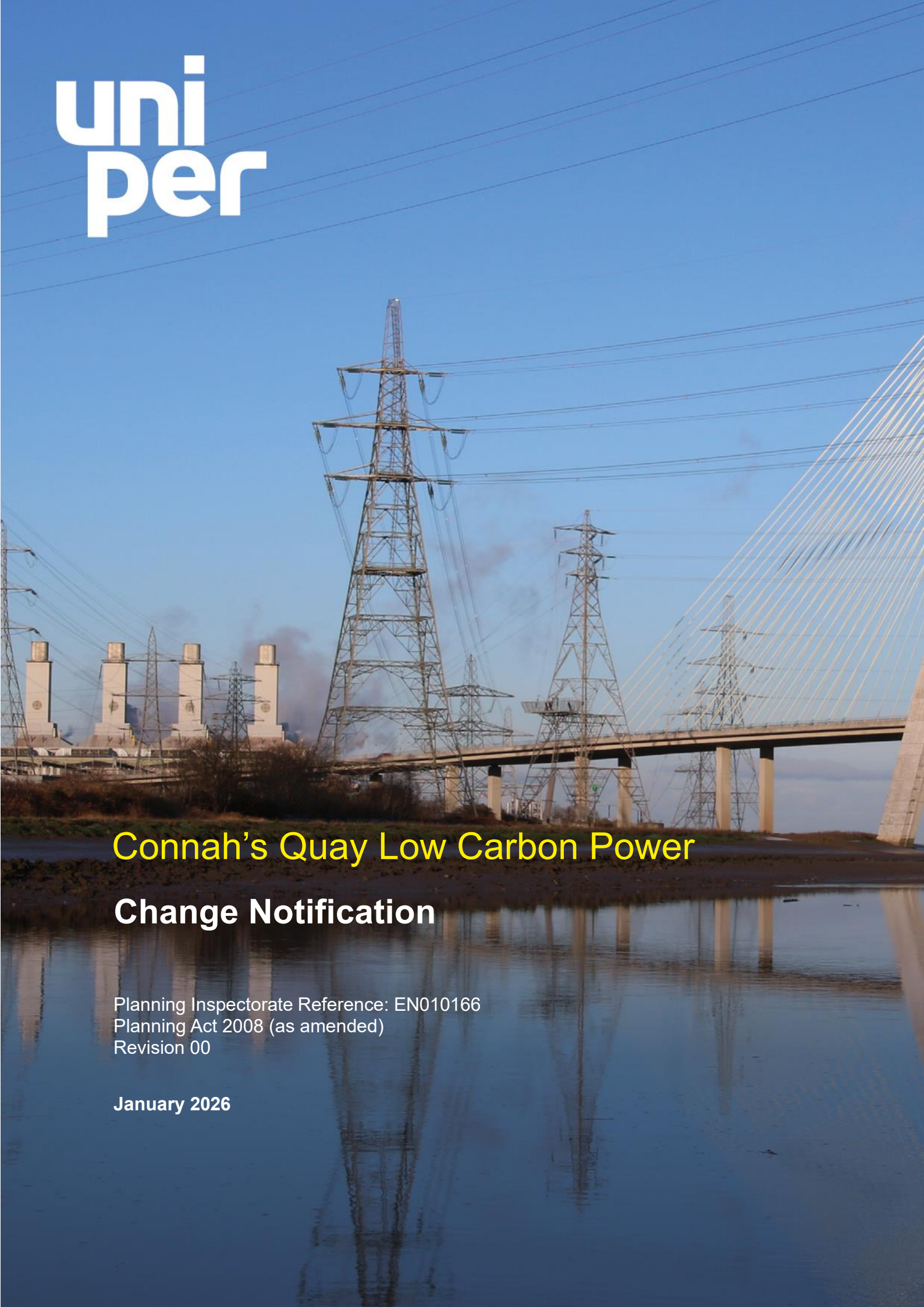

Connah's Quay Low Carbon Power

Change Notification

Planning Inspectorate Reference: EN010166
Planning Act 2008 (as amended)
Revision 00

January 2026

Table of Contents

Tables

1. Introduction

1.1 Overview

1.1.1 The Connah's Quay Low Carbon Power (CQLCP) Development Consent Order (DCO) Application was submitted by the Applicant, Uniper UK Limited, to the Secretary of State (the 'SoS') on 5th August 2025 under Section 37 of the Planning Act 2008 (the 'PA 2008') (Ref 1). The DCO Application was accepted for Examination by the Secretary of State (SoS) for Energy Security and Net Zero on 28th August 2025. The SoS has appointed an inspector (the 'Examining Authority') to examine the DCO Application. The Examining Authority (ExA) commenced the Examination on 13th January 2026.

1.1.2 The Applicant is seeking a DCO for the construction, operation (including maintenance) and decommissioning of a proposed low carbon Combined Cycle Gas Turbine (CCGT) Generating Station fitted with Carbon Capture Plant (CCP) (the 'CQLCP Abated Generating Station') and supporting infrastructure (collectively the 'Proposed Development') on land at, and in the vicinity of, the existing Connah's Quay Power Station (Kelsterton Road, Connah's Quay, Flintshire, CH6 5SJ), North Wales (the 'Proposed Development Site'). The term 'Order limits' is used to describe the geographical boundaries within which the Proposed Development and associated powers would be exercised.

1.1.3 The Proposed Development would comprise up to two CCGT with CCP units (and supporting infrastructure), achieving a net electrical output capacity of more than 350 megawatts (MW; referred to as MWe for electrical output) and up to a likely maximum of 1,380 MWe (with CCP operational) onto the national electricity transmission network.

1.1.4 Through a carbon dioxide (CO_2) pipeline, comprising existing elements to be repurposed and new elements, the Proposed Development would make use of the CO_2 transport and storage network that will be owned and operated by Liverpool Bay CCS Limited, the onshore pipeline for which is currently under development as part of the HyNet Carbon Dioxide Pipeline project (Ref 2) (referred to as the 'HyNet CO_2 Pipeline Project'). The CO_2 transport and storage network will transport CO_2 captured from existing and new industries in North Wales and North-West England to be permanently stored in depleted offshore gas reservoirs in Liverpool Bay.

1.1.5 The Applicant will continue to be responsible for the operation (including maintenance) of the existing natural gas transmission pipeline immediately upstream of the Proposed Development from the existing Burton Point above-ground installation (AGI). There are no modifications proposed to this pipeline as part of the Proposed Development.

1.1.6 For the purposes of the electrical connection, National Grid Electricity Transmission plc (NGET), which builds and maintains the electricity transmission networks, is responsible for the operation and maintenance of the existing 400 kV NGET substation.

1.1.7 Due to the Proposed Development's nature and scale, the DCO Application submitted in August 2025 necessarily included a degree of optionality. Since submission of the DCO Application, the Applicant has continued with detailed design development and refinement, while also engaging with key stakeholders with a view to addressing their comments (including in their Relevant Representations) and agreeing on common ground. This work has identified six changes that the Applicant proposes to make to the DCO Application ('the proposed changes').

1.1.8 The proposed changes are not considered, either individually or cumulatively, to lead to the Proposed Development being different in nature or substance to that for which a DCO was originally applied for in August 2025, or which would be so substantial as to constitute a materially different project. In this respect, the Proposed Development would remain a CCGT Generating Station fitted with CCP, of up to a likely maximum electrical output of 1,380 MWe (with CCP operational).

1.1.9 One of the proposed changes ('Change 6') requires a small amendment to the Order limits and introduces an additional 0.21 ha of permanent land use, but no powers of compulsory acquisition are required in respect of that additional land. The additional area is only required during construction to facilitate the delivery of abnormal indivisible loads (AILs) and once these deliveries are complete, the area will be vacated by the Applicant and made available for future use by the landowner, Tata Steel UK Limited. None of the other proposed changes necessitate any changes to the Order limits or require additional powers of compulsory acquisition.

1.1.10 Based on an initial assessment the Applicant has completed, no new or different likely significant environmental effects are anticipated as a result of the proposed changes. This will be set out in full within the Change Application that will be submitted to the ExA.

1.1.11 The proposed changes would not change the position when it was accepted in August 2025 that the DCO Application is of sufficient standard for Examination.

1.1.12 In this Change Notification, the Applicant is notifying the ExA of its intention to formally request a change to the DCO Application (through a Change Application). If the proposed programme set out in this document is agreed by the ExA, the Change Application is intended to be submitted to the ExA at Deadline 3 of the Examination to enable it to be incorporated as efficiently as possible into the Examination timetable. Given that the Change Notification is being made prior to the start of the Examination, it is considered that there will be sufficient time for the proposed changes to be accounted for in the Examination timetable: (a) not to put the statutory timetable at risk; and (b) to allow for Interested Parties to have time to comprehensively review and comment on the proposed changes.

1.1.13 The Change Application will be accompanied by information on the proposed changes and by updated application documents and additional information as required.

1.1.14 The Planning Inspectorate has issued advice within 'Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination' (Ref 3), which provides information on how an applicant can

request a change to a Nationally Significant Infrastructure Project application after it has been accepted for Examination. The process for requesting a change to an application involves four main steps as follows:

- **Step 1** – the Change Notification is submitted;
- **Step 2** – advice is provided by the ExA;
- **Step 3** – the applicant consults about the proposed change; and
- **Step 4** – the Change Application / request is submitted.

1.1.15 This Change Notification represents Step 1 of the process and has been prepared generally in accordance with the requirements of that advice in order to assist the ExA in its consideration of the factors set out within it.

1.1.16 With regard to the timing of the consultation (Step 3), the advice (Ref 3) states that "*This step may be carried out earlier...to potentially save time and inform the applicant's approach to the change application.*" In this case, the Applicant has chosen to undertake consultation on the proposed changes following receipt of advice from the ExA. Sufficient time has been allowed for the ExA to provide its response before consultation commences. The Applicant considers its approach to consultation to be appropriate given the nature of the proposed changes, which are relatively minor in nature - no additional powers of compulsory acquisition are being sought, no new or different likely significant environmental effects are anticipated, and Interested Parties will also have the opportunity to provide any comments during the course of the Examination.

1.2 Information to include in a Change Notification

1.2.1 The Planning Inspectorate's advice (Ref 3) identifies that the following information should be included in a Change Notification:

- a clear description of the proposed change, including any new/altered works and any new/altered ancillary matters;
- a statement setting out the reasons and need for making the change to the application with reference to the government's guidance on the Examination stage, any relevant National Policy Statements, and any other important and relevant matters. This statement should include a robust justification for making the change, including why the matters driving the proposed change were not identified and dealt with at the pre-application stage;
- a statement establishing whether the proposed change involves changes to the Order land. If the proposed change involves a request to include additional compulsory acquisition powers the applicant should confirm if they have the relevant consent from all persons with an interest in the additional land. The applicant must include evidence of the consent. If negotiations are ongoing the applicant should confirm the status of these. If the applicant considers they may not be able to obtain this consent they should include a detailed description of how the procedures in regulations 5 to 19 of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (the 'CA Regulations') (Ref 4) can be accommodated within the Examination timetable;

- a statement establishing whether the proposed change to the application is expected to result in any new or different likely significant environmental effects. This should include a summary description of those effects and any mitigation proposed;
- information to establish how the applicant considers the change to the application can be accommodated within the remaining statutory timescales;
- the timescale for the applicant's consultation about the proposed change, and the applicant's view on the scope of that consultation, including justification. If the applicant has already undertaken consultation on the proposed change they should provide:
  - details of how the consultation was carried out and who was consulted, including an explanation of why they consider the level of consultation is appropriate; a summary of the responses received and how the applicant has had regard to them; and
  - all the consultation responses received; and
- the expected submission date for the Change Application.

1.2.2 This information is provided within the following sections of the Change Notification. The remainder of the Change Notification is structured as follows:

- **Section 2: Proposed Changes** – provides a description of, and the rationale and need for, the proposed changes, including justification for making the changes after the DCO Application has been accepted for Examination;
- **Section 3: Changes to the Environmental Assessments** – identifies where the proposed changes have the potential to alter the assessment of the impacts and effects as reported in the technical chapters of the Environmental Statement (ES) **[APP-046** to **APP-062]** and result in any new or different likely significant environmental effects following an initial appraisal undertaken by the Applicant;
- **Section 4: Proposed Consultation** – details the proposed approach to the consultation about the proposed changes;
- **Section 5: Indicative Programme** – sets out indicative timescales for making the proposed changes, including the expected submission date for the Change Application, and how this can be accommodated within the Examination timetable;
- **Appendix A: Figures 1-4**;
- **Appendix B: Updated Parameter Plans**; and
- **Appendix C: Photomontage: Updated Figure 25 to Figure 29 Viewpoint Wireline Sheets**.

2. Proposed Changes

2.1 Introduction

2.1.1 Consultation has been a central feature of the evolution of the Proposed Development. Non-Statutory Consultation was carried out from 26 February to 25 March 2024, and Statutory Consultation was then carried out from 8 October 2024 to 19 November 2024, followed by non-statutory Targeted Consultation from 8 May 2025 to 6 June 2025. Throughout the pre-application stage, the Applicant sought to provide the local community and other stakeholders with clear information on the proposals and the changes made to them while also taking into account the comments and feedback received. Engagement with landowners on an ongoing basis has also been a key part of the Applicant's approach, as set out in the **Consultation Report [APP-028]**.

2.1.2 The Applicant is proposing six changes to the Proposed Development as presented within the DCO Application submitted in August 2025. A brief description of each of the proposed changes and the Work Numbers ('Nos.') to which they relate within Schedule 1 'Authorised development' of the **draft DCO [APP-019]**, where relevant, is provided in **Sections 2.2** to **2.6.6**. The proposed changes are summarised in **Table 2-1** below.

Table 2-1: Summary of Proposed Changes

Change No.	Description	Work No.
Proposed Changes that have no implications for the environmental assessments set out in the ES and **ARE NOT** considered in **Section 3** of this Change Notification		
Proposed Change 1	Reduction of Land Acquisition Powers	Work Nos. 7, 8 and 9
Proposed Change 2	Alignment of the CO_2 Connection Corridor Landscape Plan with the HyNet CO_2 Pipeline Project	Work No. 7
Proposed Change 3	Land Designation Adjustment	Work Nos. 1 and 2
Proposed Changes that **ARE** considered in **Section 3** of this Change Notification		
Proposed Change 4	Reduction in Heat Recovery Steam Generator (HRSG) Stack and CCP Absorber Heights	Work Nos. 1, 2 and 4
Proposed Change 5	Contractors' Facilities Relocation	Site Wide Works (I)
Proposed Change 6	Proposed Hardstanding Expansion at Connah's Quay North Jetty	Work No. 12

2.1.3 The changes now sought to the DCO Application arise from design amendments to the Proposed Development and land designations, updates to the landscape plans, revisions to the land acquisition powers sought and a minor increase in the Order limits. They aim to respond to comments received from Interested Parties through the Applicant's ongoing engagement and their Relevant Representations, and also improve the construction arrangements. Overall, the proposed changes would improve the Proposed Development, support efficient construction, and address

Interested Party comments without altering the overall environmental impact of the Proposed Development.

2.1.4 An environmental assessment suggests that, based on the current information, no new or different likely significant environmental effects to those described in the ES **[APP-046** to **APP-062]** are anticipated as a result of the proposed changes. This will be addressed in full within the Change Application.

2.2 Proposed Change 1 – Reduction of Land Acquisition Powers

2.2.1 The Order limits for the Proposed Development overlap with the HyNet CO_2 Pipeline Project within the Proposed CO_2 Connection Corridor. The Proposed Development includes the construction of short lengths of new pipeline to facilitate connections into the Flint AGI to be constructed as part of the HyNet CO_2 Pipeline Project. All works to construct the Proposed CO_2 Connection pipeline within the overlapping area would be carried out by Liverpool Bay CCS Limited.

2.2.2 In preparing the DCO Application for the Proposed Development, the Applicant's assumption, based on the works proposed, was that permanent compulsory acquisition of the freehold for the land in which the Flint AGI and Proposed CO_2 Connection Corridor would be constructed was required. However, subsequent engagement with Liverpool Bay CCS Limited has determined that they do not require compulsory acquisition powers (in addition to those already granted by the HyNet CO_2 Pipeline Project) for the Flint AGI land and only require acquisition of the subsurface together with associated surface rights of access and protection for the remainder of the Proposed CO_2 Connection Corridor. As such, the Applicant proposes to make an amendment to the **Land Plans [APP-009]**, **Crown Land Plans [APP-010]**, **Book of Reference [APP-024]** and the **Lands and Rights Negotiations Tracker [APP-025]** to reflect these requirements. Refer to **Figure 1: Land Acquisition Plot Comparison** in **Appendix A**, submitted with this Change Notification, for further detail.

2.2.3 Proposed Change 1 will not amend any works to be undertaken as part of the Proposed Development, nor does it include additional compulsory acquisition powers, nor require any changes to the Order limits.

2.2.4 Due to the nature of the change, no new or different likely significant environmental effects are anticipated. The Applicant intends to consult the landowners of the land over which the change is being sought.

2.3 Proposed Change 2 – Alignment of CO_2 Connection Corridor Landscape Plan with the HyNet CO_2 Pipeline Project

2.3.1 Through discussion with Liverpool Bay CCS Limited, following the submission of the DCO Application, it has been noted that the **Indicative Landscape Plan** (included as Appendix A of the **Outline Landscape and Ecology Management Plan (LEMP) [APP-250]**) for the Proposed CO_2 Connection Corridor does not reflect the plans consented as part of the

HyNet CO_2 Pipeline Project. The Applicant has obtained the drawings included within the HyNet CO_2 Pipeline Project and has updated the **Indicative Landscape Plan** (see **Figure 2** in **Appendix A** of this Change Notification) for consistency (note that the plan shows habitat creation in this area as an illustrative measure to meet the HyNet CO_2 Pipeline Project requirements).

2.3.2 This proposed change does not have any implications on any of the assessments presented within the ES, as it does not change the works to be undertaken or any of the assumptions made within the assessments themselves, including those relating to reinstatement. In addition, as this area is excluded from the **Green Infrastructure Statement [APP-252]** on the basis that the area is already considered within the HyNet CO_2 Pipeline Project, no further assessment of environmental effects is required. This proposed change also does not require any changes to the Order limits or any additional compulsory acquisition powers.

2.4 Proposed Change 3 – Land Designation Adjustment

2.4.1 Proposed Change 3 involves minor changes to areas of retained habitats within the Main Development Area.

2.4.2 Seven areas within the operational fence line (including the Contractors' Facilities Relocation, Proposed Change 5) of the existing Connah's Quay Power Station were originally designated as retained habitat within the **Outline LEMP [APP-250]**, **Green Infrastructure Statement [APP-252]** and accompanying plans. These areas consist of habitats of low ecological value (modified grassland, introduced scrub, and small patches of mixed scrub). At the time the UKHab baseline surveys were undertaken, detailed in the **Green Infrastructure Statement [APP-252]**, the areas shown in **Figure 3 of the Green Infrastructure Statement [APP-252]** were assumed to be 'retained' habitat. This equated to no net loss and therefore required no net benefit for biodiversity compensation.

2.4.3 During a detailed review of the Applicant's existing operational activities, it has become clear that these areas are required to accommodate routine operational activities associated with the existing Connah's Quay Power Station and are reserved by the operator for future use as laydown areas in connection with that power station. Committing to retaining this habitat within the operational footprint of the existing Connah's Quay Power Station would restrict the ability to manage plant and store equipment, as well as introduce potential access restrictions associated with day-to-day operation and maintenance.

2.4.4 To ensure the existing Connah's Quay Power Station can continue to operate without constraint, the seven identified parcels of retained habitat located inside the existing operational fence line will now be reclassified as permanent habitat loss.

2.4.5 The updated **Indicative Landscape Plan** (see **Figure 2** in **Appendix A**) identifies the specific areas within the Order limits that will change classification from 'retained' to 'permanent loss'. The total area of habitat where the retention category is to be removed from retained to permanent

loss is approximately 1.25 ha (inclusive of the contractors' facilities). As these areas support habitat of low ecological value and have limited habitat connectivity to the wider site, it is proposed that additional Net Benefit for Biodiversity will be delivered within the off-site mitigation area, located at Gronant Fields, Prestatyn to complement Curlew mitigation (see **Offsite Net Benefit for Biodiversity and Green Infrastructure Strategy [APP-255]**, for further detail). The mitigation is likely to include an expansion of the species-rich grassland already committed as part of the Proposed Development.

2.4.6 Proposed Change 3 does not have any implications on any of the assessments presented within the ES as it does not change the works to be undertaken or any of the assumptions made within the assessments themselves. Neither does Proposed Change 3 require any changes to the Order limits or any additional compulsory acquisition powers.

2.4.7 Proposed Change 3 will require an update to both the **Green Infrastructure Statement [APP-252]** and **Offsite Net Benefit for Biodiversity and Green Infrastructure Strategy [APP-255]**.

2.5 Proposed Change 4 – Reduction in Heat Recovery Steam Generator (HRSG) Stack and CCP Absorber Heights

Background

2.5.1 During the pre-application stage, the Applicant identified the need to increase the heights of the absorber emissions stack and HRSG stack from those proposed during the Statutory Consultation carried out in October to November 2024 in order to minimise any potential negative environmental effects based on the design information available at the time. This increase was the subject of a non-statutory Targeted Consultation that was carried out in May to June 2025. The increased stack heights were included as part of the design proposed in the DCO Application as submitted.

2.5.2 However, following engagement with relevant stakeholders including Airbus Operations Limited (Airbus) and updated design information relating to emissions, supported by further technical and environmental assessments, the Applicant is now proposing to request a change to the DCO Application to decrease the maximum stack height parameters. This reduction would ensure the Proposed Development does not infringe the Outer Horizontal Surface (OHS) and Obstacle Limitation Surface (OLS) associated with aviation safety of Hawarden Aerodrome.

Project Design

2.5.1 Both the CCGT and CCP components of the CQLCP Abated Generating Station include an emission stack, which safely vents waste gases produced during combustion into the atmosphere.

2.5.2 As described in **Chapter 4: The Proposed Development [APP-042]**, the flue gases from the absorber emission stacks are expected to be treated using Selective Catalytic Reduction (SCR). This process controls oxides of nitrogen (NOx) emissions to keep them within permitted limits and prevents

solvent degradation within the CCP, helping to maintain efficient CO_2 capture.

2.5.3 SCR is a secondary emissions control technique that involves injecting ammonia or urea into the flue gas. In the presence of a catalyst, these reagents react with NOx to form harmless nitrogen and water vapour. The flue gases are expected to be treated using SCR prior to entering the CCP to control oxides of NOx emissions and maintain efficient CO_2 capture performance.

2.5.4 Following further design refinement, an evolution of the NO_x control scheme has been made whereby the SCR secondary abatement system is now not required to be operated when the CCP is out of operation. The SCR system is therefore not in service when the CCGT units are emitting via the HRSG stacks.

2.5.5 Each CCGT unit would have one absorber stack and one HRSG stack, resulting in up to four stacks in total as part of the Proposed Development.

2.5.6 The proposed reduction in stack height has been assessed for a number of environmental topics, including landscape and visual impact, heritage, air quality, terrestrial ecology, human health, noise, and cumulative effects. However, as set out in **Section 3**, no new or different likely significant environmental effects are anticipated as a result of the proposed changes. This will be set out in full within the Change Application.

Reasons for change

2.5.7 Further engagement with Airbus has identified that the 150 metre (m) stack height included within the DCO Application would exceed the OHS of Hawarden Aerodrome (CEG) by approximately 3 m, classifying it as an obstacle. The OHS is designed to protect aircraft during circling, holding or emergency procedures by ensuring that no structures penetrate this surface. It effectively provides a safety buffer for aircraft operating at lower altitudes beyond the immediate runway area.

2.5.8 While it is possible to seek approval for such infringements through an Instrument Flight Procedure study and Impact Safety Statement, demonstrating that the exceedance would not compromise flight operations, the Applicant has decided to explore reducing the emission stack heights to avoid the infringement through design.

2.5.9 In support of this approach, the Applicant has undertaken a series of assessments to confirm that the emissions stack heights can be reduced without introducing different or new likely significant environmental effects. For the absorber emission stacks, this has included assessing the performance and suitability of lower stack options. For the HRSG emission stacks, the reduction in stack height has been made possible by the evolution of the NO_x control scheme such that the SCR secondary abatement system is not required to be operated when the CCP is out of operation. When the SCR secondary abatement system is not in operation injection of ammonia or urea into the flue gas would not take place, consequently residual ammonia emissions to air would not occur, reducing the magnitude of nutrient nitrogen deposition on nearby designated sensitive ecosystems.

2.5.10 The Applicant considers that the proposed reduction in emission stack heights represents a necessary and appropriate design revision to the Proposed Development, addressing the concerns raised by Airbus while maintaining compliance with environmental and operational requirements.

Changes to emission stacks

2.5.11 Proposed Change 4 relates to the height of the emission stacks. **Table 2-2** sets out the revised maximum heights of structures in m above-ground level[1] (AGL) for the principal components of the Proposed Development compared to those considered within the ES and presented within the DCO Application.

2.5.12 Proposed Change 4 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.

2.5.13 No changes are anticipated with regards to the following components of the Proposed Development:

- CCGT Buildings, which would remain at 50 m AGL;
- HRSG Buildings, which would remain at 50 m AGL;
- Control, Administration Buildings and Workshops, which would remain at 16 m AGL;
- CCP CO_2 Stripper, which would remain at 65 m AGL;
- Cooling and CO_2 Compression Infrastructure, which would remain at 25 m AGL;
- Proposed CO_2 AGI, which would remain at 6 m AGL; and
- Other Ancillary Buildings and Structures and Maintenance Laydown Area, which would remain at 10 m AGL.

[1] As identified in **Chapter 4: The Proposed Development [APP-042]**, it is currently anticipated that there will be ground raising of approximately 7.4 m to achieve levels of around 7.4 m Above Ordnance Datum (AOD).

