



1 Eversholt Street
 London
 NW1 2DN
 DX141520 Euston 7
 e-mail: (Strategy Clearance)

Property

Date :20-03-2018

CR/35549 (Certificate number : 43922)

CERTIFICATE OF APPROVAL FOR STAGE 1 (BUSINESS) CLEARANCE (Commercial)

Promoter reference number:	NP/DW
Location/Nearest Station:	Grosmont
Territory:	London North Eastern
Site Name:	Land South of Hecks Wood
Site Description:	This proposal concerns the development of a 157m deep tunnel below the operational railway, for which the applicant is seeking a 130 year agreement. A previous clearance CR/25234 was approved but expired 30th April 2017. The tunnel will be approximately 40 metres in length and 7 metres in diameter. Within the a mineral transportation system will be constructed and used to move mined Polyhalite from the nearby Woodsmith Mine, Sneaton to a materials handling facility at Wilton, Teeside. Here, the Polyhalite will be processed into fertiliser and moved via a series of elevated enclosed overhead conveyors to Bran Sands for export.
Proposed Use:	Establishment of a deep tunnel and mineral transportation system under the operational railway
National Grid Reference:	484577817 , 506602581
ELR Mileage:	MBW3 25.1714
Type of Clearance:	Commercial - Easement
Time Frame:	Valid for 2 years from date of issue of the certificate

Approved with the following conditions/ comments from Business Clearance Stakeholder/s (In issuing some certificates there may be no comments or conditions) :

1. [REDACTED] of Property : This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.
2. [REDACTED] of Property : On Behalf of Commercial Estate: If the clearance is in respect of or includes a grant of an access then consideration should be given to specifying terms to lessen the risk of vehicle incursion to trackside, not only in relation to the clearance area itself but also to the applicant's adjoining ownership.
3. [REDACTED] of Property : Please note that if this proposal falls within the scope of ORR Licence Condition 7 for disposals of Network Rail property, ORR consent may be required. Please contact the Clearance Team if further information is required or refer to Connect: <http://connect/Communities/regulation/land-disposal.aspx>
4. [REDACTED] of Engineering : The site is located in an area where ironstone mining is recorded to have taken place, but Network Rail has no records of shallow mining at this location. There are no recorded dissolution issues in the area. Network Rail has no record of landfill sites within 250 metres of the site.

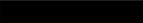
This certificate is the **first step** to an agreement in principle to the proposed use of the footprint of land for a Commercial - Business Clearance. The **next step** is to obtain Technical Clearance, which can only follow on from a Business Clearance Approval. Business Clearance stakeholders that have been consulted are as follows - Property - National Mining Engineer - Freight Management - NDS - FTN/GSM-R - Operations and Customer Service - Network Development - Investment Projects - Planning.

NOTES:

Business Clearance does not cover Buried Services/ Technical Clearance/Environmental Consultation with Operational Technical Colleagues. Where an easement is found to be partially affected by a proposed disposal, the disposal is to be subject to the existence of the easement for which there will be no appointment for easement rent.

This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.

Yours Sincerely



Network Rail Clearance Team



1 Eversholt Street
London
NW1 2DN
DX141520 Euston 7
e-mail: (Strategy Clearance)

Property
Date :02-05-2018
CR/35549 (Certificate number : 44444)

CERTIFICATE OF APPROVAL FOR STAGE 2 (TECHNICAL) CLEARANCE

Promoter reference number: NP/DW
Location/Nearest Station: Grosmont
Territory: London North Eastern
Site Name: Land South of Hecks Wood
Site Description: This proposal concerns the development of a 157m deep tunnel below the operational railway, for which the applicant is seeking a 130 year agreement. A previous clearance CR/25234 was approved but expired 30th April 2017. The tunnel will be approximately 40 metres in length and 7 metres in diameter. Within the a mineral transportation system will be constructed and used to move mined Polyhalite from the nearby Woodsmith Mine, Sneaton to a materials handling facility at Wilton, Teeside. Here, the Polyhalite will be processed into fertiliser and moved via a series of elevated enclosed overhead conveyors to Bran Sands for export.
Proposed Use: Establishment of a deep tunnel and mineral transportation system under the operational railway
National Grid Reference: 484577817 , 506602581
ELR Mileage: MBW3 25.1714
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate.

Approved with the following conditions/ comments from Technical Clearance Advisor.

