

Planning Act 2008
ExQ2 Response
Interested Party Ref: [REDACTED]
ExA Ref: EN010166



**Connah's Quay Low Carbon Power
NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT
FLINTSHIRE COUNTY COUNCIL**

Interested Party Ref: [REDACTED]

**ExA written questions and requests for information (ExQ2) Response
Submitted at Deadline 6 – Friday 29 May 2026**

Proposal:	Application by Uniper UK Limited for a Development Consent Order
Prepared by:	[REDACTED], Senior Planning Officer, Flintshire County Council
Date:	29 May 2026

Application by Uniper UK for an order granting development consent for the Connah’s Quay Low Carbon Power Project (EN010166)

The Interested Party Flintshire County Council’s (FCC) written response to Examining Authority’s written questions and requests for information (ExQ2): Issued on 5 May 2026

Dated: 29 May 2026 Deadline 6

The following table sets out the Interested Party Flintshire County Council’s (FCC) written response to the questions and requests for information – ExQ2 posed by the Examining Authority (ExA) on 5 May 2026.

The Council’s comments for Deadline 6 are entered in the right-hand column.

ExQ2	Question to:	Question:	FCC’s response
7	Noise and vibration		
Q7.1	The applicant FCC	<p>Mitigation of traffic noise on local residents ([REP4-046] Ref:6.6.3.3.7)</p> <p>The Framework Construction Traffic Management Plan (FCTMP) alludes to monitoring of noise at selected locations and potential mitigations measures should this prove an issue during the construction period.</p> <p>(a) Noting these locations will be in agreement with FCC, where are the</p>	<p>(a) The highest construction traffic noise impact identified in ES Chapter 9 [CR1-028] is to the residential properties on Kelsterton Road, between the A548 and the site entrance. It is recommended that locations for monitoring should be in the vicinity of these properties at a distance from the road representative of the most exposed façade of the properties.</p> <p>A lower impact is predicted on Kelsterton Lane. As noted in the Framework Construction Traffic Management Plan (FCTMP) [REP4-046], this should be reassessed with updated traffic flows for the final Construction Traffic Management Plan (CTMP). Permanent monitoring may not be required, subject to the outcomes of the assessment as part of the final CTMP,</p>

ExQ2	Question to:	Question:	FCC's response
		<p>potential locations for noise monitoring in relation to the local community?</p> <p>(b) What will be the trigger for further mitigation should noise levels prove excessive?</p>	<p>but provision should be made for temporary (or longer) monitoring upon request.</p> <p>(b) The Council consider that further mitigation would be required in either of the following events:</p> <ul style="list-style-type: none"> - that construction traffic noise impacts that are calculated or measured to be moderate (3dB greater than the baseline, as defined in ES Appendix 9A Noise and Vibration Methodology [APP-184]), or higher; and/or, - if local residents have provided comments to the Contractor and/or FCC in respect of the level of construction traffic noise.
<p>Q7.3</p>	<p>The applicant FCC</p>	<p>Potential for vibrations at neighbouring properties</p> <p>Further to ExQ1 7.4 the applicant does not appear to have addressed the specific risk that could arise from vibration to neighbouring properties from any percussive piling during the construction works. It is noted in the Framework Construction Environment Management Plan (FCEMP) Table 3: Noise and Vibration that "use of rotary bored rather than driven piling techniques (if required), where possible" could be implemented if issues arise, but how would</p>	<p>Assessment of the type of piling to be used would need to consider not only noise and vibration impacts but also demonstrate that the piling proposed is best practicable means of delivery. A multidisciplinary assessment and justification for impact piling would be required if noise or vibration impacts arising from this activity would be likely to cause complaint.</p> <p>It is the view of FCC that local residents should be informed in advance of any construction works likely to cause perceptible levels of vibration at their property. Vibration should be monitored continuously throughout the duration of the piling works at a location representative of the closest vibration sensitive receiver. This commitment should be included within the Construction Environmental Management Plan [REP5-025] and secured via Requirement 4 of the DCO.</p>

