

THE YORK POTASH HARBOUR FACILITIES ORDER 201X

Statement of Common Ground

Redcar and Cleveland Borough Council
(Transport)



Regulation Number 5(2)(q)

Document 9.2

Royal HaskoningDHV

August 2015

DATE 18 August 2015

THE YORK POTASH HARBOUR FACILITIES ORDER 2015

STATEMENT OF COMMON GROUND

RELATING TO TRANSPORT (TRAFFIC) MATTERS

BETWEEN

ROYAL HASKONINGDHV ON BEHALF OF YORK POTASH LIMITED

AND

REDCAR & CLEVELAND COUNCIL HIGHWAY AUTHORITY

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1. Scope

- 1.1 This Statement of Common Ground ("SOCG") relates to an application made by York Potash Limited ("York Potash") to the Planning Inspectorate under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO") to authorise the construction and operation of Harbour facilities at Bran Sands, Teesside which will be linked by conveyor to a materials handling facility located within the Wilton International complex ("the Application").
- 1.2 This SOCG has been prepared and agreed between Royal HaskoningDHV (RHDHV) on behalf of York Potash and Redcar & Cleveland Council Highway Authority to set out the areas of agreement and to detail any issues which remain unresolved or which are not agreed between the parties in relation to transport (traffic) matters.
- 1.3 The SOCG covers the following:
 - 1.3.1 Proposed Construction Site Access;
 - 1.3.2 Operational Site Access;
 - 1.3.3 Traffic Flows;
 - 1.3.4 Junction Assessments;
 - 1.3.5 Construction Traffic Management Plan; and
 - 1.3.6 Requirements

2. Background

- 2.1 The proposed harbour forms part of the York Potash Project which involves the creation of a mine for the winning and working of polyhalite together with the necessary infrastructure required for the subsequent distribution of the mineral. The project principally comprises the following:
 - a) The mine with surface infrastructure to be located at Doves Nest Farm near Whitby.
 - b) A mineral transport system, being a 36.5km long tunnel with conveyor to transport the polyhalite from the mine to the Wilton facility at Teesside.

- c) A materials handling facility at Wilton.
 - d) Harbour facilities at Teesside linked to the materials handling facility by a conveyor system
- 2.2 The proposals for the mine, mineral transport system and materials handling facility and other associated works are the subject of applications to the relevant local planning authorities and minerals and waste planning authorities.
- 2.3 York Potash has via RHDHV engaged with Redcar & Cleveland Council Highway Authority in relation to the Application throughout the pre-application process.
- 2.4 A pre-application meeting was held between RHDHV and Redcar & Cleveland Council Highway Authority on 24 April 2014 to provide preliminary information on the project and discuss the scope of assessment.
- 2.5 Subsequently, RHDHV produced the following documents, forming part of the Environmental Statement (ES), which was submitted as part of the Application:
- 2.5.1 ES Chapter 12 "Transport";
 - 2.5.2 ES Chapter 12, Appendix 12.2 "Transport Assessment"; and
 - 2.5.3 ES Chapter 12, Appendix 12.3 "Construction Traffic Management Plan"

3. Matters of Agreement

3.1 Proposed Construction Site Access

- 3.1.1 It is agreed that the construction access to the site would be taken from the A1085 Trunk Road/West Coatham Lane roundabout junction;
- 3.1.2 It is agreed in principle that a new temporary construction site access, as shown on drawing 9Y0989_HCA_GA_01 Revision 4 (drawing 9Y0989_HCA_GA_01 Revision 3 is included as Annex 1 of the Transport Assessment. Revision 4 of the drawing was in relation to a change in document number. No layout amendments were made to Revision 4). The proposed temporary construction access would be subject to Technical Approval of a Detail Design package and the works would be carried out under a S278 Agreement; and

- 3.1.3 It is agreed that construction access would also be taken from the existing southern arm of the roundabout junction, which currently serves the Wilton site.

3.2 Proposed Operational Site Access

- 3.2.1 It is agreed that the operational site access would be taken from the existing southern arm of the A1085 Trunk Road/West Coatham Lane roundabout junction, which currently serves the Wilton site.

3.3 Traffic Flows

- 3.3.1 The traffic flows contained within the ES Transport Chapter and in the Transport Assessment are agreed.

3.4 Junction Assessments

- 3.4.1 The junction assessments contained within the ES Transport Chapter and Transport Assessment are agreed; and
- 3.4.2 It is agreed that the traffic impact associated with the development proposals, during the construction and operational phases, would not have a material adverse traffic impact on the operational capacity of existing junctions on the local highway network within Redcar & Cleveland Council.

3.5 Construction Traffic Management Plan

- 3.5.1 The Construction Traffic Management Plan submitted with the Application has been agreed.

3.6 DCO Requirements

- 3.6.1 In relation to transport (traffic) matters the following DCO Requirements have been agreed:

Requirement 2: "No part of the phase 1 works is to commence until a written scheme setting out all the component parts of phase 1 has been submitted to and approved by the local planning authority. The written scheme will include details of the following unless they have been approved by the MMO pursuant to the provisions of Schedule 5 (deemed licence under the Marine and Coastal Access Act 2009):

- (a) Layout;
- (b) details of quay structure and related infrastructure;

- (c) external appearance and scale of all buildings and structures;
- (d) parking and storage areas;
- (e) surface and foul drainage;
- (f) site levels;
- (g) permanent fencing and other means of enclosure; and
- (h) lighting.

The phase 1 works will be carried out in accordance with the approved detail."

Requirement 3: "No part of the phase 2 works is to commence until a written scheme setting out all the component parts of phase 2 has been submitted to and approved by the local planning authority. The written scheme will include details of the following unless they have been approved under the provisions of Schedule 5 (deemed licence under the Marine and Coastal Access Act 2009):

- (a) layout;
- (b) external appearance and scale of all buildings and structures;
- (c) parking and storage areas;
- (d) surface and foul drainage;
- (e) site levels;
- (f) permanent fencing and other means of enclosure; and
- (g) lighting.

The phase 2 works will be carried out in accordance with the approved details."

Requirement 7: "(1) None of the authorised development is to commence (excluding archaeological soil movement and ecological mitigation or enhancement works) until a Construction Traffic Management Plan (CTMP) drafted in connection with the principles set out in Appendix 12.3 of the environmental statement has been

submitted to and approved in writing by the local planning authority. The provisions of the approved CTMP must be observed at all times during the construction of the authorised development."

4. Matters Unresolved

4.1 There are no Transport (Traffic) matters remaining that are unresolved.

5. Signature

5.1 This Statement is signed as an accurate record of the common ground between York Potash and Redcar & Cleveland Council Highway Authority

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Signed on behalf of York Potash Limited

Date: 18 August 2015

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Signed on behalf of Redcar & Cleveland Highway Authority

Date: 30/07/2015