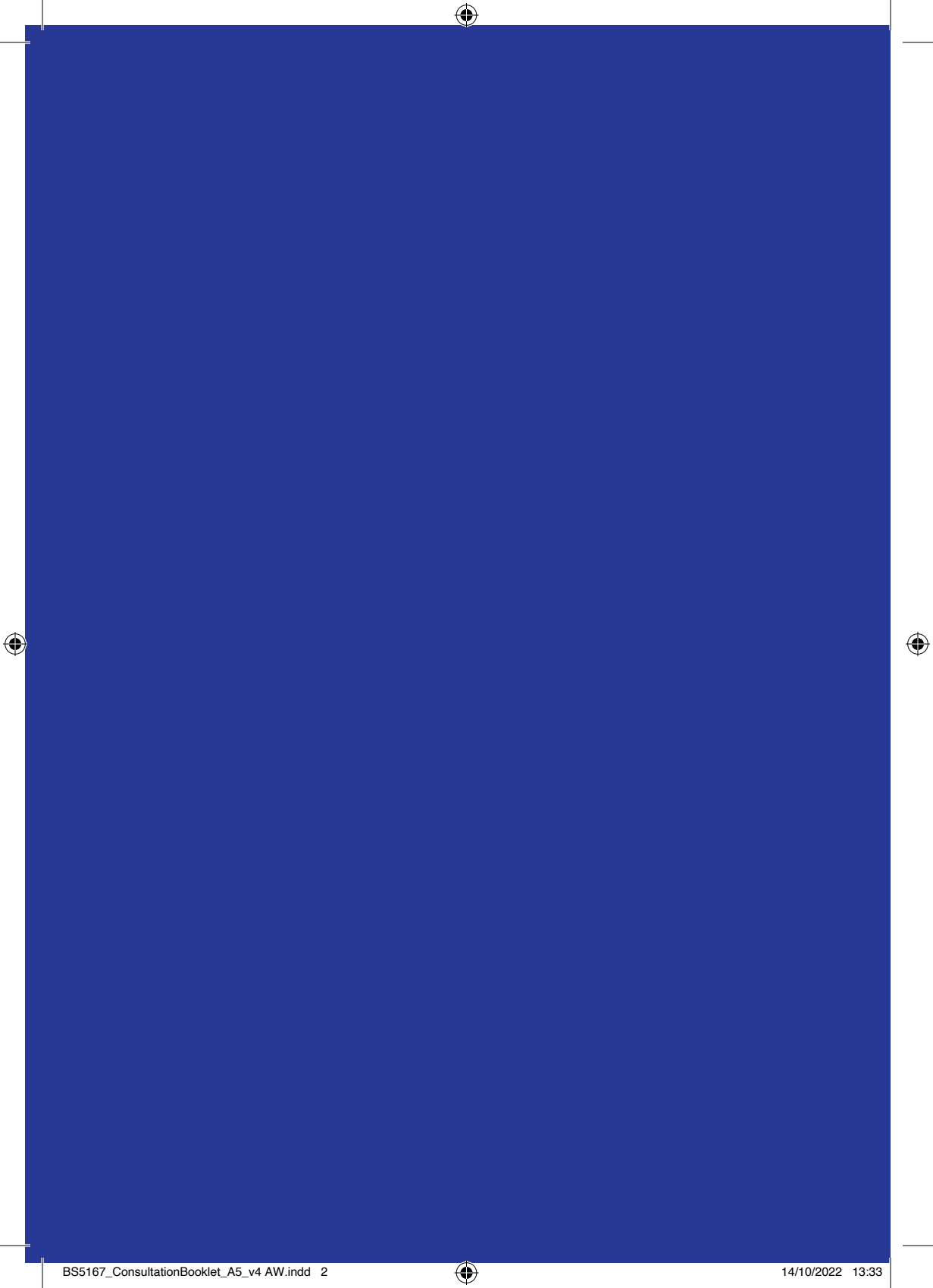


# Bioenergy with Carbon Capture and Storage (BECCS) at Drax Power Station

Proposed Changes Consultation Booklet  
21 October – 20 November 2022

Carbon  
Capture | by drax



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# Introduction

Drax Power Limited (Drax) has submitted an application for a Development Consent Order (DCO) for the proposed installation and operation of Bioenergy with Carbon Capture and Storage (BECCS) at the Drax Power Station site in North Yorkshire.

BECCS is a technology that has been developed to enable us to capture the carbon dioxide emitted during electricity generation, permanently removing more carbon dioxide from the atmosphere than is produced throughout the process – this is known as negative emissions. Reducing emissions will be key to helping fight the global climate crisis as well as helping the UK meet its legally binding 'net zero by 2050' target.

BECCS at Drax is a "Nationally Significant Infrastructure Project" under the Planning Act 2008. As such, we have applied for a DCO which would allow us to install and operate the technology. The Application was submitted on 23 May 2022 and accepted for Examination by the Planning Inspectorate on 20 June 2022. It is currently in the pre-examination stage, with the Examination scheduled to commence in late 2022 or early 2023.

## Application timeline



If the Secretary of State decides to grant development consent for the Scheme, the DCO would authorise the installation of post combustion carbon capture technology to capture carbon dioxide from up to two existing 660-megawatt electrical ('MWe') biomass power generating units at the Drax Power Station (Unit 1 and Unit 2). The installation of this technology constitutes an extension to the Existing Drax Power Station (of which biomass Units 1 and 2 are part) and is referred to as post-combustion carbon capture.

The Scheme is designed to remove approximately 95% of the carbon dioxide from the flue gas from these two Units, resulting in overall negative emissions of greenhouse gases. The Scheme is referred to as the Drax Bioenergy with Carbon Capture and Storage "Drax BECCS" project.

