

Dawn Paton

From: Mark Hill
Sent: 12 July 2017 11:54
To: Planning
Subject: FW: CTMP - Revised [NLP-DMS.FID262297]
Attachments: 50303_04_PJ-50303.04_40-RHD-WS-70-CI-PL-0002_Phase 3 Construction Traffic Management Plan_Updated_F.DOCX

Pls book in.
m

From: Aisling Kelly
Sent: 11 July 2017 10:38
To: Rob Smith; Pam Johnson; Mark Hill
Subject: RE: CTMP - Revised [NLP-DMS.FID262297]

Rob, Pam,

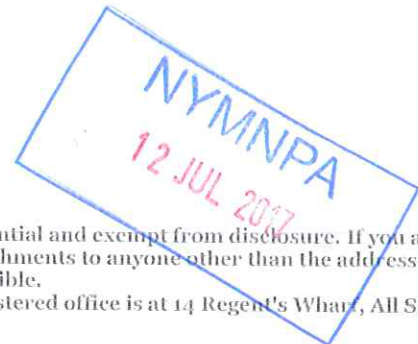
Thank you for your comments regarding the typos.


Please now find attached the updated final version of the Phase 3 CTMP for your records.

Kind Regards
Aisling Kelly
Associate Director
 Lichfields, 3rd Floor, 15 St Paul's Street, Leeds LS1 2JG

lichfields.uk

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 Think of the environment. Please avoid printing this email unnecessarily.

From: Rob Smith
Sent: 10 July 2017 16:45
To: Pam Johnson; Aisling Kelly; Mark Hill
Subject: RE: CTMP - Revised [NLP-DMS.FID262297]

All

I've just noticed what I think must be a minor error in this version. Not sure if it has been picked up in any subsequent revisions, but para. 4.2.6 refers to quarries at Wykeham and Potgate (in the context of potential sources of aggregate to the south of the mine site). I think the latter should be a reference to Newbridge Quarry (the Cemex site) at Pickering. Potgate Quarry is located near Ripon, under the control of a different operator. For clarity it may be helpful if this version was re-issued, and any corresponding reference in the revised CTMP to be submitted for phase 4 also changed?

Rob
 Rob Smith
Senior Minerals Planner

North York Moors National Park Authority
 The Old Vicarage
 Bondgate



REPORT

**Phase 3 - Woodsmith Mine
Construction Traffic Management
Plan**

Client: Sirius Minerals Plc

Reference: 40-RHD-WS-70-CI-PL-0002 REV 0C

Revision: 00/Draft

Date: 27 June 2017



Project related



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Document title: Phase 3 - Woodsmith Mine Construction Traffic Management Plan

Document short title: PHASE 3 – WOODSMITH MINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Reference: 40-RHD-WS-70-CI-PL-0002 REV 0C

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Project name: Sirius North Yorkshire Polyhalite Project

Project number: PB1110

Author(s): Sam Taylor

Drafted by: Sam Taylor

Checked by: Andrew Ross

Date / initials: 29.06.2017 / ADR

Approved by: Andrew Ross

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Table with 2 rows: Classification, Project related



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A2	Appendix B (Peak daily HGV movements)
A3	Appendix C (Delivery pack template)
A4	Appendix D (Community & Stakeholder Engagement Framework)
A5	Appendix E (Complaints mechanism)

1 Introduction

1.1 Background

- 1.1.1 This document has been prepared on behalf of Sirius Minerals plc (Sirius Minerals) and details the requirements with respect to traffic management for Phase 3 at Woodsmith Mine (previously referred to as Dove's Nest Farm). This document is required to partially discharge condition 34 of the North York Moors National Park Authority (NYMNP) planning permission NYM/2014/0676/MEIA.
- 1.1.2 This document only details the works required for the Phase 3 works at Woodsmith Mine. Activities at Lady Cross Plantation have been deferred and this document does not contain information with regard to that site.
- 1.1.3 **Table 1-1** contains full details of condition 34 and how this document addresses the objectives.

Table 1-1 Condition NYMNP-34 Construction Traffic Management Plan

Objectives	Condition	Compliance with Condition NYMNP-34
	Prior to the commencement of preparatory works a Construction Traffic Management Plan (CTMP), based upon the submitted Framework Construction Traffic Management Plan dated February 2015 shall be submitted to, and approved in writing by the MPA [Mineral Planning Authority] in consultation with the appropriate Highway Authority. The approved Construction Traffic Management Plan shall be adhered to throughout the construction period unless otherwise agreed in writing with the MPA. The statements shall provide for:	-
1.	The appointment of a CTMP co-ordinator	Section 2
2.	Measures to control the number of employees travelling individually to the sites and their mode of travel	Section 3
3.	The Traffic Management Liaison Group agreed level of HGV trips to the site	Section 4
4.	Measures to identify HGVs associated with the development travelling to the construction sites	Section 5
5.	The links to the Traffic Management Liaison Group	Section 6
6.	Signing for HGV routes including prohibitive signing	Section 7
7.	Accident record monitoring	Section 7.1.6
8.	Driver training	Section 8.3.6
9.	A communications plan	Section 10
10.	A complaints mechanism	Section 10
11.	An Incident reporting mechanism including near misses; and	Section 7.1.6