1. [REDACTED] of Network Operations: The LNE / EM Route has reviewed this Application and is in agreement with the proposals (as indicated on the submitted plan), subject to the Applicant contacting the Asset Protection Project Manager for safety and engineering conditions.

For utilities being installed as a wayleave, which are subject to an existing National Agreement, the National agreement under which the proposal is to be implemented, should be cited in the site specific documentation.

PART 1 GENERIC CONDITIONS ADDITIONAL TO CONDITIONS WITHIN STANDARD WAYLEAVE AGREEMENT/PERMANENT EASEMENT

Approval in Principle is granted on the basis that the Wayleave or Grant of Easement will include all standard clauses and conditions

1.1 Following approval of a Clearance proposal and prior to the land being used, the promoter is responsible for a detailed services survey to locate the position of both operational and utility services. Any utility services identified should be brought to the attention of the Applicant who should satisfy himself on the accuracy and any omissions. Should the survey identify Network Rail services the promoter should refer to the Asset Protection Project Manager; the APPM will ascertain and specify what measures, including possible re-location and at what cost, need to be put in place, along with any other asset protection measures.

1.2 During the period of works there should be no interference/obstruction of Network Rail facilities.

2. [REDACTED] of Network Operations: PART 2 SITE SPECIFIC CONDITIONS FOR INCLUSION IN THE LEGAL DOCUMENTATION

Technical clearance approval in principle is granted subject to the provision at detailed design stage, for Network Rail review / comments / acceptance, of but not necessarily limited to:

- Proposed depth below rail level of installation,
- Geological ground conditions (strati-graphically and laterally),
- Geotechnical properties of the strata (relative density and porosity),

Groundwater levels,
Pumping proposals,
Modelled settlement to rail level,
Proposed monitoring of the above during preliminary works and installation.
Full design calculations.
Drawings, including cross sectional drawings through the undertrack crossing with all levels relating to rail levels.
Detailed methodology and technique.

The GI must be properly designed and assessed by a suitably experienced geotechnical engineer.
The tunnelling must be properly designed, assessed and supervised by a suitably experienced geotechnical and tunnelling team.

Monitoring of the ground, groundwater and tunnelling activities must be sufficient and appropriate in order to pick up any potential issues before they become major problems.

Water must not be caused to pond.

Protection of existing railway drainage assets within a clearance area:

The purchaser is to ascertain with Network Rail the existence of any existing railway drainage assets/systems in the vicinity of these proposed works.

To avoid interference with existing Network Rail drainage assets/systems no works shall take place within 5.0m of those assets/systems without Network Rail's prior consent to detailed proposals.

No connection to or alteration of any existing Network Rail drainage assets/systems is permissible without specific approval from Network Rail of detailed proposals.

Electronically guided moles may be utilised to install UTXs. Tracking of the mole must be carried out in a Green Zone.

3. [REDACTED] of Network Operations: Only certain types of Directional Drilling / Micro Tunnelling / Augur Boring detection and locating Systems are approved for use on Network Rail infrastructure due to interference that may be caused to railway infrastructure. If a Network Rail Certificate of Acceptance is not held for the equipment proposed for use then one will need to be obtained. Application for product acceptance can be made via Network Rail website. Product acceptance can be found under the following headings, Industry & Partners / Guide / Product Acceptance. Also the Catalogue of Accepted products can be accessed from this page. For further details please see Network Rails company standard NR/L2/RSE/100/01, NR/L2/RSE/100/05. It should be noted that Product Acceptance is a comprehensive process that may take several months to complete and requires the provision of technical details of the equipment proposed including provision of Electromagnetic Compatibility (EMC) Certification.

If the proposed equipment is not approved, then its use on Network Rail LNE EM infrastructure will not be permitted.

Visible location markers complete with full details of the undertrack crossing to be installed as part of the scheme at ground level on the NR land boundary at both sides of the track.

The Promoter to ensure that the details and location of the undertrack crossing are included in the Hazard Directory and that the Buried Services team are notified accordingly.

The above conditions are general requirements only and are based on the information received with the clearance application. Further safety and engineering conditions will be specified by Network Rails Route Asset Protection Project Manager; Room 2A, George Stephenson House, York YO1 6JT. Please quote our reference MBW3 25.1714/CR35549 in all correspondence.

This approval is the **final step** in gaining an agreement in principle to the proposed use of the footprint of land for a Commercial scheme.

