



Connah's Quay Low Carbon Power Change Application Consultation Report

Document Reference: EN010166/10.2

Consultation on the Applicant's Proposed Changes to the
DCO Application: 21 January 2026 to 18 February 2026

10 March 2026

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1 Executive summary

1.1 Background

- 1.1.1 Uniper UK Limited (the ‘Applicant’) submitted its application for a Development Consent Order (DCO) for the Connah’s Quay Low Carbon Power project to the Planning Inspectorate (on behalf of the Secretary of State) in August 2025 (the ‘DCO Application’). The DCO Application was subsequently accepted for Examination later in August 2025. The DCO Application is currently in the Examination stage.
- 1.1.2 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’).

1.2 The Proposed Development

- 1.2.1 The CQLCP Abated Generating Station would comprise up to two CCGTs 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.
- 1.2.2 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’), which will transport CO₂ captured from existing and new industries in North Wales and North-West England for offshore storage. The captured CO₂ will be permanently stored in depleted offshore gas fields in Liverpool Bay.
- 1.2.3 For the purposes of the electrical connection, National Grid Electricity Transmission plc (‘NGET’), which builds and maintains the electricity transmission network, is responsible for the operation and maintenance of the existing 400-kilovolt (kV) NGET substation.
- 1.2.4 A description of the Proposed Development is set out in **Chapter 4: The Proposed Development** of the **Environmental Statement** (‘ES’) (**EN010166/APP/6.2.4**).

1.3 The Proposed Changes

- 1.3.1 Since the Applicant submitted the DCO Application in August 2025, the Applicant has continued with detailed design development and refinement, whilst also continuing to engage with stakeholders and interested parties. As a result of this continued engagement, the Applicant has identified the need for changes to the DCO Application (the ‘Proposed Changes’).

1.3.2 The Proposed Changes relate to:

- reduction of land acquisition powers;
- alignment of the CO₂ Connection Corridor Landscape Plan with the HyNet CO₂ Pipeline Project;
- land designation adjustment;
- reduction in heat recovery steam generator (HRSG) stack and CCP absorber heights;
- relocation of contractors' facilities; and
- proposed hardstanding expansion at Connah's Quay North Jetty.

1.4 The Change Consultation and this report

1.4.1 To ensure transparency and to provide stakeholders with the opportunity to see and comment on these changes, the Applicant undertook a voluntary consultation on the Proposed Changes (the 'Change Consultation') between Wednesday 21 January 2026 and Wednesday 18 February 2026.

1.4.2 The Planning Inspectorate's advice 'Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for Examination'¹ states that where consultation has been carried out a consultation report must be provided with the Change Application, which should:

- 'confirm who has been consulted in relation to the proposed change and explain how and why they have been consulted;
- include details of how the applicant has considered the content of the consultation responses received; and
- include copies of all consultation responses received, including any responses to publicity about the proposed change. These should be included as an annex to the consultation report.'

1.4.3 This Change Application Consultation Report provides this information.

1.4.4 The Applicant does not consider that the Proposed Changes result in the Proposed Development being fundamentally altered from what was previously consulted upon or what has been submitted in the DCO Application.

1.5 Approach to the Change Consultation

1.5.1 The consultation approach for the Change Consultation was designed to be proportionate to the scale and nature of the Proposed Changes and consistent with the consultation principles previously applied to the DCO Application. The methodology included:

- notification to statutory consultees (including affected landowners) by

¹ Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination [online]. Available at: [Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination – GOV.UK](#) (Accessed 20/02/2026).

- letter, with email copies issued where valid email addresses were held;
- email notification to non-statutory consultees who had registered for project updates;
- delivery of postcards to the established Primary Consultation Zone;
- publication of consultation materials on the project website (in both English and Welsh);
- placement of digital advertisements in local media; and
- provision of hard copy materials (including a newsletter) at established deposit locations.

1.5.2 The Change Consultation materials clearly set out:

- the nature and rationale for each of the Proposed Changes;
- where further information could be accessed; and
- how responses could be submitted.

1.5.3 Responses could be provided via email or freepost.

1.5.4 The Applicant considers that this approach ensured fair, appropriate and proportionate consultation in relation to the Proposed Changes.

1.6 Overview of responses received

1.6.1 During the consultation period, the Applicant received 27 responses from members of the public and 12 responses from statutory bodies.

1.6.2 All responses have been logged and analysed by theme. The most frequently raised topics related to visual and landscape effects, general observations on the project, ecology and biodiversity, and air quality and emissions. A number of responses also raised concerns relating to human health, the principle of gas-fired generation and carbon capture technology, and construction-related impacts.

1.6.3 Feedback received during the Change Consultation has been carefully reviewed and considered prior to submission of the Change Application. Comments relating directly to the Proposed Changes have informed how the changes have been finalised and presented as part of the Change Application.

1.6.4 Where feedback raised issues that fall outside the scope of the Proposed Changes, these have been addressed by the Applicant by reference to the existing DCO Application documents, where relevant.

1.6.5 All responses received have been outlined in full in **Appendix J**.

2 Introduction

2.1 Overview

- 2.1.1 Uniper UK Limited (the ‘Applicant’) submitted its application for a Development Consent Order (DCO) for the Connah’s Quay Low Carbon Power project to the Planning Inspectorate (acting on behalf of the Secretary of State) in early August 2025 (the ‘DCO Application’). The DCO Application was subsequently accepted for Examination on 28 August 2025 and an inspector was appointed (the ‘Examining Authority’). The DCO Application is currently in the Examination stage.
- 2.1.2 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’).

2.2 The Proposed Development

- 2.2.1 The Proposed Development would comprise up to two CCGTs 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.
- 2.2.2 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 England for offshore storage. The captured CO₂ will be permanently stored in depleted offshore gas fields in Liverpool Bay.
- 2.2.3 For the purposes of the electrical connection, National Grid Electricity Transmission plc (NGET), which builds and maintains the electricity transmission network, is responsible for the operation and maintenance of the existing 400-kilovolt (kV) NGET substation.
- 2.2.4 A description of the Proposed Development is set out in **Chapter 4: The Proposed Development** of the **Environmental Statement (ES) (EN010166/APP/6.2.4)**.

2.3 Change Application Consultation Report

- 2.3.1 The Applicant is proposing to make changes to the DCO Application, as described in Section 3 below, and has carried out a consultation on those changes (the ‘Change Consultation’).
- 2.3.2 Paragraph 018 of government guidance: ‘Planning Act 2008: Examination

stage for Nationally Significant Infrastructure Projects' (the 'Government Guidance')² explains general considerations around making changes to a DCO application during Examination and lists factors that the Examining Authority will need to consider in deciding whether to accept an application for a proposed change, such as whether:

- the changes would mean the project is effectively a different one from that contained in the application;
- the application (as changed) is still of a sufficient standard for Examination;
- sufficient consultation on the changed application can be undertaken to allow for the Examination to be completed within the statutory timetable;
- the changes would breach the principles of fairness and reasonableness for parties participating in the Examination; and
- any other procedural requirements can still be met.

2.3.3 The Planning Inspectorate's advice 'Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for Examination' ('PINS Advice')³ states that where consultation has been carried out a consultation report must be provided with the Change Application, which should:

- 'confirm who has been consulted in relation to the proposed change and explain how and why they have been consulted;
- include details of how the applicant has considered the content of the consultation responses received; and
- include copies of all consultation responses received, including any responses to publicity about the proposed change. These should be included as an annex to the consultation report.'

