

Note / Memo

**HaskoningDHV UK Ltd.
Transport & Planning**

To: North Yorkshire County Council Highways
From: Sirius Minerals
Date: 24 March 2017
Our reference: T&PPB1110-112-107N001F0.1
Classification: Project related

Subject: Woodsmith Mine access proposals

1 Introduction

1.1.1 This note sets out to North Yorkshire County Council Highways (NYCC Highways) a revised proposal for construction access to Woodsmith Mine.

1.2 Background

1.2.1 In 2014 a planning application was submitted to develop a potash mine, underground Mineral Transport System and Materials Handling Facility and subsequently granted consent in 2015.

1.2.2 During the development of the application, it was proposed that the Shafts access would be used by construction traffic accessing the site from the B1416 until such a point as the internal access road linking to the Welfare access was completed. **Figure 1** provides a graphical depiction of the access locations.

1.2.3 The application proposed that the Welfare and Shaft accesses would be provided with right turn ghost islands. Subsequent to the application there was a post planning agreement with NYCC Highways that the requirement to provide a right turn lane at the Shaft access could be omitted as long as any further use of the existing Shaft entrance was shorter in duration than the total time required to construct and remove the right hand turn lane. In addition, the maximum number of HGVs that would be allowed to use this entrance during this period would be less than the total number required to construct and remove said right turn lane.

1.3 Scope

1.3.1 In recognition of potential safety concerns regarding reversing onto the highway at the Welfare access and to maintain schedule it is proposed to use the Shafts access for a short period (approximately eight weeks). During this period, temporary traffic management measures will be employed rather than implementing a full right turn lane. After the eight week period all the construction traffic will revert to the Welfare access.

1.3.2 This note quantifies the potential traffic saving from not constructing and then removing the Shafts access right turn lane. In addition, the note provides details of the projected traffic demand through the Shafts access and associated mitigation measures during this initial eight week period.



2 Traffic Assessment

2.1 Shafts Access Traffic Demand

2.1.1 The removal of the requirement to provide and then decommission the right turn lane at the Shafts access will result in a net decrease in construction traffic over the duration of the project.

2.1.2 To help quantify this reduction the Contractor has provided information from the construction of the Welfare access. This shows that to construct the Welfare access approximately 600 HGVs were required over a 10 week period. Assuming a corresponding number of vehicles are required to remove the right turn lane, a net reduction of 1,200 HGV deliveries is projected by removing the Shafts access right turn lane.

2.2 Internal Access Road Traffic Demand

2.2.1 The Contractor has confirmed that they expect the construction of the access road to take eight weeks and require circa 1,430 HGV deliveries, of which 400 will be asphalt. The deliveries of asphalt will be via the Welfare access as the stone will have been laid; therefore a total of 1,000 HGVs will go through the Shafts access.

2.2.2 Deliveries via the Shafts access are expected to peak in week five when there will be up to 33 HGV deliveries per day.

2.2.3 The Contractor has advised that the numbers of workers required to construct the internal access road will be similar to that currently employed in constructing the offsite highway works. It is proposed that the workers will continue to use the existing Dove's Nest Farm access (as agreed for the offsite highway works) until the Welfare access has been completed.

2.3 Traffic Impacts

2.3.1 It has been identified that there will be a total of 1,000 HGV deliveries via the Shaft access over an eight week period with a peak of 33 HGV deliveries per day (66 two-way movements). This represents a reduction in the total HGV movements when compared to the forecast 1,200 deliveries required to construct/decommission the right turn lane.

2.3.2 In capacity terms, the existing Shafts access priority junction can accommodate the peak of 33 deliveries per day (approximately three HGVs an hour). However, consideration also needs to be given to managing road safety.

2.3.3 Existing road safety measures currently in place (provided for the offsite highway works) include a 40mph speed limit and warning, and direction signs. Sirius Minerals has also confirmed that if required by NYCC Highways, they are committed to enhancing the existing road safety measures through the introduction of temporary traffic signal control.

