

The Drax Power (Generating Stations) Order

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

Outline Public Rights of Way Management Plan

(Submitted for Deadline 2)



The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(q)

Drax Power Limited

Drax Repower Project

Applicant: DRAX POWER LIMITED
Date: November 2018
Document Ref: 8.4.6
PINS Ref: EN010091

Document History

Document Ref	8.4.6
Revision	001
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Signed	Date 08/11/2018
Approved By	Vinny Holden
Signed	Date 08/11/2018
Document Owner	WSP UK Limited

Abbreviations

Term	Definition
AGI	Above Ground Installation
CEMP	Construction Environmental Management Plan
CCGT	Combined Cycle Gas Turbine
DCO	Development Consent Order
ES	Environmental Statement
GRF	Gas Receiving Facility
MW	Megawatts
NTS	National Gas Transmission System
NSIP	National Significant Infrastructure Project
NYCC	North Yorkshire County Council
OCGT	Open Cycle Gas Turbine
PA 2008	Planning Act 2008
PRoW	Public Rights of Way
SoS	Secretary of State

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1 INTRODUCTION

1.1 Introduction and Purpose of this Document

- 1.1.1. On 29 May 2018, Drax Power Limited ("Drax" or "the Applicant") made an application ("the Application") for a Development Consent Order to the Secretary of State for Business, Energy and Industrial Strategy ("the SoS"). The Application relates to the Drax Repower Project ("the Proposed Scheme") which is described in detail in chapter 3 of the Environmental Statement (document reference 6.1.4, Examination Library Reference [APP-071](#)).
- 1.1.2. The Application was accepted for Examination on 26 June 2018.
- 1.1.3. This Outline Public Rights of Way ("PRoW") Management Plan, which is submitted into the Examination at Deadline 2, has been prepared by Drax to manage PRoW during the construction of the Proposed Scheme.
- 1.1.4. The Outline PRoW Management Plan describes where PRoW will be affected by the Proposed Scheme and how the PRoW will be managed to ensure they are safe to use and disruption to users is minimised.
- 1.1.5. The draft Development Consent Order ("DCO") for the Proposed Scheme (a revised version of which is submitted at Deadline 2, Examination Library Reference [AS-012](#)), seeks powers to temporarily stop up PRoW affected by the Proposed Scheme (Article 12) and also to permanently stop of PRoW (Article 13).
- 1.1.6. It should be noted that requirement 8(1) of the draft DCO only requires a PRoW Management Plan to be provided in respect of the temporary closure of PRoWs for the construction of Work No. 7. The Outline PRoW Management Plan does not cover the permanent closure of the PRoW identified in Schedule 7 (Public Rights Of Way To Be Permanently Stopped Up) of the draft DCO. This is because the permanent closure of PRoW 35.47/1/1 and PRoW 35.47/6/1 would only be required if it is necessary for the Applicant to take such action in order to prepare the carbon capture readiness reserve space for the installation and operation of carbon capture equipment. Requirement 8(3) of the draft DCO prevents the closure of these two PRoW until the new PRoW have been completed pursuant to the approved details under requirement 8(3), which requires the Applicant to submit details of the form and layout of the surface of the new substitution PRoWs. Therefore, it is not considered necessary for the Outline PRoW Management Plan to cover the permanent closure of PRoW 35.47/1/1 and PRoW 35.47/6/1.

1.2 The Proposed Scheme

- 1.2.1. Drax is proposing to repower up to two existing coal-fired units (known as Unit 5 and Unit 6) with gas – this means the existing coal-fired units would be decommissioned and replaced with newly constructed gas-fired units utilising some of the existing infrastructure. Each unit, which is a new gas fired generating station in its own right, would comprise combined cycle gas turbine ("CCGT") and open cycle gas turbine ("OCGT") technology. Each new gas generating unit would

also use existing infrastructure, including the cooling system and steam turbines, and would each have a capacity of up to 1,800 MW, replacing existing units each with a capacity of up to 660 MW. Each unit would have a battery storage capability (subject to technology and commercial considerations). Should both units be repowered, the new gas-fired units / generating stations would have a total combined capacity of up to 3,800 MW.

- 1.2.2. Drax is seeking consent for the flexibility to construct a single generating station with an up to 1,800 MW generating capacity or to construct two generating stations each with a 1,800 MW generating capacity. The construction of each new gas fired generating station would repower either one or both of Unit 5 and Unit 6. The decision as to whether Drax constructs one or two gas fired generating stations and when, is a commercial decision that can only be taken post any consent being granted.
- 1.2.3. In order to repower to gas, a new Gas Pipeline needs to be constructed from Drax Power Station to the National Gas Transmission System ("NTS"). In addition, an Above Ground Installation ("AGI"), and Gas Receiving Facility ("GRF") are required. A connection to the electrical network would be made via the existing National Grid Substation within the Existing Drax Power Station Complex. Other development includes construction laydown areas, a passing place to enable the construction of the Gas Pipeline and a temporary footbridge during construction.
- 1.2.4. The development being applied for is called the "Proposed Scheme" and is more fully described in Schedule 1 of the draft DCO (where it is termed the "Authorised Development").
- 1.2.5. The Proposed Scheme includes the construction of a generating station with a capacity of more than 50 MW and accordingly meets the criteria given in the Planning Act 2008 (as amended) ("PA 2008") for being a Nationally Significant Infrastructure Project ("NSIP").
- 1.2.6. As a NSIP, the Proposed Scheme requires a DCO from the SoS for Business, Energy and Industrial Strategy.

