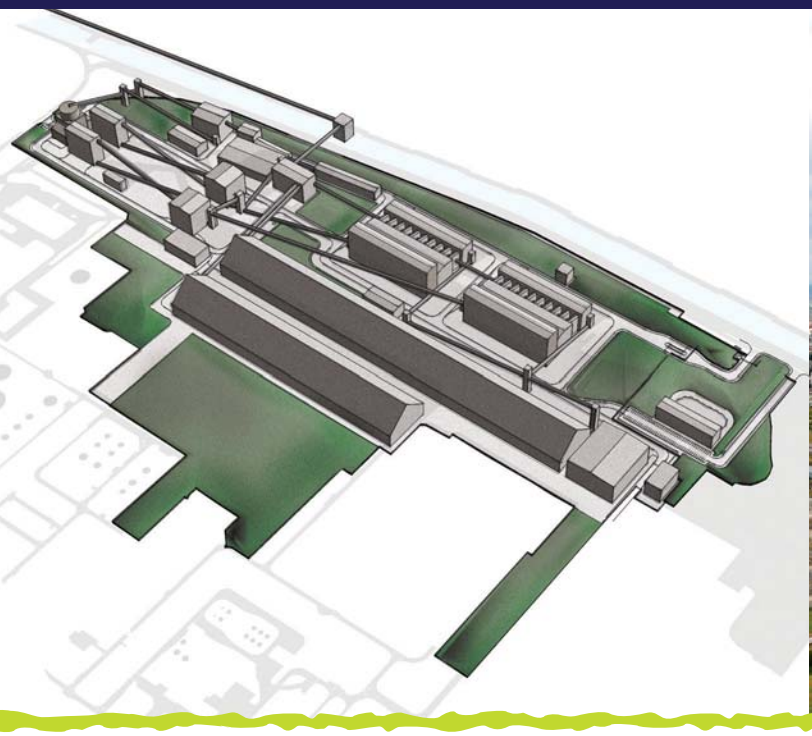
YORK POTASH LTD

APPLICATION FOR A MATERIALS HANDLING FACILITY

September 2014

Planning Statement

Nathaniel Lichfield & Partners



YORKPOTASH
A Sirius Minerals Project

Planning Statement

Application for a Materials Handling Facility

Errata Note

Planning Statement: Schedule of corrections

Paragraph No.	Change
Item 5 on page 42	Reference to £5.2bn should be replaced with £1.2bn of exports per annum

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York Potash Project
Materials Handling Facility

Planning Statement

York Potash Limited

September 2014

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Executive Summary

1 This Planning Statement has been prepared on behalf of the applicant, York Potash Ltd (YPL) and accompanies a County matters application to Redcar and Cleveland Borough Council (R&CBC) for a polyhalite granulation and storage facility at Wilton on Teesside. The purpose of this document is to bring together the necessary information to appraise the application proposal against prevailing planning policy and other material considerations.

The YPL Project

2 This proposal comprises one of the main elements required for the implementation of the YPL Project (the 'Project'). In summary, the main Project elements and their interrelationships are:-

- An **underground Mine**, including a surface access point ('the Minehead') at Dove's Nest Farm and Haxby plantation, Sneatonthorpe;
- A **Mineral Transport System** ('MTS'), consisting of a 36.5 km long tunnel, containing a series of linked conveyor belts that will transport the polyhalite from an underground point beneath Dove's Nest Farm to Wilton;
- A **Materials Handling Facility** ('MHF') – a granulation and storage facility at Wilton on Teesside that will receive and handle the polyhalite transported via the MTS (the subject of this application); and,
- **Harbour Facilities** proposed at Bran Sands, on the south bank of the River Tees Estuary, connected to the MHF via conveyor, for the bulk shipping of the polyhalite. Provision for domestic distribution via road and rail will also be provided.

3 The proposed development forming this application would enable polyhalite 'worked' from the Mine to be converted to a saleable product and initially stored prior to its onward distribution to the market place.

Potash and Polyhalite

4 Polyhalite is a particular form of Potash. Potash is the collective term used for any mined and manufactured salts that contain potassium in water-soluble form. Potassium, together with nitrogen and phosphorous, is one of the three main nutrients required by plants to grow.

5 The application of Potash as a commercial fertiliser is well established. The polyhalite form of potash has a number of unique and additional benefits over the more commonly applied potassium chloride variant. It is a natural blend of four macro-nutrients needed for all plant growth (potassium, sulphur, magnesium and calcium). This allows a more

balanced fertilisation base and it can be used without any further chemical processing. This quality makes polyhalite particularly valuable and with a global population continuing to increase and with it a need to satisfy a rising demand for food, polyhalite production can play an essential and increasingly important role in global agriculture.

Presence of Polyhalite in the UK

6 In terms of the availability of the mineral, polyhalite is found in ancient marine deposits where sea water has been concentrated due to a prolonged evaporation. In the UK, the only known resource is found onshore along a relatively small distance of coastline in North Yorkshire. It is also present in large offshore areas beneath the North Sea extending towards northern Europe.

7 In 2010, YPL engaged in an extensive review of previous exploration results and potash mining activities in the North York Moors area. This information helped to define an area with potential for containing polyhalite of a scale and quantity worthy of exploration in commercial terms.

8 A programme of exploration drilling to identify the extent of the resource and an independent assessment of the drill results led to the verification of the presence of the world's largest and highest grade polyhalite resource centred at Dove's Nest Farm and Haxby Plantation in the North York Moors National Park.

Minehead Design and the MHF Proposals

9 The location of the Minehead within the North York Moors National Park introduces a range of inherent constraints to development associated with the need to conserve and enhance the distinctive landscape character. In acknowledgement of these sensitivities, YPL committed at the outset of the Project to make substantive efforts to limit above-ground infrastructure associated with the Mine, adopting an innovative and market-leading design. This principle manifested itself in a number of ways.

10 The ability to disaggregate the processing and storage facilities from the Minehead and locate them in a less sensitive area outside the National Park was considered during the initial stage of the design development. As with most mined minerals, Polyhalite has to go through some form of processing in order for it to be sold and used for its intended purpose as a commercial fertiliser. In conventional mine design, the mineral is usually worked, processed and stored at the same site as the Minehead.

11 The proposals that are the subject of this application would accommodate all of the Project's processing facilities at a vacant site at Wilton International Complex – an area that has a strong manufacturing heritage and where a development of this nature would be consistent with the prevailing industrial character. The development would make use of the site's close proximity to the River Tees Estuary, where YPL is

separately proposing to develop new Harbour Facilities for the onward bulk export of polyhalite. The MHF application site is currently allocated for chemical industry-related development.

12 In summary, materials will arrive at the MHF site via the proposed MTS tunnel portal, to the east of the site. From here, it will pass directly into proposed grinding and granulation facilities. Following this, the Polyhalite will be transferred to a proposed storage facility prior to being either transferred directly to the Harbour Facilities; or, prepared for transport to locations in the UK through a bagging facility. It is currently anticipated that around 150,000tpa (tonnes per annum) of the mineral will be transported from the site by road to other destinations in the UK.

13 The MHF would be constructed to ensure that, on first operation, it would be capable of a mineral throughput of 6.5 million tonnes per annum (Mtpa). Further development will then be required at the site in the future to handle the ramp-up in mining operations to 13Mtpa.

14 The MHF proposals include the construction of the MTS tunnel portal structure and the underground drive approach to the portal. This development would generate approximately 0.27 million m^3 of excavated material. A spoil management strategy has been prepared and forms part of the landscape strategy that would enable all of the spoil arisings to be accommodated at the application site as a series of sculptured mounds.

15 The proposals also include administrative offices located to the south of the site, adjacent to the proposed car park and other associated development.

Planning Policy Context and Assessment

16 Planning applications (including County matters applications) are required to be determined in accordance with the Statutory Development Plan, unless material considerations indicate otherwise.

17 The application site is located within Redcar and Cleveland Borough (R&CBC) and should therefore be determined in accordance with the adopted Core Strategy Development Plan Document (CSDPD, July 2007) and Development Policies DPD (DPDPD, July 2007). The Tees Valley Joint Minerals and Waste Development Plan Document – Minerals and Waste Core Strategy ('MWCS') (adopted in September 2011) also forms part of the development plan. In addition, the guidance in the National Planning Policy Framework ('NPPF') (CLG; March 2012); and Planning Practice Guidance ('PBG') (CLG; March 2014) is a relevant material consideration.

18 The main conclusions in appraising the MHF proposal against the relevant policy and guidance are:

- The proposed development and the YPL Project more generally would generate **significant investment** in the area and **create a**

large number of jobs consistent with the spatial strategy for the South Tees area and Tees Valley Enterprise Zone;

- The development would **make use of an employment allocated site** that has been vacant for a prolonged period of time;
- The **careful approach to design**, including the use of materials, the siting of the larger buildings and the landscaping proposals, contribute to creating a **development that is respectful of its surroundings**;
- The application of a **carefully considered transport strategy** that adopts a range of measures designed to reduce potential impacts, alongside a package of mitigation measures identified to address outstanding adverse impact, would limit impacts across the highway network to an acceptable level;
- Whilst the development would result in the loss of some existing habitat, the landscape proposals would provide landscape works and additional planting resulting in the **creation of significant new habitat of ecological and amenity benefit**;
- Predicated visual impacts upon nearby receptors reflect the comparison between a non-developed site and a fully developed MHF built form. These impacts would reduce over time as the **proposed woodland planting** on the eastern screening mound matures and intervening existing planting matures between the proposal site and the open area to the east.
- Minor local impacts on The Mill Race river and potentially unknown buried remains could occur during the construction phase. **Negligible or no impacts on heritage assets**, including their setting, are anticipated during the operation stage;
- **The economic benefits of the YPL project are nationally significant**, and go beyond those typically associated with all but the most prestigious and nationally significant schemes. With one project, there is the potential to deliver policy aspirations across the local area, to fulfil regional economic policy objectives and make a difference to the national economic performance. **The Project will therefore meet a national economic need**;
- **The project exhibits sustainable credentials**, and whilst it is acknowledged that with regard to the economic role, the performance of the project is at its strongest, there is a consistency of satisfying wider policy objectives to the credit of the scheme;
- The magnitude of **noise and vibration** effects at all receptors would be “very low” and the associated impact would be **negligible during the construction and operation phases**;
- The proposal would result in **a negligible impact on local air quality** during the construction and operation phases; and

- The proposed drainage strategy would result in a scheme where **the hydrology effects and risk of flooding are negligible**.

Overall Conclusions

19 The role of the MHF within the YPL Project plays a critically important role in the process chain – screening, granulating, polishing and sorting the mined polyhalite, converting it into a saleable product ready for its initial storage and subsequent onward distribution. Without the MHF, the economic benefits of the Project could not be realised.

20 The selection of the site at Wilton International has been demonstrated to be appropriate in planning policy terms, not least due to its status as forming part of the South Tees employment area and its location within the Tees Valley Enterprise Zone. Not only would the development make efficient use of allocated employment land that has been vacant for a prolonged period, it also allows for a significantly reduced scale of development required at the Minehead within the North York Moors National Park. Within the wider policy context, this represents a significant benefit.

21 Environmental considerations have been thoroughly assessed. The careful design of the development, including a range of mitigation measures, would mean that no significant long term adverse impacts would occur.

22 By granting permission, the Council will enable the development of this vacant employment site for the benefit of the wider community.

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Appendix 2 MHF Proposed Phasing Plans
Appendix 3 Summary of Predicted Traffic and Transport Impacts of the YPL Project and Proposed Mitigation

1.0 Introduction

The York Potash Project

1.1 This Planning Statement has been prepared on behalf of the applicant, York Potash Ltd ('YPL ') and accompanies a County matters application to Redcar and Cleveland Borough Council ('R&CBC'). The submitted application seeks permission for:

"A mineral (polyhalite) granulation and storage facility at Wilton International Complex on Teesside involving the construction of buildings, conveyor systems, substations, water treatment plant, internal access roads, car parking, attenuation ponds, landscaping, restoration and aftercare, and the construction of a tunnel portal, including the landforming of spoil and associated works".

1.2 The above Materials Handling Facility ('MHF') proposal that is the subject of this application comprises one of the main elements required for the implementation of the YPL Project (the 'Project'). In summary, and as shown on the indicative figure further below, the main Project elements and their interrelationships are:-

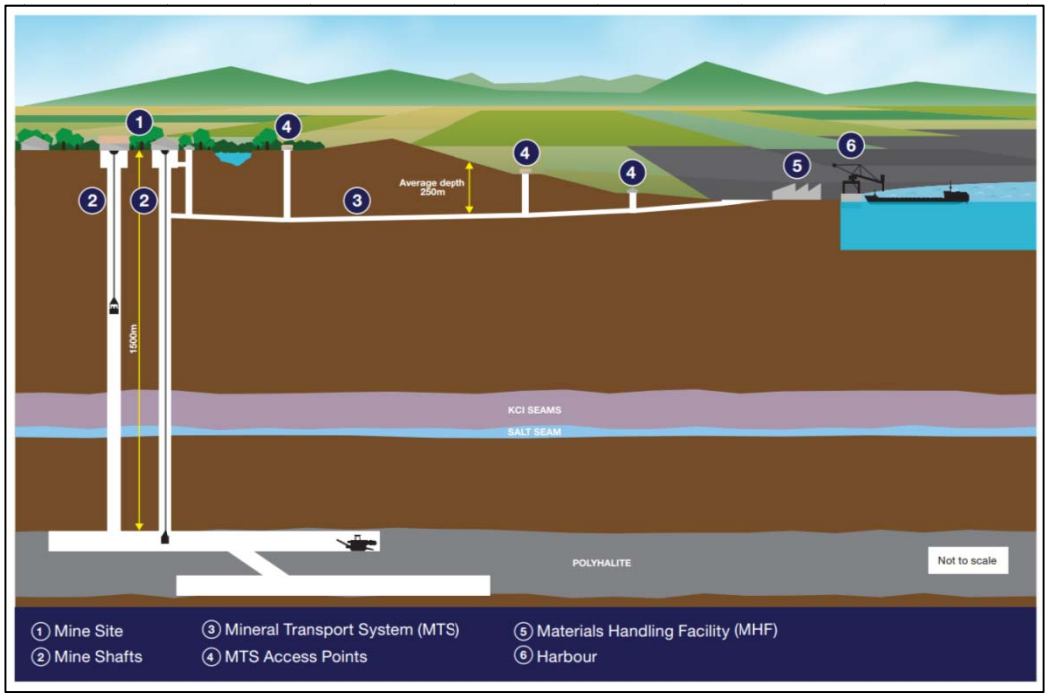
1 An underground **Mine**, including a surface access point ('the Minehead') at Dove's Nest Farm and Haxby plantation, Sneatonthorpe;

2 A **Mineral Transport System** ('MTS'), consisting of a 36.5 km long tunnel, containing a series of linked conveyor belts that will transport the polyhalite from an underground point beneath Dove's Nest Farm to Wilton, Teesside, and three surface sites along the route at Lady Cross Plantation, Lockwood Beck and Tocketts Lythe to provide access for tunnel construction, ongoing maintenance, ventilation and emergency access;

3 A **MHF** – a granulation and storage facility at Wilton on Teesside that will receive and handle the polyhalite transported via the MTS; and,

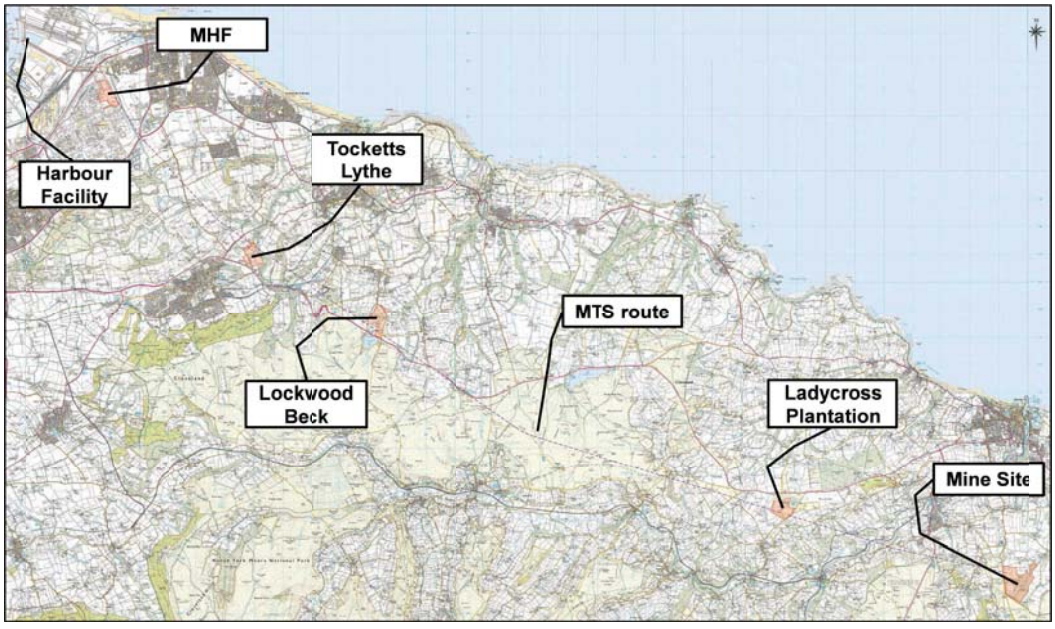
4 A **Harbour Facility** proposed at Bran Sands, on the south bank of the River Tees Estuary, connected to the MHF via conveyor, for the bulk shipping of the polyhalite. Provision for domestic distribution of the mineral via road and rail will also be provided.

Figure 1.1 Indicative Image of York Potash Project



1.3 The location of these main elements of the York Potash Project is shown in the figure below:

Figure 1.2 Plan Showing the Broad Location of each of the Project Elements



1.4 Other developments associated with the Project include:-

1 A **Temporary Park & Ride** facility to transport construction workers to the mine construction site. This is proposed at land to the south of Stainsacre Lane, directly opposite the existing Whitby Industrial Estate,

south east of Whitby. The option to provide a construction worker village at the site is also provided for; and

2 A **Mine Operations Park & Ride** facility **south west of Whitby**. This would involve the creation of additional car parking spaces for mine workers as part of the existing Cross Butts Park & Ride Facility and allow for the provision of a bus connection directly to the Minehead at Dove's Nest Farm.

1.5 It is acknowledged that the Project is a scheme of strategic importance, and its cross-boundary status and the varied nature of the constituent components adds to the level of complexity. To assist with interpretation, this document and the other planning application documents, plans and material, all provide an understanding of the operational relationship between the project elements. This complexity is not restricted to operational factors, but also applies to the planning consenting regime in place that both guides and dictates the necessary applications required to allow for the full implementation of the Project.

1.6 The following table provides a summary of the main Project elements, along with the various planning consents being sought for each part of the Project. This approach has been the subject of extensive pre-application consultation with both the North York Moors National Park (NYMNPA) and R&CBC, and the number and nature of the various submissions has been agreed by all parties.

Table 1.1 The Project Consent Regime

Determining Authority	Project Element	Consent Regime	Timetable
NYMNPA and R&CBC	Mine and MTS	County matter minerals application.	Submission: September 2014
R&CBC	MHF	County matter application.	Submission: September 2014
Secretary of State	Harbour Facilities	Development Consent Order	Submission: December 2014
Scarborough Borough Council	Construction Village and Construction Worker Park & Ride Facility	Planning Application	Submission: October 2014
NYMNPA	Whitby Operations Park & Ride Facility	Planning Application.	Submission: November 2014

1.7 As detailed above, the Mine and MTS elements of the Project are to be submitted together as one application. This approach is adopted following extensive discussions between the applicant and interested parties and reflects a desire to have the proposals for the Mine, and the proposed onward transport of the mined material, included together as a single application. The

proposals involve the winning and working of a mineral and as a consequence are defined as a county matter under Schedule 1 of the Town and Country Planning Act (1990) (As Amended) necessitating the submission of an application to the Minerals Planning Authorities for consideration. Given the route of the MTS crosses the administration boundary between the NYMNPA and R&CBC, the proposals therefore comprise a cross boundary county matters application, with separate but identical applications submitted to both NYMNPA and R&CBC. Both authorities are required to assess and determine the applications as a whole, with implementation of the project reliant upon a subsequent approval of both applications.

1.8 The red line boundary for the proposed MHF at Wilton falls entirely within the administrative boundary of R&CBC, hence this will be the subject of a separate application to this authority only, submitted concurrently with the Mine and MTS application. This development, by virtue that it involves the erection of buildings associated with the preparation of the mined mineral for sale, and is linked to the Mine via a conveyor belt, will also necessitate the submission of County matter application (as defined by Schedule 1 of the above Act).

1.9 The proposed Harbour Facility is classified as a Nationally Significant Infrastructure Project ('NSIP') under the Planning Act 2008. As required, a separate application for a Development Consent Order ('DCO') will therefore be submitted to the Planning Inspectorate ('PINS') for examination, with the final decision on the DCO being taken by the relevant Secretary of State. This application is expected to be submitted in December 2014.

1.10 The remaining smaller scale elements of the project will be the subject of various planning applications to the relevant planning authorities. Proposals for the temporary construction workers' Park & Ride and village will be the subject of a planning application submitted to Scarborough Borough Council ('SBC'). A further planning application for necessary works to the existing Whitby Park and Ride Facility associated with the Mine Operational Park & Ride will be submitted to NYMNPA.

The Application Submission

1.11 The purpose of this Planning Statement is to bring together the necessary information to appraise the MHF development proposals against prevailing planning policy and other material considerations. It forms part of a suite of plans and documents submitted to form part of; or to accompany, the application. These are detailed in Appendix 1 of this Statement.

1.12 The scope of documentation for this County matters application has been agreed with R&CBC during pre-submission discussions.

Structure of Statement

1.13 This statement is set out as follows:

- Section 2.0 explains the background to the Project, with initial reference to the exploration of polyhalite; an account of the previous application for a mine at Dove's Nest Farm, and the evolution of the current application proposals;
- Section 3.0 provides a description of the application site and surroundings;
- Section 4.0: provides an account of the relevant site planning history;
- Section 5.0 sets out a description of the proposed development and operating procedures;
- Section 6.0: details the planning policy context for the application proposals;
- Section 7.0: provides a review of the scheme against the key planning policy themes; and
- Section 8.0: draws overall conclusions.

2.0 Background to the Application

2.1 The application for the MHF, along with the applications for the various other aspects of the Project, represent the outcome of a long process, starting with initial exploration works that aimed to establish the potential of the area for the winning and working of potash, including polyhalite, through to creating the detailed designs that are now the subject of the Project submissions. This section of the Statement provides an overview of this process, establishing the context for this application.

The Applicant

2.2 The applicant, YPL, is a wholly owned subsidiary of Sirius Minerals plc ('Sirius'). Sirius is a global potash development company, listed on the Alternative Investment Market (AIM) of the London Stock Exchange. YPL's primary focus is the development of the Project.

2.3 YPL's main office is based local to the project in Scarborough. The Company currently employs around 60 people, including experienced mine operators, geologists and engineers who have been working on the Project since its inception.

2.4 Just over half of the current workforce has been sourced from the local labour market and the company is proactively working in partnership with education institutions, local authorities and other agencies to establish systems that will increase the supply of local people with the skills and qualifications required. This process has already led to the creation of five apprenticeship jobs within the company and the launch of a YPL Undergraduate Programme, providing bursaries and paid summer placements for students during their courses.

Potash and Polyhalite

2.5 This application seeks consent to develop an operation that would enable polyhalite "worked" from the Mine to be converted to a saleable product and stored prior to its onward distribution to the market place. The need for the MHF development is therefore intrinsically linked to the Mine operations and the winning and working of polyhalite. An understanding of polyhalite and the benefits that would derive from its production is relevant context to the MHF application.

2.6 Very simply, polyhalite is a particular form of Potash. Potash is the collective term used for any mined and manufactured salts that contain potassium in water-soluble form. Potassium, together with nitrogen and phosphorous, is one of the three main nutrients required by plants to grow. The application of Potash as a commercial fertiliser is well established, delivering a number of acknowledged benefits including:-

1. Increasing yield and quality of agricultural produce;
2. Encouraging healthy plant growth by enhancing, for example the ability of plants to resist diseases and insect attacks;
3. Helping the development of a strong and healthy root system and improving the efficiency of nitrogen and phosphorus use by optimising the uptake and synthesis of these other nutrients;
4. Activating large numbers of enzyme systems vital to the survival of plants; and
5. Through enhancing yield and quality of agricultural produce, having a knock-on benefit in livestock nutrition.

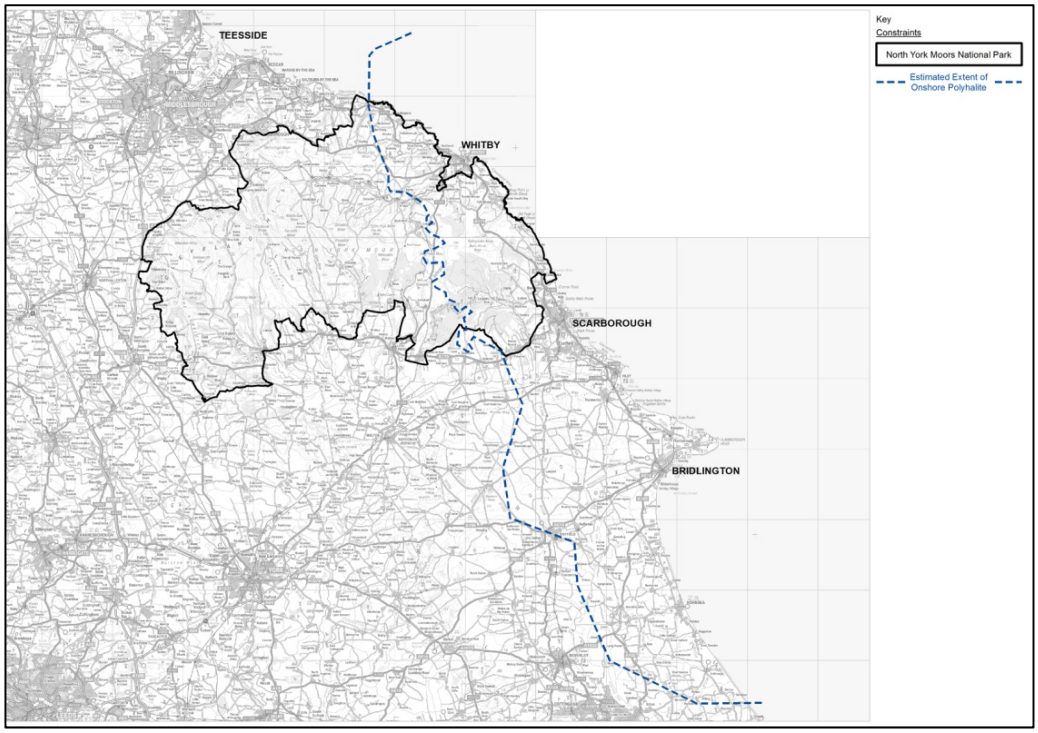
2.7 The application of fertilisers is of course common practice across the world and an integral part of maintaining and increasing crop yields year on year. However, with a global population continuing to increase and with it a need to satisfy a rising demand for food, fertilisers play an essential and increasingly important role in global agriculture.

2.8 The polyhalite form of potash has a number of unique and additional benefits over the more commonly applied potassium chloride variant. It is a natural blend of four macro-nutrients needed for all plant growth (potassium, sulphur, magnesium and calcium). This allows a more balanced fertilisation base and it can be used without any further chemical processing. This quality makes polyhalite particularly valuable to those farm operations adopting an organic fertiliser regime, as it has an ability to act as a stand-alone fertiliser or be combined with other nutrients/elements, both chemically or physically, in compound NPK fertilisers adding to its versatility.

2.9 There are a range of other unique qualities of polyhalite when used as a fertiliser, for example, a linked reduced need to apply nitrogen products to crops, and an opportunity to reduce the amount of irrigation water applied.

2.10 In terms of the availability of the mineral, polyhalite is found in ancient marine deposits where sea water has been concentrated due to a prolonged evaporation. In the UK, the only known resource is found onshore along a relatively small distance of coastline in North Yorkshire, as shown in the figure below. It is also present in large offshore areas beneath the North Sea extending towards northern Europe.

Figure 2.1 Estimated Extent of Onshore Polyhalite



Source: NLP

Minehead Development at Dove's Nest Farm

2.11 In 2010, YPL engaged in an extensive review of previous exploration results and potash mining activities in the North York Moors area. This information helped to define an area with potential for containing polyhalite of a scale and quantity worthy of exploration in commercial terms.

2.12 Based on this review, YPL began a programme of exploratory drilling in the summer of 2011 to identify the extent of the resource.

2.13 Assessment of the various drilling results by SRK Consultancy (UK) Ltd ('SRK'), a leading company in providing independent assessments of exploration projects, led to the verification of the presence of the world's largest and highest grade polyhalite resource centred at Dove's Nest Farm and Haxby Plantation. Using the Joint Ore Reserves Committee Code ('JORC') professional code of practice, SRK have reported the following classifications of the polyhalite mineral deposits:-

1 The **Mineral Resource** estimate (i.e. material with the potential to be exploited) was updated following the completion of YPL's exploration activity in May 2013 and reported a total of 2.66 billion tonnes of polyhalite with a mean grade of 85.7%;

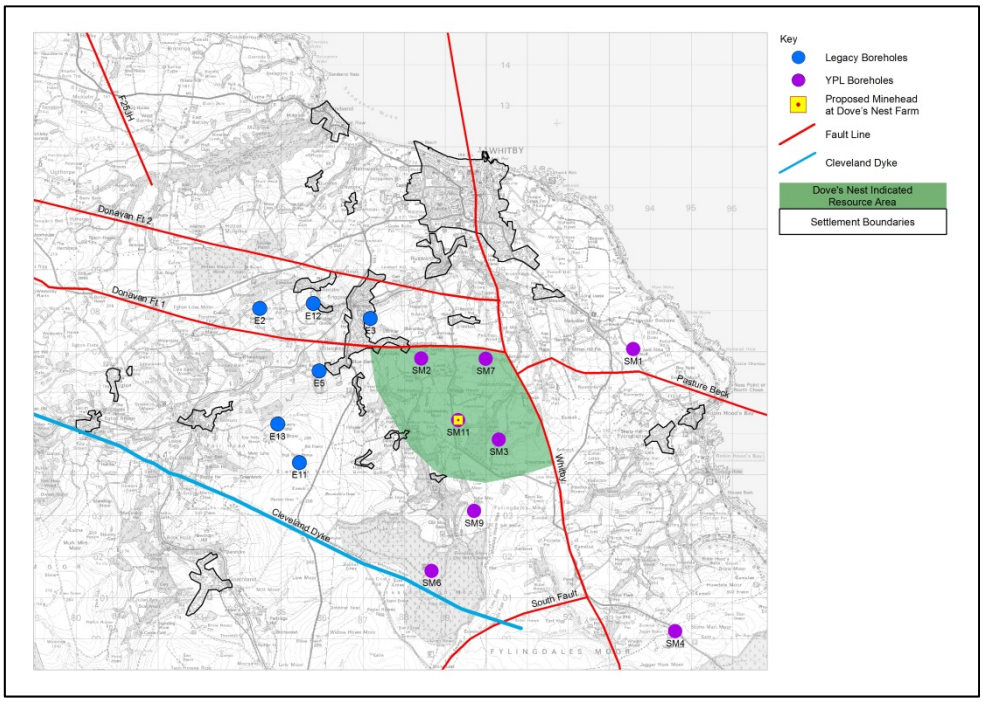
2 The above estimate incorporated an **Indicated Mineral Resource** estimate of the Shelf Seam centred at Dove's Nest Farm (i.e. a deposit in

which tonnage, density, shape, physical characteristics, grade and mineral content can be estimated with a reasonable level of confidence) of 820 million tonnes with a mean grade of 87.3%; and

3 In addition, SRK published in September 2013 a **Probable Ore Reserve** estimate (i.e. part of the Indicated Mineral Resource that can be mined in an economically viable fashion) for 250 million tonnes, with a mean grade of 87.8% polyhalite.

2.14 A map of the Indicated Mineral Resource from which the ore Reserve is drawn is provided below,

Figure 2.2 Indicated Mineral Resource Location



Source: SRK

2.15 In September 2012, following consultation with key parties and extensive environmental assessment work; YPL confirmed that the identified Mineral Resource could be accessed via a Minehead at Dove's Nest Farm and Haxby Plantation, to the south of Sneaton in the North York Moors National Park. This site has been carefully selected on the basis that it is well located to exploit the known mineral resource; avoids sensitive moorland; and is well-screened by the existing woodland areas forming part of, and surrounding, the site.

2.16 A minerals planning application for the winning and working of polyhalite and development of a Minehead at Dove's Nest Farm and Haxby Plantation within the National Park was submitted to the NYMNPA on 29 January 2013. The application was later withdrawn by YPL in January 2014.

2.17 The new Mine and MTS application submitted concurrently with this application seeks to address all the identified concerns of key parties raised during the previous application process. The location of the Minehead at Dove's Nest

Farm and Haxby Plantation remains part of the proposals. An Alternative Sites Assessment (ASA) accompanies that application and assesses the scope for, and cost of, providing a Minehead development at an alternative location. This demonstrates that, ultimately, there is no alternative site for the proposals, either within or outside of the National Park.

Minehead Design and the MHF

2.18 The location of the Minehead within the North York Moors National Park introduces a range of inherent constraints to development associated with the need to conserve and enhance the distinctive landscape character.

2.19 In acknowledgement of these sensitivities, YPL committed at the outset of the Project to make substantive efforts to limit above-ground infrastructure associated with the Mine, adopting an innovative and market-leading design. This principle manifested itself in a number of ways. From the initial scheme conception, the decision was taken to create below-ground mine chambers to accommodate two deep shaft winding structures that more typically are located above-ground. Alongside this, mine winding equipment, maintenance infrastructure, and a drift access for miners to reach the mine from the proposed Welfare Building have also been located predominantly underground.

