – Provision of a temporary construction compound within the Proposed CO_2 Connection Corridor;
- Change 7 – Provision of maintenance laydown areas within the operational layout;
- Change 8 – Works required at the entrance to Port of Mostyn;
- Change 9 – Reduction of width of the Repurposed CO_2 Connection Corridor;
- Change 10 – Removal of areas within the Port of Mostyn, the Port of Ellesmere and the public highway between the Port of Ellesmere and the Main Development Area; and
- Change 11 – Removal of the area known as 'Access to wildlife Hides' from the Indicative Site Boundary.

Summary of findings

The Supporting Information Report has considered the potential environmental effects of the Proposed Change in relation to the assessments presented within the PEIR that was produced to support the Statutory Consultation in 2024.

Consequently, updated assessments have been provided for the following environmental topics:

- Air quality;
- Noise and vibration;
- Landscape and visual amenity;

- Terrestrial heritage; and
- Human health.

The updated assessments have identified that the Proposed Change would:

- reduce the magnitude of a number of air quality impacts however, this would not change the conclusion on residual effects in the PEIR;
- not result in any new/different residual noise effects to those identified within the PEIR;
- alter impacts and the resulting significance of effect at five viewpoints. Effects at Viewpoints 8 and 11 would remain the same as at PEIR stage, whilst the effect at Viewpoint 9 would increase to moderate adverse (significant). Effects at Viewpoint 10 would also increase to a major adverse (significant) effect, whilst effects at viewpoint 13 would increase to a minor adverse impact (remaining not significant);
- not result in any changes to the assessment as presented in the PEIR in relation to terrestrial heritage; and
- would reduce impacts associated with operational air quality emissions on human health. However, there would be no change to human health effects related to operational noise.

Whilst an updated assessment in relation to potential impacts from changes in air quality on sites of international and national importance for nature conservation is not available, operational air quality results for the worst affected ecological receptor have been compared to the PEIR assessment. This analysis identifies the predicted impacts would be similar or lower with the Proposed Change in place for all scenarios when compared to the PEIR assessment. This can be explained by lower emissions of both NOx and amines compared to PEIR, which are responsible for a substantial part of the impacts on ecological receptors.

Consideration has also been given to the potential environmental effects of the Other Changes which have concluded they would either result in a reduction of impact or would in general be in accordance with the findings of the PEIR.

How to Provide Feedback

To guarantee that your feedback is captured, we kindly ask that all responses are sent prior to the deadline of 11.59pm on 6 June 2025.

Feedback can be provided by:

- Sending us an email at info@connahsquaylcp.co.uk
- Writing to us at FREEPOST CQLCP (no stamp required)

Should you require any further information on the project or would like to request additional consultation materials to be provided in the Welsh language, you can contact our Community Relations Team using the email address provided above, or by calling 0800 0129156.

1. Introduction

1.1 Purpose of this Document

1.1.1 This Supporting Information Report has been prepared in support of non-statutory targeted consultation related to the Connah's Quay Low Carbon Power (CQLCP) project (hereafter referred to as 'the Proposed Development'). It provides information on the proposed change to the emission stack heights (hereafter referred to as 'the Proposed Change').

1.1.2 This Report also identifies a series of non-material changes that have been made to the Proposed Development (hereafter referred to as the 'Other Changes') since the Statutory Consultation was held about the Proposed Development in 2024.

1.2 Summary of Targeted Consultation

1.2.1 Uniper UK Limited (hereafter referred to as the 'Applicant') is currently undergoing Front End Engineering Design (FEED) studies for the Proposed Development. Based on the findings of the ongoing technical and environmental assessments, the Applicant has identified a need for a change to the original design that we consulted on during the Statutory Consultation. Further details of the Proposed Change are provided in Section 3.

1.2.2 The Applicant would like to give you the opportunity to review and comment on what is different, although this Proposed Change would not result in the Proposed Development being fundamentally different from what was previously consulted on. Therefore, from Thursday 8 May 2025 to Friday 6 June 2025, the Applicant is conducting a non-statutory targeted consultation specifically about the Proposed Change and welcomes your feedback.

1.2.3 This feedback will be taken into account in advance of submitting a Development Consent Order (DCO) application for the Proposed Development later this year.

1.2.4 The Applicant also wants to make you aware of some other design changes that it is intending to make since the Statutory Consultation ended. The Applicant does not believe that these Other Changes to the Proposed Development are material, so is not requesting feedback on them during this targeted consultation. However, should you wish to submit any feedback about these changes the Applicant will have regard to that feedback when finalising the DCO application.

1.3 Structure of this Document

1.3.1 The remainder of this Supporting Information Report follows the following structure:

- **Section 2** – This section provides an overview of the Proposed Development, including details of construction, operation (including maintenance) and decommissioning;
- **Section 3** – This section provides details of the Proposed Change and includes an appraisal of the Proposed Change for all environmental topics scoped into the Environmental Impact Assessment;

- **Section 4** – This section provides a high-level summary of the environmental consideration of Other Changes that have been made following Statutory Consultation; and
- **Section 5** – This section provides closing remarks on the findings of the technical assessment and provides an overview of the next steps for the Proposed Development.

1.3.2 In order to ensure that the information being provided is comprehensive, this Report incorporates a number of additional documents as appendices:

- **Appendix A: Environmental Screening of the Proposed Change**;
- **Appendix B: Air Quality**;
- **Appendix C: Noise and Vibration**;
- **Appendix D: Landscape and Visual Amenity**;
- **Appendix E: Terrestrial Heritage**; and
- **Appendix F: Human Health**.

1.4 Availability of Preliminary Environmental Information Report Documentation

1.4.1 The Preliminary Environmental Information Report (PEIR) was prepared in support of the Statutory Consultation which was undertaken between 8 October 2024 and 19 November 2024. Copies of the PEIR and other documents published in support of the Statutory Consultation are available at: https://uniperuk.consulting/cqlcp/project-consultation-documents-3/

2. The Proposed Development

2.1 The Indicative Site Boundary

2.1.1 The Proposed Development is located approximately 0.6 kilometres (km) north-west of Connah's Quay in Flintshire, north-east Wales. The Main Development Area is centered at national grid reference 327347, 371374, and the Proposed Development is wholly within the administrative area of Flintshire County Council (FCC). The location of the Proposed Development makes use of the existing available infrastructure links including electrical grid and gas, specifically the National Grid Electricity Transmission and National Gas Transmission networks. The location has been sited to facilitate its connection to the emerging proposals for the HyNet CO2 Pipeline Project[1], which was granted development consent in March 2024.

2.1.2 The Indicative Site Boundary, as shown in **Figure 1**, encompass a total area of approximately 105 hectares (ha).

2.1.3 Around 86.2 ha of the Indicative Site Boundary is focused on the 'Construction and Operation Area', comprising the Main Development Area[2], construction areas and connection corridors necessary for the construction and operation of the Proposed Development as shown in **Figure 2**. A further 18.8 ha of land included for the 'Accommodation Works Areas', comprising areas of works required to facilitate the movement and temporary storage of Abnormal Indivisible Loads (AIL) during construction of the Proposed Development.

2.1.4 For details on the location of the Indicative Site Boundary as it was at the Statutory Consultation stage, please review **Chapter 3: Description of the Existing Environment**[3] of the PEIR. Section 3 of this Report explains where changes have been made to the Indicative Site Boundary since the Statutory Consultation.

2.2 Overview of The Proposed Development

2.2.1 The detailed design of the Proposed Development is subject to ongoing technical studies and review, to provide flexibility and to align with the current grid connection. The Proposed Development would comprise up to two Combined Cycle Gas Turbine (CCGT) with Carbon Capture Plant (CCP) units and supporting infrastructure.

2.2.2 The Proposed Development would make use of CO_2 transport and storage networks owned and operated by Liverpool Bay CCS Limited, currently under development as part of the HyNet Carbon Dioxide Pipeline project, which will transport CO_2 captured from existing and new industries in North Wales and North-West England, for offshore storage. The captured CO_2 will be stored in depleted offshore gas reservoirs in Liverpool Bay.

2.2.3 The Applicant will continue to be responsible for the operation (including maintenance) of the existing natural gas transmission pipeline immediately

[1] The HyNet CO2 Pipeline Project will consist of a new pipeline running from the Chester/ Ellesmere Port area to Flint and a repurposed existing pipeline (currently used for natural gas supply) running from Flint to Point of Ayr. Further Information is included within The Hynet Carbon Dioxide Pipeline Order 2024 - https://www.legislation.gov.uk/uksi/2024/436/contents
[2] The Main Development Area was previously identified as the Main Site at the Statutory Consultation stage
[3] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_3_Description-of-the-Existing-Environment_06_Clean.pdf

upstream of the Proposed Development from the existing Burton Point above ground installation. There is no modification proposed to this pipeline as part of the Proposed Development.

2.2.4 The Proposed Development is comprised of up to two 'Trains'. These Trains may be installed in a phased manner, with a combined net electrical output capacity of up to a likely maximum of 1,380 Megawatts (MWe).

2.2.5 It would be designed to operate with a post-combustion CCP installed and would generally be operated in response to demand (also known as 'dispatchable').

2.2.6 The main components of the Proposed Development comprise:

- CCGT and Associated Stacks;
- Post-Combustion CCP and Associated Stacks;
- Other Ancillary Buildings and Structures;
- Other Ancillary Infrastructure and connections (including natural gas, electrical, cooling water and towns water);
- Drainage;
- Maintenance Laydown; and
- CO_2 Export (including CO_2 pipelines and an Above Ground Installation).

2.2.7 Core construction hours would be 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Based on initial estimates, it is considered that there could be approximately 1,600 workers present on site at the peak of construction.

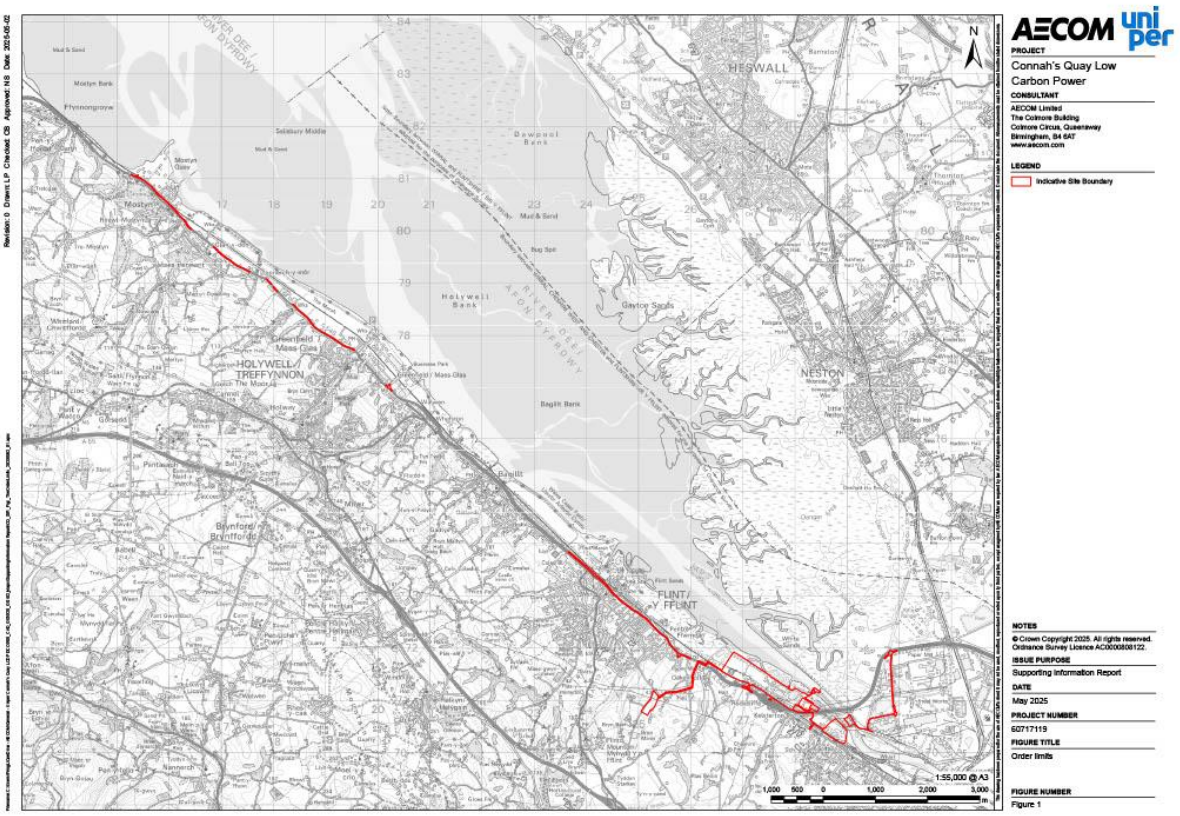
2.2.8 Once operational the Proposed Development is anticipated to create approximately 66 permanent full time equivalent operational roles when both trains are operational.

2.2.9 An indicative layout for the Proposed Development is provided in **Figure 3**.

2.2.10 For further details on the Proposed Development, please review **Chapter 4: The Proposed Development**[4] and **Chapter 5: Construction Management and Program**[5] of the PEIR. Sections 2 and 3 of this Report set out the changes since the Statutory Consultation.

2.2.11 It is envisaged that the power generation and carbon capture elements of the Proposed Development would have a design and operational life of up to 30 years. If the operating life were to be extended, the Proposed Development would be upgraded in line with the legislative requirements at that time.

[4] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_4_The-Proposed-Development_06_Clean-1.pdf
[5] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_5_Construction-Programme-and-Management_06_Clean.pdf


AECOM
uniper
PROJECT
Connah's Quay Low Carbon Power
CONSULTANT
AECOM Limited
The Colmore Building
Colmore Circus, Queensway
Birmingham, B4 6AT
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LEGEND
Indicative Site Boundary
NOTES
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ISSUE PURPOSE
Supporting Information Report
DATE
May 2025
PROJECT NUMBER
60717119
FIGURE TITLE
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FIGURE NUMBER
Figure 1
HESWALL
HOLYWELL
TREFFYNNON
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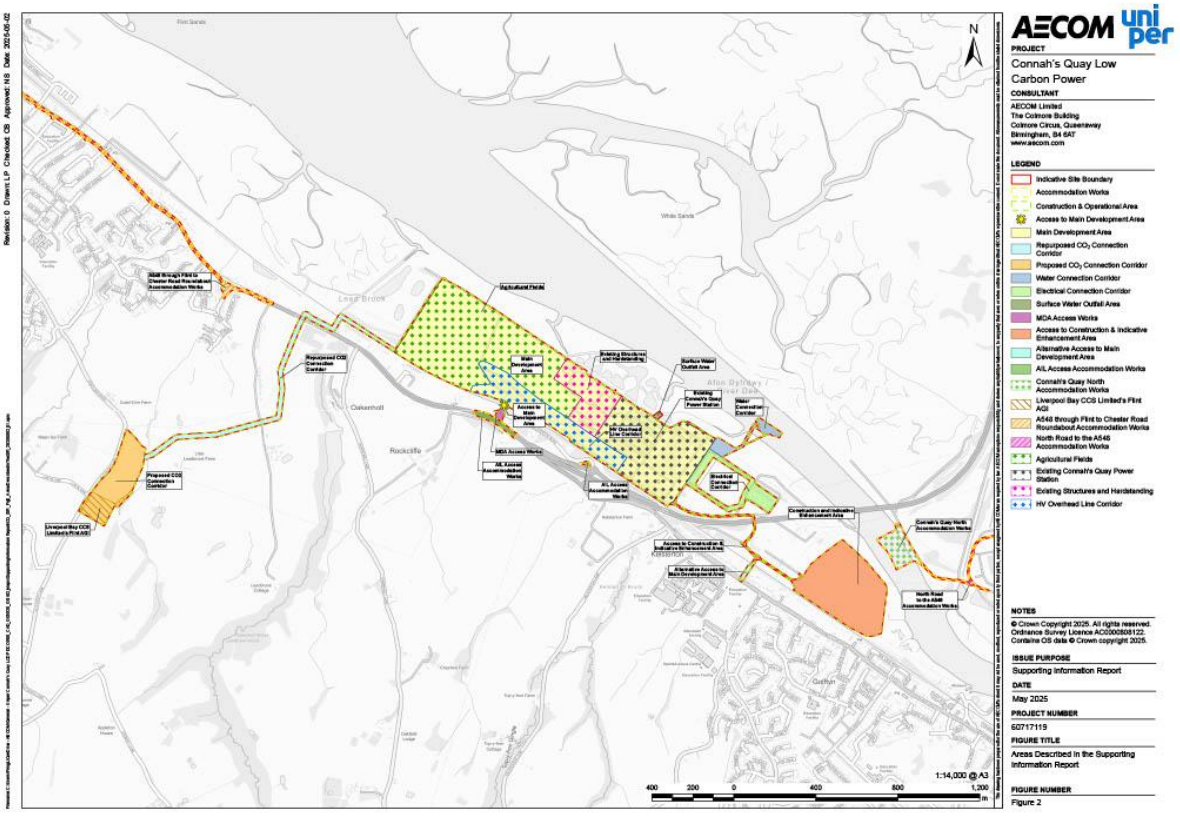
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Connah's Quay Low Carbon Power
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Indicative Site Boundary
Accommodation Works
Construction & Operational Area
Access to Main Development Area
Main Development Area
Repurposed CO2 Connection Corridor
Proposed CO2 Connection Corridor
Water Connection Corridor
Electrical Connection Corridor
Surface Water Outfall Area
MDA Access Works
Access to Construction & Indicative Enhancement Area
Alternative Access to Main Development Area
A/L Access Accommodation Works
Connah's Quay North Accommodation Works
Liverpool Bay CCS Limited's Flint AGI
A548 through Flint to Chester Road Roundabout Accommodation Works
North Road to the A548 Accommodation Works
Agricultural Fields
Existing Connah's Quay Power Station
Existing Structures and Hardstanding
HV Overhead Line Corridor
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ISSUE PURPOSE
Supporting Information Report
DATE
May 2025
PROJECT NUMBER
60717119
FIGURE TITLE
Areas Described in the Supporting Information Report
FIGURE NUMBER
Figure 2
Oakenholt
Rockcliffe
Golftyn
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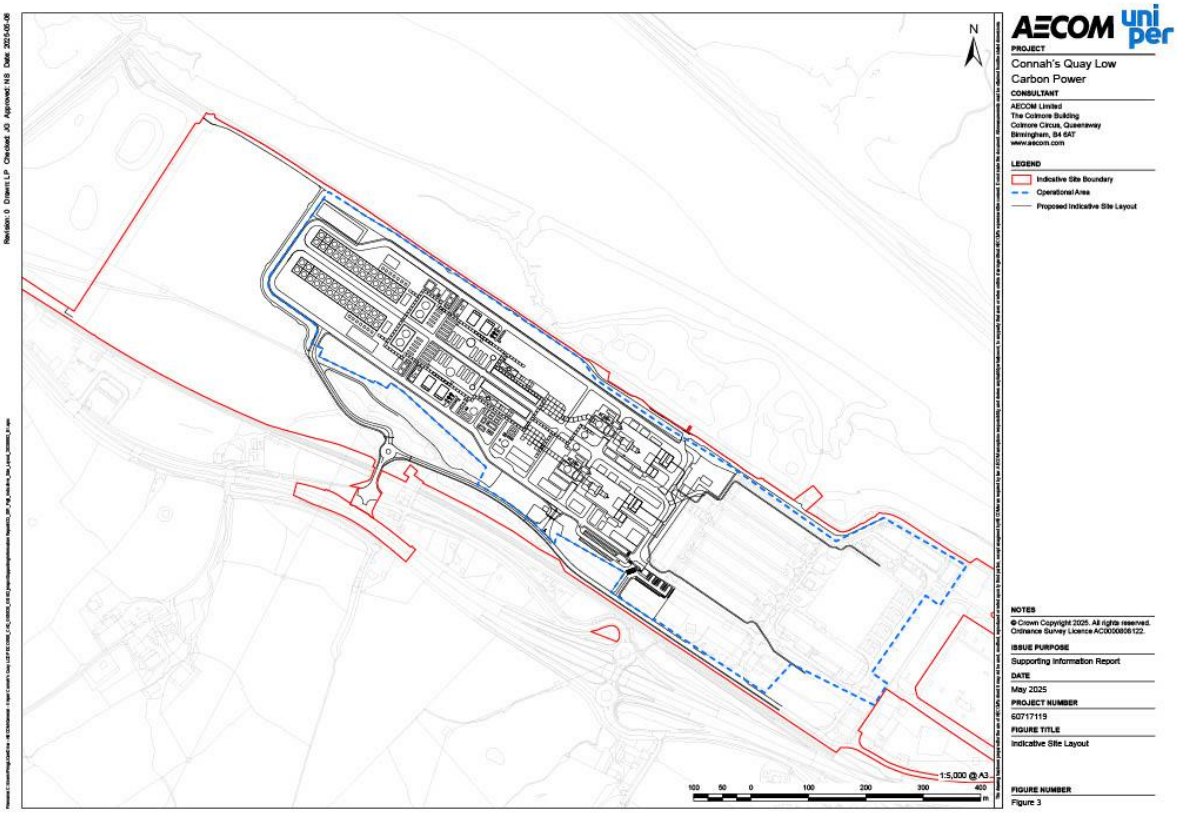
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Indicative Site Boundary
Operational Area
Proposed Indicative Site Layout
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ISSUE PURPOSE
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DATE
May 2025
PROJECT NUMBER
60717119
FIGURE TITLE
Indicative Site Layout
FIGURE NUMBER
Figure 3
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100 50 0 100 200 300 400
m

2.3 Environmental Context

2.3.1 A number of environmental receptors have been identified within the vicinity of the Proposed Development for each environmental topic assessed and are described in more detail in **Chapter 3: Description of the Existing Environment** of the PEIR**. Figure 4** shows the locations of these receptors in the context of the Indicative Site Boundary.

Residential Receptors

2.3.2 The nearest residential receptors to the Main Development Area are located along Kelsterton Road, with the closest receptor being approximately 20 m from the Indicative Site Boundary and additional residential receptors along Kelsterton Road beyond this distance. The nearest main settlement is the town of Connah's Quay.

Ecological Receptors

2.3.3 There are six statutory designated ecological sites within 2 km of the Construction and Operation Area. These comprise:

- Dee Estuary / Aber Dyfrdwy (Wales) Special Area of Conservation (SAC), which is located adjacent to the Main Development Area and within the Water Connection Corridor, and Surface Water Outfall Area;
- The Dee Estuary (Wales) Special Protection Area (SPA), which is located adjacent to the Main Development Area and within the Water Connection Corridor, and Surface Water Outfall Area;
- The Dee Estuary (Wales) Ramsar, which is located adjacent to the Main Development Area and within the Water Connection Corridor, and Surface Water Outfall Area;
- Dee Estuary / Aber Afon Dyfrdwy (Wales) Site of Special Scientific Interest (SSSI), which is located adjacent to the Main Development Area and within the Water Connection Corridor, and Surface Water Outfall Area;
- River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid SAC, which is located approximately 250 m from the Water Connection Corridor and 520 m from the Main Development Area; and
- Deeside and Buckley Newt sites SAC, which is located approximately 1.47 km from the Construction and Indicative Enhancements Area and 2.12 km from the Main Development Area.

2.3.4 There are a further 33 statutory ecological designations within 15 km of the Construction and Operation Area. Further details are presented in **Chapter 11: Terrestrial and Aquatic Ecology**[6] and **Chapter 12: Marine Ecology**[7] of the PEIR.

[6] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_11_Ecology_06_Clean.pdf
[7] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_12_Marine-Ecology_06_Clean.pdf

Public Rights of Way

2.3.5 Public Rights of Way (PRoW) in the vicinity of the Main Development Area and the Proposed CO_2 Connection Corridor include a designated footpath (FCC Footpath 28) and a designated footpath (FCC Footpath 66).

2.3.6 National Cycle Network (NCN) Route 5 is routed along the A548 to the west of the Main Development Area, before connecting to Kelsterton Road and, subsequently, the B5129.

Air Quality

2.3.7 There are no Air Quality Management Areas (AQMAs) designated within the administrative boundary of FCC, or in the neighbouring areas of Denbighshire, Wrexham and Wirral and therefore none within the Indicative Site Boundary.

Water Resources

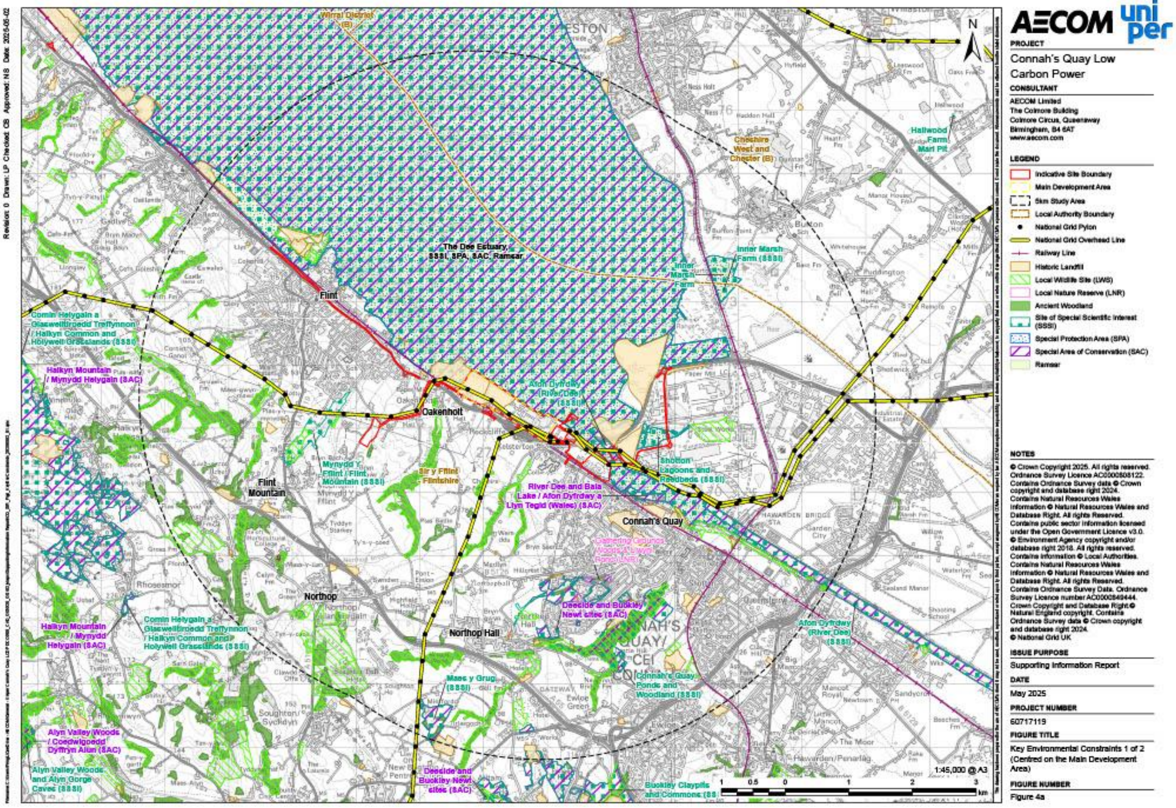
2.3.8 The River Dee is a designated Main River and flows south-east to north-west within / north of the Indicative Site Boundary. The river is defined as part of the Dee Estuary at this location. Kelsterton Brook, Old Rockliffe Brooke / Drain and Lead Brook / Northop Brook, all ordinary watercourses, intersect with or are in proximity to the Indicative Site Boundary.

Terrestrial Heritage

2.3.9 There are 10 scheduled monuments, 77 listed buildings, and four conservation areas located within 3 km of the Construction and Operation Area.

2.3.10 The nearest scheduled monuments include:

- Croes Atti Roman Site (FL213) located 140 m west of the Main Development Area;
- Kelsterton Brewery (FL180) located 280 m south of the Main Development Area; and
- Pentre Bridge Roman Site (FL131) located 600 m west of the Main Development Area.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Main Development Area
5km Study Area
Local Authority Boundary
National Grid Pylon
National Grid Overhead Line
Railway Line
Historic Landfill
Local Wildlife Site (LWS)
Local Nature Reserve (LNR)
Ancient Woodland
Site of Special Scientific Interest (SSSI)
Special Protection Area (SPA)
Special Area of Conservation (SAC)
Ramsar
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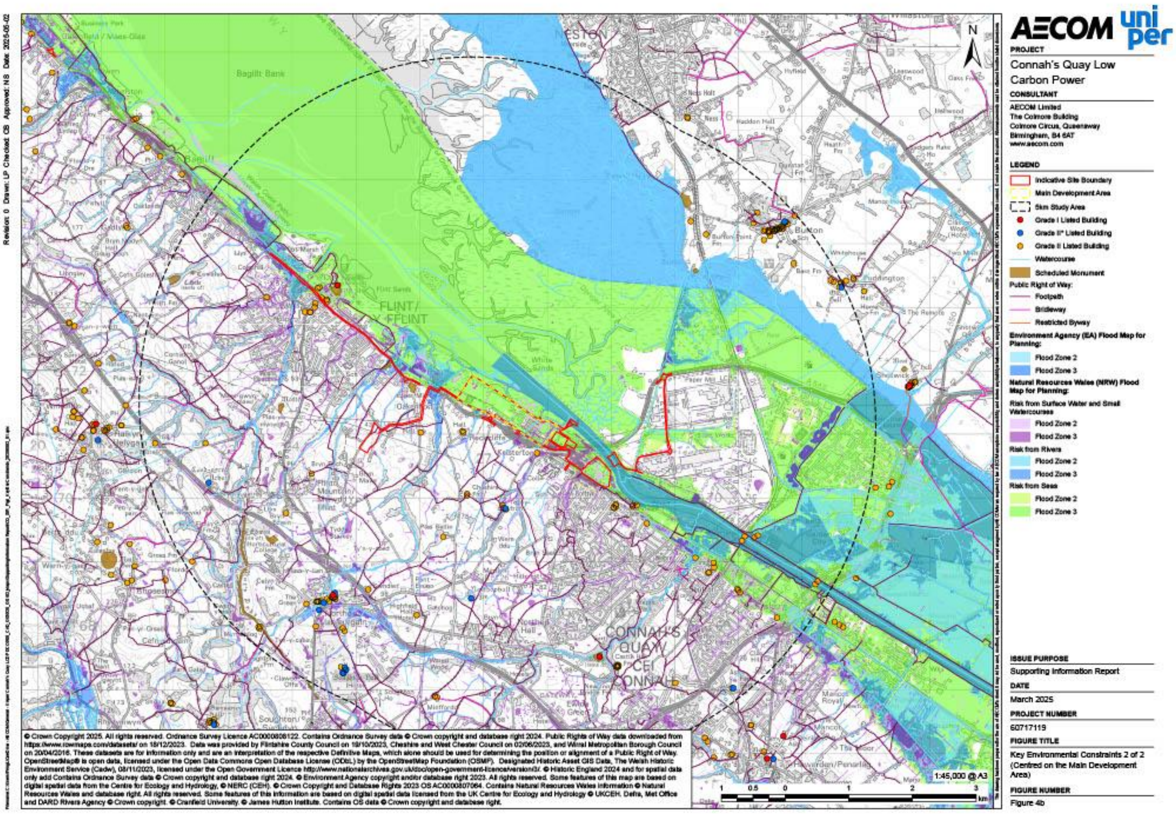
ISSUE PURPOSE
Supporting Information Report
DATE
May 2025
PROJECT NUMBER
60717119
FIGURE TITLE
Key Environmental Constraints 1 of 2 (Centred on the Main Development Area)
FIGURE NUMBER
Figure 4a
The Dee Estuary SSSI, SPA, SAC, Ramsar
Flint
Oakenholt
Flint Mountain
Northop
Northop Hall
Connah's Quay
1:45,000 @ A3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LEGEND
Indicative Site Boundary
Main Development Area
5km Study Area
Grade I Listed Building
Grade II* Listed Building
Grade II Listed Building
Watercourse
Scheduled Monument
Public Right of Way:
Footpath
Bridleway
Restricted Byway
Environment Agency (EA) Flood Map for Planning:
Flood Zone 2
Flood Zone 3
Natural Resources Wales (NRW) Flood Map for Planning:
Risk from Surface Water and Small Watercourses
Flood Zone 2
Flood Zone 3
Risk from Rivers
Flood Zone 2
Flood Zone 3
Risk from Seas
Flood Zone 2
Flood Zone 3
ISSUE PURPOSE
Supporting Information Report
DATE
March 2025
PROJECT NUMBER
60717119
FIGURE TITLE
Key Environmental Constraints 2 of 2 (Centred on the Main Development Area)
FIGURE NUMBER
Figure 4b
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3. The Proposed Change

3.1 Introduction

3.1.1 This section provides an overview of the environmental considerations associated with the Proposed Change.

3.1.2 Both the CCGT and CCP components of the proposed new power station will feature a stack. A stack is used to vent waste gases produced during combustion safely into the atmosphere. Following further engineering and technical design considerations, along with the completion of technical assessments supporting the Environmental Impact Assessment (EIA), the Applicant has identified a requirement to increase the stack heights for the Proposed Development.

3.1.3 There are two potential scenarios for operating the proposed new power station. The normal operating mode will be with the carbon capture technology operational whereby waste gases would pass through an absorber emission stack, which is part of the proposed CCP.

3.1.4 However, the design needs to accommodate potential abnormal scenarios where the CCGT may need to temporarily operate without the CCP such as during an emergency shut down or if the CO_2 transport and storage infrastructure is not available. This is expected to only be in exceptional circumstances and the transport and storage availability is expected to be at least 95%. In this operational scenario, emissions would instead be emitted through a dedicated stack above the Heat Recovery Steam Generator (HRSG), which is part of the CCGT.

3.1.5 Each CCGT unit would have an absorber emissions stack and a HRSG stack meaning there would be up to four stacks in total as part of the Proposed Development.

3.1.6 The modelling we have undertaken has therefore considered the potential atmospheric emissions associated with both operational scenarios to determine a suitable height for the stacks, that would minimise any potential negative effects.

3.1.7 As a result of these assessments, the maximum height parameters presented at the Statutory Consultation for both emissions stacks need to be increased and these are now proposed at 150 m above ground level. For the absorber emissions stack(s), this is an increase of 30 m from the 120 m emissions stack heights presented at our Statutory Consultation. The HRSG emissions stack(s) would also increase from an initial 85 m to 150 m, which is an increase of 65 m. The increase in the height of the stacks would help to mitigate the human health and ecological adverse effects of the Proposed Development. In determining the new proposed maximum height parameters, the Applicant has also considered the potential effect on the landscape and visual impacts as well as on the setting of designated heritage assets such as listed buildings and scheduled monuments. The Applicant considers that the proposed increase to the emissions stack heights is a necessary and appropriate revision to the Proposed Development's design to mitigate the environmental

effects of the Proposed Development as far as possible, in all operating scenarios.

3.2 Overview of the Proposed Change

3.2.1 The Proposed Change relates to the height of the emission stacks. **Table 1** sets out the maximum heights of structures currently envisaged for the principal components of the Proposed Development compared to those considered within the PEIR. These maximum parameters have been devised to enable a robust assessment based on a reasonable and appropriate worst-case option.

3.2.2 The Proposed Change would not result in any significant changes to the construction, operation, or decommissioning of the Proposed Development. This includes construction vehicle movements and anticipated material requirements.

Table 1: Proposed Change to Maximum Height Parameters for the Proposed Development

Zone (see Figure 5)	Component of the Proposed Development	Maximum Height (m) Above Ground Level at Statutory Consultation	Maximum Height (m) Above Ground Level – Proposed Change
1A	CCGT Buildings	No Change – 50 m	
1B	HRSG Buildings	No Change – 50 m	
1B	HRSG Stack(s)	85 m	150 m
1C	Control, Administration Buildings and Workshops	No Change – 16 m	
1D	CCP Absorbers	120 m (including stack)	150 m (including stack)
1E	CCP CO_2 Stripper	No Change – 65 m	
1F	Cooling and CO_2 Compression Infrastructure	No Change – 25 m	
1G	Proposed CO_2 AGI	No Change – 6 m	
1H	Other Ancillary Buildings and Structures and Maintenance Laydown Area	No Change – 10 m	

3.2.3 In addition to the stack height increases, there is ongoing engagement between the Applicant e and Harwarden Airport (Airbus) regarding the requirements for airport safeguarding. In accordance with Article 222 of the Air Navigation Order 2016 (Ref. 1), obstacle lighting is proposed on all four stacks at 147 m above ground level, 97 m above ground level and 47 m above ground level on each side of the emission stacks (12 lights per emission stack).


1G
1F
1E
1D
1B
1A
1H
1C
N
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50 25 0 50 100 150 200 m
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Indicative Site Boundary
Parameter Plan Area
1A
1B
1C
1D
1E
1F
1G
1H
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Supporting Information Report
DATE
May 2025
PROJECT NUMBER
60717119
FIGURE TITLE
Parameter Plan
FIGURE NUMBER
Figure 5

3.3 Environmental Screening of the Proposed Change

3.3.1 The Applicant has considered the findings of the environmental assessments reported in the PEIR, and whether there would be any new or different environmental effects as a result of the Proposed Change. **Table 2** presents a summary of the environmental screening exercise (set out in **Appendix A: Environmental Screening of the Proposed Change**) that has been carried out to support this Report.

3.3.2 On the basis that the Proposed Change would not result in any significant changes to the construction, operation or decommissioning of the Proposed Development, it is possible to conclude that it would not change the conclusions of most of the assessments presented in the PEIR[8]. However, there are two construction phase assessments and a number of operational phase assessments where the Proposed Change could change the conclusions of the PEIR assessments and require further consideration as shown in **Table 2**.

3.3.3 The environmental technical assessments presented within the PEIR can be viewed on the Proposed Development website: https://uniperuk.consulting/cqlcp/project-consultation-documents-3/.

Table 2: Environmental Screening of Proposed Change and possibility to change findings as presented within the PEIR

Environmental Topic	Construction	Operation	Decommissioning
Air Quality *	✗	✓	✗
Noise and Vibration	✗	✓	✗
Traffic and Transport	✗	✗	✗
Terrestrial and Aquatic Ecology	✗	✓	✗
Marine Ecology	✗	✗	✗
Water Environment and Flood Risk	✗	✗	✗
Geology and Ground Conditions	✗	✗	✗
Landscape and Visual Amenity	✓	✓	✗
Physical Processes	✗	✗	✗
Terrestrial Heritage	✓	✓	✗
Marine Heritage	✗	✗	✗
Socio-economics, recreation and tourism	✗	✗	✗
Climate Change	✗	✗	✗

[8] https://uniperuk.consulting/cqlcp/project-consultation-documents-3/

Environmental Topic	Construction	Operation	Decommissioning
Human Health	×	✓	×
Major Accidents and Disasters	×	×	×
Materials and Waste	×	×	×

** A detailed assessment of air quality effects on statutory designated sites was not presented in the PEIR. To remain proportionate a similar level assessment is presented in this Report.*

3.3.4 **Table 2** identifies that further assessment of the Proposed Change is required for the following environmental topics:

- Air quality – operation only;
- Noise and vibration - operation only;
- Terrestrial and aquatic ecology – operation only;
- Landscape and visual amenity – construction and operation;
- Terrestrial heritage – construction and operation; and
- Human health – operation only.

3.3.5 Assessments for these topics are provided in **Appendix B** to **Appendix F** of this Report, with a summary provided in Section 3.4.

3.4 Summary of Assessment

Air Quality

Introduction

3.4.1 An assessment of the Proposed Change in relation to air quality is presented in **Appendix B: Air Quality**.

3.4.2 The Proposed Change stems from the emission parameters used in the PEIR being refined following the appointment of two FEED suppliers and leading to the appropriate stack height being re-assessed, to provide adequate dispersion of air pollutants to avoid adverse significant effects on human health.

3.4.3 Two scenarios, each representing a different FEED design, are considered. Each scenario is assessed with updated emission parameters but following the same overall methodology and using the same assessment criteria as presented in **Chapter 8: Air Quality**[9] and **Appendix 8-D: Air Quality Operational Assessment**[10] of the PEIR.

Assessment

3.4.4 The impact of operational emissions to air on human health receptors has been assessed as having a magnitude of imperceptible to low adverse and to be lower than at the PEIR stage for all pollutants that were already present at

[9] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_8_Air-Quality_06_Clean.pdf
[10] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-8.pdf

the PEIR stage, which results in an overall negligible or minor adverse effect, which is considered to be not significant.

3.4.5 For amines and N-amines, that were only assessed as a generic pollutant at the PEIR stage, the short-term concentrations of all amines are predicted to be of imperceptible magnitude, which results in an overall negligible effect, which is considered to be not significant.

3.4.6 At the most affected receptor outside the Indicative Site Boundary, the N-amines annual mean is predicted to have low magnitude impacts for both FEED 1 and 2 scenarios, leading to minor adverse effects at those receptors.

3.4.7 At the most affected location anywhere outside the Indicative Site Boundary, the N-amines annual mean is predicted to have low magnitude impacts for FEED 1 and medium magnitude impacts for FEED 2, leading to moderate adverse effects at that location. However, this is predicted to be within the Dee Estuary, where no human would be regularly present. Therefore, the overall effect is deemed to be minor adverse, which is considered to be not significant.

3.4.8 Overall, the effect from the Proposed Development on human health is considered to be not significant.

3.4.9 Operational air quality results for the worst affected ecological receptor have been compared to the PEIR assessment and show predicted impacts would be similar or lower with the Proposed Change in place for all scenarios. This can be explained by lower emissions of both NOx and amines compared to at the PEIR stage, which are responsible for a substantial part of the impacts on ecological receptors.

Conclusions

3.4.10 In summary, the Proposed Change does not change the conclusion on residual air quality effects from the PEIR, i.e. there are no likely residual significant effects of the Proposed Development on local air quality following implementation of mitigation.

Noise and Vibration

Introduction

3.4.11 The Proposed Change has the potential to change the conclusions of the operational noise assessment presented in **Chapter 9: Noise and Vibration**[11] of the PEIR. There would be no change to the construction or decommissioning assessment presented in **Chapter 9: Noise and Vibration**. A detailed assessment of the Proposed Change in relation to noise and vibration is presented in **Appendix C: Noise and Vibration** to consider:

- Increased HRSG and Absorber stack heights to 150 m;
- Relocation of the Proposed CO_2 Above Ground Infrastructure (Change 3, more details of this change are provided within Section 4 of this Report); and

[11] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_9_Noise-Vibration_06_Clean.pdf

- Updated Standard for calculation - BS ISO 9613-2:2024 (Ref. 2) as this is now implemented in the most commonly used modelling software packages. At the time of the PEIR the noise modelling software implemented the 1996 version. The new version of the standard can result in higher predicted sound levels compared with the previous version.

3.4.12 The updated assessment presented in **Appendix C: Noise and Vibration** provides a comparison on the updated modelling results to those presented in the PEIR and notes that there would be a number of changes to the initial BS 4142 as noted in **Chapter 9: Noise and Vibration** of the PEIR. The assessment methodology is consistent with the assessment presented in the PEIR and summarised in **Appendix 9-A: Noise Assessment Methodology**[12] of the PEIR. A further summary of the different parts of the updated assessments are provided below:

Day Time Assessment

- A number of noise sensitive receptors (NSRs) would experience no change or small changes in predicted operational specific sound levels, but these would not change the classification of effects as presented in the PEIR.
- For receptors R18, R20 and R23, the updated modelling has identified these would experience an increase in the specific sound level that would result in an increase to the magnitude of impact, resulting in a significant adverse effect, subject to consideration of context. Additional mitigation, in the form of an operational noise limit, has been proposed to mitigate these significant effects. On this basis the residual effects would be not significant.
- There are no changes to the conclusions of effects on non-residential premises.

