



Maritime &  
Coastguard  
Agency

**Maritime and Coastguard Agency**

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Your ref: EN010166

27<sup>th</sup> February 2026

Planning Inspectorate  
c/o QUADIENT  
69 Buckingham Avenue  
Slough  
SL1 4PN

Dear Planning Inspectorate,

**Application by Uniper UK Limited for an Order Granting Development Consent for the Connah's Quay Low Carbon Power Project**

**Examining Authority's First Written Questions (ExQ1) Issued 18 February 2026**

Thank you for the opportunity to respond to the Examining Authority's first written questions (ExA Q1) at Deadline 3 – 10<sup>th</sup> March 2026. The Maritime and Coastguard Agency (MCA), has an interest in 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. Responses to the questions directed to the MCA can be found in the attached document.

Yours faithfully,

[Redacted signature]

[Redacted name]  
Marine Licensing and Offshore Consenting Lead  
Marine Safety and PNT Services

## Examining Authority's First Written Questions (ExQ1) Issued 18 February 2026

In response to the Examination Authority's first written questions issued on 18 February 2026, the Maritime and Coastguard Agency (MCA) would like to comment as follows at Deadline 1, 10 March 2026.

ExQ1	Question to:	Question	Response from MCA
<b>8 Traffic and transport</b>			
<p>Q8.8 The applicant Risk of maritime collision with vessels (Ref: [RR-044])</p>	<p>MCA</p>	<p>Notwithstanding the content of the marine navigation risk assessment that has been prepared can the applicant and MCA clarify that they have reached an agreed position to ensure that the planned movement of any vessels in the River Dee area and in particular with regards to the designated port and harbour authorities in the area that risks associated with such movements have been reduced to as low as reasonably practicable?</p>	<p>The applicant has not directly requested the MCA and the applicant reach an agreed position on vessel movements in the River Dee area and no statement of common ground has been established between the applicant and the MCA.</p> <p>The NRA has considered the available route options for Abnormal Indivisible Loads (AILs). Travelling from the open water where all maritime safety legislation and guidance would apply, the routes then fall within the jurisdiction of the Statutory Harbour Authority: Ellesmere Port, Port of Mostyn and the Dee Conservancy.</p> <p>In addition, the location of 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.</p> <p>It is our understanding that the Dee Conservancy is split between Natural Resource Wales (conservancy, harbour, and local lighthouse authority) and Mostyn Docks Ltd (pilotage authority and statutory harbour authority for the Port of Mostyn).</p> <p>The MCA would expect the applicant to agree the NRA and the risk mitigation measures with the relevant SHAs, and agree the</p>

			<p>risks are As Low As Reasonably Practicable (ALARP). We would encourage the applicant to work with the relevant SHA's to develop a robust Safety Management System (SMS) for the project in accordance with the Ports and Marine Facilities Safety Code (PMSC) and its associated Guide to Good Practice, to ensure that the risk and impact on other marine users are ALARP.</p> <p>The applicant is encouraged to maintain discussion with these parties within the SHAs to ensure risks from vessel movements remain ALARP.</p> <p>As per our written representation of 27<sup>th</sup> January 2026, 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 Statements of Common Ground (SOCG) with the ports of Mostyn and the Dee Conservancy to cover navigational matters. The MCA agrees with this suggestion.</p>
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