2.20 Further evidence of the application of the above design principles is in the emergence of the MTS onward transport option for the mined polyhalite. From the original proposal for a pipeline, the scheme has switched to an MTS mainly comprising conveyors within an underground tunnel, enabling a significant reduction in the building footprint at the Minehead with the removal of the slurry preparation buildings.

2.21 The ability to disaggregate the processing and storage facilities from the Minehead and locate them in a less sensitive area outside the National Park was also considered during the initial stage of the design development. As with most mined minerals, Polyhalite has to go through some form of processing in order for it to be sold and used for its intended purpose as a commercial fertiliser. In conventional mine design, the mineral is usually worked, processed and stored at the same site as the Minehead. The machinery required to undertake this process, coupled with the volumes of mineral produced, often leads to a substantial amount of above ground infrastructure. Indeed, a local example of this typical mine set-up can be seen at the existing potash mine in the National Park at Boulby.

2.22 The proposals that are the subject of this application would accommodate all of the Project's processing facilities at a vacant site at Wilton International Complex – an area that has a strong manufacturing heritage and where a development of this nature would be consistent with the prevailing industrial character. It has also been selected because of its strong links with the River Tees Estuary, where YPL is separately proposing to develop new Harbour Facilities for the onward bulk export of polyhalite.

Pre-application Consultation

2.23 As described in more detail in the Statement of Community Engagement ('SCE') accompanying this application, since the Project launch in January 2011, YPL has sought to embrace the Government's objectives for community consultation, seeking best practice wherever possible. An open and transparent consultation process has been adopted, with feedback used to influence and improve the approach to the design of the site, the technical work and assessments undertaken and the mitigation strategies proposed.

2.24 Full details of the consultation undertaken in respect of the MHF proposals are not repeated here, but in summary, the main consultation engagement activities have included:

1 *Project website* (www.yorkpotash.co.uk/) - including information about YPL and the Project, and ways to get in contact with the project team.

2 *Local newsletter and leaflets* - YPL has prepared a series of *'Update'* newsletters to keep the local community regularly informed of new developments on the Project.

3 *Media updates* – due to the high level of media interest in the Project, YPL has maintained regular contact with the local press to facilitate the wider dissemination of information to the local communities and other interested groups;

4 *Public Exhibitions* – the recent public consultation centred on 10 public exhibitions, which were held in July 2014 in accessible locations in Whitby, Scarborough and Redcar nearby to the proposal sites;

5 *Parish and Town Council updates* – YPL has regularly attended meetings to update Local Councillors on Project developments, answer questions and receive feedback;

6 *Planning Officer meetings* – YPL has held monthly update meetings with Officers at R&CBC to discuss the proposals and their design, environmental and sustainability implications;

7 *Meeting Statutory Bodies* – these have comprised a series of discussions primarily focussed on the potential environmental effects of the proposals and the assessment of these as part of the Environmental Impact Assessment process;

8 *Stakeholder meetings or events* – YPL has continued to attend industry forums and other similar events to engage with the local community and business interests, and contribute to discussions and answer questions related to the Project or other topical matters within the mining and minerals industries; and

9 *Schools and Colleges engagement* – YPL has continued to work with school and other educational institutions to build an education and training programme and raise awareness of the possible career opportunities associated with the Project.

2.25 It remains the case that there is strong local support for the proposals, as evidenced by the comments received at the latest public exhibition events held in July 2014. This shows that approximately 98% of respondents currently support the wider Project; whilst 93% consider the MHF will have a positive (or no/neutral) impact, with only 1% having the view that it would result in an unacceptable impact. Reference to the SCE provides a full account of comments received, and the level of support amongst the local and wider community is of course welcomed. However, with this support comes an expectation that efforts will be made to reduce the environmental impact of the project, wherever possible. This expectation has influenced the nature of the scheme that is now the subject of this application submission.

3.0 The Site and Surroundings

3.1 This section describes the MHF application site and its relationship to the wider area. For a further detailed description, please refer to the Environmental Statement ('ES') Chapter 2 ('Site and Location Description') that accompanies the application. Plan Reference 653-MHF-AP-0401 identifies the site boundary for the application.

The Site

3.2 The application site area is 37.5ha. It forms part of the eastern area of the existing Wilton International Complex, in Wilton.

3.3 The application site is currently vacant and contains large areas of hardstanding on its western and southern parts. The western site area includes services plant and equipment that previously served the ICI Petro Chemical Industry. Two large sheds are present on the southern part of the site.

3.4 A watercourse, known as The Mill Race, runs south to north near the western boundary and crosses the land in a central position before turning north through ninety degrees and flowing along the eastern boundary. Additionally, there is a large pond and wetland area on the western central boundary of the site.

3.5 On the north part of the site there is a significant area of mounded earth. This is a product of the previous excavation work on the adjoining land. This mound is L shaped in plan, has steep sides and is flat topped.

3.6 The remainder of the site area comprises largely flat, featureless scrubland.

3.7 The site benefits from good links to the strategic road network, with the A1085 Trunk road to the north, the A1042 to the east, the A174 to the south and the A66 to the west of the site.

Surroundings

3.8 The application site forms part of the South Tees area - a major process industries area characterised predominantly by manufacturing development. It also sits within the Tees Valley Enterprise Zone.

3.9 Dormanstown Industrial Estate and the A1085 Trunk Road are located beyond the small residential area of Dormanstown, which sits approximately 250m to the north-east of the Site. The offices of Tata Steel (formerly Corus Group Ltd) are located further beyond the Trunk Road.

3.10 Redcar British Steel Station is located directly to the west of the Tata Steel offices on the Tees Valley Line of the North Eastern Railway. Various tracks on this line are located to the north of the Site, connecting Saltburn with Middlesbrough and providing lines for the transport of freight for the surrounding industrial uses.

3.11 The railway lines serve Teesside Steelworks which is located approximately 2.5km north north-west of the Site, covering approximately 250 hectares adjacent to the mouth of the River Tees. Teesside Steelworks sits directly north of Bran Sands – the latter being the location where YPL is proposing to develop its Harbour Facilities. This area includes existing port and associated facilities adjacent to the mouth of the River Tees, known as Teesport.

3.12 Approximately 2km directly north of the Site (beyond the Tees Valley Line) is Coatham Marsh Nature Reserve. Warrenby sits on the edge of the marsh to the north, which mostly comprises small light industrial units, with the Grade II listed Marsh Farmhouse and Farm Cottage to the east. Cleveland Golf Club lies beyond Warrenby adjacent to the coastline.

3.13 To the east of the link road (A1042) adjacent to the site is Tees Forest (a designated Community Forest) and Kirkleatham Business Park (designated as a protected employment area). The designated areas include Manor Farm and Foxrush Farm. Manor Farm contains four Grade II listed buildings and structures comprising the Manor Farmhouse, the barn and stable, the adjoining car shed and the barn screen wall. Foxrush Farm contains two Grade II listed buildings comprising the Foxrush Farmhouse and garden wall and the barn farmhouse.

3.14 Further east of the application site is the town of Redcar. The village of Kirkleatham is a designated Conservation Area located 1.5km to the south-east of the site. An open area of land (designated as a Green Wedge) directly east of the site extends between Wilton International Complex and Redcar and north to the coast.

3.15 The remainder of the Wilton Industrial Estate extends to the south of the Site for approximately 2.7km, with the A174 beyond. To the south west of the Site beyond Wilton Industrial Estate and the A1053 Greystone Road are the residential areas of Teesville, Eston and Old Lackenby.

4.0 Planning History

4.1 A review of R&CBC's online planning records has shown there to be a limited planning history on the site. This has been confirmed through subsequent discussions with the Planning Department.

4.2 In the 1930s, ICI (as it was known at the time) had in place an agreed 'Instrument of Consent' that allowed it to build on undeveloped land within the Wilton International Complex for industrial purposes without the need to secure separate planning consents. It is understood that this resulted in development on the southern and western parts of the application site where there is currently hardstanding and services plant equipment.

4.3 The planning history records show two recent planning permissions were granted on the site. These comprise:

1 the *"erection of a paper recycling facility; associated roads and parking; pumping station and electricity sub-station"* (Ref: R/2005/1316/FF). Permission was granted on 21 April 2006; and

2 a *"new polypropylene plant"* (Ref. R/2007/0899/FMM). This application covered only the southernmost section of the MHF site. Permission was granted on 20 December 2007.

4.4 Neither of these permissions were implemented and both have since expired.

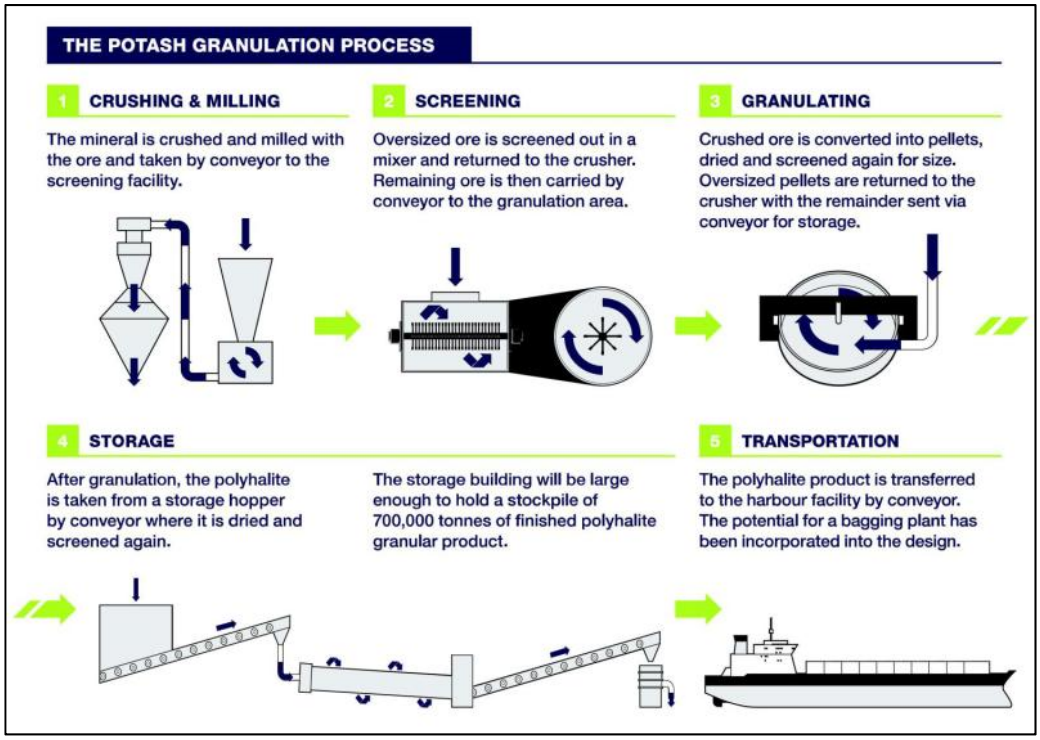
5.0 Description of the Proposed Development

5.1 The purpose of the proposed MHF is to handle materials received from Dove's Nest Farm via the MTS and prepare the mined polyhalite for onward transport.

5.2 In summary, materials will arrive at the MHF site via the MTS tunnel portal, to the east of the site. From here, it will pass directly into grinding and granulation facilities. Following this, the Polyhalite will be transferred to a storage facility prior to being either transferred directly to the Harbour Facilities; or, prepared for transport to locations in the UK through a bagging facility. It is currently anticipated that around 150,000 tpa of the mineral will be transported from the site by road to other destinations in the UK.

5.3 The processes that would be undertaken at the MHF once polyhalite is received from the MTS are illustrated below:-

Figure 5.1 Indicated Mineral Resource Location



Source: YPL

5.4 A more detailed description of the MHF process and the proposed buildings and associated development proposed is provided below. All building dimensions are approximate, rounded to the nearest metre. The planning drawings forming part of the application provide the detailed dimensions.

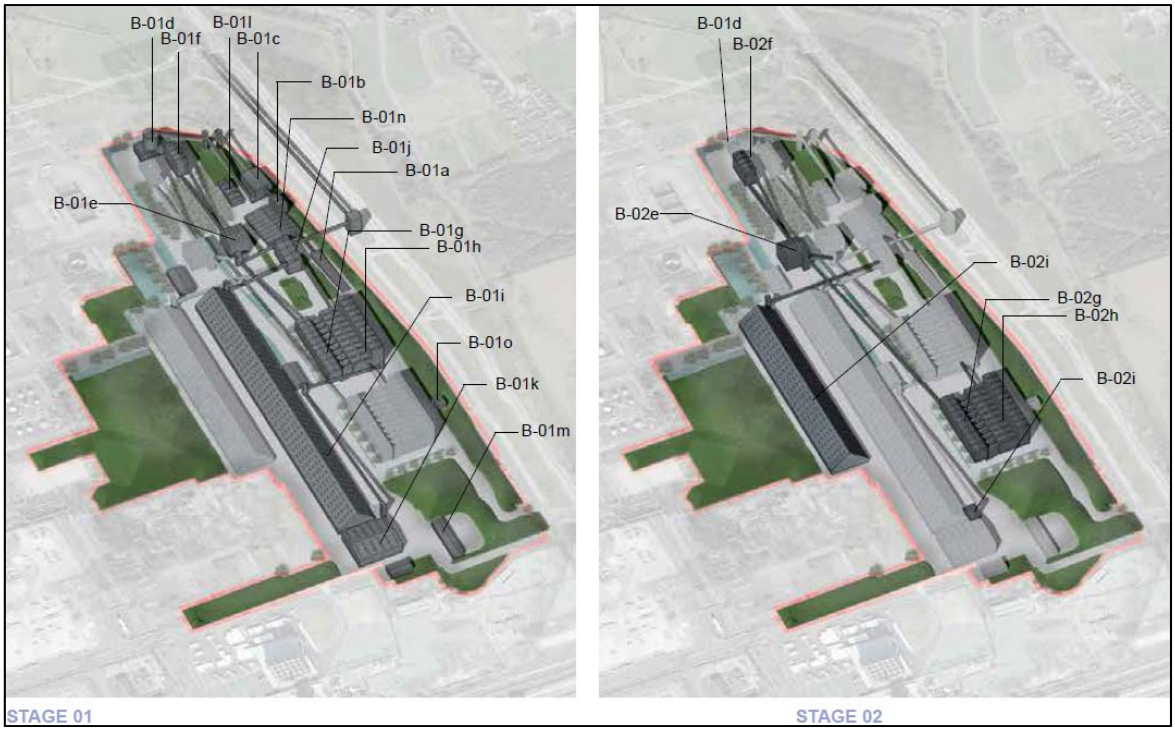
5.5 The proposed layout of the buildings and the description of the processes that will take place within them are shown in the figure below. The detailed planning drawings for the two proposed phases of development are provided at Appendix 2.

Phasing

5.6 Pertinent to the description of the development and the building layout is an understanding of the proposed development phasing at the site.

5.7 The MHF would be constructed to ensure that, on first operation, it would be capable of a mineral throughput of 6.5 million tonnes per annum (Mtpa). Further development will then be required in the future to handle the ramp-up in mining operations to 13Mtpa. For the purposes of this application, and as referred to in the description below, the operations have therefore been defined as two 'Phases' with 'Phase 1' comprising a throughput of 6.5Mtpa, and 'Phase 2' (commencing at Year 6 of the development) comprising a throughput of 13Mtpa.

Figure 5.2 Proposed Layout of MHF and Phasing



Source: Cartwright Pickard Architects

MTS Tunnel Portal

5.8 In summary, materials will arrive at the MHF site via the MTS tunnel portal, to the east of the site. The tunnel portal is a component of the MTS system for which permission is sought as part of the separate Mine and MTS application. Notwithstanding, it represents the mechanism by which polyhalite is delivered to the site and fed into the mineral handling process that follows. These two elements of the development are, therefore, closely integrated and essentially form part of the same process. For this reason, the MTS tunnel portal and its associated development are included in this application as well as the separate Mine and MTS application, with the details proposed in each being entirely consistent. The environmental effects of the tunnel portal are assessed in the

joint Environmental Statement that accompanies the applications. R&CBC are the determining authority for both applications in respect of the development proposed at Wilton, and is therefore not disadvantaged in any way by this dual application approach.

5.9 The MTS Portal area will accommodate the following main infrastructure:-

- Train (or 'loco') shed (B-01n) with tracks and train maintenance (accommodating four trains and standby unit). This would be 75m long, 45m wide and 11m high;
- Store for conveyor drives (including, for example, components, consumerables, fuel stores and gantry crane for maintenance train loading). This building (B-01b) would be 75m long, 20m wide and 25m high;
- Portal and canopy structure (B-01a). This would measure 91m long, 16m wide and 8m high;
- Emergency Run of Material (ROM) building (B-01c) that would be capable of storing the entire contents of the MTS tunnel portal conveyor belt in the event of an emergency situation. The building will contain a conveyor system which would be capable of returning material back to the main conveyor. The building would measure 43m long, 38m wide and 27m high;
- Workshop and control room (B-01l) located adjacent to the ROM and would operate the mechanical and electrical systems within the tunnel. This would measure 43m long, 21m wide and 7m high;
- Portal Head House (B-01o) housing an access shaft and ventilation services for the MTS. The building would measure 16m long, 16m wide, and 10m high; and
- Pump return tank and water treatment works for tunnel drainage.

