



27th January 2026

Via email: connahsquay@planninginspectorate.gov.uk

Dear Sir/Madam

**Application by Uniper UK for an order granting development consent for the Connah's Quay Low Carbon Power Project (EN010166)**

**Examination Authority Written Representation - deadline 1 (27<sup>th</sup> January 2026)**

The Maritime and Coastguard Agency (MCA) has an interest in the works associated with the marine environment, and the potential impact on the safety of navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations. The MCA would expect any works in the marine environment to be subject to the appropriate consents under the Marine and Coastal Access Act 2009 before carrying out any marine licensable works.

Chapter 12 of the Environmental Statement (ES) Marine Ecology, ES Volume I Non Technical Statement, ES Chapter 4 The Proposed Development, the Navigation Risk Assessment (NRA), and the draft Development Consent Order (DCO) have been reviewed, and we would like to comment as follows:

The location of the works in the marine environment falls within the jurisdiction of a Statutory Harbour Authority (SHA) – Dee Conservancy, and therefore they have responsibility for maintaining the safety of navigation within their waters during any construction, operation and decommissioning phases of the project. It is our understanding that the Dee Conservancy is split between Natural Resources Wales (conservancy, harbour, and local lighthouse authority) and Mostyn Docks Ltd (pilotage authority and statutory harbour authority for the Port of Mostyn).

**The Environmental Statement**

Chapter 12 of the Environmental Statement covering Marine Ecology confirms the extent of the marine receptors of the project:

- 1) Section 12.2.10 states that "*The construction works in the Water Connection Corridor will involve the refurbishment of existing eel screens and associated works at intakes. There will be no interaction with the riverbed, and no in-river works will take place*".
- 2) Section 12.1.5 describes "*Additional relevant works outside the Marine Elements include and use of vessels which would deliver goods using two existing ports - the Port of Mostyn, and / or Connah's Quay North during construction of the Proposed Development. The use of the vessels for deliveries during construction is assessed in this chapter*".
- 3) Section 12.1.14 states that "*For some works there may need to be a barge positioned alongside the intake infrastructure, as considered in the Navigational Risk Assessment (EN010166/APP/6.15), which would remain floating at all times*".

### **Navigation Risk Assessment process**

We note the application is supported by a Navigation Risk Assessment which considers and assesses all works and activities undertaken below the Mean High-Water Spring as a result of the project and the impact on other marine users in consultation with the relevant SHAs. The NRA methodology is in accordance with the International Maritime Organization (IMO) risk assessment methodology which we welcome.

We understand that the applicant undertook a workshop which assessed the possible navigational impacts posed by the project on 27th March 2025 with the Ports of Mostyn, Ellesmere and the Dee Conservancy, the outputs of the workshop informed the NRA.

The MCA has reviewed the risk mitigation measures contained in the NRA (Section 4.7.3). It is our understanding that high level risk control measures were discussed and agreed with the SHAs to ensure that any identified risks are As Low As Reasonably Practicable (ALARP).

The MCA would encourage the applicant to continue working with the SHA to develop a robust Safety Management System (SMS) for the project in accordance with the Ports and Marine and Facilities Safety Code (PMSC) and its associated Guide to Good Practice, to ensure that the risk and impact on other marine users are As Low As Reasonably Practicable (ALARP).

### **Development Consent Order**

It is the MCA's understanding from the ES Chapter 4: The Proposed Development, that there will be no Deemed Marine License in the Development Consent Order (DCO) as in-river works (replacement of eel-screens and minor works in the water connection corridor) will be consented through a marine license.

We understand that the requirement 19 secured in the DCO for an abnormal indivisible load risk assessment and method statement will include the assessment of marine traffic once the landside delivery points have been selected which should be discussed and agreed with the relevant SHA.

### **Statement of Common Ground (SoCG)**

As listed in the Rule 4, 6, 9 & 13 letter issued by the EXA on 9<sup>th</sup> December 2025, we note in Appendix F that the EXA wishes the applicant to engage with the MCA to develop an SoCG of their relative positions and views. The SoCG has not yet been discussed between the MCA and the applicant, however we do not believe that an

SOCG is necessary on this occasion as the location of the works falls within SHA limits. We note in the recording of Issue Specific Hearing 2 - Part 2, the applicant's suggestion that any navigational risks posed by the project would be adequately assessed by the applicant extending their SOCGs with the ports of Mostyn and the Dee Conservancy to cover navigational matters. The MCA agrees with this suggestion.

We hope this information is useful to the Examination Authority at this stage.

Yours faithfully,

[REDACTED]  
[REDACTED]  
Marine Licensing Project Lead  
UK Technical Services Navigation