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**Our Ref:** 32601

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Dear Sir/Madam

**MULTIFUEL ENERGY LTD (MEL) – FERRYBRIDGE MULTIFUEL 2 (FM2) POWER STATION, FERRYBRIDGE POWER STATION SITE, STRANGLANDS LANE, KNOTTINGLEY, WEST YORKSHIRE, WF11 8SQ (GRID REF 447261, 425319)**

**CONSULTATION ON PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)**

I write on behalf of Multifuel Energy Ltd (the Applicant) to confirm that it intends to apply to the Secretary of State (SoS) under S.37 of the Planning Act 2008 (the PA 2008) for a Development Consent Order (DCO) for the proposed Ferrybridge Multifuel 2 (FM2) Power Station (the Proposed Development) located within the Ferrybridge Power Station site, Stranglands Lane, Knottingley, West Yorkshire.

The Applicant is already developing a multifuel power station at the site, known as 'Ferrybridge Multifuel 1' (FM1). This was consented under S.36 of the Electricity Act 1989 in late 2011. It is anticipated that FM1 will be fully operational from March 2015. The Proposed Development will be located to the north of FM1 and will be similar to that development in terms of its layout, scale, design and appearance.

S.42 'Duty to consult' of the PA 2008 and Regulation 3 'Prescribed consultees' of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 require applicants to consult certain prescribed consultation bodies on their proposals prior to the submission of an application for a DCO.

Although CABE is no longer identified as a prescribed consultee, the Applicant considers that the Proposed Development may be of interest. In order to aid CABE's understanding of the Proposed Development we have described below the context within which it will sit, provided a summary of its main elements and also a brief explanation of the broad approach that has been taken to its design and form. Further information on the Proposed Development, including indicative drawings and 3D images are included on the CD that accompanies this letter.

The Applicant has notified the SoS of its intention to apply for a DCO in accordance with S.46 of the PA 2008. The SoS was notified on 30 October 2013 and has been provided with a copy of this letter and the information that accompanies it.

The Proposed Development is 'Environmental Impact Assessment (EIA) development' for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. Therefore, the Applicant has made Preliminary Environmental Information (PEI) available. The findings of the EIA will be reported in an Environmental Statement that will be submitted with the Proposed Application. A PEI Report, including non-technical summary, has been prepared and this is included on the CD.

It is intended that the Proposed Application will be submitted to the SoS in Q2/Q3 of 2014.

## Site Context

The Proposed Application Site comprises for the most part of land inside the boundary of the Ferrybridge Power Station site, within the administrative area of Wakefield Metropolitan District Council. The Ferrybridge Power Station site, which includes Ferrybridge 'C' coal-fired Power Station, is situated between the River Aire to the north and east and the A1(M) Motorway immediately to the west.

The Proposed Application Site extends to approximately 33 hectares (ha) and consists primarily of land that was originally part of the Power Station's former golf course, including land that is currently being used for laydown areas by the contractors on FM1, in addition to other land that will be required for electricity grid and utility connections.

### *The Ferrybridge Power Station site*

The Ferrybridge Power Station site (the 'Power Station site') extends to an area of approximately 300 ha. The Power Station site is bounded by the River Aire to the north and east; Kirkhaw Lane and the Pontefract Baghill to Sherburn-in-Elmet railway line to the east and south-east; Stranglands Lane to the south and south-west, beyond which there are some earthworks that are a Scheduled Ancient Monument; the A1(M) and its embankment to the west; and Fryston Lane and a triangular shaped piece of woodland known as Fryston Wood to the north-west.

The Power Station site comprises of four distinct areas;

- the main plant area for Ferrybridge 'C' occupying the southern and eastern parts of the Power Station site;
- the coal storage area and associated facilities occupying the north and north-eastern parts of the Power Station site, adjacent to the River Aire;
- the former golf course occupying the north-western part of the Power Station site, bordering the A1(M); and
- the FM1 site, located between the main plant area for Ferrybridge 'C' and the former golf course and which encompasses land from both of these areas.

In terms of topography, the main plant area of Ferrybridge 'C' is predominantly flat, while the northern parts of the site, including the coal storage area and the former golf course are slightly higher with areas of undulating ground ranging from approximately 14m AoD to 20m AoD.

Much of the Power Station site, including the Proposed Application Site, is allocated in the local development plan for power generation development, including renewable energy.

A brief description of these four areas is provided below.