5.10 The construction of the MTS tunnel portal structure and the underground drive approach to the portal would generate approximately 0.27 million m^3 of excavated material. A spoil management strategy has been prepared and forms part of the landscape strategy that would enable all of the spoil arisings to be accommodated at the application site.

Handling Plant - Crushing and Screening

5.11 Minerals transported from the Mine via the MTS tunnel portal conveyor will exit the tunnel portal and be conveyed to a surge bin. The "Conveyor Drives and Take-Up" building (B-01b), contains two conveyors which will withdraw the material from the surge bins. This building is 75m x 20m, and 25m in height, and is located on the north part of the site.

5.12 The material is then conveyed to the Crushed Ore Storage Silo and Secondary Crushing building (B-01d). Secondary crushing breaks down the material into a size appropriate for granulation. To accommodate phase 2 of production at the mine, an additional conveyor will be required to carry the crushed ore to the

Classification building (B-02d). At full phase 2 of production, the Secondary Crushing building and Crushed Ore Storage Silo will measure 51m x 28m, and 42m in height.

5.13 Following secondary crushing, the material passes south into one of the two classification buildings (for Phase 1 – B-01f and Phase 2 – B-02f) each measuring 45m x 18m, and 32m in height.

5.14 The material then passes south again into one of the two High Pressure Grinding Roller ('HPGR') buildings (for Phase 1 – B-01e and Phase 2 – B-02e). These buildings measure 35m x 35m, and 35m in height. Before being granulated, the crushed material is 'screened' by being fed through a series of vibrating screens to separate it into different sizes. Oversized material identified in the screening process is returned via conveyor to the crushing equipment and appropriately sized material passed onto the granulation equipment.

Handling Plant – Granulation

5.15 Further south again from the HPGR buildings, the screened material will pass via a conveyor system to disc granulators which turn the material into spherical shaped pellets. The pellets will be discharged from the disc granulators to belt dryers where they will be dried; and thereafter fed into a further double deck screen to sort out correctly sized finished pellets.

5.16 Finished pellets will be fed to a drum polisher to be polished, and then transported via conveyor to the product storage building. Oversized and undersized pellets will be fed to an impact crusher and then returned to the disc granulators to repeat the process and create finished pellets.

5.17 These granulation, pellet drying, screening and coating processes take place in one of the two Granulation buildings (Phase 1 - B-01G and Phase 2 - B-02G) which are each closely linked with their respective Pellet Drying, Screening and Coating buildings (Phase 1 - B-01H and Phase 2 - B-02H). Each of the two buildings (Granulation and Pellet Drying, Screening and Coating) combined measures 135m x 100m, and 41m in height.

Product Storage Buildings

5.18 The Product Storage buildings (Phase 1 - B-01i and Phase 2 - B-02i), sited to the east of the Granulation buildings, are designed to hold a stockpile of 440,000 tonnes (combined) of finished polyhalite product, and to be of clear span, with no internal supports. Stockpiles of the finished polyhalite product will be formed using a stacker conveyor running at a high level and for the full length of the building.

5.19 The product storage building will house two reclaimers which load granules onto the harbour facilities conveyor at a rate of around 3,500 tonnes per hour. There will be a set of screens to remove accumulated fines from the granules before the material leaves the site.

5.20 The Product Storage Building for Stage 1 is proposed to be a 60m span steel lattice structure, which would be constructed using segmental lattice trusses and columns and covered with sheet cladding, of approximately 500m in length and 35m in height (B-01i). The Product Storage building for Stage 2 would be located alongside the Phase 1 building and is proposed to be another 62m span, 35m high steel lattice structure, however at a reduced length of 330m (B-02i). It would have a storage capacity of 65% of the Phase 1 building.

Finished Product Screening and Transfer to Harbour Facility

5.21 Material would leave the northern elevations of the Product Storage buildings and travel in an easterly direction to the Finished Product Screening building (B-01j) via a conveyor where it is dried and screened again. Phase 1 will require 2 screens to be used. An additional 2 screens will be installed at a later date to deal with the increased throughput at Phase 2. This building will measure 56m x 27m, and rise to 25m in height.

5.22 A conveyor system to transport the product to the harbour facilities would run from this building towards the east. This will connect to the Export Conveyor Transfer Tower, which is included within the scope of the separate DCO application for the harbour facilities.

Bagging Facility

5.23 A bagging plant and store would adjoin the Phase 1 product storage building (B-02q). This would enable polyhalite to be prepared and loaded on to HGV's for transporting to locations in the UK. It is currently anticipated that 150,000 trips per annum (tpa) of the mineral would be transported from the site by road to other destinations in the UK. The plant building would measure 26m x 20m, and rise to 7m in height.

Site Administration Offices

5.24 Administrative offices would be located to the south of the site, adjacent to the car park laid out for site personnel and visitors. These would be within a building measuring 73m x 15m, rising to two storeys (7m) in height (B-01m).

Substations

5.25 Three substations are proposed to ensure sufficient power is provided across the site. These comprise:

- Substation 'A' is located to the south of the site, directly south of the water treatment plant. The building measures 26m x 22m, and 10m in height;
- Substation 'B' is located to the north of the site, directly adjacent to the Phase 2 HPGR building. The building measures 35m x 20m, and 10m in height; and

- Substation ‘C’ is located more centrally within the site, to the east of the Phase 1 Product Storage building. The building measures 40m x 18.5m, and 10m in height.

Water Treatment Plant

5.26 A proposed water treatment plant would be located to the south of the site, in between the Phase 1 Product Storage building and Substation A. It would measure 70m x 60m, and 20m in height.

Access and Car Parking

5.27 Vehicular access to the site would be provided via the internal Wilton Complex road network, which exits onto the A1085.

5.28 Car parking is proposed to the south of the site for site personnel and visitors. This comprises 62 spaces and 3 disabled spaces, with an additional 20 spaces for authorised site vehicles.

5.29 Separate HGV and Personnel access points are proposed, both located at the south-east corner of the site. The Personnel entrance/exit would be linked directly to the car park to the west of the Site Offices.

5.30 The HGV entrance/exit would be used for deliveries of polyhalite to the domestic market. HGV’s would turn north upon entering the site and collect material for domestic sale from the future Bagging Plant and Store, to be located adjacent to the Phase 1 Product Storage building. They would then pass over a Weighbridge Station which would be used to weigh the volume of polyhalite in the vehicles prior to their departure towards the public highway.

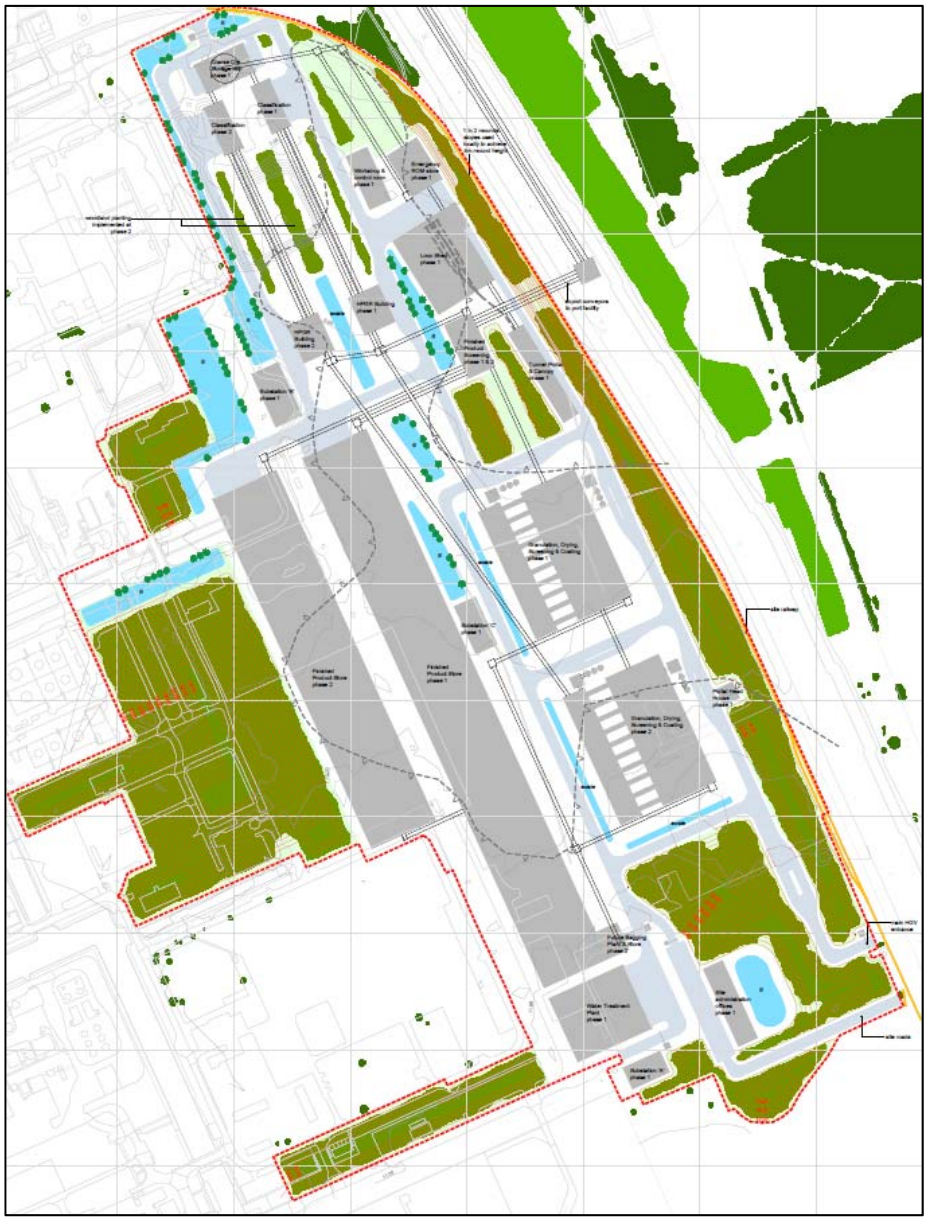
Lighting

5.31 The lighting would comprise regularly spaced flat glass lanterns on 6-8m high columns along all roadways and within the site. The MTS ‘loco’ yard and water treatment areas would be floodlit. All lighting used would meet industry related British Standards.

Landscaping and Earthworks

5.32 The landscape proposals would establish large structural blocks of woodland on mounds across the site, in scale with the proposed built form. A belt of woodland planting would be established along the eastern side of the site, and reinforces the screening effect of existing tree and shrub cover which is present across areas to the east of the site.

Figure 5.3 MHF Landscape Proposals



Source: Estell Warren

5.33 A series of mounds would be formed using excavated material from the MTS tunnel works and site arisings from the MHF works. These would generally be formed at 1 in 4 slopes, with overall form and shape designed to reflect the geometric nature of the development.

5.34 A system of interlinked chains of Sustainable Urban Drainage Systems (SuDS) ponds and swales would flow from south to north through the site, reflecting the general pattern of original field ditches and designed to support wildlife, whilst also being suited to modern functional needs. The edges of the SuDS ponds would be planted, and include groups of native waterside trees.

5.35 Native species would be used for all planting and seeding, reflecting local landscape characteristics and providing wildlife value.

5.36 Internal roads would be finished in tarmac, with angular gravel surrounding the buildings and roadways.

6.0 Planning Policy Context

6.1 This section of the Statement provides a comprehensive review of relevant planning policy of relevance to the MHF application proposals.

Statutory Development Plan and Material Considerations

6.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications (including county matter minerals applications) are determined in accordance with the Statutory Development Plan, unless material considerations indicate otherwise.

6.3 In this case, the development plan comprises:-

R&CBC

- Core Strategy Development Plan Document ('CSDPD') (R&CBC; Adopted in July 2007);
- Development Policies Development Plan Document ('DPDPD') (R&CBC, Adopted In July 2007); and
- Tees Valley Joint Minerals and Waste Development Plan Document – Minerals and Waste Core Strategy ('MWCS') (Darlington, Hartlepool, Middlesbrough, R&CBC and Stockton-on-Tees; Adopted in September 2011).

6.4 In addition, the following planning policy documents are considered relevant and material in determining this application:-

National Planning Policy

- The National Planning Policy Framework ('NPPF') (CLG; March 2012); and
- Planning Practice Guidance ('PBG') (CLG; March 2014).

Emerging Policy

6.5 In accordance with paragraph 216 of the NPPF, decision-takers may also give weight to relevant policies in emerging plans according to the stage of preparation, number of outstanding objections and consistency with the NPPF.

6.6 R&CBC has commenced the preparation of the 'new Local Plan' which will, once adopted, set the spatial vision, objectives and strategy for the development of the area to 2029 and replace both the CSDPD and DPDPD. The Publication Version was considered by the Borough Council in July 2014 but was not approved, as such; it carries limited weight in any decision. RCBC has not yet set out a timetable for preparing a revised Local Plan.

National Planning Policy

The NPPF

6.7 All of the relevant R&CBC DPDs pre-date the publication of the NPPF, with these being produced over 3 years prior to the NPPF's production. It is the case, therefore, that in preparing these DPDs, reference could have been made to policy guidance that has since been revoked or updated. Paragraph 215 of the NPPF explains that:

"….due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework – the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given."

6.8 Given the dated nature of the various DPDs, there is a risk that certain policies are outdated, conflicting with the NPPF. It remains that application proposals should be considered in accordance with the Development Plan, but with this set of circumstances, the NPPF is clearly a very important material consideration that must be given considerable weight in any consideration of the merits of the scheme.

6.9 The information below provides a summary of the key NPPF themes that are of particular relevance to the MHF proposals.

Sustainable Development

6.10 The cornerstone of the NPPF is to proactively deliver sustainable development to support the Government's economic growth objectives and deliver the development which the country needs. Chief amongst this pro-growth emphasis is the *'presumption in favour of sustainable development'*, which, the NPPF states, should be seen as the golden thread running through both plan making and decision-taking.

6.11 Paragraph 14 of the NPPF is unequivocal in how the 'presumption' should be transposed into the consideration of planning applications:

"For decision-taking this means:

approving development proposals that accord with the development plan without delay; and

Where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole; or*
- *specific policies in this Framework indicate development should be restricted".*

6.12 The NPPF defines sustainable development as having three dimensions: economic, social and environmental. The dimensions are stated to be mutually dependent, however, paragraph 8 goes on to add that economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. This infers that fostering economic growth can lead to social and environmental benefits.

Competitive Economy

6.13 The NPPF provides a positive approach to economic development and makes clear that striving for a competitive economy is a core component of delivering sustainable development and growth.

6.14 A Core Planning Principle of the NPPF at Paragraph 17 states that the planning system should:

6.15 *"Proactively drive and support sustainable economic development to deliver the homes, businesses, industrial units, infrastructure and thriving local places that the country needs."*

6.16 Paragraph 19 states:

"...significant weight should be placed on the need to support economic growth through the planning system."

Minerals

6.17 Section 13 of the NPPF relates to 'Facilitating the sustainable use of minerals'. The importance of minerals is encapsulated at paragraph 142 which states:

"Minerals are essential to support sustainable economic growth and our quality of life."

6.18 When determining planning applications, paragraph 144 requires local planning authorities to (amongst other things):

- *give great weight to the benefits of the mineral extraction, including to the economy;*
- *ensure, in granting planning permission for mineral development, that there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety, and take into account the cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality;*

6.19 Annex 2 of the NPPF ('Glossary') includes a definition of the term 'Minerals of local and national importance'. This lists a series of "minerals which are necessary to meet society's needs" which includes potash.

Requiring Good Design

6.20 The NPPF places great emphasis on high quality and inclusive design and states that it is "*indivisible from good planning*" (Paragraph 56). Further,

consideration is given to addressing the connections between people and places and the integration of new development into the natural, built and historic environment. Promoting or reinforcing local distinctiveness is encouraged, but policies and decisions should not attempt to impose architectural styles or stifle innovation (Paragraph 60).

6.21 It states that applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development will be looked on more favourably (Paragraph 66).

Sustainable Transport

6.22 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system should be balanced in favour of sustainable transport modes (para 29).

6.23 Development should only be refused on transport grounds where the *"residual cumulative impacts of the development are severe"* (para 32). While other policies in the NPPF must be taken into account, particularly those relevant to rural areas, development which generates significant movement should be located *"where the need to travel will be minimised and the use of sustainable transport modes can be maximised"* (para 34).

Conserving and Enhancing the Natural and Historic Environment

6.24 The NPPF encourages development that contributes to and enhances the natural and local environment, including proposals that minimise impacts on biodiversity and provide net gains in biodiversity where possible (Paragraphs 109 and 118).

6.25 As part of encouraging good design, the NPPF states that proposals should limit the impact of light pollution and avoid noise impacts (Paragraphs 123 and 125).