Night Time Assessment

- A number of NSRs would experience no change or small changes in predicted operational specific sound levels, but these would not change the classification of effects as presented in the PEIR.
- For receptors R11, R15, R25, R26 and R30, the updated modelling has identified these would experience an increase in the *specific sound level* that would result in an increase of the magnitude of impact resulting in a significant adverse effect, subject to consideration of context. Additional mitigation, in the form of an operational noise limit, has been proposed to mitigate these significant effects. On this basis the residual effects would be not significant.
- There are no changes to the conclusions of effects on non-residential premises.

Conclusions

3.4.13 In the updated assessment presented in **Appendix C: Noise and Vibration**, there are three additional representative NSRs identified during the day time and five additional representative NSRs in the night time beyond those

[12] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-9-1.pdf

presented in the PEIR which are predicted to have potential significant adverse effects, subject to consideration of context. However, this increase is due to the implementation of the new version of BS ISO 9613-2:2024 in the noise modelling software, rather than due to the Proposed Change to the Proposed Development.

3.4.14 Overall, the updated operational noise assessment presented in **Appendix C: Noise and Vibration** has the same likely residual significant effects as reported in the PEIR and the Proposed Change does not result in any new significant residual effects when compared to the operational noise assessment presented in the PEIR.

Terrestrial and Aquatic Ecology

3.4.15 As explained above for air quality, operational air quality results for the worst affected ecological receptor have been compared to the PEIR assessment and show predicted impacts would be similar or lower with the Proposed Change in place for all scenarios. This can be explained by lower emissions of both NOx and amines compared to PEIR, which are responsible for a substantial part of the impacts on ecological receptors. The section below provides a summary of the sites identified within **Chapter 11: Terrestrial Ecology and Ornithology** of the PEIR which are still being considered as part of the ongoing assessments.

3.4.16 Potential impacts from changes in air quality on the qualifying features of any of the other Habitats Sites up to 15 km study area will be fully assessed through the Habitat Regulations Assessment (HRA) process. The HRA is in progress and Natural Resources Wales (NRW) are engaged. As this assessment is ongoing, likely significant effects for the following Habitats Sites and SSSIs cannot be ruled out at this stage:

- Deeside and Buckley Newt Sites SAC (overlaps with Connah's Quay Ponds and Woodland SSSI, Buckley Claypits and Commons SSSI and Maes y Grug SSSI);
- Halkyn Mountain / Mynydd Helygain SAC (overlaps with Comin Helygain a Glaswelltiroedd Treffynnon / Halkyn Common and Holywell Grasslands SSSI and Herward Smithy SSSI);
- Alyn Valley Woods /Coedwigoedd Dyffryn Alun SAC (overlaps with Alyn Valley Woods and Alyn Gorge Caves SSSI); and
- Mersey Estuary SPA / Ramsar / SSSI (England).

3.4.17 For all of the nationally designated sites the predicted annual average NOx concentrations arising from the Proposed Development are less than 1% of the Air Quality Assessment Level (AQAL) or less than 70% in combination with background concentrations and therefore are considered not significant. All effects associated with annual average NO_X concentration changes are considered not significant.

3.4.18 The predicted annual average ammonia concentrations are below 1% of the Environment Assessment Levels (EALs) for all national designated sites except the following sites which cannot be screened out as effects could potentially be significant:

- Dee Estuary SSSI;
- River Dee and Bala Lake SSSI;
- Connah's Quay Ponds and Woodland SSSI; and
- Shotton Lagoons and Reedbeds SSSI.

3.4.19 Deposition impacts of nutrient nitrogen and acid deposition show that the impacts are less than the 1% threshold to demonstrate insignificance for all national designated sites except the following which cannot be screened out as effects would potentially be significant (note – the sites denoted within an asterisk (*) have acid deposition above 1% threshold when the contribution of the Existing Connah's Quay Power Station is removed from the assessment):

- Afon Dyfrdwy (River Dee) SSSI;
- Connah's Quay Ponds and Woodland SSSI;
- Dee Estuary SSSI;
- Deeside and Buckley Newt Sites SSSI*;
- Heswall Dales SSSI*;
- Inner Marsh Farm SSSI;
- River Dee and Bala Lake SSSI;
- Shotton Lagoons and Reedbeds SSSI*; and
- Thurston Common SSSI.

3.4.20 The following SSSIs are predicted to experience annual average ammonia concentrations above 1% of the EAL and therefore not possible to demonstrate insignificance:

- Afon Dyfrdwy (River Dee) SSSI;
- Connah's Quay Ponds and Woodland SSSI;
- Dee Estuary SSSI;
- River Dee and Bala Lake SSSI; and
- Shotton Lagoons and Reedbeds SSSI*.

3.4.21 As presented in the PEIR, based on the worst-case scenario significant adverse effects at the National level (major adverse, significant) from changes in air quality arising as a result of operational activities would arise at the following national designated sites:

- Dee Estuary SSSI;
- Afon Dyfrdwy (River Dee) SSSI;
- Inner Marsh Farm SSSI;
- Connah's Quay Ponds and Woodland SSSI;
- Deeside and Buckley Newt Sites SSSI;
- Heswall Dales SSSI; and
- Shotton Lagoons and Reedbeds SSSI.

3.4.22 Further assessment will be carried out on these designated sites and will be presented in the Environmental Statement (ES) and Shadow HRA.

Landscape and Visual Amenity

Introduction

3.4.23 The Proposed Change has the potential to change the conclusions of the construction and operation phase assessments presented in **Chapter 15: Landscape and Visual Amenity**[13] of the PEIR.

3.4.24 The updated assessment presented in **Appendix D: Landscape and Visual Amenity** provides an assessment of the Proposed Change in comparison to the assessment presented in the PEIR and notes that there would be an increase to the levels of impact and resulting significance of effect noted in **Chapter 15: Landscape and Visual Amenity** of the PEIR. The assessment methodology used to assess the Proposed Change is consistent with the assessment presented in the PEIR and is summarised in **Appendix 15-A: Landscape and Visual Amenity Assessment Methodology**[14] of the PEIR.

Landscape

3.4.25 Considerations have been given to effects that would occur at the local, regional and national scale.

3.4.26 Change during the construction phase, i.e., the introduction of tall cranes and piling rigs, would remain as described in the PEIR. There would be no changes to the conclusions of the PEIR assessment, and effects would remain as outlined below:

- Local – Low (minor adverse, not significant).
- Regional – Very Low to Low (negligible to minor adverse, not significant);
- National - Very Low to Low (negligible to minor adverse, not significant); and
- National Landscape (Clwydian Range and Dee Valley National Landscape (CRDV)) – Very low (negligible adverse, not significant).

3.4.27 Once operational, due to the existing industrial setting of the Main Development Area, the Proposed Change would not result in changes to the conclusions of the PEIR assessment and effects would remain as outlined below:

- Local – Low (minor adverse, not significant).
- Regional – Very Low to Low (negligible to minor adverse, not significant);
- National - Very Low to Low (negligible to minor adverse, not significant); and
- National Landscape (CRDV) – Very low (negligible adverse, not significant).

[13] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_15_Landscape-and-Visual_06_Clean.pdf
[14] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-15-1.pdf

Visual Amenity

3.4.28 The increase in height of the HRSG and the Absorber stacks to 150 m would be clearly noticeable in close, middle and long distance views throughout the study area. Wireline images of Viewpoints 4, 8, 10, 11 and 12 companying this Supporting Information Report illustrate the Proposed Change and are included in **Appendix D: Landscape and Visual Amenity**.

3.4.29 The progressive height and increasing massing of the stacks would remain the most visible aspect of construction activity and operation with the Proposed Change. Earthworks and ground level activity would often be screened as a result of intervening landform and vegetation.

3.4.30 The PEIR identified that the Proposed Development would result in significant effects at four viewpoints and dynamic views in close proximity to the Main Development Area. As a result of the Proposed Change there would be no changes to the conclusions of the PEIR assessment for the majority of viewpoints, although at five viewpoints the impacts and effects would change as set out below:

- Viewpoint 8 (Flint Castle) – there would be change in view however there would be no change to the assessment findings presented in the PEIR and effects would remain moderate adverse (significant).
- Viewpoint 9 (Chester Road, Oakenholt) - there would be a change in view and effects would be an increase from minor adverse (not significant) to moderate adverse (significant). This is a new significant effect.
- Viewpoint 10 (Kelsterton Road, Rockcliffe) - there would be a change in view and effects would be an increase from moderate adverse (significant) to major adverse (significant).
- Viewpoint 11 (Kelsterton Cemetery, Rockcliffe) - there would be change in view however there would be no change to the assessment findings presented in the PEIR and effects would remain moderate adverse (significant).
- Viewpoint 13 (National Cycle Route 5 and 568 Sealand) - there would be a change in view and effects would be an increase from negligible (not significant) to minor adverse (not significant).

Conclusions

3.4.31 The magnitude and significance of landscape and visual effects of the Proposed Change would be broadly similar to those as originally assessed within **Chapter 15: Landscape and Visual Amenity** of the PEIR. However, for a number of viewpoints, the Proposed Change has been assessed to result in an increased impact magnitude.

3.4.32 The updated assessment, as presented in **Appendix D: Landscape and Visual Amenity**, has concluded that there would be changes to the impacts at five viewpoints, with changes to resulting significance of effect at three of these.

3.4.33 There would be a change of impact for receptors at viewpoints 8 and 11, although the effects would remain as reported in **Chapter 15: Landscape and Visual Amenity** of the PEIR.

3.4.34 For Viewpoint 9 there would be a change in view and effects would be an increase from minor adverse (**not significant**) to moderate adverse (**significant**). This is a new significant effect.

3.4.35 For Viewpoint 10 the impact and resulting effect would increase to a major adverse effect (**significant**) as a result of the proximity to the Proposed Changes.

3.4.36 For Viewpoint 13 there would be a change in view and effects would be an increase from negligible (**not significant**) to minor adverse (**not significant**).

3.4.37 Although the Proposed Change would intensify the prominence of the stacks, there will be no change to the impacts and significance of effects for landscape receptors and the remaining identified receptors located at the representative viewpoints as reported in **Chapter 15: Landscape and Visual Amenity** of the PEIR.

Terrestrial Heritage

Introduction

3.4.38 The Proposed Change has the potential to change the conclusions of the construction and operation phase assessments presented in **Chapter 17: Terrestrial Heritage** of the PEIR. A detailed assessment is presented in **Appendix E: Terrestrial Heritage.**, which provides a comparison to the conclusions presented in the PEIR and identifies where the Proposed Change results in changes to the assessed level of impact. The assessment methodology is consistent with that presented in the PEIR.

Assessment

3.4.39 The Proposed Change would not result in any additional below ground impacts, therefore the assessment of impacts on below ground terrestrial heritage assets as presented in the PEIR remains unchanged.

3.4.40 No terrestrial heritage assets would experience a change to the assessed level of impact as presented in the PEIR in relation to changes to their setting. This is because, for these assets, the Main Development Area either does not form part of the setting of the asset, or views to and from the asset towards the Main Development Area are incidental and, therefore, the Proposed Change would not result in changes to the assessed level of impact.

Conclusions

3.4.41 As shown in the updated assessment presented in **Appendix E: Terrestrial Heritage**, the Proposed Change would not result in any changes to the assessment as presented in the PEIR, and, as such, no new significant effects have been identified as a result of the Proposed Change.

Human Health

3.4.42 An assessment of the Proposed Change in relation to human health is presented in **Appendix F: Human Health**.

Introduction

3.4.43 The Proposed Change has the potential to change the conclusions of the operational noise assessment presented in **Chapter 21: Human Health** of the PEIR. There would be no change to the construction and decommissioning assessment presented in **Chapter 21: Human Health** of the PEIR. A detailed assessment of the Proposed Change in relation to noise and vibration is presented in **Appendix C: Noise and Vibration** to consider increased HRSG and Absorber stack heights to 150 m.

3.4.44 The updated assessment presented in **Appendix F: Human Health** provides a comparison on the updated modelling results from **Appendix B: Air Quality** and **Appendix C: Noise and Vibration**.

Assessment

3.4.45 The assessment notes that **Appendix B: Air Quality** identifies operational emissions to air on human health would be a lower magnitude than set out within the PEIR as a result of the Proposed Change. This therefore enables the associated human health impacts to be reduced from low magnitude to negligible. This would result in a negligible (not significant) effect on the general population, however for the vulnerable sub-population (over-representation of children in the study area), whilst the impact magnitude is reduced the effect would remain minor adverse (not significant).

3.4.46 The assessment also identifies that **Appendix C: Noise and Vibration** concludes that the effects of the Proposed Change would remain as described in the PEIR. Therefore, effects would remain negligible (not significant) on the general population and minor adverse (not significant) for the vulnerable sub-population.

Conclusions

3.4.47 The Proposed Change would not change the residual effects presented in **Chapter 21: Human Health** of the PEIR however, the magnitude of impacts associated with operational air quality emissions on human health would be reduced. There would be no change to human health effects related to operational noise.

4. Other Changes

4.1 Description of the Other Changes

4.1.1 As explained above, there have been a series of other changes that have been made to the Proposed Development following the Statutory Consultation. These changes have been made as a result of the design evolution and as a response to comments received during the Statutory Consultation. Specific feedback is not sought on these changes as part of the non-statutory targeted consultation, though regard will be had by the Applicant to any comments received about the Other Changes. Where required, an overview of the environmental considerations associated with these changes has been included within the additional assessment work included within **Appendix B** to **Appendix F** of this Report, and a full environmental assessment will be included within the ES submitted as part of the DCO Application.

Design Changes

4.1.2 Following further design development and environmental assessment, eight changes have been made to the design of the Proposed Development. These are discussed in further detail below and the locations are shown on **Figure 6**.

Change 1 – Removal of the twin absorber stack option

4.1.3 The Proposed Development is proposed to be comprised of two CCGT generating plants each fitted with a CCP. These units and the supporting development required to operate them are referred to as 'Trains'. Initially, the Applicant was exploring the option to build two CCP per Train but this has now been removed in favour of a single CCP per Train.

4.1.4 Following further technical studies, technology providers confirmed that each CCGT train can be served by a single CCP, reducing the complexity of the plant required to be provided.

Change 2 – Removal of the blast stacks

4.1.5 Following further technical studies, it has been identified that the 'blast stacks' are no longer required in the plant design.

Change 3 – Relocation of the Proposed CO_2 Above Ground Infrastructure

4.1.6 The Proposed CO_2 AGI has been relocated within the Main Development Area to allow simpler integration into the overall site drainage scheme, which improves the efficiency of drainage in that plant area.

Change 4 – Updated Cooling Water Infrastructure Proposals

4.1.7 This change removes the option for new cooling water abstraction and discharge infrastructure and removes the option for intrusive refurbishment of the existing cooling water infrastructure. This has resulted in a reduction of the Water Connection Corridor boundary.

4.1.8 Following further technical studies, it has been confirmed that it is possible to retain and reuse the cooling water infrastructure associated with the existing Connah's Quay Power Station.

Change 5 – Changes to temporary construction laydown areas

4.1.9 The temporary construction laydown area boundaries within the Main Development Area have been increased. This laydown area would include land previously assigned for the location of the proposed CO_2 AGI.

Change 6 – Provision of a temporary construction compound within the Proposed CO_2 Connection Corridor

4.1.10 The location of the temporary construction compound within Proposed CO_2 Connection Corridor has now been confirmed. The compound had been mentioned as a requirement for construction of the Proposed Development ahead of the Statutory Consultation but no specific location had been identified within the Proposed CO_2 Connection Corridor.

Change 7 – Provision of maintenance laydown areas within the operational layout

4.1.11 A Maintenance Laydown Area has been included for maintenance outages and staff requirements. The need for this had been identified ahead of the Statutory Consultation but no specific location for these operational activities and staff to be accommodated within the Main Development Area had been identified.

Change 8 – Works required at the Port of Mostyn

4.1.12 In order to accommodate transportation of AILs, additional works to widen access across the level crossing at the Port of Mostyn may be required.

4.1.13 This change is required following an initial analysis on the movement of AILs from the Port of Mostyn to the Main Development Area along the A548.

Indicative Site Boundary Reductions

4.1.14 In addition to the design changes, three changes have also been made to reduce the land required to construct, operate and decommission the Proposed Development. There have been no changes which have increased the land requirements. Each of these reductions is discussed below.

Change 9 – Reduction of width of the Repurposed CO_2 Connection Corridor

4.1.15 The width of the Repurposed CO_2 Connection Corridor in the Indicative Site Boundary has been reduced from a maximum of 100 m down to a maximum of 25 m following confirmation there is no need to conduct any works in the Repurposed CO_2 connection corridor.

Change 10 – Removal of areas within the Port of Mostyn, the Port of Ellesmere and the public highway between the Port of Ellesmere and the Main Development Area

4.1.16 Vessel mooring, offloading, and temporary storage areas for AILs at the Ports of Mostyn and Ellesmere have been removed from the Indicative Site

Boundary. As a result of the removal of the Port of Ellesmere from the Indicative Site Boundary, the Indicative Site Boundary for the Proposed Development is no longer in England.

4.1.17 Whilst the Applicant is retaining the potential use of the Port of Mostyn and the Port of Ellesmere, it has been confirmed that no physical works would be required within the ports themselves specific to the Proposed Development, beyond the routine existing commercial operations for the existing commercial ports.

Change 11 – Removal of the area known as 'Access to Wildlife Hides' from the Indicative Site Boundary

4.1.18 Works to facilitate access to wildlife hides presented at Statutory Consultation have now been removed from the Indicative Site Boundary as consent for these works is no longer proposed to be sought through the DCO.

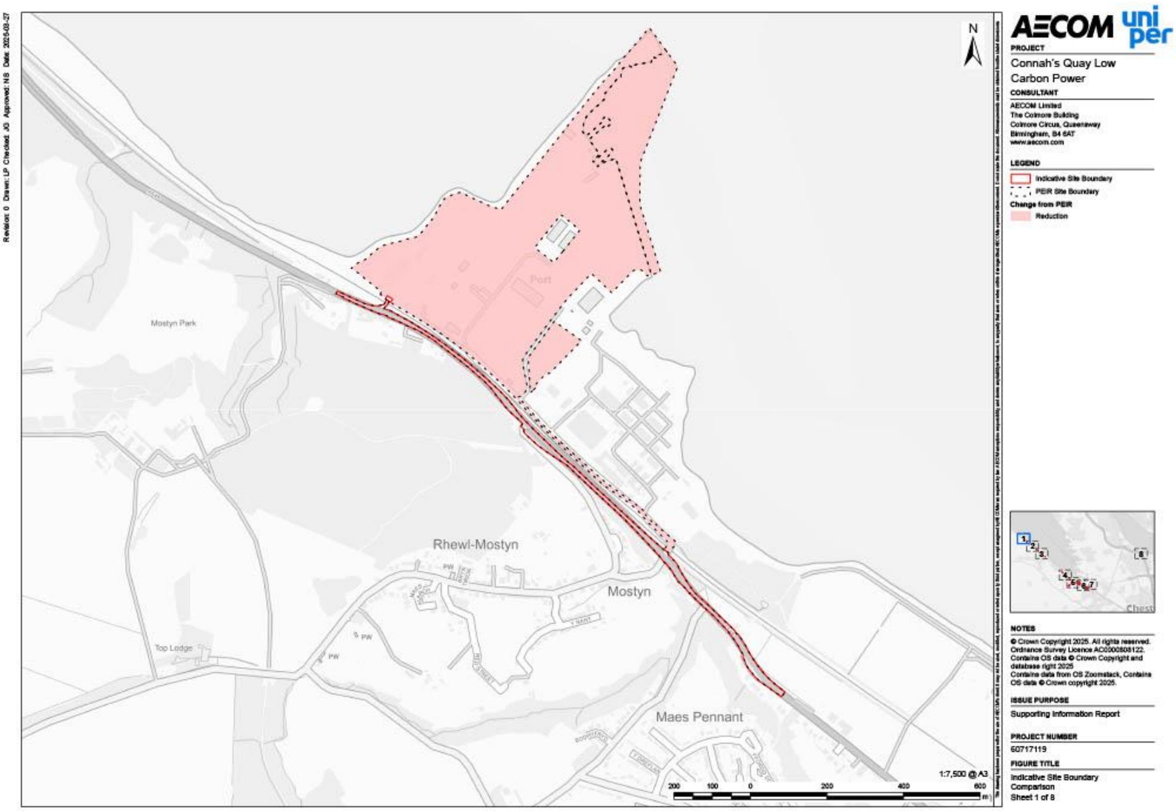

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FIGURE TITLE
Indicative Site Boundary Comparison
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Sheet 2 of 8
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Glan-y-don
Gwibnant
Llannerch-y-môr
Bryn Oer Cottage
Education Facility
Kennels Farm
Mertyn-Criwa
Seafield Cottage
Iaglan Farm
Pentre
Coed Mawr Farm
The Lodge
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200 100 0 200 400 600
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N
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Coed Mawr Farm
Tŷ-Coch Farm
Maes-Glas / Greenfield
Abbey Smallholding
Bryn Celyn
Walwen
1:7,500 @ A3
200 100 0 200 400 600 m
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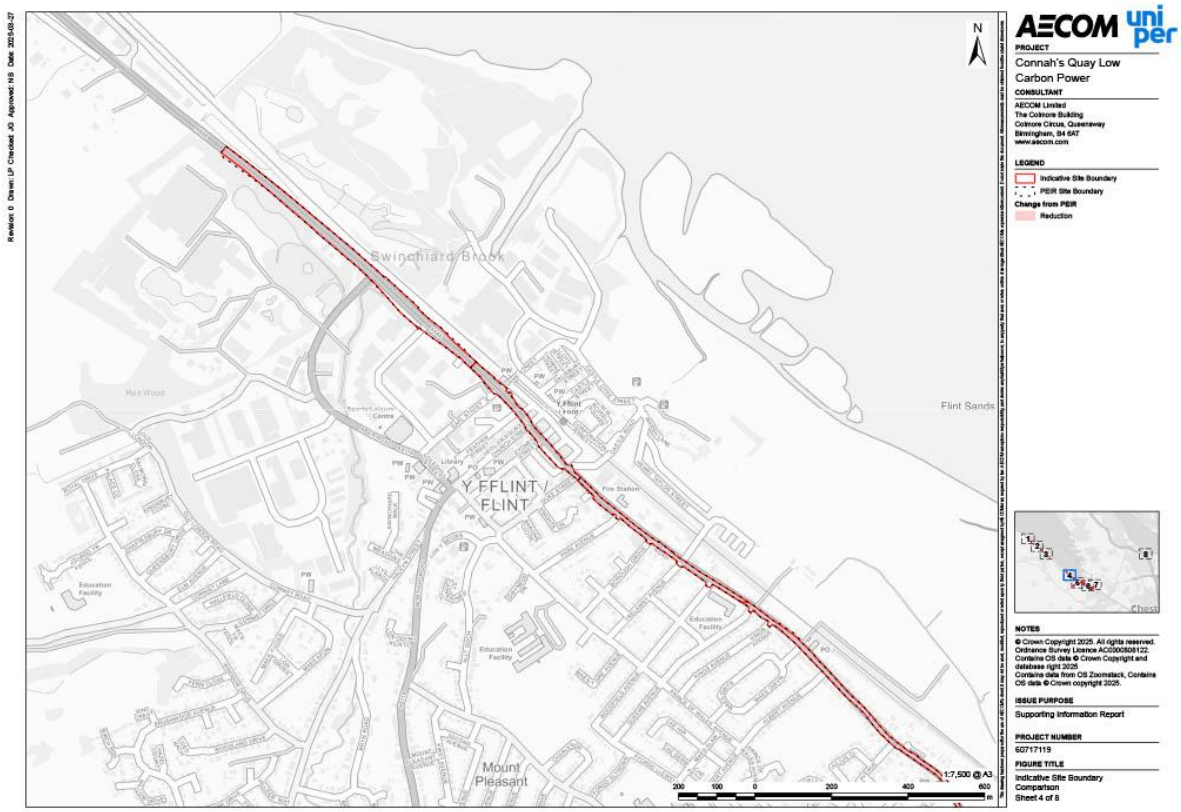
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Swinchiard Brook
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Y FFLINT / FLINT
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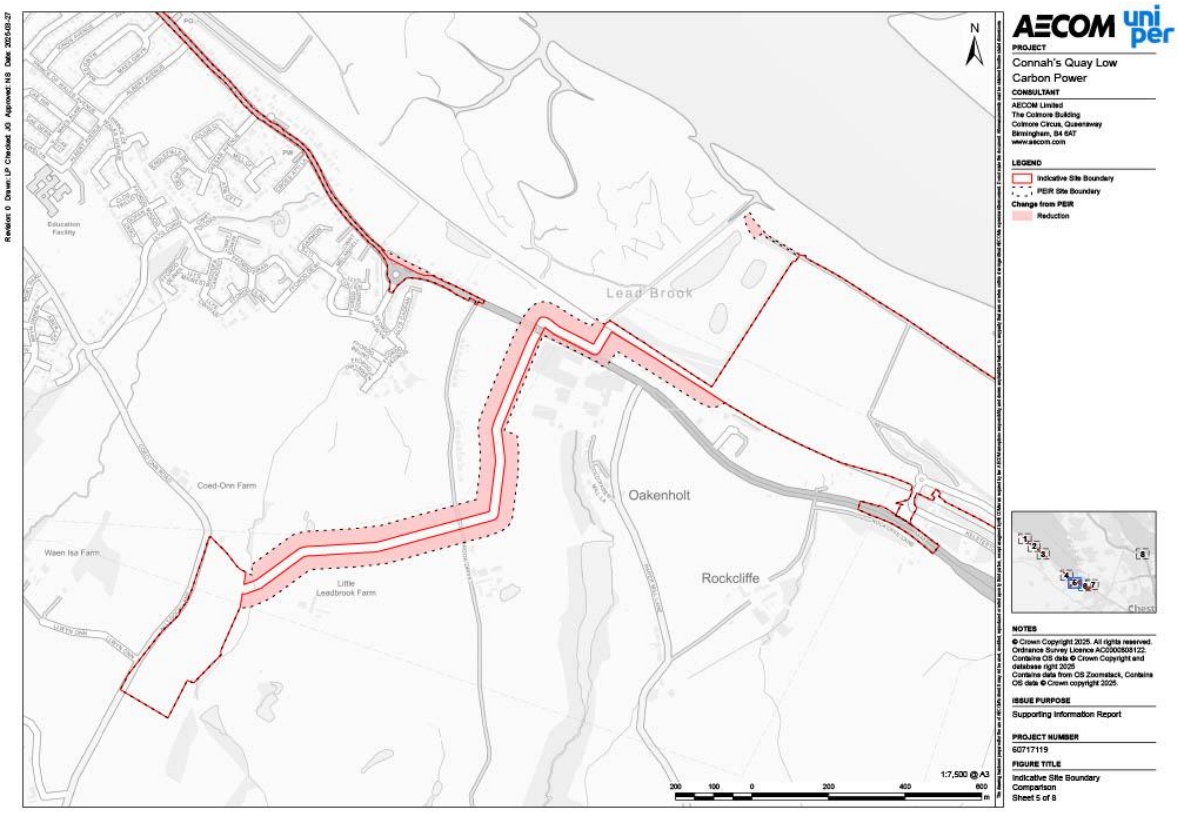
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Lead Brook
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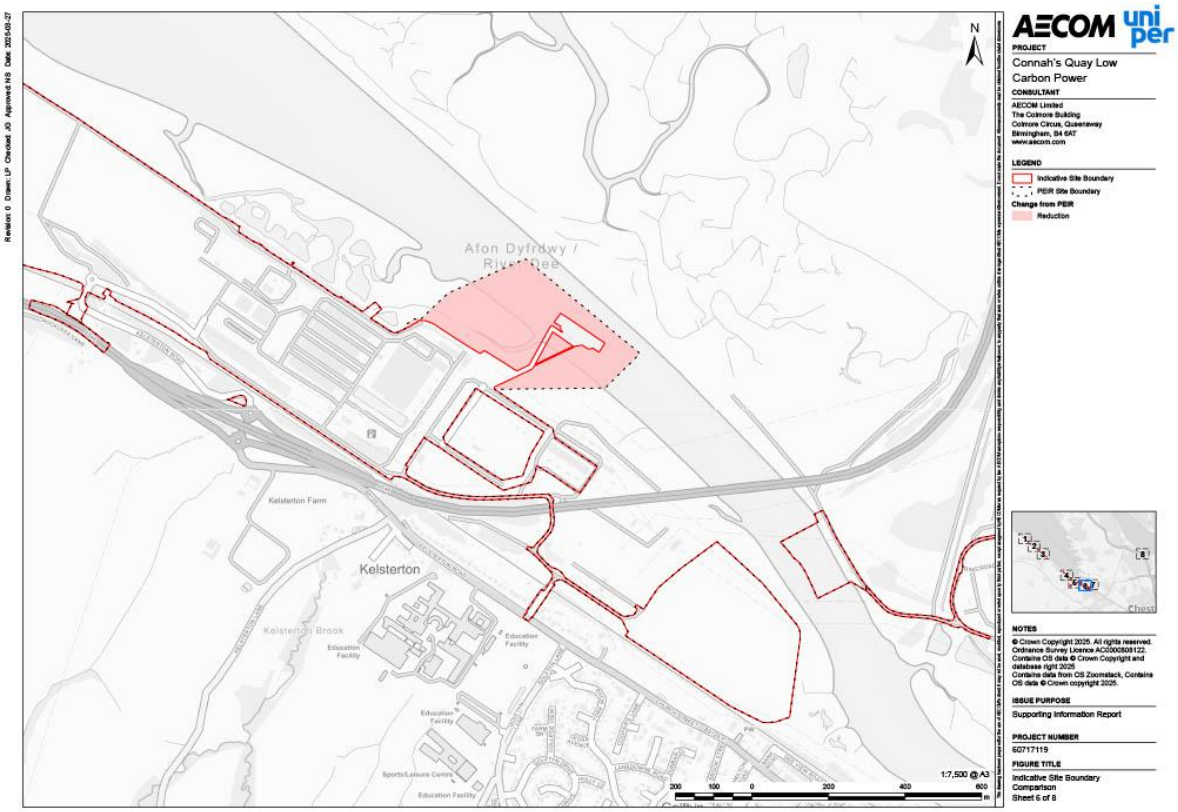
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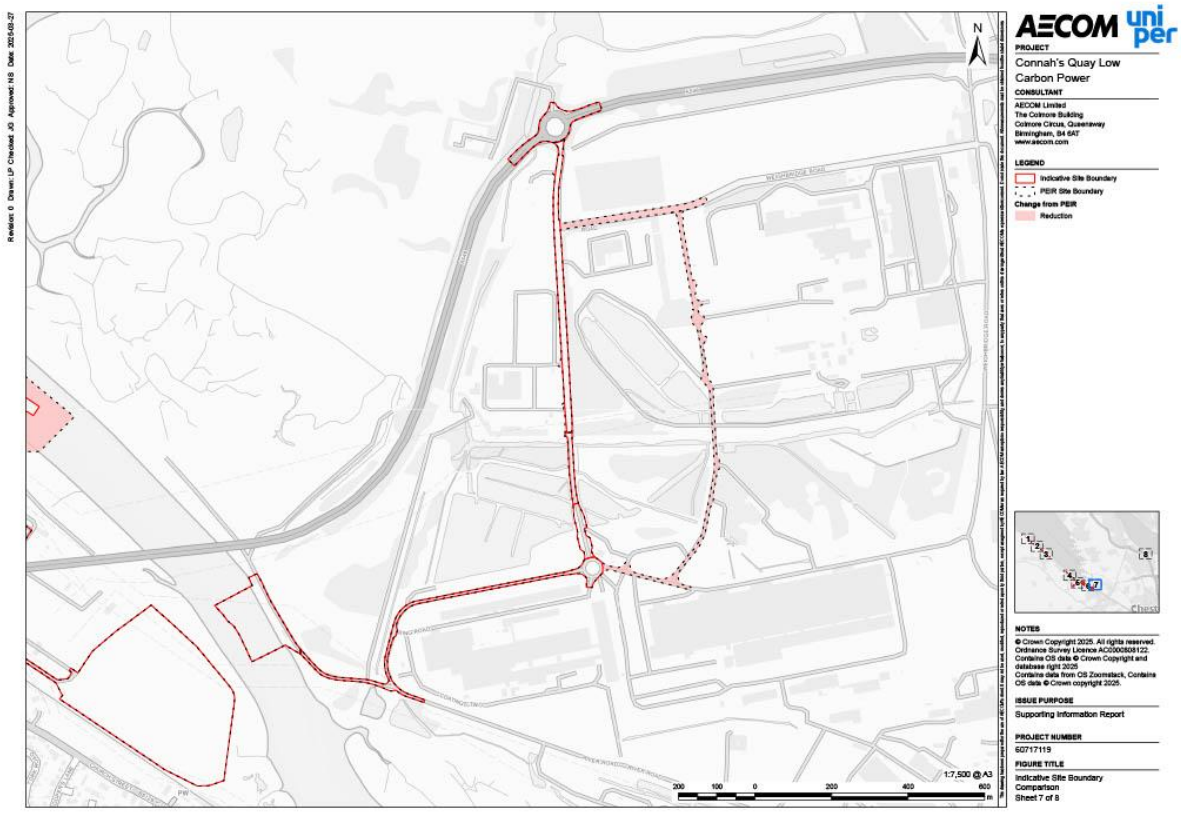
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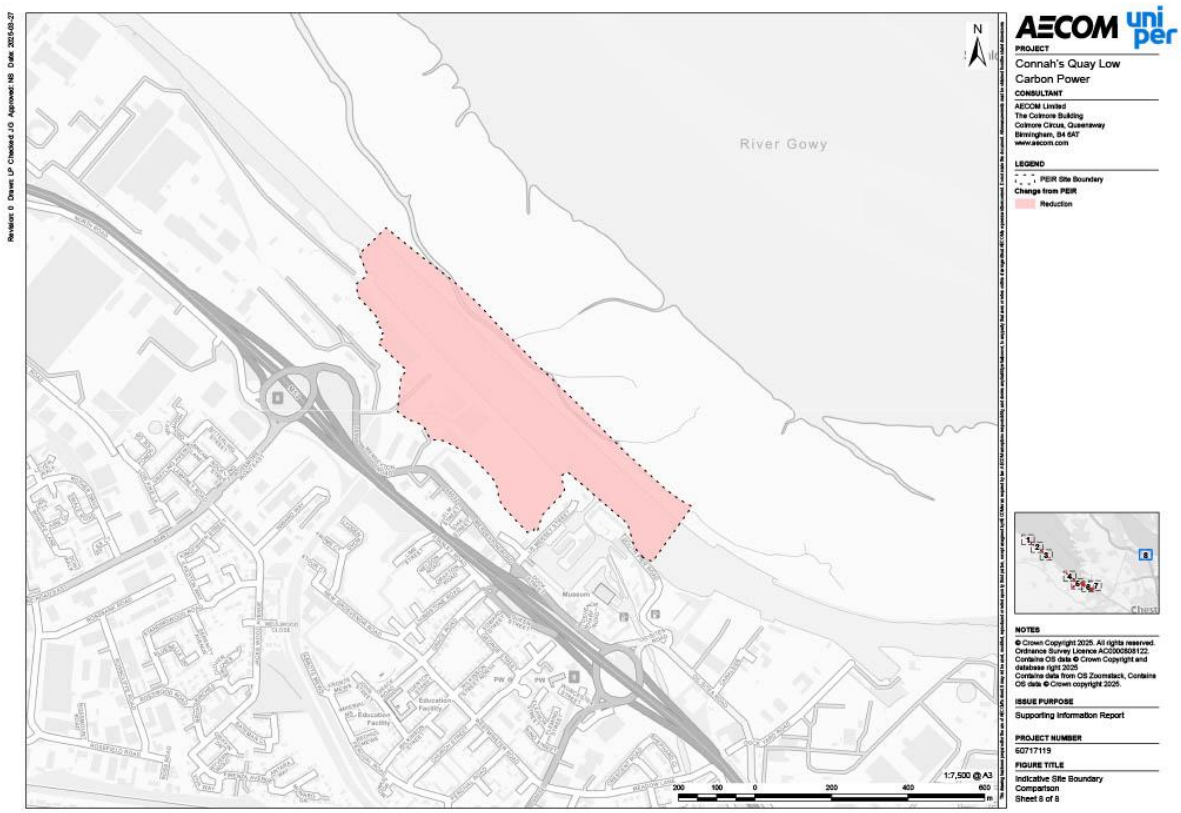
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4.2 Environmental Considerations for the Other Changes

4.2.1 This section provides a high-level summary of the key environmental considerations related to each of the Other Changes which are outlined in Section 4.1 above.

Change 1 – Removal of the twin absorber stack option

4.2.2 This change results in a reduction of the massing of the operational Proposed Development, removing an absorber emission stack from each train. As a worst case, construction assumptions that were based on this option will be retained for the assessments to be presented in the ES.

Change 2 – Removal of the blast stacks

4.2.3 This change results in a reduction of the massing of the operational Proposed Development removing the blast stack from each train. As a worst case, construction assumptions that were based on this option will be retained for the assessments to be presented in the ES.

Change 3 – Relocation of the Proposed CO_2 Above Ground Infrastructure

4.2.4 This change results in the relocation of the Proposed CO_2 AGI alongside the cooling towers in the north-west of the operational footprint of the CQLCP Abated Generating Station. This means that the Proposed Development is contained within a smaller operational footprint which minimises impacts on habitat loss and agricultural land. This change has been considered in **Appendix C – Noise and Vibration** when updating the noise modelling for the Proposed Development.

Change 4 – Updated Cooling Water Infrastructure Proposals

4.2.5 The changes to the proposals within the Water Connection Corridor have removed any potential interaction with the river bed, minimising impacts on the marine environment.

Change 5 – Changes to temporary construction laydown areas

4.2.6 Whilst this change increases the area of construction laydown, construction works were still required in this location to construct the Proposed CO_2 AGI and as such this does not change any assumptions made within the PEIR.

Change 6 – Provision of a temporary construction compound within the Proposed CO_2 Connection Corridor

4.2.7 An updated assessment of this compound location will be presented in the ES. The updated assessment will refine the assumptions presented in the PEIR and is not expected to result in any new or different significant effects.

Change 7 – Provision of maintenance laydown areas within the operational layout

4.2.8 This change increases the operational footprint of the Proposed Development and results in minor changes to areas of habitat loss which are not significant

and will be considered in detail within the ES and Net Benefit for Biodiversity Statement that will accompany the Application.

Change 8 – Works required at the Port of Mostyn

4.2.9 Detailed consideration of these works will be presented in the ES. However, given their scale, nature and location they do not have the potential to result in significant environmental effects.

Change 9 – Reduction of width of the Repurposed CO_2 Connection Corridor

4.2.10 As no works are required within the Repurposed CO_2 Connection Corridor, there would no longer be any effects in this location during construction works.

Change 10 – Removal of areas within the Port of Mostyn, the Port of Ellesmere and the public highway between the Port of Ellesmere and the Main Development Area

4.2.11 As no works are required within these areas, there would no longer be any effects in this location during construction works.

Change 11 – Removal of the area known as 'Access to Wildlife Hides' from the Indicative Site Boundary

4.2.12 As no works are required within this area, there would no longer be any effects in this location during construction works.

5. Conclusions

5.1.1 This Supporting Information Report has considered the potential environmental effects of the Proposed Change in relation to the assessments presented within the PEIR, which was produced to support the Statutory Consultation in 2024.

5.1.2 Consequently, updated assessments have been provided for the following environmental topics, as presented in **Appendix B** to **Appendix F**:

- Air quality;
- Noise and vibration;
- Landscape and visual amenity;
- Terrestrial heritage; and
- Human health.

5.1.3 The updated assessments have identified that the Proposed Change would change the conclusions of the PEIR for some of these topics as summarised below:

- The Proposed Change would reduce the magnitude of a number of air quality impacts however, this would not change the conclusion on residual effects in the PEIR;
- The Proposed Change does not result in any new/different residual noise effects to those identified within the PEIR;
- The Proposed Change would alter impacts at five viewpoints. Effects at Viewpoints 8 and 11 would remain the same as at PEIR stage, whilst the effect at Viewpoint 9 would increase to moderate adverse (significant). Effects at Viewpoint 10 would also increase to a major adverse (significant) effect, whilst effects at viewpoint 13 would increase to a minor adverse impact (remaining not significant).
- The Proposed Change would not result in any changes to the assessment as presented in the PEIR in relation to terrestrial heritage; and
- The Proposed Change would reduce impacts associated with operational air quality emissions on human health. However, there would be no change to human health effects related to operational noise.

5.1.4 Consideration has also been given to the potential environmental effects of the Other Changes which has concluded they would either result in a reduction of impact or would be in general accordance with the findings of the PEIR.

References

Ref. 1 His Majesty's Stationary Office, (2016), Air Navigation Order, Online, available on https://www.legislation.gov.uk/uksi/2016/765/pdfs/uksi_20160765_en.pdf
Ref. 2 International Organization for Standardization (Part 2: 2024) ISO 9613 – Acoustics – Attenuation of sound during propagation outdoors

Appendix A Environmental Screening of the Proposed Change

A.1 Introduction

A.1.1 This Appendix has been prepared to summarise the environmental screening exercise which has been undertaken to consider the implication of the Proposed Change on each of the assessments presented within the PEIR. The environmental screening exercise is presented in **Table A 1**.

Table A 1: Environmental Screening Exercise

Environmental Topic	Construction / Decommissioning	Operation
Air Quality	The Proposed Change would not result in any changes to the assumptions made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	The Proposed Change would increase the height of the source point of emissions. This would therefore likely have an overall benefit in reducing emissions for both human health and ecological receptors. Further assessment is required to consider these changes. A detailed assessment is presented in **Appendix B.**
Noise and Vibration	The Proposed Change would not result in any changes to the assumptions made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	The Proposed Change would increase the height of a number of sources of noise which could change the conclusions of the operational noise assessment presented at PEIR. Further assessment is required to consider these changes. A detailed assessment is presented in **Appendix C.** It should be noted that the assessment presented in **Appendix C** also considers Other Change 3, as described in Section 4 of this Report.
Traffic and Transport	The Proposed Change would not result in any changes to the assumptions on vehicle movements made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	The Proposed Change would not result in any changes to the assumptions on vehicle movements made within operational phase assessment presented in the PEIR and the effects would remain as described in the PEIR.
Terrestrial and Aquatic Ecology	The Proposed Change would not result in any changes to the assumptions (such as land take) made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	Additional assessment has been undertaken to explore the air quality effects of the Proposed Change. These findings have been considered within the Section 3 of this Report at a level consistent with the PEIR. The Proposed Change would not introduce any further changes to assumptions made within the PEIR.
Marine Ecology	As the Proposed Change would not change works in the marine environment, the Proposed Change would not result in any changes to the assumptions made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	As there are no changes to works in the marine environment, the Proposed Change would not result in any changes to the assumptions made within operational phase assessments presented in the PEIR and the effects would remain as described in the PEIR.