Yours Sincerely

[REDACTED]
Technical Clearance
Asset Protection



1 Eversholt Street
London
NW1 2DN
DX141520 Euston 7
e-mail: (Strategy Clearance)

Property

Date :20-06-2018

CR/36538 (Certificate number : 45112)

CERTIFICATE OF APPROVAL FOR STAGE 1 (BUSINESS) CLEARANCE (Commercial)

Promoter reference number: NP/DW
Location/Nearest Station: Grosmont
Territory: London North Eastern
Site Name: Land South of Hecks Wood
Site Description: This proposal is supplemental to, and should be read in conjunction with CR/35549 which was approved 2nd May 2018. York Potash Limited wish to enter into a 130 year lease to establish a tunnel -157m under the railway and move Polyhalite via a mineral transportation system. The tunnel will be 40m in length and have a diameter of 7m. The area in which the tunnel could be located is greater than previously indicated. This is because YPL cannot guarantee the exact location of the tunnel until such time that it has been bored. Plan 5994378-B highlights the extent of the expanded lease area. Once the location of the tunnel has been determined a Deed of Variation will be entered into by YPL effectively reducing the area held under the lease. Plan MTS101 gives an indication of what the reduced area is likely to look like.
Proposed Use: Establishment of deep tunnel and mineral transportation system under the operational railway.
National Grid Reference: 484591122 , 506603138
ELR Mileage: MBW3 25.1728
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate

Approved with the following conditions/ comments from Business Clearance Stakeholder/s (In issuing some certificates there may be no comments or conditions) :

1. [REDACTED] of Property : ORR LC7 Condition:

Please note that if this proposal falls within the scope of ORR Licence Condition 7 for disposals of Network Rail property, ORR consent may be required. Please contact the Clearance Team if further information is required or refer to Connect: <http://connect/Communities/regulation/land-disposal.aspx>

Standard Access Condition:

On Behalf of Commercial Estate: If the clearance is in respect of or includes a grant of an access then consideration should be given to specifying terms to lessen the risk of vehicle incursion to trackside, not only in relation to the clearance area itself but also to the applicant's adjoining ownership.

Standard Safety Condition:

This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.

2. [REDACTED] of Engineering : The site is located in an area where ironstone mining is recorded to have taken place, but Network Rail has no records of shallow mining at this location.
There are no recorded dissolution issues in the area.
Network Rail has no record of landfill sites within 250 metres of the site.

This certificate is the **first step** to an agreement in principle to the proposed use of the footprint of land for a Commercial - Business Clearance. The **next step** is to obtain Technical Clearance, which can only follow on from a Business Clearance Approval. Business Clearance stakeholders that have been consulted are as follows - Property - National Mining Engineer -

Freight Management - NDS - FTN/GSM-R - Operations and Customer Service - Network Development - Investment Projects - Planning.

NOTES:

Business Clearance does not cover Buried Services/ Technical Clearance/Environmental Consultation with Operational Technical Colleagues. Where an easement is found to be partially affected by a proposed disposal, the disposal is to be subject to the existence of the easement for which there will be no appointment for easement rent.

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Yours Sincerely



Network Rail Clearance Team



1 Eversholt Street
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e-mail: (Strategy Clearance)

Property
Date :21-06-2018
CR/36538 (Certificate number : 45116)

CERTIFICATE OF APPROVAL FOR STAGE 2 (TECHNICAL) CLEARANCE

Promoter reference number: NP/DW
Location/Nearest Station: Grosmont
Territory: London North Eastern
Site Name: Land South of Hecks Wood
Site Description: This proposal is supplemental to, and should be read in conjunction with CR/35549 which was approved 2nd May 2018. York Potash Limited wish to enter into a 130 year lease to establish a tunnel -157m under the railway and move Polyhalite via a mineral transportation system. The tunnel will be 40m in length and have a diameter of 7m. The area in which the tunnel could be located is greater than previously indicated. This is because YPL cannot guarantee the exact location of the tunnel until such time that it has been bored. Plan 5994378-B highlights the extent of the expanded lease area. Once the location of the tunnel has been determined a Deed of Variation will be entered into by YPL effectively reducing the area held under the lease. Plan MTS101 gives an indication of what the reduced area is likely to look like.
Proposed Use: Establishment of deep tunnel and mineral transportation system under the operational railway.
National Grid Reference: 484591122 , 506603138
ELR Mileage: MBW3 25.1728
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate.

