

The Ferrybridge Next Generation Power Station Project

Planning Inspectorate Ref: EN0110011

The Ferrybridge Next Generation Power Station Order

Land at and near the former Ferrybridge C Power Station, Kirkhaw Lane, Knottingley, and a land corridor to the east

Adequacy of Consultation Milestone (AoCM)

Section 5(2)(g) under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Applicant: SSE Hydrogen Developments Limited

Date: January 2026

Document Version Control

Version	Date	Author	Approver	Changes
1	17/12/25	CD	CT	
2	02/01/2026	CD	JM	Updates to enact suggestions from PINS and the local authority

Glossary

Abbreviation	Description
2017 EIA Regulations	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
AGIs	Above Ground Installations
AILs	Abnormal Indivisible Loads
AoCM	Adequacy of Consultation Milestone
APFP Regulations	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
The Applicant	SSE Hydrogen Developments Limited
AQAL	Air Quality Assessment Level
BNG	Biodiversity net gain
CCGT	Combined cycle gas turbine
CEMP	Construction Environmental Management Plan
CLG	Community Liaison Group
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DLUHC	Department for Levelling Up, Housing and Communities
EIA	Environmental Impact Assessment
ES	Environmental Statement
GT	Gas turbines
The Guidance	Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects (2024)
GW	Gigawatt
ha	Hectares
HGVs	Heavy goods vehicles
ICZ	Inner Consultation Zone
LHA	Local Highway Authority
LLFA	Lead Local Flood Authority
LPAs	Local Planning Authorities
LVIA	Landscape and Visual Impact Assessment
MHCLG	Ministry of Housing, Communities and Local Government
MPs	Member of Parliament
MW	Megawatts

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Adequacy of Consultation Milestone (AoCM)

NSIP	Nationally Significant Infrastructure Project
NSRs	Noise Sensitive Receptors
NTS	Non-Technical Summary
NYC	North Yorkshire Council
OCGT	Open Cycle Gas Turbine
OCZ	Outer Consultation Zone
The Order	The Ferrybridge Next Generation Power Station Order
The PA 2008	The Planning Act 2008
PEI Report	Preliminary Environmental Information Report
PINS	The Planning Inspectorate
Proposed Development	The Ferrybridge Next Generation Power Station
The Prospectus	Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus (2024)
PROW	Public Rights of Way
RFI	Request for Information
SCI	Statement of Community Involvement
The Site	Land at and within the vicinity of the former Ferrybridge 'C' Power Station site, Kirkhaw Lane, Ferrybridge, Knottingley, West Yorkshire – within the administrative area of Wakefield Metropolitan District Council, and a land corridor extending eastwards into the administrative area of North Yorkshire Council
SoCC	Statement of Community Consultation
SoS	Secretary of State for Energy Security and Net Zero
SuDS	Sustainable drainage systems
WMDC	Wakefield Metropolitan District Council
WSI	Written Scheme of Investigation
ZTV	Zone of Theoretical Visibility

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1. Introduction

1.1. The Purpose and Structure of this Document

- 1.1.1. This Adequacy of Consultation Milestone Report ('the AoCM') has been prepared by DWD Property and Planning Limited ('DWD') on behalf of SSE Hydrogen Developments Limited (part of the Thermal Division of the FTSE-listed SSE plc) ('the Applicant'), under the Department for Levelling Up, Housing and Communities ('DLUHC') (now Ministry of Housing, Communities and Local Government ('MHCLG')) Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects guidance dated 30 April 2024 ('the Guidance').
- 1.1.2. In addition to the Guidance, the Planning Inspectorate ('PINS') issued the Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus ('the Prospectus') in May 2024. Both the Guidance and the Prospectus set out expectations for those wishing to apply for development consent.
- 1.1.3. The AoCM is a non-statutory document, however it provides the Applicant with an opportunity to outline the stages of consultation that have taken place to date and demonstrate compliance with the Statement of Community Consultation ('SoCC') and the Programme Document.
- 1.1.4. In paragraph 025 of the Guidance, the AoCM is described as "*a short statement of the elements of consultation which have been carried out compared with the components set out in the Programme Document and the SoCC*". The AoCM provides an opportunity to check that the pre-application programme is on track, giving PINS an opportunity to advise the Applicant about any steps that could be required to demonstrate the fulfilment of statutory consultation requirements.
- 1.1.5. The acceptance period is the point at which compliance with statutory consultation requirements is formally checked.
- 1.1.6. The Ministry of Housing, Communities and Local Government consulted on proposed reforms to guidance, services operated by the public sector and secondary legislation under the Planning Act 2008 to streamline infrastructure planning between 1 September and 27 October 2025¹. The proposed reforms include the proposed removal of statutory consultation legislation which may or may not be in force at the time of the acceptance period for this DCO application. As such, the Applicant has chosen to follow the existing statutory

¹ <https://www.gov.uk/government/consultations/consultation-on-streamlining-infrastructure-planning/consultation-on-streamlining-infrastructure-planning>

consultation processes until such time as the proposed changes were to come into force.

- 1.1.7. The Applicant discussed the draft AoCM with the host local authorities (Wakefield Metropolitan District Council ('WMDC') and North Yorkshire Council ('NYC')). The draft document was shared with the relevant local authorities on 21 November 2025, requesting feedback by the 4 December 2025.
- 1.1.8. A response was received from NYC on 2 December 2025 which suggested minor corrections to the document and did not raise any concerns with the adequacy of consultation. The suggested changes were incorporated into the final AoCM. A response was received confirming receipt of the draft document from WMDC on 24 November 2025, however, no comments were provided by the 4 December 2025. The Applicant contacted WMDC to provide additional time to respond until 11 December 2025 however no comments were provided.
- 1.1.9. This AoCM forms part of the application for a Development Consent Order ('DCO') (the 'DCO Application') that will be submitted to the Secretary of State for Energy Security and Net Zero ('the SoS') under Section 37 of the Planning Act 2008 ('the PA 2008') for a new low carbon power station ('Ferrybridge Next Generation Power Station') (the 'Proposed Development').
- 1.1.10. The DCO, if made by the SoS, would be known as 'The Ferrybridge Next Generation Power Station Order' ('the Order').
- 1.1.11. This AoCM provides an overview of the engagement and consultation activity to date and how this complies with the statutory requirements of the PA 2008, and the methods set out in the SoCC and the Programme Document.

2. Project overview

2.1. The Project

- 2.1.1. The Applicant is one of the United Kingdom (UK)'s largest and broadest-based energy companies and the country's leading generator of renewable energy.
- 2.1.2. The Applicant has a long history at the Ferrybridge site, within the community and local economy, initially as the owner/operator of Ferrybridge C power station then latterly decommissioning and demolishing the legacy coal station. The Applicant also developed Ferrybridge Multifuel 1 and Multifuel 2 on parts of the former Ferrybridge C station, which are now operated by enfinium. At present, SSE Renewables is developing the Ferrybridge Battery Storage Project and SSE Thermal is developing a Green Hydrogen Project at the Ferrybridge site.
- 2.1.3. The Proposed Development is located on land at the former Ferrybridge 'C' Power Station site, Kirkhaw Lane, Ferrybridge, Knottingley, West Yorkshire ('the Main Site') – within the administrative area of Wakefield Metropolitan District Council ('WMDC').
- 2.1.4. The Proposed Development includes a gas pipeline to be built within a connection corridor, referred to as the 'Proposed Pipeline Corridor'. This will extend eastwards to a proposed Above Ground Installation ('AGI') on the Gas Transmission System in the administrative area of North Yorkshire Council ('NYC'). All land included within the DCO application boundary is referred to as 'the Site'.
- 2.1.5. The Proposed Development comprises the construction, operation, maintenance and decommissioning of up to two gas turbine ('GT') units with a combined capacity of up to 1.2GWe electrical output. The Proposed Development will be designed to run on 100% hydrogen, natural gas or a blend of natural gas and hydrogen.
- 2.1.6. As the Proposed Development includes a generating station that will generate in excess of 50 megawatts ('MW') and will therefore be a Nationally Significant Infrastructure Project ('NSIP'), the Applicant will require a DCO to construct and operate the generating station under Section 31 of the PA 2008.
- 2.1.7. The Proposed Development is also an Environmental Impact Assessment ('EIA') development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the 2017 EIA Regulations'). Therefore, the DCO application for the Proposed Development will be accompanied by an Environmental Statement ('ES'), as required by Section 37 of the PA 2008

and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ('the APFP Regulations').

- 2.1.8. The ES will provide a detailed description of Ferrybridge Next Generation Power Station and its likely significant environmental effects. Preliminary information compiled about the Proposed Development's likely significant environmental effects, and how these have influenced design development and the Applicant's approach to mitigating or avoiding significant effects, was set out for statutory consultation in a Preliminary Environmental Information Report ('the PEI Report') and summarised in a Non-Technical Summary ('NTS'). Both documents were made available as an electronic document on the project website, or in hard copy by request, at the consultation events and inspection locations.
- 2.1.9. A Planning Statement will be prepared to accompany the DCO application to consider the application in the context of the relevant planning policy, notably the National Policy Statement ('NPS') for energy infrastructure, and the extent to which the Proposed Development complies with the policies within those NPSs, as well as any other matters that are "important and relevant" to the Secretary of State's determination of the Application, such as UK Government energy and climate change policy, the National Planning Policy Framework and local planning documents.

3. Consultation and engagement overview

3.1. Consultation approach

- 3.1.1. The Applicant has devised consultation methods with stakeholders and the community in line with the requirements set out in the PA 2008, the APFP Regulations and the 2017 EIA Regulations. The Applicant has also had regard to relevant guidance relating to pre-application consultation and publicity, such as the Guidance and Prospectus, as well as the PINS advice pages for NSIPs², and the Wakefield Statement of Community Involvement ('SCI') (2024)³ and North Yorkshire SCI (2024)⁴.
- 3.1.2. The Applicant's approach to consultation was informed by SSE plc's ('SSE') experience gained over its long history at the Ferrybridge Site. SSE has been embedded in the local community for more than two decades and the local Community Liaison Group ('CLG') regularly meets to discuss SSE developments. SSE Thermal (with DWD) has also led multiple DCO statutory consultation exercises in the local area in the past: for the Ferrybridge Multifuel 2 DCO project, and latterly the Ferrybridge 'D' Combined Cycle Gas Turbine ('CCGT') DCO project in 2018-19, which comprised a comparable scale of power generation development, and similar pipeline routes.
- 3.1.3. The approach to consultation followed a two phased approach consisting of:
- Targeted early engagement with several identified stakeholders outlined under **Section 3.2**;
 - A single round of statutory (public and Section 42) consultation, which was extended from 5 September 2025 - 6 October 2025 until 19 October 2025, outlined under **Section 3.3**.

3.2. Early engagement

- 3.2.1. The Applicant first publicly announced plans for the Proposed Development in October 2024 on SSE's website which provided early information on the Proposed Development. Following the press release, several stakeholders were identified for engagement in advance of statutory consultation. Several

² <https://www.gov.uk/government/collections/national-infrastructure-planning-advice-notes#advice-for-applicants>

³ <https://www.wakefield.gov.uk/planning/planning-policy/statement-of-community-involvement#:~:text=The%20Statement%20of%20Community%20Involvement,updating%20the%20Community%20Infrastructure%20Levy.>

⁴ <https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/statement-community-involvement>

meetings were held with key stakeholders, including Councillors and Parish Councils, between November 2024 and June 2025.

- 3.2.2. The focus of early engagement was to open channels of communication about the plans for the site and begin to develop and strengthen local relationships, as well as identify some of the key local concerns.
- 3.2.3. Early in the pre-application process the Applicant started to develop a stakeholder engagement strategy in order to provide a clear a framework for the pre-application consultation to be undertaken on the Proposed Development, including the areas and people and key stakeholders to be consulted and the consultation activities and methods to be employed.
- 3.2.4. The Applicant has an established CLG set up to engage with the local community with matters relating to the Site. The group is made up of a mix of local councillors and parish councils, WMDC and NYC officers, large businesses and landowners local to Ferrybridge, local residents and local community groups and associations (outlined in **Appendix A**). The CLG meets quarterly. A meeting of the Ferrybridge CLG was held on 8 November 2024 to inform members of SSE's plans for the Site. Furthermore, CLG meetings have been held on 3 February and 2 June 2025. The Programme Document was then updated in June 2025. There will continue to be regular CLG events throughout the DCO process.
- 3.2.5. The Applicant's land referencers and land agents engaged with potentially affected landowners within the vicinity of the Site/proposed Order limits, including issuing Request for Information ('RFI') letters to landownership interests.
- 3.2.6. Introductory emails were sent to technical prescribed consultees with whom engagement was required on specific design aspects of the Proposed Development in October 2024. The following meetings took place:
- Environment Agency – 4 October 2024 (initial meeting)
 - Environment Agency – 10 February 2025 (Abstraction and Flooding)
 - Environment Agency – 17 February 2025 and 13 June 2025 (Fish and Aquatic)
 - Environment Agency – 30 May 2025 (Flooding)
 - National Highways – 15 October 2024 (initial meeting)
 - Natural England – 28 October 2024 (initial meeting)
 - Historic England – 20 February 2025 (initial meeting) and 7 April 2025
 - Canal River Trust – 25 March 2025 (initial meeting)
- 3.2.7. Planning officers from WMDC and NYC were contacted and meetings held on 5 September 2024, and again on 12 September 2024 and 7 May 2025 with

WMDC, and on 28 November 2024 and 17 April 2025 with NYC. Other technical officers were contacted and meetings held on the following topics:

- WMDC Environmental Health Officer / Noise – 11 November 2024
- WMDC Transport / Highways Authority – 12 November 2024 and 24 July 2025
- NYC Archaeology– 14 January 2025
- NYC and WMDC landscape – 22 January 2025 and 13 March 2025
- NYC Noise – 22 January 2025
- NYC Transport / Highways Authority – 18 February 2025 and 29 July 2025
- NYC Cultural Heritage – 6 March 2025
- WMDC Heritage – 2 April 2025

3.2.8. An inception meeting was also held with PINS on 9 September 2024 and further meetings held on 20 January 2025 and 8 July 2025.

3.2.9. Introductory emails were sent to local political stakeholders in Q1 2025 including the local Members of Parliament ('MPs'), ward councillors of the ward and the local parish councils that fall within the Site both in WMDC and NYC. This email aimed to build awareness of the emerging proposals by SSE in the Ferrybridge area.

3.2.10. A list of these stakeholders contacted during early engagement is provided in **Appendix A**.

3.2.11. A Programme document was uploaded to the Project website on 25 October 2024. It included details of the Applicant and the Proposed Development, the pre-application process timetable, the stakeholder engagement strategy, and the main issues and risks identified. The information was subsequently updated in June 2025.

3.2.12. The above engagement reopened and developed existing channels of communication which had been created during SSE's long history at the Ferrybridge site being embedded within the local community and local economy for more than two decades. It also helped to clarify known and emerging local concerns, such as existing and proposed road traffic numbers around Ferrybridge and proposed construction traffic along the pipeline corridor/s.

3.3. Statutory consultation

3.3.1. The statutory consultation was initially intended to run from 5 September 2025 to 6 October 2025. This involved the Applicant consulting the prescribed persons under Section 42 of the PA 2008, the relevant local authorities under

Section 43, the relevant persons/land ownership interests under Section 44, and the local community under Section 47.

3.3.2. The deadline for feedback was subsequently extended until 19 October 2025. The extension followed the identification that a small number of PEI Report appendices, figure documents and its non-technical summary were not available on the PEI Report webpage, hosted and accessed through the project website at www.ssethermal.com/FBNG. Access to all PEI Report documents, via the project website was corrected on Monday 15 September 2025.

3.3.3. For recipients of ‘Section 42’ and ‘Section 44’ letters, full and complete access to all PEI Report documents, including the ability to download documents, was available via a file share link when the statutory consultation period opened on 5 September 2025. However, the statutory consultation period was extended for all consultees.

3.3.4. **Table 3.1** outlines the activities undertaken as part of the statutory consultation, including who was consulted, and how the Applicant has complied with the requirements set out in the PA 2008.

Table 3.1: Statutory consultation and compliance with the PA 2008

Section	Requirement	Compliance
Section 42 – applicants must consult all consultees set out according to:	a) Such persons as may be prescribed	<p>Identified by reference to Schedule 1 of the APFP Regulations, the ‘Circumstances Test’ set out in Annex 1 of the PINS advice page ‘Advice on EIA Notification and Consultation’, and the list provided by PINS dated 18 November 2024 under Regulation 11(1)(b) of the 2017 EIA Regulations.</p> <p>Consistent with the Applicant’s objective to consult widely on the Proposed Development, a number of non-prescribed persons were also consulted in the same manner as the Section 42 consultees (therefore are considered together).</p> <p>In total, 186 prescribed and non-prescribed consultees (together known as the ‘Section 42 consultees’) were consulted during the statutory consultation.</p> <p>All Section 42 consultees (including those set out in subsections aa), b), c), and d) below) were sent consultation documents via Royal Mail standard service delivery, as well as by email (if the</p>

Section	Requirement	Compliance
		<p>consultee’s email address had been provided to the Applicant).</p> <p>Postal service was carried out on 28 August 2025, to be delivered the next day, and emails sent on 29 August 2025.</p> <p>A total of 186 recipients were sent letters by post, of which some were also sent the same letter via email.</p> <p>A list of prescribed consultees under S42 and non-prescribed consultees contacted at Statutory Consultation is provided at Appendix B.</p> <p>On 30 September 2025, the S42 letters were sent to 187 recipients to announce the extension of consultation and deadline for feedback. The recipients included an alternative address for one of the prescribed consultees, thereby totalling 187.</p>
	<p>aa) The Marine Management Organisation (‘MMO’)</p>	<p>This is not relevant to the Proposed Development as the development is not within the marine area and is therefore not considered further in this section.</p>
	<p>b) Each local authority within Section 43</p>	<p>WMDC and NYC are the relevant local authorities within which the Proposed Development is located, therefore are under Section 43(1).</p> <p>In addition, the following neighbouring local authorities were consulted during the statutory consultation period of 5 September 2025 – 19 October 2025, under Section 43(2):</p> <ul style="list-style-type: none"> – Lancashire County Council – Ribble Valley Borough Council – Pendle Borough Council – Lancaster City Council – Yorkshire Dales National Park – North York Moors National Park Authority – City of York Council – City of Doncaster Council – Barnsley Metropolitan Borough Council

Section	Requirement	Compliance
		<ul style="list-style-type: none"> – Bradford Metropolitan District Council – Westmorland and Furness Council – Durham County Council – Kirklees Metropolitan Council – Darlington Borough Council – East Riding of Yorkshire Council – Middlesbrough Borough Council – Leeds City Council – Redcar and Cleveland Borough Council – Stockton-on-Tees Borough Council
	<p>c) The Greater London Authority if the land is in Greater London</p>	<p>Not applicable.</p>
	<p>d) Each person who is within one or more of the categories set out in Section 44</p>	<p>Section 44 of the PA 2008 places a duty on the Applicant to make ‘diligent inquiry’ as to the identification of Section 44 persons. The Applicant’s land referencing company employed several methods to identify Section 44 persons taking account of best practice and relevant guidance and sought to continue identifying Section 44 persons throughout the pre-application stage to give the greatest possible chance of identifying people who may be relevant. Where additional Section 44 persons were identified, they were consulted in accordance with the Applicant’s duty to consult under Section 42.</p> <p>Where an interest remained in ‘unknown’ ownership or where it was clear whether an interest existed or not, the Applicant posted a site notice on or close to the land in question as part of the statutory consultation. These notices were monitored weekly for a minimum of six weeks.</p> <p>A list of S44 persons contacted at statutory consultation is provided at Appendix C.</p>
<p>Section 45 – Timetable for</p>	<p>1) The Applicant must, when consulting a</p>	<p>The Section 42 consultation ran from 5 September 2025 to 19 October 2025, which was extended from the initial deadline of 6 October</p>

Section	Requirement	Compliance
consultation under Section 42	person under Section 42, notify the person of the deadline for response to the consultation.	2025. The extension of the deadline to 11:59pm on 19 October 2025 was set out clearly in all consultation materials, as well as on the project website. The Applicant notified all those consulted under Section 42 of the initial and extended deadlines for responding to the consultation in writing via the Section 42 letter, and via email where applicable.
	2) The deadline notified in (1) must not be earlier than 28 days, beginning the day after the day on which the person receives the consultation documents.	<p>The statutory consultation took place from 5 September 2025 to 19 October 2025.</p> <p>On or around 30 September 2025 the original deadline of 6 October 2025 was extended due to issues with the availability of documents on the SSE project website.</p> <p>The website issue did not affect section 42 consultees, since they were provided with a dedicated fileshare website with which to download the documents and this was available from 5 September 2025 onwards. The website issue could have affected consultees (e.g. communities) who learnt about the consultation via local or national media or local mailout.</p> <p>The extension of statutory consultation was communicated to all consultees on/ or around 30 September 2025, such that every consultee had at least 28 days. In the case of section 42 consultees, they had a total period of 44 days.</p>
	3) In (2) 'consultation documents' refers to the documents supplied to the person by the Applicant for the purpose of consultation.	<p>The consultation documents consisted of:</p> <ul style="list-style-type: none"> – The Section 42 consultation letter, setting out why each consultee was being consulted, providing background information on the Proposed Development, and invited comments and feedback; – A plan of the indicative Site layout and site location; – The PEI Report and NTS; and

Section	Requirement	Compliance
		<ul style="list-style-type: none"> – The Section 48 Notice (in accordance with Regulation 11 of the 2017 EIA Regulations).
<p>Section 46 – Duty to notify SoS of the proposed application</p>	<p>The Applicant must notify the SoS of the Section 42 consultation that it is to carry out.</p>	<p>PINS was notified of the start of the Section 42 consultation, taking place between 5 September 2025 and 6 October 2025, on the 28 August 2025 via letter and email. Therefore, PINS was notified prior to the start of the Section 42 consultation.</p> <p>The letter was accompanied by a secure fileshare link to the consultation materials, sample letters used for each type of Section 42 and Section 44 consultee, the Location Plan, and Section 48 Notice.</p> <p>PINS acknowledged the consultation extension via email.</p>
<p>Section 47 – Duty to consult local community</p>	<p>(1) The applicant must prepare a statement setting out how the Applicant proposes to consult people living in the vicinity of the land.</p>	<p>The Applicant prepared and published a SoCC.</p>
	<p>(2) Before preparing the SoCC, the applicant must consult each local authority within Section 43(1) about what is to be in the statement.</p>	<p>Before preparing the SoCC, the Applicant consulted with WMDC and NYC. Details of this engagement are provided in Section 4.1.</p>
	<p>(3) The deadline for the receipt of the local authority's</p>	<p>The Applicant formally consulted with WMDC and NYC on the content of the SoCC between 31 March 2025 and 28 April 2025. Details of the</p>

Section	Requirement	Compliance
	<p>response to consultation is at least 28 days after the day after receipt of the consultation documents.</p>	<p>consultation with the LPAs on the SoCC are provided in Section 4.</p>
	<p>(4) The 'consultation documents' in (3) are the documents supplied to the local authority for the purpose of consultation.</p>	<p>The consultation documents supplied by the Applicant included a covering letter and email, and the draft SoCC.</p>
	<p>(5) In preparing the statement, the Applicant must have regard to any response to consultation under (2).</p>	<p>The Applicant had regard to any relevant comments received on the draft SoCC by NYC. No comments were received by WMDC. Details of the consultation with WMDC and NYC on the SoCC are provided in Section 4.2.</p>
	<p>(6) Once prepared, the Applicant must make the SoCC available for inspection by the public.</p>	<p>Details of how the SoCC was published and made available to the public are given in Section 4.3.</p>
	<p>(7) The Applicant must carry out the consultation in accordance with the SoCC.</p>	<p>Details of how the Section 47 consultation complied with the approach outlined within the SoCC are given in Section 4.4 (Table 4.4).</p>
<p>Section 48 – Duty to publicise</p>	<p>(1) The Applicant must publicise the proposed application in</p>	<p>The Applicant prepared and publicised the application in the prescribed manner set out in the</p>

Section	Requirement	Compliance
	the prescribed manner.	<p>APFP Regulations by publishing a Section 48 Notice.</p> <p>Notices advertising the statutory consultation period, consultation events and virtual exhibition were published in newspapers as follows: the local newspapers Goole Times (28 August 2025 and 4 September 2025), Selby Times (28 August 2025 and 4 September 2025) and Wakefield Express (28 August 2025 and 4 September 2025); a further local newspaper (the Yorkshire Post, 28 August 2025), The Times (4 September 2025) and London Gazette (4 September 2025). The Applicant published a S48 Notice advertising the consultation extension in the Goole Times/Selby Times on 2 October 2025; and in the Wakefield Express, London Gazette, The Times and the Yorkshire Post on 3 October 2025.</p> <p>In addition, the SoCC (Section 47) Notices, along with Site location plans, were erected at six locations around the Site boundary in January 2025 and monitored weekly. This was done alongside the notices displayed as part of land referencing efforts to identify the owners of unregistered land. Site notices for unregistered land were erected on 2 October 2025 advertising the consultation extension, which were monitored weekly for a minimum of three weeks.</p>
	(2) Must include a deadline of receipt by the Applicant of responses.	The initial and subsequent Section 48 Notices stated that comments on the Proposed Development must be received by 6 October 2025 and 19 October 2025, respectively. With the extension of the statutory consultation period, a total of 44 days were provided for consultees to provide their responses to the consultation.
Section 49 – Duty to take account of responses	The Applicant must have regard to any relevant responses.	A summary of all relevant responses received during the statutory consultation and how the Applicant has considered these will be provided in

Section	Requirement	Compliance
to consultation		the Consultation Report. This is further described in Section 5 .