Environmental Topic	Construction / Decommissioning	Operation
Water Environment and Flood Risk	The Proposed Change would not result in any changes to the assumptions made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	The Proposed Change would not result in any changes to the assumptions made within operational phase assessments presented in the PEIR and the effects would remain as described in the PEIR.
Geology and Ground Conditions	The Proposed Change would not result in any changes to the assumptions made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	The Proposed Change would not result in any changes to the assumptions made within operational phase assessments presented in the PEIR and the effects would remain as described in the PEIR.
Landscape and Visual Amenity	The Proposed Change has the potential to result in new and / or different landscape and visual effects during the construction of the Proposed Development to those presented in the PEIR. Further assessment is required to consider these changes. A detailed assessment is presented in **Appendix D**.	The Proposed Change has the potential to result in new and / or different landscape and visual effects during the operation of the Proposed Development to those presented in the PEIR. Further assessment is required to consider these changes. A detailed assessment is presented in **Appendix D**.
Physical Processes	As the Proposed Change would not change works in the marine environment, the Proposed Change would not result in any changes to the assumptions made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	As there are no changes to works in the marine environment, the Proposed Change would not result in any changes to the assumptions made within operational phase assessments presented in the PEIR and the effects would remain as described in the PEIR.
Terrestrial Heritage	The Proposed Change has the potential to result in new and / or different terrestrial heritage effects during the construction of the Proposed Development to those presented in the PEIR. Further assessment is required to consider these changes. A detailed assessment is presented in **Appendix E**.	The Proposed Change has the potential to result in new and / or different terrestrial heritage effects during the operation of the Proposed Development to those presented in the PEIR. Further assessment is required to consider these changes. A detailed assessment is presented in **Appendix E**.
Marine Heritage	As the Proposed Change would not change works in the marine environment, the Proposed Change would not result in any changes to the assumptions made within construction/decommissioning assessments presented in the PEIR and the effects would remain as described in the PEIR.	As there are no changes to works in the marine environment, the Proposed Change would not result in any changes to the assumptions made within operational phase assessments presented in the PEIR and the effects would remain as described in the PEIR.

Environmental Topic	Construction / Decommissioning	Operation
Socio-economics, recreation and tourism	The Proposed Change would not result in any changes to assumptions on construction programme or worker numbers. On this basis there would be no change to the assessment presented in the PEIR.	The Proposed Change would not result in any changes to assumptions on worker numbers. On this basis there would be no change to the assessment presented in the PEIR.
Climate Change	The Proposed Change would not result in any changes to material requirements during construction. On this basis there would be no change to the assessment presented in the PEIR.	The Proposed Change would not result in any changes associated within the operational scenarios of the Proposed Development. On this basis there would be no change to the assessment presented in the PEIR.
Human Health	The Proposed Change would not result in any changes to the construction phases assessment of related environmental topics.	As updated assessments have been undertaken to consider the operational effects of the Proposed Change associated with air quality and noise and vibration, it is necessary to consider the outputs of these assessments in the context of human health. Further assessment is required to consider these changes. A detailed assessment is presented in **Appendix F**.
Major Accidents and Disasters	The Proposed Change would not introduce any new Major Accident and Disaster risk events during the construction/commissioning/decommissioning assessments beyond those considered within the PEIR. On this basis the effects would remain as described in the PEIR.	The Proposed Change would not introduce any new Major Accident and Disaster risk events during the operational phase assessments beyond those considered within the PEIR. On this basis the effects would remain as described in the PEIR.
Materials and Waste	The Proposed Change, considering the Other Changes (as detailed in Section 4 of this Report) would not result in additional material requirements during construction or change any assumptions associated with the waste generation during construction. As with the construction assessment, there would be no changes to the waste generation assumptions during decommissioning considered within the PEIR. On this basis the effects would remain as described in the PEIR.	The Proposed Change would not change any assumptions associated with the operational assessment of materials and waste. On this basis the effects would remain as described in the PEIR.

Appendix B Air Quality Assessment

B.1 Introduction

B.1.1 The Proposed Change assessed in this appendix relates to the stack height of the absorbers and HRSGs being raised to 150m. This change stems from the emission parameters used during the PEIR stage being refined following the appointment of two FEED suppliers and leading to the appropriate stack height being re-assessed, to provide adequate dispersion of air pollutants to avoid adverse significant effects on human health.

B.1.2 This appendix focuses on operational emissions from the Proposed Development, as the impact of the Proposed Change on construction / decommissioning emissions and operational traffic is negligible. The ES will present a fully updated version of the construction, operational and decommissioning assessments.

B.1.3 Two scenarios are considered in the following sections:

- operation of two CCGT Trains with Single Absorbers for Carbon Capture with the FEED 1 Design, referred to as the "FEED 1 scenario";
- operation of two CCGT Trains with Single Absorbers for Carbon Capture with the FEED 2 Design, referred to as the "FEED 2 scenario";

B.1.4 A detailed assessment of emissions from the HRSG stacks was not presented in the PEIR, on the basis that emissions to air from the HRSG stacks take place at a higher temperature, and therefore with increased thermal buoyancy, thereby leading to impacts which are unlikely to be worse than those from the abated carbon capture units. A full assessment of the impacts from the HRSG stacks with the revised scheme will be presented in the final ES.

B.2 Assessment Methodology

B.2.1 This section presents the updated emission parameters utilised within the appendix. The assessment methodology utilised in this appendix is consistent with that presented in **Chapter 8: Air Quality**[15] and **Appendix 8-D: Air Quality Operational Assessment**[16] of the PEIR.

Updated Model Inputs

B.2.2 The updated stack emission parameters for all the modelled sources are shown in **Table B 1**, **Table B 2** and **Table B 3**.

[15] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_8_Air-Quality_06_Clean.pdf
[16] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-8.pdf

Table B 1: Stack Emission Parameters for all Modelled Sources

Emission Source	Location (x, y)	Stack Height (m)	Stack Diameter (m)	Release Temp (°C)	Stack Airflow (actual) Am3/s	Stack H2O Content (%)	Flue O2 content (dry) (%)	Reference O2 (%)	Stack flow at reference conditions (STP, dry, Ref O2)	Stack gas exit velocity (m/s)
HRSG (per stack)	327454, 371411 327409, 371346	150	8.0	89	1,127.0	9.6	12.2	15	1,130.6	22.4
Single Absorber (per stack) – Feed 1	327355, 371479 327310, 371413	150	7.0	60	744.2.	7.7	13.5	15	700.0	19.3
Single Absorber (per stack) – Feed 2	327355, 371479 327310 371413	150	7.0	58	989.6	9.3	12.9	15	1003.1	25.7

Table B 2: Pollutant Emission Limits

Emission Source	Pollutant	Annual Average Emissions		Short Term Emissions (where applicable)	
		Emission Concentration (mg/Nm³)	Release Rate (g/s)	Emission Concentration (mg/Nm³)	Release Rate (g/s)
HRSG (per stack)	NOx	30	33.9	40 (daily) 100 (hourly)	45.2 113.1
	CO	-	-	100 (hourly)	113.1
	NH_3	1	1.13	-	-
Single Absorber (per stack) – Feed 1	NOx	11.3	7.9	45.2 (daily) 113.0 (hourly)	31.6 79.1

Emission Source	Pollutant	Annual Average Emissions		Short Term Emissions (where applicable)	
		Emission Concentration (mg/Nm³)	Release Rate (g/s)	Emission Concentration (mg/Nm³)	Release Rate (g/s)
	CO	-	-	113 (hourly)	79.1
	NH_3	1	0.7	-	-
	Amine 1	0.99	0.693	-	-
	Amine 2	0.01	0.007	-	-
	Nitrosamine 2	0.00495	0.0035	-	-
	Nitramine 1	0.0000495	0.000035	-	-
	Nitramine 2	0.0000005	0.00000035	-	-
	Formaldehyde	2.0	1.40	-	-
Single Absorber (per stack) – Feed 2	NOx	11.3	11.3	45.2 (daily) 113.0 (hourly)	45.3 113.4
	CO	-	-	113 (hourly)	113.4
	NH_3	0.75	0.75	-	-
	Amine 1	0.2030	0.204	-	-
	Amine 2	0.0576	0.058	-	-
	Nitrosamine 1	0.0028	0.00285	-	-
	Nitrosamine 2	0.0005	0.00051	-	-
	Formaldehyde	0.13	0.13	-	-

Table B 3: N-Amine Chemistry Parameters

Parameter	Units	Feed 1 - Amine 1 (MEA)	Feed 1 - Amine 2	Feed 2 - Amine 1 (MEA)	Feed 2 - Amine 2	Source
Ratio of NO_x to NO_2 in the exhaust gas	%	5 – 10%	5 – 10%	5 – 10%	5 – 10%	Typical range in combustion emissions
k1 = Amine/OH radical reaction rate constant	ppb/s	0.7	7.0	6.15	6.89	Technology supplier
k2 = Amino radical/O_2 reaction rate constant	ppb/s	$3.75x10^{-9}$	$3.75x10^{-11}$	$1.33x10^{-9}$	$1.33x10^{-9}$	Technology supplier
k3 = Rate constant for formation of nitrosamine	ppb/s	$2.00x10^{-3}$	$1.25x10^{-3}$	$5.24x10^{-3}$	$2.35x10^{-3}$	Technology supplier
k4a = Rate constant for formation of nitramine	ppb/s	$8.00x10^{-3}$	$8.00x10^{-3}$	$7.82x*10^{-3}$	$7.82x10^{-3}$	Technology supplier
k4 = Amino radical/NO_2 reaction rate constant	ppb/s	$8.00x10^{-3}$	$8.00x10^{-3}$	$9.39x10^{-3}$	$1.02x10^{-2}$	Technology supplier
Branching Ratio	dimensionless	0.30	0.20	0.37	0.18	Technology supplier
Ratio of J (nitrosamine) to NO_2	dimensionless	0.50	0.30	0.34	0.34	Technology supplier
OH concentration constant c	Seconds	2019 – $1.24x10^{-3}$ 2020 – $1.19x10^{-3}$ 2021 – $1.22x10^{-3}$ 2022 – $1.37x10^{-3}$ 2023 – $1,36x10^{-3}$		Specifically derived for the Sites location following CERC methodology		

B.3 Baseline

Study Area

B.3.1 The study area was defined to include air quality features likely to be at risk from possible direct and indirect impacts that might arise from the Proposed Development, termed the Zone of Influence (ZOI). The potential ZOI is considered to be 15 km from the Main Development Area, as per the NRW guidance (Ref B.1). The key assumptions relevant to this assessment include:

- a study area of 15 km from the Main Development Area (where operational emissions will arise) has been identified for statutory designated ecological sites i.e. SPAs, SACs, Ramsar sites (protected wetlands)) and SSSIs and of 2 km for non-statutory designated nature conservation sites (ancient woodlands, Local Wildlife Sites and national and local nature reserves); and
- A study area of 2 km from the Main Development Area (where operational emissions would arise) has been identified for impacts on human health.

Selected Receptors

B.3.2 The selected sensitive receptors used in the air quality assessment for both human health and ecological receptors within the study area are presented in **Table B 4** and **Table B 5** and on **Figure B-1** and **Figure B-2**.

Table B 4: Modelled Human Health Receptors

Receptor ID	X (m)	Y (m)	Description
R1	327170	371241	Kelsterton Road, Rockcliffe, Flint, Connah's Quay, Flintshire, Wales, CH6 5SJ
R2	327152	371210	Chester Road, Oakenholt, Flint, Connah's Quay, Flintshire, Wales, CH6 5SJ
R3	326749	371070	Chester Road, Oakenholt, Flint, Connah's Quay, CH6 5SF
R4	327557	370826	Kelsterton Road, Rockcliffe, Connah's Quay, Flintshire, Wales, CH6 5TH
R5	327880	370743	Kelsterton Road, Rockcliffe, Connah's Quay, Flintshire, Wales, CH5 4BJ
R6	327972	370700	Connah's Quay, CH5 4BL
R7	328024	370545	Deeside College, York Road, Golftyn, Connah's Quay, CH5 4YE
R8	326371	371298	Papermill Lane, Oakenholt, Flint, CH6 5TD
R9	326452	370953	Oakenholt Lane, Oakenholt, Flint, CH6 5SX
R10	326048	371070	Leaderbrook Drive, Oakenholt, Flint, CH6 5ST
R11	325943	371334	Leaderbrook Drive, Oakenholt, Flint, CH6 5ST
R12	325928	371585	Leaderbrook Drive, Oakenholt, Flint, CH6 5ST
R13	325967	371792	Leaderbrook Drive, Oakenholt, Flint, CH6 5ST,
R14	325966	371823	Chester Road, Oakenholt, Flint, Flintshire, Wales, CH6 5WF
R15	328454	370344	Church Street, Golftyn, Connah's Quay, Flintshire, Wales, CH5 4AS
R16	328381	370167	College View, Connah's Quay, CH5 4BY
R17	328213	370061	Golftyn Lane, Connah's Quay, Flintshire, Wales, CH5 4DT,

Receptor ID	X (m)	Y (m)	Description
R18	328026	370163	Connah's Quay High School, Golftyn Lane, Connah's Quay, CH5 4BH
R19	327314	369848	Top-y-fron Hall, Kelsterton Lane, Connah's Quay, Northop Hall, Flintshire, Wales, CH6 5TF
R20	326567	369690	Oakenholt Lane, Rockcliffe, Connah's Quay, Northop Hall, CH6 5SU
R21	328609	369883	Golftyn Primary School, York Rd, Connah's Quay, Deeside CH5 4XA
R22	328824	370107	Church Street, Golftyn, Connah's Quay, Flintshire, Wales, CH5 4AQ
R23	328830	370114	Church Street, Golftyn, Connah's Quay, Flintshire, Wales, CH5 4AQ
R24	329067	369895	St Mark's Parish Church, Church Hill, Golftyn, Connah's Quay, CH5 4AD
R25	328941	369539	Bryn Deva C.P. School, Linden Avenue, Golftyn, Connah's Quay, CH5 4SN
R26	328634	369331	Lon Dderwen, Connah's Quay, Deeside CH5 4WG
R27	325516	372175	St David's, Croes Attilla, Flint, CH6 5SP
R28	324919	372091	St Richard Gwyn Roman Catholic High School, Albert Avenue, Flint, CH6 5JZ
R29	324990	372645	Ysgol Gymraeg Croes Atti, Chester Road, Flint, CH6 5DU
R30	324385	371941	Ysgol Maes Hyfryd, Maes Hyfryd, Flint, CH6 5LN
R31	324516	372532	Gwynedd County Primary School, Ysgol Pen Coch, Maes-y-Dre Avenue, Flint, CH6 5JT
R32	324546	373323	Lloyd Street, Flint, CH6 5PD
R33	324186	370145	St Thomas's Church, St Thomas's Court, Flint, Flint Mountain, CH6 5SL
R34	329678	369534	High Street, Golftyn, Connah's Quay, Flintshire, Wales, CH5 4DJ
R35	329955	369652	Dock Road, Connah's Quay, CH5 4EF
R36	329953	369351	High Street, Golftyn, Connah's Quay, Flintshire, Wales, CH5 4DJ
R37	329600	369081	Mold Road, Connah's Quay, Flintshire, Wales, CH5 4QN
R38	329128	368936	Cranbrook Close, Connah's Quay, CH5 4JY
R39	328165	368716	Mold Road, Connah's Quay, CH5 4QN
R40	330375	368913	Christ Church Deeside, Victoria Road, Shotton, CH5 1ES
R41	330528	367801	Deeside Community Hospital, Plough Lane, Aston, Deeside CH5 1XS
R42	332295	369161	Farm Road, Garden City, CH5 2HJ
R43	331087	366723	Overlea Drive, Deeside CH5 3HS
R44	331149	373884	Greenwood Farm, Unnamed Road, Neston CH64 5SH

Table B 5: Sensitive Operational Ecological Receptors

Receptor ID	Ecological Site	Designation	OS Grid Coordinate*	
			X	Y
OE01	Heswall Dales	Site of Special Scientific Interest (SSSI)	326127	381815

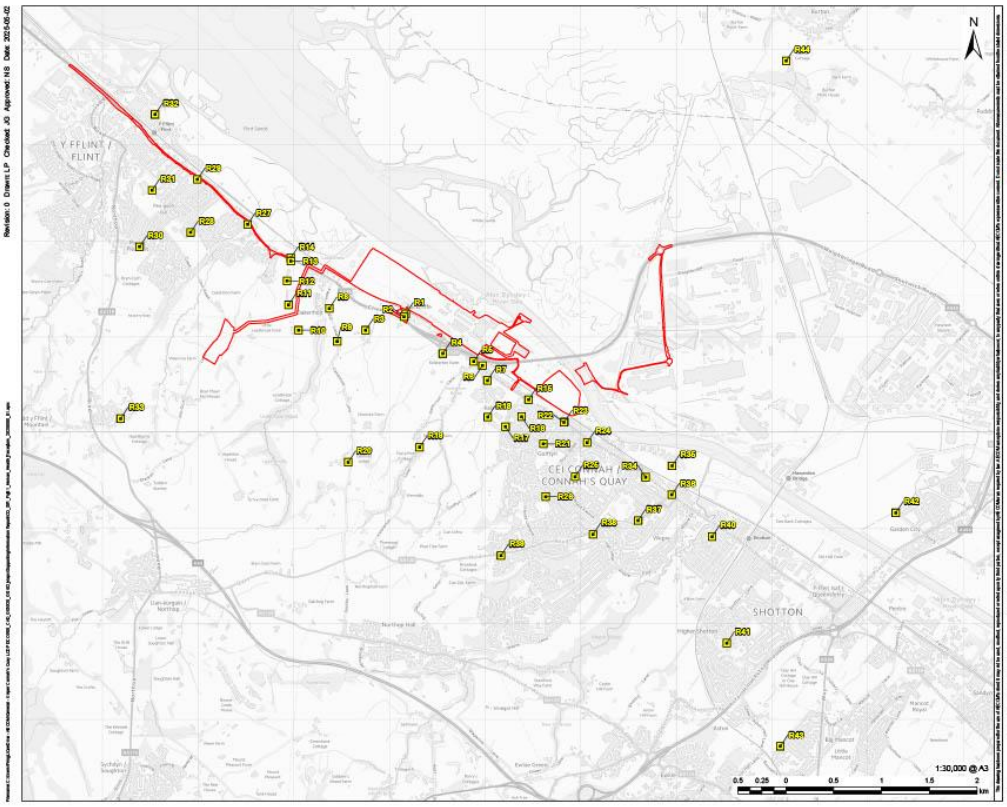
Receptor ID	Ecological Site	Designation	OS Grid Coordinate*	
			X	Y
OE02	Dee Estuary	Ramsar, Special Area of Conservation (SAC), Special Protection Area (SPA) and SSSI	330798	372117
OE03	The Dungeon	SSSI	325074	383034
OE04	Thurston Common	SSSI	324893	384379
OE05	Dibbinsdale	SSSI	332304	380953
OE06	Mersey Estuary	Ramsar, SPA, SSSI	337932	379707
OE07	New Ferry	SSSI	335477	384176
OE08	Hallwood Farm Marl Pit	SSSI	334355	375893
OE09	Inner Marsh Farm	SSSI	330718	372980
OE10	River Dee and Bala Lake	SAC, SSSI	328755	371000
OE11	Connah's Quay Ponds and Woodland	SSSI	328955	368680
OE12	Maes y Grug	SSSI	326031	366762
OE13	Deeside and Buckley Newt sites	SAC, SSSI	329081	365705
OE14	Coed Talon Marsh	SSSI	327012	358683
OE15	Bryn Alyn	SSSI	320410	359418
OE16	Cambrian Quarry	SSSI	321432	362367
OE17	Alyn Valley Woods and Alyn Gorge Caves	SAC, SSSI	319797	366391
OE18	Halkyn Mountain	SAC, SSSI	318259	376351
OE19	Pen-y-Cefn Pasture	SSSI	318909	366514
OE20	Cefn Meadow	SSSI	318929	366042
OE21	Coed Trefraith	SSSI	313639	372797
OE22	Ddol Uchaf	SSSI	314317	371354
OE23	Caerwys Tufa	SSSI	313035	371844
OE24	Tyddyn-y-barcut	SSSI	319073	367525
OE25	Parc Bodlondeb and Gwenallt-parc	SSSI	317876	370857
OE26	Parc Linden, Lixwm	SSSI	318383	371925
OE27	Flint Mountain	SSSI	324875	371560

Receptor ID	Ecological Site	Designation	OS Grid Coordinate*	
			X	Y
OE28	Herward Smithy	SSSI	319855	373980
OE29	Shotton Lagoons and Reedbeds	SSSI	329515	371040
OE30	Local Ancient Woodlands	Ancient Woodlands	329795	368480

*Point of maximum long-term impact within each site

Baseline conditions

B.3.3 Existing air quality conditions in the vicinity of the Proposed Development have been evaluated through modelling of existing traffic and stack emissions as well as a review of Local Authority air quality management reports, Defra published data, a site-specific survey and other sources. A detailed summary of the existing baseline is provided in **Appendix 8-A: Air Quality Baseline Information** of the PEIR.



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CONSULTANT
AECOM Limited
The Colmore Building
Colmore Circus, Queensway
Birmingham, B4 6AT
www.aecom.com

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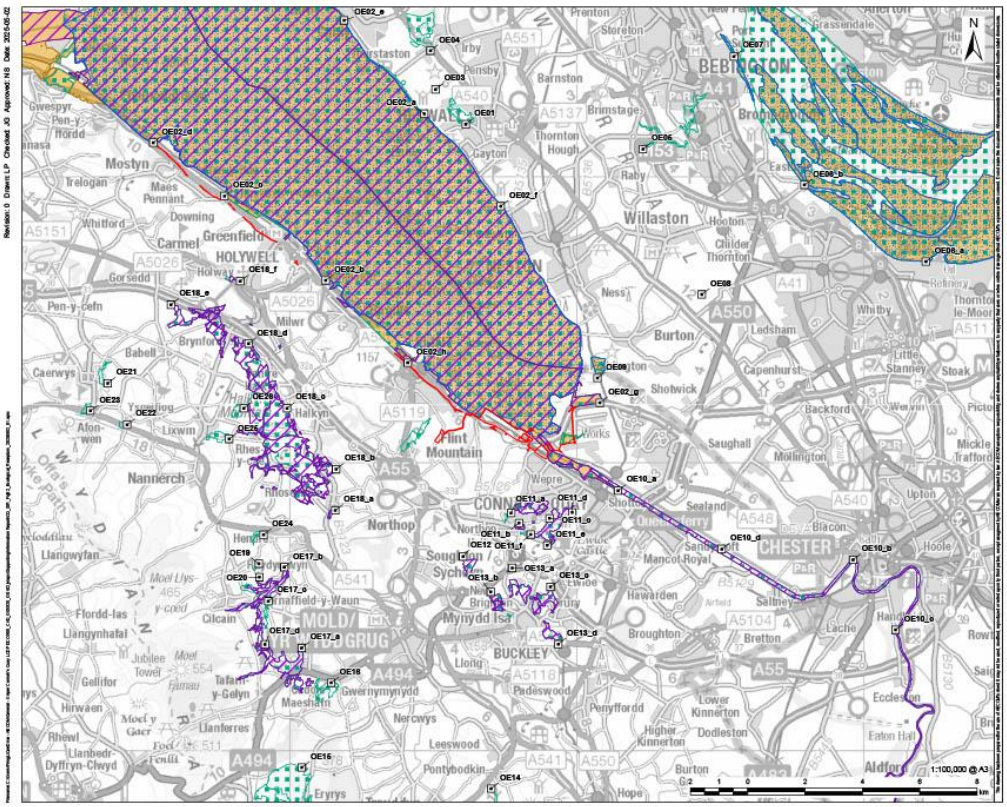
FIGURE TITLE
Human Health Receptors

FIGURE NUMBER
Figure B-1



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CONSULTANT
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The Colmore Building
Colmore Circus, Queensway
Birmingham, B4 6AT
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Operational Ecological Receptor
Ecological Sites
Special Protection Area (SPA)
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
Ramsar

NOTES
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FIGURE TITLE
Ecological Receptors

FIGURE NUMBER
Figure B-2

B.4 Assessment

B.4.1 The stacks have been evaluated for a range of stack heights going from 75 to 160 m above ground level. It is considered that 150 m above ground level is the appropriate stack height that would result in "not significant" impacts at human health receptors and would limit significant effects reported at ecological receptors for all scenarios. With the current model input parameters, a stack height of 150 m above local ground level has therefore been used in the assessment.

B.4.2 The maximum hourly, daily and annual mean predicted concentrations at human health receptors have been compared with the relevant AQALs and the PEIR concentrations, as summarised in **Table B 6** and **Table B 7** for the FEED 1 and FEED 2 scenarios. Any inconsistencies between the PEC (i.e. change in the Process Contribution (PC) and existing background concentration) and the predicted changes combined with the background concentrations are due to rounding only.

B.4.3 The impact of operational emissions to air on human health, at sensitive receptors or at the most affected location anywhere outside the Indicative Site Boundary has been assessed as having a magnitude of imperceptible to low adverse and to be lower than at the PEIR stage for all pollutants that were already present at the PEIR stage, which results in an overall negligible or minor adverse effect, which is considered to be **not significant**.

B.4.4 For amines and N-amines, that were only assessed as a generic pollutant at PEIR, the short-term concentrations of all amines are predicted to be of imperceptible magnitude, which results in an overall negligible effect, which is considered to be **not significant**.

B.4.5 At the most affected receptor outside the Indicative Site Boundary, the N-amines annual mean is predicted to have low magnitude impacts for both FEED 1 and 2 scenarios, leading to minor adverse effects at those receptors.

B.4.6 At the most affected location anywhere outside the Indicative Site Boundary, the N-amines annual mean is predicted to have low magnitude impacts for FEED 1 and medium magnitude impacts for FEED 2, leading to moderate adverse effects at that location. However, this is predicted to be within the Dee Estuary, where no human would be regularly present. Therefore, the overall effect is deemed to be minor adverse, which is considered to be not significant.

B.4.7 Overall, the effect from the Proposed Development on human health is considered to be not significant.

Table B 6: FEED 1 Results of Operational Impact Assessment for Human Health

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
Maximum NO_2 hourly mean (as the 99.79th percentile)	Most affected sensitive receptor	200	19.1	38.1	9.6%	19.1%	Imperceptible	Low
	Maximum anywhere outside the Indicative Site Boundary		31.9	74.1	15.9%	37.0%	Low	Medium
Maximum NO_2 annual mean	Most affected sensitive receptor	40	0.1	0.6	0.3%	1.6%	Imperceptible	Very Low
	Maximum anywhere outside the Indicative Site Boundary		0.1	1.3	0.4%	3.3%	Imperceptible	Low
Maximum CO 8-hour rolling average	Most affected sensitive receptor	10,000	<0.1	<0.1	0.5%	0.4%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		0.1	0.1	0.8%	0.6%	Imperceptible	Imperceptible

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
Maximum CO 1-hour	Most affected sensitive receptor	30,000	<0.1	0.1	0.2%	0.2%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		0.1	0.1	0.4%	0.2%	Imperceptible	Imperceptible
Maximum Total Amine daily mean	Most affected sensitive receptor	100	0.3	3.0	0.3%	3.0%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		0.4	4.7	0.4%	4.7%	Imperceptible	Imperceptible
Maximum Total Amine hourly mean	Most affected sensitive receptor	400	0.6	7.8	0.2%	2.0%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		1.0	10.9	0.2%	2.7%	Imperceptible	Imperceptible
Maximum Total N-amines annual mean	Most affected sensitive receptor	0.2 (ng/m³)	0.11	0.20	54.1%	92.0%	Low	Medium

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
	Maximum anywhere outside the Indicative Site Boundary		0.14	0.21	70.0%	104.3%	Low	High
Maximum Formaldehyde 30-min mean	Most affected sensitive receptor	100	1.4	1.0	1.4%	1.0%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		2.0	1.4	2.0%	1.4%	Imperceptible	Imperceptible
Maximum Formaldehyde Annual mean	Most affected sensitive receptor	5	<0.1	<0.1	0.6%	0.4%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		<0.1	<0.1	0.8%	0.8%	Very Low	Very Low
Maximum Ammonia Annual Mean	Most affected sensitive receptor	180	<0.1	<0.1	<0.1%	<0.1%	Imperceptible	Imperceptible
	Maximum anywhere outside the		<0.1	0.1	<0.1%	<0.1%	Imperceptible	Imperceptible

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
	Indicative Site Boundary							

Table B 7: FEED 2 Results of Operational Impact Assessment for Human Health Impacts

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
Maximum NO_2 hourly mean (as the 99.79th percentile)	Most affected sensitive receptor	200	20.5	38.1	10.2%	19.1%	Imperceptible	Low
	Maximum anywhere outside the Indicative Site Boundary		35.2	74.1	17.6%	37.0%	Low	Medium
Maximum NO_2 annual mean	Most affected sensitive receptor	40	0.1	0.6	0.3%	1.6%	Imperceptible	Very Low
	Maximum anywhere outside the Indicative Site Boundary		0.2	1.3	0.4%	3.3%	Imperceptible	Low

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
Maximum CO 8-hour rolling average	Most affected sensitive receptor	10,000	0.1	<0.1	0.6%	0.4%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		0.1	0.1	0.9%	0.6%	Imperceptible	Imperceptible
Maximum CO 1-hour	Most affected sensitive receptor	30,000	0.1	0.1	0.3%	0.2%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		0.1	0.1	0.4%	0.2%	Imperceptible	Imperceptible
Maximum Total Amine daily mean	Most affected sensitive receptor	100	0.1	3.0	0.1%	3.0%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		0.1	4.7	0.1%	4.7%	Imperceptible	Imperceptible
Maximum MEA hourly mean	Most affected sensitive receptor	400	0.2	7.8	0.1%	2.0%	Imperceptible	Imperceptible

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
	Maximum anywhere outside the Indicative Site Boundary		0.3	10.9	0.1%	2.7%	Imperceptible	Imperceptible
Maximum Total N-amines annual mean	Most affected sensitive receptor	0.2 (ng/m³)	0.14	0.20	72.1%	92.0%	Low	Medium
	Maximum anywhere outside the Indicative Site Boundary		0.17	0.21	85.9%	104.3%	Medium	High
Maximum Formaldehyde 30-min mean	Most affected sensitive receptor	100	0.1	1.0	0.1%	1.0%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		0.1	1.4	0.1%	1.4%	Imperceptible	Imperceptible
Maximum Formaldehyde Annual mean	Most affected sensitive receptor	5	<0.1	<0.1	<0.1%	0.4%	Imperceptible	Imperceptible
	Maximum anywhere outside the		<0.1	<0.1	0.1%	0.8%	Imperceptible	Very Low

Pollutant	Location	AQAL (µg/m³)	Proposed Development PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PEIR PC (µg/m³ or mg/m³ for CO and ng/m³ for N-amines)	PC/AQAL (%)	PEIR PC/AQAL (%)	Magnitude of Impact	PEIR Magnitude of Impact
	Indicative Site Boundary							
Maximum Ammonia Annual Mean	Most affected sensitive receptor	180	<0.1	<0.1	<0.1%	<0.1%	Imperceptible	Imperceptible
	Maximum anywhere outside the Indicative Site Boundary		<0.1	0.1	<0.1%	<0.1%	Imperceptible	Imperceptible

B.4.8 Operational air quality results for the worst affected ecological receptor have been compared to the PEIR assessment and show predicted impacts would be similar or lower with the Proposed Change in place for all scenarios. This can be explained by lower emissions of both NOx and amines compared to in the PEIR, which are responsible for a substantial part of the impacts on ecological receptors. The full set of updated results will be presented in the ES.

B.5 Conclusions

B.5.1 The refined designs and subsequently updated stack heights do not change the conclusion from the PEIR, i.e. there are no likely residual significant effects of the Proposed Development on local air quality following implementation of mitigation.

References

Ref B.1 Environment Agency and Department for Environment, Food & Rural Affairs (Defra), 2016; Air emissions risk assessment for your environmental permit guidance [online]. Available at: https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit (Accessed 05/03/2024)

Ref B.2 Air Pollution Information System (APIS), 2016; APIs APP [online]. Available at: APIS app | Air Pollution Information System (Accessed 05/03/2024)

Ref B.3 London: HMSO, 2016; The Environmental Permitting (England and Wales) Regulations (EPR) 2016 [online]. Available at: https://www.legislation.gov.uk/uksi/2016/1154/contents (Accessed 05/03/2024)

Ref B.4 IAQM, 2017; Land-Use Planning & Development Control: Planning For Air Quality. London: IAQM.

Ref B.5 IAQM, 2020; A guide to the assessment of air quality impacts on designated nature conservation sites. London: IAQM.

Appendix C Noise and Vibration

C.1 Introduction

C.1.1 The Proposed Change involves increasing the height of the HRSG and absorber stacks to 150 m. The operational noise model has been updated with the increased HRSG and absorber stack heights. Analysis has been carried out to establish the impact of the Proposed Change on the conclusions of the assessment presented in **Chapter 9: Noise and Vibration**[17] of the PEIR with respect to the Noise Sensitive Receptors (NSRs) assessed, and the results are presented in this appendix.

C.1.2 The Proposed Change does not change the construction noise assessment and does not introduce any changes to assumptions on vibration. Therefore, this appendix focusses on the assessment of the operational phase of the Proposed Development.

Guidance

C.1.3 The relevant UK standard for the prediction of sound pressure levels outdoors has been updated. BS ISO 9613-2:2024 (Acoustics — Attenuation of sound during propagation outdoors Part 2: Engineering method for the prediction of sound pressure levels outdoors (Ref C.1)) was published in January 2024. The previous version of the standard (ISO 9613-2:1996 (Ref C.2)) was withdrawn at the same time. Unlike the previous version, the current version is adopted as a British Standard. The current version of the standard is therefore the appropriate UK methodology for the prediction of sound pressure levels outdoors (except where more appropriate specific methods exist for certain sound source types). The assessment presented herein therefore uses the current version of the standard.

C.1.4 Although there was some time between the publication of the new version, and its implementation in commercial environmental noise modelling software, it is now implemented in the most commonly used packages. At the time of the PEIR the noise modelling software implemented the 1996 version. For the updated operational noise model, the 2024 version of ISO 9613-2 has been implemented.

C.1.5 The new version of the standard contains changes which predominantly relate to decreasing uncertainty with software implementation, in particular where low barriers and/or large source-to-receiver distances are present. Under these circumstances, the new version of the standard can result in higher predicted sound levels compared with the previous version.

C.2 Assessment Methodology

C.2.1 This assessment has been undertaken in accordance with the assessment methodology set out within **Chapter 9: Noise and Vibration of the PEIR** and **Appendix 9-A: Noise and Vibration Assessment Methodology**[18], with the

[17] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_9_Noise-Vibration_06_Clean.pdf
[18] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-9-1.pdf

exception of the implementation of the new version of BS ISO 9613-2:2024 in the noise modelling software.

Assessment of Sound from Site Operations

C.2.2 A noise propagation model has been developed using the noise modelling software CadnaA to assess the 'reasonable worst-case' operational layout for the Proposed Development. CadnaA implements the sound prediction method *BS ISO 9613-2:2024 'Acoustics - Attenuation of sound during propagation outdoors Part 2: Engineering method for the prediction of sound pressure levels outdoors'* (Ref C.1), which has been employed to calculate sound levels at surrounding NSRs due to sound emissions from the proposed buildings and plant at the Proposed Development.

Assessment Assumptions

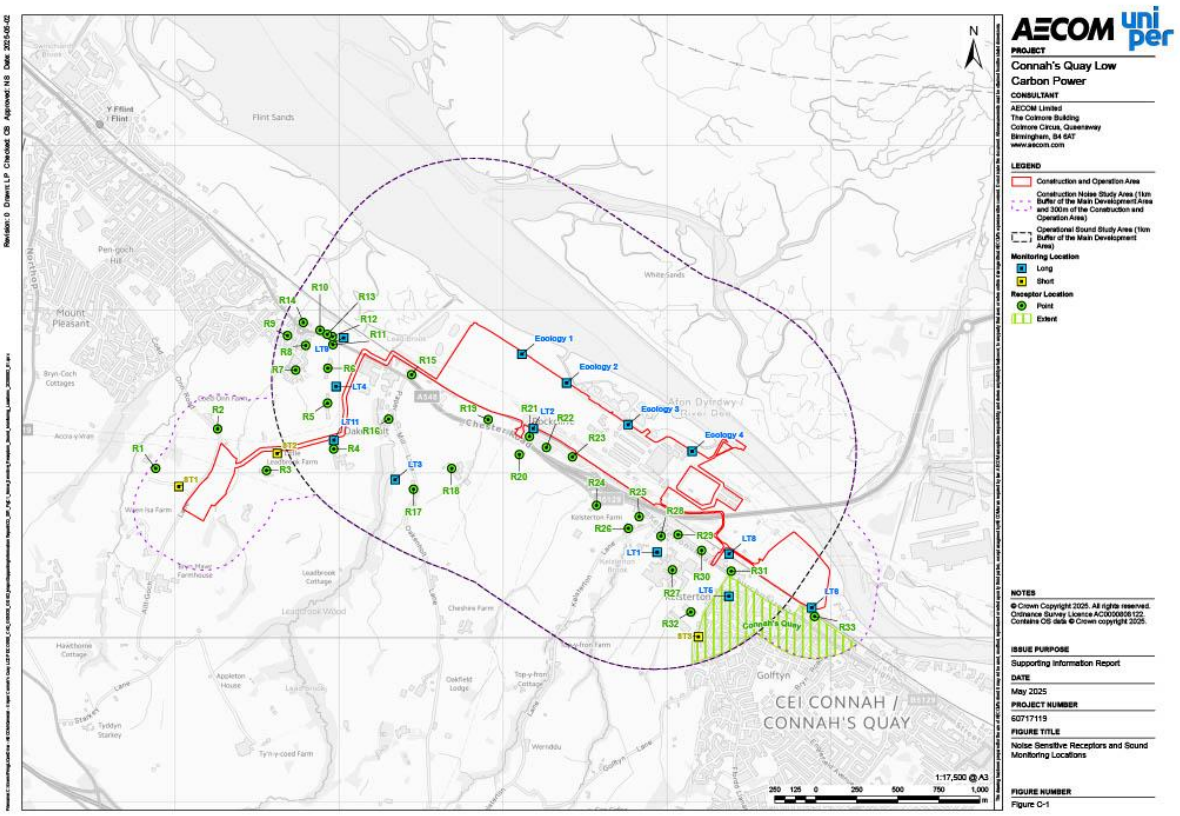
C.2.3 Details of the sound source sound power level (L_{wA}) data, the settings used in the noise modelling software and the list of assumptions made are presented in **Appendix 9-D Operational Sound Information** of the PEIR.

C.2.4 The following changes have been made in the noise model since the assessment presented in the PEIR.

- Increased the HRSG and Absorber stack heights to 150 m;
- Relocated the Proposed CO_2 Above Ground Infrastructure (Other Change 3); and
- Updated Standard for calculation- BS ISO 9613-2:2024.

C.3 Baseline

C.3.1 The locations of the NSRs can be found on **Figure C-1** and are described in Table 9-6 of **Chapter 9: Noise and Vibration** of the PEIR.



AECOM uniper

PROJECT
Connah's Quay Low Carbon Power

CONSULTANT
AECOM Limited
The Colmore Building
Colmore Circus, Queensway
Birmingham, B4 6AT
www.aecom.com

LEGEND
- Construction and Operation Area
- Construction Noise Study Area (1km Buffer of the Main Development Area and 300m of the Construction and Operation Area)
- Operational Sound Study Area (1km Buffer of the Main Development Area)

Monitoring Location
- Long
- Short

Receptor Location
- Point
- Extent

NOTES

ISSUE PURPOSE
Supporting Information Report

DATE
May 2025

PROJECT NUMBER
60717119

FIGURE TITLE
Noise Sensitive Receptors and Sound Monitoring Locations

FIGURE NUMBER
Figure C-1

C.4 Assessment

Operational Phase

C.4.1 The predicted free-field operational specific sound levels at the NSRs in the absence of any additional mitigation built into the Proposed Development design are presented in **Table C 1**. The results presented are for the first floor of the representative receptors. Assuming continual 24-hour operation, the predicted sound levels could apply to both the 1-hour daytime and the 15-minute night-time BS 4142 assessment periods.

BS 4142 Assessment Results

C.4.2 The daytime BS 4142 assessments are presented in **Table C 1** and the night-time BS 4142 assessments are presented in **Table C 2**. The magnitude of impact and significance of effect classifications have been included in the tables, to provide context for the BS 4142 assessment outcomes, with reference to the semantic scales in **Table C 1**, **Table C 2**, and **Table C 3**.

C.4.3 The values presented are the differences between the representative Background Sound Level $L_{A90,T}$ at each NSR and the predicted *Rating Level* (the Specific Sound Level $L_{Aeq,T}$ plus the character correction). Positive values in the table indicate an excess of the *Rating Level* over the *Background Sound Level*.

C.4.4 For ease of comparison with the BS 4142 Assessment presented in the PEIR, the PEIR assessments are included in brackets, where they are different to this updated assessment.

C.4.5 The assessment has assumed that potential operational sound of a tonal, impulsive or intermittent nature would be designed out of the Proposed Development during the detailed design phase by the selection of appropriate plant, building cladding, louvres and silencers/ attenuators as necessary. However, the inclusion of a +3 dB correction for other distinctive character has been included at this stage as a conservative approach. This has been applied for NSRs where the Specific Sound Level is equal to or greater than the existing background sound level, as there is the potential to identify the new sound source in the existing acoustic environment. A +3 dB correction for other distinctive character has been applied to some NSRs which previously had a +0 dB correct applied in the assessment reported in the PEIR due to the implementation of the new version of BS ISO 9613-2 standard which results in higher predicted sound levels (specific sound level) which is equal or greater that the existing background level.