Table 2-2: Proposed Changes to the Main Dimensions of CQLCP Abated Generating Station and Maintenance Laydown Area

Zone (see Parameter Plan – Extents*)	Component of the Proposed Development	Maximum Height (m) AGL (see Parameter Plan – Elevations*)		Maximum Height (m) AOD	
		DCO Application at Submission	Proposed Change	DCO Application at Submission	Proposed Change
1A	CCGT Buildings	No Change – 50 m		No Change – 57.4 m	
1B	HRSG Buildings	No Change – 50 m		No Change – 57.4 m	
1B	HRSG Stack(s)	150 m	130 m	157.4 m**	137.4 m
1C	Control, Administration Buildings and Workshops	No Change – 16 m		No Change – 23.4 m**	
1D	CCP Absorbers	150 m	92 m	157.4 m	99.4 m
1D	CCP Absorber Stack(s)	150 m (including stack)	145 m (including stack)	157.4 (including stack)	152.4 m (including stack)
1E	CCP CO_2 Stripper	No Change – 65 m		No Change – 72.4	
1F	Cooling and CO_2 Compression Infrastructure	No Change – 25 m		No Change – 32.4	
1G	Proposed CO_2 AGI	No Change – 6 m		No Change – 13.4	
1H	Other Ancillary Buildings and Structures and Maintenance Laydown Area	No Change – 10 m		No Change – 17.4	

* **Parameter Plan - Extents (Drawing 1 of 2)** and **Elevations (Drawing 2 of 2)** are submitted with this Change Notification as **Appendix B**.
** The **Design Principles Document [APP-264]** incorrectly states a maximum height of 157.6 m AOD for the HRSG stack(s), whereas **Chapter 4 [APP-042]** correctly states 157.4 m AOD. Conversely, **Chapter 4 [APP-042]** incorrectly states a maximum height of 24 m AOD for the Control, Administration Buildings and Workshops, while the **Design Principles Document [APP-264]** correctly states 23.4 m AOD. The **Design Principles Document [APP-264]** and **Chapter 4 [APP-042]** will be updated at Deadline 3 when the revised versions are issued.

2.6 Proposed Change 5 – Relocation of the Contractors' Facilities

Overview

2.6.1 The Proposed Development includes the relocation of the existing contractors' facilities (comprising temporary modular structures) associated with the existing Connah's Quay Power Station to allow their existing function to continue (see **Figure 3: Location of Contractors' Facilities** in **Appendix A**). Some of these were proposed to be relocated to an area south-east of the existing education centre within the Main Development Area, shown as an area of hardstanding on the **Indicative Site Layout [APP-267]**.

2.6.2 However, a further review of the available space within the existing Connah's Quay Power Station identified in the DCO Application has confirmed it cannot accommodate the required facilities in that area. Proposed Change 5 therefore involves the relocation of the existing contractors' facilities within the Main Development Area to an alternative location to ensure there is adequate provision of facilities associated with the existing Connah's Quay Power Station. The newly proposed land is the only practical location within the Order limits that satisfies the operational and access requirements of the existing Connah's Quay Power Station.

Layout and Use of the Relocated Contractors' Facilities

2.6.3 The contractors' facilities would be laid out to make best use of the available space, and are likely to include parking areas, temporary cabins for welfare and office functions accommodated in a mix of temporary modular structures depending on contractor requirements. Space would be allowed to account for additional facilities which would be required to support the planned outages at the existing Connah's Quay Power Station.

Construction Methods and Sequencing

2.6.4 The land identified for this purpose has recently been partially cleared by National Grid. Therefore, the works would begin with the clearance of the remaining scrub to provide open access across the area. Ground preparation would follow, involving the removal of topsoil and placement of a compacted hardcore or MOT Type 1 base (graded sub-base designed to compact to a load-bearing surface). A tarmac finish is preferred, and any new impermeable areas would be drained into the existing Connah's Quay Power Station surface water network.

2.6.5 The existing fenceline would be removed and replaced with a new fence installed using shallow drill augers and concrete footings. Additionally, semi-permanent structures would likely be delivered once per year in line with outage periods at the existing Connah's Quay Power Station, with each installation remaining in place for around five months.

2.6.6 The construction activities are expected to take approximately three months.

2.6.7 All structures would be designed to comply with height restrictions associated with the 400 kV overhead line to ensure safe clearances during operation. All facilities are intended to be temporary. Some will be deployed for a limited duration annually, while others may remain in place for extended periods, potentially several years, yet will continue to be temporary structures.

2.6.8 The numbers of construction workers and vehicle movements are not additional to those already considered within the ES and would therefore not change the information provided in Section 5.4 and Section 5.6 of **Chapter 5: Construction Management and Programme [APP-043]** respectively.

2.7 Proposed Change 6 – Proposed Hardstanding Expansion at Connah's Quay North Jetty

Overview

2.7.1 Proposed Change 6 involves a permanent extension to the existing area of hardstanding at Connah's Quay North Jetty. The extension would be divided into two sections: one approximately 50 m by 16 m (800 m²) and another 62.5 m by 16 m (1000 m²).

2.7.2 The existing off-loading area measures approximately 16 m by 16 m, providing 256 m² of space. The proposal is to extend this area by roughly 1,800 m², increasing the total area to about 2,056 m², as shown in **Figure 4: Proposed Hardstanding Expansion at Connah's Quay North Jetty** in **Appendix A**. The assumed excavation depth for the extension is approximately 0.3-0.5 m.

2.7.3 The expanded area would provide the necessary flexibility for equipment deliveries during the construction phase once final delivery sizes are confirmed. The off-loading area on the northern side of Connah's Quay North Jetty is proposed to be extended to make it easier and quicker to unload equipment delivered by barge. When the barge is positioned end-on to the jetty, a ro-ro ramp is used to move items directly onto the hardstanding, and the extra space will help this process run safely and smoothly. The extended area may also be used as a temporary laydown space for equipment before it is moved off-site.

Construction Method and Sequencing

2.7.4 Setting-out activities would first be undertaken to define the clearance area, excavation limits, and finished levels, requiring around one to two days. Vegetation clearance, limited to shrubbery and small trees, would take place in line with the provisions for nesting birds set out in the **Framework Construction Environmental Management Plan (CEMP) [APP-246]** and is expected to take about one week, delivered by a specialist contractor.

2.7.5 Topsoil would then be removed and either stockpiled within the Order limits or taken off-site for reuse or recycling. This phase is expected to take two to three weeks and would generate roughly two two-way HGV movements per day. Excavation would be carried out using a tracked or mobile 360-degree excavator. Depending on ground conditions and detailed design, a geotextile layer may be installed before stone placement. Imported stone would then

be laid and compacted across the temporary extension area over an estimated two-week period, again involving around two two-way HGV deliveries per day. A 360-degree excavator fitted with a wide bucket or blade and a self-propelled vibrating roller would be used for this activity. Throughout construction, the workforce is anticipated to be between three and five personnel. These workers and vehicle movements are not additional to those already considered within the ES and would therefore not change the information provided in Section 5.4 and Section 5.6 of **Chapter 5: Construction Management and Programme [APP-043]**.

2.7.6 Topographical survey, fauna, flora and ornithological checks, and ground contamination testing surveys will be completed within the proposed extension area.

Need for the Extension

2.7.7 Although a permanent extension was introduced in 2023-2024, it has been determined through further analysis that an additional area is needed to handle larger equipment deliveries to the Main Development Area. This is the nearest port and would shorten the road transport distance for the AIL deliveries to the Main Development Area as well as allow equipment to be delivered in large pieces to avoid the need for onsite assembly. It would also avoid the need to route AILs through alternative ports such as Mostyn or Ellesmere Port, where onward transport could trigger additional highway works. The extension of the existing off-loading area would allow loads to move directly from the barge, down the ramps, and into the off-loading area in a more efficient and controlled way.

Land Requirements and Net Benefit for Biodiversity Impact

2.7.8 Proposed Change 6 requires an amendment to the Order limits and introduces an additional 0.21 ha of permanent land use, with no compulsory acquisition of powers sought for that land. Once deliveries are complete, the area will be vacated by the Applicant and made available for future use by the landowner, Tata Steel UK Limited.

2.7.9 An initial ecological walkover, including a UKHabitat Survey, was undertaken on 18 November 2025. The UKHabitat survey confirmed that the site comprises areas of other neutral grassland, dense scrub, individual trees, bare ground and other broadleaved woodland, with the River Dee running adjacent to Connah's Quay North jetty. The proposal is to extend the jetty area by approximately 1,800 m², increasing the total area to about 2,056 m² (see **Figure 4** in **Appendix A**).

2.7.10 The proposed change will result in the permanent loss of 0.10 ha of other neutral grassland, 0.07 ha of mixed scrub and 0.02 ha of hardstanding. Less than 0.001 ha of other broadleaved woodland is to be lost; this is understood to be one individual tree. This individual tree will be compensated for either on or off-site at a minimum ratio of 3:1 trees of a similar type and size. Grassland and scrub habitats will also be compensated for either on-site or off-site. The **Green Infrastructure Statement [APP-252]** and **Off-site Net Benefit for Biodiversity and Green Infrastructure Strategy [APP-255]** will be updated at Deadline 3 to show the additional permanent habitat loss and

detail the required off-site delivery to account for habitat loss within the Order limits to achieve a Net Benefit for Biodiversity.

2.8 ExA consideration of the Proposed Changes

2.8.1 Paragraph 018 of government guidance: 'Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects' (Ref 5) explains general considerations around making changes to an application during Examination and lists factors that the ExA will need to consider in deciding whether to accept an application for a proposed change such as whether:

- the changes would mean the project is effectively a different one from that contained in the application;
- the application (as changed) is still of a sufficient standard for Examination;
- sufficient consultation on the changed application can be undertaken to allow for the Examination to be completed within the statutory timetable;
- the changes would breach the principles of fairness and reasonableness for parties participating in the Examination; and
- any other procedural requirements can still be met.