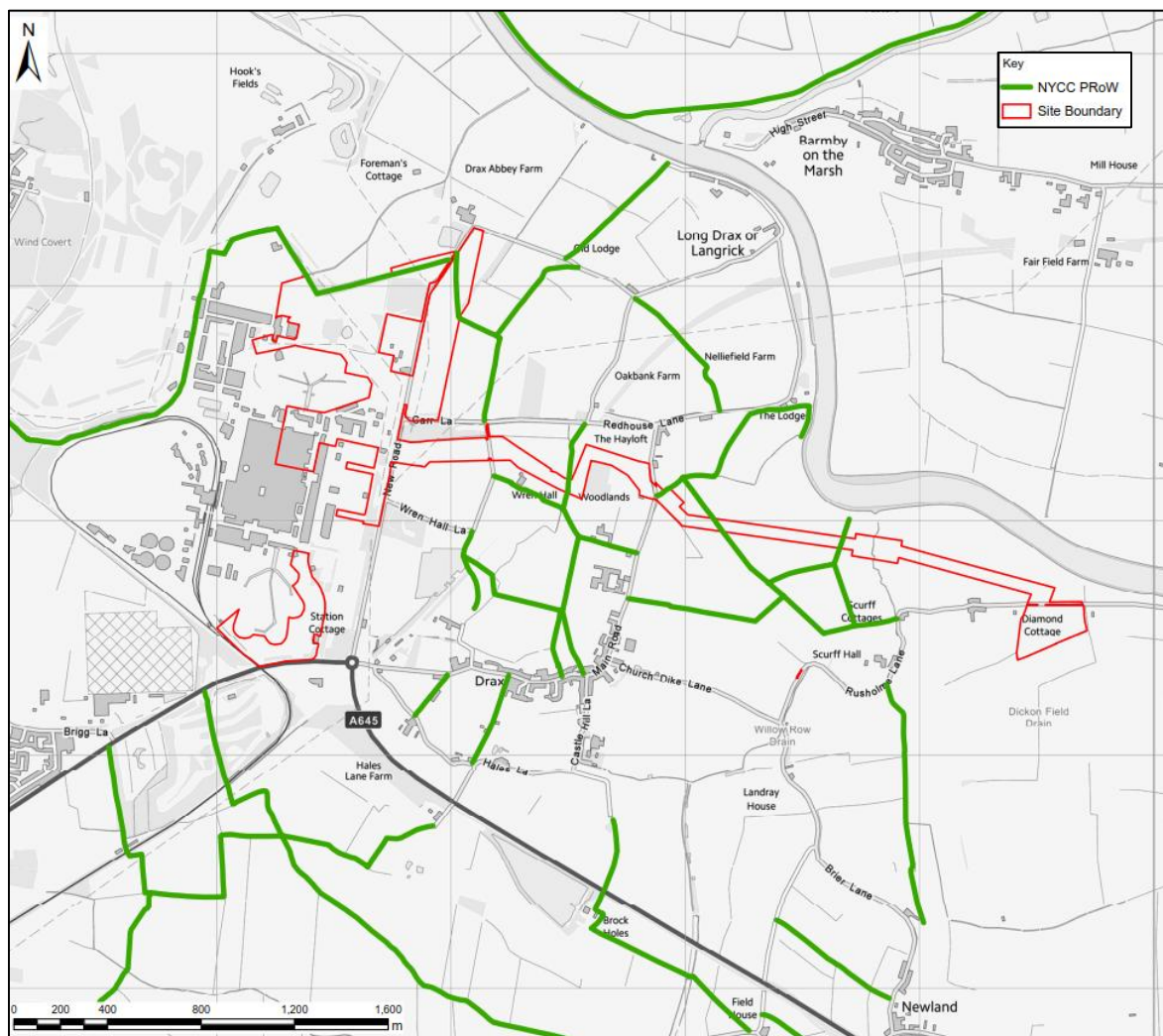
2 PUBLIC RIGHTS OF WAY IN THE AREA

2.1 Identification of the PRow

2.1.1. The North Yorkshire County Council (“NYCC”) “Public Rights of Way Map - Ref 14.16” reveals that there are 40 PRow within the 1 km study area of PRow for the Proposed Scheme. These PRow are shown on Figure 3.1c in Chapter 3 (Site and Project Description) of the Environmental Statement (“ES”) (Examination Library Reference [APP-071](#)) and listed in Table 14.11 of the Socio-Economic Chapter (Examination Library Reference [APP-082](#)).

2.1.2. An illustration of the PRow within the study area is shown below in Figure 1.

Figure 1 – PRow in relation to the Site Boundary



2.1.3. As presented in Table 5.51 of the Transport Chapter of the ES (Examination Library Reference [APP-073](#)), Table 1 below represents the lists of the PRow that

will be affected by the Proposed Scheme with the constraints identified and the impacts detailed.

Table 1 – Public Rights of Way

PRoW	Constraint	Impact / Details
35.47/6/1	Runs along the north of the Existing Drax Power Station Complex	Negligible - Will remain open during construction. Will be permanently stopped up if CCS is taken forward with a parallel diversion provided.
35.47/1/1	Crosses Area A of the Existing Drax Power Station Complex	Negligible - Will remain open during construction. Will be permanently stopped up if CCS is taken forward with a parallel diversion provided.
35.47/4/1	Crosses Gas Pipeline	Minor - Temporary Closure for up to 6 months in Stage 1 between the points marked and M and N on sheet 5 of the access and rights of way plan (Examination Library Ref APP-012)
35.47/5/1	Crosses Gas Pipeline	Minor - Temporary Closure for up to 6 months in Stage 1 between the points marked and O and P on sheet 5 of the access and rights of way plan (Examination Library Ref: APP-012)
35.47/9/1	Crosses Gas Pipeline	Minor - Temporary Closure for up to 6 months in Stage 1 between the points marked and Q and R on sheet 5 of the access and rights of way plan (Examination Library Ref: APP-012)
35.49/2/1	Crosses Gas Pipeline	Minor - Temporary Closure for up to 6 months in Stage 1 between the points marked and S and T on sheet 5 of the access and rights of way plan (Examination Library Ref: APP-012)

2.1.4. As outlined in paragraph 1.1.6, there is no requirement for this Outline PRoW Management Plan to cover the permanent closure of PRoW 35.47/1/1 and PRoW 35.47/6/1.