Table C 1: Daytime BS 4142 Assessment

NSR	*Specific sound level* L_s (dB)	Acoustic feature correction (dB)	*Rating level* $L_{Ar,Tr}$ (dB)	Representative *background sound level* $L_{A90,T}$ (dB)	Excess of rating level over *background sound level* ($L_{Ar,Tr}$ - $L_{A90,T}$) (dB)	Magnitude of impact	Initial classification of effect
R4	38 (33)	+3 (+0)	41 (33)	38	3 (-5)	Very low / Low (Very low)	Negligible / Minor Adverse (Negligible)
R5	38 (33)	+3 (+0)	41 (33)	38	3 (-5)	Very low / Low (Very low)	Negligible / Minor Adverse (Negligible)
R6	39 (32)	+0	39 (32)	46	-7 (-14)	Very low	Negligible
R7	37 (32)	+0	37 (32)	46	-9 (-14)	Very low	Negligible
R8	38 (33)	+0	38 (33)	46	-8 (-13)	Very low	Negligible
R9	37 (30)	+0	37 (30)	46	-9 (-16)	Very low	Negligible
R10	38 (32)	+0	38 (32)	43	-5 (-11)	Very low	Negligible
R11	40 (34)	+0	40 (34)	43	-3 (-9)	Very low	Negligible
R12	38 (33)	+0	38 (33)	43	-5 (-10)	Very low	Negligible
R13	38 (33)	+0	38 (33)	43	-5 (-10)	Very low	Negligible
R14	36 (31)	+0	36 (31)	43	-7 (-12)	Very low	Negligible
R15	40 (36)	+0	40 (36)	43	-3 (-7)	Very low	Negligible
R16	37 (33)	+0	37 (33)	38	-1 (-5)	Very low	Negligible
R17	41 (37)	+3 (+0)	44 (37)	39	+5 (-2)	Low (Very low)	Minor Adverse (Negligible)
R18	49 (44)	+3	52 (47)	39	+13 (+8)	Medium/High (Low/Medium)	Moderate/Major Adverse (Minor/Moderate Adverse)
R19	49 (46)	+3	52 (49)	45	+7 (+4)	Low/Medium (Low)	Minor/Moderate Adverse* (Minor Adverse)

NSR	*Specific sound level* L_s (dB)	Acoustic feature correction (dB)	*Rating level* $L_{Ar,Tr}$ (dB)	Representative *background sound level* $L_{A90,T}$ (dB)	Excess of rating level over *background sound level* ($L_{Ar,Tr}$ - $L_{A90,T}$) (dB)	Magnitude of impact	Initial classification of effect
R20	52 (48)	+3	55 (51)	45	+10 (+6)	Medium (Low)	Moderate Adverse (Minor Adverse)
R21	57 (55)	+3	60 (58)	45	+15 (+13)	High (Medium/High)	Major Adverse (Moderate/Major Adverse)
R22	53 (52)	+3	56 (55)	45	+11(+10)	Medium	Moderate Adverse
R23	52 (50)	+3	55 (53)	45	+10 (+8)	Medium (Low/Medium)	Moderate Adverse (Minor/Moderate Adverse)
R24	47 (43)	+3 (+0)	50 (43)	45	+5 (-2)	Low (Very low)	Minor Adverse (Negligible)
R25	45 (40)	+3 (+0)	48 (40)	45	+3 (-5)	Very Low / Low (Very low)	Negligible / Minor Adverse (Negligible)
R26	43 (38)	+0	43 (38)	44	-1 (-6)	Very low	Negligible
R28	41 (35)	+0	41 (35)	44	-3 (-9)	Very low	Negligible
R29	40 (35)	+0	40 (35)	44	-4 (-9)	Very low	Negligible
R30	41 (34)	+0	41 (34)	44	-3 (-10)	Very low	Negligible
R31	39 (31)	+0	39 (31)	45	-6 (-14)	Very low	Negligible

* Minor/Moderate Adverse effects are not significant when taking context into consideration

Table C 2: Night-time BS4142 Assessment

NSR	*Specific sound level* L_s (dB)	Acoustic feature correction (dB)	*Rating level* $L_{Ar,Tr}$ (dB)	Representative *background sound level* $L_{A90,T}$ (dB)	Excess of rating level over *background sound level* ($L_{Ar,Tr}$ - $L_{A90,T}$) (dB)	Magnitude of impact	Initial classification of effect
R4	38 (33)	+3 (+0)	41 (33)	36	+5 (-3)	Low (Very low)	Minor Adverse (Negligible)
R5	38 (33)	+3 (+0)	41 (33)	36	+5 (-3)	Low (Very low)	Minor Adverse (Negligible)
R6	39 (32)	+3 (+0)	42 (32)	38	+4 (-6)	Low (Very low)	Minor Adverse (Negligible)
R7	37 (32)	+0	37 (32)	38	-1 (-6)	Very low	Negligible
R8	38 (33)	+3 (+0)	41 (33)	38	+3 (-5)	Very low / Low (Very low)	Negligible / Minor Adverse (Negligible)
R9	37 (30)	+0 (+0)	37 (30)	38	-1 (-8)	Very low	Negligible
R10	38 (32)	+3 (+0)	41 (32)	34	+7 (-2)	Low/Medium (Very low)	Minor/Moderate Adverse *(Negligible)
R11	40 (34)	+3	43 (37)	34	+9 (+3)	Medium (Very low / Low)	Moderate Adverse (Negligible / Minor Adverse)
R12	38 (33)	+3	41 (36)	34	+7 (+2)	Low/Medium (Very low / Low)	Minor/Moderate Adverse *(Negligible / Minor Adverse)
R13	38 (33)	+3 (+0)	41 (33)	34	+7 (-1)	Low/Medium (Very low)	Minor/Moderate Adverse* (Negligible)
R14	36 (31)	+3 (+0)	39 (31)	34	+5 (-1)	Low (Very low)	Minor Adverse (Negligible)
R15	40 (36)	+3	43 (39)	34	+9 (+5)	Medium (Low)	Moderate Adverse (Minor Adverse)
R16	37 (33)	+3 (+0)	40 (3)	36	+4 (-3)	Low (Very low)	Minor Adverse (Negligible)
R17	41 (37)	+3	44 (40)	36	+8 (+4)	Low/Medium (Low)	Minor/Moderate Adverse* (Minor Adverse)

NSR	*Specific sound level* L_s (dB)	Acoustic feature correction (dB)	*Rating level* $L_{Ar,Tr}$ (dB)	Representative *background sound level* $L_{A90,T}$ (dB)	Excess of rating level over *background sound level* ($L_{Ar,Tr}$ - $L_{A90,T}$) (dB)	Magnitude of impact	Initial classification of effect
R18	49 (44)	+3	52 (47)	36	+16 (+11)	High (Medium)	Major Adverse (Moderate Adverse)
R19	49 (46)	+3	52 (49)	37	+15 (+12)	High (Medium/High)	Major Adverse (Moderate/Major Adverse)
R20	52 (48)	+3	55 (51)	37	+18 (+14)	High	Major Adverse
R21	57 (55)	+3	60 (58)	37	+23 (+21)	High	Major Adverse
R22	53(52)	+3	56(55)	37	+19 (+18)	High	Major Adverse
R23	52 (50)	+3	55 (53)	37	+18 (+16)	High	Major Adverse
R24	47 (43)	+3	50 (46)	37	+13 (+9)	High (Medium)	Major Adverse (Moderate Adverse)
R25	45 (40)	+3	48 (43)	37	+11 (+6)	Medium (Low)	Moderate Adverse (Minor Adverse)
R26	43 (38)	+3	47 (41)	37	+9 (+4)	Medium (Low)	Moderate Adverse (Minor Adverse)
R28	41 (35)	+3 (+0)	44 (35)	37	+7 (-2)	Low/Medium (Very low)	Minor/Moderate Adverse* (Negligible)
R29	40 (35)	+3 (+0)	43 (35)	37	+6 (-2)	Low (Very low)	Minor Adverse (Negligible)
R30	41 (34)	+3 (+0)	44 (34)	35	+9 (-1)	Medium (Very low)	Moderate Adverse (Negligible)
R31	39 (31)	+3 (+0)	42 (31)	35	+7 (-4)	Low/Medium (Very low)	Minor/Moderate Adverse* (Negligible)

* Minor/Moderate Adverse effects are not significant when taking context into consideration

C.4.6 The values presented in **Table C 1** and **Table C 2** for the worst-case scenario illustrate a range of impact magnitudes from low to high at the NSRs. This would result in effects ranging between negligible (**not significant**) to major adverse (**significant**), subject to consideration of context, which is the same as reported in **Chapter 9: Noise and Vibration** of the PEIR. In the updated assessment presented in this appendix there are three additional representative NSRs during the day time and five additional representative NSRs during the night-time which are predicted to have potential significant adverse effects, subject to consideration of context. This increase is due to the implementation of the new version of BS ISO 9613-2:2024 in the noise modelling software rather than the Proposed Change.

Consideration of Context

C.4.7 The existing Connah's Quay Power Station has been an operating industrial source in the study area since the original power station began operations in 1954 with the current gas fired power station operating since 1996. Additionally, on the Main Development Area there is a gas treatment plant which was an additional industrial sound source in the area until 2023. This is likely to mean that residents at all NSRs are already accustomed to an industrial source.

C.4.8 To assist with consideration of context, **Table C 3** and **Table C 4** present the existing ambient sound levels and future predicted specific sound levels during the operation of the Proposed Development at NSRs where potential significant adverse effects have been predicted with reference to the IEMA impact guidance (Ref C.5) as set out in **Table C 2**.

C.4.9 To allow comparison with the consideration of context assessment presented in the PEIR, the PEIR assessments are included in brackets. It has also been noted that there was an error in the PEIR, where the *Rating Levels* were reported instead of the *Specific Sound Level*. The corrected values are reported in brackets with an asterisk *****.

Table C 3: Comparison of Ambient Sound Levels during the Daytime

NSR	Existing Ambient Sound Level $L_{Aeq,T}$ (dB)	Predicted *Specific Sound Level*, Ls (dB)	Logarithmic Sum of Existing Ambient Sound Level with Predicted *Specific Sound Level*, $L_{Aeq,T}$ (dB)	Predicted Increase in Ambient Sound Level due to the Proposed Development, $L_{Aeq,T}$ (dB)	Magnitude of Impact of Noise Change Using IEMA Guidelines
R11+	54.8	39.6	54.9	0.1	Low
R15+	54.8	39.5	54.9	0.1	Low
R18	49.1	48.6 (46.5) (43.5*)	51.9 (51.0) (50.2*)	2.8 (1.9) (1.1*)	Low (Low) (Low*)
R19	54.2	48.4 (49.2) (46.2*)	55.2 (55.4) (54.8*)	1 (1.2) (0.6*)	Low (Low) (Low*)
R20	54.2	51.7 (50.9) (47.9)	56.1 (55.9) (55.1*)	1.9 (1.7) (0.9*)	Low (Low) (Low*)
R21	54.2	56.5 (57.7) (54.7*)	58.5 (59.3) (57.5*)	4.3 (5.1) (3.3*)	Medium (High) (Medium*)
R22	54.2	53.3 (55.0) (52.0*)	56.8 (57.6) (56.2*)	2.6 (3.4) (2.0*)	Low (Medium) (Low*)
R23	54.2	51.6 (52.5) (49.5*)	56.1 (56.4) (55.5*)	1.9 (2.2) (1.3*)	Low (Low) (Low*)
R24	54.2	47.4 (45.5) (42.5*)	55 (54.7) (54.5*)	0.8 (0.5) (0.3*)	Low (Low) (Low*)
R25+	54.2	45.3	54.7	0.5	Low
R26+	52.7	42.6	53.1	0.4	Low
R30+	57.4	40.6	57.5	0.1	Low

+ additional NSRs with potential significant adverse effects

Table C 4: Comparison of Ambient Sound Levels during the Night-time

NSR	Existing Ambient Sound Level $L_{Aeq,T}$ (dB)	Predicted *Specific Sound Level*, Ls (dB)	Logarithmic Sum of Existing Ambient Sound Level with Predicted *Specific Sound Level*, $L_{Aeq,T}$ (dB)	Predicted Increase in Ambient Sound Level due to the Proposed Development, $L_{Aeq,T}$ (dB)	Magnitude of Impact of Noise Change Using IEMA Guidelines
R11+	57.3	39.6	57.4	0.1	Low
R15+	57.3	39.5	57.4	0.1	Low
R18	52.1	48.6(46.5) (43.5*)	53.7 (53.2) (52.7*)	1.6 (1.2) (0.6*)	Low (Low) (Low*)
R19	51.9	48.4 (49.2**) (46.2*)	53.5 (53.8**) (52.9*)	1.6 (1.9**) (1.2*)	Low (Low) (Low*)
R20	51.9	51.7 (50.9) (47.9)	54.8 (54.4) (53.4*)	2.9 (2.5) (1.5*)	Low (Low) (Low*)
R21	51.9	56.5 (57.7) (54.7*)	57.8 (58.7) (56.5*)	5.9 (6.8) (4.6*)	High (High) (Medium*)
R22	51.9	53.3 (55.0**) (52.0*)	55.7 (56.7**) (55.0*)	3.8 (4.8**) (3.1*)	Medium (Medium**) (Medium*)
R23	51.9	51.6 (52.5) (49.5*)	54.8 (55.2) (53.9*)	2.9 (3.3) (2.0*)	Low (Medium) (Low*)
R24	51.9	47.4 (45.5) (42.5*)	53.2 (52.8) (52.4*)	1.3 (0.9) (0.5*)	Low (Low) (Low*)
R25+	51.9	45.3	52.8	0.9	Low
R26+	46.9	42.6	48.3	1.4	Low
R30+	54.4	40.6	54.6	0.2	Low

+ additional NSRs with potential significant adverse effects, ** error in PEIR corrected

C.4.10 **Table C 3** and **Table C 4** show that the predicted change of ambient sound levels experienced at NSRs R11, R15, R18, R19, R20 and R23, R24, R25, R26 and R30 would represent a low magnitude of impact during both the day and night. This would likely reduce the overall effects at these NSRs from the initial BS 4142 classification of effects. However, at R21 and R22 there is predicted medium to high magnitude of impact due to the increase in the ambient sound levels with the addition of sound from the Proposed Development, therefore effects at these NSRs may remain moderate to major adverse (**significant**) in line with the outcomes in **Table C 1** and **Table C 2** and as reported in the PEIR assessment. R23 was reported as medium magnitude of impact in the PEIR assessment, however this was an error as the Rating Level was used instead of the Specific Sound Level. The corrected PEIR assessment shows a low magnitude of impact in **Table C 4**.

C.4.11 As significant adverse effects are predicted, potential options to minimise sound levels at NSRs from the Proposed Development are discussed in Section 9.7 of **Chapter 9: Noise and Vibration** of the PEIR. The increased stack heights do not result in changes to the potential options to minimise the sound levels.

C.4.12 Furthermore, during detailed design, an operational noise control scheme (including noise limits as agreed with the local authority (FCC)) would be prepared and secured by a Requirement of the DCO. The noise control scheme would set out the noise reduction measures to be incorporated into the Proposed Development and would demonstrate the use of Best Available Techniques (BAT) for the control of noise for the Environmental Permit.

C.4.13 The likely residual significant effects of the Proposed Development on noise and vibration sensitive receptors following implementation of mitigation for the updated operational noise assessment are to remain the same as reported in the PEIR. In summary, no likely significant residual effects have been identified following the implementation of appropriately designed mitigation for the operational phase of the Proposed Development. This is on the basis that the operational sound limits, in line with the operational noise control scheme, are met through additional mitigation measures.

Non Residential Receptors

C.4.14 The BS 4142 assessment applies to residential receptors only. There are two non-residential receptors in this assessment, both educational facilities (R27 and R32). Design guides for good internal conditions in non-residential receptors are set indoor. *Building Bulletin 93* (BB93) (Ref C.5) specifies an internal noise level 35 dB $L_{Aeq,30mins}$ in classrooms. Assuming that education facilities may have doors or windows open at some points during the year, the maximum external noise level (assuming 15 dB attenuation for a façade containing a partially open door or window as assumed by the World Health Organsation) before the design criterion would be exceeded would be 50 dB $L_{Aeq,30mins}$. The predicted external specific sound levels due to sound from the Proposed Development at R27 and R32 are 40 (34) dB $L_{Aeq,T}$ and 38 (30) dB $L_{Aeq,T}$ respectively, which are well below the 50 dB $L_{Aeq,30min}$ external criterion and therefore not considered significant.

C.5 Conclusions

The operational noise model was updated to take account of the increased heights of the HRSG and absorber stacks, relocation of the Proposed CO_2 Above Ground Infrastructure (Change 3) and the implementation of the updated standard for calculation- BS ISO 9613-2:2024.

C.5.1 The new version of BS ISO 9613-2 contains changes which predominantly relate to decreasing uncertainty with software implementation, in particular where low barriers and/or large source-to-receiver distances are present. Under these circumstances, the new version of the standard can result in higher predicted levels compared with the previous version.

C.5.2 In the updated assessment presented in this appendix there are three additional representative NSRs identified during the daytime and five additional representative NSRs in the night-time, beyond those presented in the PEIR which are predicted to have potential significant adverse effects, subject to consideration of context. This increase is due to the implementation of the new version of BS ISO 9613-2:2024 in the noise modelling software, rather than the increase in the HRSG and Absorber stacks heights.

C.5.3 Overall, this updated operational noise assessment has the same likely residual significant effects as reported in the PEIR and the Proposed Change does not result in any significant changes when compared to the operational noise assessment presented in the PEIR.

References

Ref C.1. International Organization for Standardization (Part 2: 2024) ISO 9613 – Acoustics – Attenuation of sound during propagation outdoors

Ref C.2. International Organization for Standardization (Part 2: 1996) ISO 9613 – Acoustics – Attenuation of sound during propagation outdoors

Ref C.3. British Standards Institute (BSI). (2019). BS 4142:2014+A1:2019: 'Methods for rating and assessing industrial and commercial sound'

Ref C.4. Institute of Environmental Management and Assessment (IEMA). (2014). Guidelines for Environmental Noise Impact Assessment

Ref C.5. Department for Education (1995) Building Bulletin 93 Acoustic Design of Schools: performance standards

Appendix D Landscape and Visual Amenity

D.1 Introduction

D.1.1 The Proposed Change involves increasing the height of the two HRSG and two absorber stacks to 150 m. A review has been carried out to establish the impact of the Proposed Change on the conclusions of the assessment presented in **Chapter 15: Landscape and Visual Amenity**[19] of the PEIR with respect to the landscape and visual amenity during construction and operation, and the results are presented in this appendix. The height increase of the stacks associated with the Proposed Change would be recognisable in close, middle and long distance views.

D.1.2 Due to the proposed stack height increases, the Applicant is in discussion with Harwarden Airport (Airbus) to discuss the requirements for airport safeguarding. In accordance with Article 222 of the Air Navigation Order 2016 (Ref D.1), obstacle lighting is proposed on all four emission stacks at 1577 m above ground level, 97 m above ground and 47 m above ground level on each side of the emission stacks (12 lights per emission stack).

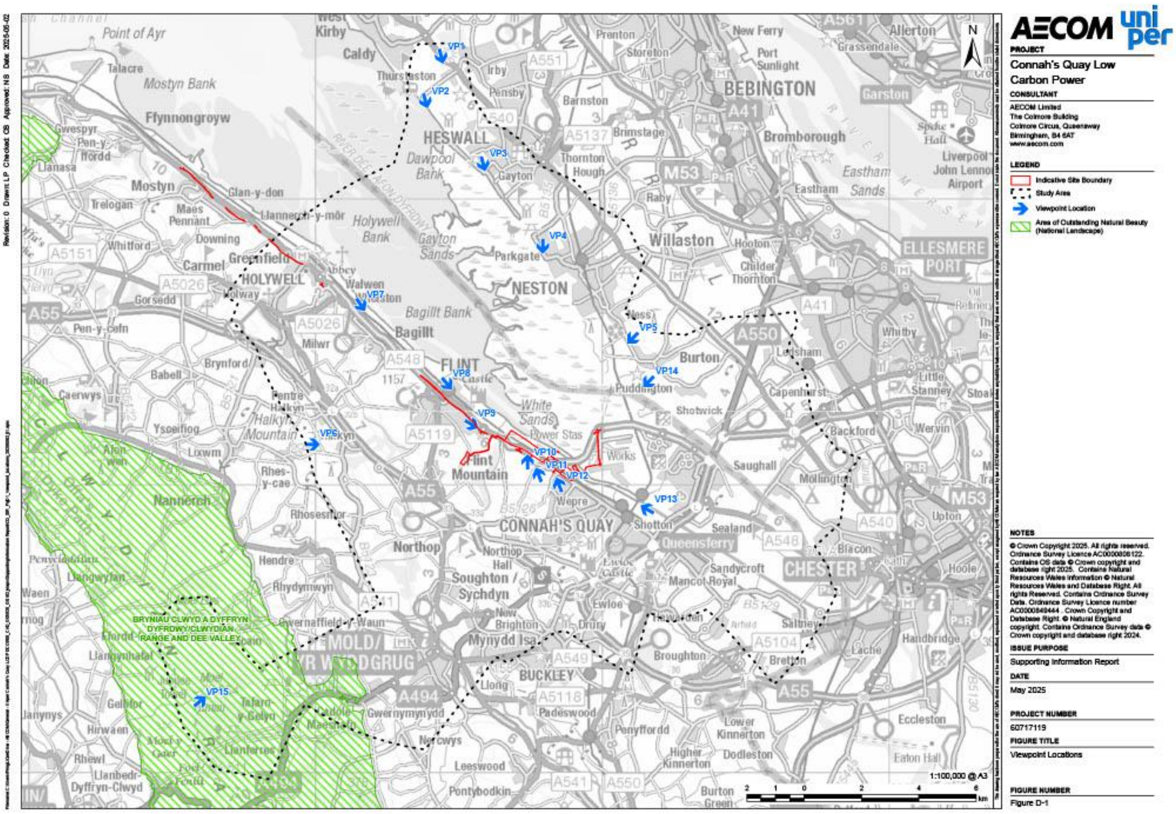
D.2 Assessment Methodology

D.2.1 Landscape and visual effects identified at the PEIR stage have been compared with the likely effects resulting from the Proposed Change. The comparison assessment is based on the same methodology as used within the PEIR. A detailed methodology is included in **Appendix 15-A: Landscape and Visual Amenity Methodology**[20] of the PEIR, as summarised below.

D.3 Baseline

D.3.1 A detailed description of the landscape and visual baseline can be found in **Chapter 15: Landscape and Visual Amenity**, **Appendix 15-B: Landscape Character**[21] and **Appendix 15-C Potential Viewpoints**[22] of the PEIR. **Figure D-1** shows the locations of the Viewpoints considered in the assessment.

[19] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_15_Landscape-and-Visual_06_Clean.pdf
[20] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-15-1.pdf
[21] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-15-1.pdf
[22] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-15-1.pdf



VP1
VP2
VP3
VP4
VP5
VP6
VP7
VP8
VP9
VP10
VP11
VP12
VP13
VP14
VP15
BRYNIAU CLWYD A DYFFRYN DYFRDWY/ CLWYDIAN RANGE AND DEE VALLEY
1:100,000 @ A3
N
PROJECT
Connah's Quay Low Carbon Power
CONSULTANT
AECOM Limited
The Colmore Building
Colmore Circus, Queensway
Birmingham, B4 6AT
www.aecom.com
LEGEND
Indicative Site Boundary
Study Area
Viewpoint Location
Area of Outstanding Natural Beauty (National Landscape)
NOTES
© Crown Copyright 2025. All rights reserved. Ordnance Survey Licence AC0000808122. Contains OS data © Crown copyright and database right 2025. Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number AC0000849444 . Crown Copyright and Database Right. © Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2024.
ISSUE PURPOSE
Supporting Information Report
DATE
May 2025
PROJECT NUMBER
60717119
FIGURE TITLE
Viewpoint Locations
FIGURE NUMBER
Figure D-1

D.4 Assessment

Landscape Effects

D.4.1 The Proposed Change remains in close proximity to the existing Connah's Quay Power Station. The Main Development Area and its immediate environment contain existing energy generation related structures including pylons and overhead lines. The main features of change during the construction phase, i.e., the introduction of tall cranes and piling rigs, would remain the same as a result of the Proposed Change.

D.4.2 Given the existing presence of large-scale energy generation related developments on and adjacent to the Main Development Area, the identified limited impact on landscape characteristics as a result of construction activities, including vehicle movements using the existing road network would remain similar to impacts as assessed in **Chapter 15: Landscape and Visual Amenity** of the PEIR.

D.4.3 Once operational, the further increased massing of large-scale power related infrastructure would result in limited changes to key landscape characteristics in comparison to the baseline.

D.4.4 Due to the existing industrial setting of the Main Development Area, it is assessed that as a result of the Proposed Change, construction and operation of the Proposed Development would not result in an inherent further change to the existing landscape character at a local scale, and as such the magnitude of landscape effects would remain low. The significance of effects would remain minor adverse (**not significant**).

D.4.5 At a regional and national scale, it is assessed that, considering the Proposed Change, the magnitude of landscape impacts of the Proposed Development would remain very low to low on landscape characteristics, as identified within **Chapter 15: Landscape and Visual Amenity of the PEIR**. The significance of effects will be negligible to minor adverse (**not significant**).

D.4.6 There would be no impact on the special qualities of the CRDV National Landscape considering the Proposed Change, as a result of long distances.

Visual Effects

D.4.7 Potential visual effects of the Proposed Development in comparison with the baseline visual context are considered in **Appendix 15-E: Visual Impact Assessment** of the PEIR. This assessment has been revisited in light of the Proposed Change and the findings included within this appendix.

D.4.8 The increase in height of the HRSG and the Absorber stacks to 150 m would be clearly noticeable in close, middle and long distance views throughout the study area. Wireline images of Viewpoints 4, 8, 10, 11 and 12 companying this Supporting Information Report illustrate the Proposed Change and are included as **Figure D-2** to **Figure D-6**.

D.4.9 The progressive height and increasing massing of the stacks would remain the most visible aspect of construction activity relating to the Proposed Change. Earthworks and ground level activity would often be screened as a

result of intervening landform and vegetation. Construction activities would largely be characteristic of the existing industrial context of the wider receiving environment.

D.4.10 A number of views, which are currently restricted by intervening vegetation and structures can reveal more of the upper sections of the stacks due to the height increase. Where views are open, construction activity is viewed alongside the existing Connah's Quay Power Station and form part of a wider view.

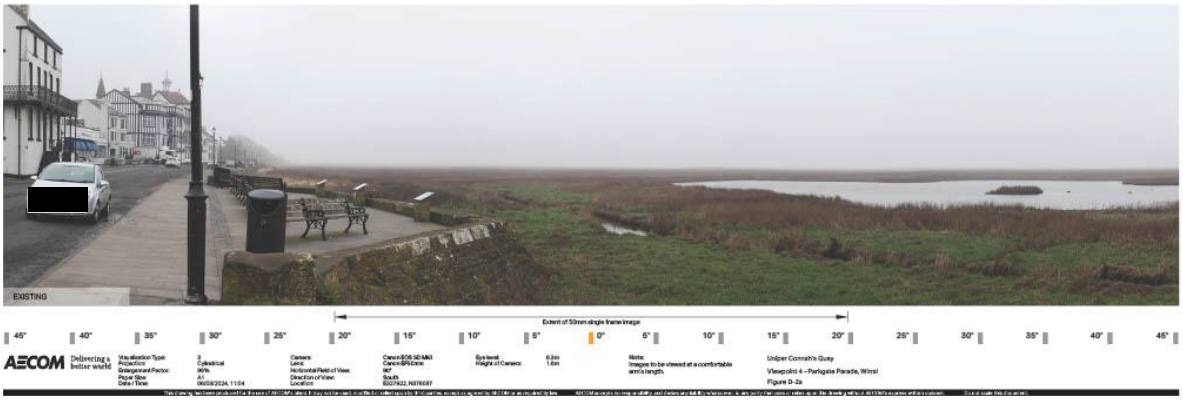
D.4.11 The visibility of construction activity and the operational Proposed Change within the wider study area beyond 1 km increases slightly. The change in impact would be limited to middle distance, open and partial views within Flintshire and open views across the Dee Estuary from the Wirral coastline. Impacts on visual amenity are assessed to be low. While this is a slight increase to impacts as presented **Chapter 15: Landscape and Visual Amenity** of the PEIR the increase in impacts would remain **not significant**.

D.4.12 To the north-west of the Main Development Area, construction activity and the operational Proposed Change would be visible from the elevated view from Flint Castle (Viewpoint 8) and contain views of structures associated with the existing Connah's Quay Power Station and other power-related structures. The magnitude of visual impact is assessed to be medium, as presented in **Chapter 15: Landscape and Visual of the PEIR**. The resulting effect would be moderate adverse (**significant**) as a result of the medium sensitivity of receptor and the close proximity of the view. From closer views to the north-west (Viewpoint 9), construction activity and the operational Proposed Change would be more visible and the magnitude of visual impact is considered to increase to medium resulting in a moderate adverse (**significant**) effect. This is a new significant effect when compared to the minor adverse (**not significant**) effect reported in **Chapter 15: Landscape and Visual Amenity** of the PEIR.

D.4.13 To the south and in proximity to the Main Development Area, construction activity and the operational Proposed Change would be clearly visible as a result of the close distance. Views vary between open (Viewpoint 10) and partially screened (Viewpoint 11) and contain views of structures associated with the existing Connah's Quay Power Station. For open views (Viewpoint 10) the magnitude of visual impact is assessed to increase to high, resulting in a major adverse (**significant**) effect. The magnitude of visual impact on partially screened views (Viewpoint 11) is assessed to remain medium. The resulting effect would be moderate adverse (**significant**) as a result of the medium sensitivity of receptor and the close proximity of the view. For Viewpoint 13, further to the south of the Main Development Area, the magnitude of visual impacts is considered to increase to low, resulting in a minor adverse (**not significant**) effect. This is an increase when compared to the negligible (**not significant**) effect reported in **Chapter 15: Landscape and Visual Amenity** of the PEIR.

Impacts arising from the Proposed Change at Jubilee Tower, the public viewing point at Moel Famau within the CRDV National Landscape (Viewpoint 15), assume a clear visibility. The magnitude of visual effects is assessed to remain as very low as a result of the long distance. The resulting effect would

remain minor adverse (**not significant**). **Table D 1** provides a summary of the updates visual assessment considering the Proposed Change.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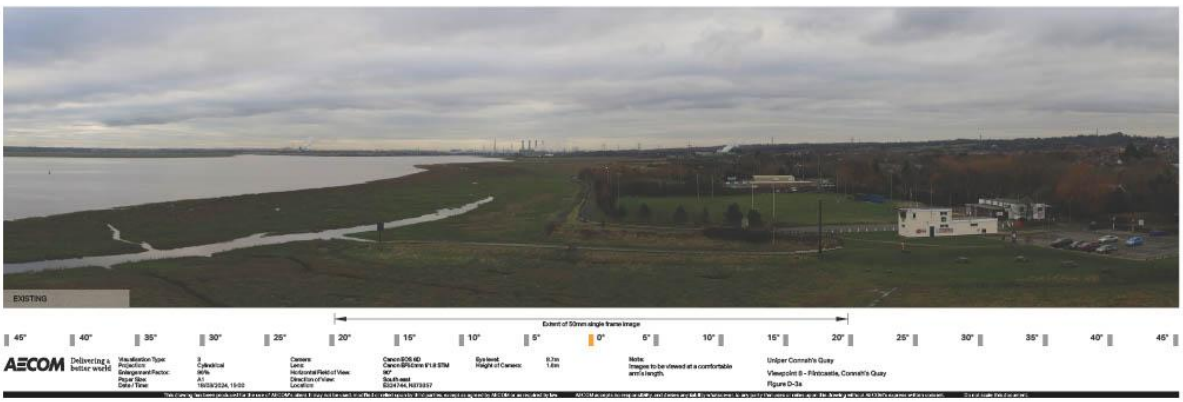
AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 4 - Parkgate Parade, Wirral
Figure D-2a


VISIBLE
NOT VISIBLE
WIRELINE
Extent of 50mm single frame image
45° 40° 35° 30° 25° 20° 15° 10° 5° 0° 5° 10° 15° 20° 25° 30° 35° 40° 45°
AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 4 - Parkgate Parade, Wirral
Figure D-2b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Extent of 50mm single frame image
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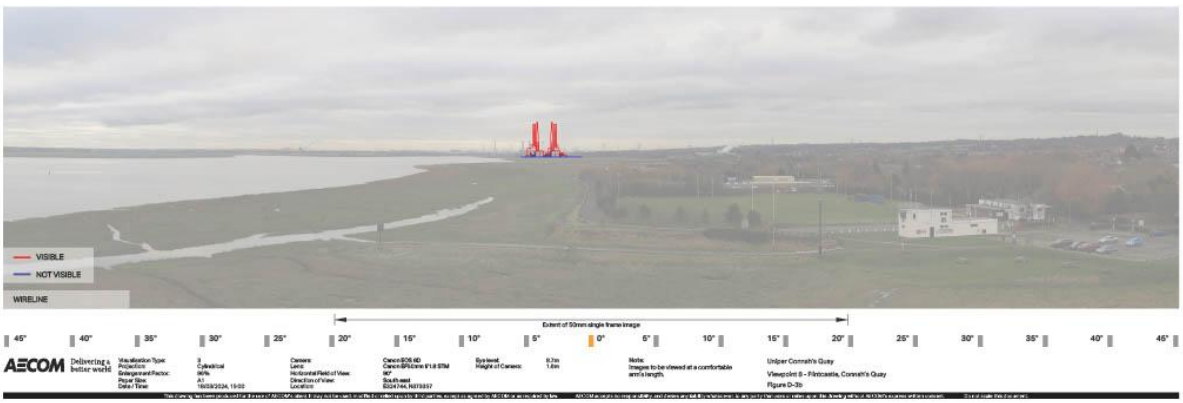
AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 8 - Flintcastle, Connell's Quay
Figure D-3a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45° 40° 35° 30° 25° 20° 15° 10° 5° 0° 5° 10° 15° 20° 25° 30° 35° 40° 45°
AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 8 - Flintcastle, Connell's Quay
Figure D-3b


EXISTING
Extent of 50mm single frame image
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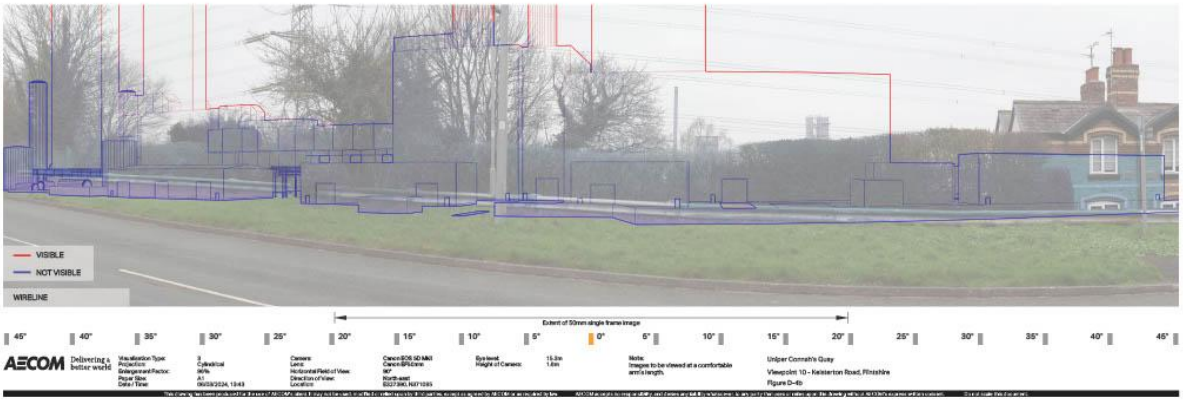
AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 10 - Kelsterton Road, Flintshire
Figure D-4a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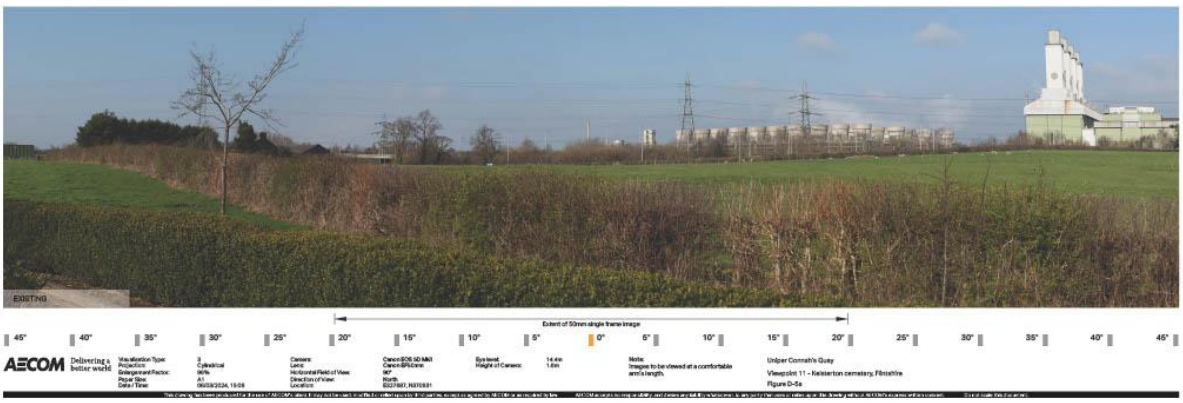
AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 10 - Kelsterton Road, Flintshire
Figure D-4b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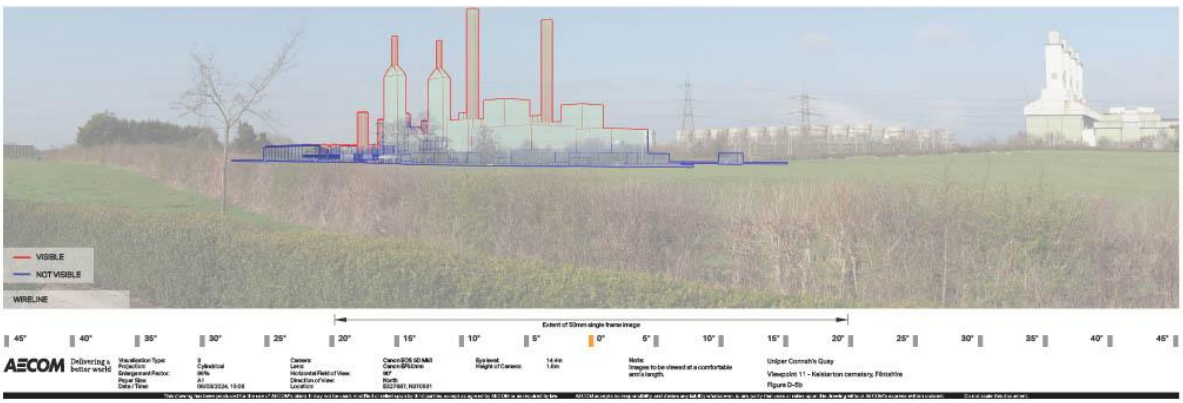
AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 11 - Kelsterton cemetery, Flintshire
Figure D-5a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AECOM Delivering a better world
Uniper Connah's Quay
Viewpoint 11 - Kelsterton cemetery, Flintshire
Figure D-5b

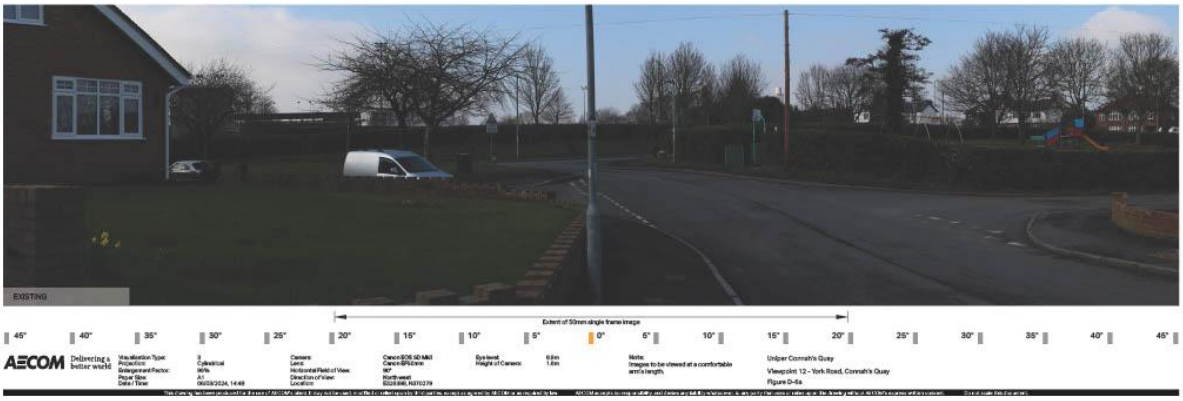

Table D 1: Significance of Visual Amenity Effects in potential viewpoints

VP No:	Location	Receptor type	Effects report in the PEIR		Effects from the Proposed Change	
			Significance of effect - Construction	Significance of effect - Operation	Impact and Significance of effect - Construction	Impact and Significance of effect - Operation
1	Thurstaston Common, Thurstaston, Wirral	Recreational	Negligible adverse (**not significant**)	Negligible adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
2	Wirral Country Park, Caldy, Wirral	Recreational	Negligible adverse (**not significant**)	Negligible adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
3	Marine Drive, Heswall, Wirral	Residential	Minor adverse (**not significant**)	Minor adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
4	The Parade, Parkgate, Neston, Cheshire West & Chester	Residential, employment, road users	Minor adverse (**not significant**)	Minor adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
5	Neston Road, Neston, Chesire West & Chester	Residential, road users	Minor adverse (**not significant**)	Minor adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
6	Windmill, Halkyn, Pentre Halkyn, Flintshire	Residential, recreational, road users	Minor adverse (**not significant**)	Minor adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
7	Bagillt, Deebank, South of Flint Castle, Flintshire	Recreational	Negligible adverse (**not significant**)	Negligible adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
8	Flint Castle, Castle Dyke Street, Flint, Flintshire	Visitors to heritage asset	Moderate adverse (**significant**)	Moderate adverse (**significant**)	As a result of the Proposed Change and the likely increase to construction operations, including cranes, the impacts are assessed to increase in comparison to what was reported in the PEIR. Although the resulting significance of effect is not considered to increase beyond Moderate adverse as	As a result of the Proposed Change it is assessed that there would be an increase to impacts upon receptors at Viewpoint 8 resulting from the increase in height of the stacks and therefore the overall massing of the Proposed Development. Although the resulting significance of effect is not

VP No:	Location	Receptor type	Effects report in the PEIR		Effects from the Proposed Change	
			Significance of effect - Construction	Significance of effect - Operation	Impact and Significance of effect - Construction	Impact and Significance of effect - Operation
					a result of the distance, wide panoramic view and temporary nature of construction operations. Medium impact/ Moderate adverse (**significant**)	considered to increase beyond Moderate adverse as the Proposed Change would result in no more than a noticeable deterioration of the existing view as a result of the distance and wide panoramic view. Medium impact/ Moderate adverse (**significant**)
9	Chester Road, Oakenholt, Flint, Flintshire	Residential, recreational road users	Minor adverse (**not significant**)	Minor adverse (**not significant**)	As a result of the Proposed Change and the likely increase to construction operations, including cranes, the impacts are assessed to increase in comparison to reported in the PEIR. The resulting significance of effect would increase to Moderate adverse that would be significant. Medium impact/ Moderate adverse (**significant**)	As a result of the Proposed Change it is assessed that there would be an increase to impacts upon receptors at Viewpoint 9 resulting from the increase in height of the stacks and therefore the overall massing of the Proposed Development. The resulting significance of effect would increase to Moderate adverse that would be significant. Medium impact/ Moderate adverse (**significant**)
10	Kelsterton Road, Rockcliffe, Connah's Quay, Flintshire	Residential, road users	Moderate, adverse (**significant**)	Moderate, adverse (**significant**)	As a result of the Proposed Change and the likely increase to construction operations, including cranes, the impacts are assessed to increase in comparison to	Due to the close distance between the receptor and the Main Development the increase of height and massing as a result of the Proposed Changes would

VP No:	Location	Receptor type	Effects report in the PEIR		Effects from the Proposed Change	
			Significance of effect - Construction	Significance of effect - Operation	Impact and Significance of effect - Construction	Impact and Significance of effect - Operation
					reported in the PEIR. The resulting significance of effect would increase to Major adverse that would be significant. High impact/ Major adverse (**significant**)	result in an increase to impacts on visual amenity. The increase in height of stacks would result in the Main Development becoming the dominant feature within the view that would result in a pronounced deterioration to the view. The resulting significance of effect would increase to Major adverse that would be significant. High impact/ Major adverse (**significant**)
11	Kelsterton Cemetery, Memorial Garden, Rockcliffe, Connah's Quay, Flintshire	Cemetery visitors	Moderate, adverse (**significant**)	Moderate, adverse (**significant**)	No change to impact/ effect as reported in PEIR	Slight increase in massing as a result of The Change, but no increase in assessed impacts as a result of the angle of view and that the existing Connah's Quay Power Station would continue to the be the tallest structure in the view. No change to impact/ effect as reported in PEIR
12	York Road, Golftyn, Connah's Quay, Flintshire	Residential, road users, recreational	Minor adverse (**not significant**)	Minor adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
13	NCR 5 and 568 Sealand, Flintshire	Recreational	Negligible adverse (**not significant**)	Negligible adverse (**not significant**)	As a result of the Proposed Change and the likely increase to construction	As a result of the Proposed Change it is assessed that there would be an increase to

VP No:	Location	Receptor type	Effects report in the PEIR		Effects from the Proposed Change	
			Significance of effect - Construction	Significance of effect - Operation	Impact and Significance of effect - Construction	Impact and Significance of effect - Operation
					operations, including cranes, the impacts are assessed to increase in comparison to reported in the PEIR. The resulting significance of effect would increase to Minor adverse that would be not significant. Low impact/ Minor adverse (**not significant**)	impacts upon receptors at Viewpoint 13 resulting from the increase in height of the stacks and therefore the overall massing of the Proposed Development. The resulting significance of effect would increase to Minor adverse that would be not significant. Low impact/ Minor adverse (**not significant**)
14	RSPB Burton Mere Wetlands, Cheshire West & Chester	Recreational	Minor adverse (**not significant**)	Minor adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR
15	Moel Famau, Jubilee Tower, Offa's Dyke Way, Llangynhafal, Denbighshire	Recreational	Minor adverse (**not significant**)	Minor adverse (**not significant**)	No change to impact/ effect as reported in PEIR	No change to impact/ effect as reported in PEIR

Dynamic Views

D.4.14 Views from the Dee Estuary and users of the NCR 5 and the PRoW on the north bank of the River Dee are generally located within an estuarine landscape with intervening structures and vegetation occasionally limiting views. Views in proximity to the Proposed Development would either be clear and open or partially restricted by structures or vegetation. Views for these receptors would be similar to Viewpoints 4 and 8. Where views are available, the Main Development Area would be clearly visible, seen in the context of existing power related structures.

D.4.15 The magnitude of visual effects for dynamic views in close proximity to the Proposed Change are predicted to remain medium. The significance would be moderate adverse (**significant**). The duration of effects would be medium to long term and reversible. For views further afield, it is predicted that the magnitude of visual effects for all assessment scenarios would remain low. The resulting effect would be minor adverse (**not significant**). The duration of effects would range from medium to long term and will be reversible.

D.4.16 The local roads within the study area that would gain views of the Proposed Development are located within and around the settlements including land between settlements. Views of the Proposed Development would range from clear and open to restricted by intervening vegetation or built form. Where views in proximity to the Main Development are available, they would still be partially screened by vegetation and built form. The magnitude of visual effects is therefore predicted to remain low at all assessment scenarios. Their significance would be minor adverse (**not significant**), and their duration would range between medium to long term and reversible.

D.5 Conclusions

D.5.1 The updated assessment has concluded that there would changes to the impacts for the following viewpoints:

- Viewpoint 8 (Flint Castle) – there would be change in view however there would be no change to the assessment findings presented in the PEIR and effects would remain moderate adverse (**significant**).
- Viewpoint 9 (Chester Road, Oakenholt) - there would be a change in view and effects would be an increase from minor adverse (**not significant**) to moderate adverse (**significant**). This is a new significant effect.
- Viewpoint 10 (Kelsterton Road, Rockcliffe) - there would be a change in view and effects would be an increase from moderate adverse (**significant**) to major adverse (**significant**).
- Viewpoint 11 (Kelsterton Cemetery, Rockcliffe) - there would be change in view however there would be no change to the assessment findings presented in the PEIR and effects would remain moderate adverse (**significant**).
- Viewpoint 13 (National Cycle Route 5 and 568 Sealand) - there would be a change in view and effects would be an increase from negligible (**not significant**) to minor adverse (**not significant**).

D.5.2 Although the Proposed Change would intensify the prominence of the stacks, there will be no change to the impacts and significance of effects for landscape receptors and the remaining identified receptors located at the representative viewpoints as reported in **Chapter 15: Landscape and Visual Amenity** of the PEIR.

References

Ref D.1 HMSO, (2016), Air Navigation Order, Online, available on https://www.legislation.gov.uk/uksi/2016/765/pdfs/uksi_20160765_en.pdf (accessed 24/04/2025)

Ref D.2 Guidelines for Landscape and Visual Impact Assessment, Third Edition, 2013. London: Landscape Institute.

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Ref D.4 Landscape Institute, 2021; Assessing landscape value outside national designations, Technical Guidance Note 02/21. Available online: https://www.landscapeinstitute.org/publication/tgn-02-21-assessing-landscape-valueoutside-national-designations/ (accessed 24/04/2025)

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Ref D.6 Landscape Institute, 2017; Tranquillity – An overview, Technical Guidance Note Tranquillity 01/17. Available online: https://landscapewpstorage01.blob.core.windows.net/wwwlandscapeinstitute-org/2017/02/Tranquillity-An-Overview-1-DH.pdf (accessed 24/04/2025)

Appendix E Terrestrial Heritage

E.1 Introduction

E.1.1 The Proposed Change has the potential to change the conclusions of the construction and operation phase assessments presented in **Chapter 17: Terrestrial Heritage**[23] of the PEIR. A detailed assessment of the Proposed Change is presented below. The assessment provides a comparison on the updated assessment taking into account the Proposed Change, to those presented in the PEIR, and identifies where the Proposed Change results in a change in the assessed level of impact.

E.2 Assessment Methodology

E.2.1 The assessment methodology is based on the same methodology as presented in **Chapter 2: Assessment Methodology and Consultation**[24], **Appendix 17-A: Terrestrial Heritage Desk-based Assessment**[25] and **Chapter 17: Terrestrial Heritage** of the PEIR.

E.3 Existing Baseline

E.3.1 A detailed description of the terrestrial heritage baseline is presented in **Appendix 17-A Terrestrial Heritage Desk-based Assessment** and **Chapter 17 Terrestrial Heritage** of the PEIR.

E.3.2 At PEIR, a number of assets were scoped out of further assessment in the baseline study due to the lack of potential for impacts resulting from the Proposed Development.

E.3.3 For the purposes of this assessment, a review of all heritage assets as identified within **Appendix 17-A Cultural Heritage Desk-based Assessment** of the PEIR and Gazetteer has been undertaken in order to determine the potential for new or different impacts as a result of the Proposed Change. No new assets have been identified which have the potential to be impacted by the Proposed Change.

E.3.4 As such, this assessment takes into account those assets identified within **Chapter 17: Terrestrial Heritage** and identifies any changes to the assessed level of impact as set out within **Chapter 17: Terrestrial Heritage** of the PEIR. The relevant assets are listed below in **Table E 1**, with the locations of designated assets shown in **Figure E-1**.

Table E 1: Sensitive Receptors within the Existing Baseline

Sensitive Receptor	Value	Location
Designated Assets		
Pentre Bridge Roman Site (FL 131) Scheduled Monument	High	600 m west of the Main Development Area

[23] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_17_Terrestrial-Heritage_06_Clean.pdf
[24] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_2_Methodology-and-Consultation_06_Clean-1.pdf
[25] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/Appendix-17-2.pdf

Sensitive Receptor	Value	Location
Croes Atti Roman Site (FL213) Scheduled Monument	High	140 m west of the Main Development Area
Castell y Fflint (FL003) Scheduled Monument	High	2.2 km north-west of the Main Development Area
Promontory Fort on Burton Point 550m south-west of Burton Point Farm (NHLE 1013298) Scheduled Monument	High	3 km north-east of the Main Development Area
Moel y Gaer (FL011) Scheduled Monument	High	4.3 km south-east of the Main Development Area
St Andrews Medieval hospital and limekiln, Denhall (NHLE 1007635) Scheduled Monument	High	4 km north-east of the Main Development Area
Oakenholt Hall Conservation Area (223) and Grade II listed buildings (355; 521)	Medium	260 m south-west of the Main Development Area
Church of St Mary (Cadw 542) Grade I listed building	High	4.1 km west of the Main Development Area
Church of St Michael, Shotwick (NHLE 1145903) Grade I listed building	High	4.8 km north-east of the Main Development Area
Puddington Old Hall (NHLE 1115567) Grade II* listed building	High	4.5 km north-east of the Main Development Area
Church of St Nicholas, Burton (NHLE 1387811) Grade II* listed building	High	4.4 km north-east of the Main Development Area
Top Y Fron Hall, Grade II* (Cadw 55)	High	1.1 km south-west of the Main Development Area
Halkyn Castle, Grade II* listed building, Grade II RPG (Cadw 17792; PGW©68(FLT)	High	4.1 km west of the Main Development Area
Kelsterton Hall, Grade II (Cadw 1)	Medium	110 m south-west of the Main Development Area
Leadbrook Hall, Grade II (Cadw 16409)	Medium	140 m south of the Proposed CO_2 Connection Corridor
Church of St Mark (Cadw 85254), lychgate (Cadw 85260), Vicarage (Cadw 85265) and former stable block (Cadw 85258) Grade II listed building	Medium	310 m south-east of the Construction and Indicative Enhancements Area
Non-designated Assets		
Little Leadbrook Farm marl pits (Historic Environment Record (HER) 85035; 85036)	Low	Within Proposed CO_2 Connection Corridor
Connah's Quay Road Bridge (HER 268138)	Low	500 m south of the Main Development Area
Oakenholt Paper Mill (HER 79061)	Low	Directly east and south of the Repurposed CO_2 Connection Corridor
Waen Isa Farm (HER 177987)	Low	300 m west of the Proposed CO_2 Connection Corridor
Little Leadbrook Farm (HER 179119)	Low	60 m south of the Repurposed CO_2 Connection Corridor

Sensitive Receptor	Value	Location
Potential below ground archaeological remains dating to the Roman and post-medieval periods	Medium - High	Within Proposed and Repurposed CO_2 Connection Corridors

E.4 Assessment

E.4.1 The Proposed Change would not result in any additional below ground impacts, therefore the assessment of impacts on below ground terrestrial heritage assets as presented in the PEIR remains unchanged.

E.4.2 The Proposed Change has been considered in relation to the potential for changes to the setting of terrestrial heritage assets, during the construction and operation phases of the Proposed Development. With regards to setting, the physical presence of the Proposed Development is assessed as a permanent construction phase impact, which continues through the operational phase of the Proposed Development.

E.4.3 **Table E 2** below presents the sensitive receptors identified in **Table E 1** above, setting out the assessment presented at PEIR, and the updated assessment taking into account the Proposed Change.

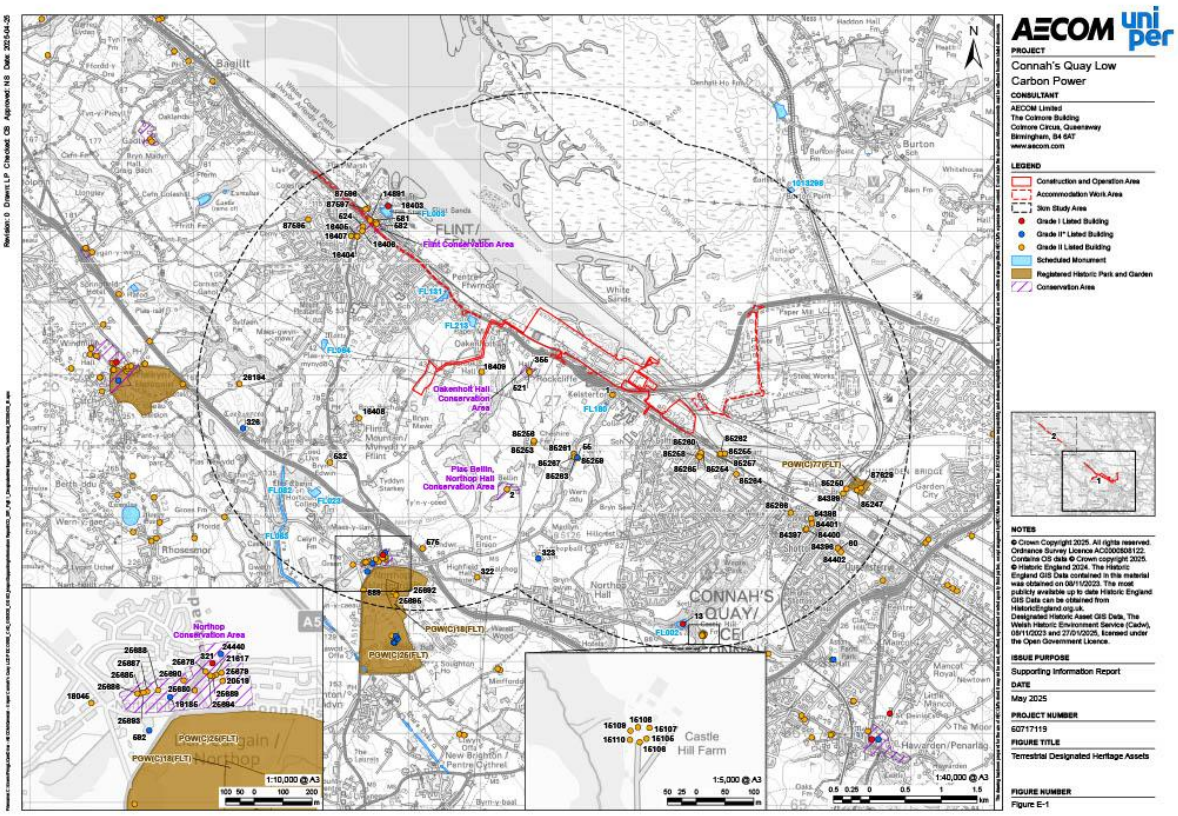


Table E 2: Assessment of Proposed Change for Terrestrial Heritage

Asset	Assessment at PEIR	Proposed Change
Pentre Bridge Roman Site (FL 131) Scheduled Monument	Very low magnitude of impact on a high value asset, resulting in a **minor adverse effect (not significant)**.	The setting of this asset has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape and the Proposed Change would have minimal further impact to the erosion of this setting. Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes little contribution to the identified heritage interests of the asset and there would be no real change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Croes Atti Roman Site (FL213) Scheduled Monument	Very low magnitude of impact on a high value asset, resulting in a **minor adverse effect (not significant)**.	The setting of this asset has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape. Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes little contribution to the identified heritage interests of the asset and there would be no real change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Castell y Fflint (FL003) Scheduled Monument	Very low magnitude of impact on a high value asset, resulting in a **minor adverse effect (not significant)**.	The setting of this asset has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape and the Proposed Change would have minimal further impact to the erosion of this setting. Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes little contribution to the identified heritage interests of the asset and there would be no real change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Promontory Fort on Burton Point 550m south-west of Burton Point Farm (NHLE 1013298) Scheduled Monument	Very low magnitude of impact on a high value asset, resulting in a **minor adverse effect (not significant)**.	The setting of this asset has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape and the Proposed Change would have minimal further impact to the erosion of this setting. Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes little contribution to the identified heritage interests of the asset and there would be no real change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.

Asset	Assessment at PEIR	Proposed Change
Moel y Gaer (FL011) Scheduled Monument	Very low magnitude of impact on a high value asset, resulting in a **minor adverse effect (not significant)**.	The setting of this asset has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape and the Proposed Change would have minimal further impact to the erosion of this setting. Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes little contribution to the identified heritage interests of the asset and there would be no real change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
St Andrews Medieval hospital and limekiln, Denhall (NHLE 1007635) Scheduled Monument	Very low magnitude of impact on a high value asset, resulting in a **minor adverse effect (not significant)**.	The setting of this asset has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape and the Proposed Change would have minimal further impact to the erosion of this setting. Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes little contribution to the identified heritage interests of the asset and there would be no real change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Oakenholt Hall Conservation Area (223) and Grade II listed buildings (355; 521)	Low magnitude of impact on medium value asset, resulting in a **minor adverse effect (not significant)**.	The setting of the conservation area and listed buildings has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape. Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes little contribution to the identified heritage interests of the asset and there would be no real change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Church of St Mary (Cadw 542) Grade I listed building	There would be no change to the setting of this high value asset as a result of the Proposed Development.	Whilst there is intervisibility between the asset and the Main Development Area, these views are incidental. There would be no change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Church of St Michael, Shotwick (NHLE 1145903) Grade I listed building	There would be no change to the setting of this high value asset as a result of the Proposed Development.	Whilst there is intervisibility between the asset and the Main Development Area, these views are incidental. There would be no change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change.

Asset	Assessment at PEIR	Proposed Change
		Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Puddington Old Hall (NHLE 1115567) Grade II* listed building	There would be no change to the setting of this high value asset as a result of the Proposed Development.	Whilst there is intervisibility between the asset and the Main Development Area, these views are incidental. There would be no change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Church of St Nicholas, Burton (NHLE 1387811) Grade II* listed building	There would be no change to the setting of this high value asset as a result of the Proposed Development.	Whilst there is intervisibility between the asset and the Main Development Area, these views are incidental. There would be no change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Top Y Fron Hall, Grade II* (Cadw 55)	There is no intervisibility between this asset and the Proposed Development Site, therefore there would be no permanent change to the setting of this high value asset as a result of the Proposed Development.	The Proposed Change may be visible above the tree lines between the asset and the Main Development Area. However, whilst there may be intervisibility between the asset and the Main Development Area, these views are incidental. There would be no change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Halkyn Castle, Grade II* listed building, Grade II Registered Park and Garden (Cadw 17792; PGW©68(FLT)	Registered Park and Garden: The setting of the registered park would not be altered as a result of the physical presence of the Proposed Development. Castle: Very low magnitude of impact on an asset of high value, resulting in a **minor adverse effect (not significant)**.	Registered Park and Garden: The significance of the registered park is derived from its relationship with the Grade II* listed castle and the setting of the registered park would not be altered as a result of the Proposed Change. Castle: The setting of the castle has already been partially eroded by the presence of the existing Connah's Quay Power Station and further modern and industrial development in the local landscape and the Proposed Development, including the Proposed Change, would have minimal further impact to the erosion of this setting. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.

Asset	Assessment at PEIR	Proposed Change
Kelsterton Hall, Grade II (Cadw 1)	There would be no permanent change to the setting of this medium value asset as a result of the physical presence of the Proposed Development.	Whilst there is intervisibility between the asset and the Main Development Area, these views are incidental. There would be no permanent change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Leadbrook Hall, Grade II (Cadw 16409)	There would be no permanent change to the setting of this medium value asset as a result of the physical presence of the Proposed Development.	Whilst there is intervisibility between the asset and the Main Development Area, these views are incidental. There would be no change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Church of St Mark (Cadw 85254), lychgate (Cadw 85260), Vicarage (Cadw 85265) and former stable block (Cadw 85258) Grade II listed building	There would be no permanent change to the setting of this medium value asset as a result of the physical presence of the Proposed Development.	Whilst there is intervisibility between the asset and the Main Development Area, these views are incidental. There would be no change to the setting of the asset or the way in which it is experienced as a result of the physical presence of the Proposed Development, including the Proposed Change. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Little Leadbrook Farm marl pits (Historic Environment Record (HER) 85035; 85036)	Medium magnitude of impact on assets of low value, resulting in a **minor adverse effect (not significant)**.	The Proposed Change would not result in additional below ground impacts, therefore there is no change to the assessed level of impact within the PEIR.
Connah's Quay Road Bridge (HER 268138)	There would be no change to the setting of this low value asset as a result of the Proposed Development.	Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes no contribution to the identified heritage interests of the asset and there would be no change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Oakenholt Paper Mill (HER 79061)	There would be no change to the setting of this low value asset as a result of the Proposed Development.	Whilst the increased stack heights could be visible in views to and from the asset, the Main Development Area makes no contribution to the identified heritage interests of the asset and there would be no change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.

Asset	Assessment at PEIR	Proposed Change
Waen Isa Farm (HER 177987)	There would be no permanent change to the setting of this low value asset as a result of the physical presence of the Proposed Development.	The Main Development Area makes no contribution to the identified heritage interests of the asset and there would be no change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Little Leadbrook Farm (HER 179119)	There would be no permanent change to the setting of this low value asset as a result of the physical presence of the Proposed Development.	The Main Development Area makes no contribution to the identified heritage interests of the asset and there would be no change in the ability to understand and appreciate the heritage interests of the asset. Therefore, the Proposed Change would not result in a change to the assessed level of impact within the PEIR.
Potential below ground archaeological remains dating to the Roman and post-medieval periods	Post-medieval remains: Medium magnitude of impact on assets of low value, resulting in a **minor adverse effect (not significant)**. Roman remains: Medium magnitude of impact on assets of medium to high value, resulting in a **moderate to major adverse effect (significant)**.	The Proposed Change would not result in additional below ground impacts, therefore there is no change to the assessed level of impact within the PEIR.

E.5 Conclusions

E.5.1 Whilst the Proposed Change would introduce taller elements of the Proposed Development into the local landscape, for all heritage assets identified above the assessment has identified that either, views to/from the Main Development Area are incidental and therefore the Proposed Change would not result in changes to the settings of assets, and/or the setting of assets have already been partially eroded by modern and industrial development, including the existing Connah's Quay Power Station, in the local landscape, and as such the Proposed Change would have minimal further impact to the erosion of this setting.

E.5.2 The Proposed Change would not result in any changes to the assessment as presented in the PEIR and, as such, no new significant effects have been identified.

References

Ref E.1 Welsh Government/Cadw. (2017a). Heritage Impact Assessment in Wales. Cardiff: Cadw. Available at: https://cadw.gov.wales/advice-support/placemaking/heritage-impact-assessment/heritage-impact-assessment (accessed 24/04/2025)

Ref E.2 Welsh Government/Cadw. (2017b). Managing Change to Listed Buildings in Wales. Cardiff: Cadw. Available at: https://cadw.gov.wales/advice-support/historic-assets/listed-buildings/managing-change-to-listed-buildings (accessed 24/04/2025)

Appendix F Human Health

F.1 Introduction

F.1.1 The Proposed Change involves increasing the height of the HRSG and absorber stacks to 150 m. Analysis has been carried out to establish the impact of the Proposed Change on the conclusions of the assessment presented in **Chapter 21: Human Health**[26] of the PEIR with respect to the air quality and noise and vibration determinants of human health during operation, and the results are presented in this appendix. As detailed in **Appendix A**, this appendix focuses on the operational phase as the impacts of the Proposed Change on construction and decommissioning are negligible.

F.2 Assessment Methodology

F.2.1 Human health effects relating to air quality and noise and vibration identified at the PEIR stage have been compared with the likely effects resulting from the Proposed Change. The comparison assessment is based on the same methodology detailed in **Chapter 21: Human Health** of the PEIR.

F.3 Baseline

F.3.1 A detailed overview of the baseline conditions is provided in **Chapter 21: Human Health** of the PEIR. This covers factors such as age, ethnicity, education, economic activity, income, deprivation, general heath, mental health, disability and wider health determinants.

F.3.2 It is important to note that children are overrepresented in the study area and this sub-population could be more sensitive to changes to their environment and may have a higher reliance on health services and social infrastructure. The sub-population is considered within the assessment

F.4 Assessment

F.4.1 This section presents the assessment of human health effects relating to air quality and noise and vibration determinants of health. It compares the likely effects identified at PEIR stage with the likely effects resulting from the Proposed Change in the operational phase.

Air quality

F.4.2 The operational activities of the Proposed Development have the potential to reduce air quality, due to operation emissions or traffic emissions which could lead to adverse health effects on residents.

F.4.3 In accordance with findings in **Chapter 21: Human Health**, the sensitivity of the general population with respect to air quality is assessed to be low. Sensitivity of the vulnerable sub-population is assessed to be medium. This reflects that the sub-population includes a high representation of dependants (children). Children are more susceptible to the impacts arising from air quality, as their respiratory systems are still developing.

[26] https://uniperuk.consulting/cqlcp/wp-content/uploads/sites/3/2024/10/CQ_PEIR_Chapter_21_Human-Health_06_Clean.pdf

F.4.4 An assessment of potential air quality effects of the Proposed Change during the operation of the Proposed Development is set out in **Appendix B: Air Quality**. It finds that the impact of operational emissions to air on human health has been assessed as having a lower magnitude than at PEIR due to the increased stack heights.

F.4.5 Therefore, the overall likely effect on human health arising from impacts on air quality during the operational phase is assessed to be negligible (**not significant**) for the general population, and minor adverse (**not significant**) for the more vulnerable sub-population.

Table F 4 Assessment of the human health air quality determinant during operation

	PEIR		Updated proposals	
	General Population	Vulnerable sub-population	General Population	Vulnerable sub-population
Sensitivity	Low	Medium	Low	Medium
Magnitude	Low	Low	Negligible	Negligible
Classification	Minor adverse	Minor adverse	Negligible	Minor adverse
Description	Not significant	Not significant	Not significant	Not significant

Noise and vibration

F.4.6 The operational activities of the Proposed Development have the potential to lead to increases in noise and vibration, which could lead to adverse health and wellbeing effects in terms of annoyance and/or disrupt local amenities.

F.4.7 As detailed in **Chapter 21: Human Health** of the PEIR, taking into consideration the baseline noise conditions and existing exposure to noise, the sensitivity of the general population is considered to be low. Sensitivity of the vulnerable sub-population is assessed to be medium. This reflects that the sub-population includes a high representation of dependants (children). Children are more susceptible to the impacts arising from noise and vibration.

F.4.8 An assessment of potential noise and vibration effects of the Proposed Change during the operation of the Proposed Development is set out in **Appendix C: Noise and Vibration**. It finds that the Proposed Change does not result in any significant changes when compared to the operational noise assessment predicted in the PEIR. This is on the basis that the operational sound limits, in line with the operational noise control scheme, are met through additional mitigation measures.

F.4.9 Therefore, the magnitude of impact for both the general population and the vulnerable sub-population is assessed to remain the same as identified in the PEIR. The overall likely effect on human health is assessed to be negligible (**not significant**) for the general population and minor adverse (**not significant**) for the more vulnerable sub-population.

Table F 5 Assessment of the noise and vibration human health determinant during operation

	PEIR		Updated proposals	
	General Population	Vulnerable sub-population	General Population	Vulnerable sub-population
Sensitivity	Low	Medium	Low	Medium
Magnitude	Negligible	Negligible	Negligible	Negligible
Classification	Negligible	Minor adverse	Negligible	Minor adverse
Description	Not significant	Not significant	Not significant	Not significant

F.5 Conclusions

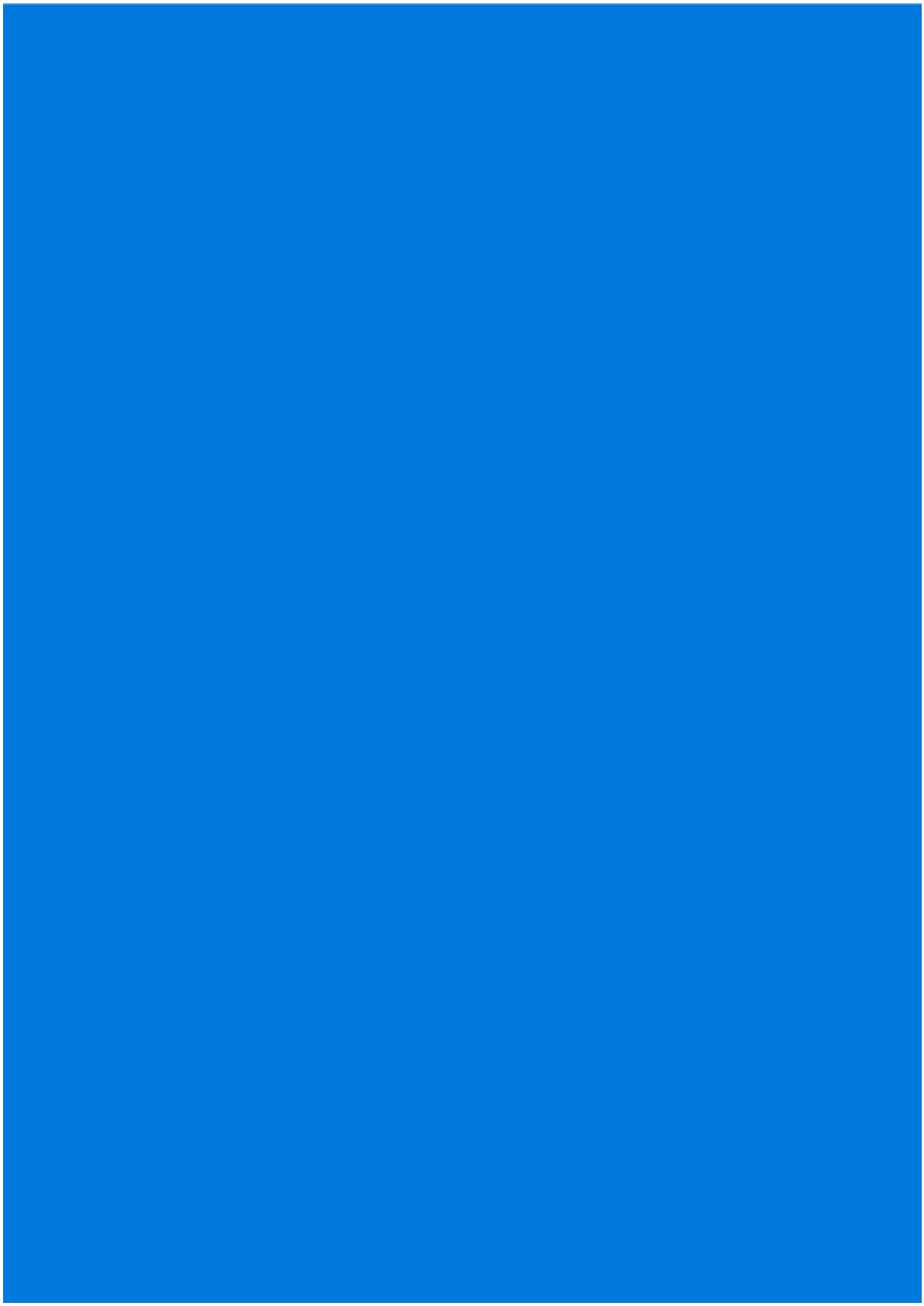
F.5.1 Overall, from a human health perspective, the updated assessment has the same residual effects as reported in the PEIR and the Proposed Change does not result in any significant changes when compared to the assessment presented in the PEIR.

References

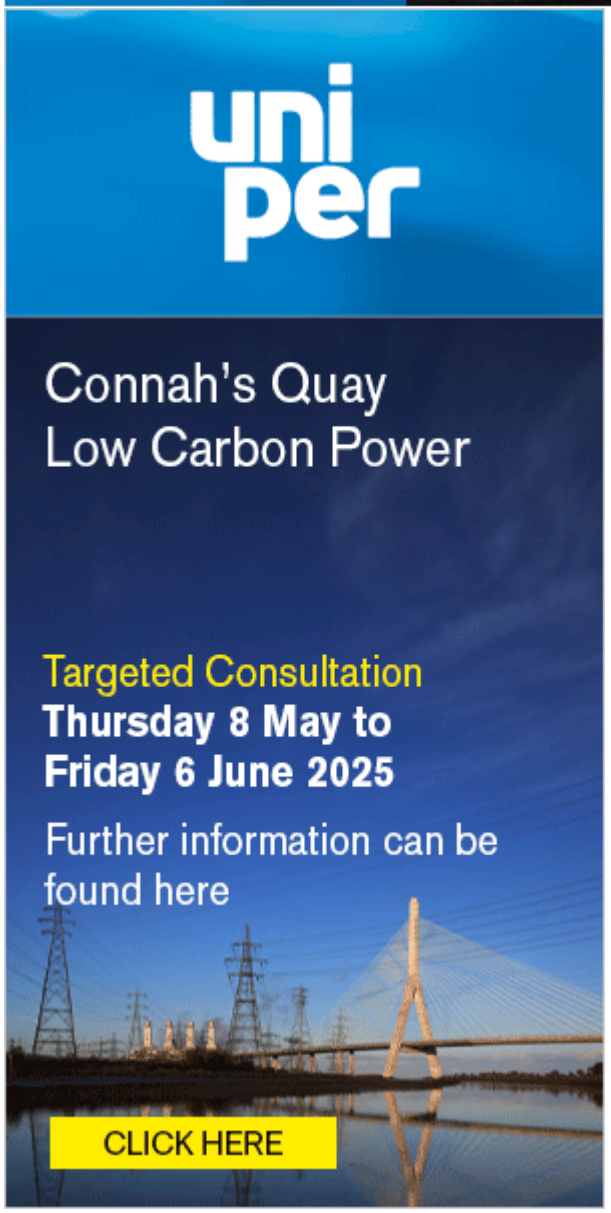
Ref F.1 IEMA (2022); 'Determining Significance for Human Health in Environmental Impact Assessment'. [Online]. Available at: https://www.iema.net/resources/blogs/2022/11/17/iema-launch-of-the-eia-guidance-for-considering-impacts-on-human-health-november-2022/ (accessed 24/04/2025)

Ref F.2 Wales Health Impact Assessment Support Unit, (n.d.); 'Essential WHIASU HIA Guides and Tools'. [Online]. Available at: https://phwwhocc.co.uk/whiasu/resources/?category=78 (accessed 24/04/2025)

Ref F.3 Public Health England (2020). Advice on the content of Environmental Statements accompanying an application under the Nationally Significant Infrastructure Planning Regime.



2. Appendix G-2: Targeted Consultation Advert



Connah's Quay Low Carbon Power

Targeted Consultation

Thursday 8 May to Friday 6 June 2025

Uniper UK Limited (hereafter referred to as 'Uniper') is exploring the potential development of a new gas-fired power station with carbon capture technology at its Connah's Quay site in Flintshire, the Connah's Quay Low Carbon Power (CQLCP) project.

Based on the findings of our ongoing technical and environmental assessments, we have identified a need for a change to the original design that we consulted on during the Statutory Consultation, and we would like to give you the opportunity to see what's different.

We are therefore conducting a further consultation, specifically about this design change, technically referred to as a 'targeted consultation', and we would welcome your feedback.

Feedback can be provided by:

- Sending us an email at **info@connahsquaylcp.co.uk**
- Writing to us at **FREEPOST CQLCP** (no stamp required)

Contact us

Email us at **info@connahsquaylcp.co.uk**
Call us on **0800 0129156**
Write to us at **FREEPOST CQLCP**

[redacted]

Find out more about our targeted consultation here:
www.uniperuk.consulting/cqlcp

3. Appendix G-3: Targeted Consultation Advertisement

3.1 The Chester Standard, 8 May 2025

Fountains Roundabout trial scheme to begin

By Barrie White
barrie.white@nwn.co.uk

A NEW scheme to enhance movement for cyclists and pedestrians will be trialled at the Fountains Roundabout in Chester next week.

From Monday, Phase 1 of the scheme will see a controlled exercise to turn off the existing traffic signals at the roundabout to assess how the junction operates for all users.

This, according to Cheshire West and Chester Council leader and Cabinet Member for Strategic Transport Councillor Louise Gittins, will give the opportunity to assess how it can be improved for cyclists and pedestrians.

She added: "The traffic signals at Fountains Roundabout are approaching the end of their operational lifespan.

"Our Highways service has been looking into potential future options for the management of traffic and to support cyclists and pedestrians at the junction to find the best solution for all road users.

"The current signalised roundabout is a key junction in Chester's highway network and at peak periods, queues can form on the approaches causing delays to motorists.

"In addition, we are aware that many pedestrians choose to cross St Oswald's Way, using gaps in the traffic, rather than using the subways."

This trial will use Active Travel England funding to explore options to improve Fountains Roundabout in Chester city centre for both motorists and pedestrians.

The council's Local Cycling and Walking Infrastructure Plan identifies the junction as a key gateway to the city from the north, used by many residents and students that live locally.

A council spokesman said CWAC wished to explore options to improve traffic flow, pedestrian safety and accessibility by providing crossing facilities on the roundabout itself, rather than just the current subways.

They said: "On Tuesday, May 27, Phase 2 of the trial will begin, this will involve installing temporary pedestrian crossings across St Oswald's Way to help pedestrians crossing the road, and the effectiveness of these temporary facilities will be reviewed.

"The trial will then continue until July 7, 2025, when the temporary pedestrian facilities will be removed and the permanent traffic signals will be switched back on."

The information collected during the trial will help the council to design an improved junction for all users in the future.

Cllr Gittins added: "We will be monitoring the impacts on traffic, as well as the use of the temporary crossing throughout the trials."

■ The Fountains Roundabout in Chester. Image: Cheshire West and Chester Council.

Firefighters called out to fire in open

WATER backpacks were used by Cheshire Fire and Rescue Service (CFRS) personnel on Tuesday night for a fire in Frodsham.

One CFRS crew from Runcorn was sent to The Ridgeway in Frodsham at 8.45pm after reports of a fire in the open.

A spokesman for the service confirmed that action was required.

They said: "Firefighters used water backpacks and beaters to extinguish a fire in the open in Frodsham."

Fire crew called out to collision

FIRE FIGHTERS were called out to a crash on the outskirts of Chester.

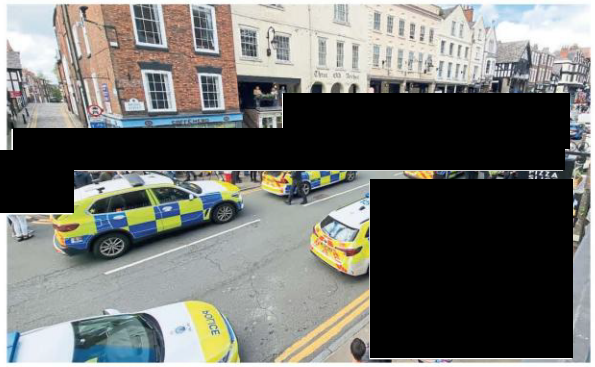
One fire crew attended the scene in Chester Road at about 6.05 pm on Saturday, May 3.

A spokesperson for Cheshire Fire and Rescue Service said: "Firefighters were called to a road traffic collision in Chester involving a tractor and a car.

"Crews worked to release a casualty from the car and hand them over to the care of paramedics.

"They then used absorbent mats to prevent transmission oil from the vehicles enter the drainage system."

Man charged over incident which led to large police presence



■ The scene from the arrest of Llewellyn Parker-Jones in Chester on Saturday. Image: Chester Model Centre.

A MAN has been charged following an incident which led to a large police presence in Chester city centre.

Shoppers and visitors looked on as multiple police vehicles descended on Bridge Street on Saturday afternoon.

A spokesman for Cheshire Police confirmed that the man, Llewellyn Parker-Jones, had been followed by officers who were responding to reports of a suspicious vehicle in nearby Vicar Street.

He was soon arrested and charged with multiple offences, including resisting arrest, dangerous driving and drugs.

The spokesperson said: "At 12.50pm on Saturday, May 3, officers spotted a suspicious vehicle on Vicar Street, Chester.

"Officers followed the car at a safe distance and the vehicle came to a stop on Bridge Street.

"Further patrols were called to the scene to assist.

"Llewellyn Parker-Jones, was later charged with dangerous driving, driving while disqualified, driving without insurance, resisting arrest, drink driving, use of threatening behaviour without intent and possession of class B drugs (cannabis).

"The 28-year-old, of Borras Hall Lane, Llan Y Pwll, Wrexham, is next set to appear at Chester Crown Court on Monday, June 2."

3.2 The Chester Standard, 15 May 2025

Residents urged to consider water usage

By Matthew Dougherty
matthew.dougherty@newsquest.co.uk
@MatthewNWSQUST

■ Severn Trent says there's no plans for a hosepipe ban. Image: free

SEVERN Trent says there are no current plans to introduce a hosepipe ban but are advising customers to think carefully about their usage.

The prolonged sunny weather, together with a dry spring, has led some residents to wonder whether there could soon be measures in place to prevent further water loss.

As the name suggests, a hosepipe ban prevent residents from using large amounts of water through the hosepipe, which is often used for tasks like watering the garden, washing the car or filling a paddling pool.

These tasks can be performed using a watering can, or bucket, reducing waste.

Those found breaking the rules could be fined.

However, it doesn't sound as though this will be a consideration just yet.

A Severn Trent spokesperson said: "The country has had the driest March in 60 years, the sunniest April on record, followed by more extremely warm and dry weather in May.

"With less rain and drier weather, there's of course less water in rivers and reservoirs.

"So, while customers can be confident in their water supply, as water is a precious resource, we're encouraging everyone to be water wise as the warm and dry weather continues.

"There are simple ways to make a difference, like keeping a jug of water in the fridge instead of running the tap, using a watering can instead of a hose and installing a water butt to collect future rainwater for the garden.

"Not only are these wins for the environment, but they help save money too if you're on a meter.

"We're always investing to future proof the region's water supply to tackle the twin challenge of climate change and population growth, investing over £400m into laying new water pipes and to cut leakage.

"In fact, we've reduced leaks by a record 16 percent in five years – fixing 60,000 leaks last year alone.

"Every day we deliver two billion litres of water to 4.6 million homes, seamlessly moving water round our network and investing in new water sources such as our brand new Witches Oak works which comes online in July.

"It's the combination of our continued investment, the dedication of our teams working around the clock to manage water supplies, and the thoughtful choices our customers make to use water wisely, that has created our strong track record of not having to impose a hosepipe ban in the region for 30 years.

"Rest assured we'll be doing everything possible our side to continue that, and we really appreciate our customers' continued support in this as well."

Police appeal

A MAN who approached a teenage girl in Chester is being sought by police after an appeal for information.

Cheshire Police is looking for a person described as an Asian male who approached a 14-year-old girl was walking along Garden Lane in Chester, in the direction towards Bouverie Street, when she was approached by a man riding a bicycle.

The incident took place at around 8.10pm on Monday, May 12.

The man followed her for a short distance and asked the girl to wait for him. She declined and ran in the opposite direction.

The man is described as an Asian male with black hair, wearing a jacket and carrying a brown bag. The bicycle is believed to be orange.

Enquiries in relation to the incident are ongoing and officers are urging anyone with any information or dashcam footage that may aid their investigation to get in touch.

Chief Inspector Paul Fegan asked for a calm response in the area, explaining the male did not attempt to touch the girl, and asked for help identifying him.

He said: "Incidents of this nature understandably cause concern within the community.

"I would like to reassure residents that at no stage did the man attempt to touch the girl. She did the right thing by ignoring him and walking away."

Motorcyclist dies in crash on A41 near Chester

POLICE are investigating the death of a motorcyclist from Ellesmere Port after a crash on the A41.

Officers were called to reports of a collision at 11.45am on Saturday, May 10, on the A41 in Chester, Backford Dip, between Church Lane and the A5032.

The incident involved a motorcycle and a grey Audi.

The motorcyclist, a 58-year-old man, was sadly pronounced dead at the scene.

His family are being supported by specialist officers.

The driver of the Audi, a 23-year-old man, has been arrested on suspicion of causing death by dangerous driving, failing to stop after a road accident and failing to report a road accident.

He has been released on bail pending further enquiries.

Officers would now like to speak to two people who were travelling in a car and who spoke to the driver of the Audi shortly after the collision.

■ The crash took place on the A41 at Backford.

Inspector Steve Griffiths said: "Firstly, our thoughts are with the motorcyclist's family and friends at this incredibly sad time.

"As we continue our investigation into the circumstances of this incident, we are continuing to appeal to any witnesses or anyone with dashcam or CCTV footage to get in touch with us.

"To aid our enquiries, we're also urging anyone who believes they match the description of the people we are looking to speak to, to contact us."

To report information, visit www.cheshire.police.uk/tell-us or call 101, quoting IML-2086875.

College leads the way in field

CHESHIRE College is leading the way in sustainable hospitality education.

The college's Academy Restaurants are integrating eco-friendly practices into every aspect of their operations.

As part of the Hospitality and Catering department's vision, Academy West is committed to equipping students with the skills and knowledge to drive the sector towards a greener, more responsible future.

Hospitality and catering students at the college prepare fine dining dishes using produce sourced from Cheshire and the Wirral.

The restaurant focuses on ethically sourced ingredients, such as British meats from farms in the region, sustainably caught seafood from UK coastal waters, and fresh vegetables grown in Britain.

This approach helps ensure fresh, high-quality ingredients while supporting sustainable supply chains.

Academy West's zero-food waste policy helps reduce waste and encourages responsible disposal methods.

3.3 The Leader, 7 May 2025

‘Hardest’ decision as owners to step down

BY MEGAN HAF DONOHER

meganhaf.donoher@newsquest.co.uk

Owners of Toast, Claire and Paul Wright

AN AWARD-winning cafe in Wrexham has confirmed its owners will soon be hanging up their aprons after three successful years.

It’s business as usual for Toast Cafe and Deli on Charles Street as Claire and Paul Wright confirm it’s an end of an era for the pair, who have transformed the space into a popular independent eatery.

However, customers can be assured the cafe will remain open amid this new long process to find the right buyer for the business.

