

The Drax Power (Generating Stations) Order

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

Statement of Common Ground between Drax Power Limited and
Newland Parish Council

(Submitted for Deadline 3)



The Planning Act 2008

Drax Power Limited

Drax Repower Project

Applicant: DRAX POWER LIMITED
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Glossary

Abbreviation	Description
AGI	Above Ground Installation
Applicant	Drax Power Limited (also referred to as Drax)
Application	Application made by Drax Power Limited for a Development Consent Order on 29 May 2018
DCO	Development Consent Order
Drax	Drax Power Limited (also referred to as the Applicant)
ES	Environmental Statement
GRF	Gas Receiving Facility
NSIP	Nationally Significant Infrastructure Project
NPC	Newland Parish Council
NTS	National Transmission System
NYCC	North Yorkshire County Council
PA 2008	Planning Act 2008
PINS	Planning Inspectorate
Proposed Scheme	Drax Repower Project
SoCG	Statement of Common Ground
SoS	Secretary of State for Business, Energy and Industrial Strategy

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1 INTRODUCTION

1.1 Purpose of this Statement of Common Ground

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared by Drax Power Limited ("Drax" or "the Applicant") and Newland Parish Council ("the Parish Council") in relation to an application ("the Application") made by Drax for a Development Consent Order on 29 May 2018 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 section 1.2 below.
- 1.1.2 For the purpose of this SoCG, Drax and the Parish Council will be referred to as the "Parties".
- 1.1.3 The purpose of this SoCG is to set out the agreement that has been reached between the Parties in respect of a number of transport matters relating to the Proposed Scheme.
- 1.1.4 Section 2 of this SoCG records the consultation undertaken with the Parish Council by Drax. Section 3 of this SoCG sets out the areas of agreement in relation to transport matters, and any areas of disagreement between the Parties.

1.2 The Proposed Scheme

- 1.2.1 Drax is proposing to repower up to two existing coal-fired units (known as unit 5 and unit 6) with gas – this means the existing coal-fired units would be decommissioned and replaced with newly constructed gas-fired units utilising some of the existing infrastructure. Each unit, which is a new gas fired generating station in its own right, would comprise combined cycle gas turbine ("CCGT") and open cycle gas turbine ("OCGT") technology. Each new gas generating unit would also use existing infrastructure, including the cooling system and steam turbines, and would each have a 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 Development Consent Order (where it is termed the "Authorised Development").
- 1.2.5 The Proposed Scheme includes the construction of a generating station with a capacity of more than 50 MW and accordingly meets the criteria given in the Planning Act 2008 (as amended) ("PA 2008") for being a Nationally Significant Infrastructure Project ("NSIP").
- 1.2.6 As a NSIP, the Proposed Scheme therefore requires a Development Consent Order ("DCO") from the SoS for Business, Energy and Industrial Strategy.

2 CONSULTATION WITH NEWLAND PARISH COUNCIL

- 2.1.1 The consultation that has taken place with Newland Parish Council concerning the issues raised within this SoCG is presented in Table 1.

Table 1 - Consultation with Newland Parish Council

Ref	Date	Form of contact or type of correspondence	Summary of that contact and key outcomes and points of discussion
1	06 February 2018	Issue of consultation pack under sections 42 and 48 of the Planning Act 2008 – issued after first consultation pack was sent to incorrect address, therefore, the consultation deadline was extended until 1 March 2018	No response received
2	07 August 2018	Meeting with Newland Parish Council	Update on the Drax Repower project and detail. Timelines associated with the project and key concerns raised regarding construction traffic in the local area and specifically during harvest time.

- 2.1.2 It is AGREED that Table 1 is an accurate record of the meetings and key correspondence between Drax and Newland Parish Council.

3 MATTERS AGREED AND MATTERS NOT AGREED

3.1 Transport

The following is AGREED between the Parties:

- 3.1.1 Newland Parish Council has no objection to the Proposed Scheme.
- 3.1.2 It is agreed that during construction the Proposed Scheme will generate additional vehicle movements on the highway network. However, these additional movements are of a temporary nature and therefore the approach taken by the Applicant and the extent of the assessment is satisfactory. It is agreed that the impact can be controlled through a Construction Worker Travel Plan ("CWTP") and a Construction Traffic Management Plan ("CTMP").
- 3.1.3 In relation to the CTMP submitted with the Application (Examination Library Reference [APP-091](#)) the Parish Council have previously raised concerns in relation to the management of the construction traffic going to and from the proposed site of the Above Ground Installation ("AGI") at Rusholme Lane. A revised CTMP has been prepared and submitted into the Examination for Deadline 2 (Rev 002), and this version was provided to Newland Parish Council ahead of the Deadline 2 submission.
- 3.1.4 The revised CTMP sets out the framework for addressing the transport impacts associated with the movement of construction traffic to service the Proposed Scheme, including Site access, routing, signage, notifications, heavy goods vehicles ("HGV") and Abnormal Indivisible Loads ("AILs").
- 3.1.5 The revised CTMP considers the routes identified by Newland Parish Council to access the AGI site and includes measures to ensure that only vehicles capable of comfortably traversing the length of Rusholme Lane are allowed to do so. The analysis secured by the CTMP in order to decide which vehicles can use Rusholme Lane will involve undertaking a swept path analysis of the route prior to deliveries to the AGI with on-site check measurements. Once the AGI construction has been completed, best endeavours will be applied to make use of the haulage route associated with the Gas Pipeline corridor.
- 3.1.6 Any vehicles that are identified as unable to travel along Rusholme Lane will be required to use the proposed route of the pipeline, with access from Main Road. Access to Rusholme Lane for suitable construction related vehicles, will be via New Road, Carr Lane, Main Road and then Church Dike Lane. HGVs will be appropriately instructed to and signed to avoid use of Brier Lane and this will be agreed by Drax with the relevant contractor. As these measures will be in place for the duration of construction, no restrictions on the time of year vehicles can use the appropriate routes are proposed.
- 3.1.7 It is agreed that Newland Parish Council has concerns about Construction Workers using Brier Lane during the morning and evening peak periods and that this issue would be dealt with by the traffic steering committee once the DCO has been approved."
- 3.1.8 It is agreed that Newland Parish Council's concerns have been sufficiently addressed in the revised CTMP.
- 3.1.9 It is agreed the Newland Parish Council will be invited to the transport steering group or similar liaison group to engage on managing local transport communication.

AGREEMENT ON THIS SOCG

This SoCG has been jointly prepared and agreed by

Name:

STEPHEN J. GREENWOOD

Signature:

[REDACTED]

Position:

CHAIR.

On behalf of:

NEWLAND PARISH COUNCIL.

Date:

19th November 2018.

Name:

OLIVER ROYAL -

Signature:

[REDACTED]

Position:

ENVIRONMENT & GOVERNANCE SECTION HEAD.

On behalf of:

Drax Power Ltd.

Date:

20/11/18

Name:

Signature:

Position:

On behalf of:

Date: