

10 February 2026

Delivered via Email

Planning Inspectorate
C/O Quadiant
69 Buckingham Avenue
Slough
SL1 4PN

Dear Sir / Madam,

**APPLICATION BY UNIPER UK FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE CONNAH'S QUAY
LOW CARBON POWER PROJECT (PINS REF: EN010166)**

DEADLINE 2 COMMENTS ON BEHALF OF TATA STEEL EUROPE LIMITED (INTERESTED PARTY REFERENCE:

██████████)

On behalf of our client, Tata Steel UK Limited (Tata Steel) (Interested Party Reference: ██████████), please find enclosed comments in relation to the application by Uniper UK for an order granting development consent for the Connah's Quay Low Carbon Power Project. These comments are submitted in accordance with Deadline 2 of the Examination Timetable.

Tata Steel is the freehold owner of Shotton Steelworks (the "Works"). We note that Uniper UK is currently seeking a Development Consent Order relating to a low carbon capture project ("the DCO") in the vicinity of the Works.

We understand that the DCO includes part of the Works, in respect of which temporary possession is potentially sought for the re-establishment and use of waterborne transport offloading facilities at Connah's Quay North and temporary accommodation works to facilitate a haulage route on existing roads.

We note that in the Applicant's response to Relevant Representations (document reference EN010166/9.4), Uniper UK state that they are in active engagement with Tata Steel regarding the use of the Connah's Quay North Jetty and that they will continue to engage to seek agreement.

Whilst direct discussions have taken place between Uniper UK and our client, to date, no heads of terms have been received, and no agreement has been reached regarding the proposed use of the jetty at Connah's Quay North or routing onward vehicles through its' operational Shotton Works.

We note that the Framework Construction Traffic Management Plan (document reference: EN010166/APP/6.6) includes an ALL Route Feasibility Cautions Assessment at Appendix A. Whilst this document provides an initial

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assessment of the AIL routes, as confirmed at Section 1.1, a detailed AIL study will be required by the appointed contractor.

It is noted that several questions remain around the proposed route. This includes the following:

- Further surveys of the jetty and surrounding structures are required to confirm the extent of work required to facilitate the route.
- Further surveys of transmission lines are required to confirm whether safe clearance can be achieved.
- Whether the route will utilise either the access or egress lanes at the Tata Steel gate house and the extent to which guardrails, barriers, signs and columns will need to be removed to facilitate the route.
- The timescales relating to the use of the route and the need to ensure continued operational access to the Tata site over this period.
- The timescales relating to the temporary removal of existing safety features and infrastructure and the need for temporary replacements to be provided.

Our client requires further clarity on the proposed use of its land. Given the access and security requirements for the operational steelworks, our client is unable to confirm if this is acceptable until surveys have been undertaken and agreements are reached. We would request that draft heads of terms are provided to our client as soon as possible.

In conclusion, whilst Tata Steel is not currently raising objections to the proposed development itself (based on the information known to-date), no agreement has been reached regarding the acceptability of using the Tata Steel jetty or onward routing of 3rd party vehicles through Tata Steel's operational Works site. Continued discussions on these matters and clarity on the detailed plans of the proposed developer are essential if use of the Tata Steel jetty and its operational Works site are to be considered further.

Tata Steel retains its right to comment further on any relevant submissions by the applicant at the Examination's future consultation stages.

Yours sincerely,


Associate Director

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