ExQ2	Question to:	Question:	FCC's response
		this be assessed, monitored and the perceptions of local residents be addressed during construction.	
8 Traffic and Transport			
Q8.1	The applicant FCC Highways Authority	<p>Increase in traffic movements ([APP-048] Table 10-28)</p> <p>Noting the medium magnitude of impacts at Kelsterton Road during the construction works, the FTCMP refers to monitoring this impact and further mitigation measures if required. Please elaborate on this monitoring regime, the triggers for further mitigation and what these mitigation measures may involve.</p>	<p>FCC notes that the Applicant has identified a medium magnitude of impact on Kelsterton Road during the peak construction phase and has committed, through the Framework Construction Traffic Management Plan (CTMP) [REP4-046], to monitoring construction traffic impacts and implementing further mitigation where required.</p> <p>As set out within the Framework CTMP [REP4-046] and supported by Chapter 10 of the Environmental Statement [APP-048] and Appendix 10A: Transport Assessment [APP-188], the Applicant proposes a structured and managed approach to construction traffic, including defined routing, avoidance of sensitive peak periods, and controls on HGV movements. FCC considers the Framework CTMP to be the appropriate mechanism setting the overarching principles, with detailed monitoring and mitigation measures to be secured at the stage-specific CTMP level, pursuant to Requirement 5 of the Draft DCO.</p> <p>In practice, FCC anticipates that the monitoring regime would include, but not to be limited to:</p> <ul style="list-style-type: none"> Monitoring of construction traffic flows and HGV movements on Kelsterton Road, including compliance with approved routes and delivery schedules;

ExQ2	Question to:	Question:	FCC's response
			<ul style="list-style-type: none"> • Review of traffic conditions at known sensitive locations, informed by site gate record, delivery booking systems and liaison with the FCC; and, • Monitoring of local amenity and safety issues, including any emerging concerns raised by residents or highway inspectors after survey. <p>FCC understands that specific triggers for further mitigation would be defined within the detailed CTMP informed by the monitoring results and agreed by FCC. These triggers are expected to relate to matters such as persistent non-compliance with routing or timing restrictions, unanticipated congestions, or evidence of adverse effects on highway safety or residential amenity on Kelsterton Road.</p> <p>Where monitoring demonstrates that impacts are exceeding those anticipated in the assessment, the Framework CTMP [REP4-046] allows for additional mitigation measures to be introduced, which may include:</p> <ul style="list-style-type: none"> • Refinement of delivery timings or further restrictions during sensitive periods; • Adjustment to HGV routing or holding arrangements; • Enhanced on-site management or traffic control at designated locations; and • Strengthening of workforce travel measures within the Construction Worker Travel Plan (CWTP) [APP-248] to further reduce single-occupancy vehicle trips.

ExQ2	Question to:	Question:	FCC's response
			<p>FCC is satisfied that this escalation-based approach, secured through Requirement 5 and subject to approval by FCC, provides sufficient flexibility to respond proportionately to actual on-site conditions, without necessitating further assessment at this stage.</p>
17 Socio-economics, recreation and tourism			
Q17.1	The applicant FCC	<p>Additional support to the local community What can the applicant do to further support the local community with regards to the issues raised at OFH1 including any support to energy needs for the local swimming pools and the improvements to the works at the boundary of their site to reduce risk to students walking to college.</p>	<p>Improvements to the works at the boundary</p> <p>See appendix A for comments on the works to the boundary. These were shared with the applicant on 15 May 2026.</p> <p>Energy needs for the local swimming pools</p> <p>Planning and Infrastructure Act 2025: In Part 1, Chapter 2 — Electricity infrastructure of the Planning and Infrastructure Act 2025. Specifically, the key provision is:</p> <ul style="list-style-type: none"> • Section 38A — “Power to establish scheme for giving of benefits” • inserted into the Electricity Act 1989 by the 2025 Act. <p>The wording states that the Secretary of State may create regulations so to establish a scheme under which persons with a specified connection to qualifying premises are entitled to financial benefits provided (directly or indirectly) by electricity suppliers. Whilst this is focused on electricity transmission infrastructure it indicates a strong policy shift toward the provision of community benefits in electricity generation and section 106 mechanisms can deliver this.</p>

ExQ2	Question to:	Question:	FCC's response
			<p>Gwella is a community-focused organisation in Flintshire, North Wales, that manages local public leisure and cultural services. It operates leisure centres, public libraries, sports development programs, children's play areas, and heritage sites. In terms of the age of local building stock they manage on behalf of Flintshire County Council (the largest of which Deeside Leisure Centre was opened in 1971), most of the buildings are not built to modern efficiency standards and are thus very expensive to run.</p> <p>The annual energy costs for running the Flint and Deeside area pools, sports halls and libraries are currently £750k with a combined consumption of 6million kWh of gas and electricity per year.</p> <p>FCC is looking for support in mitigating these costs or help in fulfilling ambitions to upgrade or replace the facilities with modern zero carbon facilities to benefit the local community.</p>

Any queries regarding should be directed to:

[REDACTED]

Senior Planning Officer

North Wales Minerals and Waste Planning Service

Place and Growth Portfolio

Flintshire County Council

Tel: [REDACTED]

Email: mineralsandwaste@NorthWalesPlanning.wales

Appendix A

Improvements to the works at the boundary

The applicant has produced the document "Community and Local Benefits Statement (Document Reference: EN010166/9.24)" which commits to: "The exact nature and operation of the benefit fund will be finalised following further engagement with local stakeholders and will be formalised through a Community Fund Agreement. At this stage, the Applicant anticipates that the scope of the benefit fund could include the following, but this would be guided by local stakeholders:

- STEM engagement and promotion, as well as education initiatives
- Promotion of health and wellbeing in the local community;
- **Enhancements to public rights of way and footpaths; and**
- **Nature enhancement and improved access to the natural environment.**

Flintshire County Council (FCC) were reassured to see this submission but retained concern on the commitment to deliver the last two bullet points (marked in bold) and is seeking a visible plan or schedule of actions to ensure that this Community Benefit is delivered and can be considered viable. To enhance the public right of way network (Public Footpath in this case) and provide a visible tangible community benefit, FCC have continuously requested a link between Public Footpath No. 28 (PF. 28) and the B5129. This would be a continuation of PF. 28 in a North-Westerly direction then continuing to the B5129 via the existing overpass/roadbridge.

A newly-created footpath would continue to run parallel to the adjacent railway line, as PF. 28 does currently. The creation could be mitigated by secure fencing, which Uniper have recently undertaken along PF. 28. The relocation of the security gate near the overpass approximately 15 metres further back into the site would allow for this to be safely created. These are some of the measures that we believe can be taken to mitigate the Applicant's Health and Safety obligations as well as National Grid's.

While this is predominantly a Uniper project, National Grid's land is included in the order limits for a reason. We believe the tangible community benefit can still be pursued despite ownership, given that the third-party owner is National Grid (who have genuine interest in this project), should it be granted.

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ExQ2 Response

Interested Party Ref: [REDACTED]

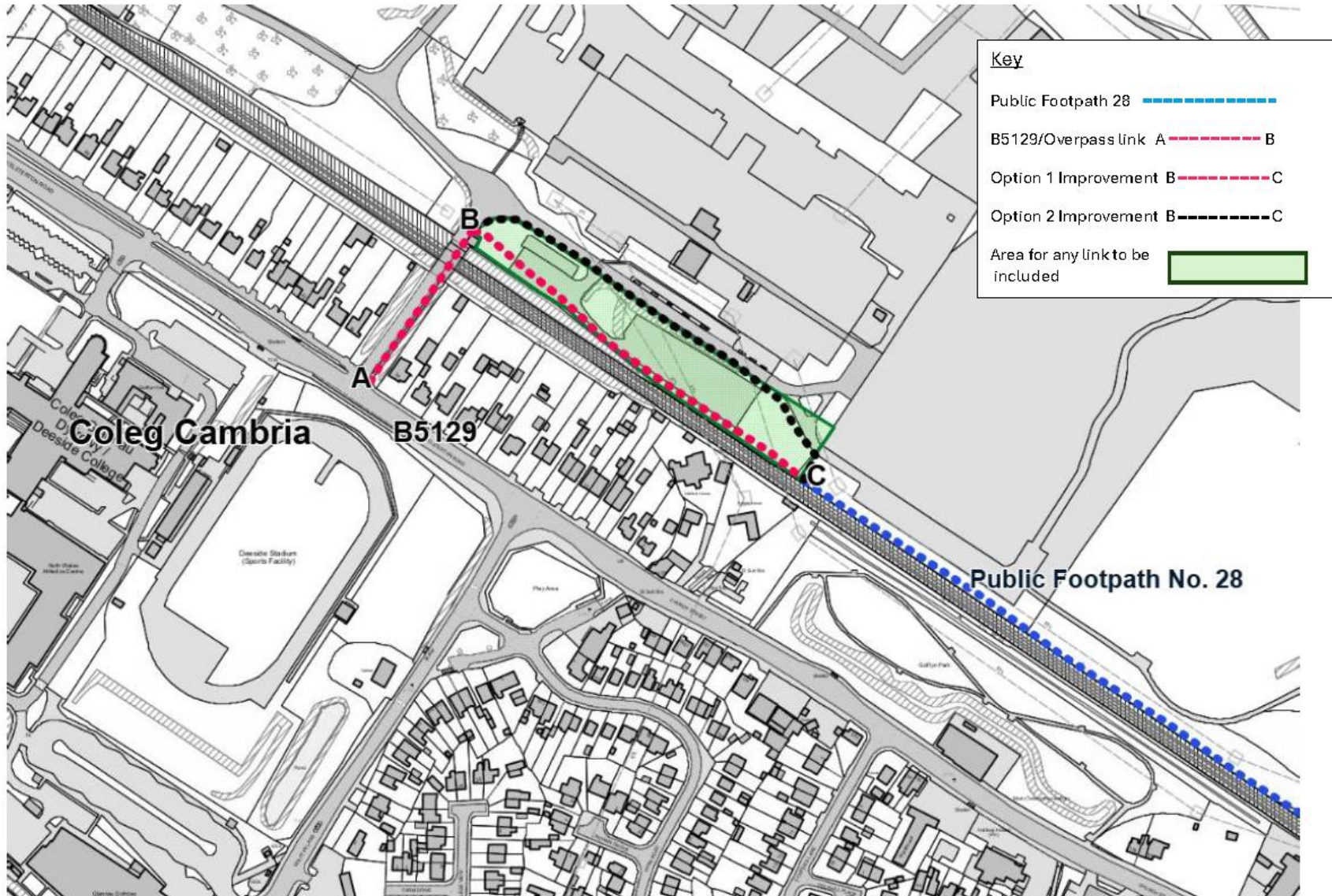
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It should be noted that the landowner could independently enter into a Creation Agreement with the Local Authority under Section 25 of the Highways Act to formally dedicate the proposed link, outside of the examination process and at any given time. The creation of any potential link would need to be created under this legislation ultimately and the applicant/landowner (Uniper/National Grid) could initiate that process with Flintshire County Council at the earliest convenience.

Public Footpath No. 28 currently has no termination point and people are inadvertently (and also purposely) entering onto the marshland/estuary and walking on the applicants/landowners land and getting as far as the Nature Study Centre, which is a significant way around the back of the site. The proposed footpath improvement link would allow people to use the footpath to a successful termination point at the B5129, while reducing the possibility of people making their way onto the estuary land. This is believed to deliver a net benefit.

Below is a plan of the proposed link possibilities as well as the suggested the improvement that would be required in relocating the security gate at the overpass.

Proposed footpath improvement link to the Community



Overpass/Security Gate relocation