6.26 When assessing applications, the NPPF states that applicants should describe the significance of any heritage features affected, including any contribution made by their setting (Paragraph 128). Where a development would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (Paragraph 134).

Planning Practice Guidance (PPG)

6.27 The PPG was published in March 2014 and includes guidance on planning for mineral extraction in plan making and the application process. With regards to potash and the processing and handling of minerals, the PPG reiterates the NPPF guidance by confirming potash as being a mineral of national importance.

6.28 Specifically, the guidance defines it as an 'Industrial Mineral' that is necessary to support industrial and manufacturing processes and other non-aggregate uses (ID 27-221-20140306).

R&CBC Adopted Local Planning Policy

6.29 R&CBC's Adopted CSDPD provides the development framework for the Borough over the plan period to 2021. At the same time, the Council adopted its DPDPD which provides detailed development control policies that are intended to deliver the overarching policy objectives of the Core Strategy.

6.30 These documents provide a suite of planning policies that are relevant to the assessment of the MHF proposals.

6.31 The key land use policy affecting the site of the proposed MHF is its allocation as land to accommodate chemical industry-related development at Wilton International.

6.32 Policy designations in the surrounding area relevant to the planning assessment of the proposals include:

- Green Infrastructure Green Wedge (Policy CS23b);
- Kirkleatham Conservation Area (Policy DP9); and
- Protected Landscaping and Trees (Policy CS22).

6.33 These policies and others of relevance to the proposals are described below.

CSDPD Policies

6.34 **Policy CS1** ('Securing a Better Quality of Life') explains that development proposals will be assessed against their contribution to delivering sustainability objectives, including a thriving economy; easy access to jobs; and, a healthy, safe, attractive and well-maintained environment.

6.35 **Policy CS2** ('Locational Strategy') requires that all new development should avoid areas at risk of flooding.

6.36 **Policy CS4** ('Spatial Strategy for South Tees Employment Area') acknowledges the major industrial heritage of the south bank of the River Tees as originally the focus for iron and steel and shipbuilding industries, and later chemical and energy industries developed around Teesport. Its policy driver is to continue promoting South Tees as an important employment area where development growth will be supported. In respect of the Wilton area, the policy seeks to encourage the expansion of chemical and technology based industries whilst also promoting enhancements to the environmental quality of employment areas and securing the decontamination and redevelopment of potentially contaminated land.

6.37 Paragraph 3.22 notes that this Spatial Strategy for South Tees also aims to:

"make best use of the area for industries that require a riverside location and those that require a location suitable for potentially polluting or hazardous industries and diversify the range of job opportunities available in the area".

6.38 **Policy CS8** ('Scale and Location of New Employment Development') reiterates these policy aims by stating that general employment land will be brought forward for development during the plan period to accommodate major employment proposals in South Tees, particularly those requiring good access for transporting freight and a suitable workforce nearby.

6.39 **Policy CS10** ('Steel, Chemical and Port-related Industries') reiterates, again, the strategy to promote the continued development and expansion of the chemical, steel and port industries, with Wilton International identified as the focus for chemical-related activities.

6.40 Good quality and inclusive design in all new developments that respects and enhances the character of the local area is encouraged through **Policy CS20** ('Promoting Good Design'). **Policy CS25** ('Built and Historic Environment') requires development proposals to contribute positively to the character of the built and historic environment of the Borough.

6.41 The importance of protecting and enhancing the Borough's landscape is promoted through **Policy CS22** ('Protecting and Enhancing the Borough's Landscape'). This encourages proposals to include measures to enhance, restore or create the special features of the landscape.

6.42 **Policy CS23** ('Green Infrastructure') requires that certain designated green areas must *"be protected and, where appropriate, enhanced to improve their quality, value, multi-functionality and accessibility".* This policy applies to the designated green wedge directly east of the site separating Wilton International and Redcar.

6.43 **Policy CS24** ('Biodiversity and Geological Conservation') explains that the Borough's biodiversity and geological resources will be protected and enhanced.

6.44 **Policy CS25** ('Built and Historic Environment') states that proposals will be expected to contribute positively to the character of the built and historic environment of the Borough, to ensure that it is protected, preserved or enhanced.

6.45 **Policy CS26** ('Managing Travel Demand') requires development proposals to manage travel demand, including through the preparation and implementation of Travel Plans.

Development Policies DPD

6.46 **Policy DP2** ('Location of Development') sets out the criteria for assessing the suitability of a site or location, including compliance with site allocations and designations and ensuring that development does not cause a significant impact on the amenities of occupiers of existing or proposed nearby properties.

6.47 All development is required to be designed to a high standard that respects or enhances the character and surroundings of the site under **Policy DP3** ('Sustainable Design'), including biodiversity designations. The policy includes a threshold for developments requiring a Travel Plan where these are likely to generate more than 30 employees. Other requirements within the policy include major developments having to contribute at least 10% of their predicted energy requirements from renewable sources; make appropriate access provision for disabled people; and create a safe and secure environment.

6.48 **Policy DP6** ('Pollution Control') states that development that would give rise to increased levels of noise or vibration or which would add to air, land or water pollution would need to be acceptable in terms of human health and safety; the environment; and, general amenity.

6.49 **Policy DP7** ('Potentially Contaminated and Unstable Land') states that development on or near potentially contaminated or unstable land would require effective measures to be put forward by the applicant to address any contamination issues.

6.50 Proposals within or otherwise affecting the setting of a conservation area are assessed against **Policy DP9** ('Conservation Areas'). This states that development will only be permitted where it preserves or enhances the character or appearance of the conservation area. Similarly, **Policy DP10** ('Listed Buildings') requires development proposals to preserve and enhance the special character of listed buildings and protect their immediate setting.

6.51 **Policy DP11** refers to the need to ensure that development does not adversely affect important archaeological sites or monuments.

Supplementary Planning Documents

R&CBC Landscape Character Supplementary Planning Document

6.52 R&CBC Adopted its Supplementary Planning Document (SPD) on Landscape Character in March 2010. This document details the landscape character areas within R&CBC and explains their role. It provided the guidance to be used in designing development and new landscape features in each area, building on the 'Redcar and Cleveland Landscape Character Assessment' (2006). It also details the various designations across the Borough, including Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites and Local Nature Reserves.

6.53 Whilst the application site does not lie within a defined Landscape Character Area, the area of open space to the east of the site is identified as a 'Restoration Landscape'. Restoration Landscapes are rural areas outside development limits which do not contain sensitive features such as parklands, coasts, wooded beck valleys and areas of upland.

Tees Valley Joint MWCS (September 2011)

6.54 The Tees Valley consists of five Boroughs: Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton-on-Tees. The five authorities have joined together to prepare Minerals and Waste Development Plan Documents (DPDs).

6.55 The document notes the rich history of mineral extraction in the Tees Valley, which has historically supported the development of the chemical and steel making industries. Regarding the scope for future expansion over the plan period to 2026, the document comments that Redcar can build on the success of the chemical and energy sectors at Wilton International and Teesport.

6.56 **Policy MWC1: Minerals Strategy** identifies a number of areas which can help achieve the sustainable use of minerals resources. This includes '*safeguarding the necessary infrastructure to enable the sustainable transport of minerals, in particular the use of the existing rail and port facilities in the Tees Valley*'.

6.57 Policy MWC1 adds that all minerals developments must be compatible with their setting and not result in unacceptable impacts on public amenity, environmental, historic or cultural assets from their design, operations, management and restoration.

6.58 The significant reserves of potash which are located within the Redcar and Cleveland area of the North York Moors National Park are noted at paragraph 4.3.2 of the JMWCS. It indicates that there is an opportunity for a second potash mine to exploit these reserves.

Other Considerations

Tees Valley Enterprise Zone

6.59 Launched in April 2012, the Tees Valley Enterprise Zone ('TVEZ') was among the first to be approved by the Government. It is made up of 12 individual sites, including Wilton International. Its primary purpose is to attract investment and growth to the area, and deliver significant job opportunities. Businesses locating within the Enterprise Zone benefit from tax relief and simplified planning regimes.

6.60 The Tees Valley Implementation Plan specifies that the Wilton Site is a 'Government funded enhanced capital allowance site' where a Planning Performance Agreement (PPA) is considered the most appropriate way of implementing a simplified planning approach. The chemical and renewable energy business sectors are specifically identified within the TVEZ as the key focus for future business growth at Wilton.

7.0 Planning Considerations

7.1 From the policy review provided in Section 6.0, it is clear that prevailing policy across the various documents establishes a number of consistent policy themes that assist in the consideration of the scheme. This Planning Statement continues with a review of each of these key planning themes, which are summarised below:

1 Is the proposed use of the site acceptable?

2 Is the design of the development of a suitable quality?

3 Are the access arrangements and transport impacts acceptable?

4 Would the proposals impact on protected and valued species and habitats?

5 What impacts will the proposals have on the landscape qualities of the surrounding area?

6 Would the development result in any harm to heritage interests in the area?

7 What are the social and economic benefits of the scheme?

8 What are the sustainable credentials of the scheme?

9 Are there any other environmental concerns (e.g. noise and vibration, air quality and hydrology and flood risk) that are likely to arise as a result of the development)?

7.2 It is hoped that this approach will assist with providing an understanding of how the proposals comply with prevailing development plan policy.

1. Is the proposed use of the site acceptable?

7.3 In assessing the appropriateness of the MHF proposal, the NPPF is clearly a very important material consideration that must be given considerable weight in any consideration of the merits of the scheme.

7.4 As described in Section 6.0, the NPPF is clear that striving for a competitive economic environment is a core component of delivering sustainable development and economic growth and should be given significant weight in the decision making process. Further, the significant benefits of mineral extraction and the need for authorities to plan for a steady and adequate supply of industrial minerals is recognised, with potash included as a mineral of local and national importance.

7.5 In addressing the first point in terms of the economic investment and the potential to stimulate further development growth, the following points are relevant considerations in terms of the Project within which the MHF forms part:

i The Project will bring significant national benefits and contribute to the Government's core economic objectives of increasing economic growth, rebalancing the economy, increasing exports, achieving Full Employment and reducing the deficit;

ii The Project will have significant and positive economic benefits, directly, through employment and output and, indirectly, through the supply chain and employee expenditure. It would result in an increase in GDP; a nationally significant reduction in the trade deficit; over 1,000 high value direct jobs and many more in the supply chain, boosting the employment rate and spending power; corporate and income tax receipts; and royalty payments. The Project would be effective in contributing to meeting a need to re-balance the national economy and substantially strengthen the regional and local economies.

iii YPL anticipates the vast majority of its product will be exported. Approximately 125,000 tonnes of the first 6.5Mtpa and up to 175,000 tonnes of 13Mtpa will be sold into the UK market, with the rest exported. At full production, this would equate to approximately £1.2bn of exports each year, which would reduce the UK's trade deficit by just under 4%;

iv The benefits would be strongly felt within the North Yorkshire region, and would be of a significant magnitude and reach to have national effects, especially with respect to exports and the trade deficit. Collectively, these impacts demonstrate that the Project makes a large and lasting contribution to meeting national need and core local and national policy objectives; and

v Market and pricing studies demonstrate that it is realistic to expect the YPL proposals to reach and sustain their full planned level of output. Based on the defined resource, YPL can expect to operate at full capacity of 13Mtpa for well over 100 years, resulting in the potential for the proposals to make a long and lasting contribution to the local, regional and national economies.

7.6 It is clear that the Project, and the MHF's contribution to the delivery of the Project, will result in a number of wide-ranging economic benefits of local and national importance that are clearly in the public interest.

7.7 With regard to the benefits of mineral extraction and the importance of securing a steady and adequate supply of minerals, the following points are relevant to considering the MHF and its role within the wider Project:

i The Project will deliver a highly efficient new mine giving high quality access to a significant proven resource of polyhalite. The thickness, continuity, grade and size of the YPL resource makes it by far the most significant polyhalite resource in the world;

ii Polyhalite is a valuable source of major plant available nutrients that can be used to produce multi-nutrient fertiliser products or as a straight product. YPL's proposed production of polyhalite would help to provide a solution to the challenge of UK and global food security as YPL would

become one of the most significant large scale suppliers of multi-nutrient fertilizers;

iii At full production, the Project would supply approximately 4% of the world potassium based fertilizer market. That market is forecast to grow by 60% by 2050 to address world nutrient deficiencies and a growing global population. Demand for polyhalite mined at Dove's Nest Farm is likely from multiple markets on account of polyhalite's multi-nutrient characteristics, with key international target markets being the USA, Brazil, China, Central America, Africa and Europe;

iv The claimed characteristics of polyhalite make it well suited to a wide range (approximately 85%) of world food crops whilst its low chloride content and its accreditation for use in organic farming make it very well suited to a wide range of world markets; and

v YPL has already secured commitments from international buyers for the large scale supply of polyhalite, despite the fact that planning permission has not yet been granted. These commitments comprise offtake contracts, framework sales agreements or memoranda of understanding for nearly 5Mtpa of polyhalite sales, most of which are for ten years' supply, or for five years' supply with options for a further five years.

7.8 This significant market interest in the Project even at this relatively early stage gives an indication of the need and strong demand for polyhalite. The scale of the mineral production proposed by YPL will ensure a significant and long-term supply of polyhalite in accordance with the NPPF objectives.

7.9 At the local policy level, it is recognised that Wilton International is primarily seen as the focus for expanding the chemical industry. Notwithstanding this, the spatial strategy for the South Tees area (including the application site) establishes the following key objectives:

- To make the best use of the area for industries that require a riverside location;
- To reclaim vacant and potentially polluted land for appropriate employment use;
- To diversify the range of employment opportunities in the area;
- To continue to improve the image of the area; and
- To support the development of new businesses and training opportunities.

7.10 The application site has been vacant for a significant period of time. This prolonged period of inactivity despite its employment allocation suggests that there is limited interest within the chemical-related industries to use the site. This context provides a reasonable basis for considering alternative industrial uses, particularly where these would result in the achievement of the above listed wider objectives of the South Tees area. In this respect, it is considered that the proposed MHF would:

- Assist to bring forward a Project of national and global importance;

- Deliver local and national public benefit in terms of economic investment and job creation (at full production, around 200 staff would be employed at the MHF alone);
- Make efficient use of a vacant site allocated for industrial purposes that is compatible with the setting;
- Provide the opportunity to develop strong physical transport links with the south bank of the River Tees, where YPL is proposing to develop new Harbour Facilities;
- Attract a global company to the Borough that will help to raise the profile of the area; and
- Develop and diversify the skills base by employing local people and providing the necessary training.

7.11 Overall, it is considered that the proposed use of the Wilton would generate significant investment in the area and create a large number of jobs consistent with the spatial strategy for the South Tees area and Tees Valley Enterprise Zone. It therefore accords with guidance provided by the NPPF, R&CBC policies CS1, CS4, CS8, CS10, DP2, and Tees Valley Joint MWCS policy MWC1.

2. Is the design of the development of a suitable quality?

7.12 A full appreciation of the design approach adopted for the proposals that are the subject of the current application is provided within the submitted Design and Access Statement. This provides an account of site sensitivities, with appropriate references to visual relationships with surrounding areas; prevailing characteristics in terms of site use, vegetation, and access; and the proximity of other potentially sensitive areas, whether habitat, landscape or human receptor. The details of these constraints and opportunities are not repeated here, but it is clear that these have influenced the development of an appropriate design for the MHF.

7.13 From the outset of the design process, the approach has been to:

- Make efficient use of the vacant, previously developed (in-part) site;
- Establish a development that is able to handle the high levels of mineral production outputs from the Mine and provide a clear line of production from tunnel to storage without complication or duplication within the process;
- Locate the largest buildings on the west part of the site away from open areas and residential development further to the north and east beyond the site boundary;
- Sensitively accommodate the spoil arisings excavated from the MTS;
- Establish a landscape scheme that is sensitive to the local area;

- Minimise impacts on the local environment, particularly the visual impacts on nearby residential areas; and
- Ensure that the safety, security and access needs of all users, operatives and visitors to any part of the development are met.

7.14 Consistent with these principles, the two proposed mineral storage buildings represent the largest buildings and these would be positioned on the western part of the site. These buildings would have a deep pitched roof that would reduce their overall scale and massing.

7.15 The buildings would be a steel-framed structure with concrete retaining walls and steel sheet cladding. The materials selected for the buildings aim to create a neutral and recessive elevation which is robust enough to withstand the industrial operation of the site. This has driven the building envelope design to create a non-reflective homogenous elevation, with minimal projections and detailing, to naturally integrate the building forms within the skyline of the surrounding Wilton International Complex.

7.16 A belt of woodland planting would be established along the eastern side of the site, to soften views of the development from residential areas and open space to the east. This belt would reinforce the screening effect of existing tree and shrub cover which is present across areas to the east of the site. Spoil extracted as part of the construction of the MTS portal would be used to create new landforms on the periphery of the site surrounding the buildings that would further assist to soften views of the development from the east.

7.17 Further details of the design detail of the proposed development at each of the above-ground sites are provided in the Design and Access Statement. Overall, it is considered that the careful approach to design adopted by YPL, including the selection and use of materials, the siting of the larger buildings and the landscaping proposals, contribute to creating a distinctive development that is respectful of its surroundings. In this way, the proposals accord with relevant guidance in the NPPF and R&CBC local policies CS20 and DP3.

3. Are the access arrangements and transport impacts acceptable?

7.18 The policy context for the consideration of proposals that generate traffic requires developments to manage traffic demand through various methods, including through the use of sustainable modes of transport and reducing the reliance on the private car.

7.19 The full response of YPL to these objectives is provided with the transport material submitted with Chapter 6 of the submitted ES, informed by a Transport Assessment (TA). This addresses the specific traffic characteristics (network peaks, highway capacity etc.) associated with the whole Project that would affect areas within the Borough of Redcar and Cleveland.

7.20 A transport strategy has been derived from an application of the characteristics of the project and prevailing highway conditions, as well as being informed by discussions with statutory consultees on highway matters. With due regard to the effectiveness of the transport strategy, the assessment work submitted with the application reviews the potential traffic and transport impacts of the YPL project on baseline highway conditions, appraising impacts on severance; pedestrian amenity; fear and intimidation; pedestrian delay; highway safety and driver delay. The Assessment includes construction and operational impacts, as well as considering weekdays, Saturday and Sunday workings.

7.21 A full account of the conclusions of the assessment work and the proposed package of highways transport mitigation measures is provided at Appendix 3 of this Statement.

7.22 The application is also accompanied by a draft Construction Transport Management Plan and draft Operational Travel Plan that form integral parts of the transport strategy to be adopted by YPL. These include a range of measures to reduce the reliance on private car journeys to and from the site. Examples of these measures include:

- Limiting car parking on the MHF site to 85 spaces;
- Vehicle sharing, including the use of minibuses that would operate along agreed routes and provide a staff pick-up service if required from transport interchanges;
- Interest free loans for season tickets for buses and rail travel; and
- Provision of cycle parking, showers and lockers.

7.23 With the proposed package of mitigation outlined above and detailed in Appendix 3, the residual impacts in relation to traffic and transport during the construction and operational phases are forecast to be of minor adverse significance at worst. It is considered therefore, that through the application of a carefully considered transport strategy that adopts a range of measures designed to reduce potential impacts, alongside a package of mitigation measures identified to address outstanding adverse impact, the proposals limit impacts across the highway network to an acceptable level. Overall, it is considered that the proposals are acceptable with regard to the NPPF guidance and R&CBC policies CS26 and DP3.

4. Would the proposals impact on potential and valued species and habitats?

7.24 The ES (Chapter 11) that accompanies the application provides a detailed assessment of ecology interests at the application site and surrounding areas. A summary of the main findings in the context of key planning policy considerations is provided below.

7.25 The proposed MHF site and its immediate surroundings contain no statutory or non-statutory designated sites of nature conservation value. The closest one to

the site is Coatham March Local Wildlife Site – located over 1km away to the north-east.

7.26 An Extended Phase 1 Habitat Survey was undertaken on the site and areas adjacent to the site in 2011, and this was subsequently updated in 2013. These include an assessment of the potential of the site to host a range of protected species, including birds, badgers, bats and reptiles, amongst others. The 2013 survey concludes that no protected species were observed at the site and that there is limited suitable habitat that has the potential to host any such species.

7.27 The exception to this relates to some areas of semi-improved and calcareous grassland and areas of semi-natural woodland of potential interest to reptiles and birds respectively. Notwithstanding, the survey notes that much of the land adjacent to, and outside the application site provides similar, if not better quality, habitats that could be used by these species.

7.28 The landscape strategy has sought to retain trees and vegetation wherever possible. The proposed MHF development includes significant landscape works and additional planting proposals that would create 14.3ha of new habitat of both amenity and ecological benefit. This would include 9.7ha of broadleaved native species woodland, 2.8ha of wildflower grassland and 1.8ha of wetlands (consisting of SuDS retention ponds, wildlife ponds and swales). These landscaped areas would be subject to a five year aftercare and replacement period that will ensure they maintain their ecology interest.

7.29 Overall, whilst the proposals would result in some loss of habitat, the findings of the assessment of the MHF conclude that the proposals will deliver either low beneficial impact or no impact. The proposals would therefore accord with NPPF policy guidance and local policies CS22, CS23, CS24 and DP3.

5. What impacts will the proposals have on the landscape qualities of the surrounding area?

7.30 A full Landscape and Visual Impact Assessment (LVIA) of the proposals is provided in Chapter 12 of the ES that accompanies the application. The full details are not repeated here but a summary account is provided below.

7.31 The LVIA describes the area north, west and south of the site as being dominated by large scale industrial, chemical and petrochemical complexes. Areas to the east are characterised as being more sensitive, with an area of low lying farmland and woodland separating the site from the main urban area of Redcar. Perceptually, the landscape character is described "*as overwhelmingly industrial".*

7.32 Existing vegetation is described as screening the application site from a number of viewpoints, including from residential areas and public open space at Dormanstown to the north east of the site and from public rights of way running parallel with the boundary. Additionally, extensive mature tree cover within the Kirkleatham Conservation area combines with woodland cover along

Kirkleatham Lane to screens views from Kirkleatham to the west and north-west, in the direction of the site.

7.33 The potential of the proposed development to affect the landscape and visual receptors both during the construction and operational phases of the development is identified within the LVIA.

7.34 During construction, the main permanent activities which could affect the landscape quality of the area are described as the physical removal and loss of existing land-cover within the site and the physical alteration of the existing site topography. Potential temporary landscape and visual impacts as a result of construction works could arise from the use of mobile cranes and general ground level activities, such as temporary structures, deliveries and materials storage.

7.35 Mitigation proposed during construction would take the form of a landscaping scheme that would be implemented progressively throughout the construction programme. This would involve the creation of broadleaved native species woodland, wildflower grassland and areas of wetland (as described in paragraph 7.25 above). Best practice control measures would be followed to ensure visual impacts associated with dust or other emissions are avoided.

7.36 During operation, potential effects on landscape and visual receptors arise from views of the proposed buildings and structures, and from the external lighting necessary for the safe operation of the site. The development would be viewed in the context of the existing industrial areas and would be in keeping with this industrial character. Glimpsed skyline views of the site would be possible from larger open spaces within Redcar, with the upperparts of buildings being visible within the existing industrial skyline. Similar views would be experienced from Dormanstown. To the east of the site, views from Foxrush Farm and the western edge of Redcar, fronting onto Kirkleatham Lane, are typically enclosed by mature woodland cover. Glimpsed views of the upper parts of buildings at the site would be possible from some properties at Kirkleatham Lane where there is a small break in the foreground woodland cover.

7.37 In summary, the proposed development would be seen in the context of the existing industrial backdrop. It would not have a direct impact on the open area between Wilton and Redcar but would give rise to indirect visual and character effects during the construction and initial operational period. The ES explains that these effects would amount to a significant adverse visual impact on residential receptors to the north east of the site and a range of lesser effects on the limited number of visual receptors and on landscape character to the east and south east of the site. However, this conclusion is reached by comparing the current environmental effects of a vacant and clear employment site to the fully developed MHF built form. The ES goes on to conclude that these effects would reduce over time as the proposed woodland planting on the eastern screening mound matures. Intervening existing planting and colonising areas of vegetation between the proposal site and the open area would provide further inherent visual screening over time. The cladding

proposed on the buildings would assist in reducing their apparent scale of buildings and would integrate the development with the industrial backdrop.

7.38 Overall, it is concluded that important policy objective to protect prevailing landscape conditions, therefore, over the long term of the proposed life of the scheme, will be satisfied in accordance with relevant NPPF guidance and R&CBC policies CS22 and CS23.

6. Would the development result in any harm to heritage interests in the area?

7.39 A Cultural Heritage Assessment of the proposals is provided in Chapter 13 of the ES that accompanies this application. The assessment has been informed by a desk-top appraisal and a programme of non-intrusive field investigation.

7.40 The Assessment confirms that no designated heritage assets are located within the application site, although a number are located to the north-east, east, and south-east of the site. The closest of these is over 500m from the site boundary. The course of the 19th Century Mill Race drainage channel runs into the site, but this is considered to have little, if any, heritage importance.

7.41 During the construction stage, it is proposed to undertake archaeological monitoring of grounds works in the vicinity of The Mill Race and more generally using a watching brief. This would provide the opportunity to record any features of local heritage interest, including those relating to the drainage channel. Negligible or no impacts on heritage assets, including their setting, are anticipated during the operation stage.

7.42 Consequently, the proposals accord with the relevant NPPF guidance and local R&CBC policies CS25, DP9, DP10, and DP11.

7. What are the social and economic benefits of the scheme?

7.43 The economic benefits that are predicted to arise from the construction and operation of the development have been assessed in the socio-economic chapter of the ES, as well as being highlighted in the Economic Benefit Report submitted to accompany the application. Full details are not repeated here, but it is clear that the benefits to the economy predicted as a result of the operation of the proposals, whether it is through higher employment (direct, indirect and induced; higher economic output; an increase in exports; higher UK tax revenues; local payment such as royalties; and increased spending in the local economy), will all make a significant contribution towards boosting the economy nationally, regionally and locally.

7.44 Some of the economic figures attributed to the proposals best illustrate the national importance of the Project:

1 already, through extensive pre-application exploration works, project feasibility works, agronomic testing, crop trials, market research and

marketing and product development, YPL has invested around £100 million, into the economy;

2 this investment will increase to £1.7bn to reach an output of 13Mtpa (with an estimated £1.4bn on investment during the initial construction period to reach production capacity of 6.5Mtpa);

3 the project will create over 1,000 high value direct jobs, and over 1,100 indirect jobs in the supply chain, materially benefiting the employment rate (that in the Borough of Redcar and Cleveland and Scarborough and also across the North York Moors National Park travel to work area is 67%, 6% below national Government targets);

4 the contribution to national GDP is expected to be £500m per annum in 2020 and £1bn per annum in 2024;

5 at full production, the project would create in the region of £5.2bn of exports per annum and reduce the UK's trade deficit by just under 4%;

6 at full production, the mine would permanently increase the economic output of North Yorkshire by 10% and would permanently increase the output of the York, North Yorkshire and East Riding LEP area economy by 5%. It is estimated that the multiplier impacts would create a further GDP uplift of up to £75m;

7 tax receipts during the construction phase are estimated at around £188m, whilst annual operational taxation would be in the region of £233m;

8 YPL will also pay local taxes and duties including business rates and royalties to landowners. These could total £27m in 2020, rising to £48m in 2024. The largest component of this is royalties to landowners which are estimated to be £15m at 6.5Mtpa and £29, at 13Mtpa across North Yorkshire. Business rates are estimated at £5m for YPL's lead office and operating facilities; and,

9 YPL will contribute an annual royalty of 0.5% of revenue from the project to the York Potash Foundation, which has been set up by YPL to enable the community to benefit from a community fund. Based on current estimates the annual payment could be £3m at 6.5Mtpa and up to £6m at full production. Furthermore, an initial start-up fund of £2m will be contributed by YPL on the formal commencement of construction.

7.45 It is evident from this overview that the economic benefits of the YPL project are nationally significant, and go beyond those typically associated with all but the most prestigious and nationally significant schemes. With one project, there is the potential to deliver policy aspirations across the local area, to fulfil regional economic policy objectives and make a difference to the national economic performance.

7.46 Overall, it is concluded that the proposals accord with the relevant guidance in the NPPF and R&CBC policies CS1, CS4 and CS8.

8. What are the sustainable credentials of the scheme?

7.47 The sustainable credentials of the project are linked to the nature of the product. Polyhalite, as an organic fertiliser, on application has beneficial effects on plant growth and significantly increases the growth of a wide range of crops compared with other widely used fertilisers.

7.48 Polyhalite is accredited by the Soil Association and Organic Farmers and Growers Limited for use in organic farming. Nutrient release tests show that the nutrients within polyhalite quickly become available for plant uptake, whilst trials have also demonstrated that it has good spreading characteristics. Polyhalite has no measurable effects on soil pH and investigations conclude that the use of polyhalite as a fertiliser result in no adverse environmental impacts. Additionally, polyhalite has beneficial effects on plant bacteria, improving plant health and boosting yields. Studies confirm that the use of polyhalite can have beneficial effects in relation to climate change because (compared to nitrogen based fertilisers) the use of polyhalite and other potash based fertilisers does not involve the emission of nitrous oxide. In an independent study published by The Food and Environment Food Agency, '*Future Need and the Role of Potash in UK Food Production*' (June 2012), it was concluded that the carbon footprint of polyhalite is considerably lower than that of other potassium based fertilisers.

7.49 Furthermore, in a time of world food shortages and forecast rapid global population growth, the role of an efficient and environmentally favourable fertiliser in helping to sustain healthy human populations is critical. The sustainable credentials of the product, therefore, are substantial and this creates a favourable context for the consideration of the current application proposals, in terms of the satisfying prevailing sustainability policy objectives.

7.50 It of course remains the case that the Project involves the winning and working of a finite resource, albeit in this instance, the size of the resource would suggest that there are many hundreds of years of future supply. Within this context, it is appropriate to consider how the proposed scheme that is the subject of this application is itself sustainable in nature.

7.51 The applicants are committed to achieving gains across the three dimensions of sustainability - economic, social and environmental. How sustainability has been, or will be achieved in this development is best explained by considering the proposals against a series of sustainability objectives which have been derived from a range of policy sources, relevant to the proposals, including the methodologies applied in the Sustainability Appraisals undertaken on the Local Development Framework Documents by RCBC. Objectives and the performance of the project against each objective are considered in turn, below.

1. **Landscape**: Protect and enhance the special quality and distinctiveness of the area's landscape.

a) The scheme design has been influenced by an appreciation of the surrounding landscape qualities and its interaction with the development during the construction and operation phases.

b) The proposed remodelling of the landforms at the site would allow for the material excavated from the MTS tunnel portal and other general works to be accommodated at the site in a manner that is sympathetic to the surrounding landscape, with restoration works incorporating a programme of habitat creation (see themes 2 and 3).

c) The proposals have been subject to a robust landscape assessment that acknowledges that in the short term, there will be adverse short term impacts, but the effects of these would reduce over time following the establishment of site restoration proposals and would not result in significant adverse effects (see theme 5).

2. **Biodiversity**: avoid damage to designated sites and protected species whilst maintaining and enhancing biodiversity where appropriate.

a) A detailed assessment of the site undertaken as part of the Environmental Impact Assessment (EIA) confirms the site has limited suitable habitat and there is no evidence to suggest it is used by protected species.

b) Notwithstanding, the landscape proposals would create 14.3ha of new habitat of ecological benefit. The aftercare programme will ensure that the new habitat is maintained for a significant period following the completion of the development.

3. **Climate Resilience**: reduce the causes and manage the effects of climate change.

a) As referred to above, polyhalite as a product does not, on application, involve the emission of nitrous oxide (unlike other nitrogen based fertilisers), and its carbon footprint is considerably lower than that of other potassium based fertilisers.

b) The drainage system has been designed to ensure the development does not increase flood risk. No flooding would occur during a 100 year plus climate event.

c) Spoil generated through the MTS tunnel portal and general works on the site would be kept on-site and used to create sculptured mounds as part of the landscape strategy. This would limit the amounts of material required to be transported off-site and vehicle movements.

4. **Pollution**: minimise pollution releases to levels that do not damage natural systems, human health and quality of life.

a) Through the implementation of a CEMP that adopts good management practice; the use of lower impact equipment and methods; hours of use constraints on certain activities; the re-use of materials arising from ground works entirely on site; various Travel Plan measures and the incorporation of SUDs within the scheme, pollution impacts are mitigated appropriately.

b) Noise impacts are predicted to be negligible; dust emissions will be negligible; and there are no flooding risks (as above).

c) Processing at the MHF will be fully enclosed, to avoid emissions.

5. **Water**: protect and improve water quality and water resources; reduce the risk of flooding.

a) The surface drainage system has been designed to minimise runoff from the site and attenuate flows. There are no flooding risks.

b) A series of measures have been put in place to prevent the deterioration of water resources through the construction process and once the development is operational.

6. **Energy**: meet needs with less energy input including through the use of renewable energy technologies.

a) It is currently the case that the nature of the operation proposed would not facilitate the use of renewable technology. The performance of the project across the other sustainable criteria would enable the development to satisfy wider policy objectives.

7. **Waste**: encourage waste reduction, reuse, recovery and recycling.

a) The earthworks strategy has been developed to accommodate all of the spoil arisings from the development works within the site (with the necessary exceptions of polluted material) in the form of landscaped mounds.

b) On-site material segregation of dry recyclables is proposed, alongside the segregation of materials from demolition works, to ensure maximum opportunities for reuse and recycling.

c) Rain and groundwater would be collected and treated at the proposed water treatment plant, and then re-used in the production process.

8. **Heritage:** protect and enhance all heritage assets.

a) The proposals have been subject to a comprehensive Heritage assessment. It is proposed to have a watching brief in place at the construction stage to monitor the ground works in the vicinity of The Mill Race and more generally across the site. Heritage impacts during the construction and operation stages are not anticipated.