4. Developing the Statement of Community Consultation (SoCC)

4.1. Development of the SoCC

- 4.1.1. In accordance with Section 47(1) of the Act 2008, a SoCC was prepared in consultation with the Local Planning Authorities ('LPAs') WMDC and NYC, hereafter referred to as the 'Host Authorities'. The SoCC outlined how the Applicant would consult with the local community, including, in accordance with Regulation 12 of the EIA Regulations (Ref 3-1), how it intended to publicise and consult on the PEI Report.
- 4.1.2. In early 2025, the applicant prepared a draft SoCC based on feedback from the early engagement phase. The draft SoCC was prepared with regard given to the consultation methods that worked for the previous Ferrybridge 'D' Combined Cycle Gas Turbine ('CCGT') DCO project in 2018-19, which comprised a comparable scale of power generation development, and similar pipeline routes. The draft SoCC outlined who would be consulted at the Project's statutory consultation, how the consultation would take place and what information would be consulted on, as well as how stakeholder feedback could be submitted and used to shape the proposals.
- 4.1.3. This section describes how the Applicant prepared the SoCC, the consultation with the Host Authorities, the feedback received, and subsequent changes made (if applicable), and the ways in which the Applicant publicised and made the published SoCC available to the local community.

4.2. Formal Consultation on the Draft

- 4.2.1. The draft SoCC (see Appendix 1.2) was submitted via email to the relevant LPAs of the Host Authorities (WMDC and NYC) on 31 March 2025. It was requested that feedback on the SoCC was returned by 5pm on 28 April 2025. This provided a 36-day long consultation period, eight days longer than the 28-day period required by Section 47(3) of the Act 2008.
- 4.2.2. Following email submission of the draft SoCC, the Applicant met with NYC on 17 April 2025 and with WMDC on 24 April 2025 via MS Teams to discuss the draft SoCC. WMDC and NYC did not share any comments at this stage.
- 4.2.3. NYC's response was received on 23 April 2025, and **Table 4.1** below details all comments received and the Applicant's response to them which was included in the published SoCC. WMDC's response was received on 19 May 2025 which confirmed that they had no objection of comments to make on the draft SoCC. A copy of all responses can be found at **Appendix D**.

Table 4.1 – Feedback received from NYC during formal consultation on the SoCC and the Applicant’s response

Comment Made	Response to Comment
<p>Figure 1 – ‘Indicative red line application area of site’</p> <p>NYC notes Applicant’s comment that the red line application area may be subject to minor edits ahead of statutory consultation.</p>	<p>Revised red line application area updated in published SoCC.</p>
<p>Para 3.8 – (Costs for hard copies of the full PEI Report)</p> <p>Do we know what the charge would be? And how would this and the NTS be requested in hard copy?</p>	<p>Added at para 3.8 in the published SoCC that the cost for the full PEI Report would be 50p per page, up to a maximum of £500.00.</p>
<p>Para 4.1, (Objective 2)</p> <p>This seems a key part of the consultation.</p>	<p>Noted, Objective 2 retained within the published SoCC as new Objective 1.</p>
<p>Para 4.6 (Targeted early engagement with technical and key stakeholders)</p> <p>Can we summarise what has come out of this and what lessons can be learnt from this early consultation that can be taken through to the statutory consultation? Has there been a period of non-stat consultation?</p>	<p>A summary of early engagement will be provided within the Consultation Report that will be submitted with the DCO application.</p> <p>While there was no non-statutory consultation phase, the Applicant has undertaken targeted early engagement between October 2024 and the start of statutory consultation in September 2025, which has included website announcement/press release, emails and/or meetings with various stakeholders as described in Section 3 of this Document.</p>

Comment Made	Response to Comment
<p>Para 4.8 (Statutory consultation)</p> <p>Are the dates known yet? If over summer holidays will this period be extended?</p>	<p>The published SoCC was updated to clarify the statutory consultation would begin in September 2025, rather than Q2-Q3 2025, avoiding the summer holidays.</p>
<p>Para 4.11 (Who will we consult)</p> <p>Voluntary organisations, hard to reach groups, schools and colleges?</p>	<p>These are covered within 'community organisations'. No change made.</p>
<p>Para 4.12 (SSE Stakeholder Engagement Manager)</p> <p>Can we be clear who this is and how to contact?</p>	<p>The Stakeholder Engagement Manager would be contactable via the project Freepost, free phonenumber and email.</p>
<p>Para 4.16 (Outer Consultation Zone ('OCZ') consultation methods)</p> <p>I'm unclear as to how those in the OCZ will be consulted? Can this be clarified. Inner Consultation Zone ('ICZ') get a leaflet directing them to consultation events etc, but what happens in the outer consultation zone. Would be good to set out the differences in approach to each zone.</p>	<p>Section 5 'How Will We Consult' of the published SoCC outlines that all consultation methods will be used for the OCZ, except for the community newsletters which will be focused in the ICZ.</p>
<p>Figure 2 – Consultation Zones</p> <p>NYC noted the Applicant's comment that there would be no change to the consultation zones as a result of minor changes made to the red line application area however the figure would be updated, where necessary.</p>	<p>Figure 2 updated in published SoCC.</p>
<p>Table 5.5 (Engagement Activities and Methods)</p> <p>Will there be reference locations i.e. council offices/libraries where docs will</p>	<p>The Applicant provided details of the deposit / inspection locations and times when the SoCC could be viewed in the relevant notices, letters and website.</p>

Comment Made	Response to Comment
<p>be available to view. If so can we provide details and when these will be available?</p> <p>Any press notices and if so which papers?</p>	<p>The locations and times are listed in Table 5.4 below.</p> <p>The Applicant published a S47 Notice in various newspapers listed in Table 5.3 below.</p>
<p>Table 5.5 (Engagement with local political representatives)</p> <p>And ward councillors?</p>	<p>Added ward councillors within the list of local political representatives.</p>
<p>Table 5.5 (Webinars)</p> <p>Do we have details of these yet?</p>	<p>The webinars will be run if requested if requested by stakeholders, at which time the details would be finalised and publicised.</p>
<p>Table 5.5 (Feedback form)</p> <p>Will this make clear that feedback can be provided by a variety of means not just online?</p>	<p>The published SoCC makes clear that feedback forms will be provided at in person events which can also be taken away and posted, or posted upon request, as well as electronically on the project website.</p>
<p>Table 5.5 (Freepost address / cost for feedback forms)</p> <p>Do we know what this is yet?</p>	<p>No change required as the SoCC clarifies that copies of the hard copy feedback form would be provided free of charge in the post, upon request.</p> <p>Added Freepost address (FREEPOST FBNG) in published SoCC.</p>
<p>Table 5.5 (Telephone number)</p> <p>Do we know what this is yet?</p>	<p>No changes made. The Applicant provided details of the free telephone number ahead of statutory consultation via the relevant notices, letters and website.</p>
<p>Table 5.5 (Engagement Events)</p>	<p>No changes made. The Applicant provided details of the locations, dates and times of in person consultation events ahead of statutory consultation</p>

Comment Made	Response to Comment
Do we have details of these yet, i.e. locations, times etc to ensure a good coverage?	via the relevant notices, letters and website.
Para 5.8 (Further engagement) Can we set out how?	Added at para 5.8: “through appropriate communication channels, such as email, post and SSE’s website”.
Para 6.2 (Feedback received verbally, phone or social media) What if someone can’t give written feedback? Is there assistance provided for those who may struggle, to take down written comments on their behalf?	Added at para 6.2: “Where someone is unable to provide written feedback, SSE will endeavour to provide assistance or be flexible around response methods.”
Para 7.1 (Freepost service and free phone line) Do we have these details?	Added at para 7.1 the Freepost address (FREEPOST FBNG) in published SoCC. The Applicant provided details of the free telephone number ahead of statutory consultation via the relevant notices, letters and website.

4.3. Publicity under Section 47 of the Act

4.3.1. The SoCC was finalised after consultation with WMDC and NYC.

4.3.2. The SoCC was published on or around 14 August 2025 via different media.

4.3.3. A notice stating where and when the SoCC could be inspected was subsequently published in local newspapers circulated within the vicinity of the Site, summarised in **Table 4.2**.

Table 4.2: SoCC Newspaper Notices

Newspaper	Date Notice Published
Wakefield Express	14 August 2025

Newspaper	Date Notice Published
Selby Times	14 August 2025
Goole Times	14 August 2025
Yorkshire Post	14 August 2025

4.3.4. The SoCC was also made publicly available at several locations from 14 August 2025, as well as being made available online and in hard copy at each of the consultation events held in September 2025. These locations are detailed in **Table 4.3**.

4.3.5. The copy of the SoCC for display at Selby Library on 22 August 2025, arrived after 14 August 2025. The project website mistakenly advertised that a copy of the SoCC would be available at NYC Offices, however, a copy was made available there from 14 August 2025 while the website was updated to remove this error.

Table 4.3: SoCC Deposit Locations

Document inspection location	Address	Opening hours	Contact details
Selby Library	52 Micklegate Selby YO8 4EQ	Monday 09:30 – 19:30 Tuesday 09:30 – 17:30 Wednesday 09:30 – 17:30 Thursday 09:30 – 12:30 Friday 09:30 – 17:30 Saturday 09:30 – 12:30 Sunday Closed <i>Closed on bank holidays</i>	01609 534521
Wakefield Council Offices	Council Offices Wakefield One (PO Box 700) Burton Street Wakefield WF1 2EB	Monday 09:00 – 17:00 Tuesday 09:00 – 17:00 Wednesday 09:00 – 17:00 Thursday 09:00 – 17:00 Friday 09:00 – 16:30 Saturday Closed Sunday Closed	03458 506 506

Document inspection location	Address	Opening hours	Contact details
		<i>Closed on bank holidays</i>	
Pontefract Library	Shoemarket Pontefract WF8 1BD	Monday 09:30 – 19:00 Tuesday 09:30 – 17:00 Wednesday 09:30 – 18:00 Thursday Closed Friday 9:30 – 17:00 Saturday 09:30 – 16:00 Sunday Closed <i>Closed on bank holidays</i>	01977727692
Airedale Library	The Airedale Centre The Square Castleford WF10 3JJ	Monday 09:30 – 17:00 Tuesday 09:30 – 17:00 Wednesday 09:30 – 19:00 Thursday Closed Friday 09:30 – 17:00 Saturday 09:30 – 13:00 Sunday Closed <i>Closed on bank holidays</i>	01977 724040
Castleford Library	Carlton Street Castleford WF10 1BB	Monday 09:00 – 17:00 Tuesday 09:00 – 17:00 Wednesday Closed Thursday 09:00 – 17:00 Friday 09:00 – 17:00 Saturday 09:00-16:00pm Sunday Closed <i>Closed on bank holidays</i>	01977 722085

4.4. Compliance with the SoCC

4.4.1. The table below shows how the statutory consultation held between 5 September 2025 and 6 October 2025 was undertaken in compliance with the

SoCC, as required by Section 47 of the PA 2008, and the extension to statutory consultation.

4.4.2. On 30 September 2025, the Applicant sent out a S42 Letter announcing that the statutory consultation period was extended until 19 October 2025. The S42 Letter was also sent via email to those who provided an email address in addition to their postal address. Some emails bounced back however these recipients were also provided with the S42 Letter via post, as required under S42.

4.4.3. Further to this, the Applicant undertook the following to announce the extension to statutory consultation:

- displayed a new site notice for unregistered land on 2 October 2025, which were monitored weekly for a minimum of three weeks;
- sent out S44 letters on 30 September 2025;
- sent out a community newsletter on 1 October 2025 announcing the consultation extension;
- updated the project website with updated consultation materials on 3 October 2025; and
- continued to display the consultation materials at the deposit locations until after the close of the consultation extension.

4.4.4. The Consultation Report and its supporting appendices will include all evidence of compliance.

Table 4.4: Compliance with methods set out in the SoCC

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
Initial contact with host local authority planning officers	The relevant LPAs, WMDC and NYC, will be formally consulted on the SoCC before publication for the statutory 28-day period.	<p>Formal consultation was carried out on the SoCC with WMDC and NYC between 31 March 2025 and 28 April 2025, for the statutory period of 28 days.</p> <p>Comments were received from NYC (see Table 4.1 above). No comments were received from WMDC.</p>
Establishing the consultation zone	<p>The SoCC proposed a consultation zone made up of an ICZ and an OCZ, with consultation methods varying for each zone. The ICZ extended to approximately 2km from the edge of the boundary of the Main Site, and approximately 1.5km from the edge of the boundary from each of the Proposed Pipeline Corridor options. The ICZ encloses parts of the general locality of Ferrybridge, Knottingley, Sutton, Brotherton and Byram. The ICZ broadly corresponding to the areas within which the Proposed Development could be visually prominent or generate a perceptible increase in noise or traffic.</p> <p>The OCZ extended to around 10km around the boundary of the Site and broadly corresponds to the majority of the zone of theoretical</p>	<p>The public consultation was publicised in the OCZ via a Section 48 Notice being shared in newsletters circulating in the area.</p> <p>In the ICZ, newsletters were sent to local residents and businesses publicising statutory consultation and provide information on the Proposed Development. Section 47 Notices were displayed in the ICZ around the Site. Consultation events also took place in venues in the ICZ, demonstrating consultation with residents and stakeholders in this area.</p> <p>Hard copy versions of consultation documents, including the SoCC and PEI Report NTS, were available at in-person events in the ICZ and deposited at a range of local information points in both the ICZ and OCZ.</p>

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
	<p>visibility ('ZTV') estimated based on the maximum build dimensions of the main items of plant and the stack. It also broadly corresponds to the area within which the Proposed Development might be visible or might experience air any other type of environmental effect (e.g. air quality, traffic, socio-economic) prior to the application of mitigation measures.</p> <p>A map showing the ICZ and OCZ can be found in Appendix E.</p>	
Initial contact with local political representatives	The Applicant will contact ward councillors, parish/ town councils and MPs, and other key stakeholders in advance of the start of consultation.	<p>The Applicant contacted local councillors, parish/ town councils and MPs as part of early engagement via email. Meetings were held with Ward Councillors (January 2025), Parish Councils (March & April 2025) and the CLG, which includes Ward Councillors and Parish Councils between November 2024 and June 2025, prior to the commencement of statutory consultation. MPs from the host LPAs were invited to attend the CLG meeting.</p> <p>Various political representatives were notified of the statutory consultation opening on 28 August 2025. They were notified on 30</p>

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
		September 2025 of the extension to the statutory consultation period.
Clearly define and publicise start and end dates for the consultation	The statutory consultation will take place during Q3 of 2025 (during September 2025) for at least 30 days.	<p>The statutory consultation ran from 5 September 2025 to 6 October 2025. This was clearly stated and publicised throughout the consultation period and on all consultation materials. On 30 September 2025, the applicant extended the consultation period to 19 October 2025, as announced via a S48 Notice and S42 Letters.</p> <p>Some letters returned to sender as consultees had moved address. Updated addresses were found and further letters were sent on 10 September 2025 providing these consultees with an extended consultation deadline of 10 October 2025.</p> <p>Some emails bounced back however these recipients were also provided with the S42 Letter via post.</p> <p>On 30 September 2025, the Applicant published a S48 Notice and sent out S42 Letter announcing that the statutory consultation period was extended until 19 October 2025. The S42 Letter was also sent via email to those who provided an</p>

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
		<p>email address in addition to their postal address.</p> <p>All the consultation materials advised of a variety of ways in consultees could respond, including:</p> <ul style="list-style-type: none"> – Website: using the online form available from 9 January 2025 via www.ssethermal.com/FBNG; – Email: FBNG@sse.com; – Post: FREEPOST FBNG (a paper copy of the feedback form was available on request and at events); and – Telephone: 0800 211 8028 (a voicemail-based service that could be called 24/7).
Publicise statutory consultation to the local community	The mailout of a community newsletter will publicise statutory consultation and provide information on the Proposed Development to all residential and business addresses within the ICZ.	A consultation newsletter was posted to approx. 16, 000 residential and business addresses around the Site within the ICZ. The newsletter provided details of the consultation events, the project email address, Freepost and telephone line and the project website where the SoCC, community newsletter, location plan, PEI Report and its NTS, S48 Notice and other documentation could be accessed free of charge.

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
		<p>Hard copies of the consultation documents were also available to be posted on request and were available to read at a range of local inspection locations as well as at the in-person consultation events.</p> <p>The newsletter was posted on 2 September 2025, prior to the start of the consultation period on 5 September 2025.</p> <p>On 1 October 2025, the Applicant sent out a flyer to approx. 16,000 residential and businesses addresses within the ICZ announcing that the statutory consultation period had been extended until 19 October 2025.</p>
	<p>As required by Section 48 of the Planning Act, we will publish a Section 48 Notice advertising our intention to submit a DCO application in local newspapers for two consecutive weeks (likely the Goole and Selby Times, Yorkshire Post and Wakefield Express), and a national newspaper (likely the Times) and the London Gazette once.</p>	<p>The Section 48 Notice was published in more than one local newspaper for two consecutive weeks, comprising the Goole Times, Selby Times and Wakefield Express on 28 August 2025 and again on 4 September 2025. In addition, the S48 Notice was published in the Yorkshire Post once on 28 August 2025, and in The Times and London Gazette once on 4 September 2025.</p> <p>The Applicant published a S48 Notice in the in the Goole Times/Selby Times on 2 October 2025; and in the Wakefield Express, London</p>

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
		Gazette, The Times and Yorkshire Post on 3 October 2025 announcing that the statutory consultation period was extended until 19 October 2025.
S47 SoCC Notice	S47 SoCC Notice not mentioned	SoCC Notices were posted in the Goole Times, Selby Times, Wakefield Express and Yorkshire Post on 14 August 2025.
Engage with local political representatives within the consultation zone	Local political representatives will be engaged through e-mail, phone calls, early engagement presentations and attendance at the consultation events.	As mentioned previously, introductory emails were sent to local political stakeholders in Q1 2025. Further emails were sent on 17 September 2025 to notify local political representatives of the commencement of the in-person consultation events and encouraging their attendance.
Engage with active community groups	The Applicant is liaising with the Parish Councils, WMDC and NYC to identify any active community groups in the local area.	The Applicant engaged with WMDC and NYC during the preparation of the SoCC, which including seeking input on active community groups to consult. There was no feedback received in this regard. As part of its S42 Duty to consult, the Applicant decided to consult a number of non-prescribed bodies included community groups known to be active in the area.

