

From: [Rachel Wigginton](#)
To: [White Rose CCS](#)
Cc: [Helen Robinson1](#)
Subject: White Rose CCS (Generating Station) Order - Consultation in respect of non-material amendments to the DCO - Deadline 1 response
Date: 21 May 2015 10:44:07

Ref: EN010048
Our Ref: 10030394

For the attention of Emrie Williams

Dear Mr Williams

I am responding to the Applicant's consultation on non-material amendments to the DCO dated 13th April 2015. I apologise for this being late which was due to confusion about which deadline applied in this case and would ask that the Examining Authority accepts these comments.

North Yorkshire County Council's comments, which have previously been sent to the Applicant are as follows:

Highways

An "Environmental Traffic Sensitivity Test" has been provided to assess the impact of Biomass Fuel being delivered to Drax by road instead of rail which was the original intention. The rationale in Section 2 of the report talks about the acquiring biomass fuel from a range of different suppliers. However in Section 3 of the Report it says that all HGV's are assumed to use the dedicated HGV route along the A645 to Junction 36 of the M62. This implies that no material will be sourced from the North. NYCC would be grateful of clarification of this point.

The document also says that CPL will seek to manage HGV trips outside of the network peak hours. NYCC would be grateful of clarification from CPL as to how this will be managed/enforced?

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In general, the proposed non-material amendments are clearer, however there are some points of further clarification that are required.

- The diversion of footpath 35.47/1 to the east of the development still not mentioned in the DCO. The other diverted footpaths are mentioned. Is there a reason for this exclusion.
- It does need to be made clear (possibly in the SoCG) that until the diverted route is available on the ground and certified by NYCC; the old route (shown as the pink line on the Access and Rights of Way Plan) remains the legal right of way. The legal process is close to completion but the certification is the vital last element. The sooner this can be achieved the better.
- There is a small discrepancy between the diversion order plan and the Access and Rights of Way Plan as detailed in the attached. This probably needs to be amended on the Access and Rights of Way plan for accuracy. More importantly, this diversion could not be certified if the developer implements the path on the ground as shown on the Access and Rights of Way Plan.

Please would you confirm receipt.

Kind regards

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