9. **Design**: promote high quality, safe and sustainable design techniques.

a) Theme 2 reviews the sustainable design approach to the project. In summary, YPL has adopted a careful approach to design, including the selection and use of materials, the siting of the larger buildings and the landscaping proposals. This has resulted in a development that is respectful of its surroundings.

b) BREEAM (The Building Research Establishment Environmental Assessment Method) pre-assessments have been undertaken for the project. The BREEAM performance of the proposed buildings at Wilton are constrained given the existing conditions of the site that prevents, as a matter of principle, a *'Very Good'* status being awarded. However, they achieve BREEAM *'Good'*, reflecting the sustainable approach to design adopted.

10. **Employment and Economic Growth**: increase the quality of employment opportunities available to all and create a vibrant local economy; and encourage economic growth through diversification.

a) The full economic benefits of the project are clearly exceptional, with job creation characteristics (detailed in theme 7) just one of a number of economic criteria where the project will make a contribution of significant proportions.

b) The economic benefits of the YPL project are nationally important and also have the ability to transform the performance of the local and regional economies.

c) The economic role of sustainable development is singled out within the NPPF (paragraph 19) for particular attention (*"the planning system should do everything it can to support sustainable economic growth"*) and hence the project's performance against the criteria should be given considerable weight when appraising sustainable credentials.

11. **Communities**: encourage empowered and active local communities.

a) The application proposals have been the subject of extensive consultations, both in advance of the previous application submission, and prior to this submission. Formal consultation on the current scheme ran from June to September 2014, with public exhibitions, meetings and presentations, newsletters, brochures, press releases and advertisements. The full extent of consultation with local communities, and the overwhelming public support received, is detailed in the Statement of Community Engagement.

b) The significant economic boost to the local, regional and national economies, not least associated with direct and indirect job creation, will aid community well-being. The proposed long-lasting commitment to the YPL Foundation (see Theme 7) with its programme of education and skills training, community facility enhancement and support for the long-term unemployed will further empower local communities.

12. **Transport**: promote sustainable transport alternatives.

a) Draft Travel Plans and Construction Transport Management Plans are proposed that are designed to deliver sustainable transport benefits. Measures include restricting car parking numbers on the site, promoting vehicle sharing, and providing cycle parking at the facility. These measures will be applied alongside other initiatives that will also reduce the need for, and the impact of travel (defined HGV routes, on-site stockpiling, a landscaping strategy to retain mine arisings on-site etc.). Full details are provided in the ES.

13. **Recreation and Tourism**: promote opportunities that provide sustainable benefits to the local community and its economy.

a) The proposals will have no impact on recreation and tourism because the site is located within a private industrial complex, and therefore does not have any recreation or tourism value.

7.52 The above appraisal, that summarises the points highlighted in the submitted Sustainability Appraisal document, succinctly captures the sustainable characteristics of the project. Across each objective, the project exhibits sustainable credentials, and whilst it is acknowledged that with regard to the economic role, the performance of the project is at its strongest, there is a consistency of satisfying wider policy objectives to the credit of the scheme. As referenced above, the particular weight given to sustainable economic growth in the NPPF creates a very favourable context.

9. Are there any other environmental concerns (e.g. noise and vibration, air quality and hydrology and flood risk) that are likely to arise as a result of the development)?

7.53 There are potentially a range of other environmental effects that are relevant to the policy assessment of the appropriateness of the proposed development at this location. A summary assessment of each of these in the context of the relevant policy considerations is provided below. It is an important to note that the application is accompanied by a CEMP that will put in place a comprehensive package of measures to mitigate construction stage impacts.

Noise and Vibration

7.54 A noise survey was conducted at the site in May and June 2014. The study area was defined and agreed in consultation with officers at R&CBC. The assessment work also considers the construction and operation effects associated with vibration arising from the scheme. The closest noise sensitive receptors are identified at Dormanstown, Foxrush Farm, Manor Farm, Marsh Farm House and Kirkleatham Hall.

7.55 Potential impacts considered during the construction phase include works associated with the earthworks and landscaping, including all HGV movements. Mitigation measures are proposed and these are aimed at managing traffic impacts by reducing total vehicle flows and minimising congestion.

7.56 The Assessment concludes that the magnitude of effects at all receptors would be “very low” and the associated impact would be negligible. The same conclusion applies at the operation stage. Overall, it is the case that the proposals accord with R&CBC policy DP6.

7.57 Further detailed information on noise and vibration is provided within Chapter 8 of the accompanying ES.

Air Quality

7.58 The application site is not located within or close to any Air Quality Management Areas (AQMAs).

7.59 The air quality assessment within the ES that accompanies the application covers potential air quality impacts associated with:

- fugitive dust and particulate matter for the MHF construction phase works;
- road traffic emissions from the MHF construction and operation phases;
- MTS Portal emissions during the construction phased; and
- dryer emissions during the operational phase.

7.60 The proposals include a range of standard measures that would be employed during the construction phase that would mitigate the impacts of fugitive dust and particulate matter. The re-use of materials arising from the ground works at the site would assist by minimising the number of off-site vehicle movements, and this would also contribute to minimising increases in nitrogen dioxide, PM_{10} and $PM_{2.5}$ to imperceptible levels. The same would apply to emissions during the operational phase.

7.61 Overall, it is concluded that the proposal would result in a negligible impact on local air quality, and therefore it accords with R&CBC policy DP6.

7.62 Further detailed information on air quality is provided within Chapter 9 of the accompanying ES.

Hydrology Effects and Flood Risk

7.63 There are two existing watercourses (Mill Race and Mains Dyke) at the site that would be retained and interact with the proposed development

7.64 The MHF site is located within Flood Zone 1 ('Low probability'). It is, therefore, defined as an area which has less than a 1 in 1,000 probability of river of tidal flooding (i.e. less than 0.1% probability).

7.65 The change in land use at the site from greenfield uses to providing new buildings, access roads, hard standing and landscaped bunds has the potential to increase the volume of surface runoff that discharges into the surface drainage network. Although the surface drainage strategy is designed to minimise additional runoff and attenuate flows, the volume of water discharged into the surface drainage network is likely to be greater than the current green field conditions.

7.66 The surface drainage system has been designed to minimise runoff from the site and attenuate flows. Drainage will be intercepted by filter drains or swales. These would incorporate check dams and erosion protection to attenuate flows and minimise sediment supply. Flows from the filter drains and swales would be diverted into storm water wetlands and attenuation ponds, which would have a combined capacity sufficient to accept all the predicted flows from a 1 in 100 year rainfall event plus additional allowance for climate change.

7.67 Flows from the ponds would be transferred via culverts to a final pond in the north east of the site, from where they would be transferred into a pumping chamber and treatment plant and used in the processing of polyhalite. Any flows which exceed the 1 in 100 year plus climate change capacity would be discharged into Mains Dyke via an emergency spillway. Outfalls to Mains Dyke would be freely discharging and incorporate erosion control measures to prevent bed and bank scour. These measures would mean that any changes to flow volumes and velocities and sediment input to the surface drainage network would be minimised.

7.68 Overall is it considered that the implementation of the drainage strategy set out within the accompanying Environmental Statement would result in a scheme where the hydrology effects and risk of flooding are negligible. The proposals therefore comply with guidance in the NPPF and R&CBC policy CS2.

8.0 Conclusions

8.1 The economic benefits of the YPL Project are nationally significant, and go beyond those typically associated with all but the most prestigious and nationally significant schemes. With one project, there is the potential to deliver employment policy aspirations across the local area, to fulfil regional economic policy objectives and make a difference to the nation's economic performance.

8.2 More specifically, the Project proposals accord with one of the main thrusts of the NPPF – namely for the promotion of sustainable economic development, that enables local places to thrive.

8.3 The role of the MHF within the YPL Project plays a critically important role in the process chain – screening, granulating, polishing and sorting the mined polyhalite, converting it into a saleable product ready for its initial storage and subsequent onward distribution. Without the MHF, the economic benefits of the project could not be realised.

8.4 The selection of the site at Wilton International has been demonstrated to be appropriate in planning policy terms, not least due to its status as forming part of the South Tees employment area and its location within the Tees Valley Enterprise Zone. Not only would the development make efficient use of allocated employment land that has been vacant for a prolonged period, it also allows for a significantly reduced scale of development required at the Minehead within the North York Moors National Park. Within the wider policy context, this represents a significant benefit.

8.5 The estimated 200 jobs created at the MHF site itself, of course, represents a proportion of a much larger employee requirement. Across the project over 1,000 high value direct jobs would be created, along with 1,100 indirect jobs created in the supply chain.

8.6 The close proximity of the proposed site to the new Harbour Facilities, of course, further adds to the location's attractiveness from both an operational and sustainable transport perspective, with the bulk of the mined material due for export.

8.7 These benefits combine to create a development proposal that accords with the spatial strategy for the South Tees area and would undoubtedly stimulate interest and act as a catalyst for further investment in the area for years to come.

8.8 The design ethos for the MHF and the Project as a whole has been to ensure that every effort is made to develop a scheme that respects its local setting. For the MHF specifically, this has manifested itself in a number of ways, including the careful design of buildings to create a neutral, homogenous elevation that naturally integrates the building forms within the skyline of the surrounding Wilton International Complex. The siting of buildings have also been carefully considered, with the largest ones being positioned furthest away

from open areas directly to the east and away from the residential areas in Redcar beyond. The proposed landscaping will include the creation of a woodland belt along the eastern side of the site that would soften views from surrounding uses and create additional ecology interest.

8.9 Other environmental considerations have been thoroughly assessed in the Environmental Statement that accompanies the application. The careful design of the development, including a range of mitigation measures, would mean that no significant long term adverse impacts would occur.

8.10 Overall, it is concluded that the MHF proposal will play an integral role in the YPL Project that will deliver a wide range of significant local and national benefits. The proposal accords with the policies of the statutory development plan, and by granting permission, the Council will enable the development of this vacant employment site for the benefit of the wider community.

Appendix 1 Schedule of Application Documents and Plans

York Potash Materials Handling Facility

Scope of Application Submission

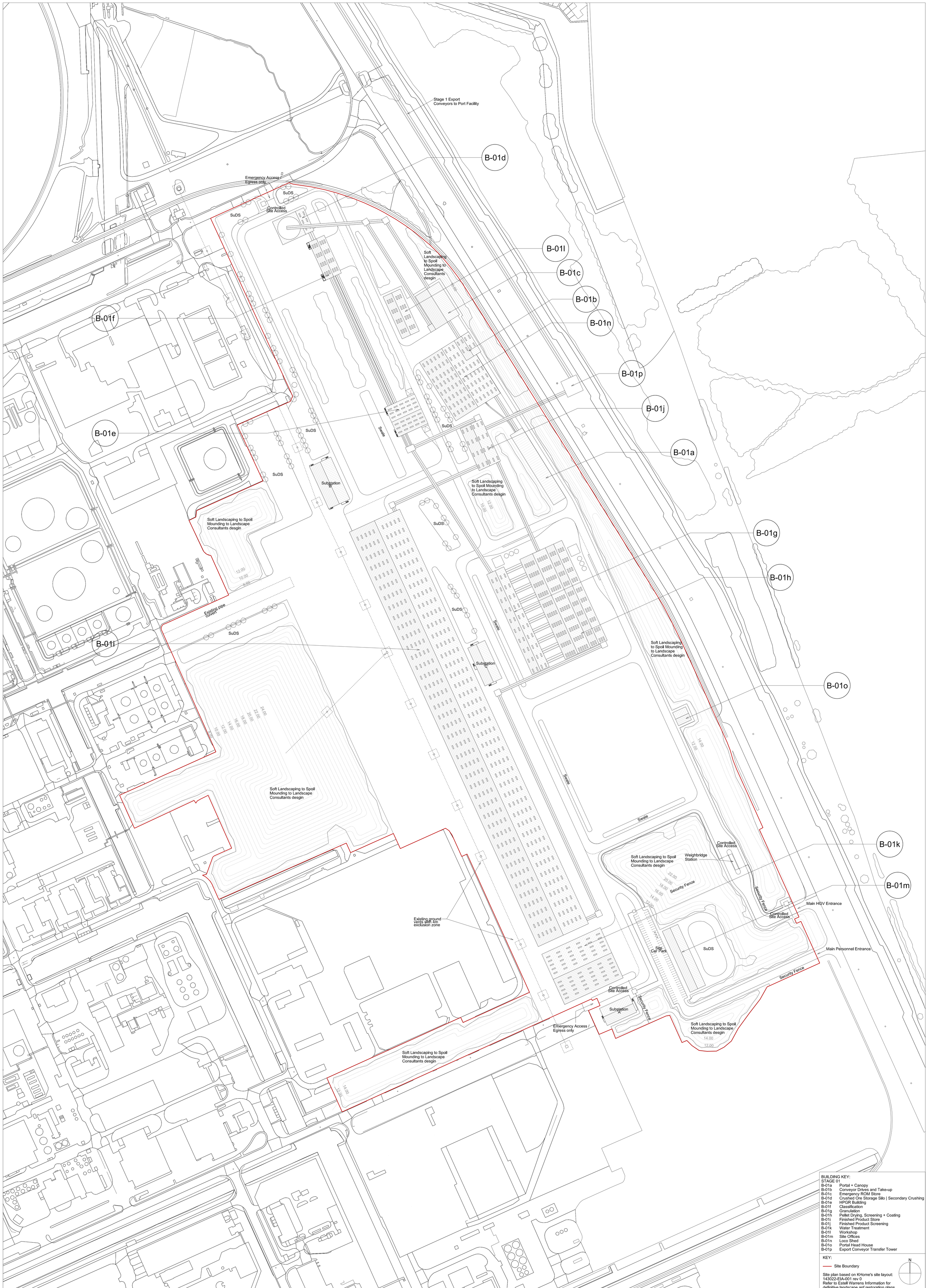
Document/Plan			Drawing Number	Scale	Print Size
1	Application Fee		n/a	n/a	n/a
2	Application Form		n/a	n/a	A4
3	Covering Letter and Document List		n/a	n/a	A4
4	Ownership Certificates and Notices		n/a	n/a	A4
5	Agricultural Holdings Certificate		n/a	n/a	A4
6	Planning Application Guide		n/a	n/a	A4
7	Summary Project Description Document		n/a	n/a	A4
8	Planning Statement		n/a	n/a	A4
9	Design and Access Statement		n/a	n/a	A4
10	Statement of Community Engagement		n/a	n/a	A4
11	Utilities Assessment		n/a	n/a	A4
12	Sustainability Report		n/a	n/a	A4
13	Economic Impact Report		n/a	n/a	A4
14	Environmental Statement ('ES') including:		n/a	n/a	A4 lever arch files
	•	Non-technical Summary			
	•	The ES is divided into five sections:- Part 1 - Introductory Chapters. Part 2 - Mine Technical Chapters. Part 3 - MTS Intermediate Shafts Technical Chapters. Part 4 - MHF and MTS Portal (Wilton) Technical Chapters. Part 5 - Cumulative Impact Assessment. Part 1 comprises:- Chapter 1 - Introduction. Chapter 2 - Consideration of Alternatives. Chapter 3 - Project Description Chapter 4 - Legislation, Regulation and Policy Chapter 5 - The EIA Process and Method Parts 2, 3 and 4 of the ES are the assessment chapters and comprise:- Chapter 6 - Traffic and Transport. Chapter 7 - Recreation and Amenity. Chapter 8 - Noise and Vibration Chapter 9 - Air Quality Chapter 10 - Socio-economics Chapter 11 - Ecology Chapter 12 - Landscape and Visual Chapter 13 - Cultural Heritage Chapter 14 - Geology and Hydrogeology Chapter 15 - Hydrology and Flood Risk			

Document/Plan			Drawing Number	Scale	Print Size
		Chapter 16 - Land Use and Soils Chapter 17 - Special Qualities of the North York Moors National Park Chapter 18 - Summary Note that Part 4 covers slightly different topics as follows:- Chapter 14 - Geology, Hydrogeology and Land Quality Chapter 15 - Hydrology and Flood Risk Chapter 16 - Summary The ES also includes a range of figures, survey data and supporting information as appendices including the following:- • Air Quality Assessment • Construction Travel Management Plan • Ecological survey data • Flood Risk Assessment • Habitats Regulation Assessment • Heritage Desk Based Assessment • Hydrogeological Baseline Report and Risk Assessment • Interim Travel Plan • Landscape & Visual Impact Assessment • Noise Impact Assessment • Surface Water Management proposals • Technical Lighting Report • Transport Assessment • Waste Management Report • Water Framework Directive Assessment [for a detailed schedule of all appendices please refer to the ES]			
Plans					
MHF					
1	MHF Location Plan		653-MHF-AP-0401 rev 0	1:2500	A0
2	MHF Existing Site Plan		653-MHF-AP-0402 rev 0	1:1250	A0
3	MHF Existing Site Sections		653-MHF-AP-0403 rev 0	1:1250	A1
4	MHF Proposed Site and Block Plan Stage 1		653-MHF-AP-0404 rev 0	1:1250	A0
5	MHF Proposed Site and Block Plan Stage 2		653-MHF-AP-0405 rev 0	1:1250	A0
6	653-MHF-AP-0409_MHF_Proposed Site Sections Stage 1 and 2_140908_ revC.pdf		653-MHF-AP-0409 rev 0	1:1250	A1
7	MHF B01a Proposed Plans, Section, Elevations		653-MHF-AP-0410 rev 0	1:200	A1
8	MHF B01b Proposed Plans, Sections, Elevations		653-MHF-AP-0411 rev 0	1:200	A1
9	MHF B01c Proposed Plans, Section, Elevations		653-MHF-AP-0412 rev 0	1:200	A0
10	MHF B01d 02d Proposed Plans Section Elevations		653-MHF-AP-0413 rev 0	1:200	A0
11	MHF B01e 02e Proposed Plans Section Elevations		653-MHF-AP-0414 rev 0	1:200	A0
12	MHF B01f 02f Proposed Plans Section Elevations		653-MHF-AP-0415 rev 0	1:200	A1
13	MHF B01gh 02gh Proposed Plans Section Elevations		653-MHF-AP-0416 rev 0	1:500	A1

