

# The Drax Power (Generating Stations) Order

Land at, and in the vicinity of, Drax Power Station, near Selby, North Yorkshire

Statement of Common Ground between Drax Power Limited and East  
Riding of Yorkshire Council

(Submitted for Deadline 1)



The Planning Act 2008

## Drax Power Limited

Drax Repower Project

Applicant: DRAX POWER LIMITED  
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Author	Vinny Holden
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## Abbreviations

Abbreviation	Description
AGI	Above Ground Installation
Applicant	Drax Power Limited (also referred to as Drax)
Application	Application made by Drax Power Limited for a Development Consent Order on 29 May 2018
Authorised Development	Development described in Schedule 1 of the draft Development Consent Order
CCGT	Combined Gas Turbine
CTMP	Construction Traffic Management Plan
CWTP	Construction Worker Travel Plan
OCGT	Open Cycle Gas Turbine
DCO	Development Consent Order
Drax	Drax Power Limited (also referred to as the Applicant)
ERoY	East Riding of Yorkshire Council
ES	Environmental Statement
NPS	National Policy Statement
NTS	National Transmission System
NYCC	North Yorkshire County Council
PA 2008	Planning Act 2008
PINS	Planning Inspectorate
Proposed Scheme	Drax Repower Project
SCR	Selective Catalytic Reduction
SoCG	Statement of Common Ground
SoS	Secretary of State for Business, Energy and Industrial Strategy

## Contents

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.2	The Proposed Scheme	1
1.3	Purpose of this Statement of Common Ground	2
<b>2</b>	<b>CONSULTATION WITH ERO Y</b>	<b>2</b>
<b>3</b>	<b>MATTERS AGREED AND MATTERS NOT AGREED</b>	<b>4</b>
<b>4</b>	<b>AGREEMENT ON THIS SOCG</b>	<b>5</b>

## Table of Tables

<b>Table 1 - Summary of consultation that has taken place with ERO Y concerning the issues raised within this SoCG .....</b>	<b>3</b>
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# 1 INTRODUCTION

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared by Drax Power Limited ("Drax" or "the Applicant") and East Riding of Yorkshire Council ("ERoY"). For the purpose of this SoCG, Drax and ERoY will jointly be referred to as the "Parties".

## 1.2 The Proposed Scheme

- 1.2.1 Drax is proposing to repower up to two existing coal-fired units (known as unit 5 and unit 6) with gas – this means the existing coal-fired units would be decommissioned and replaced with newly constructed gas-fired units utilising some of the existing infrastructure. Each unit, which is a new gas fired generating station in its own right, would comprise combined cycle gas turbine (CCGT) and open cycle gas turbine (OCGT) technology. Each new gas generating unit would also use existing infrastructure, including the cooling system and steam turbines, and would each have a new capacity of up to 1,800 MW, replacing existing units each with a capacity of up to 660 MW. Each unit would have a battery storage capability of up to 100 MW (subject to technology and commercial considerations). Should both units be repowered, the new gas-fired units / generating stations would have a combined capacity of 3,600 MW and a combined battery storage capacity of 200 MW (totalling a capacity of up to 3,800 MW).
- 1.2.2 Drax is seeking consent for the flexibility to construct a single generating station with a 1,800 MW generating capacity and a 100 MW battery storage capacity or to construct two generating stations each with a 1,800 MW generating capacity and each with its own 100 MW battery storage capacity. The construction of each new gas fired generating station would repower either one or both of Unit 5 and Unit 6. The decision as to whether Drax constructs one or two gas fired generating stations and when, is a commercial decision that can only be taken post any consent being granted.
- 1.2.3 In order to repower to gas, a new Gas Pipeline needs to be constructed from Drax Power Station to the National Gas Transmission System (NTS). In addition, an Above Ground Installation (AGI), and Gas Receiving Facility (GRF) are required. A connection to the electrical network would be made via the existing National Grid Substation within the Existing Drax Power Station Complex. Other development includes construction laydown areas, a passing place to enable the construction of the Gas Pipeline and a temporary bridge during construction.
- 1.2.4 The development being applied for is called the "Proposed Scheme" and is more fully described in Schedule 1 of the draft Development Consent Order (where it is termed the "Authorised Development").
- 1.2.5 The Proposed Scheme includes the construction of a generating station with a capacity of more than 50 MW and accordingly meets the criteria given in the Planning Act 2008 (as amended) ("PA 2008") for being a Nationally Significant Infrastructure Project ("**NSIP**").
- 1.2.6 As a NSIP, the Proposed Scheme therefore requires a Development Consent Order ("DCO") from the SoS of State for Business, Energy and Industrial Strategy.