2.3.4 This Change Application Consultation Report provides the above information in the following sections.

² Department for Levelling Up, Housing and Communities (2024). Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects [online]. Available at: [Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects – GOV.UK](#) (Accessed 20/02/2026).

³ Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination [online]. Available at: [Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination – GOV.UK](#) (Accessed 20/02/2026).

3 Summary of proposed changes

3.1 Introduction

- 3.1.1 Since the Applicant submitted the DCO Application in August 2025, the Applicant has continued with detailed design development and refinement, whilst also continuing to engage with stakeholders and interested parties. As a result of this, the Applicant has identified the need for changes to the DCO Application (the 'Proposed Changes').
- 3.1.2 This section provides a high-level summary of the Proposed Changes that formed the subject of the Change Consultation and are included within the Change Application.
- 3.1.3 These changes do not result in the Proposed Development being fundamentally altered from what was previously consulted upon or what was submitted in the DCO Application.
- 3.1.4 For more detailed information on the Proposed Changes, reference should be made to the **Change Application Report [EN010166/10.1]**.

3.2 Proposed change 1 - Reduction of land acquisition powers

- 3.2.1 The Order limits for the Proposed Development overlap with the HyNet CO₂ Pipeline Project within the Proposed CO₂ Connection Corridor. The Proposed Development includes the construction of short lengths of new pipeline to facilitate connections into the Flint AGI to be constructed as part of the HyNet CO₂ Pipeline Project. All works to construct the Proposed CO₂ Connection Pipeline within the overlapping area would be carried out by Liverpool CCS Limited.
- 3.2.2 In preparing the DCO Application, it was assumed that permanent compulsory acquisition of the freehold for the land in which the Flint AGI and Proposed CO₂ Connection Corridor would be constructed would be required. However, subsequent engagement with Liverpool Bay CCS Limited has determined that they do not require any compulsory acquisition powers (in addition to those already granted by the HyNet CO₂ Pipeline Project) for the Flint AGI land, and only require acquisition of the subsurface together with associated surface rights of access and protection for the remainder of the Proposed CO₂ Connection Corridor.

3.3 Proposed change 2 - Alignment of CO₂ Connection Corridor Landscape Plan with the HyNet CO₂ Pipeline Project

- 3.3.1 Through discussion with Liverpool Bay CCS Limited, following the submission of the DCO Application, it has been noted that the Indicative Landscape Plan (included in the **Outline Landscape and Ecology Management Plan (LEMP) (EN010166/APP/6.9)**) for the Proposed CO₂

Connection Corridor does not reflect the plans consented as part of the HyNet CO₂ Pipeline Project. The Applicant has obtained the drawings included within the HyNet CO₂ Pipeline Project and has updated the Indicative Landscape Plan for consistency.

3.4 Proposed change 3 - Land designation adjustment

- 3.4.1 Seven areas within the existing Connah's Quay Power Station's operational fence line were originally designated as retained habitat in the **Outline Landscape and Ecological Management Plan (LEMP) (EN010166/APP/6.9)** and the **Green Infrastructure Statement (EN010166/APP/6.11)** and accompanying plans. These areas consist of habitats of low ecological value (modified grassland, introduced scrub and small patches of mixed scrub).
- 3.4.2 Based on a detailed review of the Applicant's operational needs, it has become clear that these areas are required to accommodate routine operational activities associated with the existing Connah's Quay Power Station and are reserved by the operator for future use as laydown areas in connection with that power station. Committing to retaining this habitat within the operational footprint of the existing Connah's Quay Power Station would restrict the ability to manage plant and store equipment, as well as introduce potential access restrictions associated with day-to-day operation and maintenance.
- 3.4.3 To ensure the existing Connah's Quay Power Station can continue to operate without constraint, the seven identified parcels of retained habitat located inside the existing operational fence line will now be reclassified as permanent habitat loss.

3.5 Proposed change 4 - Reduction in heat recovery steam generation stack (HRSG) and CCP absorber heights

- 3.5.1 Following engagement with relevant stakeholders, including Airbus Operations Limited and updated design information relating to emissions, supported by further technical and environmental assessments, the Applicant is proposing to reduce the maximum stack height parameters of the HRSG stack and CCP absorber emissions stack.
- 3.5.2 This reduction would ensure the Proposed Development does not infringe the Outer Horizontal Surface and Obstacle Limitation Surface associated with aviation safety of Hawarden Aerodrome.

3.6 Proposed change 5 – Relocation of the contractors' facilities

- 3.6.1 The Proposed Development includes the relocation of the existing contractors' facilities (comprising temporary modular structures) associated

with the existing Connah's Quay Power Station to allow their existing function to continue. Some of these were proposed to be relocated to an area south-east of the existing education centre within the Main Development Area.

- 3.6.2 However, a further review of the available space within the existing Connah's Quay Power Station identified in the DCO Application has confirmed it cannot accommodate the required facilities in that area.
- 3.6.3 The Applicant is therefore proposing the relocation of the existing contractors' facilities within the Main Development Area to an alternative location to ensure there is adequate provision of facilities associated with the existing Connah's Quay Power Station. The newly proposed land is the only practical location within the Order limits that satisfies the operational and access requirements of the existing Connah's Quay Power Station.

3.7 Proposed change 6 - Proposed hardstanding expansion at Connah's Quay North Jetty

- 3.7.1 The Applicant is proposing an expansion to the existing area of hardstanding at Connah's Quay North Jetty. The expansion would be divided into two sections: one approximately 50 m by 16 m (800 m²) and another 62.5 m by 16 m (1,000 m²).
- 3.7.2 The existing off-loading area measures approximately 16 m by 16 m, providing 256 m² of space. The proposal is to extend this area by roughly 1,800 m², increasing the total area to about 2,056 m². The assumed excavation depth for the expansion is approximately 0.3 m to 0.5 m.
- 3.7.3 The expanded area would provide the necessary flexibility for equipment deliveries during the construction phase once final delivery sizes are confirmed. The off-loading area on the northern side of Connah's Quay North Jetty is proposed to be extended to make it easier and quicker to unload equipment delivered by barge. When the barge is positioned end-on to the jetty, a ro-ro ramp is used to move items directly onto the hardstanding, and the extra space will help this process run safely and smoothly. The extended area may also be used as a temporary laydown space for equipment before it is moved off-site.

4 Consultation approach and methodology

4.1 Context

- 4.1.1 In accordance with the PINS Advice,⁴ the Applicant undertook a voluntary Change Consultation on the Proposed Changes to ensure that anyone with an interest in the Proposed Changes had an opportunity to comment on them prior to submission of the Change Application.
- 4.1.2 In considering the scale and nature of the Proposed Changes and the extent of consultation to be undertaken, the Applicant had regard to the Government Guidance⁵ and the PINS Advice⁶.
- 4.1.3 Prior to the launch of the Change Consultation, the Applicant contacted the host local authority (Flintshire County Council) to advise them of the proposed consultation timescales, discuss the proposed consultation approach and confirm the anticipated date for the submission of the Change Application. Flintshire County Council advised that they were broadly content with the proposed approach to consultation and did not raise any objections.
- 4.1.4 During the Preliminary Meeting held on 13 January 2026, as noted in the **Applicant's Written Summary of Oral Submissions at PM and response to Action Points [REP1-064]** the Examining Authority said that he was minded to accept the **Change Notification [AS-005, AS-006 and AS-007]** and allow the Applicant to consult on the basis set out in the Change Notification, noting that the consultation approach seemed reasonable.
- 4.1.5 The Change Consultation was held between Wednesday 21 January 2026 and Wednesday 18 February 2026. The consultation was designed to provide a clear opportunity for local communities, statutory consultees and other interested parties to review and comment on the Proposed Changes.
- 4.1.6 The Applicant considers that the approach to the Change Consultation, as explained below, was proportionate to the scale and nature of the Proposed Changes and consistent with both the PINS Advice⁷ and Government

⁴ Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination [online]. Available at: [Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination – GOV.UK](#) (Accessed 20/02/2026)

⁵ Department for Levelling Up, Housing and Communities (2024). Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects [online]. Available at: [Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects – GOV.UK](#) (Accessed 20/02/2026).

⁶ Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination [online]. Available at: [Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination – GOV.UK](#) (Accessed 20/02/2026).

⁷ Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination [online]. Available at: [Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination – GOV.UK](#) (Accessed 20/02/2026).

Guidance⁸ and the principles of fair and effective consultation.

4.2 Consultation objectives

4.2.1 The overarching objective of the Change Consultation was to ensure that consultation on the Proposed Changes was fair, transparent and proportionate, and that those with an interest in, or potentially affected by, the Proposed Changes had a clear opportunity to review and comment on those changes.

4.2.2 In particular, the Change Consultation sought to:

- clearly explain what is proposed to change, why those changes have arisen following ongoing design development and stakeholder engagement and how they relate to the DCO Application currently under Examination;
- ensure accessibility of information by making consultation materials widely available, including online and at local deposit locations;
- enable meaningful participation by setting out clearly how feedback could be provided, the deadline for responses and the channels available;
- inform the finalisation of the Change Application following careful review of all feedback received during the consultation period and considering whether any refinements to the Proposed Changes or supporting documentation were required prior to submission of the Change Application to the Planning Inspectorate; and
- support the Examination process by ensuring that a transparent record of consultation activity, feedback received and the Applicant's regard to that feedback would be provided to the Examining Authority, thereby enabling the Proposed Changes to be considered within the statutory Examination framework.

⁸ Department for Levelling Up, Housing and Communities (2024). Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects [online]. Available at: [Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects - GOV.UK](#) (Accessed 20/02/2026).

5 The Change Consultation

5.1 Overview

5.1.1 The Change Consultation was undertaken for 28 days, between Wednesday 21 January 2026 and Wednesday 18 February 2026. The consultation specifically focused on the Proposed Changes to the DCO Application, as described in Section 4 of this Consultation Report and in the **Change Application Report [EN010166/10.1]**.

5.2 Consultation materials

5.2.1 The **Change Notification [AS-005, AS-006 and AS-007]** was prepared to explain the Proposed Changes and identify the Applicant's intention to request a change to the DCO Application.

5.2.2 A dedicated Change Consultation Newsletter was also prepared to explain the Proposed Changes in a clear and accessible format. The newsletter set out:

- an overview of the Proposed Development;
- a description of each Proposed Change;
- confirmation that the Proposed Changes would not fundamentally alter the project as previously consulted upon or submitted;
- details of how to access further information; and
- clear instructions on how to provide feedback and the consultation deadline.

5.2.3 The newsletter was produced in both English and Welsh. A copy of the newsletter (both English and Welsh versions) is provided in **Appendix A**.

5.2.4 In addition to the newsletter, the Applicant prepared a suite of supporting materials to ensure that all audiences were appropriately notified and that the consultation messaging was clear, consistent and proportionate to the nature of the Proposed Changes, as explained below.

5.2.5 A letter was issued to notify statutory consultees (including affected landowners) (see **Appendix B**) of the Change Consultation. The letter described the Proposed Changes, set out the consultation period and explained how responses could be submitted. The letter also signposted consultees to the relevant documents on the project website and confirmed where further information could be obtained.

5.2.6 Where valid email addresses were available, statutory consultees were additionally notified electronically to ensure timely receipt of the letter.

5.2.7 A list of all those consulted is provided in **Appendix K**. This list aligns with the Section 56 Notification List submitted to the Planning Inspectorate on 25 November 2025 subject to land interest updates to the list since it was sent to the Planning Inspectorate. The Applicant chose to consult all persons on this list in order to ensure that the consultation was comprehensive and covered those people who had previously been notified of the acceptance of

the DCO Application for Examination.

- 5.2.8 Consultation notification emails (see **Appendix C**) were issued to non-statutory consultees who had registered to receive project updates. These emails provided a summary of the purpose of the Change Consultation and a direct link to the project website to facilitate ease of access. This also ensured continuity of engagement with stakeholders who had expressed an ongoing interest in the Proposed Development.
- 5.2.9 A postcard announcing the launch of the Change Consultation (see **Appendix D**) was distributed across the Primary Consultation Zone (PCZ). The postcard provided a concise summary of the purpose of the consultation, confirmed the consultation dates, directed recipients to the project website and deposit locations for further information, and clearly explained how feedback could be provided.
- 5.2.10 The PCZ adopted for the Change Consultation was retained from the pre-application consultation to ensure consistency in the approach to community engagement. The PCZ therefore reflects the established geographic area used to inform local residents and stakeholders about the Proposed Development. The extent of the PCZ is shown in Figure 1.

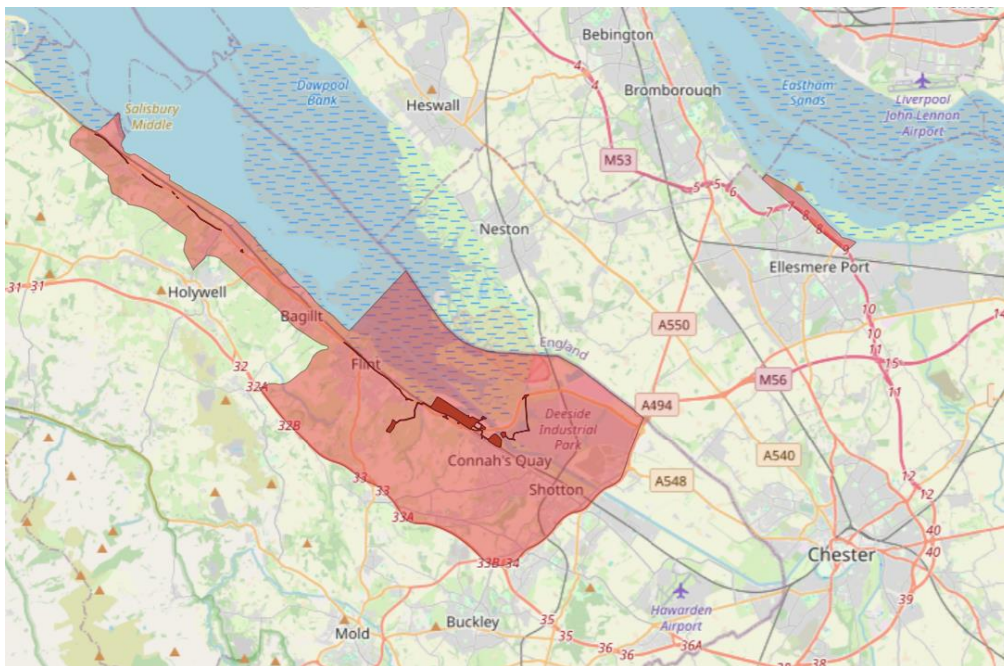


Figure 1 – The Primary Consultation Zone (PCZ)

- 5.2.11 The PCZ comprises 25,401 addresses.
- 5.2.12 A consultation advert (see **Appendix E**) ran for one week on the online websites for local publications The Wirral Globe, The Leader and The Chester Standard. This was to ensure wider public awareness of the Change Consultation beyond those directly notified by letter, email or postcard. Evidence of the digital advertisement is provided in **Appendix F**.
- 5.2.13 It was initially intended that a separate press release would be issued about

the Change Consultation. However, full details of the consultation, including where information on the Proposed Changes could be found and how consultees could provide feedback, were included in the consultation materials outlined above, including the adverts, postcard and project website updates. The Applicant considers that a press release was therefore not necessary.