Approved with the following conditions/ comments from Technical Clearance Advisor.

1. [REDACTED] of Network Operations: The LNE / EM Route has reviewed this Application and is in agreement with the proposals (as indicated on the submitted plan), subject to the Applicant contacting the Asset Protection Project Manager for safety and engineering conditions.

For utilities being installed as a wayleave, which are subject to an existing National Agreement, the National agreement under which the proposal is to be implemented, should be cited in the site specific documentation.

PART 1 GENERIC CONDITIONS ADDITIONAL TO CONDITIONS WITHIN STANDARD WAYLEAVE AGREEMENT/PERMANENT EASEMENT

Approval in Principle is granted on the basis that the Wayleave or Grant of Easement will include all standard clauses and conditions

1.1 Following approval of a Clearance proposal and prior to the land being used, the promoter is responsible for a detailed services survey to locate the position of both operational and utility services. Any utility services identified should be brought to the attention of the Applicant who should satisfy himself on the accuracy and any omissions. Should the survey identify Network Rail services the promoter should refer to the Asset Protection Project Manager; the APPM will ascertain and specify what measures, including possible re-location and at what cost, need to be put in place, along with any other asset protection measures.

1.2 During the period of works there should be no interference/obstruction of Network Rail facilities.

2. [REDACTED] of Network Operations: PART 2 SITE SPECIFIC CONDITIONS FOR INCLUSION IN THE LEGAL DOCUMENTATION

Technical clearance approval in principle is granted subject to the provision at detailed design stage, for Network Rail review / comments / acceptance, of but not necessarily limited to:

Proposed depth below rail level of installation,

Geological ground conditions (strati-graphically and laterally),
Geotechnical properties of the strata (relative density and porosity),
Groundwater levels,
Pumping proposals,
Modelled settlement to rail level,
Proposed monitoring of the above during preliminary works and installation.
Full design calculations.
Drawings, including cross sectional drawings through the undertrack crossing with all levels relating to rail levels.
Detailed methodology and technique.

The GI must be properly designed and assessed by a suitably experienced geotechnical engineer.
The tunnelling must be properly designed, assessed and supervised by a suitably experienced geotechnical and tunnelling team.

Monitoring of the ground, groundwater and tunnelling activities must be sufficient and appropriate in order to pick up any potential issues before they become major problems.

Water must not be caused to pond.

Protection of existing railway drainage assets within a clearance area:

The purchaser is to ascertain with Network Rail the existence of any existing railway drainage assets/systems in the vicinity of these proposed works.

To avoid interference with existing Network Rail drainage assets/systems no works shall take place within 5.0m of those assets/systems without Network Rail's prior consent to detailed proposals.

No connection to or alteration of any existing Network Rail drainage assets/systems is permissible without specific approval from Network Rail of detailed proposals.

Electronically guided moles may be utilised to install UTXs. Tracking of the mole must be carried out in a Green Zone.

Only certain types of Directional Drilling / Micro Tunnelling / Augur Boring detection and locating Systems are approved for use on Network Rail infrastructure due to interference that may be caused to railway infrastructure. If a Network Rail Certificate of Acceptance is not held for the equipment proposed for use then one will need to be obtained. Application for product acceptance can be made via Network Rail website. Product acceptance can be found under the following headings, Industry & Partners / Guide / Product Acceptance. Also the Catalogue of Accepted products can be accessed from this page. For further details please see Network Rails company standard NR/L2/RSE/100/01, NR/L2/RSE/100/05. It should be noted that Product Acceptance is a comprehensive process that may take several months to complete and requires the provision of technical details of the equipment proposed including provision of Electromagnetic Compatibility (EMC) Certification. If the proposed equipment is not approved, then its use on Network Rail LNE EM infrastructure will not be permitted.

Visible location markers complete with full details of the undertrack crossing to be installed as part of the scheme at ground level on the NR land boundary at both sides of the track.

The Promoter to ensure that the details and location of the undertrack crossing are included in the Hazard Directory and that the Buried Services team are notified accordingly.

The above conditions are general requirements only and are based on the information received with the clearance application. Further safety and engineering conditions will be specified by Network Rails Route Asset Protection Project Manager; Room 3B, George Stephenson House, York YO1 6JT. Please quote our reference MBW3.25.1728/CR36538 in all correspondence.