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
		These non-prescribed consultees were consulted in the same manner and provided with the same information as prescribed consultees. This included being notified of the extension to the statutory consultation period.
Webinars for the local community or political representatives	A webinar or webinars will be run if requested by the local community or a Parish Council, run by the project team and include a selection of overview information and visual material from the consultation and details of how to provide feedback.	The Applicant did not receive any requests for a webinar from the local community or political representatives.
Display information in public via an exhibition with clear information and project team members on hand to answer questions	<p>At least five in-person exhibitions will be carried out in the local area with advanced notification to facilitate face-to-face engagement between local communities and the project team. These exhibitions will be distributed across both WMDC and NYC.</p> <p>These will provide a space to ask questions of the Project Team and discuss the Proposed Development.</p> <p>Written feedback will be possible via the feedback forms which can also be taken away and posted.</p>	<p>Five in-person events took place in September 2025. These were hosted in four different locations in the area local to the Proposed Development, with at least 88 people attending the events. These were held across both the WMDC and NYC areas on the following dates:</p> <ul style="list-style-type: none"> – Thursday 18 September 2025 at Knottingley Town Hall Community Centre, 17:00 – 20:00 – Friday 19 September 2025 at Haddlesey Church Hall, 16:00 – 19:00 – Saturday 20 September 2025 at

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
	<p>Large print versions of certain documents such as the PEI Report NTS will be available.</p>	<p>Knottingley Town Hall Community Centre, 11:00 – 14:00</p> <ul style="list-style-type: none"> – Monday 22 September 2025 at Brotherton Parish Hall, 13:00 – 16:00 – Tuesday 23 September 2025 at Ferrybridge Community Centre, 17:00 – 20:00 <p>Each event included exhibition boards and maps of the Proposed Development, with representatives of the project team available to answer questions. Paper copies of the SoCC, PEI Report NTS, and site location plan and indicative site layout, were available for viewing.</p> <p>The consultation boards were prepared collaboratively by the project team and technical authors, covering topics such as:</p> <ul style="list-style-type: none"> – What is the Ferrybridge Next Generation Power Station project; – What is hydrogen; – EIA summary and preliminary environmental effects; – Construction; – Design and layout; – How to get involved; and

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
		<p>– Next steps.</p> <p>Paper copies of the brochure were available for event attendees to take away. Paper copies of the feedback form were available at the event for attendees to fill out or take away.</p>
<p>Depositing consultation documents in a public place for people to use as a reference source</p>	<p>Hard-copy versions of consultation documents including the PEI Report NTS will be deposited at a range of local information points, which will be communicated to the public, during the statutory consultation.</p>	<p>Five physical deposit points were used at the Selby Library, WMDC offices, Pontefract Library, Airedale Library, and Castleford Library. This allowed members of the public to use the documents there as a reference source and peruse them at their leisure. The key consultation materials, such as the SoCC, PEI Report NTS, were available at these deposit points for the duration of the consultation, including the extension to statutory consultation until 19 October 2025.</p> <p>The Section 48 notices, being those published on 28 August 2025 and 4 September 2025. The Section 48 Notice was published again in the Goole Times/Selby Times on 2 October 2025; and in the Wakefield Express, London Gazette, The Times and Yorkshire Post on 3 October 2025 announcing the extension to statutory consultation, Section 47</p>

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
		<p>notices, and consultation materials, all included the addresses, opening times, and contact details of these deposit points. This was also available on the project website.</p>
<p>Web presence</p>	<p>The project website will host information on the Proposed Development and the consultation materials. The project website will be updated regularly throughout the development of the project.</p> <p>The feedback form will be available electronically on our project website and as part of our virtual exhibition.</p> <p>Digital copies of the consultation documents, including the PEI Report NTS, will be made available on the project website.</p> <p>The Applicant will also make available on its project website copies of the banners used in the consultation exhibitions or the community newsletter posted to the local community within the ICZ.</p> <p>The Project Website can be accessed at: www.ssethermal.com/FBNG</p> <p>A dedicated project email address (FBNG@sse.com) will be provided for people to</p>	<p>The Applicant publicly announced the Proposed Development on SSE's website in October 2024, and the information was subsequently updated in November 2024 to include a Programme Document setting out the intended key milestones.</p> <p>The project-specific website and email were launched ahead of the statutory consultation. The Applicant also publicised a Press Release on 5 September 2025 to announce the beginning of statutory consultation. The project website and press release provided easy access to the details of the consultation, consultation events, document inspection points, consultation materials, as well as access to the Virtual Exhibition. The website included a privacy notice.</p> <p>The project email address remains live.</p> <p>On 3 October 2025, the Applicant updated the project</p>

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
	submit comments, ask questions or request information.	website to announce the statutory consultation period was extended until 19 October 2025.
Social media	Ferrybridge and Knottingley community have an active Facebook page. During the consultation stage, SSE will ask if summary information about the Proposed Development and consultation dates can be shared on local community Facebook page(s) to raise awareness of the Proposed Development and provide information on the ways in which people can access information. The comments on these posts will not be monitored as part of the consultation as it would not be clear that they are commenting on the Consultation Documents.	An anonymous post, unconnected to the Applicant, was published on a local Facebook page ('Rooftops not Countryside – North Yorkshire Against Light Valley Solar') which shared details of the announcement of statutory consultation opening for the Proposed Development not Light Valley Solar). This included the link to the SSE project website. However, as stated in the SoCC, the Applicant did not monitor the comments on any social media posts as it would not be clear that they are commenting on the Consultation Documents.
Acknowledging feedback and responding to information requests where necessary and feasible to do so	A dedicated project email address will be provided for people to submit comments, ask questions or request information. The project email address is: FBNG@sse.com	A project email was set-up and available for the duration of the early engagement and statutory consultation (including the extended consultation period). 67 emails were received.
	A dedicated freephone number will be available to receive queries/information requests or alternative formats of documents via	A free telephone number was set-up and available for the duration of the early engagement and statutory consultation (including the

Activity or component	Indicative timing and approach (SoCC reference)	Actual approach taken during statutory consultation
	voicemail. The number is 01202 043652.	extended consultation period). 8 voicemails were received.
	A dedicated 'Freepost' address will be provided for people to return comments/feedback forms and to submit comments by post, free of charge. The Free post address is: FREEPOST FBNG	A Freepost was set-up and available for the duration of the early engagement and statutory consultation (including the extended consultation period). One feedback form was received via Freepost.

5. Responses to statutory consultation

5.1. Feedback analysis

- 5.1.1. The Applicant is currently in the process of analysing all responses received as part of the statutory and further targeted consultations and will produce a Consultation Report as part of the DCO application for the Proposed Development.
- 5.1.2. This Consultation Report will be produced in accordance with Section 37(3)(c) of the PA 2008 and will evidence the Applicant's compliance with the requirements of the pre-application procedures and how it has had regard to the consultation responses.
- 5.1.3. All feedback received during the consultation period will be considered directly by the Applicant. 58 prescribed consultees and 86 members of the community responded to the statutory consultation (5 September 2025 to 19 October 2025).
- 5.1.4. As a result of feedback received during the statutory consultation as well as further assessments, feedback collection from the targeted consultations is ongoing at the time of publication. However, detail of the responses to the targeted consultations and how the Applicant has had regard to them will be detailed in the Consultation Report.

5.2. Response from host and neighbouring local councils

- 5.2.1. WMDC responded to the statutory consultation on 17 October 2025. Their response to the consultation is summarised below and a copy of the response is at **Appendix F**.
- 5.2.2. NYC responded to the statutory consultation on the 15 October 2025. Their response to the consultation is summarised below and a copy of the response is at **Appendix F**.

WMDC response on PEI Report

With regards to the Construction programme and management (ES Chapter 5)

- Provided a list of other large construction projects in the immediate local area for the Applicant to consider how the Proposed Development would interact with them during the construction and management of the site.

- Requested consideration of the new road and junction layout for the B6136 Stranglands Lane and A162 junction as approved as part of application 23/0010/HYB and 23/00100/S7301.

With regards to Legislative context and planning policy (ES Chapter 7)

- Requested that the Wakefield District Design Code Supplementary Planning Document be considered as part of the assessment, subject to the stage of the Code at the time of submission of the DCO application. States it is due for public consultation in Autumn 2025 with anticipated adoption in Spring 2026.

With regards to noise and vibration

- The Environmental Health Officer noted that operational noise and vibration would be controlled by Best Available Techniques and has therefore provided comments on construction effects.
- Identified Noise Sensitive Receptors ('NSRs') exposed to excessive noise (beyond 5dB) and requiring mitigation.
- Raised concern that levels of construction noise are likely to cause numerous nuisance complaints even after considering 10dB barrier correction for acoustic barriers.
- Identifies numerous NSRs exposed to Significant Effect Levels post mitigation, which would not be acceptable given the anticipated construction time frame of 42 months.
- Requested a detailed Construction Noise Mitigation Strategy is advised as soon as possible.
- Recommended a CEMP which includes measures to manage construction lighting impacts, due to concerns of light spill.

With regards to traffic and movement (ES Chapter 10)

- Requested the final ES to include detailed analysis of existing transport movements within and around the site and demonstrate the likely impact on the characteristics of transport movements during both construction and operation.
- Provided additional developments to be included in the cumulative and combined assessments.

With regards to biodiversity and nature conservation (ES Chapter 11)

- Acknowledged the site mainly forms previously developed land, however, the site is within proximity to a number of ecologically sensitive receptors/localities and it is expected that the development would impact biodiversity and nature conservation.
- Recommended the following:
 - BNG to be concentrated around the Main Site in Ferrybridge.
 - Contribution to mapped opportunities within the West and North Yorkshire Local Nature Recovery Strategies, including enhancement measures such as woodland, wetland and grassland enhancement.
 - Early consideration of priority and irreplaceable habitats in the design work and habitat enhancement works, rather than being ‘tagged on’ to post-design programme.
 - Assess potential impacts on Local Wildlife Sites and the network as part of the EIA.
 - Consider impacts on breeding and over-wintering birds when assessing potential impacts on Fairburn Ings Site of Special Scientific Interest and Local Nature Reserve, and impacts on aquatic fauna alongside the River Aire, and undertake GCN surveys.

With regards to geology, hydrology and land contamination (Chapter 13)

- Expects that the development would have an environmental impact on Geology, Hydrogeology and Land Contamination, due to the nature of the development, the extent of land included within the site and the sites previously developed status.
- Noted the redline area includes the Siniat Gypsum Works site which is in active use and is safeguarded for mineral production, and requires that safeguarded areas are protected from the Proposed Development to comply with Policy SP19.
- Requested the ES analyse and consider the likely impact on geology, hydrogeology and land contamination during construction and operation.

With regards to landscape and visual (ES Chapter 14)

- Provided comments on the wireframes in terms of labelling and descriptions to improve the readers understanding.
- Stated that the Strategic Leisure Corridors (LC01 and LC07) need to be given weighting. Raised concerns of pipeline impacts on LC01, in terms of access, and recommended an option/action for diversion of this corridor be provided given its importance as a recreational route that connects people with the waterfront.

- Stated that landscaping in the proposal is extremely minimal at this stage (and is understandable at this point) and predominantly focused on BNG and mitigation requirements rather than screening. Requested that the proposed Indicative Main Site Layout and the wider Site Layout via an addition of a note on the plan to say that additional landscaping and screening areas will be defined and provided as the scheme develops/progresses.

With regards to design and cultural heritage (Chapter 15)

- Acknowledged that the scale of the Proposed Development will be tempered by the existing large-scale industrial development in the vicinity. However, notes the limitations on fully assessing the impact on the built environment at this stage.
- Stated that design, massing, finish, screening, and other mitigation measures will all be very important for a successful development and in mitigating possible harm to setting.
- Confirms WMDC are generally comfortable with study area for assets scoped into the EIA. However, it is noted there may be assets outside the study areas which could experience substantial impact on their setting, due to the scale of the Proposed Development and such factors as topography and open views. This will be able to be more fully assessed (and possible mitigation measures considered) as the design details of the scheme progress.

With regards to cumulative and combined effects (Chapter 21)

- Provided a list of developments to be included in the cumulative and combined assessment within the ES, including any others which may come forward prior to submission of the DCO application.

No comments were provided with regards to the following ES Chapters:

- 2 Assessment Methodology,
- 3 Site and Surrounding Area,
- 4 Proposed Development,
- 6 Consideration of Alternatives,
- 8 Air Quality,
- 12 Water Environment and Flood Risk (subject to LLFA review of the final drainage solutions),
- 16 Socio-Economics,
- 17 Population and Human Health,

- 18 Climate Change,
- 19 Major Accidents and Disasters,
- 20 Materials and Waste, and
- 22 Summary of Likely Significant Residual Effects.

NYC response on PEI Report

With regards to air quality

- NYC noted that a construction dust assessment has considered the Proposed Pipeline Corridors.
- Noted that the risk assessment indicates that, without mitigation, the potential impact on human health is low while risk of dust soiling is medium to high.
- Noted the range of mitigation measures proposed to be incorporated into the final Construction Environmental Management Plan ('CEMP').
- NYC stated that provided these mitigation measures are implemented appropriately, the impact on both human health and dust-sensitive receptors is predicted to be not significant.
- Noted the matters that have been scoped out of the operational phase air quality assessment.
- Noted that there will be 15 heavy-duty vehicle movements per day during the operational phase.
- The air quality assessment considered three operational scenarios, representing worst-case impacts across all potential consenting outcomes and the predicted concentrations of relevant pollutants were modelled at 34 air quality-sensitive receptors.
- A stack height assessment was also undertaken to determine an appropriate release height for pollutant dispersion, while considering visual impact constraints. NYC notes that at all modelled heights, the maximum predicted concentration remained below Air Quality Assessment Level ('AQAL').

With regards to noise and vibration

- Noted that the PEI Report identifies that significant noise effects are likely at several residential receptors during construction, however, are expected to be short-term but may extend up to 42 months.
- Noted that construction vibration is assessed as not significant.
- Supported the inclusion of the proposed CEMP mitigation measures (which will be secured via the DCO). Recommends that the final CEMP be subject

to agreement with the relevant departments at both North Yorkshire and Wakefield Council.

- Noted that temporary lighting will be used during construction and that a Lighting Strategy will be secured via DCO Requirement. Notes that construction lighting impacts for ecological receptors are assessed but not for residential receptors.
- NYC recommended the following be undertaken:
 - A specific assessment of lighting impacts on residential receptors during both construction and operation in the ES;
 - Identification of sensitive receptors and predicted light levels;
 - Mitigation measures such as directional lighting, shielding, and restricted operating hours;
 - Integration of lighting controls into both the Final CEMP and the operational Lighting Strategy.
- Welcomed the dust and dirt suppression measures in the final CEMP. Noted there is no standalone dust impact assessment on residential receptors.
- Noted construction traffic is expected to peak at over 1,200 daily vehicle movements, including up to 434 heavy goods vehicles ('HGVs'). A Construction Traffic Management Plan ('CTMP') will be secured via DCO.
- Stated that certain amenity impacts from traffic (noise, queuing and disruption near residential areas) are not assessed in detail.
- Noted that operational noise from the Open Cycle Gas Turbine ('OCGT') could lead to significant adverse effects at several receptors particularly during night-time periods, while the CCGT conversion scenario presents a reduced overall impact.
- Noted that operational traffic noise has been assessed as not significant,
- Welcomes the use of the Environmental Permit and DCO Requirement to secure operational noise limits and mitigation measures.
- NYC recommend that the DCO Requirement securing operational noise controls includes:
 - A final operational noise assessment based on specified plant;
 - A Noise Management Plan detailing complaint handling, maintenance, and community engagement;
 - A mechanism for post-operation assessment in response to substantiated complaints.

With regards to traffic and transport

- The NYC Local Highway Authority ('LHA') has no objection in principle to the Proposed Development. However, the Framework CTMP and

The Ferrybridge Next Generation Power Station Project

supporting documents do not currently provide sufficient detail in relation to the North Yorkshire elements of the scheme.

- NYC LHA recommends further assessment, controls and mitigation to be required in the ES and DCO submission, particularly during the construction phase:
 - Further detail in ES regarding HGV movements along constrained rural roads, such as Pale Lane, Millfield Road and Roe Lane.
 - Confirmation of access arrangements and swept path analysis for all access points in NYC, noting that many identified roads are narrow and may not be suitable for repeated HGV access without mitigation. It should be noted that NYC consider the proposed routing strategy to be acceptable in principle.
 - A DCO Requirement for an NYC-specific CTMP to be submitted and approved to any construction works which should cover:
 - Defined HGV routing and signage
 - Delivery hours and time-of-day restrictions
 - Construction worker parking and layover arrangements
 - Communication with local residents and businesses
 - Local compliance procedures and contact points
- Pre- and post-condition survey for all agreed construction haul routes within NYC, agreed through the final CEMP. Reinstatement to be secured through a legal agreement or protective provisions, as appropriate.
- Any Abnormal Indivisible Loads ('AILs') routed through NYC must engage with Area 7 Improvement Manager at an early stage and the preferred route and any necessary mitigation should be agreed and included in the final CTMP.
- NYC LHA will not support any proposal to disapply local highway permitting or coordination procedures through the DCO and ongoing coordination with NYC Streetworks will be required.
- Noted the Public Rights of Way ('PROW') network affected by the Proposed Pipeline Corridors have been correctly identified however requests a clearer plan of the PROWs be submitted. Requests a PROW management plan for management and mitigation during construction with a key aim of maintaining public safety, ideally with management measures to ensure PROW remain open to users.
- NYC welcome early discussions with the PROW officer and have listed other matters for consideration including:
 - Where PROWs would be crossed by the Proposed Development;
 - How PROWs would be managed to ensure they remain safe to use;

- How disruption to the users of the PRow is minimised;
- The developer’s method of identifying the impact on the affected PRow;
- Pre-condition surveys of the PRowS affected;
- Time and duration of routes affected by the Temporary Stopping Up;
- Measures to prevent damage caused by the vehicle access and reinstatement.

With regards to biodiversity and nature conservation

- NYC support the overall approach taken by the Applicant with regards to biodiversity and nature conservation, and combined and cumulative effects, and recognises the Applicant’s commitment to ecological protection and enhancement.
- Noted that the ecological assessments confirm the presence of valuable habitats and protected species across the Proposed Development area.
- Noted that the PEI Report findings support the implementation of mitigation measures and habitat retention strategies to ensure compliance with environmental legislation and planning policy.
- Recommended that further surveys and refinements are needed to inform the final ES and DCO application. There is also a need to provide quantified summaries of habitat losses and gains, including biodiversity net gain (‘BNG’) metrics.

With regards to the water environment and flood risk

- The LFFA encourage the Applicant to review the NYC Sustainable drainage systems (‘SuDS’) Guidance and to adhere to the Drainage Hierarchy.
- Recommended the application address all of the following: Flood Risk, Runoff Destinations, Peak Flow Control, Volume Control, Designing for exceedance, Climate Change & Urban Creep and Maintenance Plan, for which there is guidance in the NYC SuDS Guidance.
- Confirmed that the proposed solutions to managing surface water are suitable methods if infiltration is not viable option. Requires infiltration to be ruled out by carrying out BRE 365 Soakaway tests and a report confirming this at a later stage.
- Noted that the only development inside Flood Zone 3/3b is the proposed pipeline/pipeline corridor (with the Main Site where the OCGT and CCGT in Flood zone 1).
- The Lead Local Flood Authority (‘LLFA’) has requested the following:

- the existing overland flow routes (Fluvial and Pluvial) are maintained during and post construction, and to ensure that there is no loss of flood storage from the construction of the pipeline.
 - peak runoff rates from the Site must include urban creep, where required, and climate change and must not exceed the peak greenfield runoff rate from the site for the same event.
 - the Applicant reviews drainage calculations as it applies to certain parameters.
 - hydraulic drainage calculations to confirm the required Surface water attenuation volume.
 - SuDS attenuation features to accommodate the 1 in 100 year design flood event plus allowance for climate change and urban creep.
 - an exceedance plan to demonstrate overland flow during an extreme flood event, and mitigation measures to minimise the risk of flooding to properties.
 - proposed SuDS surface water runoff attenuation features, which may be subject to a Section 38 agreement with the NYC Highways department and additionally a Section 104 agreement with Yorkshire Water.an operational Drainage Strategy at the detailed design stage.
- Recommended early engagement with the LLFA in case of the need for ordinary watercourse crossings.

With regards to geology, hydrology and land contamination

- Noted that contamination is likely along the pipeline corridors, primarily due to historic power station activities and demolition.
- Noted risk to human health is generally low to moderate for future users, but may be higher for construction workers if dust, asbestos, or vapours are encountered.
- Requested a dedicated Geo-Environmental Desk-Based Assessment be undertaken as part of the ES, once the preferred pipeline route is confirmed.
- Further site investigation and risk assessment are required to address uncertainties in contamination risks along the proposed pipeline corridors to ensure safe development.

With regards to landscape and visual amenity

- Noted uncertainty and / or lack of detail in the PEI Report in terms of landscape and visual impacts.

- NYC generally support the Landscape and Visual Impact Assessment ('LVIA') scope and method however requests the LVIA and/or supporting DCO application documentation includes:
 - Further detail on construction impacts including working corridor widths, temporary site access, storage and laydown areas, vehicle and equipment types and heights, with likely working arrangements set out on the layout plans, as worst-case scenario, and other constraints.
 - A clear assessment and summary for each pipeline corridor option and an explanation of how this is being used to guide design, route selection and route refinement decisions.
 - Tree and hedgerow surveys and assessments in determining landscape and visual effects.
 - Review and correct the methodology and assessment with NYC's suggested judgement on significance of effects, to avoid understating effects and significance of impacts. Clearly denote the site application area on photographs by superimposing the red line area.
 - Supplementary viewpoints and supporting photography where notable landscape and visual changes are predicted to occur along the pipeline corridor.
 - A landscape strategy which considers the wider site and future management responsibilities, and which considers the limitations of future management across the pipeline corridor.
- NYC requests to agree a method and approach for the cumulative assessment, which would include setting out the schemes for cumulative and combined effects on a layout plan and with ZTVs as appropriate.
- Welcomes the preparation of a Landscape and Biodiversity Management and Enhancement Plan and reiterates guidance provided at scoping regarding provision of green infrastructure within the whole application area.

With regards to cultural heritage

- Welcomed the archaeological field evaluation that is currently underway, and the opportunity to discuss the results and further field evaluation with the Applicant. However, concern is raised that further field evaluation can be undertaken as a condition of consent.
- Noted there are areas of high archaeological potential that require further assessment and many comparator sites that are Scheduled Monuments. Further information on the significance of these monuments and other areas of potential will be required at the decision-making stage if the chosen route coincides with them.

- Requested a Written Scheme of Investigation ('WSI') to set out archaeological mitigation.
- Recommends the Yorkshire Aircraft website for further information on aircraft crash sites.

With regards to cumulative and combined effects

- Recommended improvements to the display of information within this chapter.
- Questioned whether certain developments should be included in the short list and recommended another planning application for the short and long list.
- Welcomed ongoing discussion on the cumulative impacts assessment given the number of projects that are coming forward in the location of the Proposed Development.

No comments were provided with regards to the following:

- Socio-economics
- Population and human health
- Climate change and sustainability
- Major accidents and disasters
- Minerals and waste

6. Next steps

- 6.1.1. The Applicant is currently considering the responses from WMDC, NYC, and other Section 42 consultees as part of the ongoing design process and assessing how potential impacts of the Proposed Development can be avoided, managed or mitigated and how this mitigation should be secured through requirements in the DCO application.
- 6.1.2. All feedback submitted during the statutory consultation will be responded to within the Consultation Report and included in the document, with all personal details redacted.
- 6.1.3. We will take reasonable care to comply with the requirements of the Data Protection Act 2018 and the Planning Inspectorate's Privacy Policy.