5.2.14 These materials collectively ensured that the consultation was communicated through multiple channels, reaching statutory bodies, landowners, registered stakeholders and the wider local community, and providing clear and consistent information on the Proposed Changes and how to engage.

5.3 Website and online activity

5.3.1 The Proposed Development's website (<https://uniperuk.consulting/cqlcp/>) was updated at the launch of the Change Consultation (see **Appendix H** for images of the Proposed Development website) to include:

- the Change Notification and its associated appendices – to download;
- the Change Consultation Newsletter – to download;
- the Change Notification Postcard – to download;
- the Change Consultation Advert – to download;
- details of the Proposed Changes;
- an explanation of the planning process and how the Change Consultation worked in regard to timeframes;
- information on how to provide feedback; and
- the consultation deadline.

5.3.2 The Welsh-language version of the website was also updated to ensure bilingual access to consultation materials. Please see **Appendix I** for images of the Welsh-language website.

5.4 Deposit locations

5.4.1 Hard copies of the Change Consultation Newsletter were placed at local deposit locations in the vicinity of the site. These locations already held USB sticks containing the full DCO Application documents.

5.4.2 This ensured that members of the public without online access could review the consultation materials and supporting documentation in person.

5.4.3 Evidence of the deposit locations and confirmation of document availability is provided in **Appendix G**.

5.5 Consultation period

5.5.1 The consultation ran for a period of four weeks, from Wednesday 21 January 2026 to Wednesday 18 February 2026.⁹

⁹ After the Change Consultation began, following further land referencing and enquiries, United Infrastructure was identified as having a potential interest in land within the Order limits. A consultation letter was therefore

- 5.5.2 Consultees were informed that the deadline for providing feedback was 11:59pm on Wednesday 18 February 2026. This deadline was necessary to ensure that responses could be considered prior to submission of the Change Application.
- 5.5.3 The Applicant considers that the duration of the consultation was proportionate to the scale and nature of the Proposed Changes and provided sufficient opportunity for interested parties to review the materials and respond.

issued to United Infrastructure during the consultation period. The deadline for United Infrastructure to respond to the Change Consultation was extended accordingly to 11:59pm on 28 February 2026 to allow additional time for consideration and response.

6 Applicant's consideration of feedback

6.1 Methods of providing feedback

- 6.1.1 During the Change Consultation period (Wednesday 21 January 2026 to Wednesday 18 February 2026), consultees were invited to submit feedback by:
- emailing the project team at info@connahsquaylcp.co.uk; or
 - writing to FREEPOST CQLCP (no stamp required).
- 6.1.2 A freephone telephone line (0800 0129156) was provided for people to contact the project team and request hard copies of consultation materials.
- 6.1.3 These contact details were included on all consultation materials, including the **Change Notification [AS-005, AS-006 and AS-007]**, Change Consultation Newsletter (**Appendix A**), the Change Consultation Postcard (**Appendix D**), the Change Consultation Advert (**Appendix E**), Statutory Consultee Letter (**Appendix B**) and on the project website.
- 6.1.4 The consultation materials clearly stated the deadline for responses (11:59pm on Wednesday 18 February 2026) and explained that, although the DCO Application had already been submitted and accepted for Examination, the feedback received during the Change Consultation would be carefully reviewed and considered before submission of the Change Application.

6.2 Summary of responses received and regard had

- 6.2.1 During the consultation period, the Applicant received 27 responses from members of the public and 12 responses from statutory bodies.
- 6.2.2 In reviewing the feedback received, the Applicant has taken a structured and proportionate approach. Each comment has been assessed to determine:
- whether it relates directly to the Proposed Changes;
 - whether it raises a new material consideration not previously assessed;
 - whether further clarification, amendment or additional explanation is required within the Change Application documentation; and
 - whether it relates to matters outside the scope of the Proposed Changes but relevant to the DCO Application more broadly.
- 6.2.3 All responses have been logged and analysed by theme. The themes listed below relate specifically to the responses submitted by members of the public and indicate the number of times each theme was identified:
- General feedback – 19 occurrences.
 - Visual and landscape impact – 17 occurrences.
 - Ecology and biodiversity – 10 occurrences.

- Air quality and emissions – 8 occurrences.
- Human health and safety – 6 occurrences.
- Alternative technology/need for the project – 6 occurrences.
- Construction traffic – 5 occurrences.
- Construction noise, vibration and construction-related impacts – 4 occurrences.
- Change-specific matters, including stack height reductions – 4 occurrences.
- Socio-economic impacts – 3 occurrences.
- Property values – 3 occurrences.
- Carbon capture capacity and long-term performance – 2 occurrences.
- Consultation materials and events – 2 occurrences.
- Energy bills and compensation – 1 occurrence.
- Flooding and hydrology – 1 occurrence.
- Major accidents and disasters – 1 occurrence.

6.2.4 The most frequently raised topics related to visual and landscape effects, general observations on the project, ecology and biodiversity, and air quality and emissions. A number of responses also raised concerns relating to human health, the principle of gas-fired generation and carbon capture technology, and construction-related impacts.

6.2.5 Feedback received during the Change Consultation has been carefully reviewed and considered prior to submission of the Change Application. Comments relating directly to the Proposed Changes have informed how the changes have been finalised and presented as part of the Change Application.

6.2.6 Where feedback raised issues that fall outside the scope of the Proposed Changes, these have been addressed by the Applicant by reference to the existing DCO Application documents, where relevant.

6.2.7 Through this process, the Applicant has ensured that all feedback received during the Change Consultation has been conscientiously taken into account prior to submission of the Change Application, in accordance with the principles of fair, appropriate and proportionate consultation.

6.2.8 All responses received have been outlined in full in **Appendix J**.

6.2.9 The key themes raised within the feedback are listed in **Table 1**, alongside how the Applicant has had regard to the comments received. **Table 2** summarises the feedback received from statutory bodies and the regard had to that feedback by the Applicant.