### **1.3 Purpose of this Statement of Common Ground**

- 1.3.1 The purpose of this SoCG is to set out the agreement that has been reached between the Parties in respect of a number of transport matters relating to the Proposed Scheme.
- 1.3.2 Section 2 of this SoCG records the consultation undertaken with ERoY by Drax. Section 3 of this SoCG sets out the areas of agreement in relation to the above matters, and any areas of disagreement between the Parties.

## **2 CONSULTATION WITH EROY**

- 2.1.1 ERoY are responsible for operating, maintaining and improving the Local Authority Road Network within its administrative area (excepting the Strategic Road Network for which Highways England is responsible).
- 2.1.2 The consultation that has taken place with ERoY concerning the issues raised within this SoCG is presented in Table 5.1 of the Environmental Statement (Document Ref - [APP-073](#)). This is summarised below in Table 1.
- 2.1.3 It is AGREED that Table 5.1 (and the summary in Table 1 below) is an accurate record of the meetings and key correspondence between Drax and ERoY.
- 2.1.4 Additional consultation following the submission of the DCO was undertaken and it is AGREED that no further additional points were raised by ERoY in relation to highways and transport on the DCO and Environmental Statement.



*Table 1 - Summary of consultation that has taken place with ERoY concerning the issues raised within this SoCG*

Ref	Body/ Organisation	Meeting Dates and Forms of Consultation	Summary of Outcomes
1-1	WSP	18 January 2018 – Scoping Note	Transport Scoping note detailing 24 items for scoping with Highways England, NYCC and ERoY.
1-2	ERoY	Jan 18 – Mar 18  Email scoping discussions	Email to confirm junction scope as part of area within ERoY.
1-3	Meeting with HE (and NYCC and ERoY)	16 April	Updated information relating to the construction period, number of construction workers, gravity model, contents of construction worker travel plan (CWTP), explanation of embedded CTMP embedded mitigation, and emerging results of the ES were supplied to HE, NYCC, and ERYC.  HE requested further information in relation to junction modelling.

### 3 MATTERS AGREED AND MATTERS NOT AGREED

The following is AGREED between the Parties:

- 3.1.1 The assessment of the traffic and transport effects of the Proposed Scheme is set out in Chapter 5 of the Environmental Statement (Document Ref - [APP-073](#)).
- 3.1.2 The assessment methodology and baseline conditions at the Proposed Scheme Site and in the surrounding area, set out in Chapter 5 of the Environmental Statement (Document Ref - [APP-073](#)) are agreed.
- 3.1.3 Section 5.3 of Chapter 5 sets out the consultation activities undertaken in the preparation of that chapter. It is agreed that Chapter 5 and its appendices address the points raised by ERoY during the consultation activities set out in Section 5.3.
- 3.1.4 Additional consultation following the submission of the DCO was undertaken and it is agreed that no further additional points were raised by ERoY on the DCO and Environmental Statement.
- 3.1.5 The effects and mitigation identified in Section 5.9 of Chapter 5 and summarised in Table 5-56, are appropriate and agreed.
- 3.1.6 It is agreed that the Proposed Scheme, taking account of proposed mitigation, including the “Construction Traffic Management Plan” set out in Appendix 5.2 of the Environmental Statement (Document Ref - [APP-091](#)) and the “Construction Worker Travel Plan” set out in Appendix 5.1 (Document Ref – [APP-090](#)), would not result in unacceptable impacts in traffic and transportation terms, including upon the local highway network. It is agreed that each of those plans is adequately secured by requirements 17 and 18 to the draft DCO (Document Ref – [AS-012](#)), and that requirement 2 adequately secures the implementation of the decommissioning traffic management plan during decommissioning of the Proposed Scheme. It is also agreed that requirement 11 to the draft DCO adequately manages the construction and reinstatement of highway accesses.
- 3.1.7 The highway works and temporary road closures identified at Schedule 3 (Streets subject to Street Works), Schedule 4 (Streets Subject to Permanent and Temporary Alteration of Layout), Schedule 5 (Access), Schedule 6 (Streets and Public Rights of Way to be Temporarily Stopped Up), Schedule 14 (Temporary Prohibition of Traffic) of the draft DCO (Document Ref – [AS-012](#)) are agreed, to the extent those schedules relate to roads within ERoY's administrative area.





## 4 AGREEMENT ON THIS SOCG

### 4.1.1 This SoCG has been jointly prepared and agreed by

Name: Oliver Baybut

Signature: [REDACTED]

Position: Environment and Governance Section Head

On behalf of: Drax Power Limited

Date: 27/09/2018

Name: ANDREW FORSEY

Signature: [REDACTED]

Position: Highway Development Management Team Leader  
On behalf of: East Riding of Yorkshire Council.  
Date:

Name:

Signature:

Position:

On behalf of:

Date: