

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
Highways England

(Submitted for Deadline 8)



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
Authorised Development	Development described in Schedule 1 of the draft Development Consent Order
CCGT	Combined Gas Turbine
CTMP	Construction Traffic Management Plan
CWTP	Construction Worker Travel Plan
OCGT	Open Cycle Gas Turbine
DCO	Development Consent Order
Drax	Drax Power Limited (also referred to as the Applicant)
ERoY	East Riding of Yorkshire Council
ES	Environmental Statement
FTP	Framework Travel Plan
HGV	Heavy Goods Vehicle
NPS	National Policy Statement
NTS	National Transmission System
NYCC	North Yorkshire County Council
PA 2008	Planning Act 2008
PCU	Passenger Car Units
PINS	Planning Inspectorate
Proposed Scheme	Drax Repower Project
RFC	Ratio of Flow to Capacity
SCR	Selective Catalytic Reduction
SoCG	Statement of Common Ground
SoS	Secretary of State for Business, Energy and Industrial Strategy
SRN	Strategic Road Network

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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 Highways England ("Highways England"). For the purpose of this SoCG, Drax and Highways England will jointly be referred to as the "Parties".
- 1.1.2 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 new 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).
- 1.1.3 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.
- 1.1.4 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 bridge during construction.
- 1.1.5 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").
- 1.1.6 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").
- 1.1.7 As a NSIP, the Proposed Scheme therefore requires a Development Consent Order ("DCO") from the Secretary of State for Business, Energy and Industrial Strategy.

2 CONSULTATION WITH HIGHWAYS ENGLAND

- 2.1.1 Highways England are responsible for operating, maintaining and improving the Strategic Road Network (SRN) in England, in accordance with the Licence issued by the Secretary of State for Transport (April 2015) and Government policies and objectives. The Strategic Road Network that is affected by the Proposed Scheme is the M62 at Junction 36.
- 2.1.2 There has been ongoing consultation with Highways England since January 2018 concerning the Environmental Statement submission and subsequent discussions have been held on transport-related issues of the Proposed Scheme.

3 MATTERS AGREED AND MATTERS NOT AGREED

3.1 The following is AGREED between the Parties:

- 3.1.1 It is agreed that during operation there will be no material impact on the SRN.
- 3.1.2 It is agreed that during construction there is the potential for an adverse impact on the SRN (JN36 of M62 at Goole).
- 3.1.3 It is agreed that the potential adverse impact on the SRN during construction will be monitored and managed through the “Construction Worker Travel Plan” set out in Appendix 5.1 (Examination Library Ref REP4-013), and the “Construction Traffic Management Plan” set out in Appendix 5.2 of the Environmental Statement (Examination Library Ref REP4-014).
- 3.1.4 It is agreed that each of those plans is adequately secured by requirements 18 and 19 to the draft DCO (Examination Library Ref REP7-003), and that requirement 26 adequately secures the implementation of the decommissioning traffic management plan during decommissioning of the Proposed Scheme.
- 3.1.5 The assessment of the delivery of Abnormal Indivisible Loads (AILs) has been undertaken using Highways England’s Water preferred policy guidelines for the movement of abnormal indivisible loads (2016), and the methodology of assessment is agreed. The preferred strategy is to move loads via the Port of Goole and then by road to the Drax Power Station Site.
- 3.1.6 The alternative strategy of moving AILs via the Port of Goole and then a new facility at the location of the existing Drax Jetty has been considered and discounted. The cost of the infrastructure improvements to the Drax Jetty and the road from the jetty to the site would be disproportionate considering the short savings in road route distance (5.5 miles). The additional environmental impact of the Drax Jetty proposal and the lack of any long term use for the jetty and road also support the case for moving the AILs from the Port of Goole. It is therefore agreed that the proposed movement of AILs for the Proposed Scheme utilising the Port of Goole is acceptable having regard to the water preferred policy guidelines.
- 3.1.7 In light of this, the highway works and temporary road closures relating to the M62 identified at Article 12 (with respect to traffic regulation orders), Schedule 3 (Streets subject to Street Works), Schedule 4 (Streets Subject to Permanent and Temporary Alteration of Layout), Schedule 5 (Access), and Schedule 6 (Streets and Public Rights of Way to be Temporarily Stopped Up) of the draft DCO (Examination Library Ref – REP7-003) are agreed.

4 AGREEMENT ON THIS SOCG

4.1.1 This SoCG has been jointly prepared and agreed by

Name: Oliver Baybut

Signature: _____

Position: Environment and Governance Section Head

On behalf of: Drax Power Limited

Date: _____

Name: Simon Jones

Signature: _____

Position: Regional Spatial Planning Manager – West Yorkshire & North Yorkshire

On behalf of: Highways England

Date: _____