This approval is the **final step** in gaining an agreement in principle to the proposed use of the footprint of land for a Commercial scheme.

Yours Sincerely


Technical Clearance
Asset Protection



1 Eversholt Street
London
NW1 2DN
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e-mail: (Strategy Clearance)

Property
Date :20-03-2018
CR/35504 (Certificate number : 43916)

CERTIFICATE OF APPROVAL FOR STAGE 1 (BUSINESS) CLEARANCE (Commercial)

Promoter reference number: NP/DW
Location/Nearest Station: British Steel Redcar
Territory: London North Eastern
Site Name: Bran Sands
Site Description: Area of 4 track operational railway, shortly after which at the tracks separate to become DSN2 and ROT.
Proposed Use: This application follows on from CR/25240 which expired 30th April 2017. York Potash Limited are looking for Network Rail to grant a 130 year easement, that would enable it to install an enclosed overhead conveyor at Bran Sands or alternatively North at DSN2. 20.0991 (separate application to follow. The conveyor would form part of a 37km mineral transportation system designed to move mined Polyhalite from Woodsmith Mine, South Whitby to Wilton Redcar where it will be processed at a Material Handling Centre. This section of the conveyor would transport the finished product to the harbour for export. A plan showing the proposed height of the overhead conveyor above the railway is attached for information.
National Grid Reference: 456777560 , 523777132
ELR Mileage: DSN2 20.0383
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate

Approved with the following conditions/ comments from Business Clearance Stakeholder/s (In issuing some certificates there may be no comments or conditions) :

1. [REDACTED] of Property : This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.
2. [REDACTED] of Property : On Behalf of Commercial Estate: If the clearance is in respect of or includes a grant of an access then consideration should be given to specifying terms to lessen the risk of vehicle incursion to trackside, not only in relation to the clearance area itself but also to the applicant's adjoining ownership.
3. [REDACTED] of Property : Please note that if this proposal falls within the scope of ORR Licence Condition 7 for disposals of Network Rail property, ORR consent may be required. Please contact the Clearance Team if further information is required or refer to Connect: <http://connect/Communities/regulation/land-disposal.aspx>
4. [REDACTED] of Engineering : The site is located in an area where potash mining is recorded to have taken place, but Network Rail has no records shallow of mining at this location. There are no recorded dissolution issues in the area. There are recorded landfill sites within 250 metres, but it is not known if landfill gas is being produced. The contractor undertaking construction works should be notified of their existence and the dangers associated with migration of landfill gas.

This certificate is the **first step** to an agreement in principle to the proposed use of the footprint of land for a Commercial - Business Clearance. The **next step** is to obtain Technical Clearance, which can only follow on from a Business Clearance Approval. Business Clearance stakeholders that have been consulted are as follows - Property - National Mining Engineer - Freight Management - NDS - FTN/GSM-R - Operations and Customer Service - Network Development - Investment Projects - Planning.

NOTES:

Business Clearance does not cover Buried Services/ Technical Clearance/Environmental Consultation with Operational Technical Colleagues. Where an easement is found to be partially affected by a proposed disposal, the disposal is to be subject to the existence of the easement for which there will be no appointment for easement rent.

This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any

works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.

Yours Sincerely



Network Rail Clearance Team



1 Eversholt Street
London
NW1 2DN
DX141520 Euston 7
e-mail: (Strategy Clearance)

Property
Date :01-05-2018
CR/35504 (Certificate number : 44403)

CERTIFICATE OF APPROVAL FOR STAGE 2 (TECHNICAL) CLEARANCE

Promoter reference number: NP/DW
Location/Nearest Station: British Steel Redcar
Territory: London North Eastern
Site Name: Bran Sands
Site Description: Area of 4 track operational railway, shortly after which at the tracks separate to become DSN2 and ROT.
Proposed Use: This application follows on from CR/25240 which expired 30th April 2017. York Potash Limited are looking for Network Rail to grant a 130 year easement, that would enable it to install an enclosed overhead conveyor at Bran Sands or alternatively North at DSN2. 20.0991 (separate application to follow. The conveyor would form part of a 37km mineral transportation system designed to move mined Polyhalite from Woodsmith Mine, South Whitby to Wilton Redcar where it will be processed at a Material Handling Centre. This section of the conveyor would transport the finished product to the harbour for export. A plan showing the proposed height of the overhead conveyor above the railway is attached for information.
National Grid Reference: 456777560 , 523777132
ELR Mileage: DSN2 20.0383
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate.