2.1.5. The following section outlines the management proposals for the remaining temporary closures.

3 MANAGEMENT PLAN

3.1 Temporary P_{RoW} Closures

- 3.1.1. The following P_{RoW} are subject to Temporary Closure: 35.47/4/1, 35.47/5/1, 35.47/9/1 and 35.49/2/1, locations of which are presented in Figure 3.1c in Chapter 3 (Site and Project Description) of the ES (Examination Library Reference [APP-071](#)) and on the access and rights of way plan (Examination Library Reference [APP-012](#)) as identified in Table 1 above.
- 3.1.2. P_{RoW} users may be affected by short duration closures (of up to 6 months) during the construction period of the Gas Pipeline (Stage 1). This management plan presents alternative routes for each temporary P_{RoW} closure, where that is practicable, and confirms that publicity and signage would be provided in advance of the temporary closure.

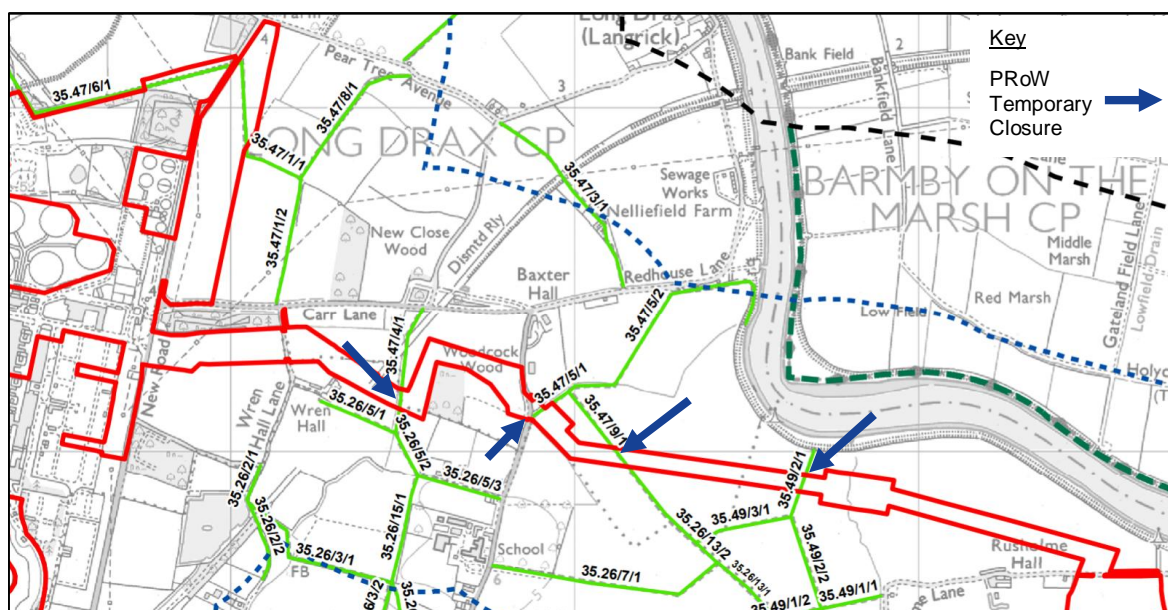
3.2 Implementation of Diversions

- 3.2.1. Where a P_{RoW} is subject to a temporary closure (see Figure 2 below), an alternative route has been identified to provide the continuity of journey made via the P_{RoW} and public highway network. Table 2 below presents the alternative route for each temporary P_{RoW} closure.