7. References

Ministry of Housing, Communities and Local Government (MHCLG) (2025) *Consultation on streamlining infrastructure planning*, Available at: <https://www.gov.uk/government/consultations/consultation-on-streamlining-infrastructure-planning/consultation-on-streamlining-infrastructure-planning>

Department for Energy Security & Net Zero (2024) *Hydrogen to Power: Consultation on the Need, and Design, for a Hydrogen to Power Market Intervention*, Available at: <https://assets.publishing.service.gov.uk/media/657a2ea2095987001295e071/hydrogen-to-power-need-design-for-business-model.pdf>

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North Yorkshire Council (2024) *Statement of Community Involvement (SCI)*, Available at: <https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/statement-community-involvement>

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Planning Inspectorate (2024b) *Nationally Significant Infrastructure Projects: Advice pages*, Available at: <https://www.gov.uk/government/collections/national-infrastructure-planning-advice-notes#advice-for-applicants>

Wakefield Metropolitan District Council (2024) *Statement of Community Involvement (SCI)*, Available at: <https://www.wakefield.gov.uk/planning/planning-policy/statement-of-community-involvement#:~:text=The%20Statement%20of%20Community%20Involvement,updating%20the%20Community%20Infrastructure%20Levy.>

Appendix A: Stakeholders contacted during early engagement

Community Liaison Group members, including MPs and Ward Councillors

Yvette Cooper MP (for Pontefract Castleford and Knottingley)

Keir Mather MP (for Selby)

Cllr Steve Shaw-Wright

Cllr Melanie Ann Davis

Cllr Tim Grogan

Cllr Adele Hayes

Cllr Pete Girt

Cllr Rachel Speak

Cllr Bill Homes

Cllr Don Simpson

Cllr David Nicklin

Cllr Angela Nicklin

Cllr Jennifer Mitchell

Cllr Les Shaw

Cllr Kathryn Scott

Pollards Fields Residents

Monk Fryston and Hillam Community Association

Enfinium

Etex

Environment Agency

WDMC planning and technical officers

NYC planning and technical officers

Technical prescribed consultees

National Highways

Natural England

Historic England

Canal River Trust

Environment Agency (CLG)

WMDC planning and technical officers (CLG)

NYC planning and technical officers (CLG)

Appendix B: Prescribed consultees under Section 42 and non-prescribed consultees contacted at Statutory Consultation

Consultee type	Organisation name
The Secretary of State for Defence	Ministry of Defence
The relevant parish council(s)	West Haddlesey Parish Council
The relevant parish council(s)	Birkin Parish Council
The relevant parish council(s)	Brotherton Parish Council
The relevant parish council(s)	Beal Parish Council
The relevant parish council(s)	Gateforth Parish Council
The relevant parish council(s)	Byram cum Sutton Parish Council
The relevant parish council(s)	Whitley Parish Council
The relevant parish council(s)	Kellington Parish Council
The relevant parish council(s)	Eggborough Parish Council
The relevant parish council(s)	Hillam Parish Council
The relevant parish council(s)	Hambleton Parish Council
The relevant parish council(s)	Burn Parish Council
The relevant parish council(s)	Brayton Parish Council
The relevant parish council(s)	Cridling Stubbs Parish Council
The relevant parish council(s)	Chapel Haddlesey Parish Council
The relevant parish council(s)	Fairburn Parish Council
The relevant parish council(s)	Burton Salmon Parish Council
The relevant parish council(s)	Thorpe Willoughby Parish Council
The relevant parish council(s)	Ledsham Parish Council
The relevant parish council(s)	Allerton Bywater Parish Council
The relevant parish council(s)	Ledston Parish Council
The relevant parish council(s)	Featherstone Town Council

Consultee type	Organisation name
The relevant parish council(s)	Ackworth Parish Council
The relevant parish council(s)	Darrington Parish Council
The relevant parish council(s)	Normanton Town Council
The relevant parish council(s)	East Hardwick Parish Council
The Environment Agency	The Environment Agency
Natural England	Natural England
The Forestry Commission	Forestry Commission Yorkshire and North East Area
Historic Buildings and Monuments Commission for England (known as Historic England)	Historic England
The relevant internal drainage board	Selby Area Internal Drainage Board
The relevant internal drainage board	Danvm Drainage Commissioners
The Canal and River Trust	The Canal and River Trust
The relevant Highways Authority	North Yorkshire Highway Development Service
The relevant Highways Authority	Wakefield District Highways and Engineering
The relevant Highways Authority	City of Doncaster Council - Highways Department
The relevant Highways Authority	Leeds City Council - Highways Department
The relevant Highways Authority	Kirklees Metropolitan Council - Highways Department
The relevant Highways Authority	Barnsley Metropolitan Borough Council - Highways Department
The relevant Highways Authority	East Riding of Yorkshire Council - Highways Department
The relevant Highways Authority	City of York Council - Highways Department
The relevant Highways Authority	Lancashire County Council - Highways Department

Consultee type	Organisation name
The relevant Highways Authority	Bradford Metropolitan District Council - Highways Department
The relevant Highways Authority	Westmorland and Furness Council - Highways Department
The relevant Highways Authority	Durham County Council - Highways Department
The relevant Highways Authority	Darlington Borough Council - Highways Department
The relevant Highways Authority	Middlesbrough Borough Council - Highways Department
The relevant Highways Authority	Redcar and Cleveland Borough Council - Highways Department
The relevant Highways Authority	Stockton-on-Tees Borough Council - Highways Department
The relevant Highways Authority	National Highways
The Secretary of State for Transport	Department for Transport
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	West Yorkshire Combined Authority
The Civil Aviation Authority	Civil Aviation Authority
The Health and Safety Executive	Health and Safety Executive
United Kingdom Health Security Agency, an executive agency of the Department of Health and Social Care	United Kingdom Health Security Agency
NHS England	NHS England
The Coal Authority	The Mining Remediation Authority
The Crown Estate Commissioners	The Crown Estate
The relevant police authority	York and North Yorkshire Combined Authority
The relevant police authority	West Yorkshire Combined Authority
The relevant police authority	South Yorkshire Police
The relevant police authority	Humberside Police

Consultee type	Organisation name
The relevant police authority	Lancashire Police
The relevant police authority	Derbyshire Police
The relevant police authority	Greater Manchester Police
The relevant police authority	Cumbria Police
The relevant police authority	Durham Police
The relevant police authority	Cleveland Police
The relevant ambulance service	Yorkshire Ambulance Service NHS Trust
The relevant ambulance service	North West Ambulance Service NHS Trust
The relevant ambulance service	North East Ambulance Service NHS Trust
The relevant ambulance service	East Midlands Ambulance Service NHS Trust
The relevant fire and rescue authority	North Yorkshire Fire and Rescue Service
The relevant fire and rescue authority	West Yorkshire Fire and Rescue Service
The relevant fire and rescue authority	South Yorkshire Fire and Rescue Service
The relevant fire and rescue authority	Derbyshire Fire and Rescue Service
The relevant fire and rescue authority	Greater Manchester Fire and Rescue Service
The relevant fire and rescue authority	Lancashire Fire and Rescue Service
The relevant fire and rescue authority	Cumbria Fire and Rescue Service
The relevant fire and rescue authority	County Durham and Darlington Fire and Rescue Service
The relevant fire and rescue authority	Humberside Fire and Rescue Service
The relevant fire and rescue authority	Cleveland Fire and Rescue Service
Relevant statutory undertakers - The relevant Integrated Care Board	NHS Humber and North Yorkshire Integrated Care Board

Consultee type	Organisation name
Relevant statutory undertakers - The relevant Integrated Care Board	NHS West Yorkshire Integrated Care Board
Relevant statutory undertakers - NHS England	NHS England
Relevant statutory undertakers - The relevant NHS Trust	Yorkshire Ambulance Service NHS Trust
Relevant statutory undertakers - The relevant NHS Trust	Yorkshire Air Ambulance
Relevant statutory undertakers - The relevant NHS Trust	Children's Air Ambulance
Relevant statutory undertakers - Railways	Network Rail Infrastructure Ltd
Relevant statutory undertakers - Railways	National Highways Historical Railways Estate
Relevant statutory undertakers - Canal Or Inland Navigation Authorities	The Canal and River Trust
Relevant statutory undertakers - Civil Aviation Authority	Civil Aviation Authority
Relevant statutory undertakers - Universal Service Provider	Royal Mail Group
Relevant statutory undertakers - Homes and Communities Agency	Homes England
Relevant statutory undertakers - The relevant Environment Agency	The Environment Agency
Relevant statutory undertakers - The relevant water and sewage undertaker	Yorkshire Water Services
Relevant statutory undertakers - The relevant public gas transporter	Cadent Gas Limited
Relevant statutory undertakers - The relevant public gas transporter	Northern Gas Networks Limited
Relevant statutory undertakers - The relevant public gas transporter	Scotland Gas Networks Plc

Consultee type	Organisation name
Relevant statutory undertakers - The relevant public gas transporter	Southern Gas Networks Plc
Relevant statutory undertakers - The relevant public gas transporter	CNG Services Ltd
Relevant statutory undertakers - The relevant public gas transporter	Energy Assets Pipelines Limited
Relevant statutory undertakers - The relevant public gas transporter	ES Pipelines Ltd
Relevant statutory undertakers - The relevant public gas transporter	ESP Connections Ltd
Relevant statutory undertakers - The relevant public gas transporter	ESP Networks Ltd
Relevant statutory undertakers - The relevant public gas transporter	ESP Pipelines Ltd
Relevant statutory undertakers - The relevant public gas transporter	Fulcrum Pipelines Limited
Relevant statutory undertakers - The relevant public gas transporter	GTC Pipelines Limited
Relevant statutory undertakers - The relevant public gas transporter	Harlaxton Gas Networks Limited
Relevant statutory undertakers - The relevant public gas transporter	Independent Pipelines Limited
Relevant statutory undertakers - The relevant public gas transporter	Indigo Pipelines Limited
Relevant statutory undertakers - The relevant public gas transporter	Inovyn Enterprises Ltd
Relevant statutory undertakers - The relevant public gas transporter	Last Mile Gas Ltd
Relevant statutory undertakers - The relevant public gas transporter	Leep Gas Networks Limited
Relevant statutory undertakers - The relevant public gas transporter	Mua Gas Limited

Consultee type	Organisation name
Relevant statutory undertakers - The relevant public gas transporter	Quadrant Pipelines Limited
Relevant statutory undertakers - The relevant public gas transporter	Stark Works
Relevant statutory undertakers - The relevant public gas transporter	National Gas
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Northern Powergrid (Yorkshire) plc
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Advanced Electricity Networks Ltd
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Aidien Ltd
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Aurora Utilities Ltd
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Eclipse Power Networks Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Energy Assets Networks Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	ESP Electricity Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Fulcrum Electricity Assets Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Harlaxton Energy Networks Limited

Consultee type	Organisation name
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Independent Distribution Connection Specialists Ltd
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Independent Power Networks Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Indigo Power Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Last Mile Electricity Ltd
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Leep Electricity Networks Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Mua Electricity Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Optimal Power Networks Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Stark Infra-Electricity Ltd
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	The Electricity Network Company Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	UK Power Distribution Limited
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Utility Assets Limited

Consultee type	Organisation name
Relevant statutory undertakers - The relevant electricity distributor with CPO Powers	Vattenfall Networks Limited
Relevant statutory undertakers - The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc
Relevant statutory undertakers - The relevant electricity transmitter with CPO Powers	National Grid Electricity System Operation Limited
Non-prescribed consultees	
Monk Fryston Parish Council	
South Milford Parish Council	
Selby Parish Council	
Wistow Parish Council	
Cawood Parish Council	
Sherburn in Elmet Parish Council	
Barlow Parish Council	
Friends of Fryston Wood	
Monk Fryston and Hillam Community Association	
Ferrybridge Community Centre Association	
Osgoldcross Forum	
Wildlife Walking Group	
Nature Force Group	
Ramblers Yorkshire	
British Horse Society Yorkshire	
Ferry Bridge community centre	
Rockware Sports & Social Club	
Sherburn Aero Club	
Joint Casualty and Compassionate Centre (JCCC)	

Appendix C: Section 44 persons contacted at statutory consultation

- 93 Organisations (redacted for publication)
- 136 Individuals (redacted for publication)

Appendix D: WMDC and NYC response to draft SoCC

Service Director Planning, Transportation and Strategic Highways

Wakefield One
PO Box 700
Burton Street
Wakefield
WF1 2EB

Typetalk calls welcome

FAO - [REDACTED]
DWD
69 Carter Lane
London
EC4V 5EQ
By email:

[REDACTED]@dwd-ltd.co.uk

[REDACTED]@dwd-ltd.co.uk;

[REDACTED]@dwd-ltd.co.uk.

Our Ref: EN0110011

Your Ref: 17703

Date: 19 May 2025

Dear [REDACTED]

FERRYBRIDGE NEXT GENERATION POWER STATION – LAND AT AND WITHIN THE VICINITY OF THE FORMER FERRYBRIDGE POWER STATION, KIRKHAW LANE, FERRYBRIDGE, KNOTTINGLEY, WEST YORKSHIRE

THE PLANNING ACT 2008 – SECTION 47(2) CONSULTATION WITH SECTION 43(1) LOCAL AUTHORITIES ON DRAFT STATEMENT OF COMMUNITY CONSULTATION

Thank you for your letter dated 31 March 2025 which provides the opportunity for Wakefield Council to comment upon the Draft Statement of Community Consultation (SoCC) dated March 2025 relating to the Proposed Development.

Following review of the Draft SoCC, I can confirm that Wakefield Council has no objections to the proposed information to be contained within the SoCC and has no further comments to make at this stage.

Should you require any further information which would assist you, please do not hesitate to contact me.

Yours Sincerely

[REDACTED]
Principal Planner (Deputy Team Leader)
Development Management

The Ferrybridge Next Generation Power Station Project

Planning Inspectorate Ref: EN0110011

The Ferrybridge Next Generation Power Station Order

Land at and near the former Ferrybridge C Power Station, Kirkhaw Lane, Knottingley, and a land corridor to the east

Statement of Community Consultation (SoCC)

DRAFT FOR CONSULTATION

The Planning Act 2008, Section 47

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, Regulation 12

SSE Hydrogen Developments Ltd

Date: November 2025

OFFICIAL

DOCUMENT HISTORY

Revision	0		
Author	DWD		
Signed	CD	Date	17/03/2025
Approved By	DWD		
Signed	MS/GB	Date	19/03/2025
Document Owner	DWD		

GLOSSARY

Abbreviation	Description
AGI	Above Ground Installation
CCGT	Combined Cycle Gas Turbine
CLG	The Ferrybridge Community Liaison Group (CLG)
DCO	Development Consent Order
DESNZ	Department for Energy Security and Net Zero (government department)
EIA	Environmental Impact Assessment
ES	Environmental Statement
ICZ	Inner Consultation Zone
LPA	Local Planning Authority
MHCLG	Ministry of Housing, Communities and Local Government
MWe	Megawatts electrical
NOx	Oxides of Nitrogen
NPS	National Policy Statements
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
NYC	North Yorkshire Council
OCZ	Outer Consultation Zone
PA 2008	Planning Act 2008
PEI Report	Preliminary Environmental Impact Report
PINS	Planning Inspectorate
plc	Public limited company
Q1/Q2/Q3/Q4	Quarter 1/2/3/4 (of a year)
SSE	SSE Hydrogen Developments Limited (the Applicant)
SCI	Statement of Community Involvement
SCR	Selective Catalytic Reduction
SoCC	Statement of Community Consultation
SoS	Secretary of State
WMDC	Wakefield Metropolitan District Council

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1.0 INTRODUCTION

- 1.1 SSE Hydrogen Developments Limited (part of the Thermal Division of the FTSE-listed SSE plc) ('the Applicant' or 'SSE') is one of the United Kingdom (UK)'s largest and broadest-based energy companies, and the country's leading generator of renewable energy. Over the last 20 years, SSE plc has invested over £20bn to deliver industry-leading offshore wind, onshore wind, Combined Cycle Gas Turbine ('CCGT'), energy from-waste, biomass, energy networks and gas storage projects.
- 1.2 SSE Thermal has a long history at the Ferrybridge site, within the community and local economy, initially as the owner / operator of Ferrybridge C power station then latterly decommissioning and demolishing the legacy coal station.
- 1.3 SSE has been embedded in the local community for more than two decades and the local Community Liaison Group ('CLG') regularly meets to discuss SSE developments and the minutes of these meetings are published on the SSE Thermal website. SSE Thermal has also led multiple DCO statutory consultation exercises in the local area in the past: for the Ferrybridge Multifuel 2 project and latterly the Ferrybridge 'D' CCGT project.
- 1.4 The Applicant is developing Ferrybridge Next Generation Power Station (the 'Proposed Development' or 'the Project') on land at and within the vicinity of the former Ferrybridge 'C' Power Station site, Kirkhaw Lane, Ferrybridge, Knottingley, West Yorkshire – within the administrative area of Wakefield Metropolitan District Council ('WMDC'), and a land corridor extending eastwards into the administrative area of North Yorkshire Council ('NYC') – hereafter know as "the Site", as illustrated in Figure 1 in this document. Within the Site, there is the 'Main Site', which refers to the area where the generating station infrastructure will be located and the ancillary equipment needed for the Proposed Development, and the Proposed Pipeline Corridors, which refers to land corridors connecting the Main Site to Gas Transmission System for the supply of gas to fuel the power station. Two corridors are under consideration referred to as the Northern Pipeline Corridor and the Southern Pipeline Corridor.
- 1.5 The Proposed Development will include the construction, operation and maintenance of up to two open or combined cycle gas turbine ('GT') units with an electrical output capacity of up to 1.2 Gigawatt ('GW'). The Proposed Development will be designed to run on 100% hydrogen fuel. However, the new power station may be required to run on natural gas or a blend of hydrogen and natural gas until a resilient hydrogen supply becomes available. Gas will be transported from the Gas Transmission System to Ferrybridge via a gas pipeline connection corridor extending into North Yorkshire.
- 1.6 As the Proposed Development includes a generating station that will generate in excess of 50 megawatts ('MWe') and will therefore be a Nationally Significant Infrastructure Project ('NSIP'), SSE will require a DCO (Development Consent Order) under the Planning Act 2008.
- 1.7 A DCO is a type of legislation known as a Statutory Instrument which contains the powers (including planning permission) needed to develop the power station and any associated development needed to operate it. Consequently, instead of a planning application to WMDC and NYC, SSE must apply to the Planning Inspectorate ('PINS'), who act on behalf of the Secretary of State ('SoS') for Energy Security and Net Zero, for a DCO. PINS will carry out an examination of the application on behalf of the SoS, who will then make the final decision on the application.

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- 1.8 The Statement of Community Consultation ('SoCC') has been prepared with reference to relevant guidance¹ published by the Ministry of Housing, Communities & Local Government (MHCLG) and the Department for Levelling Up, Housing and Communities, as well the PINS advice notes and Wakefield Statement of Community Involvement ('SCI') (2024) and North Yorkshire SCI (2024). Please see section 2.6 for further details.
- 1.9 This SoCC sets out how SSE will consult with local communities, including residents living within the vicinity of the Proposed Development, the general public, community groups, local businesses, as well as others who work in or use the area, as required by Section 47(1) to (6) of the Planning Act 2008.
- 1.10 Under the DCO application process, pre-application consultation by the Applicant is the main opportunity for the local community to be engaged with and help shape the proposals. It is therefore important that you let SSE know if you have any written comments or information about any part of the proposals during this consultation process prior to the submission of the DCO Application.

¹ *Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects; Guidance on the pre-application stage for Nationally Significant Infrastructure Projects*, 30 April 2024. Retrieved from: <https://www.gov.uk/guidance/planning-act-2008-pre-application-stage-for-nationally-significant-infrastructure-projects>

2.0 GENERAL APPROACH TO CONSULTATION

- 2.1 Before applying for a DCO, SSE must carry out consultation and publicity activities required by Sections 42, 46, 47 and 48 of the Planning Act 2008 ('PA 2008') and associated regulations and have regard to government guidance.
- 2.2 This SoCC sets out how SSE will consult with local communities, including residents living within the vicinity of the Proposed Development, the general public, community groups, local businesses, as well as others who work in or use the area, as required by Section 47(1) to (6) of the PA 2008.
- 2.3 Early in the pre-application process the Applicant started to develop a stakeholder engagement strategy in order to provide a clear a framework for the pre-application consultation to be undertaken on the Proposed Development, including the areas and people and key stakeholders to be consulted and the consultation activities and methods to be employed.
- 2.4 In general, SSE seeks to achieve the following through its pre-application consultation exercises:
 - To raise awareness of the Proposed Development and provide local communities and other stakeholders with the opportunity to understand and comment on the proposals at different stages.
 - To provide clear and concise information on the Proposed Development.
 - To provide a range of means by which people living locally can engage with the plans for the Proposed Development and provide comments and feedback.
 - To ensure that comments and feedback are accurately captured and recorded.
 - To show how comments and feedback have been incorporated into the finalisation of the DCO Application.
- 2.5 The Applicant publicised its intention to prepare a DCO application via an announcement of the Proposed Development on SSE's website² in October 2024. In addition, a meeting of the Ferrybridge CLG was held on 8 November 2024 to inform members of SSE's plans for the site. The CLG meets quarterly and has been running for more than a decade. The CLG was established to help forge beneficial working relationships in the locality during previous site projects and includes a mix of local residents, local Council and Parish Members and officers (from both WMDC and NYC), MPs, local businesses/landowners and other key stakeholders, including representatives from the Environment Agency.

Guidance and Other Matters Relevant to the Proposed Development

- 2.6 The following regulations, guidance, advice, and local requirements have been considered in the preparation of this SoCC.
 - North Yorkshire Council's Statement of Community Involvement (February 2024).
 - Wakefield Metropolitan District Council's Statement of Community Involvement (January 2024).
 - Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities: Planning Act 2008: Pre-application stage

² <https://www.ssethermal.com/flexible-generation/development/ferrybridge-next-generation-power-station/>

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for Nationally Significant Infrastructure Projects Guidance on the pre-application stage for Nationally Significant Infrastructure Projects (published April 2024).

- The Planning Inspectorate Advice Note Two: The role of local authorities in the development consent process (published February 2015 Version 1)
- The Planning Inspectorate Advice Note Three: EIA consultation and notification (republished August 2017, version 7 (updated May 2024)).
- The Planning Inspectorate Advice Note: NSIPs: Advice for Local Authorities (published August 2024, updated December 2024).
- The Planning Inspectorate Advice Note: NSIPs and the people and organisations involved in the process.
- The Planning Inspectorate Advice Note: the stages of the NSIP process and how you can have your say (published August 2024).
- The Planning Inspectorate Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others (published December 2016)
- The Planning Inspectorate Advice Note Eleven: Working with public bodies in the infrastructure planning process (republished November 2017, version 4, updated May 2024).
- The Planning Inspectorate Advice Note: Advice on the Consultation Report (published August 2024).
- The Planning Inspectorate Advice Note Fourteen: Compiling the consultation report (Republished April 2012, version 2).

3.0 THE FERRYBRIDGE NEXT GENERATION POWER STATION PROJECT

The Proposed Development

- 3.1 The Proposed Development comprises the construction, operation (including maintenance) and decommissioning of single or multiple gas turbine (GT) units with a combined capacity of up to 1.2 GW electrical output within the administrative area of WMDC, and a land corridor extending eastwards into the administrative area of NYC.
- 3.2 The Proposed Development will consist of up to two gas turbine units and will provide flexible power generation with turbine units arranged in either open or combined cycle configurations, or a combination, depending on market requirements. Gas will be transported from the Gas Transmission System to the Main Site via a gas pipeline connection corridor extending into North Yorkshire. The Project will be designed to run on 100% hydrogen fuel. However, the new power station may be required to run on natural gas or a blend of hydrogen and natural gas until a resilient hydrogen supply becomes available.
- 3.3 In our consultation documents, such as the Preliminary Environmental Information Report (the 'PEI Report'), the land likely to be required to develop all of the various components that are required to develop the Proposed Development (which are set out below) is referred to as 'the Site'. The site of the power station itself is referred to as the 'Main Site'.

Area of the Site and its components

- 3.4 The entire Site's area is approximately 580 hectares (ha). This is subject to ongoing design work, discussions with landowners and statutory consultees as well as being informed by environmental surveys and as such the PEIR and the eventual DCO application will contain updated figures.
- 3.5 The main parts are described below:
 - Main Site (at Ferrybridge) - the area where the generating station infrastructure will be located and supporting facilities;
 - Proposed Pipeline Corridors - connecting the Main Site to the Gas Transmission System for the supply of gas to fuel the power station; two corridors are under consideration referred to as the Northern Pipeline Corridor and the Southern Pipeline Corridor;
 - Above Ground Installations (AGIs) in associated with the Proposed Development;
 - Water Connection Corridors- cooling for the Proposed Development is currently under consideration;
 - Electrical Connection Corridors - to connect the Proposed Development to the adjacent 'Ferrybridge C' substation; and
 - Construction laydown area locations are under development.

