



Connah's Quay Low Carbon Power

Draft Statement of Common Ground between Uniper UK Limited and the Dee Conservancy (Tracked)

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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	6
4.	Approvals	7
4.1	The Applicant	7
4.2	Dee Conservancy	7
1.	Introduction	3
1.1	Purpose of this Document	3
1.2	Parties to this Statement of Common Ground	3
1.3	The Proposed Development	4
1.4	Terminology	5
2.	Record of Engagement	6
3.	Areas of Discussion between the Parties	8
4.	Approvals	9
4.1	The Applicant	9
4.2	Dee Conservancy	9

1. Introduction

1.1 Purpose of this Document

- 1.1.1 This Draft 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. The Application was accepted for examination on 28 August 2025, and the Examination commenced on 13 January 2026.
- 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.
- 1.1.4 This version of the SoCG has been prepared for Deadline ~~43~~ of the Examination. ~~The SoCG by the Applicant and has been shared with the Dee Conservancy. This document will continue to be revised and updated throughout the Examination as discussions progress between the Parties and agreement is reached on matter. The Dee Conservancy have not yet had the opportunity to review the updated SoCG and provide a response and as such the Dee Conservancy has not provided the updated position for the Dee Conservancy on new progress items recorded in this version of SoCG during the Examination period.~~

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared between (1) the Applicant and (2) the statutory conservancy and navigation authority for the river Dee (as established under the Dee Conservancy Act 1889) (Dee Conservancy) (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.

Dee Conservancy:

- 1.2.4 The Dee Conservancy is the harbour, navigation and local lighthouse authority for most of the Dee Estuary in North Wales. It was created by the Dee Conservancy Act of 1889 to conserve, improve and control navigation of the River Dee between Chester and the estuary mouth.
- 1.2.5 The Application includes provisions which would, if granted, authorise the Applicant to carry out works which may temporarily affect navigation of the river Dee, for which the Dee Conservancy is the navigation authority.

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
14 August 2025	Virtual meeting between the Applicant and the Dee Conservancy	Sharing of further information on the proposed use of the river Dee and the 'Midway Berth'
23 January 2025	Email from the Applicant to Dee Conservancy	Sharing a copy of the bespoke protective provisions to be included to benefit the Dee Conservancy.
24 January 2025	Email from the Dee Conservancy to the Applicant	Requesting clarification of when response needed.
24 January 2025	Email from the Applicant to Dee Conservancy	Confirmation of preferred timescale for response.
10 February 2025	Email from the Dee Conservancy to the Applicant	Confirmation that satisfied with the content of the bespoke protective provisions for the Dee Conservancy.
19 December 2025	Virtual meeting between the Applicant and the Dee Conservancy	Sharing of further information on the proposed use of the river Dee and the 'Midway Berth'
08 January 2026	Email exchange between the Applicant and the Dee Conservancy	Sharing of technical information on the Midway Berth
15 January 2026	Virtual meeting between the Applicant and the Dee Conservancy	Sharing of further information on the proposed use of the river

Date	Form of Correspondence and Attendees	Key Topics Discussed and Key Outcomes
		Dee and the 'Midway Berth'
23 January 2026	Virtual meeting between the Applicant and the Dee Conservancy	Sharing of further information on the proposed use of the river Dee and the 'Midway Berth'
26 January 2026	Email from the Dee Conservancy to the Applicant	Confirming content with form of SoCG for Deadline 1.
6 February 2026	Email from the Applicant to the Dee Conservancy	Providing an update on HoTs shared with Tata and suggesting a meeting with the Dee Conservancy to run through terms for use of the Midway Berth.

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: Areas of discussion between the Parties

Ref	Subject	Relevant Application Document	Applicant Position	The Port Dee Conservancy Position	Status	Likelihood of resolutions
1	Protective Provisions	Draft DCO (EN010166/APP/3.1)	The Draft DCO should include specific provisions for the protection of Dee Conservancy.	The Draft DCO should include specific provisions for the protection of Dee Conservancy.	Agreed	N/A
2	Protective Provisions	Draft DCO (EN010166/APP/3.1)	The drafting of the protective provisions on the face of the Draft DCO (EN010166/APP/3.1) is agreed.	The drafting of the protective provisions on the face of the Draft DCO (EN010166/APP/3.1) is agreed.	Agreed	N/A
3	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 Dee Conservancy is considering the DCO Articles and Requirements.	Under Discussion	High
4	Use of the midway berth	Draft DCO (EN010166/APP/3.1)	Uniper wishes to make provision for the use of the NRW owned 'Midway Berth' to enable AIL deliveries	The Dee Conservancy is indicatively supportive of the use of the Midway Berth, subject to further information and contract terms.	Under Discussion	High

4. Approvals

4.1 The Applicant

Signed: _____

Name: _____

Position: _____

Date: _____

Signed: _____

Name: _____

Position: _____

Date: _____

4.2 Dee Conservancy

Signed: _____

Name: _____

Position: _____

Date: _____