Objectives	Condition	Compliance with Condition NYMNPAA-34
12.	A penalty system for breaches of the agreed CTMP	Section 11

1.1.4 The planning application was supported by a series of documents. From a transport perspective the salient documents included:

- A Transport Assessment – this document established the traffic demand and distribution for the construction and operational phases and considered how this impacted upon junction capacity and road safety;
- An Environmental Statement (ES) – this document established the impact of the construction and operational phases by assessing the effects of, severance, amenity, fear and intimidation, pedestrian delay, road safety and driver delay;
- Supplementary Environmental Information (SEI) – this document provided an update to the original ES;
- An Outline Construction Traffic Management Plan (Outline CTMP) – this document set out how HGV and employee movements would be managed during the construction phase; and
- An Outline Travel Plan – this document set out how employee movements will be managed, monitored and controlled during the operational phase only.

1.1.5 The initial phases (Phase 1 and 2) comprised offsite highway works and site preparation works respectively. Phase 3 (to which this document relates) will comprise of the following activities:

- General site clearance including demolition of all farm buildings and sheds, and localised tree and scrub clearance, as shown on Arup drawing 40-ARI-WS-71-CI-DR-1051.
- Excavation and construction of the south western extension of the upper tiered working platform at around 203m AOD, as shown on drawing 40-ARI-WS-71-CI-DR-1053.
- Excavation and construction of the Platform for the Construction Welfare Facility, Parking Area and Concrete Batching Plant, as shown on drawing 40-ARI-WS-71-CI-DR-1053.
- Construction of temporary and permanent soil mounds, including the basal liner for a future storage facility in the northeast corner of the site for non-hazardous non-inert spoil and three topsoil, subsoil and inert material storage bunds in the southwestern area of the site, as shown on drawings 40-ARI-WS-71-CI-DR-1053 and 40-ARI-WS-71-CI-DR-1055, with earthworks volumes presented in 40-ARI-WS-71-CI-DR-1054.
- Construction of surface water drainage, a temporary surface water attenuation pond and temporary wetland in the southern area and two permanent attenuation ponds and two wetland areas in the north eastern area, as shown on Drawing 40-ARI-WS-71-CI-DR-1050;
- Construction of a spring and groundwater drainage layer in the north eastern area, discharging into a wetland area, as shown in drawing YP-P10-WS-CD-060.
- Installation and commissioning of temporary dewatering as shown in drawing 40-ARI-WS-71-CI-DR-1058.

- Erection on site of the Concrete Batching Plant as shown in drawing 40-ARI-WS-71-CI-DR-1050, complete with reticulated water supplies and tanks.
- Construction of the drilling platform and temporary saline lagoon area for the groundwater reinjection well as shown in drawing 40-ARI-WS-71-CI-DR-1057.
- Establishment of construction welfare and security facilities - complete with hook-up of power, communications & water supplies and new waste water collection facilities as shown on drawing 40-ARI-WS-71-CI-DR-1050.

1.1.6 The planned construction duration for Phase 3 is approximately 22 weeks (commencing in June 2017). During peak Phase 3 activity, approximately 88 people will be employed at the Woodsmith Mine site.

1.1.7 This CTMP has been prepared by Royal HaskoningDHV in liaison with the Principal Contractors, North Midland Construction (NMC) and Associated Mining Construction Inc. (AMC) ('the Contractors').

1.1.8 AMC will erect the concrete batch plant, whilst NMC/subcontractor to NMC will undertake and manage all other construction activities.

1.1.9 The CTMP will be monitored by the Traffic Management Liaison Group in accordance with the terms of reference outlined within **Section 6** of this report. The CTMP will be reviewed and updated as required for subsequent phases.

1.2 Plan Structure

1.2.1 The CTMP has been aligned to the 12 specific objectives of the planning condition, as set out in **Table 1-1**.

2 CTMP co-ordinator (Objective 1)

2.1.1 Objective 1 of planning condition NYMNPA-34 requires the CTMP to set out the processes for – *The appointment of a CTMP co-ordinator*.

2.1.2 Prior to the commencement of Phase 3, a CTMP co-ordinator (CTMPCo) will be appointed by the Contractors for the duration of the Phase 3 works. Their key responsibilities will include:

- Managing the implementation of the CTMP;
- Issuing of access passes;
- Reporting on monitoring targets to the Transport co-ordinator (TCo); and
- Acting as a point of contact for construction workers and sub-contractors.

2.1.3 During Phase 3 there will be two Principal Contractors and each will be required to appoint its own CTMPCo. The CTMPCos will be required to collaborate to ensure that site-wide measures are co-ordinated and targets are met.

2.1.4 Recognising that the CTMPCos will be appointed by Contractors working on discrete contracts only, Sirius Minerals has developed the role of the Transport co-ordinator (TCo) to

NYMNPA
12 JUL 2017