The submitted Application is available to view at <https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/drax-bioenergy-with-carbon-capture-and-storage-project/?ipcsection=overview>

We are holding this consultation specifically to get your views on two proposed changes to the submitted Application for the Scheme, which are as follows:

- **Proposed Change PC-01:** will be made in order to provide replacement floodplain capacity in the form of a Floodplain Compensation Area (FCA). This Change reflects the previous commitment in the submitted Application documents to provide the FCA, and clarifies the location of the proposed FCA. It will only involve land that is owned and under the control of Drax.
- **Proposed Change PC-02:** will be made to relocate existing Overhead Lines (OHLs) in respect of two electrical overhead lines and two telecommunications lines which cross the access route to the site at A614 (Rawcliffe Road) and the A645, to allow for the delivery of Abnormal Indivisible Loads (AILs) to the Site. This proposed change involves land that is outside of the current Order Limits and is not in Drax's ownership.

# Additional Land

**PC-01** would require a small area of land which was not previously included in the Application. The land comprises land owned and under the control of Drax located immediately to the north the existing Drax Power Station Site boundary fence, west of New Road.

**PC-02** requires additional areas of land which were not previously included in the Application. The additional land comprises small areas of land outside of the current Order Limits not under the control of Drax, in specific locations to the west and east of the A645, and to the north and south of the A614 Rawcliffe Road and this proposed change seeks to acquire rights over this additional land to facilitate the necessary works to OHLs.

The consultation runs from  
21 October 2022 to 11.59pm  
20 November 2022.

This booklet sets out the reasons for the two proposed changes and the anticipated environmental effects of the proposed works. Your views are important to us and we encourage you to provide your feedback. You can find out more online at [www.BECCS-Drax.com](http://www.BECCS-Drax.com).

Your views will be used to refine the proposals prior to the formal submission of the Proposed Changes Application later this year.



## Locations of Proposed Changes in relation to Drax Power Station



# What is BECCS at Drax?

BECCS at Drax comprises proposals to install carbon capture technology on up to two of the four existing biomass-fired generating units at Drax Power Station, which produce renewable electricity. This is designed to remove approximately 95% of the CO<sub>2</sub> from the flue gas emitted from those two units.

The Scheme also includes on-site and off-site environmental mitigation areas, designed to protect and improve habitats for local wildlife and farmland and an area for construction laydown; this will be used for the temporary location of offices, warehouses, workshops, open air storage areas and car parking.

The captured carbon dioxide from Drax BECCS would be transported via proposed new National Grid Carbon Limited transport infrastructure, for its ultimate permanent storage in naturally occurring aquifers under the southern North Sea.

## BECCS at Drax Power Station



Would permanently remove up to 8 million tonnes of carbon per year



Would create and protect 10,000 jobs



By deploying BECCS at Drax as early as 2027, we would become carbon negative by 2030



You can learn more about the project and how BECCS works at [www.BECCS-Drax.com](http://www.BECCS-Drax.com)



# Why Proposed Changes are required

## Proposed Change PC-01

Proposed Change PC-01 is required to mitigate against the slight loss of floodplain which arises as a result of the Scheme. Within the submitted Application\* Drax committed to providing additional floodplain capacity (a minimum floodplain area of 1,889 m<sup>2</sup> will be created) through the lowering of ground currently outside the floodplain on land controlled by Drax. This land is referred to as the Floodplain Compensation Area (FCA).

The location of the proposed FCA works has now been finalised and is shown on the plan below. The land is owned by Drax and is currently use for grazing purposes by an agricultural tenant. The site of the

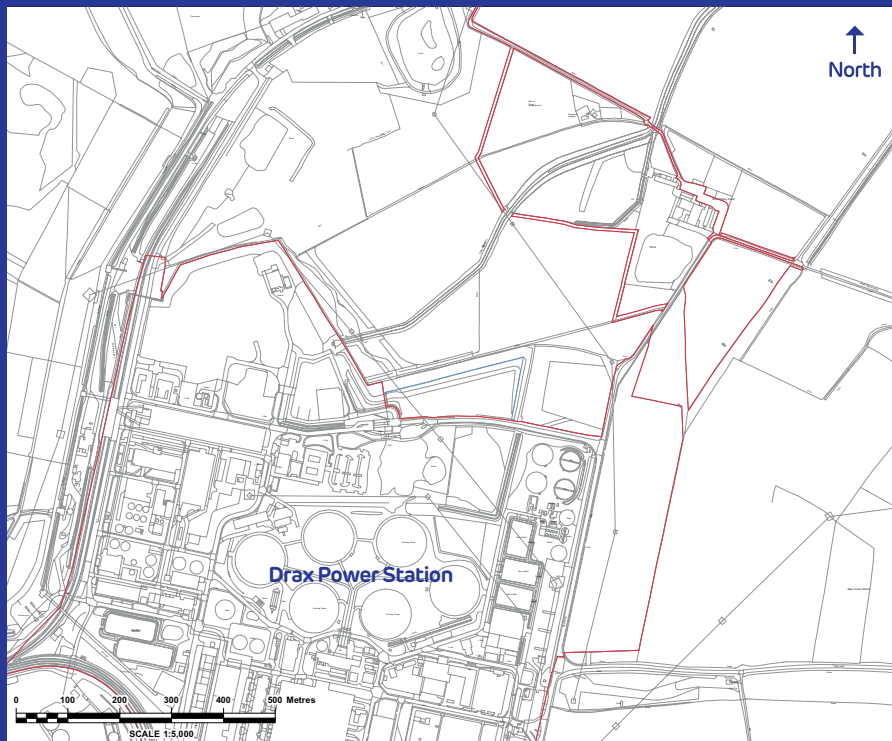
proposed FCA works comprises a field on the north of the Drax Power Station Site and would be subject to engineering operations to lower the north section of the existing ground levels to provide land which will be allowed to flood where necessary to provide additional floodplain capacity. It is anticipated that the material to be excavated to provide the FCA will be relocated to the southern section of the field, and the site landscaped to provide appropriate gradients of slope.

The works to create the FCA would be temporary in nature, and after the works have been completed and the ground level has been permanently lowered, the ground cover would be reinstated as grassland.

\* Paragraph 7.1.3 of the submitted Flood Risk Assessment (document reference APP-160); and item D5 of the Register of Environmental Actions and Commitments (document reference APP-179)



## Location of Proposed Change Order limits and proposed Floodplain Compensation Area (FCA)



- Existing Order Limits
- Proposed Changes to Order Limits


Initial discussions regarding the FCA have been held with the Environment Agency (EA) who gave an initial view that this location would be likely to be acceptable, subject to further technical detail being provided. Drax intends to provide the EA

with these technical details before the Proposed Changes Application is submitted and a summary of these ongoing discussions will be submitted as part of the Proposed Changes Application.