Approved with the following conditions/ comments from Technical Clearance Advisor.

1. [REDACTED] of Network Operations: The LNE / EM Route has reviewed this Application and is in agreement with the proposals (as indicated on the submitted plan), subject to the Applicant contacting the Asset Protection Project Manager for safety and engineering conditions.

For utilities being installed under a Wayleave, which are subject to an existing National Agreement, the National Agreement under which the proposal is to be implemented should be cited in the site specific documentation.

PART 1 GENERIC CONDITIONS ADDITIONAL TO CONDITIONS WITHIN STANDARD WAYLEAVE AGREEMENT/PERMANENT EASEMENT

Approval in Principle is granted on the basis that the Wayleave or Grant of Easement will include all standard clauses and conditions

1.1 Following approval of a Clearance proposal and prior to the land being used, the promoter is responsible for a detailed services survey to locate the position of both operational and utility services. Any utility services identified should be brought to the attention of the Applicant who should satisfy himself on the accuracy and any omissions. Should the survey identify Network Rail services the promoter should refer to the Asset Protection Project Manager; the APPM will ascertain and specify what measures, including possible re-location and at what cost, need to be put in place, along with any other asset protection measures.

1.2 During the period of works there should be no interference/obstruction of Network Rail facilities.

PART 2 SITE SPECIFIC CONDITIONS FOR INCLUSION IN THE LEGAL DOCUMENTATION

Water must not be caused to pond.

Protection of existing railway drainage assets within a clearance area:

The purchaser is to ascertain with Network Rail the existence of any existing railway drainage assets/systems in the vicinity of these proposed works.

To avoid interference with existing Network Rail drainage assets/systems no works shall take place within 5.0m of those assets/systems without Network Rail's prior consent to detailed proposals.

No connection to or alteration of any existing Network Rail drainage assets/systems is permissible without specific approval from Network Rail of detailed proposals.

The railway embankment at this location shows some evidence of instability; any excavations or earthworks for support legs to the proposed structure must not have an adverse effect on the stability of the embankment

A full PAN61 application must be undertaken and submitted as part of the scheme to assess any impact on GSMR coverage and any required mitigations necessary.

The Promoter to ensure that the formal agreement includes appropriate conditions ensuring the recovery of all costs in event damage is caused to the operational railway or railway owned land.

The above conditions are general requirements only and are based on the information received with the clearance application. Further safety and engineering conditions will be specified by Network Rails Route Asset Protection Project Manager; Room 2A, George Stephenson House, York YO1 6JT. Please quote our reference DSN2/20.0383/CR35504 in all correspondence.

This approval is the **final step** in gaining an agreement in principle to the proposed use of the footprint of land for a Commercial scheme.

Yours Sincerely


Technical Clearance
Asset Protection



1 Eversholt Street
London
NW1 2DN
DX141520 Euston 7
e-mail: (Strategy Clearance)
[REDACTED]

[REDACTED]
Property
Date :20-03-2018
CR/35509 (Certificate number : 43917)

CERTIFICATE OF APPROVAL FOR STAGE 1 (BUSINESS) CLEARANCE (Commercial)

Promoter reference number: NP/DW
Location/Nearest Station: British Steel Redcar
Territory: London North Eastern
Site Name: Bran Sands
Site Description: Area of twin track railway on DSN2.
Proposed Use: This application follows on from CR/25240 which expired 30th April 2017. York Potash Limited are looking for Network Rail to grant a 130 year easement, that would enable it to install an enclosed overhead conveyor here or alternatively at DSN2 20.0385 (separate application submitted ref CR/35504). The conveyor would form part of a 37km mineral transportation system designed to move mined Polyhalite from Woodsmith Mine, South Whitby to Wilton Redcar where it will be processed at a Materials Handling Centre. This section of the conveyor would transport the finished product above the railway to the harbour for export. A plan showing the proposed height of the overhead conveyor is attached for information.

