



**uni
per**

Connah's Quay Low Carbon Power Port of Mostyn SoCG (Tracked)

Planning Inspectorate Reference: EN010166
Document Reference: EN010166/APP/8.12
Planning Act 2008 (as amended)
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation (2)(q)
Revision 01

January 2026

Prepared for:
UK Limited Uniper

Prepared by:
Uniper UK Limited and Herbert Smith Freehills Kramer LLP

Table of Contents

1.	Introduction	1
1.1	Purpose of this Document	1
1.2	Parties to this Statement of Common Ground	1
1.3	The Proposed Development	2
1.4	Terminology	3
2.	Record of Engagement	4
3.	Areas of Discussion between the Parties	5
4.	Approvals	7
4.1	The Applicant	7
4.2	The Port	7

1.	Introduction	1
1.1	Purpose of this Document	1
1.2	Parties to this Statement of Common Ground	1
1.3	The Proposed Development	2
1.4	Terminology	3
2.	Record of Engagement	4
3.	Areas of Discussion between the Parties	5
4.	Approvals	7
4.1	The Applicant	7
4.2	The Port	7

1. Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared to support the application (the Application) for the Connah's Quay Low Carbon Power Project (the Proposed Development) made by Uniper UK Limited (the Applicant). The Application was submitted to the Secretary of State for a Development Consent Order (DCO) (the Order) under section 37 of the Planning Act 2008 in July 2025.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents.
- 1.1.3 SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination. This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties and where matters are under discussion or where agreement has not been reached. The SoCG will be progressed during the pre-examination and examination periods to reach a final position between the Parties and to clarify if any issues remain unresolved. This SoCG will be revised and updated as appropriate and/or required by the ExA at relevant examination deadlines.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared between (1) the Applicant and (2) the Port of Mostyn Ltd (the Port) (jointly referred to as the Parties).

The Applicant:

- 1.2.2 The Applicant is a UK-based company, wholly owned by Uniper SE (Uniper) through Uniper Holding GmbH. 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. 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.
- 1.2.3 Uniper is committed to investing around €8 billion (~£6.9 billion) in growth and transformation projects by the early 2030s and 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 CO₂ emissions by high-quality CO₂-offsets.

[General - Unencrypted](#)

The Port:

- 1.2.4 The Port is a privately owned and operated port located in North Wales in the outer estuary of the River Dee. It is a Statutory Harbour Authority and also the Statutory Pilotage Authority for navigation in the estuary.
- 1.2.5 The Application includes provisions which would, if granted, authorise the Applicant to carry out works in and in close proximity to land belonging to the Port and to use such land temporarily.

1.3 The Proposed Development

- 1.3.1 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 Connah's Quay Low Carbon Power (CQLCP) Abated Generating Station) and supporting infrastructure (collectively the Proposed Development).
- 1.3.2 The CQLCP Abated Generating Station 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.
- 1.3.3 Through a carbon dioxide (CO₂) pipeline, comprising existing and new elements, the Proposed Development would make use of CO₂ transport and storage networks owned and operated by Liverpool Bay CCS Limited, currently under development as part of the HyNet Carbon Dioxide Pipeline project (referred to as the HyNet CO₂ Pipeline Project), that will transport CO₂ captured from existing and new industries in North Wales and [North West North West](#) England, for offshore storage. The captured CO₂ will be permanently stored in depleted offshore gas reservoirs in Liverpool Bay.
- 1.3.4 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.
- 1.3.5 A description of the Proposed Development, including details of maximum parameters, is set out in **Chapter 4: The Proposed Development of the Environmental Statement (ES) (EN010166/APP/6.2.4)**. At this stage in the development, the design of the Proposed Development incorporates a necessary degree of flexibility to allow for ongoing design development.

1.4 Terminology

1.4.1 Section 3 summarises the issues that are 'agreed', 'not agreed' or are 'under discussion'.

1.4.2 These terms are used as follows:

- "Agreed" indicates where the issue has been resolved;
- "Under discussion" indicates where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties; and
- "Not Agreed" indicates a final position where the Parties have agreed to disagree.

2. Record of Engagement

- 2.1.1 A summary of all meetings and correspondence that has taken place between the Parties in relation to the Application is outlined in **Table 1**. This includes email correspondence between the Parties to discuss sharing of information, arrangement of meetings and where appropriate to comment on draft documentation. **Table 1** reflects the key meetings and emails of note.

Table 1: Record of Engagement

Date	Form of Correspondence and Attendees	Key Topics Discussed and Key Outcomes
6 January 2025	Email from the Applicant to The Port	Confirming that the red line boundary has been updated since statutory consultation and that the main area of the Port is no longer included within the red line boundary.
7 January 2025	Email from The Port to the Applicant	Requesting confirmation of red line boundary.
31 January 2025	Email from the Applicant to The Port	Providing detail of red line boundary.

3. Areas of Discussion between the Parties

3.1.1 **Table 2** below details the areas of discussion and matters that are agreed, under discussion and not agreed between the Parties.

Table 2:2: Areas of discussion between the Parties

Ref.	Subject	Relevant Application Document	Applicant Position	The Port Position	Status	Likelihood of resolution
1	Protective Provisions	Draft DCO (EN010166/APP/3.1)	Due to the nature of works taking place over land which overlaps with that owned by the Port, no protective provisions are required.	Due to the nature of works taking place over land which overlaps with that owned by the Port, no protective provisions are required.	Agreed	N/A
2	DCO Articles and Requirements	Draft DCO (EN010166/APP/3.1)	The Draft DCO includes articles and requirements which are appropriate for the Proposed Development.	The Port has no objection to the drafting of the articles and requirements in the Draft DCO.	Agreed	N/A

4. Approvals

4.1 The Applicant

Signed: _____

Name: _____

Position: _____

Date: _____

Signed: _____

Name: _____

Position: _____

Date: _____

4.2 The Port

Signed: _____

Name: _____

Position: _____

Date: _____

|

|