Table 1: Consultation response themes and Applicant regard

Topic raised by consultees	Regard had by the Applicant
<p>Visual and Landscape Impact - General Concerns</p> <p>A number of respondents reiterated concerns previously raised during pre-application consultation regarding the potential visual effects of the Proposed Development. These comments focused on the height and scale of the infrastructure, and the perceived effects on the character of the surrounding landscape.</p> <p>Concerns were expressed about the effect on views from residential properties and from nearby settlements, including villages on the Wirral peninsula. Respondents emphasised the importance of maintaining the existing visual character of the area and preserving the valued local landscape.</p>	<p>The Applicant notes that concerns relating to landscape and visual effects were raised previously during the pre-application consultation and have been reiterated in response to the Change Consultation. The landscape and visual effects of the Proposed Development were assessed in detail within Chapter 15: Landscape and Visual Amenity of the Environmental Statement (ES) [APP-053], which accompanied the Development Consent Order (DCO) Application. That assessment considered the height, scale and form of the Proposed Development, its visibility from surrounding settlements and its potential effects on landscape character and visual amenity. Chapter 15 has been updated as part of the Change Application submitted at Deadline 3 to reflect the Proposed Changes as Chapter 15: Landscape and Visual (EN010166/APP/6.2.15).</p> <p>In relation to comments about cumulative “industrialisation” and potential effects on local businesses, a full cumulative assessment was undertaken as part of the ES and is presented in Chapter 24: Cumulative and Combined Effects [APP-062]. Chapter 19: Socio-economics, Recreation and Tourism [APP-057] also assesses the potential effects of the Proposed Development on local tourism. This assessment includes consideration of the capacity of local accommodation, such as hotels, bed and breakfasts and inns. It concludes that there would be no significant effects, as there is sufficient accommodation available locally (including additional capacity in the private rental sector) to accommodate workers during construction, maintenance outages and the operational phase.</p> <p>The assessment also considers likely significant effects on visitor attractions in terms of amenity impact, which considers the residual effect assessment conclusions of Chapter 8: Air Quality [APP-046], Chapter 9: Noise and Vibration [APP-047], Chapter 10: Traffic and Transport [APP-048] and Chapter 15: Landscape and Visual [APP-053]. This</p>

<p>Several representations referred to a broader perception of increasing “industrialisation” of the area, particularly when considered in conjunction with other developments such as a nearby paper factory.</p> <p>Some respondents also linked potential visual changes to possible impacts on local businesses that rely on the quality of the surrounding landscape to attract visitors and customers.</p>	<p>concludes that no significant effects on tourism or visitor attractions are expected. This conclusion is based on an established assessment methodology and the evidence presented in the Environmental Statement.</p> <p>The development of a new low carbon power station at Connah’s Quay could help to maintain economic prosperity in Deeside and across the region, by providing approximately 66 skilled jobs, as well as creating new opportunities during construction and through the wider supply chain.</p> <p>The planned development has the potential to contribute up to £1,500m to the UK economy, of which up to £811m could benefit the local area, and £1181m could benefit the wider North East Wales region and North West England.¹⁰</p>
<p>Visual and Landscape Impact - Proposed Changes</p> <p>A number of respondents commented specifically on the potential visual impact of the Proposed Changes. Although it was welcomed by some that the stack heights would be reduced in height, concerns were still raised regarding</p>	<p>Chapter 15: Landscape and Visual Amenity of the ES [APP-053] has been updated and submitted at Deadline 3 as EN010166/APP/6.2.15 as part of the Change Application to reflect the Proposed Changes.</p> <p>The Applicant has carefully considered the comments received regarding the potential visual impact of the Proposed Changes, including those relating to the reduction in stack heights and the Hardstanding Expansion at Connah’s Quay North Jetty.</p>

¹⁰ Based on socio-economic analysis carried out by Mace on behalf of Uniper during 2023-2024. Figures shown based on the ‘target’ model, which seeks to leverage UK content

‘Local Area’ – Flintshire, Wrexham, CWAC, Wirral

‘North West England and North East Wales region’ – Conwy, Denbighshire, Flintshire, Wrexham, CWAC, Wirral, Cheshire East, Stockport, Manchester, Trafford, Salford, Warrington, Liverpool, St Helens, Sefton

<p>the extent to which these may continue to affect the skyline and wider landscape character.</p> <p>Feedback also referred to the proposed expansion of hardstanding at Connah's Quay North Jetty, with respondents expressing concern about the potential for additional visual change and further industrialisation of the waterfront setting.</p>	<p>The Applicant concludes that Change 4 - Reduction in the Heat Recovery Steam Generator (HRSG) Stack and Carbon Capture Plant (CCP) Absorber Heights - would not result in any new or different likely significant environmental effects.</p> <p>Change 6 (Hardstanding Expansion at the Connah's Quay North Jetty) was screened out of the Landscape and Visual Impact Assessment due to its location within an existing operational and industrial setting, the limited extent of the proposed works, and the restricted visibility of the area from publicly accessible viewpoints. As such, the Proposed Change is not expected to alter the overall Landscape and Visual Impact Assessment conclusions presented in the ES.</p> <p>Please see Table 4 in Section 4 of the Change Application Report (EN010166/APP/10.1) for further details.</p>
<p>Visual and Landscape Impact - Lighting</p> <p>Some respondents raised concerns about potential light pollution associated with the Proposed Development. These comments related both to lighting during construction activities and to lighting required during night-time operation of the facility.</p> <p>Respondents highlighted concerns that artificial lighting could affect the surrounding landscape and local biodiversity, including potential</p>	<p>Mitigation measures have been included within the design that will minimise disturbance to wildlife during construction. These measures include the provision of 3 m tall acoustic fencing around certain sections of the Main Development Area (MDA) (which will provide the additional benefit of reducing the impact of illumination from the site), timing of construction activities to avoid sensitive windows of time (where possible) and appointment of a suitably qualified Ecological Clerk of Works who would provide ecological oversight during site clearance and construction works on site (such as habitat clearance). Core construction working hours would be 08:00 and 18:00 Monday to Friday (except Bank Holidays) and 08:00 and 13:00 on Saturdays. However, it is likely that some construction activities may need to be undertaken outside of these core working hours. This is partly because certain construction activities cannot be stopped, such as concrete pouring, but also to manage the construction programme.</p> <p>Information related to biodiversity mitigation measures was presented within Chapter 11: Terrestrial and Aquatic Ecology of the ES [APP-049], submitted with the DCO Application. This Chapter has been updated and submitted at Deadline 3 as part of the</p>

<p>disturbance to wildlife and changes to the character of the area at night.</p>	<p>Change Application to reflect the Proposed Changes (EN010166/APP/6.2.11). Please also refer to The Lighting Strategy [APP-278] which accompanied the DCO Application. This sets out the criteria for the lighting design of the Proposed Development and aims to ensure the lighting is fit for purpose whilst maintaining sensitivity towards the site boundaries.</p>
<p>Biodiversity and Ecology</p> <p>Respondents raised concerns regarding potential impacts on habitats and biodiversity during both the construction and operational phases of the Proposed Development. These concerns are consistent with those raised during the pre-application consultation stages.</p> <p>Comments referred to existing green spaces in and around the current power station site, as well as the River Dee and the Dee Estuary, which were identified as ecologically sensitive areas.</p> <p>Specific concerns were expressed in relation to potential effects on flora and fauna, including bird and bat populations. Respondents also highlighted the possible indirect impacts of construction and</p>	<p>An assessment of the potential effects of the project on sensitive habitats was prepared and presented in Chapter 11: Terrestrial and Aquatic Ecology of the ES [APP-04], submitted with the DCO Application. The assessment identifies a series of mitigation measures required to minimise effects on sensitive habitats. This Chapter has been updated and submitted at Deadline 3 as part of the Change Application to reflect the Proposed Changes (EN010166/APP/6.2.11).</p> <p>Mitigation measures have been included within the design that will minimise disturbance to wildlife. These measures include the provision of 3 m tall acoustic fencing around certain sections of the MDA (which will provide additional benefit of reducing the impact of illumination from the site), timing of construction activities to avoid sensitive windows (where possible) and appointment of a suitably qualified Ecological Clerk of Works who would provide ecological oversight during site clearance and construction works on site (such as habitat clearance). Core construction working hours would be 08:00 and 18:00 Monday to Friday (except Bank Holidays) and 08:00 and 13:00 on Saturdays. However, it is likely that some construction activities may need to be undertaken outside of these core working hours. This is partly because certain construction activities cannot be stopped, such as concrete pouring, but also to manage the construction programme.</p> <p>Chapter 11: Terrestrial and Aquatic Ecology [APP-04] has been updated and submitted at Deadline 3 as part of the Change Application to reflect the Proposed Changes (EN010166/APP/6.2.11).</p>