### The Main Plant Area of Ferrybridge 'C'

The main plant area of Ferrybridge 'C' comprises principally of four 500 MW coal fired units approximately 61m height (75m AoD), two flue stacks of approximately 198m in height (212m AoD) and eight cooling towers of approximately 115m in height (129m AoD), a number of heavy fuel oil storage tanks, flue gas desulphurisation (FGD) units and associated equipment, in addition to electricity substations, workshops and storage buildings, administrative offices, staff welfare facilities, extensive areas of hard standing, including car parking areas and a security gatehouse/reception at the main entrance to the Power Station site from Stranglands Lane. The area is also crossed by overhead electricity lines, pipelines, cables, other linear infrastructure (coal conveyors and water pipelines) and drainage ditches.

### The Coal Storage Area

The coal storage area encompasses the coal storage area itself, its associated rail link, rail 'merry go round' system (rail loop) and rail unloading facilities, in addition to the wharf on the River Aire. It is roughly oval in shape being defined and bound by the rail 'loop' system. This branches off the main railway line

running past the Power Station site to the east and forms a loop around the storage area, before connecting back into the main line. The rail unloading facilities are located on the eastern side of the coal storage area immediately adjacent to the rail loop with the River Aire and the wharf facilities to the east. There is also a rail spur/siding that branches off the southern side of the loop, which curves to the south-west and runs between the northern boundary of the main plant area of Ferrybridge 'C' and the southern boundary of the former golf course. This is being extended and a rail gantry added as part of the FM1 development in order to provide fuel suppliers with the option of transporting fuel to the site by rail. A conveyor links the coal storage area, rail unloading facilities and wharf with the main plant area of Ferrybridge 'C'.

### The Former Golf Course

The former golf course was previously used by the Ferrybridge Golf Club but was closed in 2011, in part, to facilitate the delivery of FM1. Its northern boundary is formed by Fryston Lane and Fryston Wood, while its eastern and southern boundaries are delineated by the rail spur (referred to above) that branches off the coal storage area rail loop. To the west it borders the embankment of the A1(M). It comprises of what remains of a 9 hole course with a series of bunkers and landscaped areas, with tree and shrub planting to its boundaries. Alternative facilities are to be secured for Ferrybridge Golf Club in accordance with conditions attached to the FM1 consent.

### The FM1 site

FM1 is for the most part being constructed on land that formerly lay within the north-western part of the main plant area of Ferrybridge 'C', which was surplus to operational requirements. Part of FM1 will however, occupy land that was originally comprised within the former golf course. Other parts of the former golf course are currently being used by the contractors on FM1 on a temporary basis for laydown and storage purposes. The construction of FM1 is now well underway with many of the main buildings already in-situ. As confirmed above, the form of FM1 is similar to that proposed for FM2. The largest FM1 structures in terms of height are the boiler hall and the vent stack. The height of the structures associated with FM2 will be broadly comparable.

The immediate setting of the Proposed Application Site is therefore already dominated by large functional power generation buildings and structures in the form of Ferrybridge 'C' and its associated facilities and the FM1 development. These heavily influence the character of the Site's setting and the visual impression that is formed of it by those working and living within the area as well as those visiting it.

### ***The Surrounding Area***

The area surrounding the Ferrybridge Power Station site is heavily characterised by human influences, including large scale industrial and commercial development in addition to residential areas, while it is dissected by transport infrastructure corridors, including motorways and railway lines. The wider landscape is also influenced by overhead electricity lines and transmission towers that provide connections between Ferrybridge 'C' (and other power stations in the wider area) and the electricity network.

To the north of the Power Station site, beyond the A1(M) and to the north-east and east, the land is largely rural, characterised by arable fields bounded by hedgerows, punctuated by a network of B and C roads and interspersed with small villages and farms.

The Brotherton Ings, water bodies that are used by Ferrybridge 'C' for the processing of furnace ash, are located to the north-east of the Power Station site on the eastern bank of the River Aire, while there are numerous industrial and commercial premises and a water treatment works, amongst other land uses, located adjacent to the Power Station site's eastern boundary. A railway line (Pontefract Baghill to Sherburn-in-Elmet) passes through this area running northward towards and through the settlement of Brotherton. Brotherton itself is located approximately 600m to the east of the Power Station site across the River Aire.

To the south across Stranglands Lane and to the south-east are the residential areas of Pollards Fields in Ferrybridge as well as Knottingley, while further to the south-west is the junction between the A1(M) and the M62. The A1(M) passes over the M62 at this point.