An announcement on social media reads: “We have just uploaded one of the hardest posts we’ve ever had to write, but after much soul-searching we have decided now is the time to sell our beloved to^st cafe and deli.

“We know this will come as a surprise/shock to most of you, but we feel it has come the time for Paul and I to hang up our aprons!

“We have put our heart and soul into creating a successful award-winning business over the last 3 years, that is loved by so many customers but we feel it is now the time to take a well-deserved rest before moving onto the next chapter and opportunities in our lives.

“WE ARE NOT CLOSING! Please don’t worry, we’re not planning on going anywhere for a while and it is very much business as usual but we just feel it is time to hand the reigns over to someone new who has the drive and energy to expand the business further which we feel is needed at this time.

“We have lots of ideas on how the business has great potential to be expanded further, which we will share with interested buyers.

“We would also offer a period of training and handover for the new buyers (if required) so our customers can still get the same to^st experience that they love so much.

“We have also just told our wonderful team of the planned sale and we ask that you be mindful of this when visiting us as we all come to terms with this announcement.”

The owners have also secured new four-year lease which isn’t included in the sale. Buyers interested in purchasing the business can contact them directly at toastcafeanddeli@gmail.com

The much-loved cafe, operated by husband and wife team, is known for its locally sourced ingredients and delicious menu, including dishes like eggs benedict, grilled cheese toastie and Wrexham Lager Welsh rarebit.

It’s cosy atmosphere and wide selection of coffee and gifts means it’s no surprise the cafe has been shortlisted to the final of the Best of Welsh Business Awards 2025 alongside others across the Wrexham area.

An event will be held on June 18 at the Flint Mountain Park Hotel to celebrate.

Since the announcement, customers have expressed their sadness and well-wishes.

One said: “Best of luck in your new adventures, but what a great achievement you have done in such a short period of time.”

Another individual added: “I’m completely in shock, we are gutted, there is nowhere in Wrexham quite like toast cafe and deli and I’ve tried them all.

“You have created a great, safe and happy place which is family orientated and with the best owners and staff. We will miss you so much.”

For now, it’s business as usual and customers can continue to book tables at the deli until further updates are shared in the future.

FOCUS on top talent

THOUSANDS are set to descend on Wrexham this weekend as FOCUS Wales rolls into the city.

More than 300 live sets of music are expected to be performed over the weekend, with artists from all over the world descending on Wrexham.

The artists Sprints, Nova Twins and Gruff Rhys are headlining this year’s festival, which takes place from Friday until Sunday.

In addition to the music, a film festival is also taking place based at Coleg Cambria, with renowned Welsh actor, Mark Lewis Jones set to be a keynote speaker.

A host of conferences and seminars are also set to take place over the weekend.

The festival is spread out across more than 20 venues in the city centre including the Rockin’ Chair, Ty Pawb, Saith Seren and Vault 33.

A spokesperson for Focus Wales said: “FOCUS Wales is an international showcase festival taking place in multiple venues across the city of Wrexham. The festival places the music industry spotlight firmly on the emerging talent that Wales has to offer the world, alongside a selection of the best new acts from across the globe.

“This year will mark the festival’s 15th year, and will welcome over 22,000 people to the town, building upon 2024 s record attendance across a jam-packed weekend of events.”

For more information on venues and timings, visit Focus Wales’ website.

Bid to revive premises

PLANS have been submitted to breathe new life into a former butchers in Wrexham city centre.

A planning application has been lodged for a unit a previously home to First Class Meats - on King Street.

The applicant is looking to change the use of the unit to a ‘hot food takeaway’.

But no further details on the nature of the takeaway are available.

First Class Meats closed in March 2020 – and that section of the building has remained vacant ever since.

The former First Class Meats unit in Wrexham. Image: Google Street View

There were no further details available on the proposed opening hours of the takeaway, or the number of employees.

The application will be considered by Wrexham Council’s planning officials at a later date.

3.4 The Leader, 8 May 2025

Honouring the memory of Ralph

THE family of a Flintshire man who flew the Lancaster Bomber during the Second World War have paid tribute to him ahead of the aircraft returning to Hawarden Airport this month, amid the VE Day anniversary celebrations.

The iconic aircraft, one of only two left in the world, is returning to its place of birth on May 30 – 80 years since it was made in what is now the Airbus wings factory.

Ralph Winstanley, from Flint, flew the Lancaster on missions during the Second World War and his family, who will be attending the event on May 30, is "immensely proud" of him.

Ralph, who died in 2001 aged 86, was in 218 Squadron – based at RAF Chedburgh, near Bury St Edmunds in Suffolk. He was the flight engineer, and also flew the Lancaster when needed, as well as being assistant to the main pilot.

He completed numerous low level bombing missions. At the end of his first tour of duty on May 13, 1945, he had completed 103 hours of operational days, and 51 hours of night time operations.

Michaela Cormack, Ralph's great-great-niece, said: "We as a family are immensely proud of our Uncle Ralph. His determination, bravery, courage and sacrifice for his country is something that will never be forgotten.

"We as a family will proudly celebrate our hero Uncle Ralph and all the other men and women who selflessly fought for our country's freedom.

"Uncle Ralph was like another grandad to us all – we were so lucky to have him in our lives. He was so funny – he had such an infectious laugh) and was a great storyteller, too.

"He loved telling us stories about his life - he travelled the world and lived life to the full."

To mark the anniversary, the Battle of Britain Memorial Flight crew will fly their Lancaster, a Spitfire and a Hurricane to Airbus Broughton where they will be joined by an Airbus Beluga.

Main image: BBMF Lancaster PA474. Inset image: Ralph Winstanley. Pictures: Darren Harbar / Family hand out

Tribute paid by sister to loyal fan Phil

BY ARRON EVANS
arron.evans@nwn.co.uk

THE sister of a lifelong Wrexham AFC fan who died the day before the club was promoted to the EFL Championship has paid tribute.

The Reds achieved three straight promotions when they beat Charlton Athletic 3-0 on April 26.

But, sadly, lifelong Wrexham fan Phil Youd missed out on that historic feat as he died the previous day.

The 71-year-old died at the Countess of Chester Hospital on April 25 following long-standing issues with his heart.

Originally from Penyffordd, Mr Youd lived in Wrexham and also previously Little Sutton, Cheshire, where his wife Angela is from.

The couple had two children; Daniel and Natalie, as well as two grandchildren; Lottie (Daniel's daughter) and Oliver (Natalie's son).

Wrexham AFC fan Phil Youd. Image: Carl Cassidy

He was a lifelong Wrexham fan who would attend matches with his sister Sandra Ellis and her husband (also named Phil) and their friend Carl Cassidy.

Up until his recent battle with his health condition, Mr Youd would go and watch Wrexham play home and away.

His sister Sandra said he was 'made up' with the turnaround in fortunes the club has had since the takeover by Ryan Reynolds and Rob McElhenney in 2021.

She added: "He was a lifelong Wrexham fan. He used to go and watch them play as far back as the 70's and he would go with our brothers (Peter and James).

"He watched them all the way through, until he couldn't go anymore and then watched on the TV. But, the saddest thing of all is that he missed out on the promotion to the Championship."

Talking about her brother, Sandra added: "A lot of the people who sat around us at the games we went to became great friends. We were all season ticket holders at one point.

"Phil loved getting into debates with fellow Wrexham supporters on Facebook and giving his opinions.

"But, he would do anything for anyone. He was a good friend, as well as a good brother."

3.5 Wirral Globe, 7 May 2025

Hairdresser's band back for 'lost' album release

By Craig Manning
cmanning@wirral-globe.co.uk

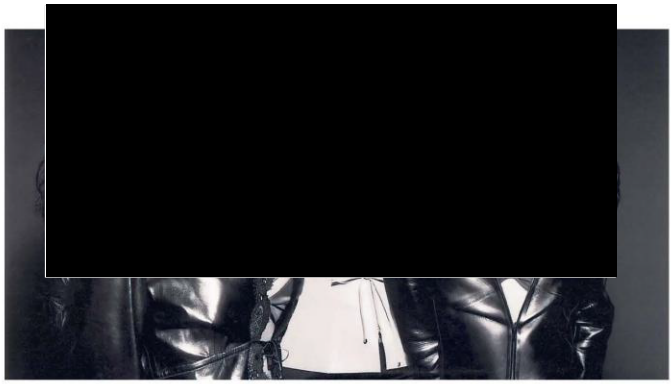


IMAGE courtesy of Phoenix Music International Ltd

A WIRRAL hairdresser is part of a '90s girl band that has reformed for the release of a "lost" album and an "exclusive" performance in London later this year.

Louise Fudge, who owns a salon in Heswall, has reunited with fellow Supersister members Eleanor Phillips and Tina Peacock 25 years after the release of their UK Top 20 hit, Coffee, to celebrate the band's legacy and release their "lost" album, Lip Service, which was out on Friday (May 2).

The album's lead single, Lock Your Boyfriends Up, was digitally released on March 7.

The track, described by the group's promoters as "audaciously sassy", hears the girls re-enter the world of pop-music with the "signature camp and vampy sound fans have yearned to hear more of".

The group's second comeback single, Catch a Dream, was released on April 18.

Written by the band's "unofficial" fourth member Sean Phillips, who also penned songs for the likes of S Club, this nostalgic ballad is said to "remind fans of the group's more intimate sound while showcasing their vocal prowess".

A spokesperson for Supersister's promoters said: "With a growing nostalgia for '00s music continuing to dominate the mainstream in the form of 'Hun culture', it's within this scene where Lip Service finds its rightful place some 25 years since being recorded.

After signing to Gut Records at the turn of the millennium, Supersister released three successfully charting singles: Coffee, Shopping and Summer Gonna Come Again.

With Coffee securing a spot at No 16, Supersister cemented themselves as one of the hottest new girl bands of the time.

They supported the likes of Steps and Hear'Say on tour in 2001, while also preparing for the release of their debut album, Lip Service.

After Gut Records went bankrupt, Lip Service remained unreleased and became a mythical relic of '00s pop culture.

But now, to the delight of many pop-music fans, Phoenix Music International will be making Lip Service available on all digital streaming and download platforms.

In celebration of Lip Service being released, all three members of Supersister will be reuniting to perform all their hits, alongside songs from the album, in an exclusive reunion performance at London's No 1 pop-music festival Mighty Hoopla on June 1.

The festival sees Supersister perform alongside the likes of pop-music greats including Kesha, Ciara, JADE, Jojo, Pixie Lott, Lulu and many more.

Bus bottle incident

A PASSENGER smashed an Arriva bus door with a bottle of alcohol after being refused travel.

On Thursday, April 30, on the 471 service to Heswall, a passenger was refused travel by the bus driver for attempting to board at Irby Village with open alcohol.

The passenger then threw a bottle at the bus, which smashed the door.

A spokesperson for Arriva North West said: "We're aware of an incident on our 471 service to Heswall yesterday evening (April 30, 2025), where a bottle was thrown at one of our buses after a passenger was rightly refused travel for attempting to board with open alcohol.

"Passenger and driver safety is always our top priority.

"Thankfully, no-one was injured and we've reported the matter to our Travelsafe partners."

Warning after beloved dog bitten by adder

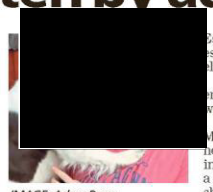


IMAGE: Adam Penn

A BARNTON dog owner is warning other dog owners of the dangers of snakes in spring and summer after a brush with death for his springer spaniel.

Adam Penn was unaware there was anything wrong with his pet pooch, Willow, until she was lacking an appetite and lethargic on Thursday, April 24.

On inspection there was some swelling behind her head which the 44-year-old dad-of-two thought was the result of a wasp sting until it turned into an open wound over the weekend.

On Monday, April 28, he took her to Willows Vet Hospital where a vet said it was not the result of a wasp sting but a snake bite and, in particular, a snake bite by a venomous adder.

Mr Penn said: "She is a springer spaniel so she is always in and out of bushes on the Barnton Estate but she has been on the estate and she has been nowhere else in the last few days."

Willow is on the road to recovery but it was "touch and go" when she was under anaesthetic.

Mr Penn, a pub manager in Moreton, said: "When I took her to the vet there was nothing in my mind to think it would be a snake bite. It is really, really, shocking and I would not want anyone else to go through it."

Adders are brown or grey snakes with a dark zigzag-shaped marking on their backs and a dark v-shaped marking on their heads. They come out of hibernation in spring and summer.

3.6 Wirral Globe, 14 May 2025

Man can go to chip shop - for first time in four years

By Ed Barnes
Local democracy reporter

A NEW Ferry man says he's feeling ecstatic as he makes his first trip to his local fish and chip shop in four years.

Steve Niblock, who is disabled, had been battling for months to get a ramp and a dropped kerb put in at his home so he could get out on his mobility scooter.

He first raised the issue with the Local Democracy Reporting Service in September 2024 before criticising a lack of progress in October as he complained about being stuck in his house.

The installation of the ramp was agreed with his social landlord Magenta Living on October 1 and a spokesperson said the ramp was installed on October 28. However Steve said he still wasn't able to get out of the house because no dropped kerb had been put in by Wirral Council.

Steve said this final piece of the puzzle had only been put in recently at the end of April and confirmed he had been venturing out on his electric scooter since. This was the first time he has been able to leave the house by himself in more than four years.

Now he's free, he said he was feeling ecstatic, telling the LDRS: "It's brilliant."

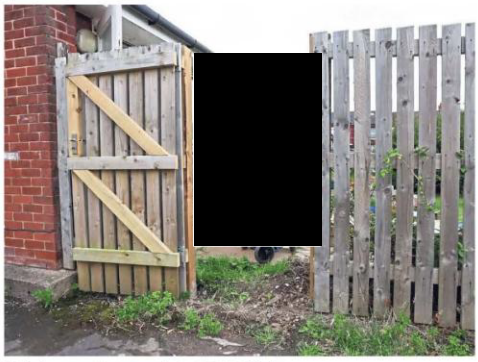
When Steve first raised the accessibility issues he was having, he told the LDRS he desperately wanted to go to New Ferry Fish Bar around the corner.

On his first trip to the fish bar, he was recognised behind the counter by the staff despite the length of time since his last visit.

He said: "It's such a relief. I am so happy that I can get largely where I want. I haven't learned where all the dropped kerbs are yet to get from A to B."

He said visiting the chippy was something he missed as there was nothing like it, adding: "I've been dying for a fish from this chippy because the fish is great here and I regularly used to have one from here.

"We got there in the end! That's the main thing. I am quite happy. I can get out now and I can have my fish. I'm looking forward to going out, not anything in particular or special."



STEVE Niblock

Large fire on seafront

FIREFIGHTERS tackled a large gorse fire on New Brighton seafront on Saturday.

Crews were called to a fire on Coastal Drive on a large open grass recreation area known locally as The Dips.

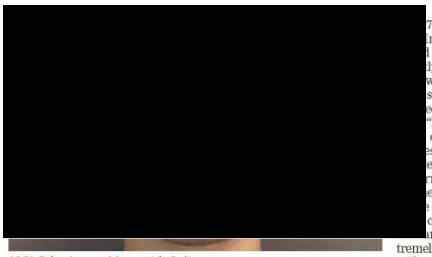
Several members of the public made a 999 call at 6.51pm.

Firefighters were at the scene seven minutes later.

A spokesman for Merseyside Fire & Rescue Service said: "Crews arrived to find a large area of gorse on fire on open ground.

"Crews extinguished the fire with high-pressure hose reels and beaters, damped down the area and left the scene at 7.34pm."

Man jailed after stabbing 15-year-old in New Ferry



JOEL Price *Image: Merseyside Police*

A MAN has been jailed for stabbing a teenager in the arm in New Ferry during an incident last year.

Joel Price, 18, from New Ferry, was sentenced on Friday (May 9) at Liverpool Crown Court after pleading guilty to section 20 assault and possession of a bladed article in a public place.

It followed an incident on Saturday, November 9 at around 12.25pm, when police received a report that a 15-year-old boy had been twice stabbed in the arm on Mersey Bank Road in a targeted attack.

Two males were reported to have ridden away from the scene on electric bikes onto Napier Road.

Following inquiries, Price, who [illegible]7 at the time, was identified [illegible]ng involved and he was ar- [illegible]l three days later and subse- [illegible]ly charged.

[illegible]was sentenced to 15 months [illegible]son.

[illegible]ective Constable Joe Dutton [illegible]"Price's actions on this day [illegible] extremely dangerous and [illegible]ess.

[illegible]eft a teenage boy with a seri- [illegible]rm injury and it's only right [illegible]e received a prison sentence. [illegible] know the devastation that [illegible]crime can cause in Mersey- [illegible]nd we take all reports extremely seriously.

"I would encourage the public to support us and tell us who is carrying, using, or storing knives or weapons.

"Please come forward so we can continue to disrupt offenders and bring them to justice.

"Anyone who knows anything about knife crime in their area, should contact Merseyside Police social media desk via X @MerPolCC or Facebook 'Merseyside Police Contact Centre'."

4. Appendix G-4: Targeted Consultation Welsh Materials

4.1 Welsh Targeted Consultation Newsletter

Pŵer Carbon Isel Cei Connah

Ymgynghoriad wedi'i dargedu ar newidiadau i'n cynigion

Dydd Iau 8 Mai i ddydd Gwener 6 Mehefin 2025

Mae Uniper UK Limited (y cyfeirir ato o hyn ymlaen fel 'Uniper') yn archwilio'r potensial i ddatblygu gorsaf bŵer sy'n rhedeg ar nwy newydd gyda thechnoleg dal carbon yn ei safle Cei Connah yn Sir y Fflint, sef prosiect Pŵer Carbon Isel Cei Connah (CQLCP). Os caiff ei chaniatáu a'i datblygu, byddai'r orsaf bŵer newydd yn gallu darparu hyd at uchafswm tebygol o 1.38 GW o bŵer carbon isel, i helpu i ddiwallu'r angen cynyddol am drydan, pryd bynnag y bo ei angen.

O ddydd Mawrth 8 Hydref i ddydd Mawrth 19 Tachwedd 2024, cynhaliwyd ein Hymgynghoriad Statudol, gan wahodd cymunedau lleol, awdurdodau lleol, tirfeddianwyr, sefydliadau amgylcheddol a rhanddeiliaid technegol i rannu eu barn ar ein cynigion. Hoffem estyn ein diolch a'n gwerthfawrogiad i'r rheini a gymerodd ran yn yr ymgynghoriad.

Ar hyn o bryd rydym yn cynnal astudiaethau Dylunio Peirianneg Pen Blaen (FEED) ar gyfer y prosiect. Yn seiliedig ar ganfyddiadau ein hasesiadau technegol ac amgylcheddol parhaus, rydym wedi nodi bod angen newid y dyluniad gwreiddiol y gwnaethom ymgynghori arno yn ystod yr Ymgynghoriad Statudol. Hoffem roi'r cyfle i chi weld beth sy'n wahanol, er na fyddai'r newid arfaethedig hwn yn arwain at i'r prosiect fod yn sylfaenol wahanol i'r hyn yr ymgynghorwyd arno yn flaenorol. Fel cymydog da, roeddem am ymgynghori â chi ynghylch y newid arfaethedig hwn cyn i ni gyflwyno ein cais am Orchymyn Cydsyniad Datblygu (DCO) i'r Arolygiaeth Gynllunio o dan Ddeddf Cynllunio 2008 sy'n cwmpasu Prosiectau Seilwaith o Arwyddocâd Cenedlaethol (NSIP) yn ddiweddarach eleni.

O **ddydd Iau 8 Mai i ddydd Gwener 6 Mehefin 2025**, rydym felly yn cynnal ymgynghoriad pellach, yn benodol ynghylch y newid hwn yn y dyluniad, a elwir yn dechnegol yn 'ymgynghoriad wedi'i dargedu', a byddem yn croesawu eich adborth.

Yn ogystal â'r cylchlythyr hwn, rydym wedi cynhyrchu Adroddiad Gwybodaeth Atodol ar gyfer yr ymgynghoriad wedi'i dargedu hwn sy'n disgrifio ein dyluniad wedi'i ddiweddaru ac unrhyw newidiadau cyfatebol i fesurau [redacted]hedig.

Gallwch ddod o hyd i hwn yn ystod y cyfnod ymgynghori ar ein gwefan ymgynghori yma: www.uniperuk.consulting/cqlcp/project-consultation-documents-3/ neu sganiwch y cod QR.

Hoffem hefyd eich hysbysu am rai newidiadau dylunio ansylweddol eraill yr ydym wedi'u gwneud ers cynnal yr Ymgynghoriad Statudol. Rhoddir crynodeb o'r newidiadau hyn yn y cylchlythyr hwn.

Ynglŷn ag Uniper

Mae Uniper yn gwmni ynni Ewropeaidd sydd â chyrhaeddiad byd-eang a gweithgareddau mewn dros 40 o wledydd. Gyda thua 7,500 o weithwyr, mae'r cwmni'n gwneud cyfraniad pwysig at sicrwydd cyflenwad yn Ewrop, yn enwedig yn ei farchnadoedd craidd sef yr Almaen, y DU, Sweden a'r Iseldiroedd. Mae gweithrediadau Uniper yn cynnwys cynhyrchu pŵer yn Ewrop, masnachu ynni yn fyd-eang, a phortffolio nwy eang. Yn y DU, mae Uniper yn berchen ar ac yn gweithredu portffolio cynhyrchu hyblyg o orsafoedd pŵer, cyfleuster storio nwy cylch cyflym a dwy biblinell nwy pwysedd uchel, o Theddlethorpe i Killingholme ac o Blyborough i Cottam.

Mae Uniper yn bwriadu bod yn gwbl garbon-niwtral erbyn 2040 a'i nod yw bod ei gapasiti cynhyrchu pŵer gosodedig yn fwy nag 80% carbon sero erbyn blynyddoedd cynnar y 2030au. I gyflawni'r nod hwn, mae'r cwmni'n trawsnewid ei orsafoedd pŵer a'i gyfleusterau ac yn buddsoddi mewn unedau cynhyrchu pŵer hyblyg, y gellir eu hanfon.

Mae Uniper yn ychwanegu nwyon adnewyddadwy a charbon isel yn raddol at ei bortffolio nwy ac mae'n datblygu portffolio hydrogen gyda'r nod o drawsnewid hirdymor. Mae'r cwmni'n bwriadu gwrthbwyso unrhyw allyriadau CO2 sy'n weddill trwy wrthbwyso CO2 o ansawdd uchel.

Y newid arfaethedig

Bydd cydrannau'r Tyrbin Nwy Cylch Cyfun (CCGT) a'r Gwaith Dal Carbon (CCP) yn yr orsaf bŵer newydd arfaethedig yn cynnwys staciau i awyru nwyon gwastraff a gynhyrchir yn ystod hylosgi yn ddiogel i'r atmosffer. Ar ôl cwblhau asesiadau technegol sy'n cefnogi'r Asesiad o'r Effaith Amgylcheddol (EIA), mae Uniper wedi nodi gofyniad i gynyddu uchder y staciau ar gyfer y prosiect CQLCP arfaethedig.

Mae dau senario posibl ar gyfer gweithredu'r orsaf bŵer newydd arfaethedig. Y modd gweithredu arferol fydd gyda'r dechnoleg dal carbon ar waith lle byddai nwyon gwastraff yn mynd trwy ddau stac allyriadau amsugno, sy'n rhan o'r CCP arfaethedig.

Fodd bynnag, mae angen i'r dyluniad ddarparu ar gyfer senarios anghyffredin posibl lle gallai fod angen i'r CCGT weithredu heb y CCP dros dro fel yn ystod cyfnod o gau brys neu os nad yw'r seilwaith cludo a storio CO_2 ar gael. Disgwylir i hyn fod mewn amgylchiadau eithriadol yn unig a disgwylir i'r argaeledd cludo a storio fod o leiaf 95%. Yn y senario gweithredu hwn, byddai allyriadau'n cael eu hallyrru yn lle hynny trwy ddau stac pwrpasol uwchben y Generadur Ager Adfer Gwres (HRSG), sy'n rhan o'r CCGT.

Felly, mae'r modelu rydym wedi'i wneud wedi ystyried yr allyriadau atmosfferig posibl sy'n gysylltiedig â'r ddau senario gweithredu i bennu uchder addas ar gyfer y staciau, a fyddai'n lleihau unrhyw effeithiau negyddol posibl.

O ganlyniad i'r asesiadau hyn, mae angen cynyddu'r paramedrau uchder uchaf a gyflwynwyd yn yr Ymgynghoriad Statudol ar gyfer y staciau allyriadau amsugno ac allyriadau HRSG ac mae'r rhain bellach wedi'u cynnig ar 150m uwchben lefel y ddaear. Ar gyfer y staciau allyriadau amsugno, mae hyn yn gynnydd o 30m o uchderau'r staciau allyriadau 120m a gyflwynwyd yn ein Hymgynghoriad Statudol. Bydd y staciau allyriadau HRSG hefyd yn cynyddu o'r 85m gwreiddiol i 150m, sy'n gynnydd o 65m. Byddai'r cynnydd yn uchder y staciau yn helpu i liniaru effeithiau'r prosiect ar iechyd pobl ac ecoleg. Wrth bennu'r paramedrau uchder uchaf arfaethedig newydd, mae Uniper hefyd wedi ystyried yr effeithiau posibl ar y dirwedd a'r effeithiau gweledol yn ogystal ag effeithiau ar leoliad asedau treftadaeth dynodedig megis adeiladau rhestredig a henebion cofrestredig.

Mae Uniper yn teimlo bod y cynnydd arfaethedig i uchder y staciau allyriadau yn ddiwygiad angenrheidiol a phriodol i ddyluniad y prosiect i liniaru effeithiau amgylcheddol y prosiect cyn belled ag y bo modd, ym mhob senario gweithredu.

Fel rhan o'n Hymgynghoriad Statudol y llynedd, buom yn gweithio gyda Chyngor Sir y Fflint i ddewis nifer o olygfannau sy'n cwmpasu effaith weledol ragweledig y prosiect. Mae'r golygfannau hyn yn gynrychioliadol o olygfeydd o'r cyfleuster newydd o leoliadau sy'n hygyrch i'r cyhoedd yn yr ardal gyfagos.

Mae **Ffigurau 1a-c** ar dudalennau 3–5 y cylchlythyr hwn yn ddelweddau a gynhyrchwyd gan gyfrifiadur sy'n rhoi cymhariaeth rhwng y safle presennol, y dyluniad a rannwyd yn yr Ymgynghoriad Statudol a'r newidiadau arfaethedig. Mae'r delweddau hyn yn gynrychiolaeth o sut y gallai'r cyfleuster newydd edrych o leoliadau cyfagos.

I gael gwybodaeth fanylach am y newid arfaethedig hwn, cyfeiriwch at Adran 3 yn yr Adroddiad Gwybodaeth Atodol ar ein gwefan ymgynghori yma: www.uniperuk.consulting/cqlcp/project-consultation-documents-3/ neu sganiwch y cod QR.

Ffigur 1a

1. Presennol

2. Delwedd wreiddiol y datblygiad arfaethedig

3. Delwedd wedi'i diweddaru o'r datblygiad arfaethedig

Ffigur 1b

1. Presennol

2. Delwedd wreiddiol y datblygiad arfaethedig

3. Delwedd wedi'i diweddaru o'r datblygiad arfaethedig

Ffigur 1c

1. Presennol

2. Delwedd wreiddiol y datblygiad arfaethedig

3. Delwedd wedi'i diweddaru o'r datblygiad arfaethedig

Newidiadau ychwanegol ers yr Ymgynghoriad Statudol

Ers i'r Ymgynghoriad Statudol ddod i ben ym mis Tachwedd 2024, rydym wedi cynnal cyfres o asesiadau technegol ac amgylcheddol sy'n parhau i lywio dyluniad y prosiect. Rydym hefyd wedi ystyried yr adborth a gawsom yn ystod yr ymgynghoriad, ac am eich gwneud yn ymwybodol o rai newidiadau dylunio ychwanegol yr ydym yn bwriadu eu gwneud.

Nid ydym yn credu bod y newidiadau hyn i'r prosiect yn sylweddol, felly nid ydym yn gofyn am adborth arnynt yn ystod yr ymgynghoriad wedi'i dargedu hwn. Fodd bynnag, os hoffech gyflwyno unrhyw adborth i ni am y newidiadau hyn, byddwn yn ystyried yr adborth hwnnw wrth gwblhau'r cais DCO.

Mae Tabl 1 yn rhestru'r **newidiadau dylunio** hyn a'r rheswm dros y newid. I gael rhagor o wybodaeth am y termau a ddefnyddir yn y tabl hwn, cyfeiriwch at Adran 2 yr Adroddiad Gwybodaeth Atodol.

Tabl 1

1. **NEWID:** Cynigir bod y prosiect yn cynnwys dwy orsaf gynhyrchu CCGT gyda CCP wedi'i osod ym mhob un. Cyfeirir at yr unedau hyn a'r datblygiad ategol sydd ei angen i'w gweithredu fel 'Trenau'. Yn wreiddiol, roeddem yn archwilio'r opsiwn i adeiladu dau CCP fesul Trên ond mae hyn bellach wedi'i ddileu o blaid un CCP fesul Trên.

   RHESWM: Yn dilyn astudiaethau technegol pellach, mae darparwyr technoleg wedi cadarnhau y gellir gwasanaethu pob trên CCGT gan un CCP, gan leihau cymhlethdod y gwaith sydd angen ei darparu.

2. **NEWID:** Rydym wedi dileu'r 'staciau ffrwydro' llydan o bob Trên.

   RHESWM: Yn dilyn astudiaethau technegol pellach, nid oes angen y rhain mwyach yn nyluniad y gwaith.

3. **NEWID:** Mae'r Gosodiad Uwchben y Ddaear (AGI) CO2 Arfaethedig wedi'i adleoli o fewn y Brif Ardal Ddatblygu.

   RHESWM: Mae adleoli'r AGI arfaethedig yn caniatáu integreiddiad symlach i gynllun draenio cyffredinol y safle, ac yn gwella effeithlonrwydd draenio yn yr ardal honno o'r gwaith.

4. **NEWID:** Rydym wedi dileu'r opsiwn ar gyfer seilwaith echdynnu a gollwng dŵr oeri newydd ac wedi dileu'r opsiwn ar gyfer adnewyddiad ymwthiol y seilwaith dŵr oeri presennol. Mae hyn wedi arwain at leihau ffin y Coridor Cysylltu Dŵr.

   RHESWM: Yn dilyn astudiaethau technegol pellach, cadarnhawyd ei bod hi'n bosibl cadw ac ailddefnyddio'r seilwaith dŵr oeri sy'n gysylltiedig â Gorsaf Bŵer Cei Connah bresennol gyda rhywfaint o adnewyddu ac uwchraddio.

5. **NEWID:** Rydym wedi cynyddu ffiniau ardal storio dros dro y gwaith adeiladu o fewn y Brif Ardal Ddatblygu. Bydd yr ardal storio hon yn cynnwys tir a neilltuwyd yn flaenorol ar gyfer lleoliad yr AGI CO2 arfaethedig.

   RHESWM: Oherwydd newidiadau i leoliad yr AGI CO2 arfaethedig ac i fanteisio i'r eithaf ar y lle sydd ar gael ar gyfer storio dros dro o fewn y Brif Ardal Ddatblygu. Efallai y bydd angen yr holl ardaloedd storio a nodwyd ar gyfer y senarios adeiladu cydamserol a fesul cam.

6. **NEWID:** Rydym wedi cadarnhau lleoliad y compownd dros dro o fewn y Coridor Cysylltu CO2 Arfaethedig.

   RHESWM: Yn dilyn asesiad pellach, mae lleoliad y compownd dros dro wedi'i bennu o fewn rhan orllewinol y Coridor Cysylltu CO2 Arfaethedig.

7. **NEWID:** Rydym wedi cynnwys Ardaloedd Storio Cynnal a Chadw ychwanegol o fewn y dyluniad dangosol sydd wedi'i ddiweddaru.

   RHESWM: Mae'r Ardaloedd Storio Cynnal a Chadw wedi'u cynnwys oherwydd bod diffoddiad ar gyfer cynnal a chadw a gofynion staff wedi'u nodi cyn Ymgynghoriad Statudol ond nid oedd unrhyw leoliad penodol wedi'i nodi ar gyfer y gweithgareddau gweithredol hyn a'r staff i'w lletya o fewn y Brif Ardal Ddatblygu.

8. **NEWID:** Er mwyn darparu ar gyfer cludo Llwythi Anwahanadwy Anghyffredin (AIL), efallai y bydd angen i ni wneud gwaith ychwanegol i ehangu mynediad ar draws y groesfan ym Mhorthladd Mostyn.

   RHESWM: Mae angen y newid hwn yn dilyn dadansoddiad cychwynnol ar symud Llwythi Anwahanadwy Anghyffredin o Borthladd Mostyn i'r Bardal datrif Ardal Ddatblygu ar hyd yr A548.

Tabl 1 (parhad)

9. **NEWID:** Rydym wedi lleihau lled y Coridor Cysylltu CO2 wedi'i Ailbwrpasu yn nherfynau'r Gorchymyn dangosol o uchafswm o 100m i lawr i uchafswm o 25m.

   RHESWM: Yn dilyn ymchwiliad pellach nid oes angen gwneud gaith cloddio ar hyd y coridor cysylltu CO2 mwyach. Felly, gellir lleihau terfynau'r Gorchymyn dangosol.

10. **NEWID:** Rydym wedi tynnu ardaloedd angori, dadlwytho a storio dros dro llongau Llwyth Anwahanadwy Anghyffredin (AIL) ym Mhorthladdoedd Mostyn ac Ellesmere o derfynau'r Gorchymyn dangosol. O ganlyniad i dynnu Porthladd Ellesmere o derfynau dangosol y Gorchymyn, ni fydd terfynau'r Gorchymyn dangosol ar gyfer y prosiect yn Lloegr mwyach.

    RHESWM: Er bod Uniper yn cadw'r defnydd posibl o Borthladd Mostyn a Phorthladd Ellesmere, cadarnhawyd na fyddai angen unrhyw waith ffisegol o fewn y porthladdoedd eu hunain y tu hwnt i weithrediadau masnachol arferol presennol ar gyfer y porthladdoedd masnachol presennol.

11. **NEWID:** Mae gwaith i hwyluso mynediad at guddfannau bywyd gwyllt a gyflwynwyd yn yr Ymgynghoriad Statudol bellach wedi'i ganfod yn ddiangen ac felly maent wedi'u tynnu o'r Ffin Safle dangosol.

    RHESWM: Yn dilyn ymchwiliad pellach nid oes nawr angen gwneud gwaith yn yr ardal honno.

Mae **Ffigur 2** yn dangos lleoliadau dangosol diweddaraf seilwaith allweddol ar gyfer y prosiect CQLCP arfaethedig. Sylwch fod y cynlluniau hyn yn dal i fod yng nghamau cynnar eu datblygiad ac y gallant newid yn dilyn ymgysylltu parhaus â chyrff statudol, awdurdodau lleol a'r gymuned leol. Bydd y dyluniad terfynol yn cael ei bennu yn ystod y broses FEED, a ddechreuodd ddiwedd mis Rhagfyr 2024 a disgwylir iddi gymryd tua blwyddyn i'w chwblhau.

Gellir gweld y terfynau Gorchymyn dangosol wedi'u diweddaru llawn y mae Ffigur 2 yn seiliedig arnynt yn Adran 2 yr Adroddiad Gwybodaeth Atodol.

Ffigur 2

Rhoi eich adborth

Mae ein hymgynghoriad wedi'i dargedu yn rhedeg o **ddydd Iau 8 Mai hyd at 11:59pm ar ddydd Gwener 6 Mehefin 2025**. Er mwyn sicrhau bod eich adborth yn cael ei gasglu, gofynnwn yn garedig i chi anfon yr holl ymatebion cyn y dyddiad cau hwn ar 6 Mehefin.

Gellir darparu adborth drwy:

Anfon e-bost atom yn **info@connahsquaylcp.co.uk**

Ysgrifennu atom yn **RHADBOST CQLCP** (nid oes angen stamp)

Yn dilyn ein hymgynghoriad wedi'i dargedu, byddwn yn adrodd ar ganlyniadau'r broses hon yn ein Hadroddiad Ymgynghori, y byddwn yn ei gyflwyno fel rhan o'n cais DCO yn ddiweddarach eleni.

Byddwn yn ystyried yr holl sylwadau a dderbynnir yn ystod yr ymgynghoriad, yn ogystal â'n hymgysylltiad parhaus â'n cymunedau lleol a'n rhanddeiliaid. Rydym yn gwerthfawrogi eich holl adborth a byddwn yn parhau i'w ddefnyddio i ddylanwadu ar ddyluniad y prosiect, lle bo modd.

Cynhyrchwyd y ddogfen hon gan Uniper, a gwnaed pob ymdrech i sicrhau bod y wybodaeth sydd ynddi yn gywir ar ddyddiad ei chyhoeddi. Mae'r prosiect yn dal i fod yn ei gamau cynnar, ac felly gall diweddariadau neu newidiadau yn y dyfodol effeithio ar gywirdeb neu berthnasedd y wybodaeth hon.

Byddwn yn cynnal deunyddiau ymgynghori yn y mannau gwybodaeth canlynol ger y safle:
Llyfrgell Bwcle, Y Precinct, Ffordd Brunswick, Bwcle, CH7 2EF • Llyfrgell y Fflint, Stryd yr Eglwys, y Fflint, CH6 5AP
Llyfrgell Cei Connah, Wepre Drive, Cei Connah, CH5 4HA • Llyfrgell Neston, Ffordd Parkgate, Neston, CH64 6QE

Cysylltu â ni

Os hoffech siarad â ni am y prosiect, gallwch gysylltu â'n Tîm Cysylltiadau Cymunedol gan ddefnyddio'r wybodaeth gyswllt ganlynol:

Anfonwch e-bost atom yn **info@connahsquaylcp.co.uk** | Ffoniwch ni ar **0800 0129156** | Ysgrifennwch atom yn **RHADBOST CQLCP**

Gallwch hefyd fynd i'n gwefan yn www.uniperuk.consulting/cqlcp i gael rhagor o wybodaeth am y prosiect.

4.2 Welsh Supporting Information Report Executive Summary

1.1 Cyflwyniad

1.1.1 Mae Adroddiad Gwybodaeth Atodol wedi'i baratoi i gefnogi ymgynghoriad wedi'i dargedu anstatudol sy'n gysylltiedig â phrosiect Pŵer Carbon Isel Cei Connah (CQLCP) (y cyfeirir ato o hyn ymlaen fel 'y Datblygiad Arfaethedig'). Mae'n rhoi gwybodaeth am y newid arfaethedig i uchder y staciau allyriadau (y cyfeirir ato o hyn ymlaen fel 'y Newid Arfaethedig').

1.1.2 Er na fyddai'r Newid Arfaethedig yn arwain at i'r Datblygiad Arfaethedig fod yn sylfaenol wahanol i'r hyn yr ymgynghorwyd arno'n flaenorol, hoffai'r Ymgeisydd roi'r cyfle i chi ei adolygu a rhoi sylwadau arno. O ddydd Iau 8 Mai 2025 i ddydd Gwener 6 Mehefin 2025 mae'r Ymgeisydd yn cynnal ymgynghoriad wedi'i dargedu anstatudol yn ymwneud yn benodol â'r Newid Arfaethedig ac mae'n croesawu eich adborth. Bydd adborth a dderbynnir yn ystod y cyfnod hwn yn cael ei ystyried cyn cyflwyno cais am Orchymyn Cydsyniad Datblygu (DCO) ar gyfer y Datblygiad Arfaethedig yn ddiweddarach eleni.

1.1.3 Mae'r Ymgeisydd hefyd am eich hysbysu ynghylch newidiadau dylunio eraill y mae'n bwriadu eu gwneud ers i'r Ymgynghoriad Statudol ddod i ben yn 2024 (y cyfeirir atynt o hyn ymlaen fel 'y Newidiadau Eraill'). Nid yw'r Ymgeisydd yn credu bod y Newidiadau Eraill hyn i'r Datblygiad Arfaethedig yn sylweddol, felly nid yw'n gofyn am adborth arnynt yn ystod yr ymgynghoriad wedi'i dargedu hwn, er y bydd yr Ymgeisydd yn ystyried unrhyw sylwadau a dderbynnir am y Newidiadau Eraill.

1.1.4 Mae copïau o'r Adroddiad Gwybodaeth Amgylcheddol Ragarweiniol (PEIR) a dogfennau eraill a gyhoeddwyd i gefnogi'r Ymgynghoriad Statudol ar gael yn: https://uniperuk.consulting/cqlcp/project-consultation-documents-3/.

1.2 Y Newid Arfaethedig

1.2.1 Mae dyluniad manwl y Datblygiad Arfaethedig yn destun astudiaethau technegol ac adolygiad parhaus. Byddai'r Datblygiad Arfaethedig yn cynnwys hyd at ddau Dyrbin Nwy Cylch Cyfun (CCGT) gydag unedau Gwaith Dal Carbon (CCP) a seilwaith ategol.

1.2.2 Bydd elfennau CCGT a CCP yr orsaf bŵer newydd arfaethedig yn cynnwys stac allyriadau (hyd at bedwar stac allyriadau i gyd). Defnyddir stac allyriadau i awyru nwyon gwastraff a gynhyrchir yn ystod hylosgi yn ddiogel i'r atmosffer. Yn dilyn ystyriaethau peirianneg a dylunio technegol pellach, ynghyd â chwblhau asesiadau technegol sy'n cefnogi'r Asesiad o'r Effaith Amgylcheddol (EIA), mae'r Ymgeisydd wedi nodi gofyniad i gynyddu uchder y staciau allyriadau ar gyfer y Datblygiad Arfaethedig.

1.2.3 Mae gwaith modelu wedi'i wneud i ystyried yr allyriadau atmosfferig posibl sy'n gysylltiedig â gweithrediad y Datblygiad Arfaethedig er mwyn pennu uchder addas ar gyfer y staciau allyriadau, a fyddai'n lleihau unrhyw effeithiau negyddol posibl. O ganlyniad i'r asesiadau hyn, mae angen cynyddu'r paramedrau uchder uchaf a gyflwynwyd yn yr Ymgynghoriad Statudol ar gyfer y staciau allyriadau ac mae'r rhain bellach wedi'u cynnig ar 150m uwchben lefel y ddaear. Ar gyfer y staciau allyriadau amsugno, mae hyn yn gynnydd o 30m o'r uchderau staciau allyriadau 120m uwchben lefel y ddaear a gyflwynwyd yn yr Ymgynghoriad Statudol. Byddai staciau allyriadau'r Genadur

Ager Adfer Gwres (HRSG) hefyd yn cynyddu o'r 85m uwchben lefel y ddaear gwreiddiol i 150m uwchben lefel y ddaear, sy'n gynnydd o 65m.

1.2.4 O ganlyniad i'r cynnydd yn uchder y staciau allyriadau, mae ymgysylltiad parhaus rhwng yr Ymgeisydd a Maes Awyr Penarlâg (Airbus) ynghylch y gofynion ar gyfer diogelu'r maes awyr. Cynigir goleuadau rhwystr ar y staciau hyn (12 golau fesul stac allyriadau) yn unol â'r canllawiau perthnasol.

1.3 Newidiadau Eraill

1.3.1 Mae "Newidiadau Eraill" wedi'u gwneud i'r Datblygiad Arfaethedig yn dilyn yr Ymgynghoriad Statudol. Mae'r newidiadau hyn wedi'u gwneud o ganlyniad i esblygiad y dyluniad ac mewn ymateb i sylwadau a dderbyniwyd yn ystod yr Ymgynghoriad Statudol. Ni cheisir adborth penodol ar y newidiadau hyn fel rhan o'r ymgynghoriad wedi'i dargedu anstatudol, er y bydd yr Ymgeisydd yn ystyried unrhyw sylwadau a dderbynnir am y Newidiadau Eraill.

1.3.2 Mae'r Newidiadau Eraill yn cynnwys:

- Newid 1 – Dileu'r opsiwn stac amsugno deuol;
- Newid 2 – Dileu'r staciau ffrwydro;
- Newid 3 – Ail-leoli'r Seilwaith CO2 Uwchben y Ddaear Arfaethedig;
- Newid 4 – Cynigion Seilwaith Dŵr Oeri wedi'u Diweddaru;
- Newid 5 – Newidiadau i ardaloedd storio dros dro y gwaith adeiladu;
- Newid 6 – Darparu compownd adeiladu dros dro o fewn y Coridor Cysylltu CO2 Arfaethedig;
- Newid 7 – Darparu ardaloedd storio cynnal a chadw o fewn y cynllun gweithredol;
- Newid 8 – Gwaith sydd ei angen wrth fynedfa Porthladd Mostyn;
- Newid 9 – Lleihau lled y Coridor Cysylltu CO2 wedi'i Ailbwrpasu;
- Newid 10 – Dileu ardaloedd o fewn Porthladd Mostyn, Porthladd Ellesmere a'r briffordd gyhoeddus rhwng Porthladd Ellesmere a'r Brif Ardal Ddatblygu; a
- Newid 11 – Dileu'r ardal a elwir yn 'Mynediad at Guddfannau Bywyd Gwyllt' o Ffin Safle Dangosol.

1.4 Crynodeb o'r canfyddiadau

1.4.1 Mae'r Adroddiad Gwybodaeth Atodol wedi ystyried effeithiau amgylcheddol posibl y Newid Arfaethedig mewn perthynas â'r asesiadau a gyflwynwyd yn y PEIR a gynhyrchwyd i gefnogi'r Ymgynghoriad Statudol yn 2024.

1.4.2 O ganlyniad, darparwyd asesiadau wedi'u diweddaru ar gyfer y pynciau amgylcheddol canlynol:

- Ansawdd aer;
- Sŵn a dirgryniad;
- Tirwedd ac amwynder gweledol;

- Treftadaeth ddaearol; ac
- Iechyd dynol.

1.4.3 Mae'r asesiadau wedi'u diweddaru wedi nodi y byddai'r Newid Arfaethedig yn gwneud y canlynol:

- lleihau maint nifer o effeithiau ar ansawdd aer, fodd bynnag, ni fyddai hyn yn newid y casgliad ar effeithiau gweddilliol yn y PEIR;
- dim yn arwain at unrhyw effeithiau sŵn gweddilliol newydd/gwahanol i'r rhai a nodwyd yn y PEIR;
- newid effeithiau ac arwyddocâd canlyniadol yr effaith mewn pum golygfan. Byddai effeithiau yng Ngolygfannau 8 ac 11 yn aros yr un fath ag yng ngham PEIR, tra byddai'r effaith yng Ngolygfan 9 yn cynyddu i effaith andwyol gymedrol (arwyddocaol). Byddai effeithiau yng Ngolygfan 10 hefyd yn cynyddu i effaith andwyol fawr (arwyddocaol), tra byddai effeithiau yng ngolygfan 13 yn cynyddu i effaith andwyol fach (heb fod yn arwyddocaol o hyd);
- dim yn arwain at unrhyw newidiadau i'r asesiad fel y'i cyflwynir yn y PEIR mewn perthynas â threftadaeth ddaearol; a
- lleihau effeithiau sy'n gysylltiedig ag allyriadau ansawdd aer gweithredol ar iechyd dynol. Fodd bynnag, ni fyddai unrhyw newid i effeithiau iechyd dynol sy'n gysylltiedig â sŵn gweithredol.

1.4.4 Er nad oes asesiad wedi'i ddiweddaru ar gael mewn perthynas ag effeithiau posibl newidiadau yn ansawdd aer ar safleoedd o bwysigrwydd rhyngwladol a chenedlaethol ar gyfer cadwraeth natur, mae canlyniadau ansawdd aer gweithredol ar gyfer y derbynnydd ecolegol yr effeithir arnynt waethaf wedi'u cymharu â'r asesiad PEIR. Mae'r dadansoddiad hwn yn nodi y byddai'r effeithiau a ragfynegir yn debyg neu'n is gyda'r Newid Arfaethedig ar waith ar gyfer pob senario o'i gymharu â'r asesiad PEIR. Gellir esbonio hyn gan allyriadau is o NOx ac aminau o'i gymharu â PEIR, sy'n gyfrifol am ran sylweddol o'r effeithiau ar dderbynyddion ecolegol.

1.4.5 Rhoddwyd ystyriaeth hefyd i effeithiau amgylcheddol posibl y Newidiadau Eraill sydd wedi dod i'r casgliad y byddent naill ai'n arwain at leihad yn yr effaith neu y byddent yn gyffredinol yn unol â chanfyddiadau'r PEIR.

1.5 Sut i Roi Adborth

1.5.1 Er mwyn gwneud yn siŵr bod eich adborth yn cael ei gasglu, gofynnwn yn garedig i chi anfon yr holl ymatebion cyn y dyddiad cau, sef 11.59pm ar 6 Mehefin 2025.

1.5.2 Gellir rhoi adborth drwy:

- Anfon e-bost atom yn info@connahsquaylcp.co.uk
- Ysgrifennu atom yn RHADBOST CQLCP (nid oes angen stamp)

1.5.3 Os oes angen unrhyw wybodaeth bellach arnoch am y prosiect, neu os hoffech ofyn am ddeunyddiau ymgynghori ychwanegol yn Gymraeg, gallwch gysylltu â'n Tîm Cysylltiadau Cymunedol gan ddefnyddio'r cyfeiriad e-bost a roddir uchod, neu drwy ffonio 0800 0129156.

aecom.com

5. Appendix G-5: Stakeholder Letters

5.1 Non-Prescribed Stakeholders

Uniper UK Limited, Company number 02796628, Compton House 2300 The Crescent
Birmingham Business Park, Birmingham B37 7YE, Great Britain

By email

Uniper UK Limited
Company number 02796628
Compton House
2300 The Crescent
Birmingham Business Park
Birmingham B37 7YE
Great Britain

www.uniper.energy

Connah's Quay Low Carbon Power project: Targeted Consultation

8 May 2025

Dear Consultee,

Non-statutory targeted consultation on proposed design update for Connah's Quay Low Carbon Power project

As you may be aware, Uniper UK Limited is exploring the potential development of a new gas-fired power station with carbon capture technology at its Connah's Quay site in Flintshire, the Connah's Quay Low Carbon Power (CQLCP) project. If consented and developed the new power station would be capable of providing up to a likely maximum of 1.38 GW of low carbon power, to help meet the growing need for electricity, whenever it is required.

From Tuesday 8 October to Tuesday 19 November 2024 we held our Statutory Consultation, inviting local communities, local authorities, landowners, environmental organisations and technical stakeholders to share their views on our proposals. We would like to extend our thanks and appreciation to those who participated in the consultation.

We're currently undergoing Front End Engineering Design studies for the project. Based on the findings of our ongoing technical and environmental assessments, we have identified a need for a change to the original design that we consulted on during the Statutory Consultation. Whilst this proposed change would not result in the CQLCP project being fundamentally different from what was previously consulted on, we would like to give you the opportunity to see what's different. We wanted to consult you about this proposed change before we submit our Development Consent Order (DCO) application to the Planning Inspectorate later this year.

From **Thursday 8 May to Friday 6 June 2025**, we are therefore conducting a further consultation, specifically about this design change, as part of a 'targeted consultation', and we would welcome your feedback.

The proposed change

The Proposed Development would comprise up to two Combined Cycle Gas Turbine (CCGT) with Carbon Capture Plant (CCP) units and supporting infrastructure.

Both the CCGT and CCP components of the proposed new power station will feature an emission stack (four emission stacks in total). An emission stack is used to vent waste gases produced during combustion safely into the atmosphere. Following the completion of technical assessments supporting the Environmental Impact

Assessment, Uniper has identified a requirement to increase the stack heights for the proposed CQLCP project.

There are two potential scenarios for operating the proposed new power station. The normal operating mode will be with the carbon capture technology operational whereby waste gases would pass through two absorber emission stacks, which are part of the proposed CCP.

However, the design needs to accommodate potential abnormal scenarios where the CCGT may need to temporarily operate without the CCP such as during an emergency shut down or if the CO_2 transport and storage infrastructure is not available. This is expected to only be in exceptional circumstances and the transport and storage availability is expected to be at least 95%. In this operational scenario, emissions would instead be emitted through two dedicated stacks above the Heat Recovery Steam Generator (HRSG), which is part of the CCGT.

The modelling we have undertaken has therefore considered the potential atmospheric emissions associated with both operational scenarios to determine a suitable height for the stacks, that would minimise any potential negative effects.

As a result of these assessments, the maximum height parameters presented at the Statutory Consultation for the absorber emission and HRSG emission stacks need to be increased and these are now proposed at 150m above ground level. For the absorber emission stacks, this is an increase of 30m from the 120m emission stack heights presented at our Statutory Consultation. For the HRSG emission stacks, this is an increase of 65m from an initial 85m. The increase in the height of the stacks would help to mitigate the human health and ecological effects of the CQLCP project. In determining the new proposed maximum height parameters, Uniper has also considered the potential landscape and visual impacts as well as impacts on the setting of designated heritage assets such as listed buildings and scheduled monuments.

Uniper considers that the proposed increase to the emission stack heights is a necessary and appropriate revision to the project's design to mitigate the environmental effects of the project as far as possible, in all operating scenarios.

We have produced a Supporting Information Report for this targeted consultation which describes our updated design and any corresponding changes to proposed mitigation measures. You can find this during the consultation period on our consultation website here: www.uniperuk.consulting/cqlcp/project-consultation-documents-3/.

We have also produced a targeted consultation newsletter, a copy of which is enclosed with this letter.

Providing your feedback

Our targeted consultation runs from **Thursday 8 May to 11:59pm on Friday 6 June 2025**. To guarantee that your feedback is captured, we kindly ask that all responses are sent prior to this deadline on 6 June 2025.

Feedback can be provided by:

- Sending us an email at **info@connahsquaylcp.co.uk**
- Writing to us at **FREEPOST CQLCP** (no stamp required)

Following our targeted consultation, we will report on the outcomes of this process in our Consultation Report, which we will submit as part of our DCO application later this year.

We will consider all comments received during the consultation, as well as from our ongoing engagement with our local communities and stakeholders. We value all your feedback and will continue to use it to influence the design of the project, where possible.

Contact us

If you would like to talk to us about the CQLCP project or if we can be of any assistance, then please contact our Community Relations Team by emailing us at info@connahsquaylcp.co.uk or calling us on 0800 0129156. You can also write to us at FREEPOST CQLCP or visit our website at www.uniperuk.consulting/cqlcp for more information about the CQLCP project.

Yours sincerely,

[redacted]

Project Manager
Uniper

Encl.

- Targeted consultation newsletter referenced above.

5.2 Local Authorities

Uniper UK Limited, Company number 02796628, Compton House 2300 The Crescent
Birmingham Business Park, Birmingham B37 7YE, Great Britain

By email

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Company number 02796628
Compton House
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Birmingham B37 7YE
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Connah's Quay Low Carbon Power project: Targeted Consultation

8 May 2025

Dear Consultee,

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From **Thursday 8 May to Friday 6 June 2025**, we are therefore conducting a further consultation, specifically about this design change, as part of a 'targeted consultation', and we would welcome your feedback.

The proposed change

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Assessment, Uniper has identified a requirement to increase the emission stack heights for the proposed CQLCP project.

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Uniper considers that the proposed increase to the emission stack heights is a necessary and appropriate revision to the project's design to mitigate the environmental effects of the project as far as possible, in all operating scenarios.

We have produced a Supporting Information Report for this targeted consultation which describes our updated design and any corresponding changes to proposed mitigation measures. You can find this during the consultation period on our consultation website here: www.uniperuk.consulting/cqlcp/project-consultation-documents-3/.

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Providing your feedback

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Contact us

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Yours sincerely,

[redacted]

Project Manager
Uniper

Encl.

- Targeted consultation newsletter referenced above.

5.3 Local Authorities No Longer Affected

Uniper UK Limited, Company number 02796628, Compton House 2300 The Crescent
Birmingham Business Park, Birmingham B37 7YE, Great Britain

By email

Uniper UK Limited
Company number 02796628
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2300 The Crescent
Birmingham Business Park
Birmingham B37 7YE
Great Britain

www.uniper.energy

Connah's Quay Low Carbon Power project: Targeted Consultation

8 May 2025

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Non-statutory targeted consultation on proposed design update for Connah's Quay Low Carbon Power project

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We have also produced a targeted consultation newsletter, a copy of which is enclosed with this letter.

The Supporting Information Report and newsletter also provide information about other changes that have been made to the Proposed Development since the Statutory Consultation. This includes the removal of the Abnormal Indivisible Load (AIL) vessel mooring, offloading, and temporary storage areas at Ports of Mostyn and Ellesmere from the Indicative Site Boundary. As a result of the removal of the Port of Ellesmere from the indicative site boundary, the Indicative Site Boundary for the Proposed

Development will no longer be in England. As such, you are no longer a local authority within the definition of section 43 of the Planning Act 2008 for the purposes of the Proposed Development.

Providing your feedback

Our targeted consultation runs from **Thursday 8 May to 11:59pm on Friday 6 June 2025**. To guarantee that your feedback is captured, we kindly ask that all responses are sent prior to this deadline on 6 June 2025.

Feedback can be provided by:

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Following our targeted consultation, we will report on the outcomes of this process in our Consultation Report, which we will submit as part of our DCO application later this year.

We will consider all comments received during the consultation, as well as from our ongoing engagement with our local communities and stakeholders. We value all your feedback and will continue to use it to influence the design of the project, where possible.

Contact us

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Yours sincerely,

[redacted]

Project Manager
Uniper

Encl.

- Targeted consultation newsletter referenced above.

5.4 Interested Bodies

Uniper UK Limited, Company number 02796628, Compton House 2300 The Crescent
Birmingham Business Park, Birmingham B37 7YE, Great Britain

By email

Uniper UK Limited
Company number 02796628
Compton House
2300 The Crescent
Birmingham Business Park
Birmingham B37 7YE
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www.uniper.energy

Connah's Quay Low Carbon Power project: Targeted Consultation

8 May 2025

Dear Consultee,

Non-statutory targeted consultation on proposed design update for Connah's Quay Low Carbon Power project

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Providing your feedback

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Feedback can be provided by:

- Sending us an email at **info@connahsquaylcp.co.uk**
- Writing to us at **FREEPOST CQLCP** (no stamp required)

Following our targeted consultation, we will report on the outcomes of this process in our Consultation Report, which we will submit as part of our DCO application later this year.

We will consider all comments received during the consultation, as well as from our ongoing engagement with our local communities and stakeholders. We value all your feedback and will continue to use it to influence the design of the project, where possible.

Contact us

If you would like to talk to us about the CQLCP project or if we can be of any assistance, then please contact our Community Relations Team by emailing us at info@connahsquaylcp.co.uk or calling us on 0800 0129156. You can also write to us at FREEPOST CQLCP or visit our website at www.uniperuk.consulting/cqlcp for more information about the CQLCP project.

Yours sincerely,

[redacted]

Project Manager
Uniper

Encl.

- Targeted consultation newsletter referenced above.

5.5 Town/Community Councils

Uniper UK Limited, Company number 02796628, Compton House 2300 The Crescent
Birmingham Business Park, Birmingham B37 7YE, Great Britain

By email

Uniper UK Limited
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Connah's Quay Low Carbon Power project: Targeted Consultation

22 May 2025

Dear Consultee,

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We sincerely apologise that the Council was not originally notified about our targeted consultation, which is specifically focused on a proposed design change and is being carried out from Thursday 8 May to Friday 6 June 2025.

To ensure the Council has the opportunity to provide feedback, we are extending the consultation deadline for the Council to **Monday 23 June 2025**. We would welcome your feedback.

The proposed change

The Proposed Development would comprise up to two Combined Cycle Gas Turbine (CCGT) with Carbon Capture Plant (CCP) units and supporting infrastructure.

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There are two potential scenarios for operating the proposed new power station. The normal operating mode will be with the carbon capture technology operational whereby waste gases would pass through two absorber emission stacks, which are part of the proposed CCP.

However, the design needs to accommodate potential abnormal scenarios where the CCGT may need to temporarily operate without the CCP such as during an emergency shut down or if the CO_2 transport and storage infrastructure is not available. This is expected to only be in exceptional circumstances and the transport and storage availability is expected to be at least 95%. In this operational scenario, emissions would instead be emitted through two dedicated stacks above the Heat Recovery Steam Generator (HRSG), which is part of the CCGT.

The modelling we have undertaken has therefore considered the potential atmospheric emissions associated with both operational scenarios to determine a suitable height for the stacks, that would minimise any potential negative effects.

As a result of these assessments, the maximum height parameters presented at the Statutory Consultation for the absorber emission and HRSG emission stacks need to be increased and these are now proposed at 150m above ground level. For the absorber emission stacks, this is an increase of 30m from the 120m emission stack heights presented at our Statutory Consultation. For the HRSG emission stacks, this is an increase of 65m from an initial 85m. The increase in the height of the stacks would help to mitigate the human health and ecological effects of the CQLCP project. In determining the new proposed maximum height parameters, Uniper has also considered the potential landscape and visual impacts as well as impacts on the setting of designated heritage assets such as listed buildings and scheduled monuments.

Uniper considers that the proposed increase to the emission stack heights is a necessary and appropriate revision to the project's design to mitigate the environmental effects of the project as far as possible, in all operating scenarios.

We have produced a Supporting Information Report for this targeted consultation which describes our updated design and any corresponding changes to proposed mitigation measures. You can find this during the consultation period on our consultation website here: www.uniperuk.consulting/cqlcp/project-consultation-documents-3/.

We have also produced a targeted consultation newsletter, a copy of which is enclosed with this letter.

Providing your feedback

As stated above, we will extend our targeted consultation until **Monday 23 June.** To guarantee that your feedback is captured, we kindly ask that all responses are sent prior to this deadline on 23 June 2025.

Feedback can be provided by:

- Sending us an email at **info@connahsquaylcp.co.uk**
- Writing to us at **FREEPOST CQLCP** (no stamp required)

Following our targeted consultation, we will report on the outcomes of this process in our Consultation Report, which we will submit as part of our DCO application later this year.

We will consider all comments received during the consultation, as well as from our ongoing engagement with our local communities and stakeholders. We value all your feedback and will continue to use it to influence the design of the project, where possible.

Contact us

If you would like to talk to us about the CQLCP project or if we can be of any assistance, then please contact our Community Relations Team by emailing us at info@connahsquaylcp.co.uk or calling us on 0800 0129156. You can also write to us at FREEPOST CQLCP or visit our website at www.uniperuk.consulting/cqlcp for more information about the CQLCP project.

Yours sincerely,

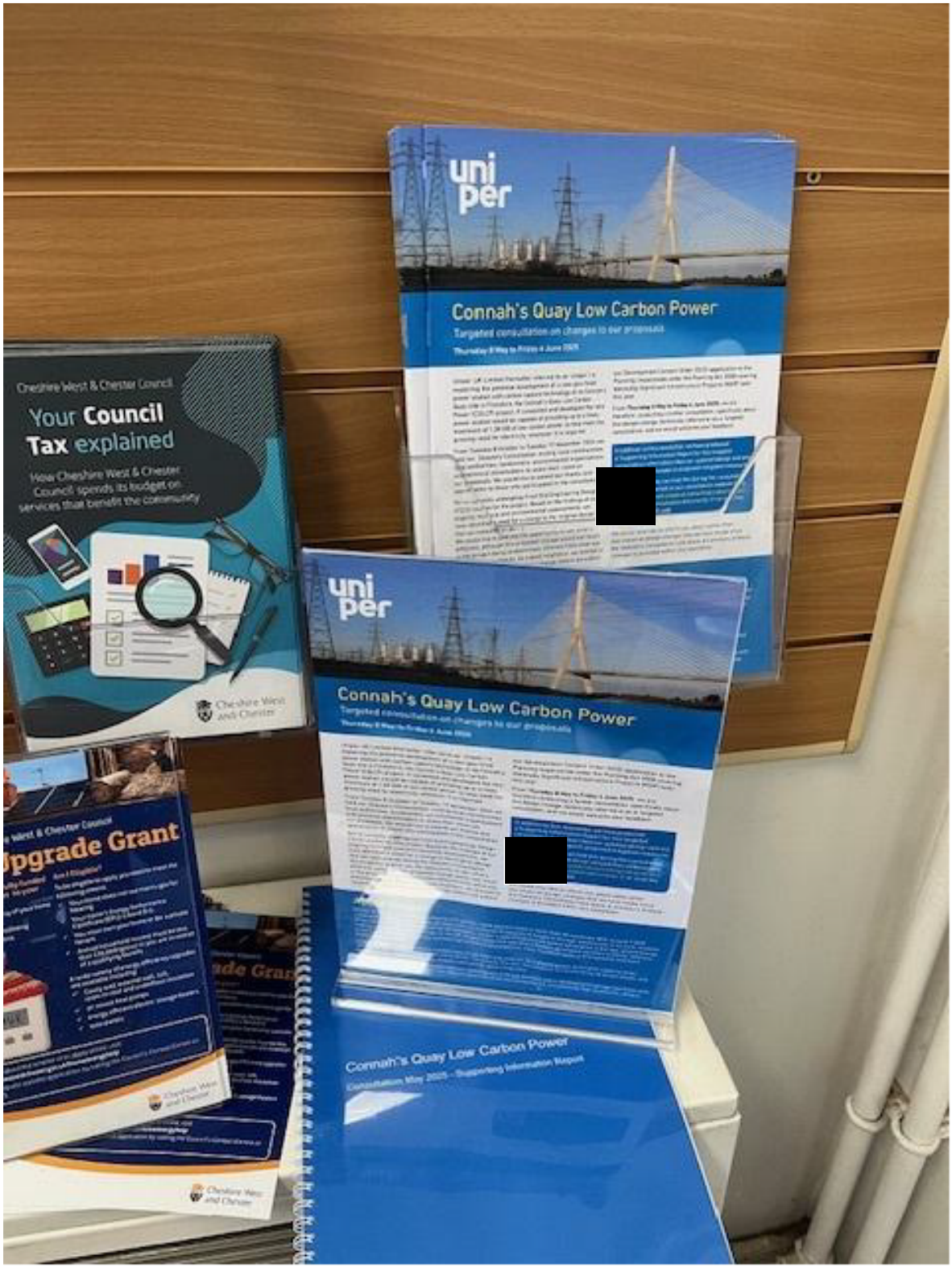
[redacted]
Project Manager
Uniper

Encl.

- Targeted consultation newsletter referenced above.

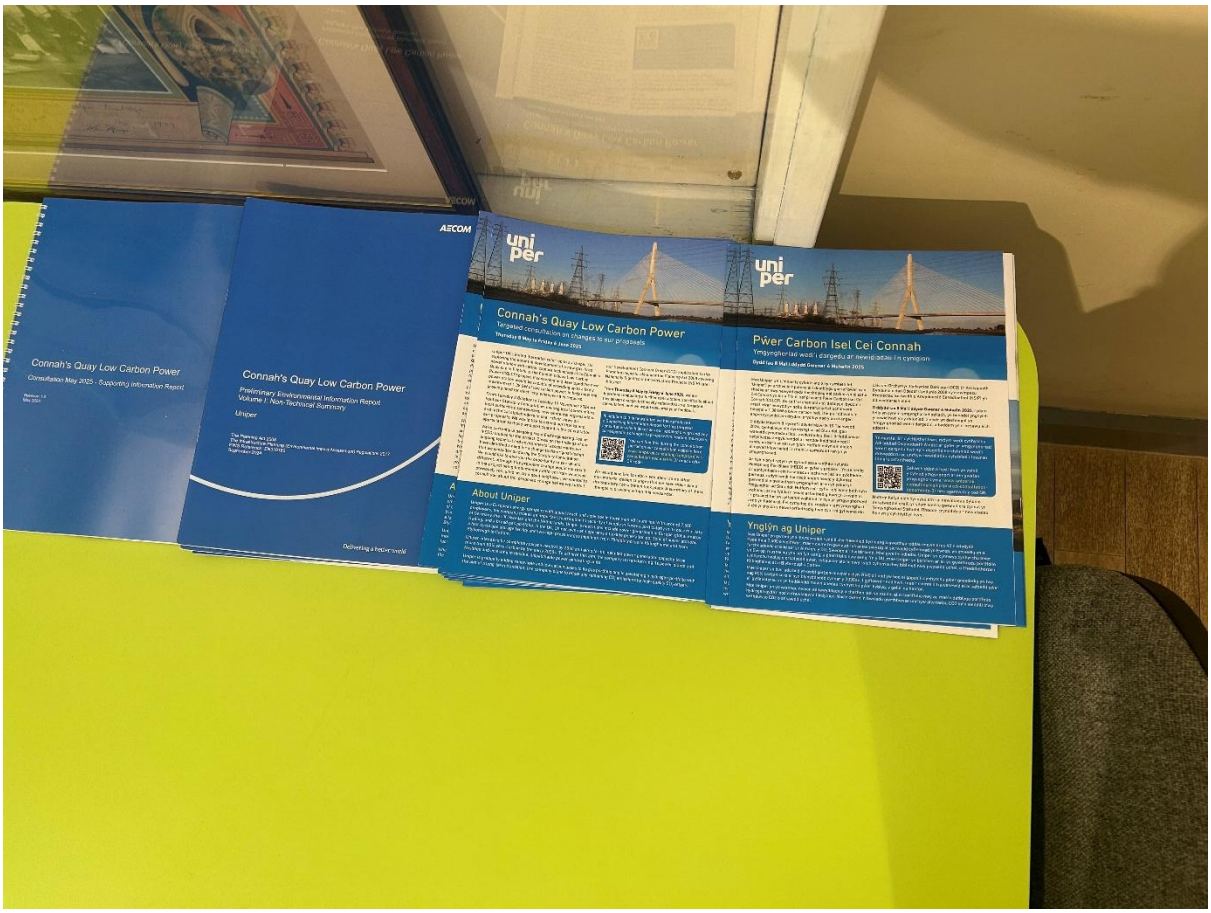
6. Appendix G-6: Information Points

6.1 Neston Library

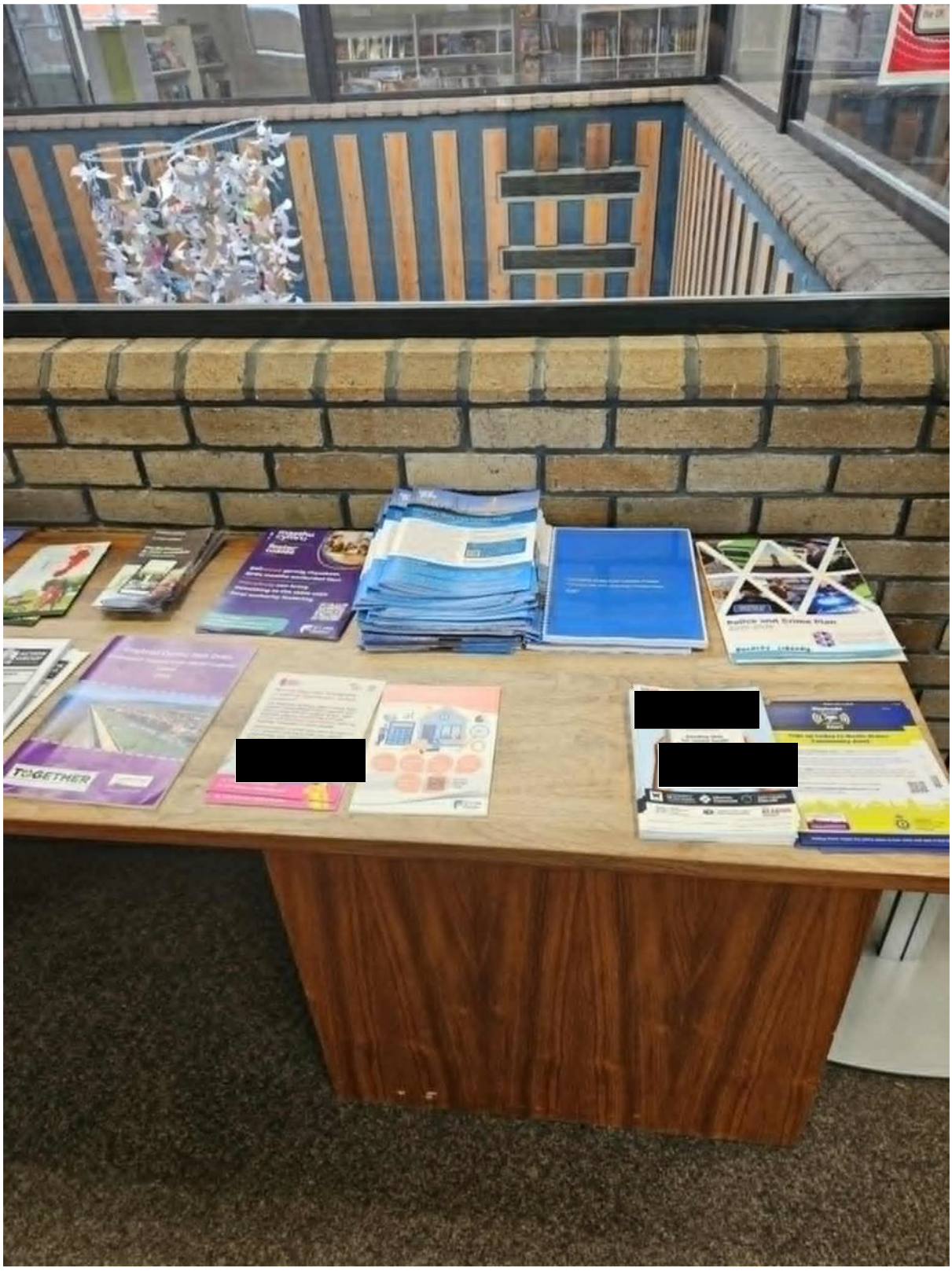


6.2 Flint Library

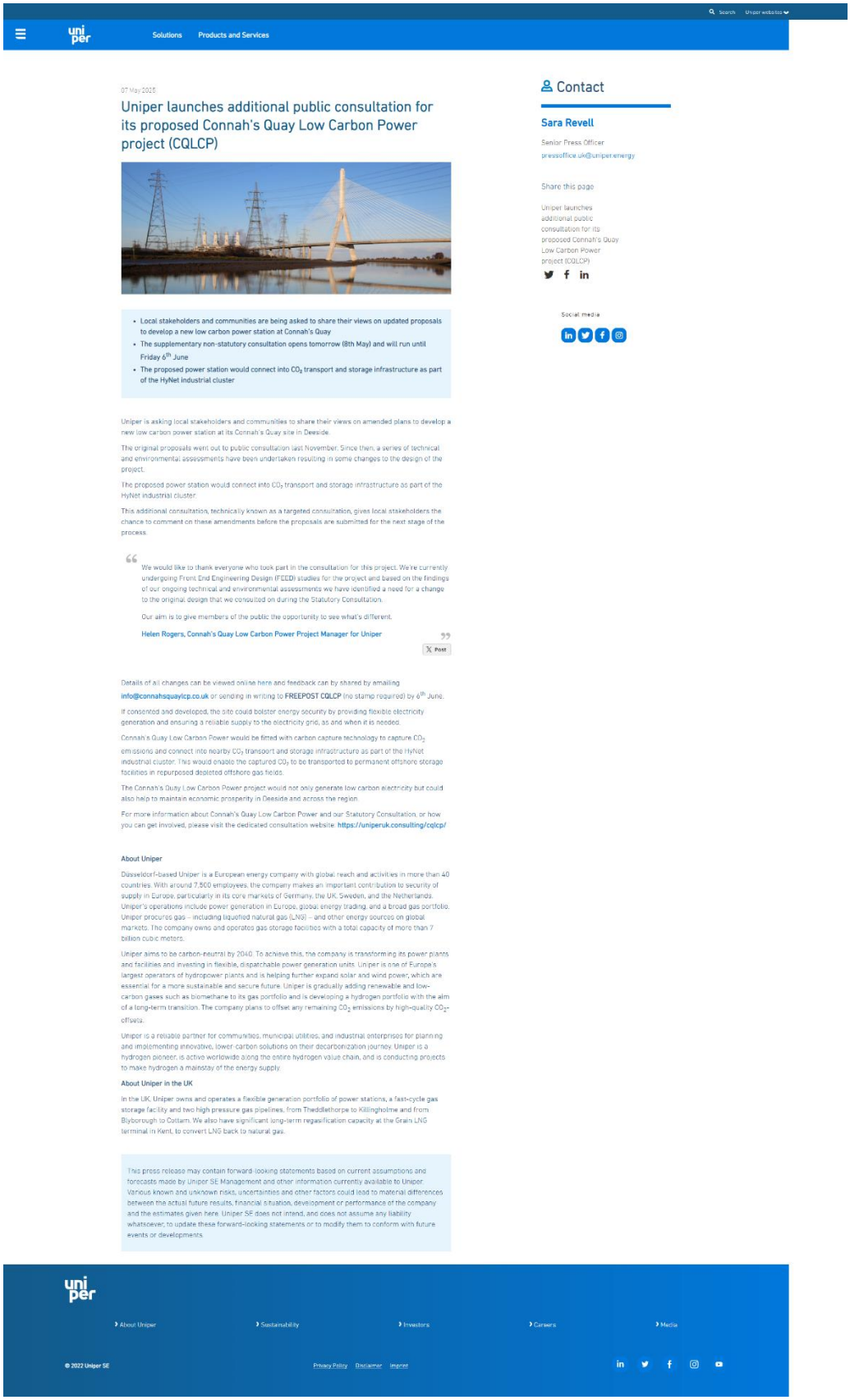
6.3 Connah's Quay Library



6.4 Buckley Library



7. Appendix G-7: Press Release



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07 May 2025

Uniper launches additional public consultation for its proposed Connah's Quay Low Carbon Power project (CQLCP)

- Local stakeholders and communities are being asked to share their views on updated proposals to develop a new low carbon power station at Connah's Quay
- The supplementary non-statutory consultation opens tomorrow (8th May) and will run until Friday 6th June
- The proposed power station would connect into CO_2 transport and storage infrastructure as part of the HyNet industrial cluster

Uniper is asking local stakeholders and communities to share their views on amended plans to develop a new low carbon power station at its Connah's Quay site in Deeside.

The original proposals went out to public consultation last November. Since then, a series of technical and environmental assessments have been undertaken resulting in some changes to the design of the project.

The proposed power station would connect into CO_2 transport and storage infrastructure as part of the HyNet industrial cluster.

This additional consultation, technically known as a targeted consultation, gives local stakeholders the chance to comment on these amendments before the proposals are submitted for the next stage of the process.

> "We would like to thank everyone who took part in the consultation for this project. We're currently undergoing Front End Engineering Design (FEED) studies for the project and based on the findings of our ongoing technical and environmental assessments we have identified a need for a change to the original design that we consulted on during the Statutory Consultation.
>
> Our aim is to give members of the public the opportunity to see what's different.
>
> **Helen Rogers, Connah's Quay Low Carbon Power Project Manager for Uniper**"

X Post

Details of all changes can be viewed online here and feedback can by shared by emailing info@connahsquaylcp.co.uk or sending in writing to **FREEPOST CQLCP** (no stamp required) by 6th June.

If consented and developed, the site could bolster energy security by providing flexible electricity generation and ensuring a reliable supply to the electricity grid, as and when it is needed.

Connah's Quay Low Carbon Power would be fitted with carbon capture technology to capture CO_2 emissions and connect into nearby CO_2 transport and storage infrastructure as part of the HyNet industrial cluster. This would enable the captured CO_2 to be transported to permanent offshore storage facilities in repurposed depleted offshore gas fields.

The Connah's Quay Low Carbon Power project would not only generate low carbon electricity but could also help to maintain economic prosperity in Deeside and across the region.

For more information about Connah's Quay Low Carbon Power and our Statutory Consultation, or how you can get involved, please visit the dedicated consultation website: https://uniperuk.consulting/cqlcp/

About Uniper

Düsseldorf-based Uniper is a European energy company with global reach and activities in more than 40 countries. With around 7,500 employees, the company makes an important contribution to security of supply in Europe, particularly in its core markets of Germany, the UK, Sweden, and the Netherlands. Uniper's operations include power generation in Europe, global energy trading, and a broad gas portfolio. Uniper procures gas – including liquefied natural gas (LNG) – and other energy sources on global markets. The company owns and operates gas storage facilities with a total capacity of more than 7 billion cubic meters.

Uniper aims to be carbon-neutral by 2040. To achieve this, the company is transforming its power plants and facilities and investing in flexible, dispatchable power generation units. Uniper is one of Europe's largest operators of hydropower plants and is helping further expand solar and wind power, which are essential for a more sustainable and secure future. Uniper is gradually adding renewable and low-carbon gases such as biomethane to its gas portfolio and is developing a hydrogen portfolio with the aim of a long-term transition. The company plans to offset any remaining CO_2 emissions by high-quality CO_2-offsets.

Uniper is a reliable partner for communities, municipal utilities, and industrial enterprises for planning and implementing innovative, lower-carbon solutions on their decarbonization journey. Uniper is a hydrogen pioneer, is active worldwide along the entire hydrogen value chain, and is conducting projects to make hydrogen a mainstay of the energy supply.

About Uniper in the UK

In the UK, Uniper owns and operates a flexible generation portfolio of power stations, a fast-cycle gas storage facility and two high pressure gas pipelines, from Theddlethorpe to Killingholme and from Blyborough to Cottam. We also have significant long-term regasification capacity at the Grain LNG terminal in Kent, to convert LNG back to natural gas.

This press release may contain forward-looking statements based on current assumptions and forecasts made by Uniper SE Management and other information currently available to Uniper. Various known and unknown risks, uncertainties and other factors could lead to material differences between the actual future results, financial situation, development or performance of the company and the estimates given here. Uniper SE does not intend, and does not assume any liability whatsoever, to update these forward-looking statements or to modify them to conform with future events or developments.

Contact

Sara Revell

Senior Press Officer

pressoffice.uk@uniper.energy

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Uniper launches additional public consultation for its proposed Connah's Quay Low Carbon Power project (CQLCP)

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8. Appendix G-8: Regard Had to Statutory Bodies Responses

Chapter	Comment ID (where applicable)	Consultee	Summary of Comment	Response
General	511985	Natural England	Natural England are unable to provide detailed advice within this consultation due to the request falling outside of the statutory charging phase. More information here. Therefore, we can only provide the below initial advice in the absence of engaging in our Discretionary Advice Service (DAS). Natural England are disappointed to note that our concerns have not yet been addressed within the Preliminary Environmental Information Report (PEIR). Consequently, there remains insufficient information to inform advice on the significance of impacts at designated sites and the scope for mitigation, both with the amendments and wider design. It is our understanding that the PEIR remains unchanged as a result of the changes proposed Therefore, we are of the opinion that it would not be sufficient to utilise the PEIR as a comparison of impacts at this stage. The proposed amendments do not fundamentally change the initial advice Natural England provided within the PEIR in our response letter dated 19 November 2024 (our ref. 490265). This advice still applies to the proposal and amendments in design. Natural England outlined the cross-border nature of potential impacts to designated sites relating to air quality and noise impacts on notified bird species and assemblages. We provided recommendations in relation to notified habitats and wider notified species such as otter. We also highlighted the need for a Habitats Regulations Assessment (HRA) and suitable assessment of nationally designated sites. Natural England welcome the opportunity to provide additional comments as the scheme and evidence base evolves. We wish to be consulted at the pre-application stage regarding designated sites situated in England and recommend this is pursued through DAS engagement. Whereby there are cross-boundary issues, Natural England would support a collaborative approach with Natural Resources Wales.	This position is acknowledged.
General	N/A	Ambition North Wales	We understand the increased column height may have a visual impact and lead to concern among local stakeholders however Uniper's continued consultation process and continued collaboration with local communities and authorities will hopefully ensure the project's success.	This position is noted. No further response is provided.
General	N/A	Cadw Planning	We assume that the design changes will be considered by AECOM in their assessment and can be consulted by them on tis results if required. However, until this assessment has been produced, we will not make any further comments on the proposed development.	This position is noted. No further response is provided.
General	N/A	Flint Town Council	The Council wishes to express its strong reservations regarding the scale, impact, and transparency of the proposed development. Key concerns relate to emissions, health and environmental implications, and the adequacy of public and stakeholder engagement to date. **1. Visual and Environmental Impact**: The Council strongly objects to the potential visual impact of the development on local residents and landscapes. Particular concern centres on the introduction of 150-metre-tall chimneys, which will dominate the skyline and may significantly detract from the visual character of the surrounding area. The Council requests clarification on: - Why chimneys of this height are necessary and whether alternative, less visually intrusive options were considered. - Inclusion of a viewpoint from the Oakenholt Hall Conservation Area in the final Environmental Impact Assessment (EIA), specifically in the updated Appendix D of the Landscape and Visual Amenity Report. While the project team indicated that three 3D visuals would be included in the EIA, the Council remains unconvinced that the full scale of the visual impact has been adequately presented. The Council	Both the Combined Cycle Gas Turbine (CCGT) and Carbon Capture Plant (CCP) components of the proposed new power station will feature stacks to vent waste gases produced during combustion safely into the atmosphere. Following the completion of technical assessments supporting the Environmental Impact Assessment (EIA), the Applicant identified a requirement to increase the stack heights for the Proposed Development. See **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**) of the ES for further information. The increase in the height of the stacks would help to mitigate the human health and ecological effects of the project. See **Chapter 21: Human Health** (**EN010166/APP/6.2.21**) and **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**) of the ES. In determining the new proposed maximum height parameters, the Applicant has also considered the potential landscape and visual impacts as well as impacts on the setting of designated heritage assets such as listed buildings and scheduled monuments.