# Proposed Change PC-01 – Environmental Considerations

The potential environmental impacts of Proposed Change PC-01 have been considered and our initial views on this are set out in Table 1 below. Environmental appraisal work is currently ongoing but it is not anticipated that there would be any materially new or materially different effects from those identified in the Environmental Statement submitted with the DCO application. Given the nature of this change, it is not anticipated that the works would be 'decommissioned' or be changed if BECCS itself were to be decommissioned, and so this phase has not been considered in the appraisal work. The outcome of the environmental appraisal work for this change will be included in the Proposed Changes Application.

Table 1 – Environmental Considerations of Proposed Change PC-01

Environmental Topic	Anticipated Effects
 <b>Traffic and Transport</b>	<p>During the construction phase vehicle access to the FCA would be from the existing Material Handling Access formed with New Road and the internal roads within the Drax Power Station Site. The FCA would be accessed via an existing gate at the south-west corner of the field and no physical changes to the public highway are required to facilitate vehicular access to the FCA.</p> <p>Construction vehicle movements will remain within the levels assessed in the Environmental Statement (ES) submitted with the Application by programming the works outside the peak construction periods and retaining the cut material for deposition within the FCA. It is anticipated any change in vehicle movements on the wider highway network would be negligible.</p> <p>Public Right of Way 35.47/6/1 runs east west to the north of the FCA area, however the FCA works are offset from the Public Right of Way by approximately 25m therefore it is not anticipated that there would be any temporary or permanent impacts, such as diversions or closures.</p> <p>The proposed change will not change the significance of effects of severance, pedestrian amenity, fear and intimidation, highway safety, and driver delay during the construction phase from that originally assessed. It is also not anticipated that there will be any potential traffic and transport impacts during the operational phase, as the FCA will be left in its final form.</p>

## Environmental Topic    Anticipated Effects



### Air Quality

Works associated with the FCA have the potential to generate dust emissions during the construction phase. However, due to the lack of any high sensitivity receptors within 350m of the FCA boundary, (as defined by Institute of Air Quality Management guidance), there would be no change to the findings of the ES. The construction dust mitigation measures set out in the ES, which will be implemented via a Construction Environmental Management Plan, remain suitable.

The excavated material will be redistributed within the field and will therefore not need to be transported off site. As such, there will be no change to impacts associated with construction vehicle emissions on local air quality.

Given these works will take place during the construction phase and the FCA will be left in its final form throughout operation, there will be no change to the air quality impacts for the operation phase.



### Noise and Vibration

The nearest noise sensitive receptor is Drax Abbey Farm approximately 400m north east of the FCA. Noise levels at Drax Abbey Farm due to earthworks will not exceed the Significant Observed Adverse Effect Level, provided that noise levels from the earthworks activities do not exceed 85dB(A) at 10m, and this will be implemented via a Construction Environmental Management Plan. Vibration levels at the nearest receptors due to the works are not expected to exceed the Significant Observed Adverse Effect Level. It is not anticipated therefore that there will be any new or different significant effects during construction. It is also not anticipated that there will be any potential noise and vibration impacts during the operational phase as the FCA will be left in its final form.



## Environmental Topic    Anticipated Effects



### Ecology

The FCA is set within a parcel of a semi-improved grassland which is used for active sheep grazing. It is bordered to the north by a managed broadleaved woodland belt which connects into North Station Wood to the east and is bordered to the south by a hedgerow with intermittent broadleaved trees. Scrub, rank grassland and the wider Drax Power Station are located to the west of the FCA.

Currently, most of the grassland has low botanical diversity with suitability limited to a number of ecological receptors. The bordering habitat interfaces such as woodland edges and hedgerow fringes provide suitability for reptiles. They also provide potential terrestrial habitat for great crested newts. The grassland also provides opportunities for badgers, including commuting and sett creation, again primarily along the edges of the grassland. Notwithstanding its suitability for the above ecological receptors, no protected and notable species were identified during previous ecological surveys and assessments of this area.

During FCA works no bordering habitats such as woodland, scattered trees, hedgerows or other habitats of principal importance would be removed or modified. The FCA is not in proximity to any statutory or non-statutory designated sites, nor are there impact pathways connecting the FCA with such protected sites. Excavation and vehicular movement as part of the FCA could cause intermittent disturbance to breeding birds in the wider woodland habitats but the works would be short-term (less than one year) and similar in nature to agricultural machinery used in the wider landscape.

As part of the works, the excavated material is to remain within this grassland and would form part of habitat creation and enhancement proposals in the form of an enhanced grassland strip. Upon completion of the works, the FCA would then be reinstated as grassland.

Given the small-scale nature of the works which are localised and confined to the grassland only, there would be a short-term loss of habitat, but with reinstatement and enhancement proposals, the effects would become positive in the medium to long term. As a result it is anticipated that there would be no change to the findings of the ES. It is also not anticipated that there will be any potential ecology impacts during the operational phase as the FCA will be left in its final form.



## Environmental Topic    Anticipated Effects



### Landscape and Visual Amenity

The introduction of the FCA and associated deposited material within the same field will not significantly change the landscape character of the affected field and adjacent landscapes. It will also afford opportunities for further partial screening of the Drax Power Station Site from the north, especially as efforts will be made to implement a planting scheme and create naturalistic contours. Both of these will integrate the proposed FCA and earthworks with the existing landscape and surrounding topography and will also provide opportunities for enhanced landscape connectivity. It is therefore not anticipated that there would be any new or different significant effects during construction or operation arising from the proposed change.



### Heritage

Based on available historic mapping the area has been used for agricultural purposes since at least the 1880s through to the present day. There are no recorded archaeological sites within Order Limits of the FCA or within close proximity. While the area has potential for previously unrecorded buried archaeological remains to be located, this potential is considered to be low.

The proposed works would involve ground breaking activities which all have the potential to disturb any buried archaeological remains.