2.8.2 The Planning Inspectorate advice 'Nationally Significant Infrastructure projects: Changes to an application after it has been accepted for examination' (Ref 3) states that the ExA will consider whether, following the proposed changes, the project will be substantially the same as the project which was initially applied for and also if the combined impact of a series of incremental changes may collectively result in a materially different project.

2.8.3 The proposed changes described herein are not considered, individually or cumulatively, to be so substantial or different as to lead to the Proposed Development being different in nature or substance to that for which development consent was originally applied for in August 2025, or which would be so substantial as to constitute a materially different project. The Proposed Development would remain a low carbon Combined CCGT Generating Station fitted with CCP of up to a likely maximum of 1,380 MWe (with CCP operational).

2.8.4 None of the proposed changes would necessitate additional compulsory acquisition powers.

2.8.5 One of the proposed changes ('6') requires a small amendment to the Order limits and introduces an additional 0.21 ha of permanent land use, with no compulsory acquisition powers sought in respect of that land. The other proposed changes do not necessitate any changes to the Order limits.

2.8.6 It is considered that the proposed changes would not change the position at Acceptance that the DCO Application is of sufficient standard for Examination.

2.8.7 In **Section 4** of this document, the Applicant has set out its proposals for how consultation on these changes can take place and how the proposed changes can be considered as part of the Examination timetable. Given that this notification is being made prior to the start of Examination, it is

considered that there will be sufficient time for the changes to be accounted for in the Examination timetable: (a) not to put the statutory timetable at risk; and (b) to allow for Interested Parties to have time to comprehensively review and comment on the proposed changes.

2.8.8 The proposed changes are explained in more detail in Sections **2.2** to **72.6** above and are shown in Error! Reference source not found..

2.8.9 **Section 3** of this document considers the assessment of the impacts and effects as reported in the technical chapters of the ES **[APP-046 to APP-062]** in light of the Proposed Changes 4, 5 and 6 and provides the Applicant's view as to whether new or different likely significant environmental effects are expected to arise.

3. Potential Changes to the Environmental Assessments

3.1 Introduction

3.1.1 At this stage, the Applicant considers that the findings of the environmental assessments reported in the DCO Application are unlikely to substantially alter as a result of the proposed changes, and no materially new or materially different likely significant environmental effects are expected to arise. This is based on an environmental assessment that has been undertaken, which is set out in **Table 3-1** below.

3.1.2 This will be reported on in full within the Change Application when it is submitted.

3.1.3 Proposed Changes 1 to 3 do not have any implications on any of the assessments presented within the ES **[APP-046 to APP-062]** as they do not change the works to be undertaken or any of the assumptions made within the assessments themselves. Neither do Proposed Changes 1 to 3 require any changes to the Order limits or any additional compulsory acquisition powers, and in some areas, the extent of land subject to such acquisition powers is reduced. Therefore, Proposed Changes 1 to 3 have not been considered within **Table 3-1**.

3.2 Environmental Implications for Proposed Changes 4–6

Table 3-1: Summary of Environmental Implications for Proposed Changes 4–6

ES Chapter / Standalone Documents	Assessment
Chapter 8: Air Quality [APP-046]	**Proposed Change 4** will slightly decrease the CCP stack height, but not enough to make a material change to the conclusions of the assessment, as other changes made due to progress on the detailed designs compensate for the loss of height. **Proposed Change 4** will reduce the parameter for the maximum HRSG stack height by 20 m. This change would not result in any material change to the conclusions of the assessment as, following progress on the detailed designs, emissions of ammonia (the pollutant responsible for most of the impacts on sensitive ecosystems) have been eliminated. Overall, **Proposed Change 4** is likely to make minor changes to the impacts predicted for the operational phase of the Proposed Development, but not of a sufficient magnitude to change the conclusions on significance of predicted effects within the ES **[APP-046]**. Therefore, for Air Quality, **Proposed Change 4** will be assessed and considered further as part of the Change Application. The Change Application will provide the results of updated dispersion modelling of operational phase emissions to the air. **Proposed Changes 5** and **6** will not affect the conclusions on the significance of predicted construction phase effects reported in the ES **[APP-046]**. **Appendix 8B: Air Quality Construction Dust Risk Assessment [APP-181]** as it already assumes that the site is a large fugitive dust emissions source, which is the highest magnitude that can be considered. Appropriate mitigation is also outlined within the **Framework CEMP [APP-246]** to ensure effects would be minimised. As noted in **Section 2.6.8** and **2.7.5**, the changes would not impact the number of construction vehicle movements assessed within **Appendix 8C: Air Quality Traffic Emission Assessment [APP-182]** and therefore there would be no changes to the conclusions in relation to effects from traffic emissions on human health and ecological receptors. Therefore, for Air Quality, **Proposed Changes 5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 9: Noise and Vibration [APP-047]	**Proposed Change 4** will slightly decrease the stack heights, but the change in predicted sound levels at the noise sensitive receptors (NSRs) relative to the DCO levels is very minor and not of a sufficient magnitude to change the conclusions of the original assessment within the ES **[APP-047]**. **Proposed Change 5** introduces a new area of construction activity – and therefore additional construction noise sources – in the vicinity of an identified NSR (R25 in the ES **[APP-047]**). A significant adverse noise effect was not identified at this receptor in the ES. The proposed change has the potential to increase the construction noise levels at the closest NSRs but will not result in new or different likely significant effects. Therefore, **Proposed Change 5** will be assessed further as part of the Change Application.

ES Chapter / Standalone Documents	Assessment
	Whilst **Proposed Change 6** also introduces new construction activities, given that construction activities much closer to NSRs have already been assessed, this change is not considered likely to make a material change to the conclusions of the assessment. Additionally, there is no change to the anticipated number of vehicle movements associated with AILs. Therefore, for Noise and Vibration, **Proposed Changes 4** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 10: Traffic and Transport [APP-048]	**Proposed Changes 4, 5** and **6** do not alter the outcome of the assessment in the ES **[APP-048]** as the changes would not change the construction vehicle movements or staff numbers already considered. Subsequently, there would be no requirement to update either the construction or operational traffic modelling. Therefore, for Traffic and Transport, **Proposed Changes 4, 5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 11: Terrestrial and Aquatic Ecology [APP-049]	**Proposed Change 4** could lead to changes in air quality, potentially affecting designated sites and habitats within the Zone of Influence. As reported above for **Chapter 8: Air Quality [APP-046]**, **Proposed Change 4** is likely to result in minor changes to the quantitative assessment of the operational phase of the Proposed Development as assessed in the ES **[APP-049]**. The updated air quality modelling results will be reviewed in the context of important ecological features, which may be sensitive to changes in air quality. These changes will also be considered in an updated **Report to Inform Habitats Regulations Assessment [APP-253]**. Based on the air quality data, it is not expected that any new significant effects will be identified. Therefore, for terrestrial and aquatic ecology, **Proposed Change 4** will be assessed and considered further as part of the Change Application. **Proposed Changes 5** and **6** require no changes to **Chapter 11: Terrestrial and Aquatic Ecology [APP-049]**. **Proposed Change 5** is a matter of relocating work areas within the existing built footprint of the power station. **Proposed Change 6** involves some vegetation removal and hardstanding creation approximately 50 m inland from River Dee & Bala Lake SAC at its closest, separated from the Special Area of Conservation (SAC) by the existing operational quay and the river wall. It is also a minimum of 130 m from Dee Estuary SAC / Special Protection Area (SPA) / Ramsar site, on the opposite bank of the river. This is sufficiently distant that no impact pathways exist. Whilst the areas associated with **Proposed Change 6** have been deemed suitable to support reptiles, amphibians and invasive non-native species, these will be adequately addressed through the precautionary methods of work outlined in the **Framework CEMP [APP-246]**. Therefore, for Terrestrial and Aquatic Ecology, **Proposed Changes 5** and **6** are not deemed necessary to be considered further as part of the Change Application.

ES Chapter / Standalone Documents	Assessment
Chapter 12: Marine Ecology [APP-050]	**Proposed Change 4** will not result in a change in the conclusions of any impact pathways assessed within the Marine Ecology assessment in **Chapter 12 [APP-050]** as it does not change assumptions for works below Mean High Water Springs (MHWS). **Proposed Change 4** could lead to changes to air quality, potentially affecting intertidal habitats within the Zone of Influence. However, these potential effects on the intertidal habitats are not of a sufficient magnitude to change the conclusions on the significance of predicted effects within **Chapter 11: Terrestrial and Aquatic Ecology [APP-049]**. **Proposed Changes 5** and **6** will not result in a change in the conclusions of any impact pathways assessed within the Marine Ecology assessment in **Chapter 12 [APP-050]** as all works will be carried out above MHWS and these proposed changes do not change assumptions for works below the MHWS. Therefore, for Marine Ecology, **Proposed Changes 4, 5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 13: Water Environment and Flood Risk [APP-051]	**Proposed Change 4** will not result in modifications to the impacts assessed in the ES **[APP-051]** as it only relates to the emission stack heights, which does not directly relate to the effects assessed in **Chapter 13: Water Environment and Flood Risk [APP-051]**. **Proposed Change 4** will also not lead to changes to the conclusions of the **Flood Consequence Assessment [APP-212]**. **Proposed Change 5** will not result in modifications to the impacts assessed in the ES **[APP-051]**. It relates to the existing Connah's Quay Power Station's contractors' facilities relocation, but through good practice mitigation approaches as outlined in the **Framework CEMP [APP-246]**, as well as a suitable temporary drainage system which will discharge to the existing Connah's Quay Power Station surface water network, it is not considered to result in any change to the significance of effects assessed in the ES **[APP-051]**. With regard to flood risk, the proposed new location for the contractors' facilities lies outside of the modelled flood extents; therefore, this change will have no impact on flood risk. Therefore, for Water Environment and Flood Risk, **Proposed Changes 4** and **5** are not deemed necessary to be considered further as part of the Change Application. **Proposed Change 6** involves a permanent extension to the existing area of hardstanding at Connah's Quay North Jetty. The required increase in impermeable area within the jetty lies within the modelled flood extents with depths up to 0.25 m. There would be no direct works to the River Dee. Given the implementation of the wider array of measures included in the **Framework CEMP [APP-246]** and to be detailed in a Water Management Plan relating to management of construction runoff and spillages adjacent to the River Dee, such as an appropriate temporary drainage system with suitable water quality attenuation, it is not anticipated to be a requirement for further assessment as part of the Change Application. However, **Proposed Change 6**, due to the permanent nature of the extension, would introduce operational drainage implications that will need to be assessed. This may require further

ES Chapter / Standalone Documents	Assessment
	determination and could potentially lead to changes in the conclusions of **Appendix 13C: Flood Consequences Assessment [APP-212]** and ES **[APP-051]** but will not result in any new or different likely significant effects. The implications of the new drainage arrangements for compliance with **Appendix 13B: Water Framework Directive Report [APP-131]** also need to be considered but will not result in any new or different likely significant effects. Therefore, for Water Environment and Flood Risk, **Proposed Change 6** is deemed necessary to be considered further as part of the Change Application.
Chapter 14: Geology and Ground Conditions [APP-052]	**Proposed Change 4** will not result in modifications to the impacts assessed in the ES **[APP-052]** as it does not involve any new groundworks or any alterations to the assumptions for the Proposed Development set out and considered within the assessment in the ES. **Proposed Change 5** will not result in modifications to the impacts assessed in the ES **[APP-052]** as it is located within the boundary of the existing Main Development Area and **Chapter 14: Geology and Ground Conditions [APP-052]** assumed that earthworks / excavations / cutting may happen anywhere within the Order limits. Therefore, for Geology and Ground Conditions, **Proposed Changes 4** and **5** are not deemed necessary to be considered further as part of the Change Application. It is considered that **Proposed Change 6** would result in modifications to the impacts assessed in the **ES [APP-052]** as it is located within the Accommodation Work Areas which were scoped out of the ES based on excavation works not proposed within the routes intended for the transport of AILs. It is considered that earthworks / excavations / cutting may be required as part of the **Proposed Change 6**. Therefore, for Geology and Ground Conditions, **Proposed Change 6** will be assessed and considered further as part of the Change Application, even though the effects are not considered significant enough to alter the overall conclusions in ES **[APP-052],** as they are small in scale when assessed in isolation.
Chapter 15: Landscape and Visual Amenity [APP-053]	**Proposed Change 4** involves reducing the height parameters of elements that would have been prominently visible from representative viewpoint locations of the Proposed Development. All photomontages have been updated to reflect the revised maximum parameters for the HRSG stack heights and CCP absorbers, and the visual effects have been reviewed using the updated imagery (see **Figures 25 to 29, Viewpoint Wireline Sheets,** submitted with this Change Notification as **Appendix C**).

ES Chapter / Standalone Documents	Assessment
	Based on this review, **Proposed Change 4** is not expected to materially alter the landscape and visual impact assessment conclusions set out in **Chapter 15 [APP-053]**. While this will be subject to further consideration as part of the Change Application, it is not anticipated to give rise to any new or different likely significant effects. **Proposed Change 5** involves the relocation of the existing Connah's Quay Power Station's contractor's facilities within the Main Development Area. The location is screened to the south by a belt of shrubs and low trees, which are to be retained. Existing areas of scrub would require removal. This proposed change is not expected to significantly alter the overall landscape and visual impact assessment conclusions as assessed in the ES **[APP-053]** due to its location and restricted visibility from publicly accessible locations in the vicinity. **Proposed Change 6** involves a temporary extension to the existing area of hardstanding at Connah's Quay North Jetty by 1,675 m² of space into an area of low lying vegetation. This proposed change is not expected to alter the overall landscape and visual impact assessment conclusions as assessed in the **ES [APP-053]** due to its location, extent of change, and restricted visibility from publicly accessible locations in the vicinity. Therefore, for Landscape and Visual Amenity, **Proposed Changes 5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 16: Physical Processes [APP-054]	**Proposed Changes 4, 5 and 6** will not result in modifications to the impacts assessed in the ES **[APP-054]** as they do not change assumptions for works below the MHWS. Therefore, for Physical Processes, **Proposed Changes 4, 5 and 6** will not be considered further as part of the Change Application.
Chapter 17: Terrestrial Heritage [APP-055]	**Proposed Change 4** comprises a reduction in stack height, which, whilst reducing the height parameters of components of the Proposed Development that may have been visible between the Proposed Development Site and historic assets, is not expected to result in any material change to the reported impacts on the setting of historic assets. In addition, it is expected to retain the overall footprint of the Proposed Development and is therefore not expected to result in any change to the assessment of physical impacts on historic assets. **Proposed Change 5** involves the relocation of the existing Connah's Quay Power Station's contractors' facilities. The contractors' facilities would be located within the Main Development Area which is not expected to result in any material change to the reported

ES Chapter / Standalone Documents	Assessment
	impacts on the setting of historic assets. In addition, it is expected that the change would retain the overall footprint of the Order limits and is therefore not expected to result in any change to the assessment of physical impacts on historic assets. **Proposed Change 6** involves a temporary extension to the existing area of hardstanding at Connah's Quay North Jetty. This expansion would be within an area of existing hardstanding and the quayside working area which would be in keeping with existing infrastructure. It is not expected to result in any material change to the reported impacts on the setting of historic assets. In addition, the area required for the proposed extension is located on reclaimed land. The potential for archaeological remains within reclaimed land was assessed within the **Terrestrial Heritage Desk Based Assessment [APP-229]** which confirmed that potential archaeological remains are likely to survive at a depth of 2 m – 4 m below ground level. It is not anticipated that the proposed works in this location would reach such depths. Therefore, there is no potential for previously unrecorded archaeological remains to be impacted by the proposed works. There are no known historic assets located within the proposed works area for **Proposed Change 6**, and as such, there are no potential physical impacts to known historic assets. **Proposed Changes 4, 5** and **6** will not result in modifications to the impacts assessed in the ES **[APP-055]**. Therefore, for Terrestrial Heritage, **Proposed Changes 4, 5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 18: Marine Heritage [APP-056]	**Proposed Changes 4**, **5** and **6** will not result in modifications to the impacts assessed in the ES **[APP-056]** as they do not change assumptions for works below the MHWS. Therefore, for Marine Heritage, **Proposed Changes 4**, **5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 19: Socio-Economics, Recreation and Tourism [APP-057]	**Proposed Changes 4, 5,** and **6** do not alter the impacts assessed in **Chapter 19 [APP-057]**. The construction programme and worker numbers remain unchanged, and the underlying assessment assumptions therefore remain the same. There are also no changes to the expected effects on local assets or land use as a result of **Proposed Changes 4, 5,** and **6**. The assessments in **Table 3-1** for Air Quality, Noise and Vibration, Traffic and Transport, and Landscape and Visual Amenity do not identify any new significant effects, either individually or in combination, on the same receptors. Therefore, for Socio-Economics, Recreation and Tourism, **Proposed Changes 4**, **5**, and **6** are not deemed necessary to be considered further as part of the Change Application.

ES Chapter / Standalone Documents	Assessment
Chapter 20: Climate Change [APP-058]	Whilst a reduction in stack height will reduce the volume of materials required and therefore the embodied carbon, no changes have been made to the assumptions from the ES to maintain a worst case assessment. **Proposed Change 4** is not anticipated to have a material impact on the construction or operational emissions considered in **Chapter 20: Climate Change [APP-058]**. **Proposed Change 5** will have a negligible effect on the climate assessments and therefore will not change the impacts and significance ratings reported in the ES **[AP-058]**. **Proposed Change 6** will result in higher construction-stage emissions due to increased hardstanding material use, greater energy demand, and land use change. However, construction emissions represent approximately 1% of total greenhouse gas (GHG) emissions for the Proposed Development, and the increase from this proposed change is minimal. Therefore, this proposed change does not affect the current impact or significance rating of the Lifecycle GHG Assessment reported in the ES **[AP-058]**. Therefore, for Climate Change, **Proposed Changes 4, 5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 21: Human Health [APP-059]	**Proposed Change 4** comprises a reduction in stack height. For air quality, this table identifies an anticipated reduction in ammonia levels with **Proposed Change 4**, which is beneficial for human health. Therefore, the conclusions of the effects of air quality on human health would not be any worse than described in the ES **[APP-059].** For noise and vibration, this table identifies that changes will not be of a sufficient magnitude to change the conclusions of the original assessment within the ES **[APP-047]**. **Proposed Change 5** comprises the relocation of the existing Connah's Quay Power Station's contractors' facilities. Further analysis of noise impacts shows that there will be a minor change in effect on receptor R25, but it will not result in new or different likely significant effects. For air quality, this table identifies that changes will not affect the conclusions of the original assessment within the ES. Therefore, the conclusions of the effects of air quality on human health would remain as described in the ES **[APP-059]**. **Proposed Change 6** comprises a temporary extension to the existing area of hardstanding at Connah's Quay North Jetty. This proposed change will not result in modifications to the impacts previously assessed during the construction, operational or decommissioning stages, particularly in light of the conclusions of the air quality and noise assessments above. As a result of this, the changes do not lead to a modification of the assessment of effects on human health. Therefore, for Human Health, **Proposed Changes 4, 5** and **6** are not deemed necessary to be considered further as part of the Change Application.

ES Chapter / Standalone Documents	Assessment
Chapter 22: Major Accidents and Disasters [APP-060]	**Proposed Changes 4, 5** and **6** will not result in modifications to the impacts assessed in the ES **[APP-060]**. Therefore, for Major Accidents and Disasters, **Proposed Changes 4, 5** and **6** are not deemed necessary to be considered further as part of the Change Application.
Chapter 23: Materials and Waste [APP-061]	Whilst a reduction in stack height will reduce the volume of materials, no changes have been made to the assumptions from the ES to maintain a worst case assessment. **Proposed Change 4** will not result in modifications to the impacts assessed in the ES **[APP-061]**. **Proposed Change 5** will result in the use of additional construction materials and additional waste generation; however, these quantities are anticipated to be relatively small in the context of the whole Proposed Development. Therefore, **Proposed Change 4** will not result in modifications to the impacts assessed in the ES **[APP-061]**. **Proposed Change 6** will result in additional construction materials and additional waste generation; however, these quantities are anticipated to be relatively small in the context of the whole Proposed Development. Therefore, **Proposed Change 6** will not result in modifications to the impacts assessed in the ES **[APP-061]**. Therefore, for Materials and Waste, **Proposed Changes 4, 5** and **5** are not deemed necessary to be considered further as part of the Change Application.
Chapter 24: Cumulative and Combined Effects [APP-062]	**Proposed Changes 4, 5** and **6** will not result in modifications to the impacts assessed in the ES **[APP-062]**. The results of the Cumulative Assessment in relation to inter-project and intra-project effects would be no worse than reported in the ES. This is because no new or different likely significant environmental effects have been identified. Therefore, for Cumulative and Combined Effects, **Proposed Changes 4, 5** and **6** will not be considered further as part of the Change Application.
Report to inform Habitats Regulations Assessment [APP-253]	Based on the updated air quality modelling that has been undertaken, the Applicant will submit an updated Report to Inform Habitats Regulations Assessment alongside the Change Application, such that air quality impacts can be considered properly within the structure of that document. Based on the air quality data, it is not expected that any new significant effects will be identified. No other impact pathways will be evaluated as part of the Habitats Regulations Assessment, as **Proposed Change 4** would not change the conclusions in respect of other indirect disturbance effects (noise, visual and lighting), effects associated with water quality or those effects associated with direct land take.

ES Chapter / Standalone Documents	Assessment
	Proposed Change 4 will result in a minor adjustment to the reported air quality figures, but it will not affect the **Notice of a proposed without-prejudice HRA derogation in Wales [PDA-003]**, as the scope of the air quality derogation remains unchanged. Therefore, for the **Report to inform Habitats Regulations Assessment [APP-253] Proposed Change 4** will be considered further as part of the Change Application. **Proposed Changes 5** and **6** require no changes to the **Report to inform Habitats Regulations Assessment [APP-253]**. **Proposed Change 5** is a matter of relocating work areas within the existing built footprint of the power station. **Proposed Change 6** involves some vegetation removal and hardstanding creation approximately 50 m inland from River Dee & Bala Lake SAC at its closest, separated from the SAC by the existing operational quay and the river wall. It is also a minimum of 130 m from Dee Estuary SAC / SPA / Ramsar site, on the opposite bank of the river. This is sufficiently distant that no impact pathways exist. **Proposed Changes 5** and **6** will not affect the **Notice of a proposed without-prejudice HRA derogation in Wales [PDA-003]** in any way, as they do not alter the elements of the scheme for which derogations are required. Therefore, for the **Report to Inform Habitats Regulations Assessment [APP-253]**, **Proposed Changes 5** and **6** will not be considered further as part of the Change Application.

4. Proposed Consultation

4.1 Introduction

4.1.1 The Applicant intends to carry out a consultation on the proposed changes (the 'Change Consultation') to ensure that key stakeholders, including Interested Parties and the local community, are aware of the changes and have the opportunity to make comments and representations on them in advance of the submission of the Change Application. This will include those who are potentially impacted by the proposed changes.

4.2 Consultation Activities

4.2.1 Prior to the launch of the Change Consultation, the Applicant contacted the host local authority (Flintshire County Council) to advise them of the proposed consultation timescales, discuss the proposed consultation approach and confirm the anticipated date for the submission of the Change Application.

4.2.2 Flintshire County Council advised that they were broadly content with the proposed approach to consultation and did not raise any objections.

4.2.3 At the beginning of the consultation period, the Applicant will notify all those who were notified of the DCO Application pursuant to Section 56 of the PA 2008, subject to any changes or updates to the Section 56 notification list since that list was sent to the Planning Inspectorate on 25 November 2025. A letter will be sent to these stakeholders that will include a link to information on the proposed changes, including this Change Notification and plans, and provide details of how to submit comments on the proposed changes and the deadline by which to do so.

4.2.4 The Applicant will also consult the local community on the proposed changes by issuing a postcard (the 'Change Consultation Postcard') to people living within the Primary Consultation Zone (PCZ) defined in Section 5.5 of the **Statement of Community Consultation [APP-030]** and used for the pre-application consultation on the Proposed Development. The postcard will notify those within the PCZ of the consultation and include a QR code and web link directing recipients to the project website for further information.

4.2.5 A newsletter (the 'Change Consultation Newsletter') will be available as a supplementary source of information on the website, in hard copy at designated deposit locations and in hard-copy on request. This approach will ensure that residents are notified of the consultation while allowing those who wish to engage in more detail to access additional information.

4.2.6 The following information will be published on the Applicant's website during the consultation period:

- the Change Consultation Postcard sent to the PCZ;
- the Change Consultation Newsletter outlining the proposed changes and the channels through which comments on the proposed changes can be submitted;

- this Change Notification document and Appendices (including plans showing the location of the proposed changes); and
- information on how to submit comments about the proposed changes.

4.2.7 In addition, the Applicant will arrange for hard copies of the Change Consultation Newsletter and this Change Notification document including the Appendices to be made available to view at four information points within the vicinity of the Proposed Development (Buckley Library, The Precinct, Brunswick Rd, Buckley CH7 2EF; Flint Library, Church Street, Flint CH6 5AP; Connah's Quay Library, Wepre Drive, Connah's Quay CH5 4HA; and Neston Library, Parkgate Road, Neston CH64 6QE) throughout the consultation period. These inspection locations were used for the purpose of providing access to information on the Proposed Development during the pre-application consultation. The Change Consultation will be publicised through the following means:

- in a press release issued the day prior to the consultation launch;
- on the Proposed Development consultation website (www.uniperuk.consulting/cqlcp/);
- in the Change Consultation Postcard which will be delivered to the PCZ;
- in the Change Consultation Newsletter which will be made available online, in hard copy on request and at the information points from the beginning of the consultation period; and
- in a digital advert which will be published on the websites for The Leader, the Wirral Globe and The Chester Standard at the beginning of the consultation period.

4.2.8 Respondents will be able to provide comments on the proposed changes by sending an email to info@connahsquaylcp.co.uk or writing to the Applicant at FREEPOST CQLCP (no stamp required). A freephone telephone line (0800 0129156) will also be provided for people to contact the project team and request hard copies of consultation materials.

4.2.9 5The Applicant will provide a minimum period of 28 days from the beginning of the consultation period on Wednesday 21 January 2026 for the submission of comments. Comments received after this period may not be considered ahead of the Change Application being submitted.

4.3 Consultation Report

4.3.1 A Supplementary Consultation Report will be submitted as part of the Change Application, confirming who has been consulted in relation to the proposed changes, the methods used to engage them and the rationale for that approach.

4.3.2 The Supplementary Consultation Report will summarise the responses received insofar as they relate directly to the proposed changes and will explain how the Applicant has had regard to those change-specific comments. Where responses raise matters that fall outside the scope of the proposed changes, the Supplementary Consultation Report will explain where these issues have been addressed within the DCO Application and accompanying documentation, as appropriate.

4.3.3 Redacted copies of any consultation responses received will be included as an appendix to the Supplementary Consultation Report, in accordance with data protection requirements.

5. Indicative Programme

5.1.1 In accordance with the Planning Inspectorate's advice on making changes to applications post-acceptance (Ref 3), this section sets out the Applicant's proposed programme for the submission and consideration of the Change Application as part of the Examination, as set out below:

- **Step 1** – Change Notification submitted to ExA – 9 January 2026.
- **Step 2** – This step involves the ExA providing advice on the procedural implications of the proposed changes. This step would normally take place prior to the start of the consultation (Step 3). The advice (Ref 3) states that "*This step may be carried out earlier...to potentially save time and inform the applicant's approach to the change application.*" In this instance, the Applicant has allowed for Step 2 to be completed before consultation is undertaken, so that the consultation approach can be informed by the ExA's advice. Whilst it is within the ExA's discretion as to when to provide this advice, the Applicant would welcome receipt of this advice by 20 January 2026.
- **Step 3** – Change Consultation begins – 21 January 2026.
- **Step 3** – Change Consultation ends – 18 February 2026: this allows 28 days after the launch of the Change Consultation.
- **Step 4** – Change Application submitted to ExA – Deadline 3 (10 March 2026).
- **Step 5** – ExA decision on whether to accept the changes: this is at the ExA's discretion but the Applicant would welcome this by 27 March 2026.

5.1.2 The proposed changes do not necessitate any additional compulsory acquisition powers and therefore the procedure outlined in Regulations 5 to 19 of the CA Regulations (**Error! Reference source not found.**) does not apply.

References

Ref 1 The Planning Act 2008.

Ref 2 His Majesty's Stationery Office (HMSO) (2024). The Hynet Carbon Dioxide Pipeline Order 2024 [online]. Available at https://www.legislation.gov.uk/uksi/2024/436/contents (Accessed 27/11/2025).

Ref 3 Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination [online]. Available at: Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination - GOV.UK (Accessed 27/11/2025).

Ref 4 The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 [online]. Available at: The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (Accessed 27/11/2025).

Ref 5 Department for Levelling Up, Housing and Communities (2024). Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects [online]. Available at: Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects - GOV.UK (Accessed 27/11/2025).

Glossary

Term	Definition
Above Ordnance Datum (AoD)	A spot height (an exact point on a map) with an elevation recorded beside it that represents its height above a given datum. (Datum for Great Britain defined as mean sea level at Newlyn Observatory 1915-1921 and is standard for Ordnance Survey mapping in Great Britain.
Carbon capture	A process of capturing carbon dioxide (CO_2) emissions from industrial processes or power plants using various methods to chemically remove CO_2, compresses it into a liquid, and transports it to underground storage sites. This process mitigates the release of atmospheric CO_2 emissions, helping mitigate climate change.
Carbon Capture Plant (CCP)	Plant used to capture carbon dioxide (CO_2) emissions produced from the use of fossil fuels in electricity generation and industrial processes.
Climate change impact	An impact from a climate hazard which affects the ability of the receptor or asset to maintain its function or purpose.
Combined Cycle Gas Turbine (CCGT)	A process which uses both a gas turbine and a steam turbine together to produce electricity.
Combined Cycle Gas Turbine Generating Plant and Associated Stacks	A type of power plant in which natural gas is initially combusted to generate hot gases which drive a turbine, which is used to generate electricity. After this, the exhaust gases are fed into a heat recovery steam generator, in which the residual heat is used to generate steam to drive an additional turbine, which is used to generate further electricity. This increases the efficiency of the use of natural gas (over combustion to generate hot gases alone) as the same fuel is used twice to generate energy without additional combustion. The associated stacks are for the release of steam and exhaust gases (outside of routine operation for the Proposed Development).
Construction Environmental Management Plan (CEMP)	A plan to outline how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area. A CEMP sets out responsibilities in regard to compliance with legislation and to implement any mitigation measures.
Connah's Quay Low Carbon Power (CQLCP) Abated Generating Station	The proposed CCGT and CCS (and supporting infrastructure) extent and location within the Main Development Area (i.e. the extent of new permanent development).
Greenhouse gas emissions (GHG)	Gases which trap heat within Earth's atmosphere, contributing to the greenhouse effect. Notable gases include CO_2, methane, nitrous oxide, fluorinated gases.

Term	Definition
Habitats Regulations Assessment (HRA)	The assessment of the impacts of implementing a plan or policy on a Natura 2000 site required under the Conservation of Habitats and Species Regulations 2017.
Heavy Goods Vehicle (HGV)	Vehicles with a gross weight in excess of 3.5 tonnes.
Impact	A change relative to the existing or future baseline conditions.
In-combination	Combined effect of the impacts of the scheme and potential.
Liverpool Bay CCS Limited's Flint AGI	A proposed AGI to be constructed as part of the HyNet Carbon Dioxide Project for the processing and control of CO_2 export to Point of Ayr Gas Terminal.
Main Development Area	The area of the Proposed Development Site containing the majority of permanent development, including the Combined Cycle Gas Turbine Generating Plant, Post-Combustion Carbon Capture Plant and Associated Stacks, and supporting development such as administrative facilities, stores, and above-ground installations for the management of CO_2 export (among other supporting development), in addition to areas of temporary construction laydown, access roads, and utilities interfaces.
Major Accident	An event (e.g. major road traffic incident) that threatens immediate or delayed serious effects to human health, welfare and/or the environment and requires the use of resources beyond those of the client or its appointed representatives (e.g. contractors) to manage.
Mitigation	Mitigation is the action to take to avoid or minimize any harm to the significance of a historic asset.
Noise	Noise has no strict definition and is often used interchangeably with sound however it is usually taken to mean unwanted sound.
Order limits	The boundary that includes all aspects of the Proposed Development including the CCGT and CCS site, the laydown areas, Repurposed CO_2 Connection Corridor, Proposed CO_2 Connection Corridor, Electrical Connection Corridor, Water Connection Corridor, Access to Construction and Indicative Enhancement Area, Alternative Access to Main Development Area, Surface Water Outfall Area, and Construction and Indicative Enhancement Area, as well as the Accommodation Works Areas to facilitate the transport of AIL during construction.
Physical Processes	The assessment of changes to physical processes of the marine environment that arise due to the interaction between coastal/estuarine land (solid) and

Term	Definition
	coastal/estuarine waters (liquid), including the estuary/river bed morphology, sediment transport and depositional patterns, and the water column.
Proposed CO_2 Connection Corridor	Area of the Order limits in which a new pipeline (approximately 422 m in length) is to be constructed for the export of CO_2 from the Proposed Development and associated temporary construction laydown areas, in addition to a small extent of the existing Repurposed CO_2 Connection. It is to connect between the Repurposed CO_2 Connection (Corridor) and Liverpool Bay CCS Limited's Flint AGI, proposed as part of the HyNet CO_2 Pipeline Project. Works within the Proposed CO_2 Connection Corridor are to be undertaken by Liverpool Bay CSS Ltd. 'Proposed CO_2 Connection' refers to the new pipeline itself.
Selective Catalytic Reduction (SCR)	The removal of nitrogen oxides from the flue gas.
Significance	The sum of the sensitivity of a receptor with the magnitude of change.
Significant	Extensive or important enough to merit attention.
Sound	is used to describe the physical phenomenon of the transmission of energy through gaseous or liquid media via rapid fluctuations in pressure.
The Applicant	Uniper UK Limited.
The Proposed Development	The works to be undertaken as part of the Connah's Quay Low Carbon Power Project.

Abbreviations

Abbreviation	Term
AGI	Above Ground Installation
AIL	Abnormal indivisible load
AOD	Above Ordnance Datum
AGL	Above Ground Level
CCP	Carbon Capture Plant
CEG	Hawarden Aerodrome
CO_2	Carbon dioxide
CCGT	Combined Cycle Gas Turbine
CQLCP	Connah's Quay Low Carbon Power
DCO	Development Consent Order
ES	Environmental Statement
ExA	Examining Authority
HRSG	Heat Recovery Steam Generator
CA Regulations'	Infrastructure Planning (Compulsory Acquisition) Regulations 2010
MHWS	Mean High Water Springs
MW	Megawatts
Mwe	Megawatts electrical output
NGET	National Grid Electricity Transmission plc
NSR	Noise Sensitive Receptors
OLS	Obstacle Limitation Surface
OHS	Outer Horizontal Surface
NOx	Oxides of nitrogen
PA 2008	Planning Act 2008
PCZ	Primary Consultation Zone
SoS	Secretary of State
SCR	Selective Catalytic Reduction