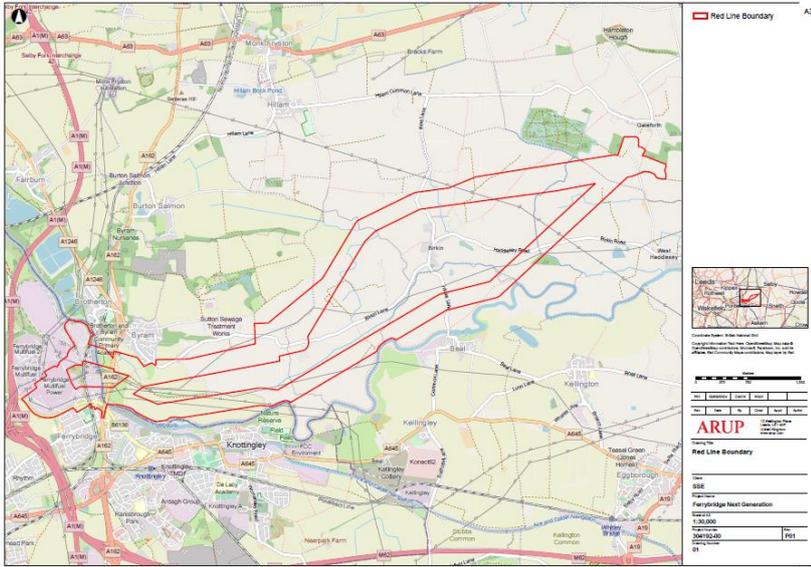


Figure 1 – Indicative Red Line Application area of the Site

Environmental Impact Assessment

- 3.6 SSE is preparing a number of environmental documents and undertaking assessments and impact studies that provide information on the likely significant environmental effects of the Proposed Development.
- 3.7 The Proposed Development is Environmental Impact Assessment ('EIA') development for the purposes of 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017'. The findings of the EIA undertaken for the Proposed Development will be reported in an Environmental Statement ('ES') that will form part of the DCO Application. The scope of the EIA will be based on the PINS 'EIA Scoping Opinion' for the Proposed Development which is available to view at: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0110011>.
- 3.8 During the statutory consultation we will make available preliminary environmental information that will enable people to understand the initial findings of our assessments of the likely significant environmental effects of the Proposed Development, how these have influenced design development and our approach to mitigating or avoiding significant effects. We will publish this in the form of a Preliminary Environmental Information Report (the 'PEI Report'), which will be available as an electronic document on our project website, at our consultation events and inspection locations and in hard copy on request (chargeable). A shorter PEIR 'Non-Technical Summary' document will also be available electronically, or in hard copy on request (non-chargeable).

Commented [CD1]: Note to LPA: the red line boundary is being updated and minor edits will be made between now and the start of statutory consultation

Commented [JC2R1]: Noted

Commented [JC3]: Do we know what the charge would be? And how would this and the NTS be requested in hard copy?

DCO Application and Examination Process

- 3.9 During the pre-application period it is the Applicant who is responsible for carrying out stakeholder and community consultation. Government guidance recognises the benefits of early involvement of local communities, local authorities, statutory consultees and other stakeholders³:
- *“Helping the applicant identify and resolve issues at the earliest stage, which can reduce the overall risk to the project further down the line as it becomes much more difficult to make changes once an application has been submitted and accepted for examination;*
 - *enabling interested parties to understand and influence proposed projects, providing feedback on potential options, and encouraging the community to help shape the proposal to maximise local benefits and minimise any disbenefits;*
 - *enabling applicants to obtain important information about the economic, social, community and environmental effects of a scheme from consultees, which can help rule out unsuitable options; and*
 - *enabling appropriate mitigation measures to be identified at the outset; considered and, if appropriate, embedded into the proposed NSIP before an application is submitted.”*
- 3.10 PINS is the government agency responsible for examining DCO applications on behalf of the relevant SoS, in this case the SoS for Energy Security and Net Zero. The Applicant currently intends to submit the DCO Application for Ferrybridge Next Generation Power Station in Quarter 4 ('Q4') 2025. SSE will keep PINS updated on the application timescale, as well as publish a Programme Document on its project website from time to time.
- 3.11 If PINS determine that the DCO Application should be 'accepted' it will then appoint an 'Examining Authority', made up of one or more inspectors, and make preparations for a public examination of the application, which would likely be held in 2026 for a period of up to six months. Following the completion of the examination process, the Examining Authority will then recommend to the SoS whether or not the application should be approved. **Figure 2** illustrates the six key steps of the application process for DCOs.

³ Ministry of Housing, Communities and Local Government, "Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects", (April 2024): paragraph 19

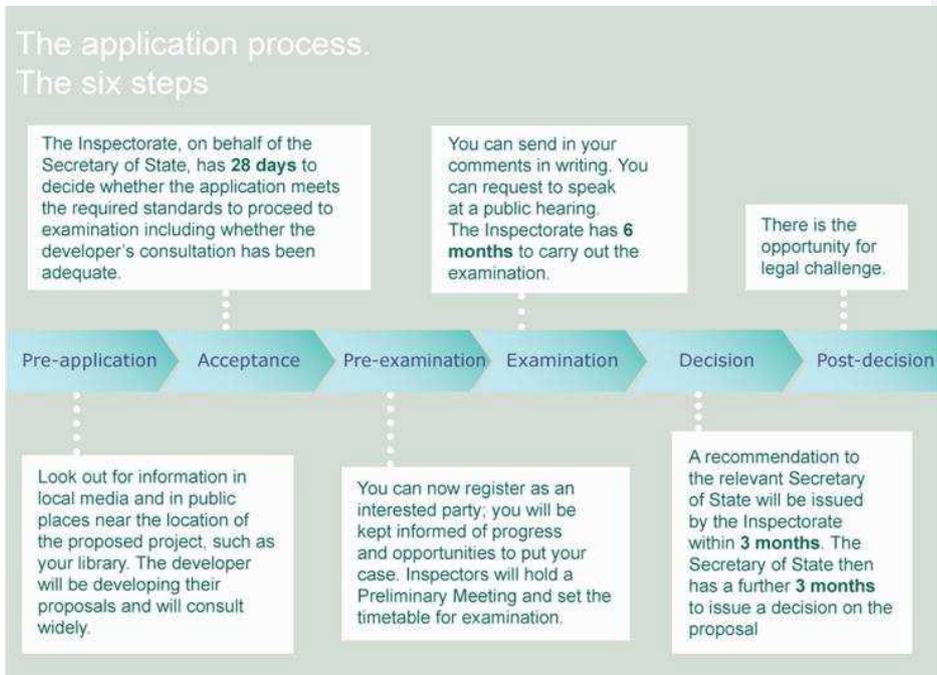


Figure 1 - Key steps in the DCO application process. © Planning Inspectorate

3.12 In deciding whether or not to approve the application, the SoS will have regard to the relevant National Policy Statements ('NPSs'), in particular Overarching National Policy Statement for Energy (EN-1). NPS EN-1 explains that where the need for a particular type of energy infrastructure is established by EN-1, but that type of infrastructure is outside the scope of one of the technology specific NPSs, EN-1 will "have effect and will be the primary basis for Secretary of State decision making. This will be the case for, but is not limited to [...] hydrogen." However, other NPSs will also be important and relevant, including:

- NPS for natural gas electricity generating infrastructure (EN-2), which has been drafted in respect of natural gas-fired stations but may be important and relevant to hydrogen generation; and
- The NPS for natural gas supply infrastructure and gas and oil pipelines ('EN-4') which is not directly relevant owing to the length of gas pipeline falling below the c. 16km threshold in sections 14 and 21 of the 2008 Act, however it may possess importance or relevance and therefore may be considered by the SoS.

3.13 These NPSs also set out the need for development that is considered to be critical national priority infrastructure defined as nationally significant low carbon infrastructure which includes hydrogen- and the issues to be considered in determining such applications. These can be viewed at: <https://www.gov.uk/government/collections/national-policy-statements-for-energy-infrastructure>.

4.0 CONSULTATION OBJECTIVES

Overarching objectives

- 4.1 SSE has set the following objectives for consultation on the Proposed Development, which build on the general aims in section 2.4:
- To **create positive, informative and open channels of communication** between residents, local political representatives and the media and **generate local support** for the Project.
 - To provide a **robust, accessible and meaningful consultation** around the future plans for the site, giving local stakeholders the opportunity to have their views heard and taken into account where possible.
 - To **protect and grow SSE's reputation** in the area and uphold a commitment to being a responsible developer, constructor, owner and operator of energy infrastructure.
 - To **build and maintain positive relationships** with neighbours and key stakeholders.

Commented [JC4]: This seems a key part of the consultation.

Consultation stages

- 4.2 Government guidance expects that the Applicant makes clear in the consultation what is settled in relation to the Proposed Development and why, what remains to be decided, and the matters on which community views are sought and will be taken into account for the final design of the Proposed Development.
- 4.3 There are some aspects of the proposals that will be fixed by the Applicant, such as the use of SSE land for the proposed power station itself, and the choice of cooling technology to be adopted. Most of the development is to be situated on land within the vicinity of the former Ferrybridge C Power Station Site. Furthermore, government policy requires applicants to demonstrate good and environmentally sensitive design and this may involve integrating connections, highway works, and environmental improvements into their surroundings and minimising impacts on recreational routes.
- 4.4 The Applicant publicly announced the Proposed Development on SSE's website in October 2024, and the information was subsequently updated in November 2024 to include a Programme Document setting out the intended key milestones.
- 4.5 The aim of this announcement was to communicate the new plans for the site, which continue the proud energy production heritage at Ferrybridge, and would be developed responsibly in line with SSE's vision for a net-zero future.
- 4.6 **Targeted early engagement with technical and key stakeholders** has been and continues to be carried out. This is being achieved through the CLG which was used to introduce the Proposed Development, and contacting technical stakeholders and politicians which included the following:
- An meeting with the CLG was held on 8 November 2024, and later on 3 February 2025. There will continue to be regular CLG events throughout the DCO process.
 - Introductory emails to, and meetings with technical prescribed consultees with whom engagement is required on specific design aspects of the Proposed Development. Subsequent meetings have taken place with the Environment Agency, Natural England and National Highways in October 2024, and meetings are continuing to

progress. Other technical officers (as well as planning officers) from WMDC and NYC have also been contacted and meetings held.

- Introductory emails have been shared with **local political stakeholders** in Q1 2025 including the local MP, ward councillors of the ward and the local parish councils that fall within the Site (both in WMDC and NYC).

4.7 The aims of the above engagement were to open channels of communication about the plans for the site and begin to develop and strengthen local relationships.

4.8 A round of **statutory consultation** is targeted to take place during Q2-Q3 of 2025 with a period of at least 30 days for the submission of comments and feedback. This is the point at which stakeholders and the local community will be formally consulted on the Proposed Development and will be asked to provide their comments and feedback. This will be conducted in accordance with our SoCC (this document) and will involve consultation on the detail of our proposed DCO application in accordance with the requirements of the PA 2008, including:

- Providing details of SSE's proposals (taking account of early engagement feedback), including how the final Site is likely to look and operate.
- The PEI Report.
- SSE's emerging proposals for avoiding, minimising and/or mitigating any significant environmental or community effects likely to arise.

4.9 The aims of the statutory consultation will be:

- To provide a **summary of the comments/feedback** received following the announcement of the Proposed Development.
- To provide an **update on the Proposed Development** and the further work undertaken since the initial announcement.
- To access robust information including an **overview of the Environmental Impact Assessment (EIA)** work being undertaken and the key environmental topics and issues, as presented in the PEI Report.
- To provide the **construction programme** for the Proposed Development and how **environmental effects will be managed** and, where required, mitigated.
- To provide stakeholders with the opportunity to **engage directly with the Project Team**, to provide informed comments/feedback, ask questions and raise concerns, and to provide an opportunity for the Project Team to listen to and consider the views raised by stakeholders.

4.10 Should SSE identify a need to carry out a subsequent round, or rounds, of consultation under S42 PA 2008 (sometimes called 'targeted consultation') relating to land interests and prescribed consultees for the intended DCO application order limits, SSE would consider whether any associated targeted consultation of local communities under S47 PA 2008 is appropriate. SSE would have regard to the principles set out in this SoCC and adopt consultation methods proportionate to the extent of the S42 consultation, and the views of the two host LPAs at officer level which would be sought in advance. There is no general expectation that the SoCC would be republished in such instances.

Who will we consult?

4.11 The Applicant will consult during the statutory consultation: residents, businesses, community organisations, host local authorities, and political representatives within the

Commented [JC5]: Can we summarise what has come out of this and what lessons can be learnt from this early consultation that can be taken through to the statutory consultation? Has there been a period of non-stat consultation?

Commented [JC6]: Are the dates known yet? If over summer holidays will this period be extended?

Commented [JC7]: Voluntary organisations, hard to reach groups, schools colleges?

vicinity of the Proposed Development (both in WMDC and NYC). This will reflect the agreed method in this SoCC, which sets out how the Applicant proposes to consult people living in the vicinity of the land to which the Proposed Development relates (Section 47(1) PA 2008).

- 4.12 There are a number of key stakeholders (as noted above) that the Applicant has been engaging with in relation to developments at, and within the vicinity of the Site – both in the locality of Ferrybridge (in WMDC), and in the vicinity of Proposed Pipeline Corridors (in NYC). We will continue to engage during the conception and design development of the Proposed Development, throughout its design, construction and operation. SSE will maintain open and proactive communications during the consenting and development process and seek to build strong relationships with key stakeholders. The Proposed Development has a dedicated SSE Stakeholder Engagement Manager lead, who is already embedded within the community.
- 4.13 The Applicant will also consult prescribed and non prescribed consultees (Section 42 PA 2008), both host and neighbouring local authorities (Section 43 PA 2008), land interests directly affected (and indirectly affected: potential 'category 3' claimants) (Section 44 PA 2008), and publish a Section 48 Notice via prescribed media which will also be served on EIA consultees under Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. These forms of consultation are not within the ambit of this SoCC.
- 4.14 A consultation zone-based approach is proposed in relation to consultation of the local community in the vicinity of the Site, comprising an 'Inner Consultation Zone' (ICZ) and an 'Outer Consultation Zone' (OCZ), as illustrated in **Figure 3**. The consultation methods used will be tailored to each zone.
- 4.15 The ICZ will extend to approximately 2 km from the edge of the red line boundary from the Main Site, and approximately 1.5 km from edge of the red line boundary from each of the Proposed Pipeline Corridor options. The area within the red line boundary (known as the draft Order limits) is defined as the total extent of the area within which the Proposed Development would be constructed. The ICZ also includes parts of the general locality of Ferrybridge, Knottingley, Sutton, Brotherton and Byram. The ICZ broadly corresponds to the areas within which the Proposed Development could be visually prominent, and/or receive a perceptible increase in noise or traffic, including during construction.
- 4.16 The OCZ will extend to around 10 km around the Site and broadly corresponds to the majority of the zone of theoretical visibility estimated for the Proposed Development based on the maximum built dimensions of the main items of plant and the stack. It also broadly corresponds to the area, which could (without mitigation) experience air quality, traffic or socio-economic effects or could be interested in, but generally not materially affected by the Proposed Development.

Commented [JC8]: Can we be clear who this is and how to contact?

Commented [JC9]: I'm unclear as to how those in the outer consultation zone will be consulted? Can this be clarified. Inner consultation zone get a leaflet directing them to consultation events etc, but what happens in the outer consultation zone. Would be good to set out the differences in approach to each zone.

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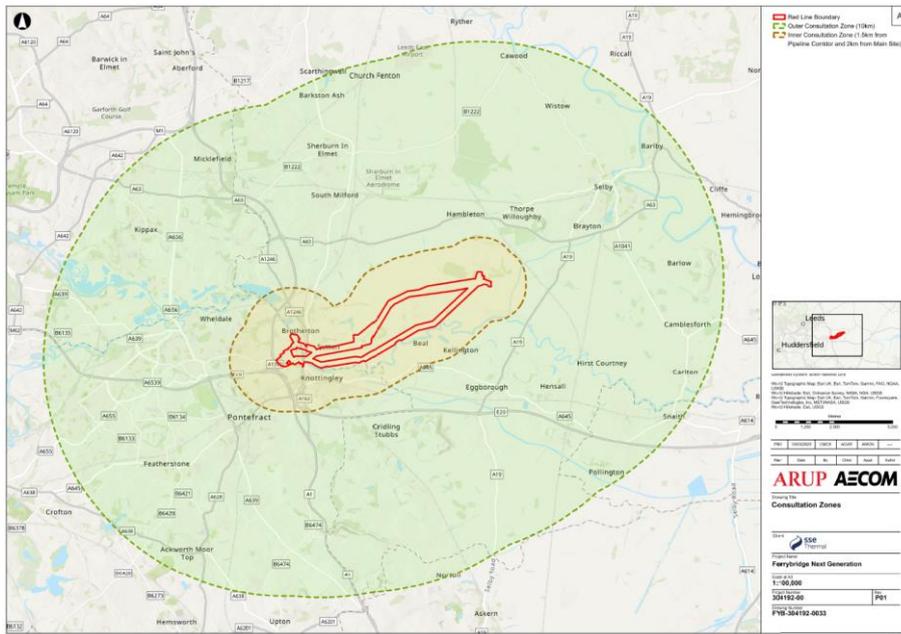


Figure 2 - Consultation zones

Key Stakeholders and stakeholder groups

- 4.17 The below details some specific key stakeholders and stakeholder groups relevant to the aims of this SoCC the Applicant is engaging with and will continue to engage with.
- 4.18 For the avoidance of doubt, this does not represent the full list of statutory consultees affected by the Proposed Development and who will receive letters under S42 PA 2008 from SSE or who may receive technical or property enquiries and approaches from the Applicant.:
 - **MPs:** SSE has been engaging in the early stages of the project with the MPs for the area via the CLG, The Rt Honourable Yvette Cooper MP, Member of Parliament for Pontefract, Castleford and Knottingley and Keir Mather MP, Member of Parliament for Selby.
 - **Councillors:** The Ward and Parish Councillors who it is important to engage with for the duration of the project including the Ward Councillors within the red line application area:
 - Councillors for Knottingley Ward: Councillors Adele Hayes, Pete Girt and Rachel Speak.
 - Councillor for Monk Fryston & South Milford electoral division (ED): Councillor Tim Grogan
 - Councillor for Thorpe Willoughby & Hambleton ED: Councillor Cliff Lynn
 - Councillor for Osgoldcross ED: Councillor John McCartney
 - Councillor for Camblesforth & Carlton ED: Councillor Mike Jordan

Commented [CD10]: Note to LPAs: the red line boundary will have minor tweaks between now and statutory consultation and this figure will be updated to reflect that. There will be no change to the consultation zones

Commented [JC11R10]: Noted

- It is also important to engage with for the duration of the project, the Parish Councils (and Councillors) within the red line boundary area including:
 - Brotherton Parish Council,
 - Byram cum Sutton Parish Council,
 - Birkin Parish Council,
 - Beal Parish Council,
 - West Haddlesey Parish Council, and
 - Gateforth Parish Council.
- **All Wards and Parishes** within the red line boundary have received an update by email and those Councillors who have been informally spoken to about plans for the Site are generally supportive of Ferrybridge Next Generation Power Station as part of SSE plc's journey to net zero, and the decarbonisation of the Keadby site.
- **Local Planning Authorities:** The host local planning authorities (LPAs) within the red line boundary, being WMDC and NYC, and their relevant officers.
- **Local Residents and Businesses:** Ferrybridge is a settlement in West Yorkshire, England, situated just off the A162 and M62, west of Knottingley and north-east of Pontefract, and on the west bank of the River Aire. The administrative area of WMDC does not comprise civil parishes, and the Main Site is located in the Knottingley Ward with a population at the 2021 census of 14,251. Ferrybridge residents have largely 'grown up' with power generation on the current site, with the first coal fired power station, Ferrybridge 'A', becoming operational in 1925, Ferrybridge 'B' in 1957 and Ferrybridge 'C' in 1968. Some of the residents in the village used to work at the coal fired power station and still have an interest in energy production.
- The land corridor options extend into the administrative area of NYC which passes through largely agricultural land, terminating south-west of Gateforth, with Byram and Sutton in proximity to the northern corridor option, and Knottingley and Beal located immediately south of the southern corridor option. Birkin lies in the middle of the northern and southern corridor options.
- There are a number of larger and smaller villages in the surrounding area and some rural isolated properties mainly consisting of farmhouses.
- **Ferrybridge residents and businesses**, and other residents and businesses within the general locality of the ICZ, will be kept informed of progress on the Site via project update newsletters which will be distributed to residents in the ICZ general locality prior to public consultation.
- **Community Groups:** SSE are liaising with the Parish Councils, North Yorkshire County Council and WMDC to identify any active community groups in the local area that it would be beneficial to engage with during consultation on the Proposed Development.
- SSE continues to liaise on the Proposed Development and approach to consultation via the CLG, and has also asked for their input via local groups.

5.0 HOW WE WILL CONSULT

- 5.1 The **consultation activities** and the **potentially available methods** for each, are set out in **Table 5.1** below.
- 5.2 SSE will seek to use the **intended methods**. In instances where a method is changed by SSE, regard will be had to the consultation **objectives** (see paragraph 4.1).
- 5.3 The **consultation documents** that will be made available during the Consultation will include:
- The published Statement of Community Consultation (i.e. resulting from this draft document).
 - The PEI Report and its Non-Technical Summary ('NTS').
 - A plan showing the location of the Site.
- 5.4 SSE will also make available on its project website copies of the banners used in the consultation exhibitions or the community newsletter posted to the local community within the ICZ. These are not formally the **consultation documents**, rather they are alternative formats of information shown already within those.
- 5.5 The key engagement activities and methods proposed are:

Table 5.1: Engagement activities and methods

Method/ activity	Details	Stage ⁴
Project website	This will host information on the Proposed Development and the consultation materials. The Website will be updated regularly throughout the development of the project. The Project Website can be accessed at: www.ssethermal.com/FBNG	Early engagement Updated for Statutory consultation
Engagement with local political representatives	Parish Councils and other key stakeholders through e-mail, phone calls, early engagement presentations, and attendance at the consultation events.	Early Engagement, Statutory consultation
Social media	Ferrybridge and Knottingley community have an active Facebook page. This method of communication is increasingly popular for allowing local people to access news about their communities. During the consultation stage, SSE will ask if information and consultation dates can be shared on local	Early Engagement, Statutory consultation

Commented [JC12]: Will there be reference locations ie council offices/libraries where docs will be available to view. If so can we provide details and when these will be available.

Commented [JC13]: Any press notices and if so which papers?

Commented [JC14]: And ward cllrs?

⁴ 'Stage' refers to timing of engagement activities within DCO Stage 1 'Pre-application'

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Method/ activity	Details	Stage ⁴	
	community Facebook page(s) to raise awareness of the Proposed Development and provide information on the ways in which people can access information and engage.		<p>Commented [JC12]: Will there be reference locations ie council offices/libraries where docs will be available to view. If so can we provide details and when these will be available.</p> <p>Commented [JC13]: Any press notices and if so which papers?</p>
Webinar	A scheduled webinar or webinars will also be advertised, run by the project team and include a selection of overview information and visual material from the consultation and details of how to provide feedback.	Statutory consultation	<p>Commented [JC15]: Do we have details of these yet?</p>
A community newsletter (including comments/feedback form)	<p>A newsletter will be delivered by post to local residents and businesses within the locality of the 'inner consultation zone'.</p> <p>This will be used to publicise the statutory consultation and provide information on the Proposed Development.</p> <p>The feedback form will be available electronically on our project website and as part of our virtual exhibition.</p>	Statutory consultation	<p>Commented [JC16]: Will this make clear that feedback can be provided by a variety of means not just online?</p>
Additional information within the SoCC notice	It is mandatory that we publish a notice to explain the SoCC that has been published. This notice would be expanded to contain an overview of the community consultation proposals so that readers can see at a glance the main dates and methods being used without having to read the full SoCC.	Statutory consultation	
Freepost address	A dedicated 'Freepost' address will be provided for people to return comments/feedback forms and to submit comments by post, free of charge.	Statutory consultation	<p>Commented [JC17]: Do we know what this is yet?</p>
Email address	A dedicated project email address (FBNG@sse.com) will be provided for people to submit comments, ask questions or request information.	Statutory consultation	
Telephone number	A dedicated free phone number will be available for people to ask questions or request information or alternative formats of documents.	Statutory consultation	<p>Commented [JC18]: Do we know what this is yet?</p>
Engagement events	At least five (5) in-person exhibitions will be carried out in the local area to facilitate face-to-face engagement	Statutory consultation	

Method/ activity	Details	Stage ⁴
	<p>between local communities and the Project Team. These will be distributed across both WMDC and NYC.</p> <p>These will provide a space to ask questions of the Project Team and discuss the Proposed Development.</p> <p>Written feedback will be possible via the feedback forms which can also be taken away and posted.</p> <p>Large print versions of certain documents such as the PEIR NTS will be available.</p>	

Commented [JC12]: Will there be reference locations ie council offices/libraries where docs will be available to view. If so can we provide details and when these will be available.