In line with the ES chapter recommendations, due to the intrusive nature of the works a suitable form of mitigation such as an archaeological watching brief would be agreed with the Local Planning Authority before construction would commence to ensure that archaeological remains are not removed without record. It is therefore not anticipated that there would be any new or different significant effects during construction. It is also not anticipated that there will be any potential heritage impacts during the operational phase as the FCA will be left in its final form.



### Ground Conditions

The proposed FCA presents a new potential effect due to the proposed intentional introduction of flood waters. Soil testing is being carried out which will be used to identify if there would be any changes to the assessment.

There would be no changes to the other ground conditions assessments, including Agricultural Land Classification, as the requirement of the DCO for pre-commencement ground investigations and a materials management plan to be undertaken will apply to these works.

## Environmental Topic    Anticipated Effects



### Water Environment

The ES assessment of impacts on the Water Environment was based on the provision of appropriate flood compensation mitigation, and at the time of preparation of the ES and associated Flood Risk Assessment, the location for the floodplain compensation had not yet been confirmed.

The outcomes of the original assessment remain valid as the approach and additional detail on the provision of the FCA builds upon that assessed within the ES and the Flood Risk Assessment. The location is outside of the current floodplain (the Scheme is only at risk during the future design year events) and is not adjacent to any waterbodies. The proposed FCA works do not extend below the natural ground surface level and no impact from or to groundwater are therefore anticipated.

It is therefore not anticipated that there will be any new or different significant effects during construction. It is also not anticipated that there will be any potential water environment impacts during the operational phase as the FCA will be left in its final form.



### Materials and Waste

The arisings from the proposed FCA works will be deposited within the FCA field and no change is therefore expected to the significance of effect findings outlined in the ES.



### Climate Change Resilience

The proposed FCA will prevent adverse impacts on third parties during the design flood event.

The ES climate resilience assessment deemed the flood risk a not significant effect, therefore if the floodplain compensation is increased to offset the increase in built footprint this will remain a not significant effect.

## Environmental Topic    Anticipated Effects



### Greenhouse Gases

The proposed FCA requires the temporary loss of a small area of grazing land. This would be in addition to the land use, land use change and forestry greenhouse gas emissions calculated in the ES, which comprised the East Construction Laydown Area, Woodyard, Habitat Provision Area, and the Off-site Habitat Provision Area.

The greenhouse gas emission from the land use, land use change and forestry calculated for the ES was 28 tonnes of carbon per year, a small quantity in context of the whole Scheme which was calculated as -7,972,111 tonnes CO<sub>2</sub>e per year.

The FCA works may result in changes to the land use, land use change and forestry greenhouse gas calculations reported in the ES. However, given the scale of the FCA, the changes to the land use, land use change and forestry emissions are anticipated to be comparatively small. In the context of the net greenhouse gas emissions for the Scheme, the temporary loss and reinstatement of trees for the FCA would not change the overall findings of the ES.



### Population, Health and Socio-economics

The introduction of the FCA will not affect accessibility for pedestrian users of the Public Right of Way located to the north. However, there may be potential impacts on Human Health for users of the Public Right of Way as a result of possible amenity effects during construction, but these would be mitigated through measures included in a CEMP.

The works take place on land owned and controlled by Drax. The land is currently used for sheep grazing, on a short term tenancy which would not be in place when the works are undertaken, and the ground cover would be reinstated to grassland on completion of the works. Access will be via existing internal routes within the Drax boundary which are not publicly accessible to walkers, cyclists, and other non-motorised users.

Total construction duration would be short term and temporary (approximately 10 days), and no receptors relevant to the assessment of Population, Health, and Socio-economics are anticipated to experience effects. Once complete and operational, there will not be any effects.



## Environmental Topic    Anticipated Effects



### Major Accidents and Disasters

The ES determined that the risk associated with fluvial flooding and the failure of flood defences is managed to be as low as reasonably practicable with the mitigation measures proposed.

The location and topography of the FCA does not introduce any new Major Accident and Disaster risks. The major event type of Landslide risk has been considered as the FCA will require cuts to increase the volume available for flood waters by lowering the existing ground surface to provide additional flood capacity. It is understood that the slope will be gradual (gradient of 1 in 4) and thus landslides are unlikely to occur. Therefore, the vulnerability of the Scheme to a Major Accident and Disaster will not change.



### Cumulative Effects

Based on the anticipated effects described in this table the proposed change would result in either no change or a minor, non-material, change to findings of the individual ES chapters and therefore will not result in any additional intra-project cumulative impacts from those presented in the ES.

Due to the size and nature of the Proposed Change PC-01, it is not anticipated that there will be any inter-project combined effects with the developments included within the ES.

Overall it is not anticipated that there will be any new or different significant effects when treated alone, when considered as part of the Scheme, or cumulatively with other plans and projects as a result of Proposed Change PC-01 during construction, operation or decommissioning.

## Proposed Change PC-02

Proposed Change PC-02 is required to facilitate the delivery of Abnormal Indivisible Loads (AILs) to the Site during the construction phase of the Proposed Scheme. The draft DCO submitted with the Application (document reference APP-013) seeks powers to replace or underground overhead power and telecommunications lines at certain locations which are identified on the Access and Rights of Way Plans (document reference APP-011) (ARoW Plans). These powers are sought because the loads carried as part of the multiple AIL movements would be taller than or interfere with the operation of two electrical and two telecommunications OHLs, causing a conflict.

Following submission of the Application, ongoing discussion with the owner of the two electrical OHLs (Northern Powergrid), regarding their preferred approach for dealing with this conflict identified that:

- Location 'I' on sheet 4 of the ARoW Plans is in the incorrect location and the plan will need to be amended as part of the Proposed Change;
- Undergrounding is the preferred approach although the final design for the relocated assets may include an element of a slight realignment of the existing OHLs and restringing works;
- Undergrounding needs to take place for the section of the electrical OHLs which is supported by telegraph poles i.e. from 'pole to pole' rather than just for the section of OHL which sits over the highway. The poles which relate to the OHLs shown on the ARoW Plans are located outside of the highway boundary;

- Undergrounding of the electricity cables could be undertaken via horizontal directional drilling (HDD) or open trenching methods, as appropriate; and
- Third party land outside of Drax's ownership (known as 'additional land') would be required to access the poles and undertake the works. Furthermore, as the position of the electrical cables, be they undergrounded or realigned OHLs, may be different to the route of the existing OHLs, the DCO documentation will need to be updated to provide powers to enable the installation of the altered alignment of the electrical cabling (be they via undergrounded sections or OHLs), and to access and maintain the altered sections of electrical cabling in the future.

Proposed Change PC-02 will require a change to Application documentation. Third party land would be added to the Order Limits to provide the works powers to undertake the necessary works, as well as the powers of compulsory acquisition of rights over that third party land.

In addition, Drax is in discussions with the owner of the two telecommunications OHLs (Openreach Limited) which pass over Rawcliffe Road (A614) and is seeking to confirm the requirements for the works to these telecommunications assets to facilitate access for the AILs during the construction stage of the Scheme. Drax notes that if the same position applies to these assets as for the electrical OHLs, then 'additional land' will be required to accommodate works to telecommunications assets, for the same reasons as identified above for the electrical OHLs, to underground the telecommunications OHLs, as the relevant telegraph poles are also located outside of the highway boundary.

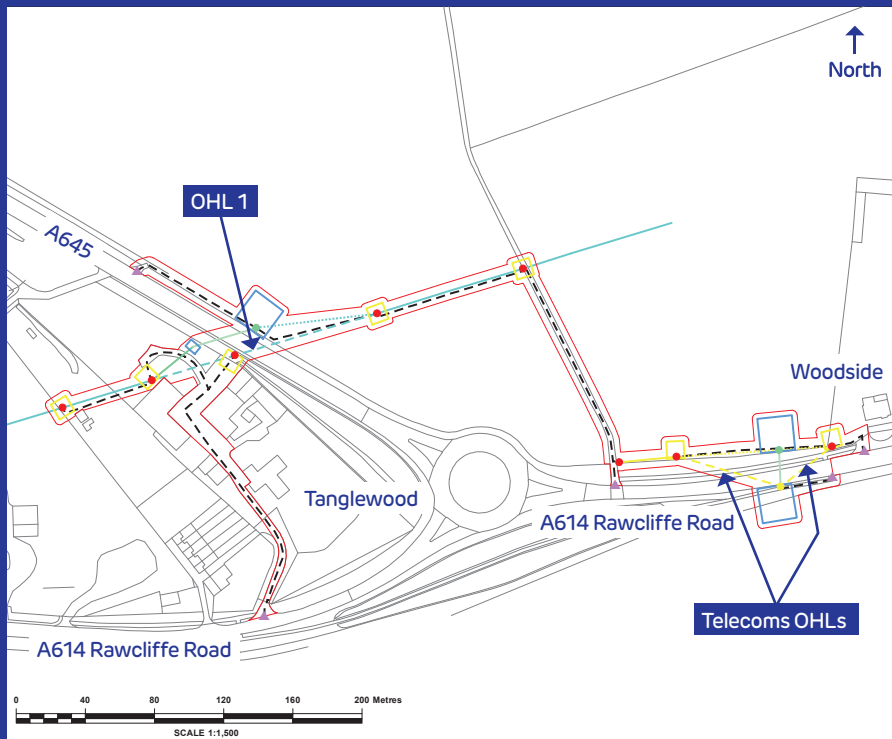
As these AIL deliveries are critical to the construction of the Proposed Scheme, Drax is proceeding on the basis that its proposed provision of additional land as part of Proposed Change PC-02 will also include third party land to access these telegraph poles, carry out the works to install undergrounded or realigned telecommunications cables, and provide appropriate rights and easements for future access and maintenance, until the requirements of Openreach Limited can be confirmed. As these requirements may not be confirmed during Examination, Drax needs to ensure that an undergrounding option can be delivered.

Drax needs to provide for this and make a proposed provision for additional land in order to accommodate Proposed Change PC-02.

The following plans identify the extent of additional land proposed to be included within the Order Limits for the Application as part of Proposed Change PC-02, and an indicative design for the proposed works to illustrate the purpose for including the land within the Order Limits.

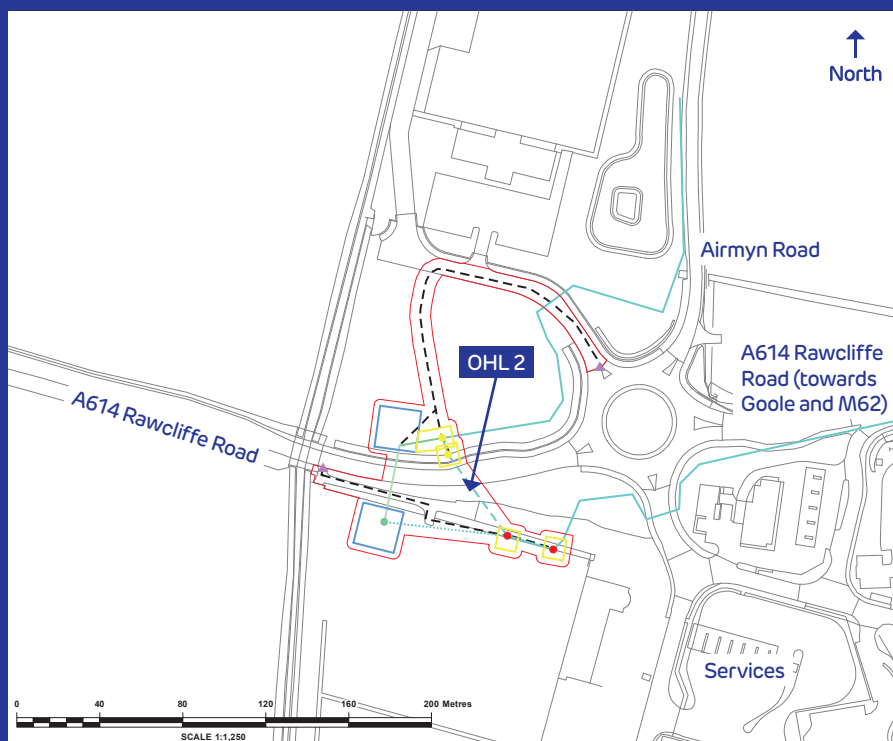


# OHL proposed pole works – A645/A614 Rawcliffe Road roundabout



- |  |   |
|--|---|
| ▲ Site access  | — Existing telecoms OHL to be retained                |
| ● Existing pole (to be retained)                                   | - - - Proposed telecoms OHL to be constructed         |
| ● Existing pole (to be removed)                                    | - - Existing telecoms OHL to be removed               |
| ● New pole (to be constructed)                                     | ▬ Proposed access (maximum 5x5 width)                 |
| — Proposed horizontal Directional Drilling (HDD) under carriageway | ▭ Proposed Change Order Limits                        |
| — Proposed area to undergo open cutting and filling                | ▭ Proposed area of works for HDD (maximum 20x20 area) |
| — Existing 11kv electric OHL to be retained                        | ▭ Proposed area of works (maximum 15x10 area)         |
| - - - Proposed 11kv electric OHL                                   |   |
| - - Existing 11kv electric OHL to be removed                       |   |

# OHL proposed pole works – A614 Rawcliffe Road/Airmyn Road roundabout



- ▲ Site access
- Existing pole (to be retained)
- Existing pole (to be removed)
- New pole (to be constructed)
- Proposed horizontal Directional Drilling (HDD) under carriageway
- Proposed area to undergo open cutting and filling
- Existing 11kv electric OHL to be retained
- Proposed 11kv electric OHL
- - Existing 11kv electric OHL to be removed
- ▬ Proposed access (maximum 5x5 width)
- ▭ Proposed Change Order Limits
- ▭ Proposed area of works for HDD (maximum 20x20 area)
- ▭ Proposed area of works (maximum 15x10 area)

## Proposed Change PC-02 – Environmental Considerations

The potential environmental impacts of Proposed Change PC-02 have been considered and our initial views on this are set out in Table 2 below. Environmental appraisal work is currently ongoing but it is not anticipated that there would be any materially new or materially different effects from those identified in the Environmental Statement submitted with the DCO application. Given the nature of this change, it is not anticipated that the works would be 'decommissioned', and so this phase has not been considered in the appraisal work. The outcome of the environmental appraisal work for this change will be included in the Proposed Changes Application.

Table 2 – Environmental Considerations of Proposed Change PC-02

Environmental Topic	Anticipated Effects
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<b>Traffic and Transport</b>	<p>The proposed undergrounding of the OHL and the two telecoms lines is not anticipated to result in any new or different significant effects during construction. The use of HDD under the carriageway eliminates the need for road closures, reduces the amount of spoil displacement, and minimises impacts to all users of the highway. It is anticipated any temporary change in vehicle movements on the highway network would be negligible.</p> <p>Short duration, temporary traffic management e.g. traffic lights may be required when the OHL and telecoms lines are disconnected. This will have a short duration impact and will increase driver delay, but these works could be programmed to avoid peak periods.</p> <p>It is not anticipated that there would be any temporary impacts on footpath users, but measures will be implemented to ensure safe and continued use of Public Right of Way 'AIRMF03' for the duration of the works.</p> <p>The proposed undergrounding of the OHLs and the two telecoms lines will not change the significance of effects of severance, pedestrian amenity, fear and intimidation, highway safety, and driver delay during the construction phase from that originally assessed.</p> <p>During the operational phase the proposed undergrounding of the OHLs will not result in any new or different significant effects as the undergrounded lines would be left in situ or otherwise subject to standard sporadic utility maintenance activities.</p>
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## Environmental Topic    Anticipated Effects



### Air Quality

No environmental impacts in relation to air quality are anticipated from the OHL works. Whilst construction dust emissions are likely to occur, the activities will be subject to the mitigation measures as originally set out in the Register of Environmental Actions and Commitments, meaning there will be no significant effects on any nearby receptors. It is therefore not anticipated that there would be any new or different significant effects during construction or operation.



### Noise and Vibration

The nearest noise sensitive receptors are approximately 70m south east of the proposed works for HDD and open cutting and filling at OHL1 (electrical overhead line works at A645).

HDD works are proposed approximately 50m from the Woodside Cafe for the telecommunications OHLs (telecoms OHLs at A614, just east of Rawcliffe Road roundabout).

Noise levels due to works associated with OHL1 may exceed the Significant Observed Adverse Effect Level at the nearest sensitive receptors with magnitude of moderate adverse impact. However, the duration of these activities is not expected to be longer than 10 days and therefore is not significant in accordance with the ES.

Noise levels due to works associated with OHL2 (electrical overhead line works at A614) will not exceed the Significant Observed Adverse Effect Level at the nearest sensitive receptors. Vibration levels at the nearest receptors due to the works are not expected to exceed the Significant Observed Adverse Effect Level.

It is assumed that night-time works will be undertaken and that Best Practicable Means including temporary noise screens will be implemented, where practicable for both the HDD and open cut areas as well as the compounds.

It is therefore not anticipated that there would be any new or different significant effects during construction or operation.

## Environmental Topic    Anticipated Effects



### Ecology

The proposed works are likely to require excavation of limited areas (amounting to less than 1ha) of semi-natural, urban, and regularly managed habitats. Some felling/cutting of trees and woody vegetation is likely to be required, as well as limited stripping of topsoil. Given the location and extent of the works, these are not expected to contribute to new or different Likely Significant Effects on European Sites, or significant effects on other designated sites or that there would be any material change to the significance or effects on other important ecological features.

It is therefore not anticipated that there would be any new or different significant effects during construction or operation.



### Landscape and Visual Amenity

Although the proposed OHL works represent a physical change to the existing situation, in terms of landscape and visual effects, the effects would not be significant due to the following reasons.

The land affected would be reinstated to the pre-existing condition. The sections of OHL that currently cross over the A645 and A614 will be undergrounded, resulting in a negligible beneficial effect, following construction. At the existing crossing point of the A614, the southern pole will be removed and a new pole will be erected on the northern side of the road, resulting in a negligible effect.