National Grid Reference: 457203980 , 524101760
ELR Mileage: DSN2 20.0982
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate

Approved with the following conditions/ comments from Business Clearance Stakeholder/s (In issuing some certificates there may be no comments or conditions) :

1. [REDACTED] of Property : This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.
2. [REDACTED] of Property : On Behalf of Commercial Estate: If the clearance is in respect of or includes a grant of an access then consideration should be given to specifying terms to lessen the risk of vehicle incursion to trackside, not only in relation to the clearance area itself but also to the applicant's adjoining ownership.
3. [REDACTED] of Property : Please note that if this proposal falls within the scope of ORR Licence Condition 7 for disposals of Network Rail property, ORR consent may be required. Please contact the Clearance Team if further information is required or refer to Connect: <http://connect/Communities/regulation/land-disposal.aspx>
4. [REDACTED] of Engineering : The site is located in an area where potash mining is recorded to have taken place, but Network Rail has no records shallow of mining at this location. There are no recorded dissolution issues in the area. There are recorded landfill sites within 250 metres, but it is not known if landfill gas is being produced. The contractor undertaking construction works should be notified of their existence and the dangers associated with migration of landfill gas.
5. [REDACTED] of Network Operations : on behalf of [REDACTED] Technical Clerk: The railway at this location is track circuited, which is sensitive to changes in ballast electrical resistance changes as may arise from contaminants. Confirmation is sought that the mineral products/dust cannot fall from the overhead conveyor structure, or be blown from the adjacent uncovered portion in any significant quantities.
The conveyor structure is proposed directly above S&C equipment. The design of the structure should avoid concentrations of water runoff, or potential bird roosting sites, above this equipment to avoid damage or accelerated degradation.

This certificate is the **first step** to an agreement in principle to the proposed use of the footprint of land for a Commercial - Business Clearance. The **next step** is to obtain Technical Clearance, which can only follow on from a Business Clearance Approval. Business Clearance stakeholders that have been consulted are as follows - Property - National Mining Engineer - Freight Management - NDS - FTN/GSM-R - Operations and Customer Service - Network Development - Investment Projects - Planning.

NOTES:

Business Clearance does not cover Buried Services/ Technical Clearance/Environmental Consultation with Operational Technical Colleagues. Where an easement is found to be partially affected by a proposed disposal, the disposal is to be subject to the existence of the easement for which there will be no appointment for easement rent.

This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.

Yours Sincerely

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████████████████████



1 Eversholt Street
London
NW1 2DN
DX141520 Euston 7
e-mail: (Strategy Clearance)

Property
Date :01-05-2018
CR/35509 (Certificate number : 44405)

CERTIFICATE OF APPROVAL FOR STAGE 2 (TECHNICAL) CLEARANCE

Promoter reference number: NP/DW
Location/Nearest Station: British Steel Redcar
Territory: London North Eastern
Site Name: Bran Sands
Site Description: Area of twin track railway on DSN2.
Proposed Use: This application follows on from CR/25240 which expired 30th April 2017. York Potash Limited are looking for Network Rail to grant a 130 year easement, that would enable it to install an enclosed overhead conveyor here or alternatively at DSN2 20.0385 (separate application submitted ref CR/35504). The conveyor would form part of a 37km mineral transportation system designed to move mined Polyhalite from Woodsmith Mine, South Whitby to Wilton Redcar where it will be processed at a Materials Handling Centre. This section of the conveyor would transport the finished product above the railway to the harbour for export. A plan showing the proposed height of the overhead conveyor is attached for information.
National Grid Reference: 457203980 , 524101760
ELR Mileage: DSN2 20.0982
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate.

Approved with the following conditions/ comments from Technical Clearance Advisor.

1. [REDACTED] of Network Operations: The LNE / EM Route has reviewed this Application and is in agreement with the proposals (as indicated on the submitted plan), subject to the Applicant contacting the Asset Protection Project Manager for safety and engineering conditions.

For utilities being installed under a Wayleave, which are subject to an existing National Agreement, the National Agreement under which the proposal is to be implemented should be cited in the site specific documentation.

PART 1 GENERIC CONDITIONS ADDITIONAL TO CONDITIONS WITHIN STANDARD WAYLEAVE AGREEMENT/PERMANENT EASEMENT

Approval in Principle is granted on the basis that the Wayleave or Grant of Easement will include all standard clauses and conditions

1.1 Following approval of a Clearance proposal and prior to the land being used, the promoter is responsible for a detailed services survey to locate the position of both operational and utility services. Any utility services identified should be brought to the attention of the Applicant who should satisfy himself on the accuracy and any omissions. Should the survey identify Network Rail services the promoter should refer to the Asset Protection Project Manager; the APPM will ascertain and specify what measures, including possible re-location and at what cost, need to be put in place, along with any other asset protection measures.