Commented [JC13]: Any press notices and if so which papers?

Commented [JC19]: Do we have details of these yet, i.e. locations, times etc to ensure a good coverage?

5.6 The relevant local authorities, WMDC and NYC, will be formally consulted on the SoCC before its publication and any feedback received will be taken into account in finalising the document.

5.7 All consultation activities will be reported on in the Consultation Report accompanying the DCO Application, as required under Section 37 of the PA 2008. The report will also demonstrate the regard had to consultation feedback in accordance with Section 49 of the PA 2008. SSE will also programme the Early Adequacy of Consultation Milestone (AoCM) submission with the Planning Inspectorate at the appropriate point.

Further engagement

5.8 Following the consultation, stakeholders will be updated at key milestones during the application process.

Commented [JC20]: Can we set out how

6.0 HOW WE WILL RECORD FEEDBACK AND RESPOND TO IT

- 6.1 All comments and feedback received in response to the statutory consultation (including completed Feedback Forms) will be recorded and entered into a response tracker. The comments and feedback received will then be carefully reviewed, analysed and grouped under specific topic or theme headings. Under each topic/theme heading the issues/matters requiring consideration will then be identified.
- 6.2 SSE will have regard to feedback received in writing. The methods have been designed to achieve written feedback. SSE is unlikely to have regard to feedback given verbally, or by phone, or on social media, for practical reasons, due to risks of duplication/double counting, and the poor likelihood that these comments are from 'people living within the vicinity of the land' and based on SSE provided information in the 'consultation documents'.
- 6.3 The Applicant will consider the issues/matters raised during the pre-application consultation on the Proposed Development. In having regard to the issues/matters raised, SSE will also identify where these have resulted in any changes to the Proposed Development.
- 6.4 The pre-application consultation undertaken on the Proposed Development, including the comments/feedback received to the statutory consultation and how SSE has had regard to them, will be documented within a Consultation Report, which will form part of the DCO application.
- 6.5 Your feedback will be used to improve the project and may be published in anonymised form as part of our Consultation Report. We are committed to protecting your personal data in line with applicable data protection legislation. For more information about how we handle your personal data, we would provide our privacy notice for review on the Project website page.

Commented [JC21]: What if someone can't give written feedback? Is there assistance provided for those who may struggle, to take down written comments on their behalf?

7.0 CONTACT DETAILS

7.1 You can find out more about Ferrybridge Next Generation Power Station by viewing our project website: www.ssethermal.com/FBNG or contacting the project team as follows:

- Feedback form – available electronically on our project website (and as part of our virtual exhibition) or available as a paper copy from our in-person exhibition. We can also post a copy on request.
- By post to a dedicated Freepost service
- By leaving a message including your contact details at dedicated free phone line and/or dedicated project email address - FBNG@sse.com.

Commented [JC22]: Do we have these details?

Appendix F: WMDC and NYC response to PEI Report

Our Ref: 24/01775/DCO
Your Ref: EN0110011
Please Reply to: [REDACTED]
E-mail: [REDACTED] [wakefield.gov.uk](mailto:[REDACTED]@wakefield.gov.uk)
Mob: [REDACTED]

DWD - Property and Planning Limited
69 Carter Lane
London
EC4V 5EQ
Via e-mail to FBNG@sse.com

Service Director Planning and Transportation

Planning Services

Wakefield One
PO Box 700
Burton Street
Wakefield
WF1 2EB
Typetalk calls welcome

17 October 2025

Dear Sir / Madam

FERRYBRIDGE NEXT GENERATION POWER STATION

LAND AT AND IN THE VICINITY OF THE FORMER FERRYBRIDGE C POWER STATION, KIRKHAW LANE, KNOTTINGLEY, AND A LAND CORRIDOR TO THE EAST TERMINATING, SOUTH OF GATEFORTH

CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008 & REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Thank you for your letters dated 29 August 2025 and 30 September 2025 which provides the opportunity for Wakefield Council to comment upon the contents of the Preliminary Environment Impact Report (PEIR) relating to the Proposed Development.

Following review of the documents available on the development's website, by Planning Officers and Internal Consultees, the Council has the following comments to the PEIR, which focus on the areas of application site that are located within the Wakefield District only.

I
Chapter 2 Assessment Methodology

No comment at this stage.

Chapter 3 Site and Surrounding Area

No comment at this stage.

Chapter 4 Proposed Development

No comment at this stage.

Chapter 5 Construction Programme and Management

In term of the construction of the elements within the Wakefield district, particularly the power station itself, the construction and management of the site needs to consider how it would interact with other large construction projects in the immediate local area as set out in table 1 attached to this letter. The proposal

would also need would take account to the new road and junction layout for the B6136 Stranglands Lane and A162 junction as approved as part of application 23/0010/HYB and 23/00100/S7301.

Chapter 6 Consideration of Alternatives

No comment at this stage.

Chapter 7 Legislative Context and Planning Policy

Whilst the referred to Policies within the PEIR cover those in the Local Plan, the Council is in the process of devising the Wakefield District Design Code Supplementary Planning Document (SPD), which is due for public consultation in Autumn 2025 with anticipated adoption in Spring 2026. Subject to the stage of the Design Code in relation to the submission of the application, the Design Code should be considered as part of the assessment.

Chapter 8 Air Quality

No comment at this stage.

Chapter 9 Noise and Vibration

The submitted information in relation to noise and vibration, been reviewed by the Councils Environmental Health Officer (EHO) who has raised concerns that levels of construction noise are likely to cause numerous nuisance complaints and made other general comments about the impact of the development. The full comments are attached to this letter and should be considered as part of the final Environmental Statement.

Chapter 10 Traffic and Movement

The final ES should provide a detailed analysis of existing transport movements within and around the site and demonstrate the likely impact of the proposals will have upon the characteristics of transport movements in these locations both during the construction phase and during the future operation of the site. The impacts on traffic should also take account for the increased movements approved under adjacent applications and developments included in table 1. The highway improvements proposed by application 23/00100/HYB also need to be taken into account with the development. A number of the sites in table 1 are at an advanced stage and construction has commenced on the scheme approved under 23/00100/HYB / 23/00100/S7301 therefore the traffic impacts of these developments need to be fully considered.

The Highways Officer has provided detailed comments attached to this letter which should be considered in full with the final submission.

Chapter 11 Biodiversity and Nature Conservation

Whilst the submitted PEIR has provided detail on biodiversity and nature conservation, it is expected that the development would impact on biodiversity and nature conservation. Whilst the area of the site within the Wakefield District mainly forms previously developed land, the site is within close proximity to a number of ecological sensitive receptors/localities. Detailed comments from the Planning Ecologist are attached to this letter which need to be considered in full within the final submission.

Chapter 12 Water Environment and Flood Risk

No comment at this stage, final drainage solutions to be reviewed by the Lead Local Flood Authority (LLFA).

Chapter 13 Geology, Hydrogeology and Land Contamination

It is expected that the development would have an environmental impact on Geology, Hydrogeology and Land Contamination, due to the nature of the development, the extent of land included within the site and the sites previously developed status.

Spatial Policy have stated the following which needs to be captured as part of the ES:

The application red-line boundary includes the Siniat Gypsum Works site which is understood to be in active use and is a safeguarded area for mineral production (Policy SP19). Safeguarded Areas for Minerals Production will be protected from development for alternative uses. Any proposal to redevelop this area will therefore be contrary to the Local Plan.

The ES should provide an analysis of the impact on Geology, Hydrogeology and Land Contamination and demonstrate the likely impact of the proposals upon the characteristics of Geology, Hydrogeology and Land Contamination, both during the construction phase and during the future operation of the site.

Chapter 14 Landscape and Visual Amenity

The submitted information has been reviewed by the Councils Urban Design Officer whose comments are attached to this letter which need to be considered in full within the final submission.

Chapter 15 Cultural Heritage

The PEIR has been reviewed by the Conservation Officer who's final comments are attached to this letter. However, in summary Conservation are generally comfortable with the distances at which various heritage assets have been scoped in for consideration (5km for designated heritage assets, 3km for conservation areas, 1km for non-designated heritage assets). However, it is noted there may be assets outside these areas which could experience substantial impact on their setting, due to the scale of the proposed development and such factors as topography and open views. This will be able to be more fully assessed (and possible mitigation measures considered) as the design details of the scheme progress.

Chapter 16 Socio-economics

No comment at this stage.

Chapter 17 Population and Human Health

No comment at this stage.

Chapter 18 Climate Change

No comment at this stage.

Chapter 19 Major Accidents and Disasters

No comment at this stage.

Chapter 20 Materials and Waste

No comment at this stage.

Chapter 21 Cumulatives and Combined Effects

With specific regard to the elements within the Wakefield District, the cumulative impacts of the developments need to be considered all those from the developments set out in table 1 and any other which may come forward prior to final submission.

Chapter 22 - Summary of Likely Significant Residual Effects

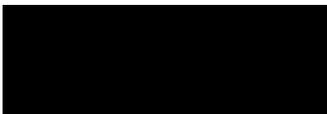
No comment at this stage.

Conclusion

In conclusion the above assessment is based on the level of information and consultation responses received to date. As such, the comments of Wakefield Council to the PEIR may not be exhaustive. The principles of the methodology and analysis in respect to the above matters highlighted in the PEIR are considered to be acceptable, subject to taking account of the points contained within this letter.

The full comments from internal consultees are attached to this letter.

Yours faithfully



Principal Planner (Deputy Team Leader)
Wakefield Council

Urban Design Comments – Planning Policy and Environment, Wakefield Council

Having looked over the plans for the Ferrybridge Next Generation Power Station proposals there is very limited feedback I can give at this stage due to having earlier involvements with the LVIA (which is positive to see documented in the proposals) following further discussions between ourselves and North Yorkshire Council.

My comments are as follows:

- The provided LVIA wireframes, the figure number provided on the drawing does not help give reference as to where this wireframe is located in terms of the viewpoints/area, it should have a reference on the page in terms of which view point it is near or at least provide the location/street name without needing to go through multiple documents to find it/reference it.
- In terms of the Strategic Leisure Corridors for LC01 River Aire and the adjoining LC07 Wheldale - Fryston Park – Pontefract, the proposals will need to ensure that these are given some weight as they are covered in Policy LP24. There are concerns regarding LC01 due to the pipeline impacts which will be made apparent by the proposals in terms of access and the applicants should provide an option/action for a diversion for this corridor as this is the only route around the Ferrybridge site along the River Aire which should provide a vital recreational route to the wider locality as this corridor stretches along the entirety of the River Aire within the WDDC boundary (wherever able) to connect people with the waterfront, as the proposals will take several years to construct, this would safeguard this route and ensure that Policy LP24 can be met. However, I believe this is to be covered in the ES by the applicants.
- For landscaping within the proposals, this is extremely minimal at this stage (and is understandable at this point), which appears to predominantly focus/highlight BNG and mitigation requirements than screening effects due to the flexibility required at this stage. However, it would be worth noting on the proposed Indicative Main Site Layout and the wider Site Layout via an addition of a note on the plan to say that additional landscaping and screening areas will be defined and provided as the scheme develops/progresses, rather than not to regard it at all at this stage in terms of it being listed on a plan. Noted it is within some of the documentation, but to have it listed on the main plans would be welcomed.

I hope that's some use/help, due to the amount of information and limited capacity I have at present I cannot provide any further comments at this stage.

The LVIA findings appear in-line with what would be expected for the proposals in the located viewpoints by the applicants and therefore, I have no comments on these at present.

Thank you.

Kind regards,



*Urban Designer
Planning Policy and Natural Environment
Wakefield Council
Wakefield One*

Planning Ecology Comments – Planning Policy and Environment, Wakefield Council

Dated: 16 October 2025

As the scheme will be subject to an EIA, I think ecology will be covered thoroughly. However, here are a few things that spring to mind:

- BNG – the requirement for NSIPs to provide statutory BNG is anticipated to start in May 2026, however, I don't think we have any further details from the last consultation which closed in July. Given the amount of land included within the application boundary, I would hope the required uplifts can be provided within the same area. We would hope to see a concentration of habitat enhancements around the Main Site in Ferrybridge, as this area will see the most significant changes long-term and presumably will see the most intense day-to-day use.
- Local Nature Recovery Strategy – at present, WYCA anticipate the LNRS's publication in Spring 2026. This will provide a framework for how best, and where best to provide habitat enhancements. In conjunction with the BNG we would hope to see that the application can contribute to the mapped opportunities outlined within West and North Yorkshires' LNRSs. Given the scale of the scheme, this should include a wide range of enhancement measures, including woodland, wetland and grassland enhancement and creation.
- Priority and irreplaceable habitats – I've had a quick look at mapped habitat across the scheme, I think with regards to irreplaceable habitats, the scheme has the potential to interact with ancient woodland, ancient and veteran trees, and possibly lowland fen. The list of priority habitats is far greater and will include a broad range of grassland, woodland and wetland, but the scheme will impact large areas of more commonly occurring priority habitats, such as arable field margins, ponds and hedgerows. Given the past use of the Ferrybridge area, the scheme will likely impact the priority habitat 'Open Mosaic Habitats on Previously Developed Land', which is notoriously difficult to replicate. We would therefore hope to see that the scheme has factored such valuable habitats into the design work, rather than habitat enhancement works being 'tagged-on' to the programme post design.
- Statutory designated sites – the scheme sits within the Impact Risk Zone of Fairburn and Newton Ings SSSI / Fairburn Ings LNR. Fairburn Ings has been designated for its complex wetland habitat and diversity of species, primarily wetland birds. Impacts on supporting habitat and wetland bird populations will therefore be required. Well Wood LNR also sits to the north-west of the Main Site.
- Non-statutory designated sites – Well Wood, The Former Fryston Colliery and Fryston Park LWSs sit alongside the western and north-west boundaries of the 'Main Site'. Willowgarth and Park Baulk Quarry LWSs are located further to the east, along the pipeline routes - as the routes leave Wakefield. The Wakefield Habitat Network will be cut across by the pipeline routes and also sits to the east of the Main Site. We would look to see potential impacts on LWSs and the network assessed as part of the EIA, but the scheme could also explore options to improve such areas, possibly to off-set impacts.
- Species – as mentioned, impacts on breeding and over-wintering birds should be considered when assessing potential impacts on Fairburn Ings SSSI and LNR. Impacts on commuting and foraging bats should also be considered, given the dissection of linear habitats, such as hedgerows. Large areas of the application site also sit within the Bat Alert Zone. The general area also has numerous records of Great crested newts, as such suitable aquatic and terrestrial habitat should be subject to appropriate surveys. As the most southerly pipeline route sits alongside the River Aire, impacts on aquatic fauna, such as Otters, fish and macro-invertebrates should also be considered.

I hope this is of some help, but please let me know if you require any further information.

Kind regards,


*Senior Planning Ecologist – Planning Policy and Environment
Wakefield Council*

Planning Design and Conservation Response on Proposed Development – Planning Policy and Environment, Wakefield Council

Date: 15 October 2025

Scope:

For the purposes of the PEIR, physical and setting effects from construction have been scoped in, along with setting effects from operation. The physical and setting effects of decommissioning are considered likely to be less than (or at least no worse) than construction, and there are unlikely to be any physical effects from operation, so these areas have been scoped out. Conservation are content with this scoping approach.

Conservation are generally comfortable with the distances at which various heritage assets have been scoped in for consideration (5km for designated heritage assets, 3km for conservation areas, 1km for non-designated heritage assets). However, we note there may be assets outside these areas which could experience substantial impact on their setting, due to the scale of the proposed development and such factors as topography and open views. This will be able to be more fully assessed (and possible mitigation measures considered) as the design details of the scheme progress.

Impact on heritage assets

Conservation has considered the impact on built heritage only. WYAAS must be consulted regarding the potential impact on Ferrybridge Henge and other scheduled monuments and archaeology in the area.

Broadly speaking Conservation are content with the assessment and level of detail regarding heritage assets thus far. A few points are noted below:

Within WMDC boundaries, the report has identified potential minor adverse effects on the setting of:

- Ferry Bridge, a scheduled monument and Grade I listed building (NHLE: 1005799 and 1167483);
- Pontefract Castle, a scheduled monument (NHLE: 1010127);
- A group of Grade II listed former estate buildings related to Fryston Hall (NHLE: 1211950, 1289753, 1135542 and 1135541);

Conservation concur with this assessment, though until the design stage the precise impact will be impossible to fully assess. At the appropriate stage, careful consideration of the scheme design will be necessary with regards to impact on these assets, as well as effective screening and other mitigation measures.

The report suggests that the setting of the Grade II listed Main Building at CEGB Ferrybridge A Site (NHLE: 1266191) and Grade II listed Toll House would not be impacted as the proposed development would not alter certain aspects of the buildings' settings. However, utilising the NPPF's definition of setting – "The surroundings in which a heritage asset is experienced" - we cannot agree with this conclusion. The proximity of these assets to the development will result in substantial change to their settings and this should be addressed within the ES.

It is suggested that the development would be unlikely to impact the setting of Knottingley Conservation Area and the heritage assets within it, but that this will be further assessed in the ES. We are supportive of this being reassessed within the ES.

Impact on Buildings of Local Interest (BLIs)

This has not yet been addressed. There are a number of BLIs throughout the study area and it has been stated that these will be addressed within the ES for the DCO. Noting the lower level of significance of BLIs we are content for the detailed analysis of impact to be undertaken within the ES – but would stress

that there are a number of BLIs which may have their setting substantially impacted. This includes BLIs in close proximity, such as Ferrybridge Lock, and those further away but with fairly open views towards the site, such as the row of houses near the southern end of Fishergate (Streetview screenshot of these with the previous power station in their setting included below).



Other

We do not consider there is a need for further assessment of The Elms within the ES (assuming no physical impact). The building has some interest as an extant building on the first edition OS Map and the building form remains legible, however it has been substantially altered and has not, at this time, been considered to warrant consideration as a non-designated heritage asset.

Design

The development will be significant in its scale, though somewhat tempered by the existing large-scale industrial development here. The design, massing, finish, screening, and other mitigation measures will all be very important for a successful development and in mitigating possible harm to setting. It is understood that matters including siting, layout, scale and external appearance (including colour, materials and surface finishes of permanent buildings and structures) are to be secured by a requirement of the draft DCO. From a Conservation perspective it is difficult to fully assess the impact of the development on the built environment until this stage.

Environmental Health Comments – Wakefield Council

In response to your request for comments on the Ferrybridge, Next Generation Power Station, essentially my concern with this imminent development is the information reviewed to date, illustrates noise mitigation measures are needed during the anticipated 42-month construction program, but a construction noise mitigation strategy wasn't available to review.

In my previous email (below) I illustrate there are NSRs exposed to excessive levels of construction noise. These are NSRs requiring mitigation on the basis they are exposed to noise levels that exceed construction noise threshold by 5dB and more.

Further consideration illustrates noise complaints are likely during the day, evening and night, even after considering 10dB barrier correction for acoustic barriers (applying the 'general rule of thumb' that acoustic barriers achieve 10dB attenuation, when the line of sight between the Source-Receiver is obscured. Following this logic illustrates there are still numerous NSRs exposed to Significant Effect Levels post mitigation. Given the anticipated time frame of 42 months, it would be unacceptable for NSRs to be exposed to these conditions 24/7.

A detailed Construction Noise Mitigation Strategy is advised ASAP. This should illustrate the suitability of construction noise on a 24hour basis, and the piling strategy represents the BPM in addition to a detail mitigation schedule.

Furthermore the EHO responsible for the area that there are growing concerns about light spill coming from the site. I therefore recommend the CEMP includes measures to manage construction lighting impacts.

Best Regards

████████████████████
Planning Consultation Officer
Environmental Protection

Previous E-mail of EHO

Before providing my final response on this application (which focuses on construction noise only) and speaking to Beck Reid (who was the EHO who attended the public consultations) I thought I would touch base and gauge your position with the lack of mitigation for the construction programme, anticipated to be around 42 months.

The information in PIER 9 (Noise & Vibration) raises serious concerns that levels of **construction noise** are likely to cause numerous nuisance complaints.

PIER 9 explains **operational noise** & vibration levels would be controlled by BAT and addressed at the Permit Stage by the Environment Agency (the regulator). Therefore, my focus has been on noise impacts and effects associated with construction.

The PIER explains construction activities include the following:

- (1) Site enabling and preparation;
- (2) Main civil works (including piling and foundation works); and
- (3) Plant installation.
- (4) Pipeline Corridor construction, including top soil stripping;
- (5) Construction of the AGIs on the Gas Transmission System;
- (6) River crossing, including trenchless crossing (this assessment has considered HDD as a worst case type of trenchless crossing); and
- (7) Water abstraction and discharge corridor works, including cofferdam construction.

The PIER mentions the highest noise levels are expected during River Crossing, and Water Abstraction and Discharge Corridor Site construction works, piling of foundations and construction of Cofferdams. It is anticipated between enabling works and the plant installation, the scope of work could take 42 months, with paragraph 9.7.15 indicating construction activities could be for sustained periods of 24hours.

Table 23 illustrates during Pipeline Corridor Construction there are numerous occasions where levels of construction noise at NSRs exceed the adopted noise thresholds for the day, evening and night time periods. Table 24 illustrates noise effects that are significant, **but there is no mitigation strategy in the Chapter.**

That said the comments in paragraph 9.8.10 are acknowledged. 'Mitigation required to achieve the defined noise criteria at the NSR will be developed with the process engineers during further design work and potential options will be reported in the ES'.

Further interpretation of Table 23 is tabulated below. This further summarises situations where levels of construction noise, during the entire construction programme, exceed adopted noise thresholds by 5dB or more, and the need for mitigation.

During the Day

NSR	Activity No,	Exceedance of adopted noise threshold (dB)
2	4	9
4	1	5
	2	9
	3	7
	4	5
6	4	14
24	4	11
25	2	9
	3	7

During the evening (increasing number of NSRs effected)

NSR	Activity No,	Exceedance of adopted noise threshold (dB)
2	4	19
	4	6
4	1	10
	2	14
	3	12
	4	10
5	2	15
6	4	19
9	4	6
10	4	6
11	4	11
12	4	7
14	4	5
17	4	11
18	4	14
19	4	9

20	4	5
21	4	5
22	4	8
25	2	9
25	3	7

During the night (increasing No of NSRs effected)

Activity No,	NSR	Exceedance of adopted noise threshold (dB)
1	3,4 & 6	6-15
2	3, 4 & 6	9-19
3	3,4 &6	7-17
4	2,3,4,5,6,8,9,10,11,12,13,14,15,16,17,18 19 20,21 & 22	6-24
5	21	9
6	8	6-9
7	2	15

Some of the exceedances discussed above align with SOAL and highlight the need for mitigation strategy to protect residential amenity.

It is a serious concern that a mitigation strategy is necessary, but detailed information has **NOT** provided to demonstrate that the noise impacts and effects post mitigation are acceptable throughout the 42-month construction programme.

Typically, noise assessments describe the mitigation measures that will be incorporated in the development, together with their likely effectiveness. This hasn't happened with this application. It appears this may be addressed in the ES or via a CEMP?

WMDC HIGHWAY DEVELOPMENT MANAGEMENT RESPONSE ON PROPOSED DEVELOPMENT

TO: [REDACTED]

DATE: 16/10/2025

APP. REF:

HDM OFFICER: [REDACTED]

APPLICANT: SSE Thermal

AGENT:

LOCATION: Land at, and in the vicinity of, the former Ferrybridge Power Station, Kirkhaw Lane, Knottingley, West Yorkshire – within the administrative area of Wakefield Metropolitan District Council ('WMDC') ('the Main Site'), and a land corridor extending eastwards beneath the River Aire and into the administrative area of North Yorkshire Council ('NYC') (together 'the Site') terminating at Pale Lane to the south of Gateforth.

DESCRIPTION: Ferrybridge Next Generation Power Station. Consultation in accordance with section 42 'duty to consult' of the planning act 2008 & regulation 13 'pre-application publicity under section 48 (duty to publicise)' of the infrastructure planning (environmental impact assessment) regulations 2017

Proposal

The proposed development includes the construction, operation, maintenance and decommissioning of up to two gas turbine units arranged in either open or combined cycle configurations with a combined capacity of up to 1.2GW electrical output.

The Proposed Development will be designed to run on 100% hydrogen, natural gas or a blend of natural gas and hydrogen. Within the development area (to support construction and operation) shown in the image (Site Location Plan and Indicative Parts of the Main Site) the project will comprise of the following key elements:

- Power generation units and supporting infrastructure
- A gas pipeline connection & supporting infrastructure (including Above Ground Installation on the Gas Transmission network)
- Underground cables to connect to Ferrybridge C 275kV Substation
- Water Abstraction and Discharge Corridors
- Construction and laydown areas
- Vehicular access corridors
- Potential areas for landscaping and biodiversity

Location

The Main Site is located within land at and within the vicinity of the former Ferrybridge C Power Station Site, Kirkhaw Lane, Ferrybridge, Knottingley. The Main Site, together with the on-site connection corridors for the electrical grid connection, hydrogen and natural gas above ground installation (AGI), water abstraction and discharge, is located within the administrative boundary of WMDC and currently accessed via a gatehouse on Hinton Lane.

Access

Access to the main site during operation would be through B6136 Stranglands Lane (via Hinton Lane) supported by a security gatehouse and on-site parking.

Any new or amended points of access should be supported by way of a Stage One Road Safety Audit and within WMDC's jurisdiction, the Highways Authority would form the "Overseeing Organisation".

Core access routes to the Main Site are noted as:

- Link 1 - A1(M) North of Junction 32A;
- Link 2 - A1(M) South of Junction 32A;
- Link 3 - M62 East of Junction 32;
- Link 4 - M62 East of Junction 33;

- Link 5 - M62 West of Junction 33;
- Link 6 - A162 North of M62 Junction 33;
- Link 7 - A162 South of M62 Junction 33;
- Link 8 - A645 Knottingley Road;
- Link 9 - A645 Pontefract Road;
- Link 10 - A162 South of B6136 Junction;
- Link 11 - A162 North of B6136 Junction;
- Link 12 - A1246;
- Link 13 - B6136 Old Great North Road;
- Link 14 - B6136 The Square;
- Link 15 - B6136 Stranglands Lane (east of Hinton Lane);
- Link 16 - B6136 Stranglands Lane (west of Hinton Lane); and
- Link 17 - Hinton Lane (site access).

It is stated that the pipeline corridor route selection is subject to ongoing design work, discussions with landowners and statutory consultees as well as being informed by environmental surveys. At this stage, both potential gas pipeline route options (Northern and Southern Pipeline Corridors) have been assessed.

It is noted that the Proposed Pipeline Corridors and AGI on the Gas Transmission System are located to the east of the main site and fall under the administrative boundary of North Yorkshire Council.

Details

New natural gas electricity generating stations must be accessible for the delivery and removal of construction materials, fuel, waste and equipment, and for employees.

Mindful of the total operational traffic and operational HGV traffic percentage increase being very low (between 0-2% on all links), it is the construction phase which is likely to have a greater impact on the local highway network – as opposed to the operational phase which will see a modest number of on-site employees/operatives. The construction phase will see additional traffic due to construction activities would result in temporary increases of traffic flows, including HGVs.

It is stated that a number of traffic management measures would be implemented during the construction phase to minimise traffic impacts upon the local road network. This would include both a Construction Traffic Management Plan (CTMP) and a Construction Workers Traffic Plan (CWTP) and a robust trip generation/assessment must be included for assessment by Wakefield Highways Development Management (HDM).

Abnormal indivisible loads (AILs) are loads that can't be divided into smaller parts for transportation without risking damage and typically exceed standard legal dimensions or weights and require special permissions for road transport. Transporting these loads involves careful planning, route selection, and often the use of escort vehicles to ensure safety and minimise disruption to other road users. As part of the CEMP and associated CTMP/CWTP, a phasing programme should indicate when AILs are likely to be required and the associated lead in times for the purposes of programming with WMDC Highways/Network Management Team, mindful of the likely requirement to temporarily remove lighting columns, traffic signal heads and so on.

It is noted that Goole Docks presents a potential means of transporting of various equipment including abnormal loads; however, it is stated that that further transportation to the Site will occur by road. Non-road-based options require further consideration, mindful of the on-site 'rail loop' and the River Aire (for example, could a workable dock be constructed?)

The Transport Assessment to inform the ES should identify any Heavy Goods Vehicles (HGV) traffic or haulage routes associated with the construction and operation of the site that may use railway assets such as bridges and level crossings during the construction and operation of the Proposed Development.

Baseline and Future Years traffic growth

Can the Applicant's transport/highways specialists please check these figures? Mindful of the weight of development at Ferrybridge and Wakefield Local Plan (to 2035) sites along the A162 corridor and the consented/proposed B2/b8 development at Ferrybridge alone, it would be highly surprising if (as just one example from the table) that HGV traffic would only rise by 160-254 (2 way) movements over a 24hr period?

The Ferrybridge Next Generation Power Station Project Preliminary Environmental Information Report Volume I: Chapter 10 Traffic and Movement (Pages 46-52)

Table 12: 2024 Baseline traffic flows (24-hour average over a week)

Link description	Total vehicles	Total HGVs
Link 6 - A162 North of M62 Junction 33	18,439	1,826
Link 7 - A162 South of M62 Junction 33	13,748	2,376
Link 8 - A645 Knottingley Road	13,221	380

Table 17 2031 future year baseline traffic flows (24-hour AADT)

Link description	Total vehicles	Total HGVs
Link 1 - A1(M) North of Junction 32A	73,709	15,320
Link 2 - A1(M) South of Junction 32A	52,794	12,537
Link 3 - M62 East of Junction 32	70,102	10,778
Link 4 - M62 East of Junction 33	62,383	14,200
Link 5 - M62 West of Junction 33	81,467	17,699
Link 6 - A162 North of M62 Junction 33	20,415	2,022
Link 7 - A162 South of M62 Junction 33	15,222	2,630

Conclusion

A full Transport Assessment (TA) must be prepared and submitted for review by the local Highways Authority, the former DfT Guidance on Transport Assessment remains useful in terms of the content of a TA and DfT Circular 01/2022.

An Operational Travel Plan including demand management and monitoring measures to mitigate transport impacts, as well as a Construction Worker's Travel Plan, must be provided.

Other necessary documents required include a Demolition Environmental Management Plan (DEMP), a Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP), as well as an RSA1 as referenced above for any new or amended points of access for either

the construction or operational phase of the proposed development, inclusive of a detailed trip generation and associated impact/modelling of local junctions from a capacity perspective. Road user and pedestrian safety should form a key consideration of the aforementioned documents.

Finally, the applicant must mitigate the impacts on the surrounding road infrastructure that may occur as a result of a new Nationally Significant Infrastructure Project (NSIP). If it is considered that the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the Secretary of State should consider requirements to mitigate the adverse impacts on transport networks arising from the development.

End.

AP. 16-10-25.

Table 1 Developments in Local Area

App Ref	Site Location	Proposal (Summary)	Status	Web Link
23/00100/HYB Decision Issued: 19/7/2024	Former Coal Yard, Ferrybridge 'C' Power Station Kirkhaw Lane Ferrybridge Knottingley WF11 8RD	Hybrid App, with full permission for highway improvements from the A162 and on the B6136. Outline permission for general industrial (B2 use class) and storage and distribution (B8 use class).	Approved with S106	23/00100/HYB
23/00100/S7301 Decision Issued: 14.01.2025		Section 73 app to primarily vary the floorspace condition on the hybrid permission to facilitate the data centre application	Approved 14/1/2025	23/00100/S7301
23/00100/REM01 Decision Issued: 11.07.2025		Reserved matters app for B8 data centre.	Approved 11.07.2025	23/00100/REM01
23/00100/REM02 Decision Issued: 1.10.25		Reserved matters app for one B8 Storage and Distribution Unit	Approved 1.10.25	23/00100/REM02
23/00100/REM03 Validated: 17/12/2024		Reserved matters app for one B8 Storage and Distribution Unit	Pending Consideration	23/00100/REM03
23/00100/REM04 Validated: 14.10.25		Reserved matters app for one large B8 Storage and Distribution Unit	Pending Consideration	23/00100/REM04
23/00100/REM05 Validated: 14.10.25	Reserved matters app for three B2/B8 Storage and Distribution Unit	Pending Consideration	23/00100/REM05	

App Ref	Site Location	Proposal (Summary)	Status	Web Link
24/01937/FUL Decision Issued: 7/7/2025		Full app for secondary access for data centre	Approved 7/7/2025	24/01937/FUL
Various Discharge of condition applications 23/00100/ SUB01 to SUM013		Discharge of Conditions	Pending Considerations	Search sub ref
23/00100/NMC01		Non material amendment	Pending Considerations	23/00100/NMC01
24/00950/EIASO	Ferrybridge Mfe Limited, Kirkhaw Lane, Knottingley, WF11 8RD	Screening Request for a 50MW Green Hydrogen Production Facility	Not EIA Dev Issued	24/00950/EIASO
25/01308/FUL Invalidated:	Land At Ferrybridge Power Station Kirkhaw Lane Knottingley	50MW green hydrogen distribution facility	Invalid awaiting information	
EN0710002 (PINS Ref)	Enfinium Ferrybridge 1 & 2, Fryston Lane, Knottingley WF11 8DX	Installation of Carbon Capture and Storage (CCS) technology for the Ferrybridge 1 & 2 Energy from Waste facilities along with associated infrastructure works.	Comments providing on EIA Scoping Report EIA Scoping Report issued by PINS	PINS Site EN0710002
25/00469/FUL Decision issued: 31/7/2025		The development of two switching substations (switchyards) and underground direct current (DC) cables and associated development at Ferrybridge 1 and Ferrybridge 2 Energy from Waste Plants, Fryston Lane, Knottingley, West Yorkshire, WF11 8DX.	Approved 31/7/2025	25/00469/FUL
09/02103/SUB44	Enfinium Ferrybridge 1 Fryston Lane, Knottingley	Re-discharge of Condition 11 (design, appearance and access) of application 09/02103/OHL to allow for third line to increase capacity in line with Section 38 approval	Pending validation	

App Ref	Site Location	Proposal (Summary)	Status	Web Link
	WF11 8DX			
24/00394/FUL Decision Issued: 30.05.25	Land Adjacent To The Former Ferrybridge Powerstation Knottingley WF11 8TB	99.9 MW Battery energy storage system	Approved 30.05.25	24/00394/FUL
24/01114/FUL Decision Issued: 17/12/2024	Blue Phoenix Kirkhaw Lane Knottingley WF11 8RD	Extension of existing building and installation of 4 external material pens	Approved 17/12/2024	24/01114/FUL
23/00735/CPL	Land At Ferrybridge Power Station Near Knottingley Wakefield West Yorkshire WF11 8DR	Certificate of Lawfull Development for 150MW Battery Storage	Granted	23/00735/CPL
24/00334/FUL	IPS Pallets Kirkhaw Lane Knottingley WF11 8RD	Battery Energy Storage System (BESS) 100MW	Approved 12/7/2024	24/00334/FUL
24/01465/FUL Decision Issued: 18/12/2024	Former Ferrybridge Power Station Stranglands Lane Ferrybridge WF11 8DX	Proposed substation compound including transformers, switch house, generator and associated fencing	Approved 18/12/2024	24/01465/FUL
23/01043/FUL Decision Issued: 4/6/2025	Land East Of Holmfield Lane Castleford WF11 8SD	Proposed Battery Energy Storage Facility (ESF)	Approved 4/6/2025	23/01043/FUL



SSE Hydrogen Developments Limited
c/o DWD Property and Planning Limited
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Our Ref ZG2025/0886/GOV
Date 15 October 2025

Dear Sir/Madam

FERRYBRIDGE NEXT GENERATION POWER STATION – SECTION 42 CONSULTATION

Proposal: Consultation in accordance with Section 42 of The Planning Act 2008 for the Ferrybridge Next Generation Power Station NSIP
Location: Ferrybridge Power Station, Stranglands Lane, Knottingley

Thank you for consulting North Yorkshire Council in accordance with Section 42 of The Planning Act 2008 for the Ferrybridge Next Generation Power Station Nationally Significant Infrastructure Project (NSIP).

It is noted that the proposed development comprises the construction, operation, maintenance and decommissioning of up to two gas turbine units with a combined capacity of up to 1.2GWe electrical output on land of the former Ferrybridge C Power Station Site, near Ferrybridge, West Yorkshire, known as the Main Site. This is located within Wakefield Council's administrative area.

Gas will be transported from the Gas Transmission System to the Main Site via a gas pipeline connection within one of two proposed pipeline corridors which extend into North Yorkshire Council's administrative area. There will be an Above Ground Installation (AGI) on the Gas Transmission System Site which is within North Yorkshire Council's administrative area, including construction laydown areas and ancillary facilities.

A Preliminary Environmental Information Report (PEIR) Report has been prepared to inform the statutory consultation. North Yorkshire Council's responses to the various chapters of the PEIR are as follows.

Chapter 7: Legislative Context and Planning Policy

No comments.

Chapter 8: Air Quality

Construction Phase

The construction dust assessment has considered the Proposed Pipeline Corridors. The risk assessment indicates that, without mitigation, the potential impact on human health (PM₁₀) is low, while the risk of dust soiling is medium to high.

A range of mitigation measures has been proposed, which will be incorporated into the Final Construction Environmental Management Plan (CEMP) in accordance with the Institute of Air Quality Management (IAQM) Construction Dust Guidance (2024). These may include:

- Use of cutting and grinding equipment designed to minimise emissions, with appropriate dust suppression techniques.
- Damping down of dust-generating equipment and vehicles, and provision of dust suppression across all dust-prone areas of the site.
- Water suppression and regular cleaning during earth-moving activities.
- Enclosure, sheeting, damping or stabilisation of dust-generating material stockpiles.
- Covering of materials, deliveries, and loads entering or leaving the site.
- Controlled mixing of grout or cement-based materials using appropriate mitigation techniques.
- Surfacing and maintenance of haul routes.
- Enforcement of speed limits on haul roads.
- Measures to maintain cleanliness of roads and site accesses.
- On-site maintenance and regular review of vehicle, plant, and equipment records.

Provided these mitigation measures are implemented appropriately, the impact on both human health and dust-sensitive receptors is predicted to be not significant.

Operational Phase

Further justification has been provided for the areas scoped out of the assessment. It is currently estimated that there will be 15 heavy-duty vehicle (HDV) movements per day during the operational phase. Based on IAQM/EPUK screening criteria, this has been scoped out of the assessment.

The air quality assessment considered three operational scenarios, representing worst-case impacts across all potential consenting outcomes. The modelling included scenarios for 100% natural gas firing and 100% hydrogen firing, assessed against current emission limits for nitrogen oxides (NO_x) and carbon monoxide (CO) and ammonia (NH₃).

Predicted concentrations of relevant pollutants were modelled at 34 air quality-sensitive receptors. For scenarios 5–7, the results showed that predicted concentrations of nitrogen dioxide, carbon monoxide, and ammonia were all well below the Air Quality Assessment Levels (AQAL), indicating no significant health impacts:

- Nitrogen Dioxide (NO₂):
 - Annual mean PC ≤ 5.2 µg/m³ (≤12.9% of AQAL); PEC ≤ 42.4% of AQAL.
 - Hourly mean PC ≤ 45.9 µg/m³ (≤23% of AQAL); PEC ≤ 35% of AQAL.
- Carbon Monoxide (CO):
 - 8-hour mean PC ≤ 258 µg/m³ (≤2.7% of AQAL); PEC ≤ 7.1%.
 - Hourly mean PC ≤ 303 µg/m³ (≤1.0% of AQAL); PEC ≤ 2.5%.
- Ammonia (NH₃):

- Annual mean PC $\leq 0.3 \mu\text{g}/\text{m}^3$ ($\leq 0.2\%$ of AQAL); PEC $\leq 1.0\%$.
- Hourly mean PC $\leq 11.2 \mu\text{g}/\text{m}^3$ ($\leq 0.3\%$ of AQAL); PEC $\leq 0.5\%$.

Scenario 7 (100% hydrogen firing) resulted in the highest short-term and annual NO₂ concentrations at human receptors. However, all predicted impacts remain within regulatory thresholds.

A stack height assessment was also undertaken to determine an appropriate release height for pollutant dispersion, while considering visual impact constraints. The Combined Cycle Gas Turbine (CCGT) stack was modelled at heights between 75–100 metres above ground level (AGL) in 5m increments, with 85m AGL identified as optimal. The Open Cycle Gas Turbine (OCGT) stack is fixed at 50m AGL, located on a 35m high building. Modelling showed that beyond 80m, further increases in stack height yielded diminishing returns in reducing ground-level concentrations. At all modelled heights, the maximum predicted concentration remained below AQAL.

Chapter 9: Noise and Vibration (and Chapter 5: Construction Programme and Management)

Construction Phase

The PEIR identifies that significant noise effects are likely at several residential receptors during construction, particularly from pipeline works, river crossings, and installation of power generation units.

These effects are expected to be short-term, but may extend up to 42 months in some cases.

Construction vibration is assessed as not significant for both human perception and building damage, based on predicted PPV values and receptor distances.

The PEIR confirms that a Construction Environmental Management Plan (CEMP) will be secured via the Development Consent Order (DCO), and will include:

- Use of Best Practicable Means (BPM);
- Restricted working hours;
- Monitoring protocols;
- Complaints procedures;
- Community liaison;
- Commitment to pre-approval of piling and ground compaction works.

North Yorkshire Council support the inclusion of these measures and recommend that the final CEMP be subject to agreement with the relevant departments at both North Yorkshire and Wakefield Council.

Lighting Impacts on Residential Amenity

While the PEIR confirms that temporary lighting will be used during construction and that a Lighting Strategy will be secured via DCO Requirement, there appears to be no operational lighting assessment. It is briefly referenced in the Non-Technical Summary, but no detailed assessment is provided.

Lighting impacts during construction are only assessed in relation to ecological receptors (Chapter 11), and there is no modelling or receptor-specific assessment for residential amenity.

Although the final CEMP will include lighting controls, the Environmental Statement should explicitly assess and mitigate operational lighting impacts.

North Yorkshire Council would recommend:

- A specific assessment of lighting impacts on residential receptors during both construction and operation;
- Identification of sensitive receptors and predicted light levels;
- Mitigation measures such as directional lighting, shielding, and restricted operating hours;
- Integration of lighting controls into both the Final CEMP and the operational Lighting Strategy.

Other Amenity Considerations

The PEIR commits to dust and dirt suppression measures such as wheel wash facilities, stockpile management, and sediment control. These are welcomed and will be embedded in the final CEMP, but there is no standalone dust impact assessment on residential receptors.

Construction traffic is expected to peak at over 1,200 daily vehicle movements, including up to 434 HGVs. While a Construction Traffic Management Plan (CTMP) will be secured via DCO, the amenity impacts from traffic, such as noise, queuing, and disruption near residential areas, are not assessed in detail.

Operational Phase

The BS4142 assessments suggest that operational noise from the Open Cycle Gas Turbine (OCGT) could lead to significant adverse effects at several receptors, notably NSR 3, 3a, 4, and 6, particularly during night-time periods. In contrast, the (combined Cycle Gas Turbine (CCGT) conversion scenario presents a reduced impact overall, although NSR 4 remains a concern.

The PEIR outlines that operational noise limits and mitigation measures will be secured through both the Environmental Permit and a Requirement in the DCO, which is a welcome approach.

Meanwhile, operational traffic noise has been assessed as not significant, with predicted changes falling below perceptible thresholds.

We recommend that the DCO Requirement securing operational noise controls includes:

- A final operational noise assessment based on specified plant;
- A Noise Management Plan detailing complaint handling, maintenance, and community engagement;
- A mechanism for post-operation assessment in response to substantiated complaints.

Chapter 10: Traffic and Transport

In relation to the potential environmental effects of the project on the local highway network within North Yorkshire Council's administrative area, particularly during the construction phase, there are areas where further assessment, controls, and mitigation will be required through the Environmental Statement and Development Consent Order (DCO) submission.

1. Construction traffic volumes are significant. The Framework Construction Traffic Management Plan (CTMP) forecasts up to 154 two-way HGV movements per day for the main site, and up to 42 two-way HGV movements per day associated with the pipeline corridor and AGI works in North Yorkshire. While phased across the programme, this level of traffic will place pressure on constrained rural roads such as Pale Lane, Millfield Road and Roe Lane, and further detail will be required through the Environmental Statement (ES).

2. The proposed routing strategy is acceptable in principle, but the Local Highway Authority (LHA) will require confirmation of access arrangements and swept path analysis for all access points within North Yorkshire. Many of the identified roads are narrow, with limited geometry and no formal passing provision, and may not be suitable for repeated HGV access without mitigation.
3. The Framework CTMP includes very limited information relating to North Yorkshire. The LHA will expect the DCO to secure a Requirement for a North Yorkshire-specific CTMP, to be submitted and approved prior to any construction works taking place within the county boundary. This document should cover:
 - Defined HGV routing and signage
 - Delivery hours and time-of-day restrictions
 - Construction worker parking and layover arrangements
 - Communication with local residents and businesses
 - Local compliance procedures and contact points
4. A pre- and post-condition survey will be required for all agreed construction haul routes within North Yorkshire, including key rural links such as Pale Lane, Millfield Road, and Roe Lane. The extent of survey coverage should be proportionate to anticipated HGV usage and agreed through the final CTMP. Reinstatement must be secured through a legal agreement or protective provisions, as appropriate.
5. The CTMP identifies the potential use of Abnormal Indivisible Loads (AILs). If any AILs are to be routed through North Yorkshire, the applicant must engage with the Area 7 Improvement Manager at an early stage. A preferred route and any necessary mitigation should be agreed and included in the final CTMP.
6. The LHA will not support any proposal to disapply local highway permitting or coordination procedures through the DCO. Ongoing coordination with NYC Streetworks will be required, particularly in relation to trenching, access modifications and temporary closures along the pipeline corridor.

