



Drax Power Limited

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# DRAX REPOWER PROJECT

## Project Overview Report





Drax Power Limited

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# **DRAX REPOWER PROJECT**

## **Project Overview Report**

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WSP  
4th Floor  
6 Devonshire Square  
London  
EC2M 4YE  
Phone: +44 113 395 6201  
Fax: +44 20 7337 1701  
WSP.com

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| Signature      |                  |                 |                 |                 |
| Checked by     | C Hennessey      | C Hennessey     | C Hennessey     | C Hennessey     |
| Signature      |                  |                 |                 |                 |
| Authorised by  | C Hennessey      | C Hennessey     | C Hennessey     | C Hennessey     |
| Signature      |                  |                 |                 |                 |
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# CONTENTS

|            |   |           |
|------------|---|-----------|
| <b>1</b>   | <b>INTRODUCTION</b>                       | <b>1</b>  |
| <b>2</b>   | <b>THE APPLICANT - DRAX POWER LIMITED</b> | <b>2</b>  |
| <b>2.1</b> | <b>OVERVIEW</b>                           | <b>2</b>  |
| <b>2.2</b> | <b>A HISTORY OF DRAX</b>                  | <b>2</b>  |
| <b>3</b>   | <b>THE DRAX REPOWER PROJECT</b>           | <b>4</b>  |
| <b>3.1</b> | <b>OVERVIEW</b>                           | <b>4</b>  |
| <b>3.2</b> | <b>THE GAS PIPELINE ROUTE OPTIONS</b>     | <b>8</b>  |
| <b>3.3</b> | <b>CONSTRUCTION TRANSPORT ROUTE</b>       | <b>10</b> |
| <b>4</b>   | <b>THIS CONSULTATION AND YOUR VIEWS</b>   | <b>13</b> |
| <b>5</b>   | <b>NEXT STEPS</b>                         | <b>15</b> |

## TABLES

|  |   |
|--|---|
| Table 1 - Comparison of Gas Pipeline Route Options | 8 |
|--|---|

## FIGURES

|  |    |
|--|----|
| Figure 1 - Key Elements of the Proposed Drax Repower Project - Aerial View from the East       | 5  |
| Figure 2 - Key Elements of the Proposed Drax Repower Project - Aerial view from the South west | 5  |
| Figure 3 - Construction Transport Route for AILs from Jetty                                    | 11 |
| Figure 4 - Construction Transport Route for AILs from Goole                                    | 11 |
| Figure 5 - Construction Transport Route for HGVs   | 12 |
| Figure 6 - The application process   | 16 |



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## ***APPENDICES***

Appendix A - Site Boundary

Appendix B - Site Location

Appendix C - Six Gas Pipeline Routes Considered

Appendix D - Statutory Consultation Feedback Form

# 1 INTRODUCTION

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- 1.1.1. Drax Power Limited is proposing to repower up to two of the six generating units at Drax Power Station from coal-fired to gas generating plant(s). Each unit would (subject to technology and commercial considerations) be connected to its own battery energy storage facility. These proposals and the associated infrastructure would have a capacity of up to 3,800MW of electricity, and are known as the Drax Repower Project (the 'Project').
- 1.1.2. The repowering of each unit from coal to gas involves the construction of a gas-fired generating station with a capacity of more than 50 megawatts. Each battery energy storage facility would also have a capacity of more than 50 megawatts. As such, each proposed repowered unit and each battery energy storage facility is classed as a Nationally Significant Infrastructure Project ('NSIP'). Drax Power Limited must, therefore, make an application under the Planning Act 2008 (as amended) (the '2008 Act') for a permission known as a Development Consent Order ('DCO') to construct and operate the proposed Project.
- 1.1.3. Following this statutory consultation, which runs from 16 January to 27 February 2018, and after detailed engineering studies and environmental assessments, the application for a DCO will be submitted to the Secretary of State for Business, Energy and Industrial Strategy (the 'SofS'), who will examine the application through appointed inspector(s) from the Planning Inspectorate (known as the Examining Authority) before making a decision on whether or not to grant consent.
- 1.1.4. Subject to development consent and construction, the Project could start generating electricity in 2022/24.
- 1.1.5. The purpose of this Overview Report is to provide an overarching summary of:
- the proposed applicant, Drax Power Limited;
  - the Project with visualisations showing how the Project may look;
  - a description of the two gas pipeline route options;
  - a description of the construction transport routes and the proposed powers that Drax may require along the route during construction;
  - an explanation of the consultation documents and what they contain; and
  - an explanation as to what happens after the statutory consultation finishes on 27 February 2018.

## 2 THE APPLICANT - DRAX POWER LIMITED

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### 2.1 OVERVIEW

- 2.1.1. Drax Power Limited ('Drax') is part of the Drax Group, a British energy business committed to help change the way energy is generated, supplied and used as the UK moves to a low carbon future – [www.drax.com](http://www.drax.com)
- 2.1.2. Opened in 1975 and extended in 1986, Drax Power Station remains a nationally significant infrastructure asset and an important source of jobs and economic activity in the North of England. It supports over 3,600 jobs across Yorkshire and Humber.
- 2.1.3. Drax Power Station was officially opened in 1975 with three coal-fired generation units and a total generating capacity of just under 2,000MW. In 1986, it doubled in size to make it the largest coal-fired power station in the UK. Since 1988, Drax has invested in a series of initiatives to reduce its impact on the environment (for example retrofitting Flue Gas Desulphurisation equipment to its coal units) and in 2012 Drax embarked on a major programme of investment to transform its power generation operations away from coal.
- 2.1.4. Drax has converted three of its coal units to use sustainably sourced compressed wood pellets (biomass); 70% of the electricity produced at the power station is now generated using biomass – enough to power Leeds, Manchester, Sheffield and Liverpool.
- 2.1.5. The proposed Project is another step in Drax's commitment to moving Drax Power Station towards a low carbon facility and guaranteeing the future of the Power Station as a major component of the UK's electricity generation as well as a vital economic asset for Yorkshire and Humber.

### 2.2 A HISTORY OF DRAX

- 2.2.1. For 50 years, Drax has continued to innovate in response to the UK's energy needs. The proposed Project is the latest pioneering project undertaken by the company.

#### 1967

The Selby coalfield is discovered and the Central Electricity Generating Board begins building Drax Power Station to use its coal.

#### 1974

Drax Power Station starts generating electricity after its first 660MW unit is commissioned. It is the most advanced and efficient coal-fired power station ever built in the UK.

#### 1975

Drax Power Station is officially opened with three generators and a total generating capacity of just under 2,000MW. It has the capability to power around two million homes.

#### 1986

Drax doubles in size and capacity, becoming the largest power station in the UK.

#### 1988

Drax becomes the first power station to invest in retrofitted flue gas desulphurisation (FGD) equipment. Once fully operational in 1995, it removes 90% of sulphur dioxide emissions, making it the cleanest coal-fired power station in the UK.

## 2003

Drax Power Station starts co-firing biomass, as a renewable energy alternative to coal.

## 2004

Drax Power station starts research and development for direct fuel injection of biomass into its coal generating units, bypassing the pulverising mills directly into the boiler for greater throughput.

## 2008

Boosted-over-fire-air (BOFA) technology is retrofitted to all boilers, reducing nitrous oxide (NOX) emissions.

## 2012

Drax Power Station completes a five-year project, worth over £100m – the largest steam turbine modernisation programme in UK history – to upgrade its high and low-pressure turbines. This saves around one million tonnes of carbon dioxide emissions, equivalent to taking 275,000 cars off the UK's roads.

Drax commits to transforming the business into a mainly biomass-fuelled generator using compressed wood pellets in place of coal. It plans to upgrade the three generating units that came online in the early 1970s.

## 2013

The first of three power generating units is fully converted to use compressed wood pellets in April.

## 2014

The second power generating unit is upgraded to biomass in May.

Additionally, Drax completes construction of four large storage domes used to house the biomass supply. Each dome is bigger than the Royal Albert Hall, can hold 75,000 tonnes of high-density wood pellets and is explosion proof.

## 2016

The third power generating unit is fully upgraded to biomass.

## 2017

The Drax Repower Project is announced.

## 3 THE DRAX REPOWER PROJECT

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### 3.1 OVERVIEW

- 3.1.1. As noted above, Drax is proposing to repower up to two of the six generating units at Drax Power Station from coal-fired to gas generating plant(s).
- 3.1.2. The boundary of the proposed application site is shown in red in Appendix A (this boundary incorporates two potential gas pipeline route options, on which we are consulting and would welcome your views. Please see section 3.2 in this Report).
- 3.1.3. Drax's objectives for the Project are to:
- Reduce the reliance of Drax Power Station on coal as a source of power for electricity generation;
  - Increase the flexible, response generating capacity of the Power Station to meet increasing demand across the UK by;
    - a) providing additional support services to manage the stability of the national grid, such as frequency response and inertia, to support weather-dependent renewables like wind and solar; and
    - b) increasing reliable large scale capacity on the system (i.e. large amount of capacity that can be called on at any time);
  - Maximise the Power Station's generation efficiency.
- 3.1.4. The Project comprises the repowering of up to two existing coal-powered generating units (units 5 and 6) at Drax Power Station with the construction of new gas turbines that can operate in both combined cycle and open cycle modes. It is proposed that some of the existing infrastructure within the Drax Power Station complex would support the construction and operation of the new gas fired generating units, including steam turbines and the cooling solution. It is because of this re-use of existing infrastructure that this project is called a repower project, whilst involving the construction of new gas fired generating units.
- 3.1.5. The repowered units would have a new combined capacity of up to 3,600 MW (1,800 MW each), replacing existing units with a combined capacity to generate up to 1,320 MW (660 MW each):
- each new gas fired unit would have up to two gas turbines, each powering a dedicated generator of up to 600 MW in capacity. The gas turbines in each unit, therefore, would have a combined capacity of up to 1,200 MW;
  - the gas turbines in each unit, in combined cycle mode, would provide steam to the existing steam turbine (through Heat Recovery Steam Generators (HRSGs)) which would generate up to 600 MW per unit. Each unit would have up to two HRSGs;
  - this results in a capacity for each repowered unit of up to 1,800 MW and, should both units be repowered, a combined capacity of up to 3,600MW.
- 3.1.6. Each unit would (subject to technology and commercial considerations) have a battery energy storage facility, which would have a capacity of up to 100MW per unit, resulting in a combined battery energy storage capacity of up to 200MW and a combined capacity for the proposed Project of 3,800 MW should both units 5 and 6 be repowered with battery storage. Should Drax repower only one unit, then the capacity would be up to 1,900 MW (with battery storage).
- 3.1.7. At present there are two potential development options under consideration:
- Repowering of either unit 5 or 6; and
  - Repowering of both units 5 and 6.
- 3.1.8. In the event that a single unit is repowered (i.e. either unit 5 or 6), up to two gas turbines and up to two HRSGs and (subject to technology and commercial considerations) a single battery energy storage facility would be constructed. If both units are repowered then works would be undertaken consecutively rather than concurrently.



3.1.9. Below are two visualisations of the key elements of the Project, which are explained further below.

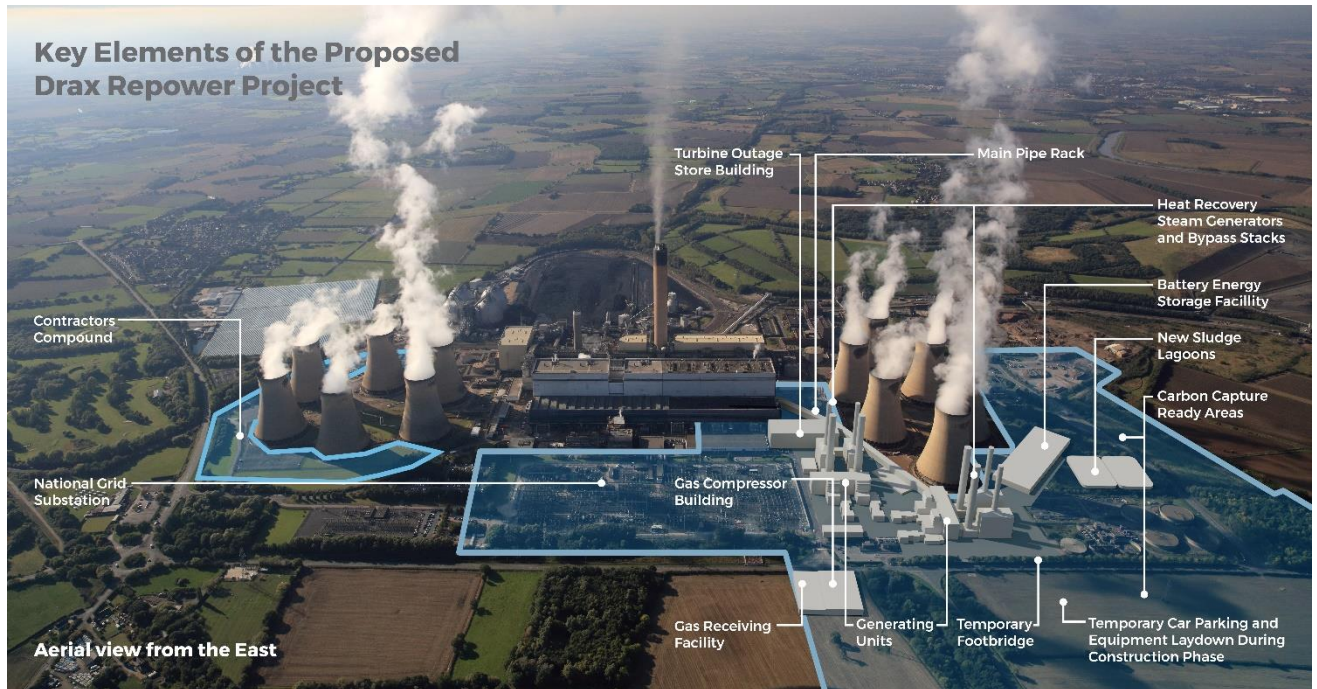


Figure 1 - Key Elements of the Proposed Drax Repower Project - Aerial View from the East

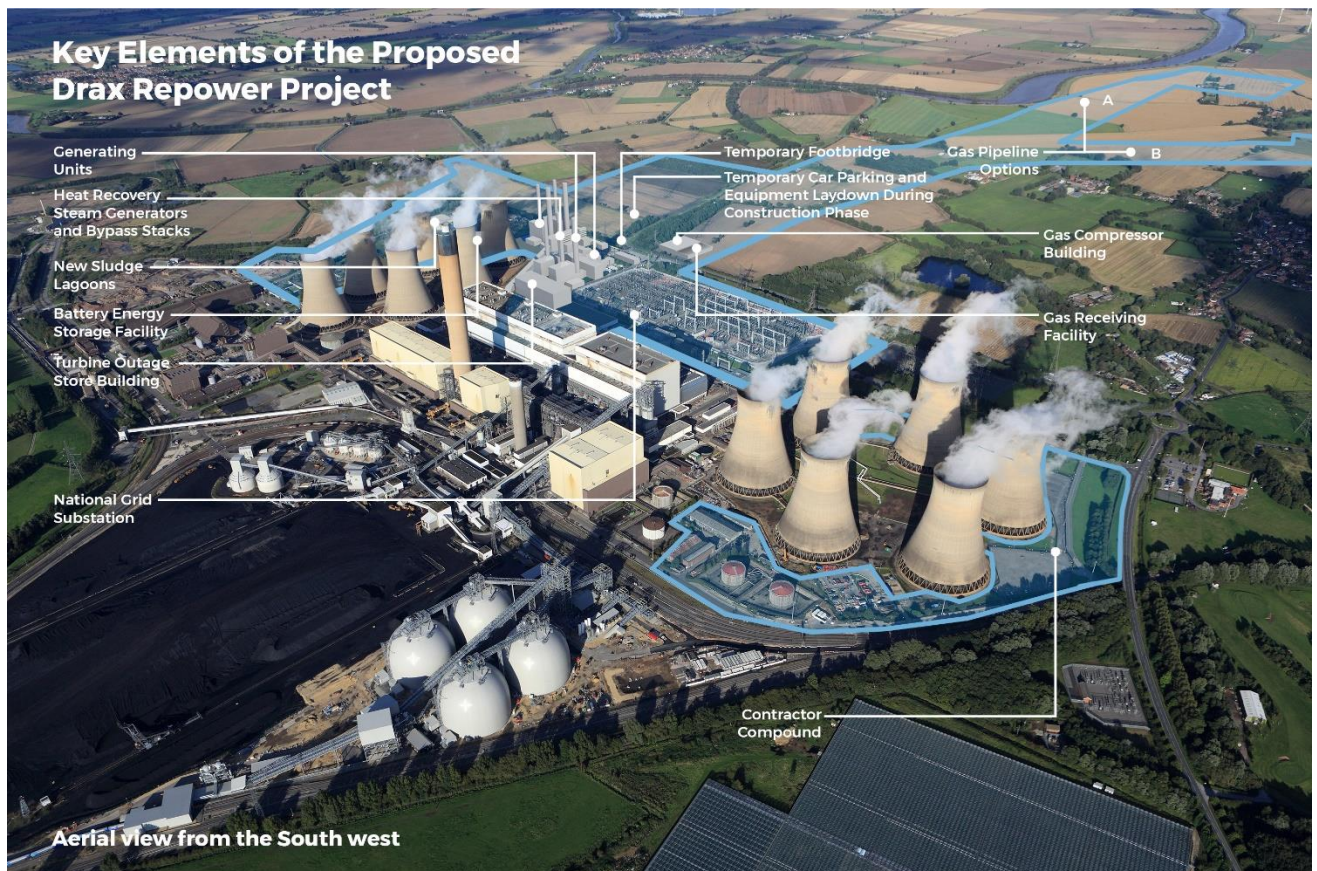


Figure 2 - Key Elements of the Proposed Drax Repower Project - Aerial view from the South west



- 3.1.10. The gas turbine generating units will be designed to operate in either open cycle or combined cycle mode and will each have up to four stacks. When operating in open cycle, the exhaust gas from the gas turbine will be sent direct to the atmosphere through a bypass stack. When operating in combined cycle, the exhaust gas from the gas turbine will pass through the HRSG to generate steam that will be used to power the existing steam turbines.
- 3.1.11. The plant will be designed to operate for up to 25 years after which the continued operation of the repowered units will be reviewed. If it is not appropriate to continue operation, the repowered units will be decommissioned.
- 3.1.12. The main buildings and elements of the gas turbine generating units are listed below.
- Gas Turbines – up to two per repowered generating unit
  - Heat Recovery Steam Generators (HRSGs) – up to two per repowered generating unit.
  - Stacks – there will be up to 4 stacks per repowered generating unit. When operating in combined cycle mode, the HRSGs recover the heat from hot flue gases from the gas turbines. The heat is used to produce steam that will drive the existing steam turbines. Each HRSG will have a main stack, expected to be up to 120 m in height. When operating in open cycle, the HRSG will be bypassed and the exhaust gas from the gas turbine will be sent direct to the atmosphere through a bypass stack of up to 120 m in height. Accordingly, the gas turbine generating units will each have up to four stacks (a total of up to eight stacks if both units are repowered).
  - NOx abatement technology – this may be included in the repowered units should there be a need to mitigate the amount of nitrogen oxide emissions from the plant.
  - Cooling for the new gas fired units will be provided by the existing condensers for the steam turbines and existing cooling water infrastructure including reuse of the existing northern group of six cooling towers, cooling water make-up intake and cooling water outfall and other associated infrastructure. Therefore, no new infrastructure will be required for cooling.
  - Main piperack – this structure will carry the main steam and condensate return pipes between the new HRSGs and the existing steam turbines. The piperack will allow free circulation of traffic and will therefore have a clearance of 8m from road level to underside of the structure.
  - Operation/maintenance and Control – the repowered units 5 and 6 would be operated and controlled from the current Drax control room which is situated onsite
  - Battery Energy Storage Facility – each new gas turbine generating unit would (subject to technology and commercial considerations) be connected to its own battery energy storage facility, which would have a capacity of up to 100MW.
- 3.1.13. The proposed Project includes associated development, including:
- Gas Pipeline – a circa 3km pipeline connecting the generating units to the National Gas Transmission System. The pipeline would extend eastwards from the Drax Power Station site and include some above ground infrastructure at the connection to the power station (shown as the Gas Receiving Facility and the Gas Compressor Building on Figures 1 and 2 above) and at the connection to the National Gas Transmission System. At present, two pipeline options (Options A and B) are under consideration. These are explained in more detail below. Whilst the intention is to obtain authorisation to acquire the land, construct and operate the gas pipeline under the DCO, a separate planning application may be made for the pipeline to Selby District Council. However, the DCO application would seek compulsory acquisition powers for the pipeline should voluntary agreements not be obtained for the gas pipeline route.
  - Electrical connection: For each repowered unit, the output from each generating unit would be banked using Gas Insulated Switchgear (GIS) housed in a new building close to the generating units. Connection from the GIS banking building to the existing National Grid 400kV substation would be by either:

- An underground cable to the existing National Grid 400kV substation; or
- An underground cable that terminates in a new cable sealing end compound outside of the boundary of the existing National Grid 400kV substation and is connected to the existing equipment using overhead conductors.
- The existing electrical connection for each steam turbine will remain unchanged.
- Carbon Capture Readiness – the gas turbine generating units will be designed to be carbon capture ready, with the appropriate area of land provided to meet this requirement.
- Switchyard and Transmission Plant Works in existing 400kV National Grid Switchyard – the electrical connection from the GIS banking building will connect by underground cables to the existing 400kV switchyard which is owned and operated by National Grid. These works may be undertaken by National Grid as they are within the existing National Grid Switchyard, but powers to undertake these works are likely to be included in the DCO application.
- Construction Laydown – several areas within the Site Boundary and adjacent area have been identified for use as a temporary construction laydown.
- Temporary bridge – an area of land owned by Drax has been identified for use as construction laydown and/or contractor car parking. This area is separated from the Drax Power Station site by New Road, which is a public highway. In order to avoid staff crossing this road on foot a new, temporary pedestrian bridge will be constructed linking the contractor laydown/car parking area with the Drax Power Station site.
- Temporary crane on jetty – although the current preferred option is to deliver ‘kit’ for the construction works via the highway network (more information on this can be found in the construction transport route section further below), Drax is considering whether the existing Drax Jetty on the River Ouse could be used for loading and unloading of large plant and equipment up to the Jetty’s current rating of 200 tonnes. Should this be an option, some works may be required to enable the transfer of large plant and equipment from river barges to land transport. These works would comprise: location of a mobile crane alongside the jetty, associated security lighting, fencing and storage and welfare facilities and laydown areas.
- Demolition and relocation of existing facilities - in order to construct the new generating units and associated facilities, it is proposed to demolish and relocate existing facilities at the Drax site. This would include the Turbine Outage Stores, Learning centre, contractor’s compounds and welfare facilities (temporary), sludge lagoons, and a squash court. Some of these works may be undertaken in 2018 as part of ordinary site reconfiguration works. It is Drax’s intention to submit a separate planning application in early 2018 under the Town and Country Planning Act 1990 to relocate these facilities but in any event they will be included in the application for the DCO.
- Other ancillary works – it may be necessary to remove and restring some of the existing overhead lines during the construction phase of the development. These works will be led by National Grid.
- Highway Powers – powers to carry out some highway works may be necessary in order to transport Abnormal Indivisible Loads (AIL) to the Drax Power Station site. These powers are likely to include the temporary stopping up of roads and removal of barriers. The land will be reinstated to its former condition once the AILs are delivered to site. No development is proposed.

3.1.14. The work areas for the different components of the infrastructure and associated works as described above are shown in Appendix B.

## 3.2 THE GAS PIPELINE ROUTE OPTIONS

- 3.2.1. Feasibility studies have been undertaken to consider how to connect the proposed gas fired units to the National Gas Transmission System. The potential to connect to the Local Transmission System was also considered and discounted as the connection route would be considerably longer than a connection to the National Gas Transmission System, and it is highly unlikely that the gas flows required could be achieved without significant reinforcement works. The closest connections to the National Gas Transmission System are to the Cawood to Eastoft gas pipeline (Feeder 7) and the Pannal to Asselby gas pipeline (Feeder 29), both of which are within 3km of the proposed gas fired units. Connections to both Feeder 7 and Feeder 29 were considered and six gas pipeline routes between these connections and the proposed plant were considered. These six routes are shown in Appendix C.
- 3.2.2. We are consulting on two gas pipeline corridors connecting the proposed Gas Receiving Facility for the Project to two different locations on the National Transmission System ('NTS'). There are two pipes, or "Feeders", which we could connect into and they are known as "Feeder 7" and "Feeder 29" as explained above. To reach these Feeders from the Site Boundary, there are two route Options (A and B):
- Option A: running to the east and connecting with the NTS either east of Brier Lane or off Rusholme Lane, near to the existing National Grid Drax Above Ground Installation.
  - Option B: running south east and connecting with the NTS at the junction where Brier Lane meets New Lane.
- 3.2.3. A decision on which route option is preferred will be made following consultation. A comparison of the options that we are consulting on can be seen in the table below.

**Table 1 - Comparison of Gas Pipeline Route Options**

| <b>Constraint</b>  | <b>Option A<br/>(Connection to<br/>Feeder 7 with an<br/>Above Ground<br/>Installation off<br/>Rusholme Lane)</b> | <b>Option A<br/>(Connection to<br/>Feeder 29 with<br/>an Above<br/>Ground<br/>Installation off<br/>Rusholme Lane)</b> | <b>Option B<br/>(Connection to<br/>Feeder 29 with<br/>an Above<br/>Ground<br/>Installation off<br/>Brier Lane)</b> | <b>Comparison</b>   |
|--|--|---|--|---|
| Land use of gas pipeline route   | Predominantly arable with semi improved grassland  | Predominantly arable with semi improved grassland   | Predominantly arable   | No difference apart from Option B has no semi improved grassland                                  |
| Hedgerows affected?  | Yes  | Yes   | Yes  | Option B (Feeder 29) will potentially result in the loss of more intact and species rich hedgerow |
| Ordinary Watercourses/ditches affected?                                | Yes  | Yes   | Yes  | No difference   |
| Landscape and Visual impact of the proposed Above Ground Installations | Yes  | Yes   | Yes  | The Above Ground Installation within Option B   |

| Constraint  | Option A<br>(Connection to Feeder 7 with an Above Ground Installation off Rusholme Lane)   | Option A<br>(Connection to Feeder 29 with an Above Ground Installation off Rusholme Lane)  | Option B<br>(Connection to Feeder 29 with an Above Ground Installation off Brier Lane)   | Comparison   |
|---|--|--|--|--|
|   |  |  |  | (Feeder 29) may be visible from a greater number of residential properties.  |
| Public Rights of Way  | Yes  | Yes  | Yes  | No difference  |
| Trees to be lost?   | Likely   | Likely   | Likely   | Option B (Feeder 29) may potentially result in the loss of trees with suitability for roosting bats  |
| Heritage assets affected?   | Potentially  | Potentially  | Potentially  | Option B (Feeder 29) has greater potential for buried remains based on preliminary surveys and effects an additional historic field boundary |
| Construction suitability of the proposed Above Ground Installations | Likely to be more health and safety issues due to proximity to the existing National Grid Above Ground Installation on Rusholme Lane.  | Good – open field location, but will require a long construction and permanent access road off Rusholme Lane.  | Good – open field location, with direct access off Brier Lane.   | Option B (Feeder 29) and Option A (Feeder 29) more favourable.   |
| Gas capacity, responsiveness and resilience                         | Feeder 7 is a smaller pipeline and already supplies a number of major gas connections. It is highly unlikely that Feeder 7 can deliver the capacity of gas, or the gas pressures | Feeder 29 is most likely to deliver the capacity of gas and the gas pressures required, for the Project to meet the need for flexible and responsive | Feeder 29 is most likely to deliver the capacity of gas, or the gas pressures required, for the Project to meet the need for flexible and responsive | Option B (Feeder 29) and Option A (Feeder 29) are more favourable gas connections in terms of ensuring resilience of the gas supply          |

| Constraint | Option A<br>(Connection to Feeder 7 with an Above Ground Installation off Rusholme Lane)      | Option A<br>(Connection to Feeder 29 with an Above Ground Installation off Rusholme Lane)  | Option B<br>(Connection to Feeder 29 with an Above Ground Installation off Brier Lane)   | Comparison                |
|------------|---|--|--|---------------------------|
|            | required for the Project to meet the need for flexible and responsive electricity generation. | electricity generation. Feeder 29 is also potentially more resilient as it connects to strategic gas reserves of both the east coast (Easington) and north west (Barrow) fields. | electricity generation. Feeder 29 is also potentially more resilient as it connects to strategic gas reserves of both the east coast (Easington) and north west (Barrow) gas fields. | in all demand conditions. |

3.2.4. As part of this consultation, we would welcome your views as to these pipeline route options.

### 3.3 CONSTRUCTION TRANSPORT ROUTE

- 3.3.1. Drax's preferred option is to bring construction material to site by road, although the movement of larger plant and equipment via the port of Goole and offloaded at the existing jetty on the River Ouse is still an option (see Figure 3 below).
- 3.3.2. However, given the restrictions on the weight of loads that could be transported, the limitation on the type of barge that could be used so as to avoid dredging of the River Ouse which would likely have impacts on ecology, and given a reliance on tidal windows for movements, the scope for using the jetty is limited.
- 3.3.3. We have also listened to concerns about the proximity of residents to the jetty and the impact of lighting during the use of the jetty.
- 3.3.4. The preferred construction transport route is 'tried and tested'. Some works to the highways may be necessary in order to bring larger plant and equipment to site. This would involve the removal of street furniture and temporary closure of part of the highway, normally at night and for the duration of the movement only. The land will be reinstated to its former condition once the loads have been delivered.
- 3.3.5. Figures 3, 4 and 5 below show the possible transport route options for Abnormal Indivisible Loads (AILs) from Goole, and the possible construction transport route for HGVs.



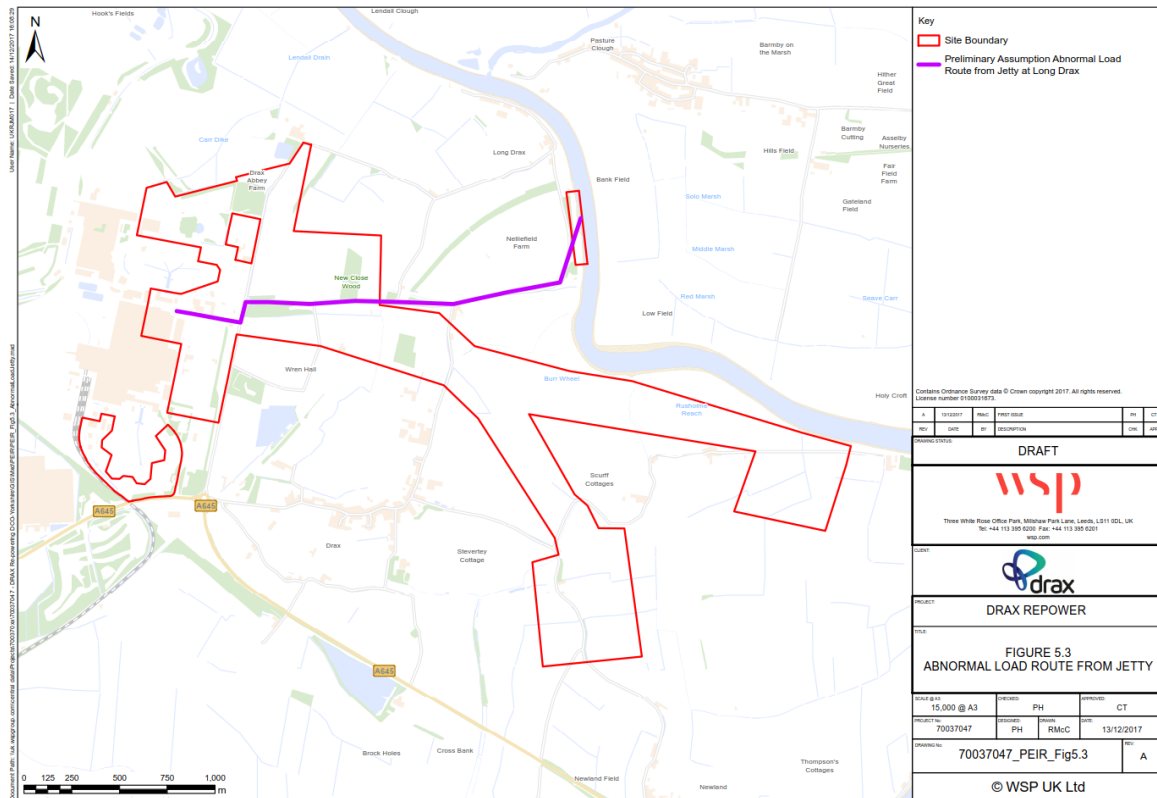


Figure 3 - Construction Transport Route for AILs from Jetty

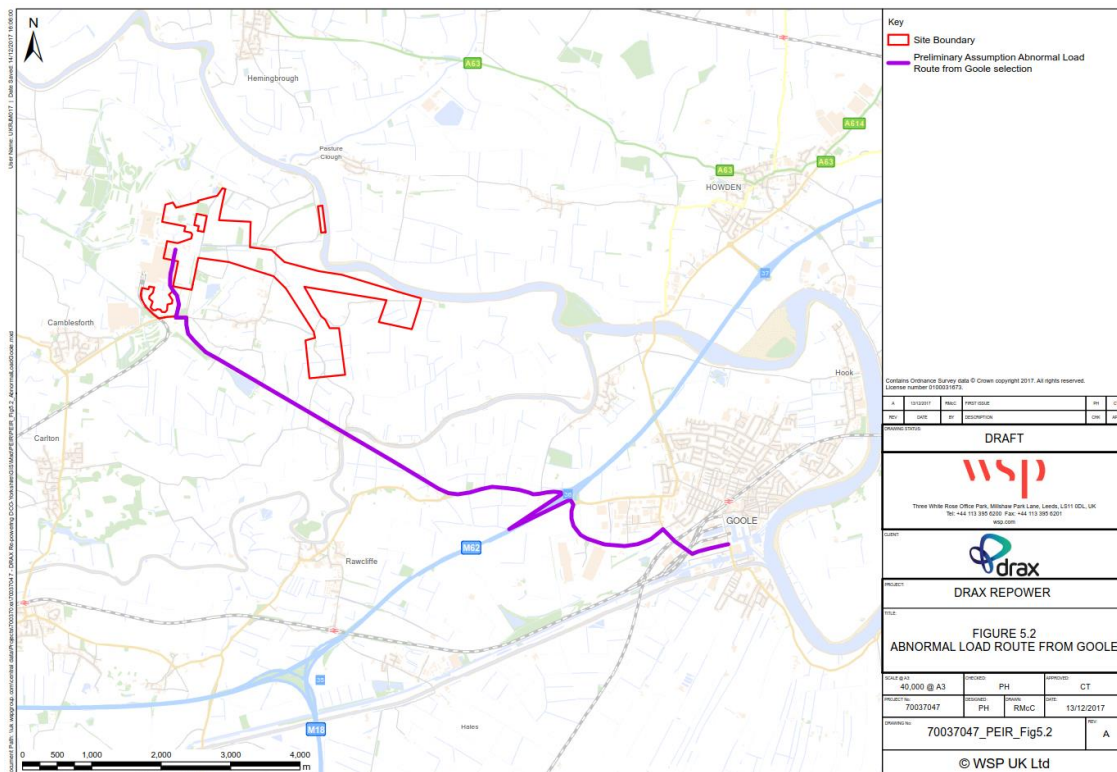
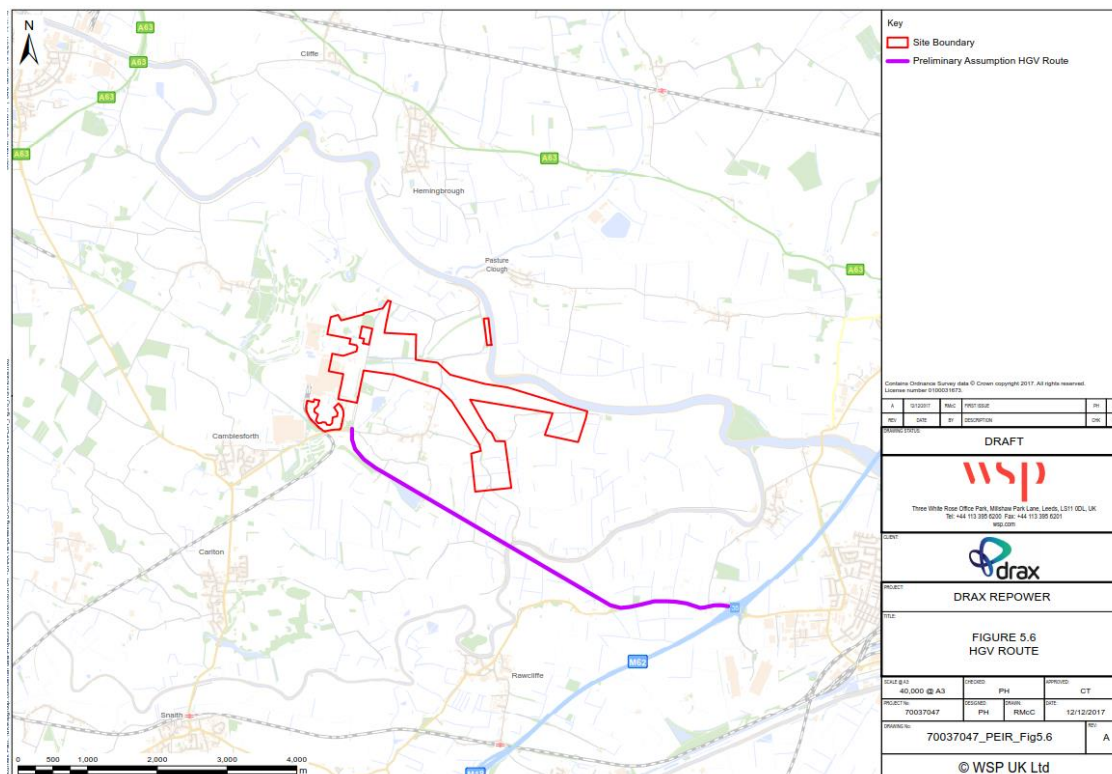