Some 1.25km to the west, across the A1(M) is Castleford. The area to west is far more urban in character with Castleford adjoining the wider West Yorkshire conurbation. The area between Castleford and the A1(M) comprises for the most part of parkland, including Fryston Park, which is a Local Wildlife Site, woodland and agricultural land. Oakhill Park, a retirement home park is located to the south of Fryston Park, close to the western side (northbound carriageway) of the A1(M), as is Holmfield Farm and some adjoining cottages.

The area surrounding the Proposed Application Site is therefore already subject to significant urbanising influences, with extensive built development exhibited, including large scale structures associated with power generation and transmission and major transport corridors.

### **The Proposed Development**

The Proposed Development will produce low carbon electricity through the use of waste derived fuels from various sources of processed municipal solid waste, commercial and industrial waste and waste wood. It will have an installed capacity of up to 90MW (gross) and be capable of producing circa 70MW (net) of electricity. It is anticipated that the electricity generated will be exported to the electricity network. The Proposed Development will also be designed to be 'combined heat and power (CHP) ready'.

The main elements of the Proposed Development will comprise of:

- fuel reception and storage facilities, consisting of a fuel reception and tipping hall and fuel storage bunker hall;
- a combustion system, comprising a boiler hall housing two combustion lines and associated boilers;
- a turbine hall housing a steam turbine;
- an ash handling system and collection bay;
- a flue gas treatment (FGT) system, including a flue gas stack and flue gas residue and reagent silos;
- a cooling system comprising air cooled condensers;
- a control room and administration block and a workshop building;
- gatehouses and weighbridges;
- a container storage area;
- vehicle parking and circulation areas;
- internal site access roads;
- a water treatment plant for the provision of demineralised water to the boilers
- storm water attenuation and drainage systems;
- firewater and fire protection facilities;
- boundary fencing, lighting and site security measures;
- landscaping;
- other ancillary and related buildings and works; and
- associated development, including, but not limited to a number of potential connection options to the electricity grid.

The Proposed Development is shown on the indicative layout and elevation drawings and 3D visualisations/photomontages contained on the CD that accompanies this letter.

The drawings and 3D visualisations/photomontages present three different representations of how the Proposed Development may appear. These are based upon 'concept', 'horizontal' and 'vertical' layouts.

The Proposed Development will be subject to a competitive design and build tendering process and as a consequence its design must provide sufficient flexibility to allow for a range of plant layouts and technologies. Therefore, the approach that has been taken is to set maximum and minimum design/scale parameters and for these to be assessed within the EIA. This has been informed by the FM1 tendering process and information from other multifuel plants constructed elsewhere in the UK or overseas. The maximum and minimum design/scale parameters are set out at Section 4.6 of the PEIR.

The concept layout drawings are based upon the maximum design/scale parameters that would be required to accommodate the possible range of plant layouts and technologies. It is proposed that the concept layout will form the basis of the Proposed Application.

The horizontal and vertical layouts provide an indication of how the Proposed Development may appear based upon the use of different boiler technologies.

The final built envelope of the Proposed Development would be subject to detailed design and would sit within the concept layout parameters.

The largest structures in terms of height will be the boiler hall (a maximum of 58m or 74m AoD ) and the vent stack (a maximum of 120m or 136m AoD). Further information on the Proposed Development is provided at Chapter 4 of the PEIR.

The majority of the permanent works associated with the Proposed Development will be accommodated within the footprint of the former golf course to the north of the rail spur and gantry that forms part of the FM1 development. This will include all of the main buildings, including the fuel reception and tipping hall and fuel storage bunker, the boiler and turbine halls, flue gas treatment system and air cooled condensers, amongst others, in addition to storage areas, vehicle parking and access roads. The total developed area (all buildings and hardstanding) will be approximately 6.6 ha. This represents less than 20% of the total area of the Proposed Application Site.

The remainder of the Proposed Application Site is required for ancillary and associated development, including for temporary works associated with the construction of the Proposed Development and also to facilitate a number of potential electricity grid connection options and utilities connections.

The Proposed Development will share some facilities with FM1. This will include the rail spur and gantry and the internal access road that was constructed within the Power Station site to serve FM1.

### **Design Approach**

The introduction of further power generation buildings and structures at the Ferrybridge Power Station site is in keeping with the built form and character of the site and its immediate setting and the surrounding area, which are already heavily influenced by extensive built development, including large scale structures associated with power generation and transmission and major transport corridors

The concept layout and elevation drawings contained on the CD, along with the 3D visualisations provide an indication of the siting, layout, scale, design and appearance of the Proposed Development. The 3D visualisations also illustrate the similarities and relationship with the FM1 development.

The decision to site the Proposed Development to the north of FM1 has been influenced by a number of factors, including:

- The availability of the former golf course for development and that fact that this is allocated in the local development plan for power generation development, combined with the lack of sufficient available land elsewhere within the Power Station site.
- The opportunity to site the Proposed Development relatively close to FM1 and Ferrybridge 'C' thereby consolidating its built form with that already existing at the Power Station site and consequently reducing its visual impact, as it will for the most part be viewed against the backdrop of the existing large structures rather than appearing as an isolated feature within the area.
- The need for the Proposed Development to be located sufficiently close to the rail spur and gantry provided as part of the FM1 development so that it can access these facilities providing fuel suppliers with the option to transport fuel to the site by rail.

Although the approach taken to the siting of the Proposed Development has been to locate it as close as possible to FM1 and Ferrybridge 'C' to limit visual impacts, it will be necessary to leave a corridor of land between FM2 and the rail spur/gantry to the north of FM1 free of development. This is necessary in order to protect the existing 132 kV underground cables that are routed through this area and to minimise the impact on other existing infrastructure in this location.

There are other physical constraints which have informed the siting and layout of the Proposed Development, such as the existing ground water borehole, overhead 275kV cables and other services and infrastructure located below ground (e.g. pipework etc).

The scale, form and massing of the Proposed Development has been influenced by technical and engineering considerations, combined with the need to meet environmental and other regulatory requirements, while also providing sufficient flexibility to allow for a competitive design and build tendering process. Examples, where such considerations have influenced the scale and form of the Proposed Development include:

- The height of the vent stack (136m AoD) has been set as result of the air quality modelling and the need to ensure adequate dispersal of emissions. In addition, the stack location coordinates have been fixed to allow for accurate and robust air dispersion modelling.
- The fuel storage bunker options being considered have been informed by consultation with the Environment Agency and as a result of this the option of a bunker that sits below the water table has been discounted due to concerns with regard to the potential impact on ground water. The result of this is that the two remaining bunker options involve structures that will sit higher above the water table but below ground level and will also need to incorporate vehicle ramps to provide access for fuel delivery vehicles (as shown on the indicative elevation drawings).
- The decision has been taken to select air cooled condensers for the cooling system. This followed consultation with the Highways Agency and concerns that a hybrid system using cooling water could potentially result in 'fogging' on the adjacent A1(M) during cold weather conditions, which could impact on highway safety. While the risk of this would be small it could not be ruled out. The air cooled condensers location coordinates have also been fixed to allow for an accurate and robust noise impact assessment to be undertaken.
- The maximum design/scale parameters (Chapter 4 of the PEIR) for a number of the buildings and structures have been set as a result of the requirement to provide sufficient flexibility to accommodate a range of different technologies given the proposed tendering process. The exact scale of these buildings and structures will not be known until a contractor has been appointed and detailed design has been carried out. This will not occur until after a DCO has been granted. The EIA will, however, assess the buildings/structures in their largest form and it is envisaged that any DCO will include conditions requiring the submission of detailed drawings for approval prior to the commencement of development.

Though the Proposed Development does involve large buildings and structures it is important to recognise that it will sit within an existing power station site that is already dominated by the structures associated with FM1 and Ferrybridge 'C'. To place this in some form of context, the tallest structure associated with FM2 will be the vent stack at 136m AoD. This will sit well below the existing vent stacks for Ferrybridge 'C' and will be only marginally taller than the much bulkier cooling towers. The bulkiest structures associated

with FM2 will be the fuel storage bunker and the boiler hall, but these will be broadly comparable to those for FM1, while they will be significantly smaller than the structures associated with Ferrybridge 'C'. Furthermore, the siting of the Proposed Development close to the existing built form at the Power Station site will serve to reduce its visual impact.

In view of the character of the Power Station site and its immediate setting, with the prevalence of large, functional buildings and structures, the approach that has been taken to the design and appearance of the Proposed Development has been to take design references from its surroundings, notably FM1 and Ferrybridge 'C'. The design and appearance of FM2 shown on the indicative drawings is therefore very much functional, reflecting its surroundings and purpose. The materials and external finishes used will be largely dictated by construction and technical considerations and it is envisaged that concrete, steel and metal cladding will be prevalent, again reflecting the surrounding context. The design and appearance of FM2 also reflects comments made by the local planning authority and during the informal public consultation that took place between July and September 2013 that it should reflect that of FM1.

The approach that has been taken to design is considered appropriate given the context and the purpose of the Proposed Development. This is not a situation where a large development is being introduced into a remote or sensitive landscape that is devoid of human/urbanising influences. Nevertheless, the approach that has been taken has sought to reduce the visual impact of the buildings and structures, in particular, through siting and location.

At this stage the landscaping proposals and requirements have not been defined in any detail. These will be informed by the landscape and visual impact assessment (part of the EIA) and also the consultation with prescribed consultees, other bodies and organisations and the community. Where opportunities are identified to use landscaping to reduce any significant visual impacts of the Proposed Development these will be investigated.

As indicated above, it is envisaged that detailed design of the Proposed Development, including material and landscaping, will be the subject of requirements that will necessitate the submission of details for approval prior to the commencement of development.

### **Consultation Information and Timescales**

The CD that accompanies this letter contains the following consultation documents in order to assist CAGE in reviewing the Proposed Development:

- A copy of this letter.
- A Site Location Plan.
- A plan showing the extent of the Proposed Application Site in red.
- Layout, elevation and grid connection option drawings.
- 3D visualisations/photomontages.
- A Preliminary Environmental Information (PEI) Report, including a non-technical summary, setting out the findings of the environmental assessments of the Proposed Development that have been carried out to date.
- A copy of the published Statement of Community Consultation (SoCC).
- A copy of the published SoCC Notice.
- A copy of a Community Newsletter (Issue 1).
- A copy of the S.48 Notice that is to be published in a national newspaper (The Independent), The London Gazette and local newspapers circulating within the vicinity of the land.

The above documents are also available to download at [www.multifuelenergy.com/fm2](http://www.multifuelenergy.com/fm2). Further electronic copies can be obtained from the Applicant at a cost of £15 per CD with hard copies available at a cost of £100 per set.

The S.42 consultation commences on 4 November 2013 and runs until 20 December 2013. During this period a number of public information events will take place. The locations, dates and times for these events are set out below:

**Public information events**

<b>Venue</b>	<b>Date</b>	<b>Time</b>
<b>Ferrybridge Cricket Pavilion</b> Ferrybridge Power Station, Stranglands Lane, Knottingley WF11 8RA	Wednesday 6 November	14:00 - 20:00
<b>Monk Fryston Hall Hotel</b> Monk Fryston, North Yorkshire LS25 5DU	Thursday 7 November	14:00 - 20:00
<b>Ferrybridge Community Centre</b> The Square, Ferrybridge, Knottingley WF11 8PQ	Friday 8 November	14:00 - 20:00
<b>Pontefract Town Hall</b> Bridge Street, Pontefract WF8 1PG	Saturday 9 November	10:00 - 14:00
<b>Airedale Library</b> The Square, Airedale, Castleford WF11 3JJ	Monday 11 November	14:00 - 19:00
<b>Brotherton Parish Hall</b> Tadcaster Road, Brotherton, Knottingley WF11 9HJ	Tuesday 12 November	13:30 - 18:30
<b>Ferrybridge Cricket Pavilion</b> Ferrybridge Power Station, Stranglands Lane, Knottingley WF11 8RA	Wednesday 13 November	14:00 - 20:00

\* Dates and times of events have been chosen subject to venue availability.

Comments on the Proposed Development must be received by the Applicant no later than **5pm on 20 December 2013**. In accordance with S.45(2) of the PA 2008 the deadline date for the receipt of comments is no less than a period of 28 days, beginning with the day after the day on which the person receives the consultation documents.

Comments may be submitted as follows:

On the project website by filling in a 'Feedback Form': [www.multifuelenergy.com/fm2](http://www.multifuelenergy.com/fm2)

By email: [fm2@multifuelenergy.com](mailto:fm2@multifuelenergy.com)

By telephone: **01977 884 314**

By post: **Ferrybridge Multifuel 2 Consultation, Multifuel Energy Limited, Ferrybridge 'C' Power Station, Stranglands Lane, Knottingley, WF11 8SQ**

I would request that any comments or views provided on the Proposed Development clearly state the grounds of representation, confirm who is making the comments and includes an address to which any correspondence relating to the comments may be sent. Please note that comments may be made public.

Yours sincerely



**Geoff Bullock**  
**PARTNER**  
**Dalton Warner Davis LLP**

Enc. CD containing consultation documents

cc. Ashley Comerford - SSE