Chapter	Comment ID (where applicable)	Consultee	Summary of Comment	Response
			requests comprehensive, independently produced modelling from key residential and tourism-related viewpoints. Further clarity is also required on the likely effect of the development on local tourism and the adjacent coastal and rural environments, which are considered areas of special interest.	The Applicant considers that the proposed increase to the emission stack heights is a necessary and appropriate revision to the project's design to mitigate the environmental effects of the project as far as possible, in all operating scenarios. As part of the Statutory Consultation, the Applicant worked with Flintshire County Council to select a number of viewpoints that cover the projected visual impact of the project. These viewpoints are representative of views of the new facility from publicly accessible locations in the surrounding area. Representative viewpoints are taken from publicly accessible locations and follow guidance given within GLVIA3 (Ref 15-1) and good practice. The entirety of Oakenholt Hall including access roads lies within privately owned land and therefore a viewpoint would not be taken from the Oakenholt Hall Conservation Area. Viewpoints 9, 10 and 11 are located within less than a 1.4 km radius from Oakenholt Hall at publicly accessible locations. Views from these locations have been assessed in detail in **Appendix 15-E: Visual Impact Assessment** (**EN010166/APP/6.4**) and are indicative of visual effects experienced from Oakenholt Hall. Updated Type 3 photomontages are illustrated on Figures 15.25-15.29 within **ES Volume III** (**EN010166/APP/6.3**). The photomontages have been prepared for operation at Year 15. The selection of viewpoints for photomontages considered views which would experience significant impacts as a result of the project during operation, locations where the project would be prominent in the view, through professional judgement or where specific locations have been requested through consultation. The photomontages prepared are based on guidance from the following publications as stated in **Chapter 15: Landscape and Visual Amenity** (**EN010166/APP/6.2.15**): • Visual Representation of Development Proposals Technical Guidance Note 06/19 – Landscape Institute, 2019 • GLVIA3 **Chapter 19: Socio-economics, Recreation and Tourism** (**EN010166/APP/6.2.19**) assesses the potential effects of the Proposed Development on local tourism. This includes assessment of accommodation capacity of the hotel, bed and breakfast and inns sector, which concludes all phases of development result in no significant effects, due to sufficient accommodation capacity (plus additional capacity in the private rental sector) to accommodate peak construction plus outage staff during construction and decommissioning, or the planned maintenance staff during the operational phase. The assessment also considers likely significant effects on visitor attractions in terms of amenity impact, which considers the residual effect assessment conclusions of **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**), **Chapter 9: Noise and Vibration** (**EN010166/APP/6.2.9**), **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**) and **Chapter 15: Landscape and Visual Amenity** (**EN010166/APP/6.2.15**). This concludes no significant effects as no receptors (including visitor attractions) are found to experience multiple significant effects concurrently. **Appendix 19-C: Impact Assessment Methodology - Socio-Economics, Recreation and Tourism** (**EN010166/APP/6.4**) provides a detailed methodology and sets out how the impact on visitor attractions is assessed in terms of sensitivity and magnitude criteria in Table 8. Overall, the assessment has considered the potential effects of the Proposed Development on local tourism. The conclusions, that effects are not significant, are based on the application of

Chapter	Comment ID (where applicable)	Consultee	Summary of Comment	Response
				an established methodology and supported by evidence, including relevant topic assessments.
General	N/A	Flint Town Council	**2. Project Scope and Design Evolution**: The Council is concerned about the significant changes in project design and the emissions profile between initial communications and the current proposal—particularly the late-stage introduction of ammonia emissions and increased stack height. These changes, in the Council's view, warranted a more robust and earlier consultation process with both residents and local authorities.	As the design of the Proposed Development has evolved, the Applicant has completed more detailed work with its suppliers on the performance of the emissions control technology. This has allowed the more detailed modelling undertaken to support the DCO application to be completed. This has included more information on the emissions. The small amounts of ammonia in the stack exhaust gas are assumed to be present because a Selective Catalytic Reduction (SCR) system may be required to reduce emissions of oxides of nitrogen (NO_X). The ammonia is used as a reagent in the abatement system to remove NO_X, the excess is known as “ammonia slip” and would therefore be emitted from the stack. In addition, trace amounts of ammonia can also be emitted as a degradation product from the carbon capture process. The Targeted Consultation was carried out in accordance with statutory guidance (Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024)), which states that for any material change to a part of the proposed application where the project as a whole is not fundamentally changed, a bespoke and targeted approach to further consultation can be adopted. Prior to commencing the Targeted Consultation, the Applicant met with FCC to review the planned consultation activities to ensure that FCC were content with the methods and level of engagement and to make sure that the consultation was inclusive and meaningful. The Targeted Consultation focused on a specific design change and was carried out in accordance with the commitments made in the SoCC regarding additional stages of engagement, ensuring the approach remained proportionate and effective. Further information on the Targeted Consultation is provided in Section 6 of the Consultation Report.
General	N/A	Flint Town Council	**3. Emissions and Air Quality**: The introduction of ammonia emissions, not present in the existing power station, has caused grave concern among Council members regarding air quality, health, and safety. Concerns were also raised about the adequacy of emissions modelling, particularly its application to sensitive receptors such as local schools, vulnerable residents, livestock, and soil quality. The Council expects: - Clear, independently verified air quality and dispersion modelling, made publicly available and understandable to the general public. - A response to the question: What independent impact assessments have been conducted, and who commissioned them?	The small amounts of ammonia in the stack exhaust gas are assumed to be present because a Selective Catalytic Reduction (SCR) system may be required to reduce emissions of oxides of nitrogen (NO_X). The ammonia is used as a reagent in the abatement system to remove NO_X, the excess is known as “ammonia slip” and would therefore be emitted from the stack. In addition, trace amounts of ammonia can also be emitted as a degradation product from the carbon capture process. The impact of ammonia emissions to air have been considered within the scope of a detailed dispersion modelling assessment (see **Appendix 8-D: Air Quality Operational Assessment** (**EN010166/APP/6.4**) undertaken by AECOM as part of the DCO application and environmental permitting processes. The significance of the effect of such emissions has been evaluated with reference to health-based standards for human health and habitat specific benchmarks for designated ecosystems.
General	N/A	Flint Town Council	**4. Health and Long-Term Public Impact**: Given the introduction of new emissions and changes to stack height, the Council considers a comprehensive Health Impact Assessment essential. This should be: - Conducted independently, with Public Health Wales involvement; - Designed to assess long-term effects on residents, especially children and those with pre-existing health conditions.	The assessment presented in the **Supporting Information Report** (see **Appendix G-1: Targeted Consultation Materials** (**EN010166/APP/5.2**) considered changes to the stack height of the Proposed Development. The changes outlined were proposed to provide adequate dispersion of air pollutants to ensure the avoidance adverse significant air quality effects on human health.

Chapter	Comment ID (where applicable)	Consultee	Summary of Comment	Response
			The Council also requests that future consultation materials include easy-read formats, to ensure accessibility for all members of the community.	The human health assessment (**Chapter 21: Human Health** (**EN010166/APP/6.2.21**)) undertaken as part of the ES to accompany the DCO application is based on IEMA health assessment guidance which states that "health in EIA aligns to the wider principles and approach of Health Impact Assessment (HIA). Where the EIA follows IEMA guidance the health chapter will align to HIA principles, including considering wider determinants of health and health inequalities." Therefore, the assessment which is undertaken as part of the ES meets HIA requirements. As set out in the methodology of **Chapter 21: Human Health** (**EN010166/APP/6.2.21**), the human health assessment has been designed to assess both short and long-term effects on residents, including 'vulnerable sub-populations' such as children and those with pre-existing health conditions. The human health assessment in the ES has been conducted independently and is informed by various policy, legislation and guidance including Public Health Wales's Long-Term Strategy. Public Health Wales has been consulted with throughout the statutory consultation process and approved of the methodology set out in **Appendix 1-A: Scoping Report** (**EN010166/APP/6.4**), commenting that "we support that the scoping document seeks to examine areas particularly relevant to human health, including air quality, surface- and groundwater, incident risk and management, noise and vibration and traffic changes". Further to this, consultation across the DCO application as a whole has been comprehensive and has been undertaken with a wide range of consultees.
General	N/A	Flint Town Council	**5. Mitigation, Monitoring, and Compensation**: The Council expects: - Transparent, accountable mitigation strategies for all identified environmental risks—including noise and vibration (e.g., from pile driving) in relation to nearby Listed Buildings; - Clear summaries of these assessments for public understanding; Full details of compensation mechanisms available to adversely affected residents and businesses, including: - How compensation will be calculated, - Who will administer the scheme, - How the public will be made aware of it. Additionally, the Council requests: - Clarification on how often the project's environmental performance will be reviewed, and - How local residents will be kept informed of those findings.	Details of all mitigation and monitoring proposed is included within the **Commitments Register** (**EN010166/APP/6.10**). This includes details of relevant securing mechanisms.
General	N/A	Flint Town Council	**6. Community Engagement and Public Benefit**: The Council is disappointed with the limited nature of community engagement to date. There is a strong call for: - Live Q&A sessions (e.g., via Zoom), - Public open days, and - Clearer, more visible communication with the local population. While potential community benefits such as jobs and educational programmes were mentioned, no detailed commitments have been provided. The Council requests: - Specifics on the nature and scale of such benefits,	The Targeted Consultation was publicised through the following means: · In a press release (see **Appendix G-7: Press Release** (**EN010166/APP/5.2**)), which was issued on 7 May 2025, the day prior to the consultation launch. · On the Proposed Development consultation website. · In the Targeted Consultation Newsletter (see **Appendix G-1: Targeted Consultation Materials** (**EN010166/APP/5.2**)), which was delivered on 8 May 2025 to 25,401 addresses within a 5 km radius of the Site comprising the PCZ (see the **Consultation Report** (**EN010166/APP/5.1**). · In a digital advert (the 'Targeted Consultation digital advert') (see **Appendix G-2: Targeted Consultation Advert** (**EN010166/APP/5.2**)),

Chapter	Comment ID (where applicable)	Consultee	Summary of Comment	Response
			- Delivery timelines, and - Clarity on how benefit schemes will be administered and monitored.	which was published on the websites for The Leader, the Wirral Globe and The Chester Standard. These adverts appeared online from 7 May 2025 for a period of two weeks. The advert also appeared on 'Deeside.com', where it appeared online from 7 May 2025 and ran for a week. · In print adverts (the 'Targeted Consultation print advert') (see **Appendix G-2: Targeted Consultation Advert** (**EN010166/APP/5.2**)), which were published in local print media publications The Leader, the Wirral Globe and The Chester Standard. These ran from 7/8 May 2025, prior to the start of the consultation, for two weeks. As part of the Targeted Consultation, the Applicant also published a 'Supporting Information Report' (see **Appendix G-1: Targeted Consultation Materials** (**EN010166/APP/5.2**)). This document was prepared to provide further detail specifically on the Proposed Change, which was the primary focus of the Targeted Consultation Regarding community benefits, if consented and developed the new power station could contribute significantly to economic growth in the region, by providing skilled technical jobs and creating new opportunities during construction, along with potential opportunities through the wider supply chain. The planned development has the potential to contribute up to £1,500m to the UK economy, of which up to £811m could benefit the local area, and £1181m could benefit the wider North East Wales region and North West England.[1]
General	N/A	Flint Town Council	**7. Carbon Capture and Project Contingency**: The Council raised concerns about the carbon capture plans and potential fallback scenarios. While it was stated that 95% of CO_2 emissions would be captured and transported via pipeline, the Council is concerned that if this infrastructure becomes unavailable, emissions will be vented through a 150m stack. This contingency raises questions about: - The long-term reliability of emissions control; - Whether paying a carbon tax is a sufficient or responsible mitigation. The Council requests detailed information on: - The contingency plans in place should carbon capture infrastructure fail, - How such emissions will be monitored, reported, and controlled, and - The impact of this fallback on the project's environmental credibility.	The carbon capture process reduces the temperature of the exit gases which reduces the buoyancy of the release - higher stacks offset this. The proposed new power station would emit significantly less CO_2 (around 95% lower) than the existing facility, as the carbon capture technology would remove the majority of CO_2 emissions before they are released into the atmosphere. During the design of the new facility, the Applicant has given careful consideration to the height of the stacks from which emissions to air will be released, in order to minimise ground-level air quality impacts during operation. The new power station will be required to demonstrate that it is applying Best Available Techniques (BAT) to limit emissions to air, and emissions will be monitored either continuously or periodically in line with the Environmental Permit requirements. The process to secure an Environmental Permit to operate the plant is separate to the process required to secure the DCO planning permission. The permitting process requires detailed assessments, including modelling studies, of any significant emissions to air, water and land, demonstrating that operations will not lead to any unacceptable impacts on health or the local ecology. Please see **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**) and **Chapter 22: Major Accidents and Disasters** (**EN010166/APP/6.2.22**) of the ES.

[1] *Based on socio-economic analysis carried out by Mace on behalf of Uniper during 2023-2024. Figures shown based on the 'target' model, which seeks to leverage UK content*
'Local Area' – Flintshire, Wrexham, CWAC, Wirral
'North West England and North East Wales region' – Conwy, Denbighshire, Flintshire, Wrexham, CWAC, Wirral, Cheshire East, Stockport, Manchester, Trafford, Salford, Warrington, Liverpool, St Helens, Sefton

Chapter	Comment ID (where applicable)	Consultee	Summary of Comment	Response
General	N/A	Flint Town Council	**8. Transparency and Documentation**: The Council reiterates concern over the complexity of consultation materials, which many residents may struggle to understand. It expects the developer to: - Provide accessible, easy-read summaries of key technical information; - Distribute materials through both digital and physical channels; - Work closely with local authorities to ensure the consultation is inclusive and meaningful.	Prior to commencing the Targeted Consultation, the Applicant met with FCC to review the planned consultation activities to ensure that FCC were content with the methods and level of engagement and to make sure that the consultation was inclusive and meaningful. The Targeted Consultation focused on a specific design change and was carried out in accordance with the commitments made in the SoCC regarding additional stages of engagement, ensuring the approach remained proportionate and effective. The Applicant provided a **Targeted Consultation Newsletter** to make sure that the technical information in respect of the changes proposed was easy to read and accessible. A **Supporting Information Report** (see **Appendix G-1: Targeted Consultation Materials** (**EN010166/APP/5.2)**) was also produced by the Applicant to provide further detail specifically on the proposed change which was the primary focus of the Targeted Consultation. The materials for the Targeted Consultation were hosted at information points and were also made available on the Proposed Development consultation website (https://uniperuk.consulting/cqlcp/) during the consultation period for the Targeted Consultation.
General	N/A	Flint Town Council	**Summary**: Flint Town Council remains deeply concerned about multiple aspects of the proposed development and expects the developer to: - Provide full, clear responses to the questions and issues raised above, - Ensure significantly improved public consultation, - Guarantee full transparency and independent scrutiny throughout the planning and construction phases. The Council reserves the right to submit further comments and formally objects to the project in its current form unless substantial changes are made in response to the issues raised in this submission	See the responses provided above.
General	N/A	Deeside Naturalists Society	The design change does not change our high level of concern about the impact of the development on the special biodiversity interest of the area both within and surrounding the proposed development. We are waiting to see the Environmental Statement before we can comment further.	This point is noted. The **Draft Deeside Naturalists Society Statement of Common Ground** (**EN010166/APP/8.5**) provides further details of engagement with the Deeside Naturalists Society to date.
General	CAS-269533-Z0T6	Natural Resources Wales	**Air quality:** Our previous comments on the air quality assessment methodology and the general suitability of key modelling assessment parameters for the PEIR consultation (dated 18/11/24, our ref. CAS-265483-H0G9) are therefore considered to remain valid in relation to the proposed design changes. We note that Paragraph B.1.4 of the SIR (Appendix B) states that “A full assessment of the impacts from the HRSG stacks with the revised scheme will be presented in the final ES”. We will therefore expect to review this and comment accordingly when formally consulted on the application. We have no further comment on the current information submitted related to air quality and ecological receptors and will be able to provide further advice on receipt of the detailed air quality results for ecological receptors within the ES and HRA.	This point is noted. No further response is provided.
General	CAS-269533-Z0T6	Natural Resources Wales	**Protected Sites:** The PEIR reported some potentially significant air quality impacts to protected sites, particularly from operational emissions of ammonia and nutrient nitrogen deposition (Nitrogen Oxides were close to screening out and acidity was also marginal), which will need to be considered in the ES	The Air Quality assessment is presented **in Appendix 8-D: Air Quality Operational Assessment** (**EN010166/APP/6.4**) and is considered in Section 11.6 of **Chapter 11: Terrestrial and Aquatic Ecology** (**NE010166/APP/6.2.11**) as well as the **Report to Inform Habitats Regulations Assessment** (**EN010166/APP/6.12**).

Chapter	Comment ID (where applicable)	Consultee	Summary of Comment	Response
			and HRA. In-combination effects with other large developments in the area will also need to be considered.	
General	CAS-269533-Z0T6	Natural Resources Wales	**Landscape:** We note the findings as outlined in Appendix D 'Landscape and Visual Amenity', but advise that the following points should be addressed in the final LVIA submitted for the examination stage: a) As previously advised, the viewpoint photograph from Moel Famau should be retaken when visibility has improved, as 'Winter Viewpoints Photography, Figure 15.24: Representative Photo-view' is adversely affected by low cloud/mist which restricts visibility of the site. In clear conditions the site would be visible, and in certain light conditions the wider site would be highlighted. This should be reflected in the photography and narrative which accompanies the LVIA, in particular as there is no wire-frame provided for this viewpoint. As previously acknowledged, both the material and colour selection are important mitigation factors which are yet to be determined. b) The LVIA narrative should be clearer in explaining that Moel Famau is 'representative' of other high points on the ridge line of hill forts, including Moel Arthur at 456m and Moel y Parc at 398m which are all on the Offa's Dyke long distance footpath. c) The Zone of Theoretical Visibility (ZTV) analysis was prepared for the tallest element (the absorber stack(s)) at 128m above ordnance datum (AOD). At this height visibility of the development within the CRDV NL was primarily confined to the ridgeline around and including Moel Famau. The application should include a revised ZTV to reflect the stack height increase to a maximum of 150m.	Updated photography, during clear weather conditions, for Viewpoint 15 is included in **Figure 15-10A-15-24A: Summer Viewpoint Photography, ES Volume III** (**EN010166/APP/6.3**). The baseline description for Viewpoint 15 - Moel Famau, Jubilee Tower, Offa's Dyke Way, Llangynhafal, Denbighshire has been modified to state the viewpoint is representative of other points along the ridge line within **ES Volume II Appendix 15-6: Representative Viewpoint Locations** (**EN010166/APP/6.3**). The ZTV has been updated to reflect the stack height increase and is presented on **Figure 15-8: Zone of Theoretical Visibility - 150 m Absorber Column Heigh plus 8 m Raised Ground Level, ES Volume III** (**EN010166/APP/6.3**).

9. Appendix G-9: Regard Had to Local Community/General Public Responses

Topic raised by consultees	Regard had by the Applicant
Air quality Some respondents raised concerns about air pollution and health impacts due to emissions from the proposed development and questioned what pollutants may be emitted - citing ammonia and nitrosamines. It was also noted that the ammonia emissions had been introduced and were not present in the existing power station. One respondent also queried why certain chemical substances related to the carbon capture process (such as amines and their by-products) were not considered in the health risk assessment.	The Applicant has extensive experience of working with natural gas and implementing robust management systems to ensure stringent health, safety, security and environment standards. The Proposed Development would be designed so that the emissions produced by the plant and discharged into the air comply with emissions limits set and regulated by Natural Resources Wales (NRW) through an Environmental Permit required for the operation of the facility. During the design of the new facility, the Applicant has given careful consideration to the height of the stacks from which emissions to air will be released, in order to minimise ground-level air quality impacts during operation. The new power station will be required to demonstrate that it is applying Best Available Techniques (BAT)[2] to limit emissions to air and stack emissions will be monitored either continuously or periodically in line with the Environmental Permit requirements. Standard construction practices will also be complied with throughout the construction phase of the project, which are designed to limit dust emissions from potentially dust generating activities such as earthworks and transport of construction materials from the site. Once operational, the Proposed Development will also be subject to routine audit by the Health and Safety Executive (HSE) and NRW to ensure its processes and safety controls are effective. Further information can be found in **Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**).

[2] Best available techniques: environmental permits - GOV.UK (www.gov.uk)

Air quality Questions were raised by respondents about the adequacy of emissions modelling and long-term health risk assessments. There was an acknowledgement that the increase in stack height was designed to improve ground-level air quality, but some questioned why it was necessary for them to be significantly taller than the existing power station.	During the design of the new facility, careful consideration has been given to the height of the stacks from which emissions to air will be released, in order to minimise ground-level air quality impacts during operation. The new power station will be required to demonstrate that it is applying BAT to limit emissions to air and stack emissions will be monitored either continuously or periodically in line with the Environmental Permit requirements. Standard construction practices will also be complied with throughout the construction phase of the project, which are designed to limit dust emissions from potentially dust generating activities such as earthworks and transport of construction materials from the site. Once operational, the Proposed Development will also be subject to routine audit by the HSE and NRW to ensure its processes and safety controls are effective. Further information can be found in **Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**).
Air quality A resident requested specific air quality data for Burton village, seeking information on how current pollution levels are measured and whether the proposed development is expected to improve or worsen air quality locally.	As shown on **Figure 8-1: Construction Phase Assessment – Air Quality Study Area and Baseline Monitoring Locations** (**EN010166/APP/6.3**) and **Figure 8-2: Operational Phase Assessment - Air Quality Study Area and Human Health Receptors** (**EN010166/APP/6.3**), Burton is located outside of the study areas for the air quality assessment. Receptor 44 is located just south of Burton and is therefore considered to be representative of effects that would be experienced at Burton. No significant effects have been identified at Receptor 44 during either the construction of operational assessment. Further information can be found within **Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**).
Air quality A few respondents expressed concerns about whether the air quality data presented is based on real-life operational data from similar sites or solely on theoretical modelling. They sought confirmation of whether independent, non-funded experts have reviewed and validated the data used. It was also asked whether sensitive receptors such as local schools and vulnerable residents had been assessed.	**Appendix 8-D: Air Quality Operational Assessment** of the **ES** (**EN010166/APP/6.4**) provides an overview of the approach to the modelling software that has been utilised and provides details on the data that has been input to the model to generate the outcomes.

Air quality Some residents requested regular and ongoing air pollution monitoring and asked how frequently the data will be published and accessible to the public.	**Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**) and its supporting appendices provide full details of the technical assessments that have been undertaken for the construction, operation and decommissioning phases of the Proposed Development. This includes consideration of both effects on human health and ecological receptors. These findings are also considered within **Chapter 21: Human Health** of the **ES** (**EN010166/APP/6.2.21**) in the context of the demographics of the population. The assessments conclude that there would be no likely significant effects on human health either during construction, operation or decommissioning of the Proposed Development. While specific air quality monitoring measures during construction are not identified as needed in the ES, any incidents or complaints would be addressed through the Applicant's and the EPC contractor's Environment, Health and Safety (EHS) systems. Operational emissions will be subject to regulation by NRW under the Environmental Permitting regime.
Air quality Some respondents questioned why the original air quality modelling needed to be updated and asked what assumptions had changed, including local conditions and pollutant estimates.	The Applicant has appointed two FEED contractors to develop the detailed design of the Proposed Development. These FEED contactors are proposing to use different solutions to the Pre-FEED design which was considered within the assessment presented within the Preliminary Environmental Information Report. It was therefore necessary to update the modelling work undertaken to support the assessment presented in **Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**). **Appendix 8-D: Air Quality Operational Assessment** of the **ES** (**EN010166/APP/6.4**) provides an overview of the approach to the modelling software that has been utilised and provides details on the data that has been input to the model to generate the outcomes.
Air quality It was asked by some respondents whether visible emissions – such as vapor or smoke – are expected to be emitted from the stacks, and under what conditions.	During the design of the new facility, careful consideration has been given to the height of the stacks from which emissions to air will be released, in order to minimise ground-level air quality impacts during operation. The new power station will be required to demonstrate that it is applying BAT to limit emissions to air

	and emissions will be monitored either continuously or periodically in line with the Environmental Permit requirements. Once operational, the Proposed Development will also be subject to routine audit by the HSE and NRW to ensure its processes and safety controls are effective. Further information can be found in **Chapter 8: Air Quality of the ES** (**EN010166/APP/6.2.8**).
Air quality A respondent requested a comprehensive Health Impact Assessment, conducted with Public Health Wales involvement.	A comprehensive Health Impact Assessment has been undertaken. Please see **Chapter 21: Human Health of the ES** (**EN010166/APP/6.2.21**).
Air quality A resident in close proximity to the proposals asked whether they will be affected by the emission gases and expressed concerns about their property measuring the same height as the revised stack heights, when measured above sea level.	**Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**) presents a summary of the effects associated with operational emissions of the Proposed Development. The assessment concludes that there would be no significant effects on human health receptors.
Air quality Some respondents asked what is currently being emitted from the towers of the existing power station, comparatively to the proposals, and why the emitted fumes were yellow.	The reason for the emissions from the chimneys at the existing Connah's Quay power station sometimes appearing yellow is due to the presence of low levels of nitrogen dioxide in the exhaust gases. It is normal for gas turbines to emit nitrogen dioxide, especially during start-up and low load operation. We can reassure you that there is no significant impact on human health and the environment due to this, as evidenced in the air quality assessment submitted to Natural Resources Wales, and that the levels at Connah's Quay are considerably lower than allowed by the Environmental Permit. Air quality modelling assessments have been completed for the emissions to air arising from the existing Connah's Quay Power Station in preparation of the application for the site's Environment Permit (see **Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**)). The modelling proved the emissions to air arising from Connah's Quay Power Station have no significant impacts on local air quality or human health.

	During normal operation the concentrations of emissions to air from Connah's Quay Power Station are considerably lower than those limits set by the site's Environment Permit (regulated by Natural Resources Wales).
Biodiversity – nature reserve Respondents highlighted the potential for harm to the Dee Estuary SSSI, local biodiversity, and protected wildlife such as short-eared owls, overwintering birds and saltmarsh ecosystems.	**Chapter 11: Terrestrial and Aquatic Ecology** of the **ES** (**EN010166/APP/6.2.11**) acknowledges that the construction of the Proposed Development would result in temporary and permanent habitat loss. However, the Applicant is committed to achieving a net benefit for biodiversity. Further information can be found within the **Green Infrastructure Statement** (**EN010166/APP/6.11**)**.**
Biodiversity – nature reserve It was raised by some that the construction of the proposals may have a negative effect on the Dee Estuary SSSI, particularly in relation to noise, lighting and human activity.	Mitigation measures have been embedded within the design that will minimise disturbance to wildlife. These measures include the provision of 3 m tall acoustic fencing around certain sections of the Main Development Area, timing of construction activities to avoid sensitive windows (where possible) and appointment of a suitably qualified Ecological Clerk of Works who would provide ecological oversight during site clearance and construction works on site (such as habitat clearance). Information related to biodiversity mitigation measures is presented within **Chapter 11: Terrestrial and Aquatic Ecology** of the **ES** (**EN010166/APP/6.2.11**).
Biodiversity – nature reserve One resident asked why ecological protection zones were mapped in outline, rather than using precise coordinates.	The ecological safeguarding zones shown in **Figure 5-3: Construction Areas** (**EN010166/APP/6.3**) are measures from the edge of the Order limits using geospatial software. These areas are secured through the **Framework Construction Environmental Management Plan** (**EN010166/APP/6.5**).
Biodiversity – wildlife impacts Some respondents raised concerns regarding noise, lighting and construction impacts on sensitive habitats.	An assessment of the potential effects of the project on sensitive habitats has been prepared and is presented in **Chapter 11: Terrestrial and Aquatic Ecology** of the **ES** (**EN010166/APP/6.2.11**). The assessment identifies a series of mitigation measures required to minimise effects on sensitive habitats.

	Mitigation measures have been embedded within the design that will minimise disturbance to wildlife. These measures include the provision of 3 m tall acoustic fencing around certain sections of the Main Development Area, timing of construction activities to avoid sensitive windows (where possible) and appointment of a suitably qualified Ecological Clerk of Works who would provide ecological oversight during site clearance and construction works on site (such as habitat clearance). Information related to biodiversity mitigation measures is also presented within **Chapter 11: Terrestrial and Aquatic Ecology** of the **ES** (**EN010166/APP/6.2.11**).
Biodiversity – wildlife impacts A few responses asked what the negative ecological impacts were in relation to the height of the stacks in the original proposal, and how this revision mitigates this.	As identified within the Preliminary Ecological Assessment, there was potential for the 120m above ground level stack height to result in a number of significant adverse effects on designated sites for nature conservation based on pollutant concentrations. The increases in the height of the stacks provides additional height for these residual emissions to disperse and therefore reduced concentrations at ground level. Please see **Chapter 8: Air Quality** of the **ES** (**EN010166/APP/6.2.8**) for more information.
Carbon capture Skepticism was expressed by a few individuals towards carbon capture technology. They raised concerns about the reliability of the carbon capture process, particularly under abnormal conditions. One respondent also asked whether the project would include a full assessment of its greenhouse gas impact across its full life cycle.	The Overarching National Policy Statement ('NPS') for Energy is very clear in its support for CCS technology and states at paragraphs 3.5.1 and 3.5.2 that "*There is an urgent need for new carbon capture and storage (CCS) infrastructure to support the transition to a net zero economy*" and "*The Climate Change Committee states that CCS is a necessity not an option*". Paragraph 3.5.9 goes on to state that "*The alternatives to new CCS infrastructure for delivering net zero by 2050 are limited.*" The proposed new CCGT power station with carbon capture at Connah's Quay would be able to flexibly and reliably generate low carbon power to meet the growing need for electricity, whenever it is required. Power stations such as this will play a crucial role in the future energy system, as they can help ensure that energy is available at times when it is needed most, and when power from renewable sources cannot meet demand. Information on the likely significant environmental effects of the Proposed Development can be found within the E S, with further information about the Proposed Development and alternatives that have been

	considered in **Chapter 4: The Proposed Development** of the **ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**). **Chapter 20: Climate Change** of the **ES** (**EN010166/APP/6.2.20**) presents a lifecycle greenhouse gas assessment of the Proposed Development.
Carbon capture One respondent raised a few queries about the pipeline that will transport the CO_2. They asked whether a full risk assessment had been undertaken, why the width of the pipeline corridor was reduced before final safety boundaries had been decided and whether the combined risks of nearby pipelines and networks had been considered.	CO_2 is stored safely offshore deep underground, typically between 0.8 – 3km down, for thousands of years. CO_2 storage sites are carefully chosen to ensure the highest confidence in permanent storage and there is rigorous site characterisation, monitoring and verification procedures in place to ensure the CO_2 stays safely stored. These assessments and procedures are required by CCUS regulations before a project is allowed to proceed. Many of the potential storage site opportunities are large saline aquifers or depleted oil and gas fields which are well understood and have already stored gas and CO_2 naturally for millions of years. The new Connah's Quay power station would be fitted with carbon capture technology to capture CO2 emissions. The proposed power station would connect into nearby CO_2 transport and storage infrastructure as part of the HyNet industrial cluster, enabling the captured CO_2 to then be safely transported to permanent offshore storage facilities in repurposed depleted offshore gas fields. CO_2 transport and storage is tightly regulated to ensure safety and environmental protection. Natural Resources Wales and Health and Safety Executive oversee the process. Companies need permits, must monitor for leaks, and prove the CO_2 will stay securely stored underground. Further information can be found within **Chapter 22: Major Accidents and Disasters of the ES** (**EN010166/APP/6.2.22**)**.**

Carbon capture One respondent enquired why the project aims for 95% carbon capture when other systems could potentially reduce the visual impact by allowing for shorter stacks. They also asked whether other ways of reducing emissions from the plant were assessed, such as cleaner combustion or improved pollution controls.	The capture rate and stack height are not directly linked. Stack height is determined primarily by the need to ensure effective dispersion of residual emissions and compliance with air quality standards, rather than by the percentage of carbon captured. The proposed 95% capture rate is consistent with industry best practice and aligns with regulatory and policy expectations for post-combustion carbon capture. The plant design will incorporate post-combustion carbon capture technology, capable of capturing at least 95% of CO_2 emissions produced. The total CO_2 captured values stated today are taken from a preliminary Front End Engineering Design ('Pre-FEED') study that was undertaken in 2023 by AECOM[3]. CO_2 capture values will be verified following completion of a full FEED study and subsequent EPC (engineering, procurement and construction) contract award which the Applicant expects to be in 2026. Further information about the Proposed Development and the alternatives that have been considered can be found within **Chapter 4: The Proposed Development o**f the **ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**).
Carbon capture There were questions about what was deemed a potential abnormal scenario, where the CCGT may have to operate without CCP, and what emissions would bypass this and be vented directly. It was also asked why the plant is designed to bypass the capture unit during emergencies, rather than continuing to operate at reduced capacity.	The normal operating mode will be with carbon capture operational. However, the design needs to accommodate potential abnormal scenarios where the CCGT may need to operate unabated such as during emergency shut down or outage of the CO_2 transport and storage infrastructure. This is expected to be exceptional only and the transport and storage availability is expected to be at least 95%. Please see **Chapter 4: The Proposed Development of the ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**)**.**
Carbon capture Some responses questioned the economic case for a gas-fired power station and raised concerns that with global energy market fluctuations, operational costs may remain high and unpredictable.	The Overarching National Policy Statement ('NPS') for Energy is very clear in its support for CCS technology and states at paragraphs 3.5.1 and 3.5.2 that "*There is an urgent need for new carbon capture and storage (CCS) infrastructure to support the transition to a net zero economy*" and "*The Climate Change*

[3] *AECOM is a specialist engineering and infrastructure consulting firm, appointed by Uniper to deliver technical support services on the Connah's Quay Low Carbon Power project.*

	Committee states that CCS is a necessity not an option". Paragraph 3.5.9 goes on to state that "*The alternatives to new CCS infrastructure for delivering net zero by 2050 are limited.*" The proposed new CCGT power station with carbon capture at Connah's Quay would be able to flexibly and reliably generate low carbon power to meet the growing need for electricity, whenever it is required. Power stations such as this will play a crucial role in the future energy system, as they can help ensure that energy is available at times when it is needed most, and when power from renewable sources cannot meet demand. Further information can be found within **Chapter 4: The Proposed Development of the ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**).
Carbon capture A respondent questioned whether the National Grid could support additional voltage, and whether it would be overloaded.	The Proposed Development will use an existing electrical connection to the National Grid 400kV substation. While the Applicant does not manage the grid, it has consulted, and will continue to consult with, National Grid to ensure there is enough capacity to transport power generated by the new facility. Please see **Chapter 4: The Proposed Development of the ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**).
Carbon capture One respondent raised concerns that the project does not commit to being fully compatible with hydrogen use in the future.	Uniper aims to be carbon-neutral by 2040 and for its generation portfolio of 15-20GW to be 80% green by the early 2030s. To achieve this, the company is transforming its power plants and facilities and investing in flexible, dispatchable power generating units. Uniper has committed to invest €8 billion into growth and transformation projects by the early 2030s. This includes developing new renewables projects, investing in clean gases such as hydrogen, and new low or zero carbon power plants and by progressively transforming our existing fleet into Europe's leading source of zero-carbon power. For this new low carbon power station, the investment will be in CCS technology.

	To meet the increasing demand for electricity and achieve the UK's decarbonisation goals, a range of different technologies with both renewables and decarbonised generation, such as gas with CCS, will be needed to maintain a secure and stable supply of electricity. Both the UK's Climate Change Committee ('CCC') and the International Energy Agency have stated that carbon capture and storage (CCS/CCUS) is an essential component of a transition to net zero[4]. The proposed new power station with CCS technology at Connah's Quay is well placed to play a crucial role in the future energy system. It would connect into nearby CO_2 transport and storage infrastructure as part of the HyNet industrial cluster, and an existing pipeline previously used to deliver gas to the site can be repurposed for the transport of captured CO_2, helping to contribute to achieving the UK's net zero targets. Please see **Chapter 4: The Proposed Development** of the **ES** (**EN010166/APP/6.2.4**) **and Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**).
Carbon capture A respondent asked for further information about how the project fits within the UK's legally binding carbon budgets under different future scenarios.	**Chapter 20: Climate Change** of the **ES** (**EN010166/APP/6.2.20**) presents a lifecycle greenhouse gas assessment of the Proposed Development and considers the findings in the context of the UK and Welsh Carbon Budgets. The assessment of the operational phase considers the reference case (operation 24/7) and two dispatchable cases based on estimated grid electricity requirements prepared by the Department for Energy and Net Zero. The assessment concludes that the Proposed Development contributes a substantial proportion to the UK and Welsh carbon reduction targets as the 2050 net zero date is approached. However, it should be noted that the majority of emissions attributed to the Proposed Development's operation result from indirect upstream well to tank emissions from the upstream gas supply network. In reality, a substantial proportion of natural gas supply chain emissions are likely to fall outside of the UK's jurisdiction and would not be reported within the UK or Welsh carbon budgets. Therefore, by including these emissions and contextualising them against UK and Welsh carbon budgets, this is taking

[4] https://assets.publishing.service.gov.uk/media/6594718a579941000d35a7bf/carbon-capture-usage-and-storage-vision-to-establish-a-competitive-market.pdf

	a conservative/worst-case assessment approach. On this basis the effect of the Proposed Development on the UK and Welsh Carbon Budgets is considered to be significant adverse.
Carbon capture A respondent enquired about the long-term reliability of emissions control, how they will be monitored and whether paying a carbon tax is a sufficient or responsible mitigation.	The Applicant confirms that emissions from the Proposed Development will be subject to strict regulation under the Environmental Permitting regime, which is administered by NRW. This includes requirements for ongoing monitoring, reporting, and compliance with emissions limits as set out in the Environmental Permit. This will include a Continuous Emissions Monitoring System (CEMS) to monitor residual emissions in the stacks. In addition, the Proposed Development incorporates a carbon capture plant designed to remove up to 95% of CO_2 emissions from the generating unit. The Applicant considers that this approach, combined with regulatory oversight, represents a robust and responsible emissions mitigation strategy aligned with national policy objectives. Further information is in **Chapter 4: The Proposed Development** of the **ES** (**EN010166/APP/6.2.4**).
Carbon capture A few respondents requested clarity on who will get the power generated by the proposals, what fuel will be used to generate the power, and how it will be transported.	The electricity generated will feed into the electricity transmission network owned by National Grid and then be distributed from there as required. The proposed new CCGT power station with carbon capture at Connah's Quay would be able to flexibly and reliably generate low carbon power to meet the growing need for electricity, whenever it is required. Power stations such as this will play a crucial role in the future energy system, as they can help ensure that energy is available at times when it is needed most, and when power from renewable sources can't meet demand. To provide an indication of the potential contribution of the project, a notional 500MW would be enough low carbon electricity to power up to 1.25 million homes a year or the equivalent of 31% of the average annualised power demand for Wales. The **Gas Connection Statement** (**EN010166/APP/7.3**) confirms that natural gas will be supplied via the existing pipeline infrastructure. The Proposed Development will continue to use the existing gas pipeline

	from Burton Point to the Connah's Quay Above Ground Installation (AGI), which currently supplies the existing site. Further information can be found within **Chapter 4: The Proposed** Development of the **ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**).
Carbon capture A respondent raised concerns about the reliance on a single capture train per generation unit. They also requested further evidence to demonstrate that the system can consistently achieve the target of 95% carbon capture, including the publication of performance assessments.	The plant design will incorporate post-combustion carbon capture technology, capable of capturing at least 95% of CO_2 emissions produced. The CO_2 captured depends on the amount of electricity generated which will vary to match demand needs. Based on current modelling the Applicant expects that a new low carbon power station with carbon capture technology at Connah's Quay could capture up to 4.7Mtpa per year for a 1.38 GW[5] power station, at full load, which is equivalent to the emissions from more than 3.3 million cars[6]. However, the quantity captured on an annual basis will be lower (as per the modelling) as the plant is anticipated to operate in dispatchable mode.[7] The total CO_2 captured values stated today are taken from a Pre-FEED study that was undertaken in 2023 by AECOM. CO_2 capture values will be verified following completion of a full FEED study and subsequent Engineering, Procurement and Construction (EPC) contract award which the Applicant expects to be in 2026. Further information can be found within **Chapter 4: The Proposed Development** of the **ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**).

[5] *Based on our current modelling, at full load, we expect to capture up to 4.7Mtpa per year for a 1.38GW power station. However, the quantity captured on an annual basis will be lower (as per our modelling) as the plant is anticipated to operate in dispatchable mode.*

[6] *The project is at an early stage and final capacity will be determined following completion of Front End Engineering Design (FEED) which commenced at the end of December 2024 and is expected to take around a year to complete. Uniper is working towards a development consisting of two phases, providing up to a maximum of 1.38GW of low carbon power in total.*

[7] *Based on UK annual mileage per car of 6600m (2022) and average CO2 emissions of 134.4 gm per km per vehicle (2022). Source DfT nts0901.ods (live.com) veh0206.ods (live.com)*

Carbon capture One respondent asked for more detail on how the pipeline would be shut down safely in an emergency and what measures will be in place to prevent leaks.	In an emergency Liverpool Bay CCS Ltd, the operator of the CO_2 T&S network, would be able to isolate Connah's Quay from the T&S system by remote operation of a System Entry Valve located within the site. Leaks are prevented through safe pressure management of the system. The Applicant will operate a Pressure regulating valve to ensure the pressure of the CO_2 the site exports is suitable for the operating pressure of the T&S network. There is also a High Integrity pressure protection system (HIPPS) to be installed as part of the CO_2 Above Ground Installation at Connah's Quay which acts as a final protective device. Should the pressure of the CO_2 entering the network be too high this system would close to automatically isolate Connah's Quay from the T&S network and prevent pressure rising in the T&S network. Please also see **Chapter 22: Major Accidents and Disasters** of the **ES** (**EN010166/APP/6.2.22**)**.**
Carbon capture A respondent requested further information about the planning for potential faults such as chemical degradation or foaming. They also asked if contingency measures are in place for managing solvent storage and waste during prolonged outages.	Managing the health of the solvent used in the carbon capture processes is a part of the proprietary technologies being considered in the FEED studies. Generally speaking, this would be achieved through a combination of filtering of the solvent on line, and periodic reclamation (where solvent is recovered from the products of side reactions). Foaming may not occur, but where it is experienced can be managed using the normal approaches employed in flue gas cleaning processes. Solvent storage will be controlled and managed in line with the Environmental Permit required for operation of the proposed power station, and adequate storage will be provided for periods where the proposed power station is not running.
Construction Some members of the local community requested further information about construction management plans and construction impact assessments. They also asked how long the construction process would take.	Framework management plans have been submitted with the DCO Application, including the **Framework Construction Environmental Management Plan** (**EN010166/APP/6.5**)**.** Assessments of the anticipated impacts of construction of the Proposed Development and details of the anticipated time periods are provided in the ES. See in particular **Chapter 4: The Proposed Development** (**EN010166/APP/6.2.4**) and **Chapter 5: Construction Management and Programme** (**EN010166/APP/6.2.5**) of the

	ES.
Construction It was requested by some respondents that engagement continues during the construction phase.	The Applicant has a long-standing presence at Connah's Quay and understands the importance of being a good neighbour. Throughout the construction of the Proposed Development, the Applicant will ensure that local stakeholders are kept informed. This is also a requirement of the **Framework Construction Environmental Management Plan** (**EN010166/APP/6.5**).
Construction A respondent queried what work may need to be undertaken to widen access across the level crossing at the Port of Mostyn. They also asked for more construction management information related to this work, particularly regarding vehicle numbers, vibration and potential noise and light disturbances.	The Port of Mostyn (PoM) would be used to facilitate the delivery of Abnormal Indivisible Loads (AILs). These would be required to cross the level crossing at the entrance to the port before using the A548 to transport deliveries to the Main Development Area. The gate to PoM would be widened, and a protective cover would be placed across the crossing itself to protect the rails during vehicle movements. As a worst-case scenario, it is anticipated there would be 30 two-way movements (60 movements total) per Train.[8]
Energy source A few respondents called for a re-evaluation of the need for a gas-powered facility, proposing what they deemed to be 'modern alternatives' such as Small Modular Reactors (modular nuclear), tidal barrage systems, or hydrogen-ready infrastructure instead.	The Overarching National Policy Statement ('NPS') for Energy is very clear in its support for CCS technology and states at paragraphs 3.5.1 and 3.5.2 that "*There is an urgent need for new carbon capture and storage (CCS) infrastructure to support the transition to a net zero economy*" and "*The Climate Change Committee states that CCS is a necessity not an option*". Paragraph 3.5.9 goes on to state that "*The alternatives to new CCS infrastructure for delivering net zero by 2050 are limited.*" The proposed new CCGT power station with carbon capture at Connah's Quay would be able to flexibly and reliably generate low carbon power to meet the growing need for electricity, whenever it is required. Power stations such as this will play a crucial role in the future energy system, as they can help

[8] *It is currently expected that the development will be constructed in two phases. For the purposes of defining a reasonable worst-case for the environmental assessments, this has been considered alongside the possibility for both units/trains being constructed in a single phase.*

	ensure that energy is available at times when it is needed most, and when power from renewable sources cannot meet demand. Further information about the Proposed Development and the alternatives that have been considered, including alternative technologies, can be found within **Chapter 4: The Proposed Development** of the **ES** (**EN010166/APP/6.2.4**) and **Chapter 6: Project Alternatives** of the **ES** (**EN010166/APP/6.2.6**).