<p>operational noise and lighting on local habitats.</p> <p>Several representations emphasised the importance of local wildlife to the character of the area and called for appropriate mitigation measures to ensure that ecological impacts are avoided, minimised or appropriately managed.</p>	
<p>Air Quality and Emissions</p> <p>Air quality and emissions were a frequently raised theme in responses to the Change Consultation. This issue was also raised during the pre-application consultation.</p> <p>Respondents expressed concerns regarding emissions associated with the Proposed Development, including nitrogen oxides (NOx) and carbon dioxide (CO₂), and the potential impact for local air quality.</p> <p>Some attention was given to the effectiveness and operational</p>	<p>The Applicant has carefully considered the concerns raised in relation to air quality and emissions. Air quality was a key topic during the pre-application consultation and has been assessed within Chapter 8: Air Quality of the ES [APP-046]. An updated version of Chapter 8: Air Quality (EN010166/APP/6.2.8) has been submitted at Deadline 3 and presents the results of updated dispersion modelling of operational phase emissions to air.</p> <p>Change 4 includes a reduction in the maximum parameter for the HRSG stack height and the CCP absorber stack height. This change was assessed in detail. The assessments conclude that there would be no likely significant effects on human health either during construction, operation or decommissioning of the Proposed Development.</p> <p>With regard to nitrogen oxides (NOx), carbon monoxide (CO) and other emissions, the Proposed Development will be required to demonstrate that it is applying Best Available Techniques (BAT) to limit emissions to air and emissions will be monitored either continuously or periodically in line with the Environmental Permit requirements.</p> <p>The emissions produced by the plant and discharged into the air, with the stack heights reduced, would comply with the emissions limits set and regulated by Natural Resources</p>

<p>reliability of the carbon capture plant. Some respondents queried whether there was a risk of any leaks or faults, and the potential impact such scenarios could have on nearby residential areas.</p> <p>Questions were also raised regarding how emissions would be managed during periods when the carbon capture plant is offline for maintenance or other reasons, and how it would compare with historic emission levels associated with previous operations at the site.</p>	<p>Wales (NRW) through an Environmental Permit required for the operation of the facility. This means that environmental impacts will be within permitted limits in all scenarios, including when the CCGT is operating without the carbon capture plant.</p> <p>The Environment Permit (for which the application is still being considered by NRW) will set emission limits for all regulated gases released. Emission limits for NO_x and Carbon Monoxide (CO) from the new plant are expected to be set at lower levels than the existing Connah's Quay Power Station due to the lower emission limits that represent BAT for new build power stations such as the Proposed Development. Therefore, when operating unabated (with carbon capture out of service) the emissions for the Proposed Development would be expected to be lower than those of the existing power station.</p>
<p>Human Health and Safety</p> <p>Human health and safety were a theme raised by respondents in relation to both the operation of the Proposed Development and the wider carbon capture and storage (CCS) process.</p> <p>Some respondents expressed concerns about the perceived safety of carbon capture technology, particularly in relation to children,</p>	<p>CO₂ is stored safely offshore deep underground, typically between 0.8 – 3km below the seabed, for thousands of years.</p> <p>CO₂ storage sites are carefully chosen to ensure the highest confidence in permanent storage and there is rigorous site characterisation, monitoring and verification procedures in place to ensure the CO₂ stays safely stored. These assessments and procedures are required by CCUS legislation before a project is allowed to proceed.</p> <p>Many of the potential storage site opportunities are large saline aquifers or depleted oil and gas fields which are well understood and have already stored gas and CO₂ naturally for millions of years.</p> <p>The proposed new CCGT power station would be fitted with carbon capture technology to capture CO₂ emissions. The proposed power station would connect into nearby CO₂</p>

<p>older people and individuals with respiratory conditions.</p> <p>Feedback also raised questions regarding the safety of the carbon capture plant itself, as well as the associated CO₂ transport pipeline and offshore storage. Respondents queried the likelihood of leaks occurring and the potential consequences for local communities and the environment should such an event arise.</p>	<p>transport and storage infrastructure as part of the HyNet industrial cluster, enabling the captured CO₂ to then be safely transported to permanent offshore storage facilities in repurposed depleted offshore gas fields. CO₂ transport and storage is tightly regulated to ensure safety and environmental protection.</p> <p>The Proposed Development would be designed so that the emissions produced by the plant and discharged into the air, comply with emissions limits set and regulated by NRW through an Environmental Permit required for the operation of the facility.</p> <p>Further information can be found within Chapter 22: Major Accidents and Disasters of the ES [APP-060].</p>
<p>Carbon Capture and Alternative Technologies</p> <p>Respondents reiterated questions raised during the pre-application consultation regarding the effectiveness of carbon capture technology and the overall need for the Proposed Development.</p> <p>A number of respondents queried the ability of carbon capture technology to deliver meaningful and sustained reduction in carbon emissions.</p>	<p>The Overarching National Policy Statement (NPS) for Energy is very clear in its support for CCS technology and states at paragraphs 3.5.1 and 3.5.2 that <i>“There is an urgent need for new carbon capture and storage (CCS) infrastructure to support the transition to a net zero economy”</i> and <i>“The Climate Change Committee states that CCS is a necessity not an option”</i>. Paragraph 3.5.9 goes on to state that <i>“The alternatives to new CCS infrastructure for delivering net zero by 2050 are limited.”</i></p> <p>The proposed new CCGT power station with carbon capture at Connah’s Quay would be able to flexibly and reliably generate low carbon power to meet the growing need for electricity, whenever it is required. Power stations such as this will play a crucial role in the future energy system, as they can help ensure that energy is available at times when it is needed most, and when power from renewable sources cannot meet demand.</p> <p>Information on the likely significant environmental effects of the Proposed Development can be found within the ES, with information about the Proposed Development and alternatives that have been considered in Chapter 4: The Proposed Development of the</p>

<p>Feedback also queried whether alternative, potentially less visually or environmentally impactful technologies had been fully considered.</p>	<p>ES [APP-042] and Chapter 6: Project Alternatives of the ES [APP-044] submitted with the DCO Application. These chapters have been updated and submitted at Deadline 3 as part of the Change Application to reflect the Proposed Changes (EN010166/APP/6.2.4 and EN010166/APP/6.2.6). Chapter 20: Climate Change of the ES [APP-058], also submitted with the DCO Application, presents a lifecycle greenhouse gas assessment of the Proposed Development. This assessment evaluates the total greenhouse gases released into the atmosphere over its entire lifespan, from the manufacture of building materials to the construction of the development, and all the way through its operation and ultimate demolition.</p> <p>Please refer to the Change Application Report (EN010166/APP/10.1) which provides further information on the assessments that have been updated to reflect the Proposed Changes.</p>
<p>Construction Impacts</p> <p>Respondents raised concerns regarding the potential impacts associated with the construction phase of the Proposed Development. These points were in line with the concerns raised during the pre-application consultation.</p> <p>Feedback referenced the potential for increased noise, vibration and light disturbance during construction, with respondents suggesting that this could adversely affect local residents, nearby properties and wildlife.</p>	<p>The Framework Construction Environmental Management Plan (CEMP) [APP-246] submitted with the DCO Application contains measures to mitigate the impacts of the construction of the Proposed Development. The Framework CEMP (EN010166/APP/6.5) has been updated at Deadline 3.</p> <p>Noise mitigation measures have been included in the design of the Proposed Development and are detailed in the Framework CEMP (EN010166/APP/6.5). These include:</p> <ul style="list-style-type: none"> • restriction on core working hours to 08:00 to 18:00 Monday to Friday (except Bank Holidays) and 08:00 to 13:00 on Saturdays; • application of appropriate standard and best practice noise control measures; and • where construction works are proposed outside core hours, additional noise assessments would be undertaken if the construction noise and vibration thresholds are likely to be exceeded in order to identify the requirements for additional mitigation measures to ensure that construction noise and vibration thresholds would not be exceeded.

<p>Respondents emphasised the importance of robust mitigation and management measures to minimise disruption.</p> <p>In addition, respondents expressed concern about construction-related traffic. Queries were raised regarding the capacity of the local highway network to accommodate additional vehicle movements. Feedback highlighted the need to prioritise road safety and to ensure that construction traffic is appropriately managed to reduce impacts on local communities.</p>	<p>In relation to vibration, it is considered that only receptors within 100m of construction activity could experience ground borne vibration. The vibration levels predicted are considerably below the thresholds for damage to buildings.</p> <p>Chapter 10: Traffic and Transport of the ES [APP-048] provides an assessment of the likely significant environmental effects of the Proposed Development with respect to traffic and transport. Given that the level of increase in traffic flows resulting from the operation of the Proposed Development on road links is minor or negligible, the effect on highway safety is also considered to be minor adverse or negligible, which is not significant. The Framework Construction Traffic Management Plan (CTMP) [REP1-025] sets out the proposed framework for enabling and managing all transport movements to and from the Application Site, including Heavy Goods Vehicles, Abnormal Indivisible Loads and construction staff movements, during the construction of the Proposed Development. The objective of the Framework CTMP is to demonstrate how the Applicant proposes to improve the safety and reliability of deliveries to the site, reducing congestion and minimising environmental impacts. In accordance with Requirement 5 of the Draft DCO (EN010166/APP/3.1), no stage of the authorised development may commence until a detailed CTMP for that stage, in general accordance with the Framework CTMP, has been submitted to and approved by FCC following consultation with the relevant highway authority.</p> <p>With regard to lighting, see the row above entitled 'Visual and Landscape Impact – Lighting'.</p> <p>Assessments of the potential impacts of construction of the Proposed Development and details of the anticipated time periods are provided in the ES. See in particular Chapter 4: The Proposed Development (EN010166/APP/6.2.4) and Chapter 5; Construction Management and Programme (EN010166/APP/6.2.5), which have been updated and submitted at Deadline 3 as part of the Change Application to reflect the Proposed Changes.</p>
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<p>Property Values</p> <p>Some respondents were concerned that the Proposed Development could affect local property values. In particular, they felt that changes to the appearance and character of the area might make nearby homes less attractive to buyers, which could reduce their value or make them harder to sell in the future.</p>	<p>Chapter 19: Socio-economics, Recreation and Tourism [APP-057] of the ES, submitted with the DCO Application, assesses the likely significant environmental effects of the Proposed Development with respect to socio-economics, recreation and tourism during the construction, operation (including maintenance), and decommissioning phases.</p> <p>In addition, Chapter 15: Landscape and Visual Amenity of the ES [APP-053] assessed the potential changes to the appearance and character of the area. That assessment considered the height, scale and form of the Proposed Development, its visibility from surrounding settlements and its potential effects on landscape character and visual amenity. Chapter 15 has been updated as part of the Change Application submitted at Deadline 3 to reflect the Proposed Changes as Chapter 15: Landscape and Visual (EN010166/APP/6.2.15).</p> <p>The Applicant's Response to Relevant Representations [REP1-062], at Ref. P14 in Table 17 in Section 4.1, addresses the relevance of issues associated with property value. The potential impacts of the Proposed Development have been carefully considered and assessed in the Environmental Statement (ES) [APP-037 to APP-256], and where appropriate, mitigation measures are proposed and secured in the Draft DCO (EN010166/APP/3.1).</p>
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Table 2: Feedback received from statutory bodies

Consultee	Theme	Summary of Feedback	Regard had by the Applicant
Natural Resources Wales (NRW)	General	NRW reviewed the Change Notification documentation and confirmed that it will provide full comments on the proposed	The Applicant notes NRW's response and will continue to engage with NRW to discuss previous representations submitted

		<p>changes once updated Habitats Regulations and Air Quality Assessments are submitted at Deadline 3.</p> <p>NRW noted that its comments are made without prejudice to any further advice or decisions should new information emerge.</p> <p>For environmental topics unaffected by the Proposed Changes, NRW confirmed that its previous representations remain valid.</p>	<p>to the Examination ([RR-027] and [REP1-073]). An updated version of the Draft Statement of Common Ground between Uniper UK Limited and Natural Resources Wales (EN010166/APP/8.2) has been submitted at Deadline 3 to reflect the need for ongoing discussions related to the Proposed Changes following NRW's review of the Change Application.</p>
Natural Resources Wales (NRW)	Marine Receptors	<p>NRW agreed with the conclusion of the Change Notification that, based on the information provided, no new or different likely significant environmental effects are likely to occur beyond those described in the ES.</p>	<p>This position is noted by the Applicant.</p>
Natural Resources Wales (NRW)	Flood Risk	<p>NRW advised that only Proposed Change 6 (hardstanding expansion at Connah's Quay North Jetty) is relevant to flood risk. NRW noted that the area lies within Flood Zones 2 and 3 but acknowledged that, given the agreed 30-year</p>	<p>This position is noted by the Applicant. Further consideration of flood risk is provided in Table 4 of the Change Application Report (EN010166/APP/10.1) submitted at Deadline 3.</p>

		<p>operational lifetime and assessment of climate change epochs (2074 and 2100), no further flood risk assessment is required.</p> <p>NRW confirmed no comments on flood risk for the other proposed changes.</p>	
Natural Resources Wales (NRW)	Landscape and Visual Impact	<p>NRW noted that Proposed Change 4 reduces the height of the HRSG Stacks and CCP structures. NRW confirmed that its previous advice (ES Chapter 15) remains valid, including its agreement that there would be no significant adverse effects on the Clwydian Range and Dee Valley National Landscape.</p> <p>NRW raised no concerns regarding the proposed reduction in heights or other proposed changes.</p>	<p>This position is noted by the Applicant. An updated revision of Chapter 15: Landscape and Visual Amenity (EN010166/APP/6.2.15) has been submitted at Deadline 3 which considers the reduced HRSG stacks and CCP structures.</p>
Dŵr Cymru Welsh Water	General	<p>Welsh Water reviewed the six Proposed Changes and confirmed that its statutory interests relate primarily to Proposed Change 2 (Work No. 7 – underground CO₂ pipeline) and site-wide works</p>	<p>The Applicant has sought to engage with Dŵr Cymru Welsh Water to discuss this topic further and clarify the extent of information that is requested by them.</p>