At the existing crossing point of the A645, the western pole will be de-strung and retained in situ, as it is located within the linear belt of trees and shrubs at the side of the road, and it will effectively become part of the linear belt of trees and shrubs from both a landscape and visual perspective. To facilitate the undergrounding of the cables there may be a requirement to remove some vegetation but this will be reinstated. A new pole will be erected, on the eastern side of the road. Overall this would result in a negligible effect.

As result it is not anticipated that there will be any new or different significant effects during construction or operation.



## Environmental Topic    Anticipated Effects



### Heritage

A review of online data shows that there are no designated heritage assets within the boundary of the proposed works and within a 500m study area. As the potential for archaeological remains is low it is not anticipated that there will be any significant effects on archaeological remains. No further mitigation is recommended, but this will be agreed with the Local Planning Authority before construction commences.

It is therefore not anticipated that there would be any new or different significant effects during construction or operation.



### Ground Conditions

The proposed works are not anticipated to create new or additional significant adverse impacts. Baseline information will be gathered by production of a Preliminary Risk Assessment (PRA). The PRA will form part of the Proposed Changes Application. It is anticipated that this change will not result in a change to the existing assessment for the construction or operational phase.



### Water Environment

#### Surface Water

There may be potential impacts during construction on the quality of nearby watercourses (under jurisdiction of Goole and Airmyn IDB) during construction as a result of HDD and open cut activities, removal of poles and access requirements. However these impacts will be managed through measures included in the CEMP for the works.

#### Groundwater

The western proposed HDD is within a groundwater Source Protection Zone 3 and there may be potential impacts as a result of HDD activities however, given the low groundwater quality impact risk of HDD works, that a non toxic drilling fluid would be used and that pollution prevention measures will be included in a CEMP it is not anticipated that there will be any new or different significant effects to the groundwater environment during construction.

It is therefore not anticipated that there would be any new or different significant effects to the water environment during construction or operation.

## Environmental Topic    Anticipated Effects



### Materials and Waste

During construction, it is expected that a small volume of road surfacing and paving, and HDD slurry, arisings will be generated as part of the works. However, volumes from these sources are anticipated to be negligible in the context of regional landfill capacity, and would be managed effectively through local measures set out in the CEMP.

It is therefore not anticipated that these sources of arisings would give rise to any new or different significant effects during the construction phase of the scheme. Similarly, these arisings would not be expected to cause any impacts during operation, and hence no new or different significant effects are forecast for this lifecycle stage.



### Climate Change Resilience

Based on the assumption that the cable installation will incorporate adequate protection from ground movement / subsidence, the OHL works are not anticipated to result in a material change or alter the findings of the ES.



### Greenhouse Gases

Whilst the additional OHL works are anticipated to marginally increase the calculated construction GHG emissions the outcome of the assessment reported in the ES would not change for either construction or operation. The mitigation measures outlined in the ES for the construction phase remain valid and appropriate to the additional OHL works.



## Environmental Topic    Anticipated Effects



### Population, Health and Socio- economics

The works for OHL2 and for both telecommunications OHLs take place on the perimeter of agricultural land. The works for OHL1 would take place within existing agricultural land used for arable farming. However, given access for arable use is likely to be infrequent (on a monthly basis) and the short duration of OHL works, no farming activities would be restricted. Furthermore, existing accesses to properties and land would be maintained / reinstated to their current condition, so it is not anticipated that there would be any new or different significant effects.

Permanent land take within agricultural land for the OHL works would be minimal and represent a similar portion of land to that occupied by existing poles. It is not anticipated to restrict farming activities within the agricultural land holdings, or give rise to any permanent effects for the farm businesses.

It is not anticipated that there would be any temporary impacts on users of Public Right of Way (AIRMFO3).

No other receptors relevant to the assessment of Population, Health, and Socio-economics are anticipated to experience effects during construction or operation of the OHL works.

It is therefore not anticipated that there would be any new or different significant effects during construction or operation.



### Major Accidents and Disasters

It is unlikely that the overhead line works will increase the vulnerability of the Scheme to a Major Accident and/or Disaster. This is based on the assumption that the works will be undertaken by the statutory undertaker or undertaken by Drax following ways or working and risk assessments agreed with the statutory undertaker. In addition, consideration will also need to be given to the potential presence of major accident hazard pipelines which may be present within the revised Order Limits.

There would therefore be no change to the outcome of the major accidents and disasters assessment during construction or operation.

## Environmental Topic    Anticipated Effects



### Cumulative Effects

Based on the anticipated effects described in this table the proposed change would result in either no change or a non-material, change to findings of the individual ES chapters and therefore will not result in any additional intra-project cumulative impacts from those presented in the ES.

Due to the size and nature of the proposed change, it is not anticipated that there will be any inter-project combined effects with the developments included within the ES.

Overall it is not anticipated that there will be any new or different significant effects when treated alone, when considered as part of the Scheme, or cumulatively with other plans and projects as a result of Proposed Change PC-02 during construction, operation or decommissioning.



# Deposit Locations

Copies of the Proposed Changes Consultation Booklet are available for inspection free of charge from 21 October 2022 until 20 November 2022, at the locations below. We would recommend calling venues before attending to confirm opening times.

The Proposed Changes Consultation Booklet can also be viewed online at least until the close of the consultation at 11:59pm on 20 November 2022 through the Drax BECCS website: [www.BECCS-Drax.com](http://www.BECCS-Drax.com).

Location	The documents will be available for viewing at the following times:			
<b>Selby Library</b> 52 Micklegate, Selby, YO8 4EQ 01609 534521	Monday	9:30am to 7:30pm	Friday	9:30am to 5:30pm
	Tuesday	9:30am to 5:30pm	Saturday	9:30am to 12pm
	Wednesday	9:30am to 5:30pm	Sunday	CLOSED
	Thursday	9:30am to 12:30pm		
<b>Snaith Library</b> 27 Market Place, Snaith, Goole, DN14 9HE 01405 860096	Monday	CLOSED	Friday	CLOSED
	Tuesday	2:00pm to 6:00pm	Saturday	10:00am to 12:00pm
	Wednesday	CLOSED	Sunday	CLOSED
	Thursday	10:00 am to 4:00pm		
<b>Goole Library</b> Carlisle Street, Goole, DN14 5DS 01405 762187	Monday	9:30am to 7:00pm	Friday	9:30am to 5:00pm
	Tuesday	9:30am to 5:00pm	Saturday	9:00am to 4:00pm
	Wednesday	9:30am to 7:00pm	Sunday	CLOSED
	Thursday	9:30am to 5:00pm		



# Providing your feedback

The consultation will be held from 21 October 2022 to 11.59pm 20 November 2022 and gives you the opportunity to provide your feedback or questions on the two proposed changes. If you would like a hard copy version of this brochure or other materials you find online, you can contact us using the details below. This brochure can also be made available in large print format, braille or other languages.

Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes set out in the Proposed Changes Consultation Booklet) must be made in writing, with the reference '**Drax BECCS – Application for Proposed Changes**', and must be sent to Drax Power Limited, **not** to the Planning Inspectorate, via either of the contact details below, by **11:59pm on Sunday 20 November 2022**:

To share feedback or ask any questions please:



Post:  
**FREEPOST CARBON  
CAPTURE BY DRAX**



Email:  
**info@BECCS-Drax.com**



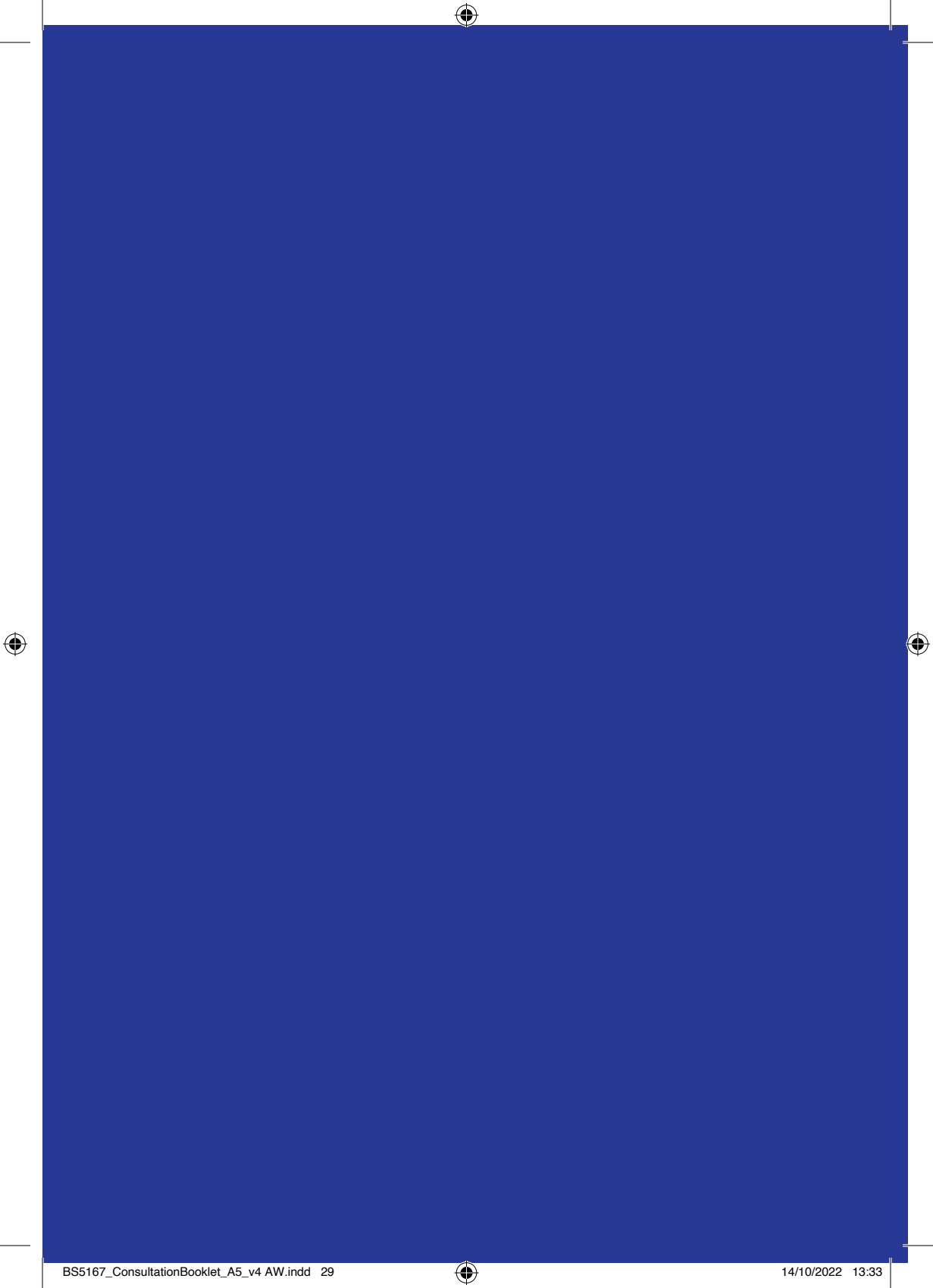
You can also get in touch  
with the Drax team on:  
**01757 618381**

Your comments will be analysed by Drax and any of its appointed agents. Copies of the consultation responses, and Drax's comments on those responses, will be included in the Proposed Changes Application submitted later this year. Responses will therefore be made public however we will request that your personal details are not placed on public record. Drax and its appointed agents will hold your personal details securely in accordance with applicable data protection legislation and will use them solely in connection with the consultation process and subsequent Proposed Changes Application and, except as noted above, they will not be passed to third parties. Please refer to our Privacy Notice for more details: <https://www.drax.com/privacy-notices/>.

Once the Proposed Changes Application is submitted, the Examining Authority (the Panel of Inspectors that have been appointed by the Secretary of State to consider the BECCS application) will decide whether the Proposed Changes are accepted.

If they are accepted, Proposed Change PC-02 will be subject to further statutory procedures as it involves additional land outside of Drax's ownership.

**Please provide your feedback  
by 11.59pm on Sunday  
20 November 2022.**



# Carbon Capture | by drax