Figure 4 - Construction Transport Route for AILs from Goole





**Figure 5 - Construction Transport Route for HGVs**

## 4 THIS CONSULTATION AND YOUR VIEWS

- 4.1.1. Last year, Drax announced its Repower Project and in October 2017, homes and businesses in the near vicinity of Drax Power Station received an information leaflet about the Project. In addition, Drax has shared its plans via the local media, the internet and social media, in meetings with local councils, correspondence with landowners and other interested parties and at public exhibitions held in Drax, Selby and Goole. The feedback that Drax has received to date has helped inform the Project's environmental studies, engineering assessments and design work.
- 4.1.2. Drax is carrying out a 42-day period of statutory public consultation about the Repower Project, starting on Tuesday 16th January 2018 and ending on Tuesday 27th February 2018. This Report forms part of the consultation documents and is intended to provide an easy guide to the Project and the more detailed consultation documents that accompany it.
- 4.1.3. Aside from this Report, more detail on the Project can be found in the following consultation documents:-



- **Preliminary Environmental Information Report ('PEIR')**
  - This document sets out the likely significant environmental effects of the Project across a range of topics, such as transport, air quality, water quality, noise, ecology, local heritage and archaeology, socio-economics. The conclusions are preliminary at this stage, based on the information compiled by Drax Power Limited to date.
  - The PEIR is split into the following volumes:
    - Volume 1 contains the preliminary assessment of likely significant effects;
    - Volume 2 contains the Figures to Volume 1, including various plans and maps for the Project;
    - Volume 3 contains the Appendices to Volume 1.
- **Non-Technical Summary to the PEIR**
  - This document is a summary of the PEIR, explaining the preliminary assessment of likely significant effects in easy to read language.

- 4.1.4. This Report, the PEIR and the Non-Technical Summary to the PEIR, together with a leaflet on the Project and the Project's Statement of Community Consultation (SoCC), can all be found on the Project's website <http://repower.drax.com>. They are also available to view at various local council offices and local libraries as set out in the SoCC.
- 4.1.5. Drax would welcome views on:
- The two gas pipeline route options and whether there are any concerns over the routes that Drax has identified.
  - The findings of the preliminary assessment of the likely effects of the Project during its construction and its operation, as set out in the PEIR.
  - Any other observations on the Project generally and which you consider we should have regard to.
- 4.1.6. Individuals and organisations can share their views to Drax in a number of ways:
- Write to and/or complete feedback form (which can be found at the back this document in Appendix D and in the leaflet) and send to **FREEPOST DRAX REPOWER**

- Complete the online feedback form on <http://repower.drax.com>
- Email via [DraxRepower@drax.com](mailto:DraxRepower@drax.com) or call on freephone **0800 731 8250**

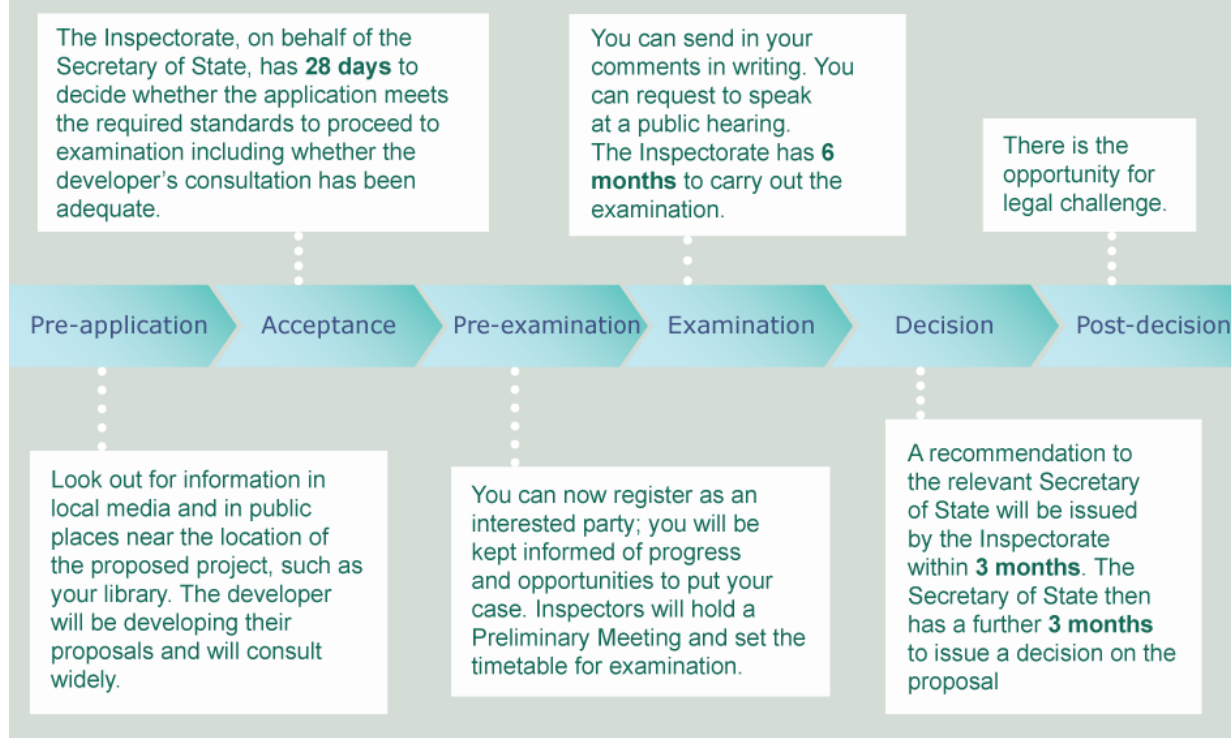
4.1.7. This **consultation ends on 27 February 2017**, so please send your views on or before that date.

## 5 NEXT STEPS

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- 5.1.1. Once this statutory consultation finishes on 27 February 2017, Drax will review all responses received and have regard to those responses in developing the Project to submission. Drax is required to prepare a consultation report as part of its DCO application, and in that document Drax will summarise the consultation responses received, the themes that emerged and how it has developed the Project having had regard to the responses.
- 5.1.2. Drax is also continuing its environmental assessment of the Project, which will run concurrently to this consultation and beyond. Drax will continue to liaise with Selby District Council, North Yorkshire County Council and East Riding of Yorkshire Council during and after the statutory period of consultation. Drax will also maintain engagement with parish councils in the area as well as organisations such as the Environment Agency, Natural England and Historic England.
- 5.1.3. It is anticipated that the necessary environmental work, technical work and review of consultation responses will mean that Drax will submit an application for a DCO in May 2018
- 5.1.4. The application will comprise a number of documents, including the consultation report referred to above, the Environmental Statement that sets out the final conclusions on likely significant environmental effects of the Project, and a draft form DCO that would authorise the Project and secure the mitigation identified by the Environmental Statement.
- 5.1.5. Following submission of the application to the SofS, the Planning Inspectorate, on the SofS' behalf, will decide whether or not the application is of a standard to be accepted. This takes up to 28 days. Should the application be accepted, then it would enter the "Pre-Examination" Phase, during which the SofS would appoint an Examining Authority to examine the application on his behalf. The Examining Authority will comprise between 1 and 5 Inspectors from the Planning Inspectorate. Also during this Pre-Examination Phase, acceptance of the application will be advertised which will provide information to local people on where they can review the application and how and when they can make representations to the Planning Inspectorate. Anyone who makes a representation can register to become an 'Interested Party' once the Examination process starts.
- 5.1.6. The Pre-Examination Phase lasts approximately 3 months, and so it is anticipated that the Examination into the application will commence approximately September 2018 and last for 6 months (to February/March 2019). Once the Examination has finished, the Examining Authority will have 3 months to write its report and make a recommendation to the SofS as to whether or not he should grant the DCO for the Project. The SofS then has 3 months within which to make his decision. Accordingly, should the Examination commence in September 2018, we expect a decision on the Project to be made in September 2019.
- 5.1.7. For more information about the DCO application process, please visit the Planning Inspectorate's website – <https://infrastructure.planninginspectorate.gov.uk>. The below diagram explains the process from submission to decision.

## The application process. The six steps



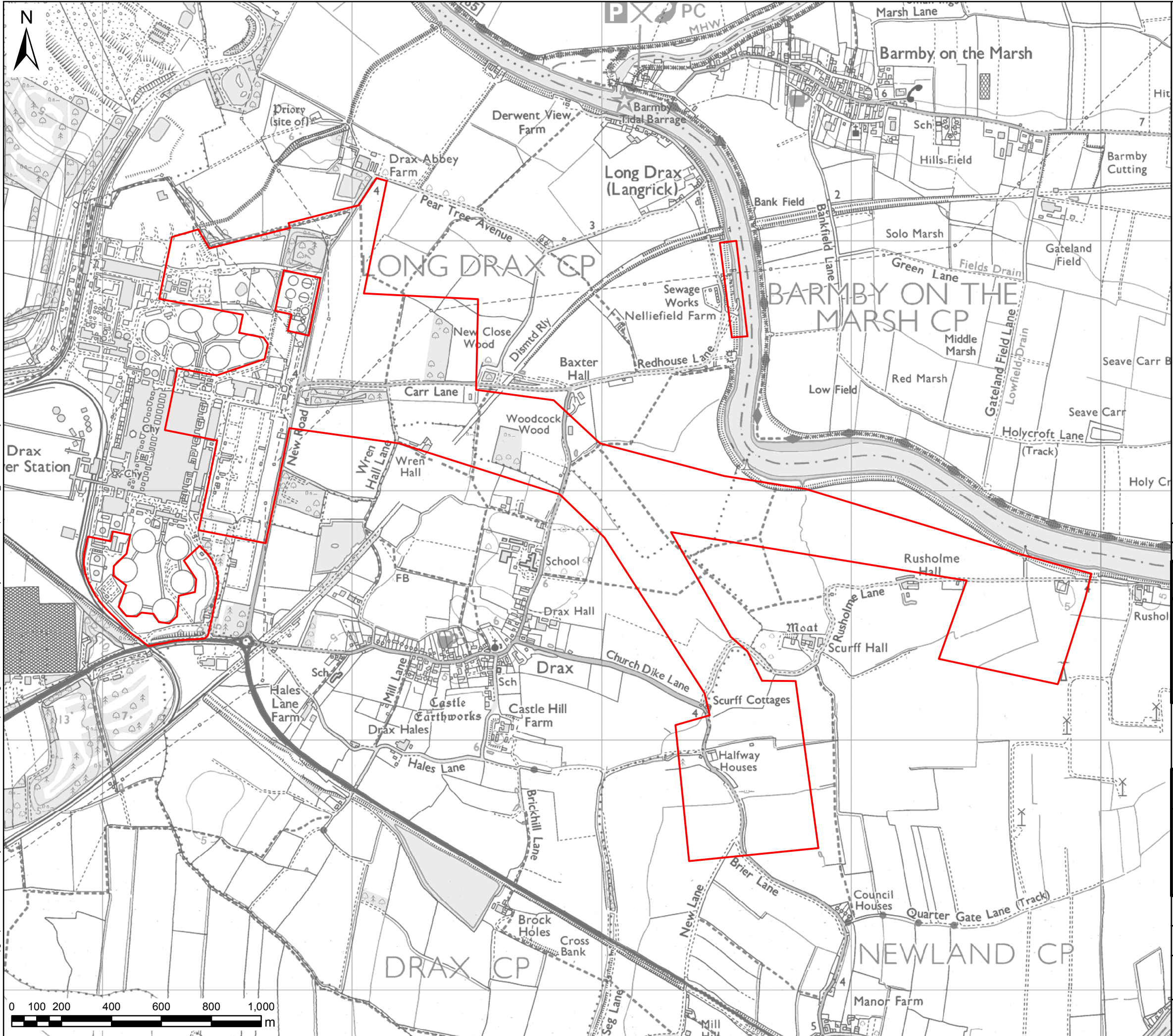
**Figure 6 - The application process**

# Appendix A

## **SITE BOUNDARY**







Key

Site Boundary

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|     |            |    |             |     |     |
|-----|------------|----|-------------|-----|-----|
| A   | 04/01/2017 | TG | FIRST DRAFT | LP  | SS  |
| REV | DATE       | BY | DESCRIPTION | CHK | APP |

DRAWING STATUS:

DRAFT

Three White Rose Office Park, Millshaw Park Lane, Leeds, LS11 0DL, UK  
Tel: +44 113 395 6200 Fax: +44 113 395 6201  
wsp.com

CLIENT:

PROJECT:

DRAX REPOWER

TITLE:

SITE BOUNDARY

|                                    |                          |                         |
|------------------------------------|--------------------------|-------------------------|
| SCALE @ A3: <div>15,000 @ A3</div> | CHECKED: <div>LP</div>   | APPROVED: <div>SS</div> |
| PROJECT No: <div>70037047</div>    | DESIGNED: <div>WSP</div> | DRAWN: <div>TG</div>    |
| DATE: <div>04/01/2017</div>        |                          | REV: <div>A</div>       |

DRAWING No:

70037047\_POR\_005

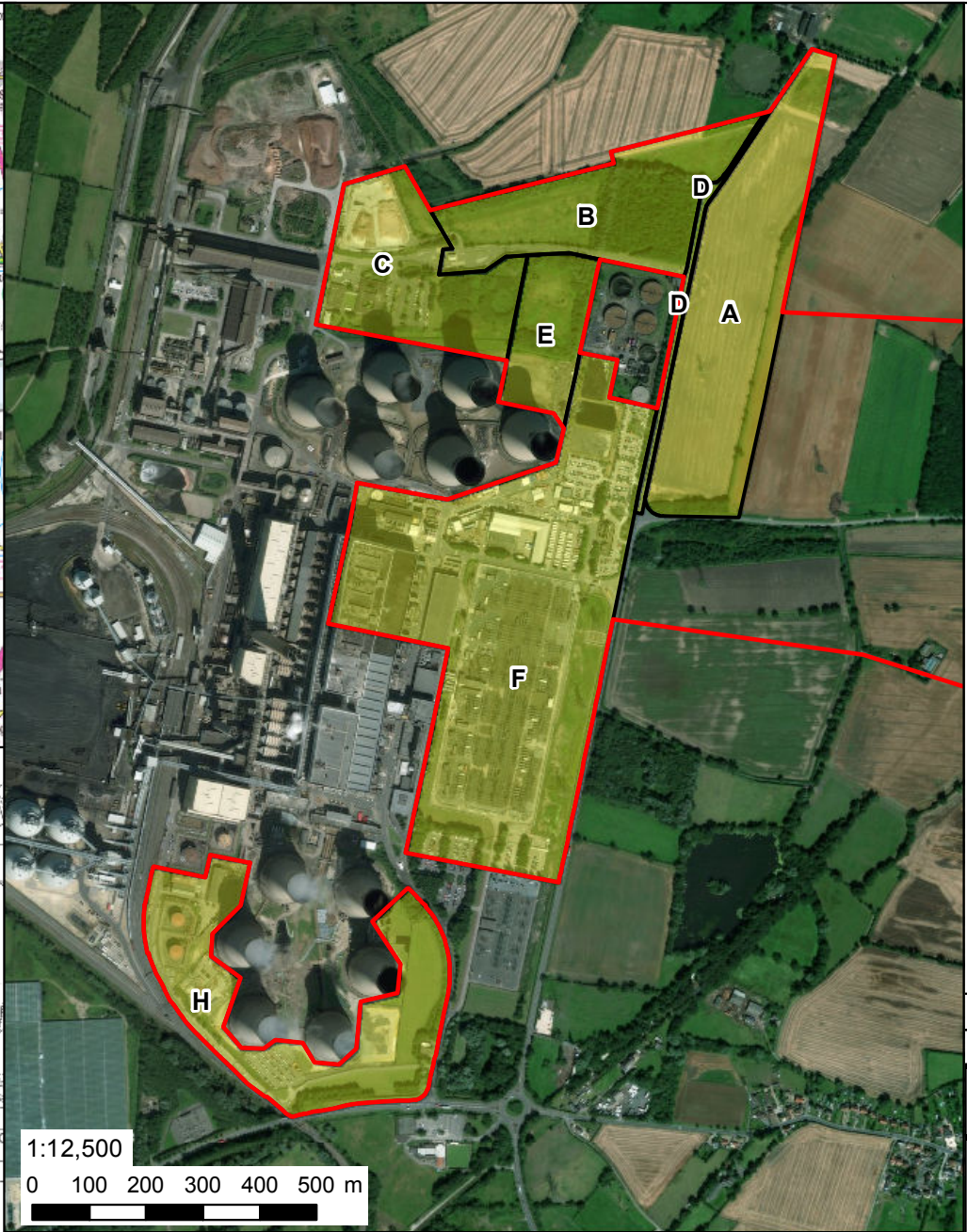
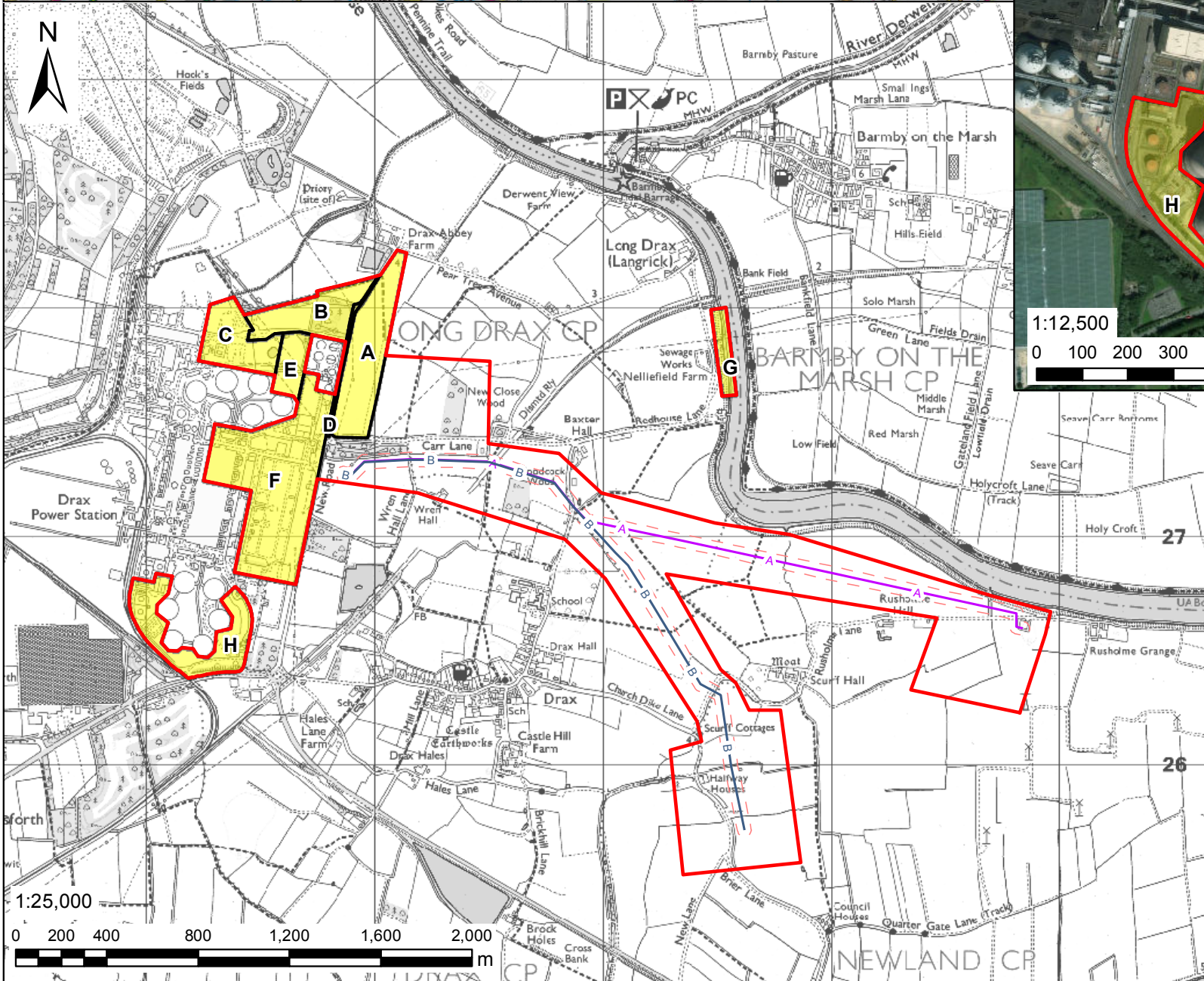
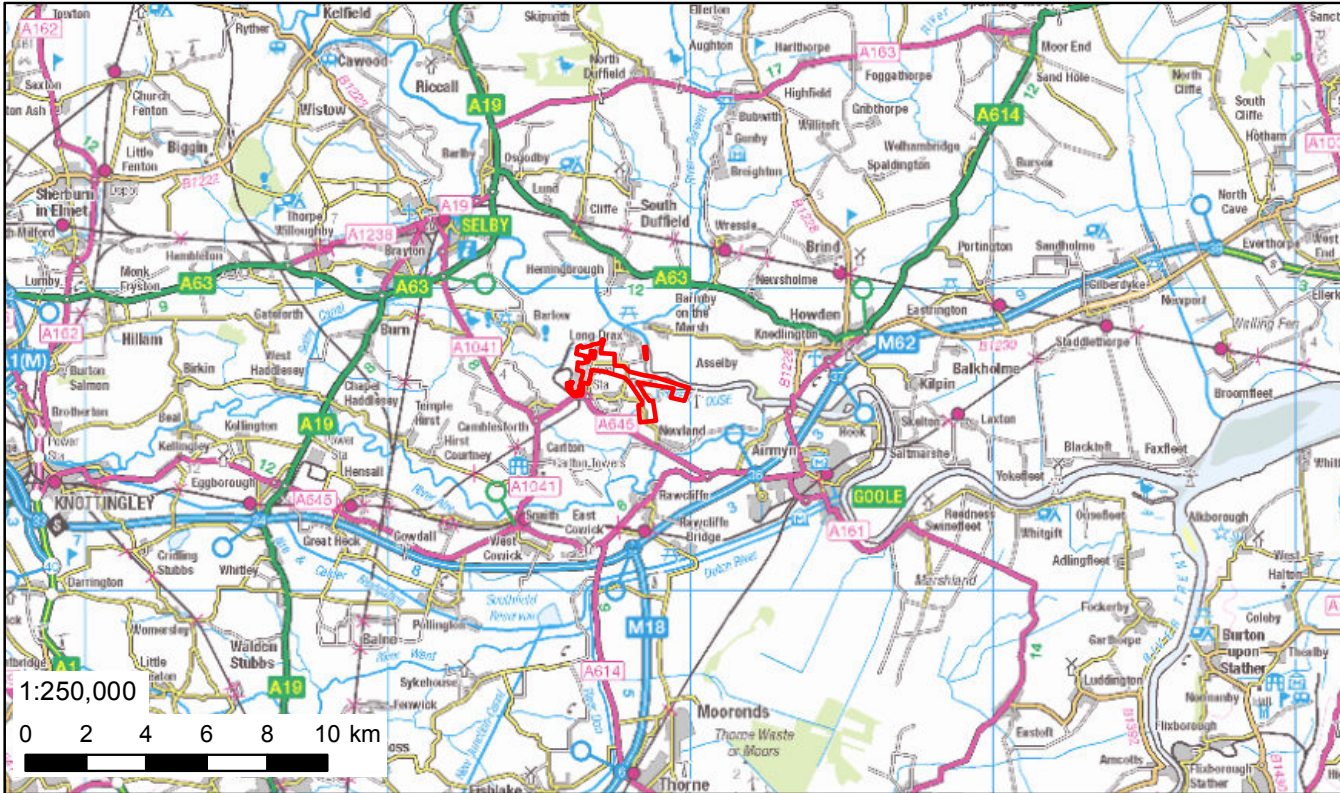
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# Appendix B

## **SITE LOCATION**







**Key**

- Proposed Application Boundary
- Scheme Areas

**Gas Pipeline Route Options**

- Gas Pipeline A
- Gas Pipeline B
- 30m Buffer of Gas Pipeline Routes

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|     |            |    |             |     |     |
|-----|------------|----|-------------|-----|-----|
| A   | 02/01/2018 | TG | FIRST ISSUE | LP  | SS  |
| REV | DATE       | BY | DESCRIPTION | CHK | APP |

DRAWING STATUS: DRAFT

**wsp**

Three White Rose Office Park, Millshaw Park Lane, Leeds, LS11 0DL, UK  
Tel: +44 113 395 6200 Fax: +44 113 395 6201  
wsp.com

CLIENT: **drax**

PROJECT: DRAX REPOWER

TITLE: SITE LOCATION

|                             |                  |                 |
|-----------------------------|------------------|-----------------|
| SCALE @ A3:<br>See map @ A3 | CHECKED:<br>LP   | APPROVED:<br>SS |
| PROJECT No:<br>70037047     | DESIGNED:<br>WSP | DRAWN:<br>TG    |
| DATE:<br>02/01/2018         |                  | REV:<br>A       |

DRAWING No: 70037047\_POR\_001

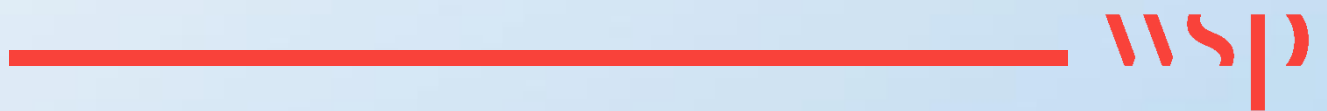
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| Area                  | Current Description of Use   | Intended and Potential Use (key elements only)  |
|-----------------------|--|---|
| A                     | Farming land   | Laydown, construction compound/construction car park. Land safeguarded for potential CCR                    |
| B                     | Scrub land   | Laydown, construction compound/construction car park. Land safeguarded for potential CCR                    |
| C                     | Business Park and old wood yard  | Construction offices - stores location. Battery Storage Facility  |
| D                     | Roadway  | Construction staff roadway bridge. Plant interface connections between Area A, F and B if required for CCR. |
| E                     | Scrub land   | Battery storage facility, CCR pipe work run.  |
| F                     | Existing coal fire power units (units X and Y)<br>Ash Lagoons<br>Light - medium stores, site contractors compounds and car parks | Location for GTs and HRSGs for both units X and Y   |
| G                     | Drax riverside loading / unloading jetty   | Loading / unloading of CCGT/OCGT equipment.   |
| H                     | Mostly hard standing, recycling centre, fuel oil   | Site contractor village and car parks, stores compound  |
| Gas Pipeline Option A | Farm land  | Option A area within which gas pipeline to be located together with working width and ancillary facilities  |
| Gas Pipeline Option B | Farm land  | Option B area within which gas pipeline to be located together with working width and ancillary facilities  |

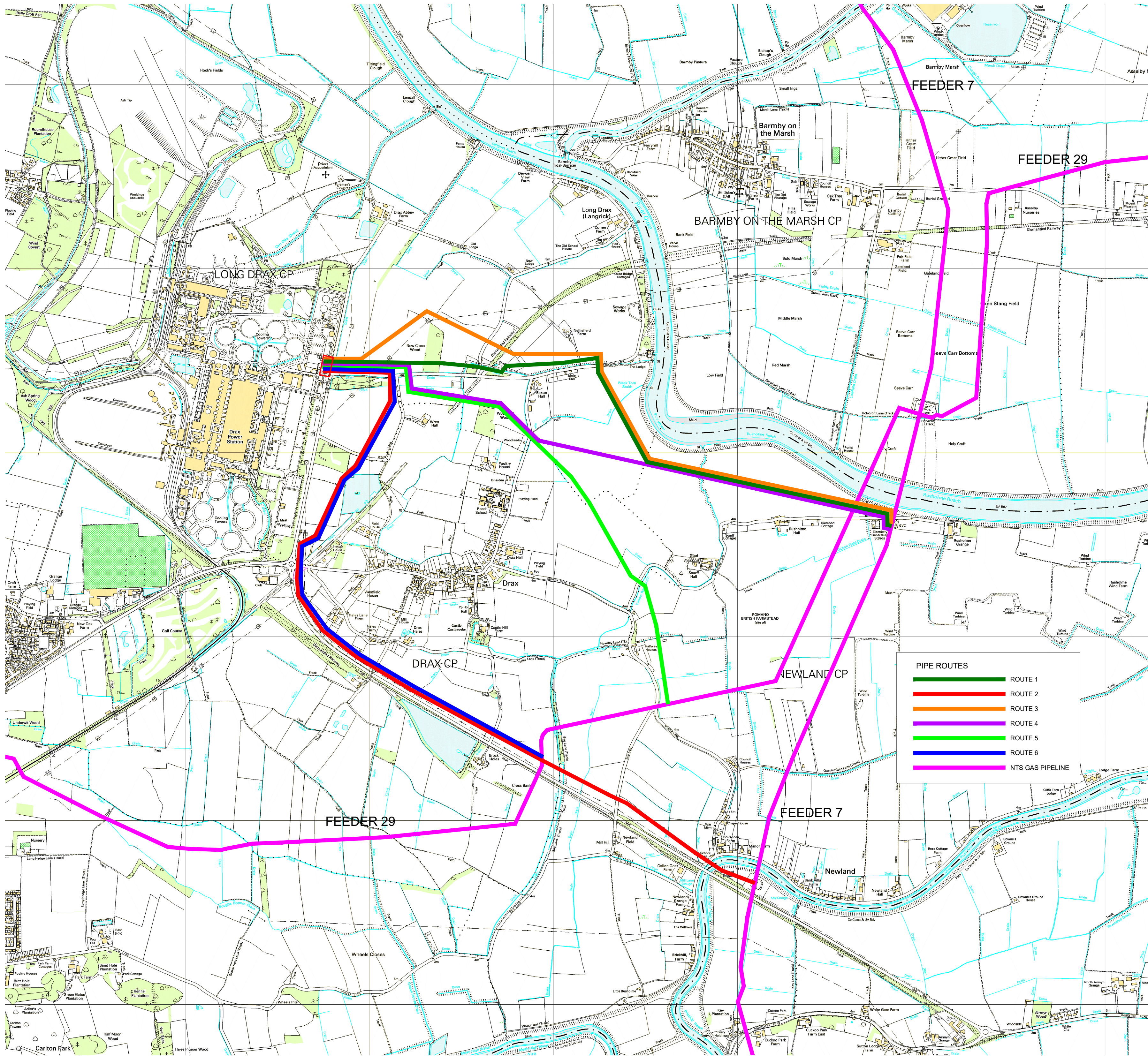


# Appendix C

## **SIX GAS PIPELINE ROUTES CONSIDERED**



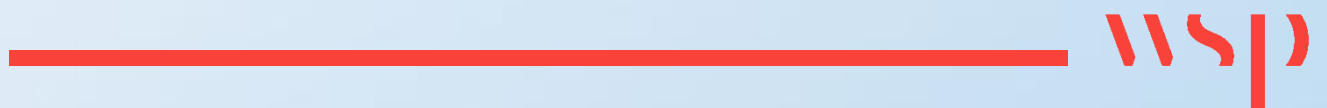






# Appendix D

## **STATUTORY CONSULTATION FEEDBACK FORM**





# Proposed power generation project at Drax Power Station



## Feedback Form

Thank you for attending today's exhibition, which is an important element of our statutory public consultation for the Repower Project; this period ends on 27th February 2018.

We welcome your views on Drax's proposals to develop gas-fired power generation units and battery storage facilities, and to construct a gas pipeline.

Drax Power Limited will use the personal information supplied in this form solely in connection with the consultation process and the proposed planning application. Responses may be made publicly available, but personal details will be kept confidential. Respondents do not have to provide personal information but this information will help us to understand the range of responses and to provide updates about the project and the outcome of the consultation. Where we use third parties to support this process, we may share this form with them but only under obligations of confidentiality and data protection.

We would also like to keep in touch with you as the project develops. If you would like to be kept informed, please fill in your contact details (postal address, email).

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

Age bracket (please tick) ☐ Under 25 ☐ 25-45 ☐ 46-60 ☐ Over 60

### Which exhibition did you attend?

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Selby Town Hall<br>20th January | <input type="checkbox"/> Drax Sports & Social Club<br>23rd January | <input type="checkbox"/> Junction, Goole<br>24th January |
| <input type="checkbox"/> Selby Town Hall<br>1st February | <input type="checkbox"/> Hemingbrough Church Hall<br>2nd February  | <input type="checkbox"/> no exhibition<br>attended       |

If you do NOT want us to contact you, we would appreciate you leaving us just your postcode so that we can gauge the approximate locations of people who attended today.

Postcode

### Did you comment during the initial phase of consultation?

- ☐ Yes ☐ No, not aware of Project ☐ No, but I was aware of Project

### How did you hear about this exhibition? (tick one or more)

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Leaflet       | <input type="checkbox"/> Poster                       | <input type="checkbox"/> News article in newspaper or a news report on TV/radio |
| <input type="checkbox"/> Twitter       | <input type="checkbox"/> Facebook                     | <input type="checkbox"/> Advertisement/official notice in newspaper             |
| <input type="checkbox"/> Word of mouth | <input type="checkbox"/> Drax employee communications |   |
| <input type="checkbox"/> Drax website  | <input type="checkbox"/> Letter from Drax             |   |

Please turn over



Drax has carried out and considered further studies and prepared a Preliminary Environmental Information Report that identifies potential benefits and impacts of the Project. Do you have any comments on the Report's findings?

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If you have any comments and observations about the Project, including the options for the gas pipeline route, please share below.

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How do you feel about Drax's proposals?

☐ Supportive

☐ Neutral

☐ Opposed

Please leave this form in the box provided or return it to us via **FREEPOST DRAX REPOWER** by **5.00pm on 27th February 2018**. If you wish to provide further comment about the Project, please continue on additional sheets and post to **FREEPOST DRAX REPOWER**.

For more information, visit <http://repower.drax.com>

Email us: [DraxRepower@drax.com](mailto:DraxRepower@drax.com)  
Call us: 0800 731 8250  
Write to us: FREEPOST DRAX REPOWER

This form, upon request, can be made available in large print format, braille and other languages.





4th Floor  
6 Devonshire Square  
London  
EC2M 4YE

**wsp.com**