Document/Plan		Drawing Number	Scale	Print Size
14	MHF B01i Proposed Plans Section and Elevations	653-MHF-AP-0417 rev 0	1:500	A0
15	MHF B02i Proposed Plans Section and Elevations	653-MHF-AP-0418 rev 0	1:500	A1
16	MHF B01j Proposed Plans Section and Elevations	653-MHF-AP-0419 rev 0	1:200	A1
17	MHF B01k Proposed Plans	653-MHF-AP-0420 rev 0	1:200	A1
18	MHF B01k Proposed Section and Elevations	653-MHF-AP-0421 rev 0	1:200	A1
19	MHF B01l Proposed Plans Section and Elevations	653-MHF-AP-0422 rev 0	1:200	A1
20	MHF B01m Proposed Plans Sections, Elevations	653-MHF-AP-0423 rev 0	1:200	A1
21	MHF B01n Proposed Plans Section, Elevations	653-MHF-AP-0424 rev 0	1:200	A0
22	MHF B01o Proposed Plans Section, Elevations	653-MHF-AP-0425 rev 0	1:200	A2
23	MHF Substation A Proposed Plans Section and Elevation	653-MHF-AP-0426 rev 0	1:200	A2
24	MHF Substation B Proposed Plans Section and Elevations	653-MHF-AP-0427 rev 0	1:200	A1
25	MHF Substation C Proposed Plans Section and Elevations	653-MHF-AP-0428 rev 0	1:200	A1
26	MHF Bldg01q Future Bagging and Plant Store	653-MHF-AP-0429 rev 0	1:200	A2
27	MHF B01a Proposed Plans, Section, Elevations Colour	653-MHF-AP-0430 rev 0	1:200	A1
28	MHF B01b Proposed Plans, Sections, Elevations Colour	653-MHF-AP-0431 rev 0	1:200	A1
29	MHF B01c Proposed Plans, Section, Elevations Colour	653-MHF-AP-0432 rev 0	1:200	A0
30	MHF B01d 02d Proposed Plans Section Elevations Colour	653-MHF-AP-0433 rev 0	1:200	A0
31	MHF B01e 02e Proposed Plans Section Elevations Colour	653-MHF-AP-0434 rev 0	1:200	A0
32	MHF B01f 02f Proposed Plans Section Elevations Colour	653-MHF-AP-0435 rev 0	1:200	A1
33	MHF B01gh 02gh Proposed Plans Section Elevations Colour	653-MHF-AP-0436 rev 0	1:500	A1
34	MHF B01i Proposed Plans Section and Elevations Colour	653-MHF-AP-0437 rev 0	1:500	A0
35	MHF B02i Proposed Plans Section and Elevations Colour	653-MHF-AP-0438 rev 0	1:500	A1
36	MHF B01j Proposed Plans Section and Elevations Colour	653-MHF-AP-0439 rev 0	1:200	A1
37	MHF B01k Proposed Plans Colour	653-MHF-AP-0440 rev 0	1:200	A1
38	MHF B01k Proposed Section and Elevations Colour	653-MHF-AP-0441 rev 0	1:200	A1
39	Wilton Portal B01l Proposed Plans Section and Elevations Colour	653-MHF-AP-0442 rev 0	1:200	A1
40	Wilton Portal B01m Proposed Plans Section and Elevations Colour	653-MHF-AP-0443 rev 0	1:200	A1
41	Wilton Portal B01n Proposed Plans Section and Elevations Colour	653-MHF-AP-0444 rev 0	1:200	A0
42	Wilton Portal B010 Proposed Plans Section and Elevations Colour	653-MHF-AP-0445 rev 0	1:200	A2
43	MHF Substation A Proposed Plans Section Elevations Colour	653-MHF-AP-0446 rev 0	1:200	A1
44	MHF Substation B Proposed Plans Section Elevations Colour	653-MHF-AP-0447 rev 0	1:200	A1

Document/Plan		Drawing Number	Scale	Print Size
45	MHF Substation C Proposed Plans Section Elevations Colour	653-MHF-AP-0448 rev 0	1:200	A1
46	MHF C02q Proposed Plans Section Elevations Colour	653-MHF-AP-0449 rev 0	1:200	A2
47	MHF Proposed Hard Landscaping Plan Stage 1 and 2	653-MHF-AP-0460 rev 0	1:1250	A0
48	MHF Elevation Study Sheet 1	653-MHF-AP-0470 rev 0	1:50	A1
49	MHF Elevation Study Sheet 2	653-MHF-AP-0471 rev 0	1:50	A1
50	MHF Existing Landscape Features	2328.MHF01 rev 1	1:1250	A0
51	MHF Removal of Existing Landscape Features	2328.MHF02 rev 1	1:1250	A0
52	MHF Landscape Proposals	2328.MHF03 rev 2	1:1250	A0

Appendix 2 MHF Proposed Phasing Plans



BUILDING KEY:
STAGE 01

B-01a	Portal + Canopy
B-01b	Conveyor Drives and Take-up
B-01c	Emergency ROM Store
B-01d	Crushed Ore Storage Silo | Secondary Crushing
B-01e	HPGR Building
B-01f	Classification
B-01g	Granulation
B-01h	Pellet Drying, Screening + Coating
B-01i	Finished Product Store
B-01j	Finished Product Screening
B-01k	Water Treatment
B-01l	Workshop
B-01m	Site Offices
B-01n	Loco Shed
B-01o	Portal Head House
B-01p	Export Conveyor Transfer Tower

KEY:

Site Boundary

N

Site plan based on KHome's site layout: 143022-EIA-001 rev 0
Refer to Estell Warrens Information for definitive landscape anf restoration plans

Notes:
Unless indicated, this drawing is for information only.
Do not scale from this drawing for purposes other than planning application ref: Materials Handling Facility Application September 2014.
All dimensions to be checked on site

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Drwg. original size: A0

Revisions:

Date:	Rev:	Note:	Check:
25.09.14	0	Planning Issue	PC

Revisions:

Date:	Rev:	Note:	Check:

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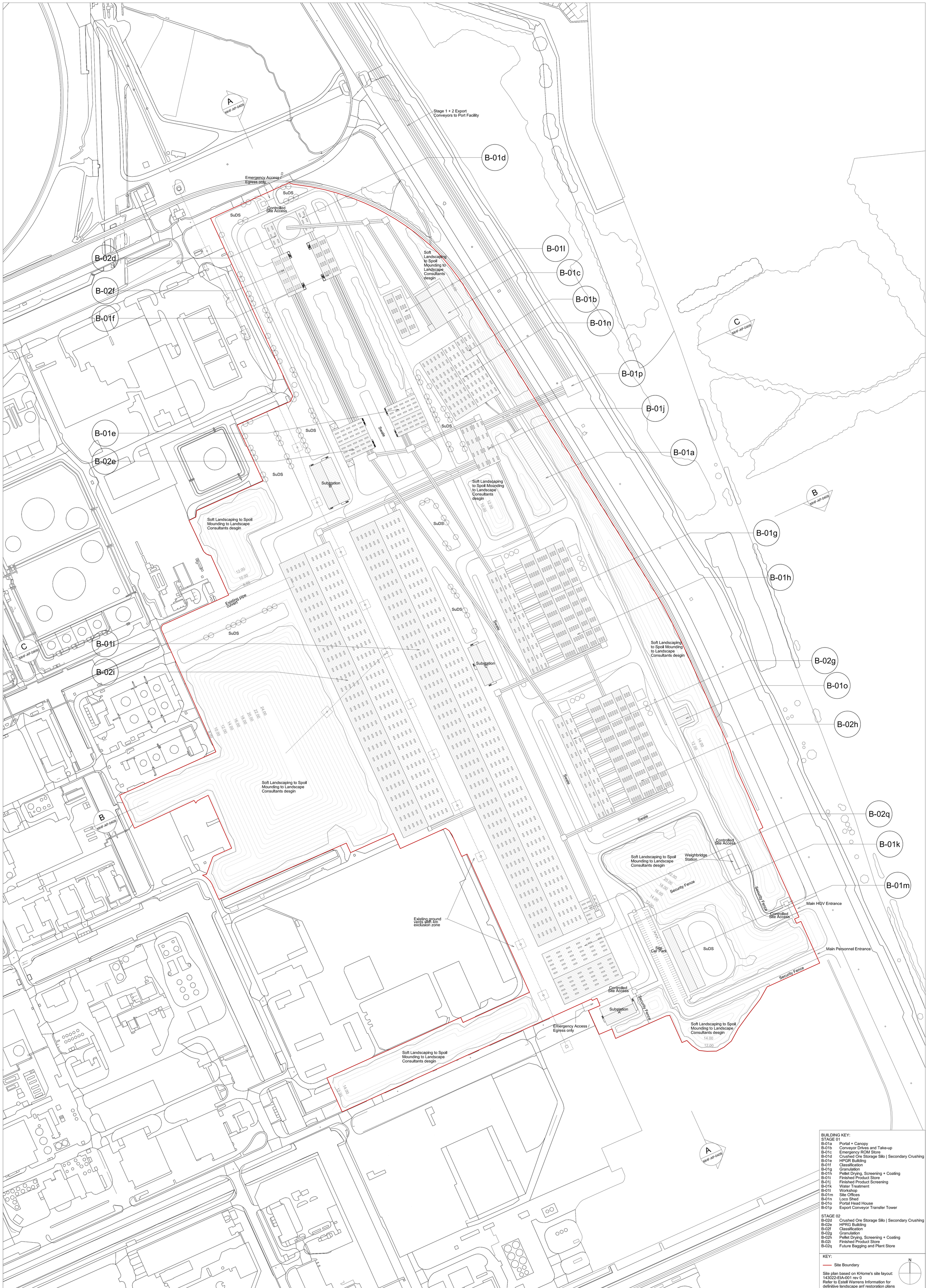
Project: 653 York Potash
Wilton Site
Drawing Title: Proposed Site and Block Plan Stage 01
Scale: 1:1250 @ A0
Drwg. Created: August 2014

Drwg. No: 653-MHF-AP-0404
Status: Issue (Not for Construction)
Revision: 0



BUILDING KEY:

STAGE 01

B-01a	Portal + Canopy
B-01b	Conveyor Drives and Take-up
B-01c	Emergency ROM Store
B-01d	Crushed Ore Storage Silo | Secondary Crushing
B-01e	HPGR Building
B-01f	Classification
B-01g	Granulation
B-01h	Pellet Drying, Screening + Coating
B-01i	Finished Product Store
B-01j	Finished Product Screening
B-01k	Water Treatment
B-01l	Workshop
B-01m	Site Offices
B-01n	Loco Shed
B-01o	Portal Head House
B-01p	Export Conveyor Transfer Tower

STAGE 02

B-02d	Crushed Ore Storage Silo | Secondary Crushing
B-02e	HPRG Building
B-02f	Classification
B-02g	Granulation
B-02h	Pellet Drying, Screening + Coating
B-02i	Finished Product Store
B-02q	Future Bagging and Plant Store

KEY:

Site Boundary

N

Site plan based on KHome's site layout: 143022-EIA-001 rev 0
Refer to Estell Warrens Information for definitive landscape anf restoration plans

Notes:
Unless indicated, this drawing is for information only.
Do not scale from this drawing for purposes other than planning application ref: Materials Handling Facility Application September 2014.
All dimensions to be checked on site

0 62.5m
Drwg. original size: A0

Revisions:

Date:	Rev:	Note:	Check:
25.09.14	0	Planning Issue	PC

Revisions:

Date:	Rev:	Note:	Check:

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Project: 653 York Potash
Wilton Site
Drawing Title: Proposed Site and Block Plan Stage 02
Scale: 1:1250 @ A0
Drwg. Created: August 2014

Drwg. No: 653-MHF-AP-0405
Status: Issue (Not for Construction)
Revision: 0

Appendix 3 Summary of Predicted Traffic and Transport Impacts of the YPL Project and Proposed Mitigation

Description of Impact	Key Mitigation Measures	Maximum Residual Impact
Construction (Weekdays, Saturday and Sundays)		
Severance	Proposed mitigation for the effects of severance upon the users of links 21 (MayField Road from the junction with the A174 through Whitby) and 23 (A171, heading south of Whitby) comprises the following measures:	Minor Adverse
	• Provision of a new footway along the A171 between Fairfield Way and Enterprise Way; • Provision of dropped kerbs and tactile paving at side roads along the A171; • Provision of improved crossing points on the A171 for pedestrians on the bend on Helredale Road outside Helredale Stores; and • Improved crossing points on the A171 for pedestrians using bus stops (including Whitby Community College students) on Mayfield Road just east of Pembroke Way.	
	A contribution to the funding of an NYCC improvement scheme to the traffic signals at Mayfield Road junction, which will include improved provision for pedestrians to address existing issues in pedestrian provision and junction capacity at the intersection of links 21 and 23 (see above for definition).	
	Proposed mitigation for the effects of severance upon the users of link 27 (A171, through Cloughton and Burniston) will comprise enhanced travel planning measures providing a minibus shuttle service between Scarborough and the Minehead.	
	Proposed mitigation for the effects of severance upon the users of link 45 (unnamed road from the A171 to Egton) comprises of the temporary diversion of the public right of way so that pedestrians do not have to walk along the road to reach the opposite side.	
Pedestrian Amenity	Proposed mitigation for pedestrian amenity impacts upon the users of link 25 (B1416 south of Sneaton) is the implementation of a temporary speed limit of 30mph for cyclists and pedestrians utilising the B1416.	Minor Adverse
	Proposed mitigation for the effects of pedestrian amenity upon the users of link 45 (see above) comprises the temporary	

	diversion of the PRoW so that pedestrians do not have to walk along the road to reach the opposite side.	
Fear and Intimidation	Proposed mitigation for the effects of fear and intimidation upon the users of link 17 (A171 Guisborough Road, entering Whitby) comprises the provision a new footway along the A171 Guisborough Road from Holmstead Avenue to Broadings Caravan Park and on to the Whitby car boot field access.	Minor Adverse
	Mitigation for the effects of fear and intimidation upon the users of link 21 and 23 (see above) the mitigation measures proposed under severance equally apply to fear and intimidation.	
	Proposed mitigation for the effects of fear and intimidation upon the users of link 24 (A171 from Whitby towards Cloughton) and 30 (A171 into Scarborough) would comprise enhanced travel planning measures providing a minibus shuttle service between Scarborough and the Minehead.	
Pedestrian Delay	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Highway Safety	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Driver Delay	Proposed mitigation for the effects of driver delay upon Junction 1 (Mayfield Road) will comprise a contribution to the funding of an enhanced NYCC scheme to the traffic signals to increase junction capacity and management of trips to the P&R.	Minor Adverse
Operation (Weekdays and Saturday)		
Severance	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Pedestrian Amenity	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Fear and Intimidation	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Pedestrian Delay	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Highway Safety	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Construction (Weekdays, Saturday and Sundays)		
Driver Delay	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Operation Sunday		
Severance	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse

Pedestrian Amenity	Proposed mitigation for pedestrian amenity impacts upon the users of link 22 (B1416 through Ruswarp and Sneaton) is the implementation of a management strategy to reduce the take up of parking spaces at the Mine for the maximum demand period of 7am to 8am.	Minor Adverse
Fear and Intimidation	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Pedestrian Delay	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Highway Safety	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Driver Delay	No mitigation further to that embedded within the scheme design is considered to be necessary.	Minor Adverse
Decommissioning		
Severance	To be informed by screening exercise prior to 100 year horizon.	
Pedestrian Amenity	To be informed by screening exercise prior to 100 year horizon.	
Fear and Intimidation	To be informed by screening exercise prior to 100 year horizon.	
Pedestrian Delay	To be informed by screening exercise prior to 100 year horizon.	
Highway Safety	To be informed by screening exercise prior to 100 year horizon.	
Driver Delay	To be informed by screening exercise prior to 100 year horizon.	

Source: Royal HaskoningDHV