Summary

The pipeline corridor and AGI works extend into North Yorkshire and will generate sustained construction traffic movements on local rural roads. These routes are not designed for regular HGV use and will require appropriate management, protection, and reinstatement. The LHA has no objection in principle to the proposals set out in the PEIR. However, the Framework CTMP and supporting documents do not currently provide sufficient detail in relation to the North Yorkshire elements of the scheme. The matters identified above will need to be addressed through the ES and secured through the DCO.

Public Rights of Way (PROW)

The Public Rights of Way network affected by the North and Southern pipeline corridors have been correctly identified on the documents provided within the PEIR report, however, a clearer plan identifying the PROWs in the proposed pipeline corridors would be beneficial.

While a proposed DCO grants all necessary powers to temporarily stop up, alter or divert PROWs affected, a PROW Management Plan is required to demonstrate a planned approach to

the management of PROWs during construction of the pipeline, and to also mitigate the impacts of the development on the PROWs, with the key aim of maintaining public safety while minimising disruption to users.

Ideally, we would like to see proposed management measures to ensure that PROWs would remain effectively open to users with Temporary Stopping Up, Management and the use of Diversions only used in identified locations and only where necessary to ensure continued safe use of the PROWs.

Some of the things to consider are:-

- Where PROWs would be crossed by the Proposed Development;
- How PROWs would be managed to ensure they remain safe to use;
- How disruption to the users of the PROW is minimised;
- The developer's method of identifying the impact on the affected PROW;
- Pre-condition surveys of the PROWs affected;
- Time and duration of routes affected by the Temporary Stopping Up;
- Measures to prevent damage caused by the vehicle access and reinstatement.

The PEIR report considers the potential effect on the amenity value, as well as the visual and noise impact for users and appropriate mitigation measures that are going to be identified in due course.

We confirm that the PEIR report identifies the key issues on the impact and effect the development will have on the PROW networks, and the PROW Officer would welcome conversations with the Applicants regarding the proposed and future mitigation measures, to ensure minimal impact on the users of the PROWs affected by the installation of the pipeline.

Chapter 11: Biodiversity and Nature Conservation

Northern and Southern Pipeline Corridors

The Northern and Southern Pipeline Corridors traverse predominantly arable farmland in North Yorkshire, with ecological features of local to district value. Both corridors intersect hedgerows, wet ditches, and freestanding trees, some of which may be veteran or ancient. These features are considered irreplaceable or of high conservation value, and their loss could result in significant adverse effects if not avoided. The Applicant is actively exploring trenchless construction methods and route refinements to avoid these features, which is supported – any negative effects will need clear justification.

Construction may temporarily disturb hedgerows and ditches, the impacts are reported as minor adverse and not significant, provided reinstatement and compensation measures are implemented. Scrub and arable habitats are common and resilient, and their disturbance is assessed as negligible.

Protected species potentially affected include bats, barn owl, breeding birds, and great crested newt. Bat roosts in trees and barn owl nesting features may be impacted, requiring further survey and, if necessary, licensing and mitigation. Breeding birds may be temporarily displaced, including ground nesting birds, but impacts are expected to be negligible with standard seasonal timing, ecological supervision and reinstatement of habitats. Great crested newt is present in one pond near the Northern Corridor, but avoidance is feasible.

The Staker Wood Site of Importance for Nature Conservation (SINC), adjacent to both corridors, is not expected to be directly affected – further detail will be required within the Environmental

Statement (ES). Indirect impacts such as dust and noise are considered negligible due to best practice controls which can be included within the Construction Ecological Management Plan (CEcMP).

Above Ground Installation (AGI) Site

The AGI site is proposed to be located within the same landscape as the pipeline corridors and is expected to occupy low-value arable or grassland. It will have a small footprint (15x15m) and it is proposed that there will be industry recommended stand-offs from sensitive habitats (e.g. Staker Wood SINC) which should ensure impacts are minimal. No significant effects are anticipated on habitats or species.

Outstanding Survey and Assessment Work

The PEIR report confirms that several surveys are ongoing, and these will be completed and incorporated into the assessment for the full ES:

- Veteran and ancient tree surveys in pipeline corridors – with avoidance of loss unless no alternative exists.
- Further bat and barn owl surveys to finalise mitigation where needed.
- Updated badger and otter surveys prior to construction.
- Confirmation of trenchless construction feasibility and final route alignment.
- Outline LBMEP and Framework CEMP, Fish Management Plan and Invasive Non-Native Species Management Plan to be submitted with the DCO application.

These surveys and assessments along with further detailed design should inform the final Ecological Assessment and then inform mitigation strategies and standard documents including the CEcMP and Landscape Ecological Management Plan (LEMP).

Cumulative & Combined Effects

The PEIR identifies cumulative effects as those arising from the interaction of the proposed development with other planned or approved projects in the vicinity, while combined effects refer to multiple impacts from the proposed development affecting a single receptor. The ecological assessment draws on findings from Chapter 11 (Biodiversity and Nature Conservation) and integrates data from other chapters such as air quality, noise, water environment, and geology.

In relation to the works in North Yorkshire, the assessment notes the Light Valley Solar development for potential cumulative impacts due to its scale and overlap with the pipeline corridor, this could result in cumulative habitat and species disturbance and changes to landscape patterns and ecological connectivity.

The cumulative assessment also considers air quality impacts, particularly dust and nitrogen deposition, which could affect sensitive ecological receptors. These are addressed through best practice mitigation measures outlined in the IAQM Construction Dust Guidance and embedded within the Framework Construction Environmental Management Plan (CEMP).

Water environment interactions are another key ecological consideration. The potential for cumulative effects on watercourses and aquifers is acknowledged, especially where dewatering activities from multiple developments could coincide. These effects are to be reassessed in the ES phase, with mitigation measures tailored to protect aquatic habitats and downstream receptors.

In terms of operational impacts, the report concludes that the proposed development is unlikely to result in significant ecological effects. The reinstatement of habitats post-construction and the

absence of emissions from operational plant in adjacent developments (e.g., BESS and solar farms) support this conclusion.

Overall, the ecological assessment finds that while there is potential for cumulative and combined effects, particularly during construction, these are not expected to be significant with the implementation of appropriate mitigation. It is noted that the ES will provide a more detailed evaluation, incorporating updated data and refined design proposals.

Overall Recommendations and Next Steps

- Complete outstanding ecological surveys to finalise the Environmental Statement (ES) with updated impact evaluations and mitigation strategies.
- Finalise the Biodiversity Net Gain (BNG) assessment and confirm management and monitoring timescales. We would recommend a commitment to BNG for the lifetime of the project.
- Clarify monitoring intentions for ecological features throughout the project phases.

Summary

North Yorkshire Council support the overall approach taken in Chapters 11 and 21 of the PEIR and recognise the Applicant's commitment to ecological protection and enhancement. The ecological assessments confirm the presence of valuable habitats and protected species across the proposed development area in North Yorkshire. The findings support the implementation of mitigation measures and habitat retention strategies to ensure compliance with environmental legislation and planning policy. Further surveys and refinements are needed to inform the final Environmental Statement and Development Consent Order (DCO) application. There is also a need to provide quantified summaries of habitat losses and gains, including BNG metrics.

Chapter 12: Water Environment and Flood Risk

Initially, the Lead Local Flood Authority (LLFA) encourage the applicant to review the North Yorkshire Council (NYC) Sustainable Drainage Systems (SuDS) Guidance, as this outlines what is required for each type of planning application and what the LLFA expectations are for design requirements. The SuDS guidance can be found here:

<https://www.northyorks.gov.uk/environment-and-neighbourhoods/flooding/flood-and-water-management/sustainable-drainage-systems-guidance-2022-update>.

Furthermore, to adhere to the Drainage Hierarchy, the LLFA have a guidance document for infiltration testing, which can be found here: <https://www.northyorks.gov.uk/environment-and-neighbourhoods/flooding/flood-and-water-management/supplementary-infiltration-guidance>.

The application should address all of the following: Flood Risk, Runoff Destinations, Peak Flow Control, Volume Control, Designing for exceedance, Climate Change & Urban Creep and Maintenance Plan. Guidance on the requirements for each of the above can be found in the first link, the NYC SuDS Guidance.

Runoff Destinations

- a) Discharge into the ground (infiltration).
- b) Discharge to a surface water body.
- c) Discharge to a surface water sewer, highway drain or other drain.
- d) Discharge to combined sewer.

'12B.3.60. A new surface water drainage network and management system will be provided for the Main Site that will provide adequate interception, conveyance, treatment, and attenuation of surface water runoff from buildings and hard standing. The proposed concept drainage strategy will be provided in Appendix 12A: Flood Risk Assessment (ES Report Volume II) at Development Consent Order (DCO) submission, including an indicative layout of the surface water drainage system. The drainage strategy will be developed in consultation with the Environment Agency and LLFA' - 12B Preliminary Water Environment Regulations Assessment Report, SSE Thermal.

12B.3.64. 'The preferred option for discharge of surface water is to the Fryston Beck (following attenuation and treatment) under a gravity connection, which would be subject to agreement with the Environment Agency. Should a gravity connection to discharge not be feasible, the SuDS basin may require to be relocated, or an alternative point of discharge identified.' - 12B Preliminary Water Environment Regulations Assessment Report, SSE Thermal.

'Surface water drainage will be provided for the Main Site and directed to a surface water attenuation pond located on the southern edge of the main site, adjacent to the Cricket Pitch. More information on the Main Site drainage will be presented in the Environmental Statement (ES), including a drainage plan. This plan will manage flood risk from surface water sources appropriately and as such the risk from surface water to the site is deemed to be low. Impacts from the AGI on the Natural Gas Transmission from a surface water perspective are considered negligible based on current information, due to the scale, and semi-permeable material methods being proposed for the development.' - 12A Flood Risk Assessment, SSE Thermal, Reference Volume II: Appendix 12A Flood Risk Assessment.

The above solutions to managing surface water are suitable methods if infiltration is not a viable option. Infiltration can be ruled out by carrying out BRE 365 Soakaway tests and the LLFA would require this report at a later stage.

Flood Risk

'The EA Flood Map identifies the entire Main Site where the Combined Cycle Gas Turbine (CCGT) and Open Cycle Gas Turbine (OCGT) will be located is in Flood Zone 1, although the northern and eastern boundaries of the Site are adjacent to Flood Zone 2 and Flood Zone 3.' - 1A EIA Scoping Report, SSE Thermal, Reference FB-ARUP-XX-XX-RP-OP-000001, Dated 07 October 2024.

'Given the location of the main site, being within Flood Zone 1, the exception test is not considered necessary based on the above table. For the proposed development site which lies within Flood Zones 2 and 3, the development is water resilient so water compatible so according to Table 3, the exception test is not required. For the parts of the development site that belong to Flood Zone 3b (functional floodplain), the development will remain operational without any loss of the floodplain storage or increase of flood risk elsewhere as it will be shown in the model results in the following chapters.' - 12A.1.3. Exceptions Test 12A Flood Risk Assessment, SSE Thermal, Reference Volume II: Appendix 12A Flood Risk Assessment.

Upon review of the Flood Risk Assessment the LLFA observed that the only development inside Flood Zone 3/3b is the proposed pipeline/pipeline corridor. We would like to remind the applicant that they must ensure that the existing overland flow routes (Fluvial and Pluvial) are maintained during and post construction. The applicant will also need to ensure that there is no loss of flood storage from the construction of the pipeline.

Peak Flow Control

Peak runoff rate from the developed site, for the 1 in 1, 1 in 30 and 1 in 100 year rainfall events to include for urban creep where required and climate change, must not exceed the peak greenfield runoff rate from the site for the same event.

We would also suggest the applicant reviews their drainage calculations and applies the following parameters:

Design Consideration	Design Parameter
Minimum Slope	1:500
Roughness Value (K) – manning “n” should only be used for open channels.	0.6mm
Minimum System Velocity	1.0 m/s
Climate change	<u>Climate change allowances for England (data.gov.uk)</u>
Additional Flows - Urban Creep (Where Applicable)	10%
Maximum Drained Area for Gullies	150m ²
Highway Drains Minimum Cover	1.2m
Minimum Pipe Diameter	150mm
Volumetric Runoff Coefficient Cv (Summer/Winter)	CV of 1 for both summer and winter. (In accordance with HR Wallingford recommendations and Sewers for Adoption)
Percentage Impermeable Area (PIMP)	100% for compliance with SfA
Margin for Flood Risk Warning	300mm
Area Reduction Factor	1
Time of Entry	3-8 minutes
Return Period	1, 30, 100 as a minimum

Volume Control

Hydraulic drainage calculations are requested to confirm the required Surface water attenuation volume. The proposed SuDS attenuation features should be able to provide the 1 in 100 year design flood event plus with an allowance for climate change and for urban creep. This should be incorporated into the detail drainage design.

Designing for Exceedance

An exceedance plan is required to show overland flow during an extreme flood event, exceeding the capacity of the proposed drainage system. Mitigation measures should be proposed to minimise the risk of flooding to these properties. Site design must be such that when SuDS features fail or are exceeded, exceedance flows do not cause flooding of properties on or off site. This is achieved by designing suitable ground exceedance or flood pathways. Runoff must be completely contained within the drainage system (including areas designed to hold or convey water) for all events up to a 1 in 30 year event. The design of the site must ensure that flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that avoid risk to people and property both on and off site.

Climate Change and Urban Creep

‘Operational Drainage Strategy, including but not limited to: – Attenuation of surface water runoff to minimise flood risk at the Proposed Development location – Flood defence consideration and mitigation measures, including completion of Flood Risk Assessment (FRA) – Consideration of climate change in flood allowance measures for Main Site.’ - 18A.1.2. 18A Climate Change Risk Assessment, SSE Thermal.

The LLFA would expect to see this reflected at detailed design.

Maintenance/Construction Plan

‘12B.3.66. The maintenance required for SuDS and drainage networks will be based on standard guidance and practice. Requirements for maintenance and management of vegetated drainage systems (e.g. ponds) are described in The SuDS Manual (CIRIA, 2015) and DMRB CG 532 (Highways England, 2020).’ - 12B Preliminary Water Environment Regulations Assessment Report, SSE Thermal.

Arrangements for the maintenance of the proposed SuDS surface water runoff attenuation features should be submitted to the Local Planning Authority as part of the proposals, this may be subject to a Section 38 agreement with the NYC Highways department and additionally a Section 104 agreement with Yorkshire Water.

Further Comments

The LLFA would like to also add that although it is not clear at this stage whether any ordinary watercourse crossings will be required, we would strongly recommend that the applicant engages early with the relevant risk management authority regarding whether they are looking to disapply the requirements for any consentable works under the Land Drainage Act 1991.

The LLFA note the information supplied via the Preliminary Environmental Information Report (PEIR) and that further details will be provided with respect to how surface water will be managed post and during construction.

Again, the LLFA encourage the applicant to review the NYC SuDS Guidance, as this outlines what is required for each type of planning application and what the LLFA expectations are for design requirements. The SuDS guidance can be found here:

<https://www.northyorks.gov.uk/environment-and-neighbourhoods/flooding/flood-and-water-management/sustainable-drainage-systems-guidance-2022-update>.

Chapter 13: Geology, Hydrology and Land Contamination

Appendix 13A (Geo-Environmental Desk-Based Assessment) includes the Northern and Southern Proposed Pipeline Corridors, alongside the Main Site, AGI, and other site areas. The report concludes that contamination is likely along the pipeline corridors, primarily due to historic power station activities and demolition.

Risks to human health are generally low to moderate for future users, but may be higher for construction workers if dust, asbestos, or vapours are encountered.

Baseline conditions and potential effects for the pipeline corridors have been assessed using online sources and historical mapping. Once the preferred pipeline route is confirmed, a dedicated Geo-Environmental Desk-Based Assessment will be undertaken as part of the Environmental Statement (ES), and the baseline will be updated accordingly.

Further site investigation and risk assessment are required to address uncertainties in contamination risks along the proposed pipeline corridors to ensure safe development.

Chapter 14: Landscape and Visual Amenity

Pipeline Corridor Selection, Design Refinement and 'Rochdale Envelope Principles'

A number of options remain under consideration for certain aspects of the Proposed Development. Chapter 6 Alternatives, Paragraph 6.5.7 states *"The Rochdale Envelope approach has been applied to address these options and each has been evaluated in terms of environmental effects, constructability and land ownership. The approach taken has been described within each topic specific chapter (Chapters 8-20 of PEI Report Volume I)."*

It is currently unclear what parameters and options will remain to be secured as options or parameters in the Development Consent Order (DCO). It seems unclear within the PEIR how the EIA will be used to guide design decisions and to assess alternatives for the pipeline corridor options; to help determine which is the least environmentally impacting.

There is a general lack of detail and clarity of how each pipeline corridor option is being assessed because the preliminary Landscape Visual Impact Assessment (LVIA) generally groups narrative for each receptor together for the northern and southern corridor options. We would wish to see a clear assessment and summary for each pipeline corridor option and an explanation of how this is being used to guide design, route selection and route refinement decisions.

Northern and Southern Pipeline Corridors -Construction Phase

We would wish to see sufficient detail in the DCO application to likely construction impacts from working arrangements during the construction phase including working corridor widths, temporary site access, storage and laydown areas, vehicle and equipment types and heights, with likely working arrangements set out on the layout plans, as worst-case scenario. Also, for particular constraints such as river and road crossings, steep gradients.

Effects on existing Hedgerows, Trees and Woodland

The preliminary LVIA paragraph 14.11.11 states that an Arboricultural Impact Assessment (AIA) for the Northern Pipeline Corridor, Southern Pipeline Corridor, and AGI is being used to support the DCO application.

Tree and hedgerow surveys have been included within Chapter 11: Biodiversity and Nature Conservation of the PEIR. The LVIA and cumulative assessments should take account of all relevant information in other Chapters of the EIA, including tree and hedgerow surveys and assessments, and consider these in determining landscape and visual effects.

At this stage, the Tree Survey Report at Appendix 11i seems to cover the Northern Pipeline Corridor, and the Hedgerow Survey Report at Appendix 11d seems to cover the Southern Pipeline Corridor. The LVIA should take account of effects of the development on existing vegetation for each option put forward, with a clear summary of effects for each pipeline option.

LVIA Scope and Methodology

We generally support the proposed LVIA scope and method set out in the PEIR. However, Appendix 11B LVIA Methodology for Landscape Assessment, 'Table 9: Determining Significance of Landscape and Visual Effects' sets out how values for magnitude of impact and sensitivity are

combined to make a judgement on significance of Landscape and Visual Effects. In LVIA (and in-line with Chapter 2: Assessment Methodology), we would typically expect:

- Medium Magnitude of Impact + Medium Sensitivity = Moderate Significance (not Moderate or Minor)
- High Magnitude of Impact + High Sensitivity = Major Significance (not Major or Moderate) etc.

This has potential to understate the effects and significance of impacts within the LVIA. This should be reviewed and corrected within the methodology and the assessment so as to demonstrate a cautious approach.

Photographs and Photomontages

It is difficult to identify the extents of the Proposed Development on the viewpoint photographs. We would wish to see the site application area clearly identified, such as a superimposed red line around the Site and cable corridor or a toned area to clearly show the extents of the site, rather than a general label.

The viewpoints selected tend to focus on wider views towards the main Ferrybridge Power Station site, rather than the pipeline corridors. As the design and assessment develops, we would wish to see supplementary viewpoints and supporting photography where notable landscape and visual changes are predicted to occur along the pipeline corridor, such as potential for woodland and screening loss.

Cumulative Effects

A number of schemes have been identified for consideration in Chapter 21: Cumulative and Combined Effects. We would wish to see these set out on a layout plan with all site boundaries clearly shown and with ZTVs as appropriate in order to explain cumulative landscape and visual effects. We would wish to agree the method and approach for the cumulative assessment.

Landscape and Visual Effects, Mitigation

The preliminary LVIA identifies a number of Moderate Adverse landscape and visual effects, which are significant. Many of these are also likely to remain long-term as significant residual adverse effects.

We note that a Landscape and Biodiversity Management and Enhancement Plan (LBMEP) is being prepared to accompany the DCO Application, which will set out the principles for habitat creation, management and enhancement and of landscape design, which is generally welcome. We would reiterate the comments previously provided in the NYC Scoping response, particularly that for a development of this scale we would also expect to see clear provision of green infrastructure actively applied within the whole of the application area.

We would wish to see a landscape strategy for proposed scheme, which helps minimise adverse effects and demonstrates good design. The landscape strategy should consider the wider site and future maintenance responsibilities, and consideration should be given to limitations of future maintenance access and easements along the line of the pipeline corridor.

Landscape proposals should support the Government's commitment to improving green infrastructure.

Chapter 15: Cultural Heritage

We are pleased to see that archaeological field evaluation is underway in the form of geophysical surveys of the proposed pipeline routes which fall within North Yorkshire. As set out in the Cultural Heritage Chapter (see paragraph 15.3.3) we would be happy to work with the archaeological consultants to discuss the results of these surveys and any requirements for further field evaluation, such as trial trenching.

We are however concerned that the documents presume that further evaluation can be carried out as a condition of consent (i.e. paragraph 15.6.2). The archaeological field evaluation is required to inform the decision-making process and is not a form of mitigation as the report suggests. In short, where complex or significant archaeological anomalies are present on the line of the pipelines then these should be subject to trial trenching prior to determination in order that a reasonable assessment can be made of the impact of the proposal on the significance of the remains. Putting aside the forthcoming results of the geophysical survey there are already areas of high archaeological potential that require further assessment including a potential Bronze Age burial mound and two moated sites. Both of these monument classes are of national interest and there are many comparator sites that are Scheduled Monuments. Further information on the significance of these monuments and other areas of potential will be required at the decision-making stage if the chosen route coincides with them.

Paragraph 15.6.2 indicates that any necessary archaeological mitigation will be set out in an overarching Written Scheme of Investigation (WSI). The local heritage sector, led by Historic England, have recently been discussing the opportunities for NSIP developments to deliver public benefit with relation to archaeology and heritage and I would recommend that the WSI and any site management plans seek to involve the public and to leave a legacy that helps people understand and play a role in the mitigation process.

We note that further works are taking place to assess the aircraft crash sites identified on the routes (paragraph 15.7.9) and would recommend that the Yorkshire Aircraft website www.yorkshire-aircraft.co.uk is checked as this contains well researched and accurate information that is not present in some of the higher level crash site gazeteers from which our Historic Environment Record data is derived.

Chapter 16: Socio-Economics

No comments.

Chapter 17: Population and Human Health

No comments.

Chapter 18: Climate Change and Sustainability

No comments.

Chapter 19: Major Accidents and Disasters

No comments.

Chapter 20: Minerals and Waste

No comments.

Chapter 21: Cumulative and Combined Effects

North Yorkshire Council provided comments on a version of the Long List in April 2025, which the Applicant has taken into account.

North Yorkshire Council would find it extremely useful if the site address and administrative area could be added as columns in Table 1 – the Long List – which would make it easier to read and comment on.

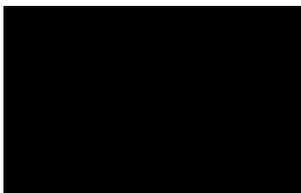
It would also be beneficial if a Table showing the Short List applications could be provided in addition to the plan at Figure 21.2, so these can be more easily identified.

It is questioned whether ID 44 and ID 53 should be included in the Short List. It should also be noted that ZG2025/0718/FULM has been submitted recently and this should be considered for inclusion on the Long List and Short List.

We would welcome ongoing discussions on the cumulative impact assessment, given the number of projects which are coming forward in location of the proposed development concurrently.

We trust the above is of assistance. If you require any further information, please do not hesitate to contact the case officer.

Yours faithfully,



Head of Development Management