

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: EN010120 - Drax BECCS DCO - Conditional Response
Date: 10 March 2023 20:14:34
Attachments: [REDACTED]

In respect of the proposal by Drax Power Limited ("Drax") to develop Bioenergy with Carbon Capture and Storage (BECCS) within its existing plant in North Yorkshire.

National Highways is recommending that two Conditions be place into the final permission as follows.

1. A Construction Phase Traffic Management Plan
2. A Decommissioning Traffic Management Plan

Our formal response is now attached.

Regards

Notice of forthcoming absences:

March 11 2023 to March 19 2023 (incl.)

**Simon GP Geoghegan (he/him),
Planning and Development**

National Highways | 2 City Walk | Leeds | LS11 9AR

Tel: [REDACTED]

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National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Operations Directorate
Highways England.
Northeast Region
PlanningYNE@nationalhighways.co.uk

To: **WSP Newcastle – Ben Pollard**

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: EN010120

Location: Drax Power Station

Proposal: by Drax Power Limited (“Drax”) to develop Bioenergy with Carbon Capture and Storage (BECCS) within its existing plant in North Yorkshire.

National Highways Ref: BECCS

Referring to the recent consultation on a planning application referenced above, approximately 18 km from the M62 J34 at Eggborough that forms part of the Strategic Road Network, notice is hereby given that National Highways’ formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);**
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: March 10 2023
Name: Simon GP Geoghegan	Position: Planning and Development
National Highways, 2 City Walk, Leeds LS11 9AR	
email: @nationalhighways.co.uk	

Standing advice to the local planning authority

The Climate Change Committee's  notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of  promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Conditions

National Highways requests that the following planning condition (or similar, subject to agreement with us) is placed on this planning application.

- 1. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways (or its successors) no construction shall commence unless and until a detailed Construction Phase Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways (or its successors). Thereafter the construction shall be undertaken in accordance with the approved plan.*

Reason: To safeguard the operation and free flow of traffic on the Strategic Road Network.

Informative: the CPTMP shall include a commitment to ensure that the arrivals and departures of construction staff and other construction traffic occurs outside of the SRN peak hour periods plus 30 minutes before and after the hour.

Reason: In the interests of road safety and to not compromise the prime function of the SRN to enable the long-distance movement of people and goods.

- 2. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways (or its successors) decommissioning of the development hereby approved shall not commence unless and until a Decommissioning Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways (or its successors). Thereafter unless otherwise approved in writing decommissioning shall be undertaken in accordance with the approved plan.*

Reason: To safeguard the operation and free flow of traffic on the Strategic Road Network.

Informative: the Decommissioning Traffic Management Plan shall include a commitment to ensure that the arrivals and departures of construction staff and other construction traffic occurs outside of the SRN peak hour periods plus 30 minutes before and after the hour.