		<p>associated with surface water and foul drainage.</p> <p>Welsh Water advised that a 110mm water main crosses the relevant works area and that several foul and water mains are present along the proposed pipeline route.</p> <p>Welsh Water requested further information, including plans and cross-sections showing the proximity and interface between the Proposed Development and its assets.</p>	<p>The Applicant notes the interests held by Dŵr Cymru Welsh Water. Change 2 relates to the nature of acquisition of land interests, reducing them in nature. Therefore, the change will not have any greater impact on Dŵr Cymru Welsh Water than that contained in the original Application. As the majority of the CO₂ pipeline connecting the Main Development Area to the Flint AGI is repurposed, and no works are required, there is little risk of accidental interference with any of Dŵr Cymru Welsh Water's assets. For the new CO₂ connection corridor, safe digging approaches will be used to avoid interfering with any assets in that short corridor. It is also noted that the proposed drainage strategy for surface water and foul service does not entail connection to any assets owned or operated by Dŵr Cymru Welsh Water.</p> <p>There are potentially relevant works described in Work Nos. 4, 7, 10 and site wide works described in Schedule 1 of the Draft DCO</p>
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			<p>(EN010166/APP/3.1) and Works Plans (EN010166/APP/2.4).</p> <p>Dŵr Cymru Welsh Water's undertaking would be protected by the protective provisions found within Part 1 of Schedule 13 to the Draft DCO (EN010166/APP/3.1).</p>
Dŵr Cymru Welsh Water	Drainage Strategy	<p>Welsh Water referred to Schedule 1 descriptions relating to drainage works.</p> <p>It recommended that the Applicant contact its Plan and Protect team to verify asset locations and progress discussions.</p>	<p>The Applicant has sought to engage with Dŵr Cymru Welsh Water to discuss this topic further, through its existing contact in the Respondent's Developer Services Team. The Applicant has also requested this discussion include the Plan and Protect Team.</p> <p>There are drainage works described in Work Nos. 4, 7, 10 and site wide works described in Schedule 1 of the Draft DCO (EN010166/APP/3.1) and Works Plans (EN010166/APP/2.4).</p> <p>Dŵr Cymru Welsh Water's undertaking would be protected by the protective provisions found within Part 1 of Schedule 13 to the Draft DCO (EN010166/APP/3.1).</p>

Tata Steel	Land Access	<p>Tata Steel confirmed that it is not currently raising objections to the Proposed Development, based on the information available to date. However, no agreement has been reached regarding the use of the jetty or routing third-party vehicles through Tata Steel's operational Works site.</p>	<p>The Applicant continues to engage with Tata Steel. As recognised in previous deadline submissions, matters of particular interest to Tata Steel relate to minimising the impact on operations at the Shotton location, appropriate costs of reimbursement, as well as appropriate risk assessments for haulage activities and movement planning. Furthermore, practical topics such as site inductions and surveys to assess movement of items such as street furniture/signage continue to be discussed. Some survey work has already been conducted working with the Tata team on site.</p> <p>As agreed in previous meetings, the Applicant has now provided Tata Steel with draft heads of terms of agreement for consideration setting out potential commercial and operational arrangements providing for the use of the jetty, back land and roadways.</p>
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<p>Health and Safety Executive; Historic England; Flintshire County Council (as the Local Highways Authority); Northop and Sychdyn Community Council; Canal and River Trust; and Trinity House (Maritime and Coastguard Agency)</p>	<p>General</p>	<p>These consultees responded to confirm that they had no further comments.</p>	<p>These responses are noted by the Applicant.</p>
<p>The Coal Authority</p>	<p>Mining</p>	<p>The Coal Authority stated that it would expect the site investigations, and recommended CMRA, to take account of the changes to the project and the potential risks posed by coal mining legacy.</p>	<p>Chapter 14: Geology and Ground Conditions (EN010166/APP/6.2.15) notes that ground stability and geotechnical issues will be assessed in the detailed design phase through an interpretive Ground Investigation Report (GIR) and as the design develops then a Geotechnical Design Report (GDR), or</p>

			<p>equivalent. Ground stability is a factor to be considered in the engineering design.</p> <p>There are no changes that affect the conclusions of the ES with relation to potential risks posed by coal mining legacy.</p>
Network Rail	Affected assets	<p>Network Rail confirmed that the Proposed Changes do not appear to materially alter Network Rail's position compared with the existing DCO application. However, because Network Rail's land remains within the scope of the Project, Network Rail reiterates its position. Network Rail continues to require that the Protective Provisions within the Order are amended appropriately, and that the Applicant enters into all necessary easements, licences, asset protection agreements, or any other agreements needed to address the compulsory acquisition and temporary possession powers sought. Network Rail also emphasises that all land clearance approvals must</p>	<p>The Applicant is continuing engagement with Network Rail with a view to agreeing protective provisions which ensure that Network Rail's statutory undertaking will suffer no serious detriment as a result of the Proposed Development, including the Proposed Changes.</p>

		<p>be obtained through the established Network Rail processes. These requirements apply regardless of whether the Examining Authority approves the Proposed Changes, as they are fundamental to ensuring the safe and efficient operation of the railway network. Network Rail reserves its right to make further comments.</p>	
<p>Ministry of Defence (MoD)</p>	<p>Aviation safety</p>	<p>The MOD has no objection to this application subject to chimneys, flue stacks and structures exceeding 50m agl in height being charted on aviation maps. Suggested condition wording: Aviation Charting and Safety Management</p> <p>The undertaker must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:</p> <p>a) the date of the commencement of the erection of chimneys, flue</p>	<p>The Applicant notes that the Proposed Changes involve a reduction of the stacks from the height presented within the original Application. Nonetheless, the Applicant confirms that an air safety requirement is already drafted into the Draft DCO (EN010166/APP/3.1) as follows: <i>“15—(1) No stage of Work No. 1(a) or (b) may commence until details of the heights of structures and temporary cranes and other information that is required by Civil Aviation Authority and Airbus to chart the site for aviation purposes for that stage have been submitted to and approved by the relevant planning authority, following</i></p>

		<p>stacks and any other structures exceeding 50m agl in height.</p> <p>b) the maximum height of any construction equipment to be used in the erection of the chimneys, flue stacks and structures exceeding 50m agl in height.</p> <p>c) the date any chimneys, flue stacks and structures exceeding 50m agl in height are brought into use;</p> <p>d) the latitude and longitude and maximum heights of each chimneys, flue stacks and structures exceeding 50m agl in height.</p> <p>This information would also need to be sent by e-mail or post.</p> <p>The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development.</p> <p>Reason for condition</p> <p>To maintain aviation safety.</p>	<p><i>consultation with the Civil Aviation Authority and Airbus.</i></p> <p><i>(2) The details submitted pursuant to sub-paragraph (1) must be in general accordance with the framework construction environmental management plan.</i></p> <p><i>(3) The details approved pursuant to sub-paragraph (1) must thereafter be implemented, operated and maintained in accordance with the approved details."</i></p> <p>This requires details to be provided to the Civil Aviation Authority and Airbus as bodies identified, during the pre-application stage, who would be most likely to be potentially affected by the construction, operation and decommissioning of the stacks.</p>
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7 Conclusion

7.1 Conclusion

- 7.1.1 The Applicant considers that the Change Consultation has been undertaken in a fair, transparent and proportionate manner, consistent with the Government Guidance¹¹ and PINS Advice¹².
- 7.1.2 The consultation provided local communities, statutory consultees and other stakeholders with the opportunity to review and comment on the Proposed Changes.
- 7.1.3 Feedback received during the consultation has been carefully reviewed and considered before submission of the Change Application. The Applicant will continue to engage with stakeholders as the project progresses through the Examination stage.

¹¹ Department for Levelling Up, Housing and Communities (2024). Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects [online]. Available at: [Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects – GOV.UK](#) (Accessed 20/02/2026).

¹² Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination [online]. Available at: [Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination – GOV.UK](#) (Accessed 20/02/2026).