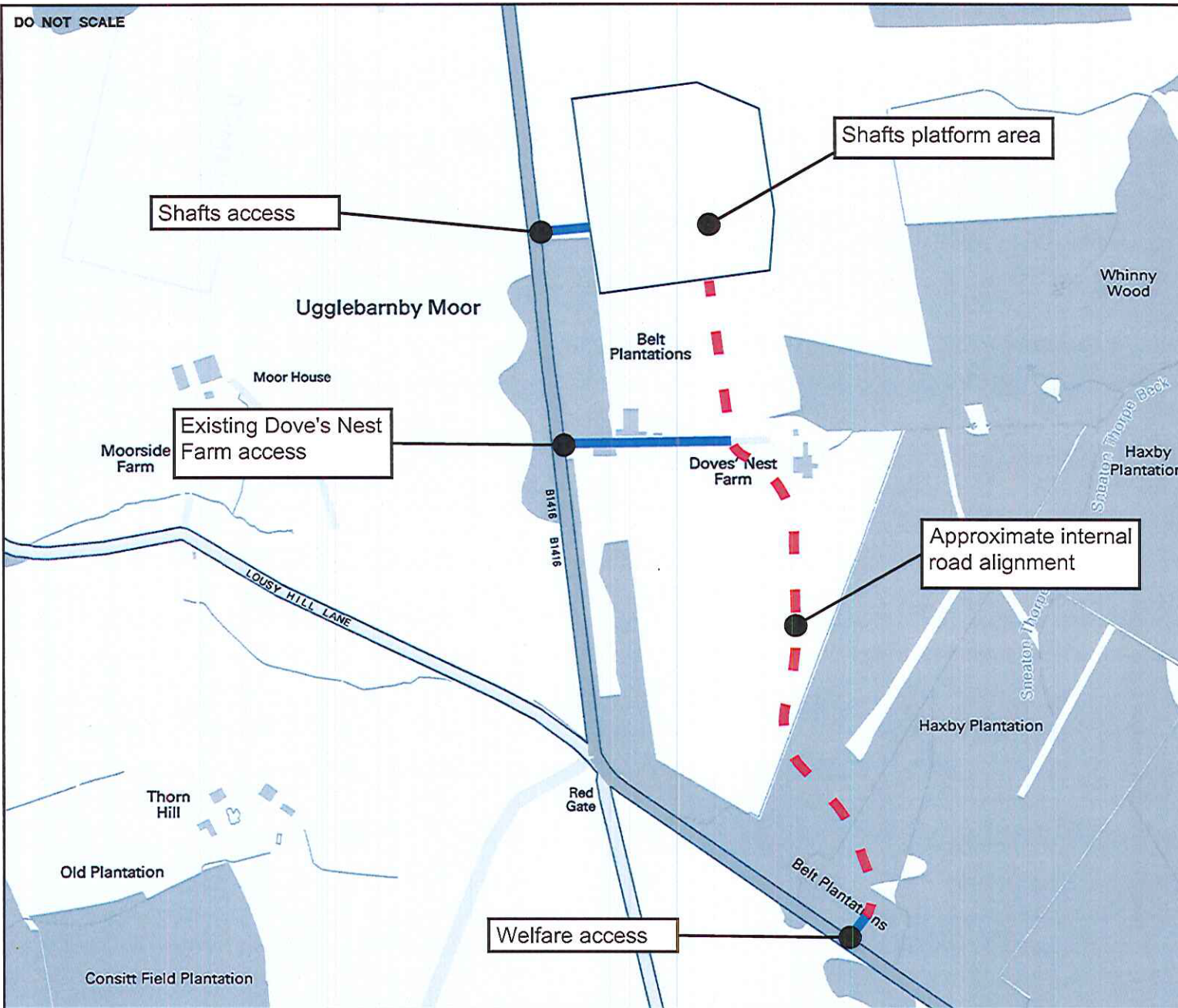
3 Summary and Conclusion

3.1.1 This note sets out to NYCC Highways a revised proposal for construction access to Woodsmith Mine.

- 3.1.2 In recognition of concerns relating to building out from the Welfare access, it is proposed to use the Shafts access for eight weeks. During this period temporary traffic management measures will be employed rather than implementing a full right turn lane. After the eight week period all the construction traffic will to use the Welfare access.
- 3.1.3 This note details that at peak there will be up to 33 HGV deliveries per day via the Shafts access and that in capacity and road safety terms these can be accommodated with appropriate mitigation. It has also been demonstrated that the proposed access strategy will result in a net reduction in traffic movements.

NYMNIΔ
05 APR 2017

DO NOT SCALE



TITLE ACCESS LOCATIONS	PROJECT SIRIUS MINERALS NORTH YORKSHIRE POLYHALITE PROJECT		JOB No. PB1110-112-107	DATE 23.03.17	SCALE N.T.S.
			DRAWN SKT	CHECKED RNE	PASSED RNE
			AUTOCAD REF.	DRG No. Figure 1	

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