Table 2 – Alternative Routes

P_{RoW}	Alternative Route
35.47/4/1	The start and end points of this P _{RoW} can be reached via a circular route using P _{RoW} 35.26/5/1, 35.26/5/2, Carr Lane, Wren Hall Lane and Main Road. Access along Main Road will be provided at all times.
35.47/5/1	This P _{RoW} provides a route to P _{RoW} 35.47/5/2 which can be reached via Main Road and Redhouse Lane. This P _{RoW} also provides a route to P _{RoW} 35.47/9/1 (which is also subject to a temporary closure) which leads to P _{RoW} 35.26/13/2. P _{RoW} 35.26/13/2 can be reached via Main Road and P _{RoW} 35.26/7/1 Access along Main Road will be provided at all times.
35.47/9/1	This P _{RoW} provides a route to P _{RoW} 35.47/5/1 which can be reached via Main Road and P _{RoW} 35.26/7/1. Access along Main Road will be provided at all times.
35.49/2/1	There are no alternative P _{RoW} or public highway that can provide access to the River Ouse where this P _{RoW} terminates. Alternative mitigation is discussed below.

Figure 2 – PRow subject to Temporary Closure



- 3.2.2. For any alternative route, appropriate signage will be provided in advance of the closure locations so that users will be able to make appropriate diversions in advance of reaching the closure location.
- 3.2.3. Discussions with PRow Officers at NYCC will be held to ensure the locations of signs are appropriate and a standard form of signage relating to temporary closures is used to easily inform users. The final agreed alternative route would be agreed with NYCC in advance of any temporary closure.
- 3.2.4. Contractors will be advised to inform the identified PRow Officer at NYCC at least seven days prior to any short term closure and notify them when the closure has ceased.

3.3 PRow 35.49/2/1

- 3.3.1. As no suitable alternative route exists for this PRow, there are two options proposed for the access to the River Ouse that this PRow facilitates. Option 1 is to seek to agree short term arrangements, where possible, with landowners that in advance of any closure of PRow 35.49/2/1, access is granted from the point where PRow 35.47/5/2 ends along the River Ouse to allow users to use the river bank to reach a point where PRow 35.49/2/1 is intercepted.
- 3.3.2. Option 2 is to provide a means of access ‘on demand’ through the construction site during working hours under the supervision of a qualified construction worker. This could be achieved by providing a contact number of the site office at either side of the closure points who can then facilitate a staff member escorting a user or users across the construction site to the other side. The construction staff member would be required to undertake a risk assessment of the escort of public users, and provide a suitable safety briefing to users prior to the crossing.

- 3.3.3. However, it is recognised that PRow 35.49/2/1 would only be closed temporarily and therefore the impact would be short term. Drax commits to discussing Options 1 and 2 with NYCC, and the applicable landowners in respect of Option 1, with a view to agreeing on a preferred Option prior to the closure of PRow 35.49/2/1. However, it may be that following discussions with landowners and a health and safety assessment, neither Option, or indeed any option is achievable or safe, in which case the final PRow Management Plan may not contain an alternative route for the temporary closure of PRow 35.49/2/1.

3.4 Temporary Closure of PRowS

- 3.4.1. Temporary closure of PRowS will be achieved through the provision of fencing which will be erected along the Pipeline Construction Area for the working area, and at the point of closure of the PRow. This will be provided with no gaps that otherwise could encourage use of inappropriate alternative access routes. The location of fencing in relation to temporary PRow closures will be provided to the PRow Officer at NYCC for information. Regular inspections will take place by Drax to ensure that all signage and fencing are still in place throughout the temporary closures and that the condition of the alternative signed routes are suitable for the use by the public.

3.5 Condition Surveys

- 3.5.1. Drax will undertake pre-commencement condition surveys of the relevant directly affected PRow prior to the commencement of construction. The surveys will include photographic records and written descriptions. A copy of the condition survey will be provided to the NYCC PRow Officer within 28 days of the completion of the survey.

3.6 Reinstatement of PRow

- 3.6.1. Prior to the re-opening of the PRow, Drax will reinstate the directly affected PRowS as a minimum to the same condition as was recorded prior to the commencement of construction.

3.7 Inspections

- 3.7.1. Inspections and any action required, relating to non-conformance will be undertaken in line with the Final Construction Environmental Management Plan ("CEMP").