1.2 During the period of works there should be no interference/obstruction of Network Rail facilities.

PART 2 SITE SPECIFIC CONDITIONS FOR INCLUSION IN THE LEGAL DOCUMENTATION

Water must not be caused to pond.

Protection of existing railway drainage assets within a clearance area:

The purchaser is to ascertain with Network Rail the existence of any existing railway drainage assets/systems in the vicinity of these proposed works.

To avoid interference with existing Network Rail drainage assets/systems no works shall take place within 5.0m of those

assets/systems without Network Rail's prior consent to detailed proposals.

No connection to or alteration of any existing Network Rail drainage assets/systems is permissible without specific approval from Network Rail of detailed proposals.

The positioning of any conveyor support legs at the top of the cutting must not have an adverse effect on the stability of the cutting or cutting slope.

A full PAN61 application must be undertaken and submitted as part of the scheme to assess any impact on GSMR coverage and any required mitigations necessary.

The Promoter to ensure that the formal agreement includes appropriate conditions ensuring the recovery of all costs in event damage is caused to the operational railway or railway owned land.

The above conditions are general requirements only and are based on the information received with the clearance application. Further safety and engineering conditions will be specified by Network Rails Route Asset Protection Project Manager; Room 2A, George Stephenson House, York YO1 6JT. Please quote our reference DSN2 20.0982/CR35509 in all correspondence.

This approval is the **final step** in gaining an agreement in principle to the proposed use of the footprint of land for a Commercial scheme.

Yours Sincerely


Technical Clearance
Asset Protection



1 Eversholt Street
London
NW1 2DN
DX141520 Euston 7
e-mail: (Strategy Clearance)

Property

Date :31-05-2018

CR/36362 (Certificate number : 44870)

CERTIFICATE OF APPROVAL FOR STAGE 1 (BUSINESS) CLEARANCE (Commercial)

Promoter reference number: DW/NP
Location/Nearest Station: British Steel Redcar
Territory: London North Eastern
Site Name: Land under Bridge 60A, Bran Sands
Site Description: Section of road under Bridge 60A, Bran Sands, Wilton, Redcar & Cleveland.
Proposed Use: York Potash Processing & Ports Limited have acquired part of ICI Chemicals and Polymers Limited, and as successors in title benefit from the access rights (with or without vehicles) granted until 31st August 2049 by virtue of an agreement with BRB dated 19th April 1993. The 31 year unexpired term is insufficient for the business needs of York Potash Processing & Ports Limited and a new 130 term has been requested. This application is linked to the already approved CR/35549, CR/35504 and CR/355409, all of which concern the opening of new Polyhalite mine at Hecks Wood, nr Eskdaleside, and movement of the mineral via an enclosed overbridge conveyor to Bran Sands, Wilton, where it will be processed prior to export.

National Grid Reference: 456742545 , 523717441
ELR Mileage: DSN2 20.0307
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate

Approved with the following conditions/ comments from Business Clearance Stakeholder/s (In issuing some certificates there may be no comments or conditions) :

1. [REDACTED] of Property : This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed by Network Rail compromises safety and will be treated as a trespass.
2. [REDACTED] of Property : On Behalf of Commercial Estate: If the clearance is in respect of or includes a grant of an access then consideration should be given to specifying terms to lessen the risk of vehicle incursion to trackside, not only in relation to the clearance area itself but also to the applicant's adjoining ownership.
3. [REDACTED] of Property : Please note that if this proposal falls within the scope of ORR Licence Condition 7 for disposals of Network Rail property, ORR consent may be required. Please contact the Clearance Team if further information is required or refer to Connect: <http://connect/Communities/regulation/land-disposal.aspx>
4. [REDACTED] of Engineering : There is no recorded mining in the vicinity of the site.
There are no recorded dissolution issues in the area.
There are recorded landfill sites within 250 metres, but it is not known if landfill gas is being produced. The contractor undertaking construction works should be notified of their existence and the dangers associated with migration of landfill gas.

This certificate is the **first step** to an agreement in principle to the proposed use of the footprint of land for a Commercial - Business Clearance. The **next step** is to obtain Technical Clearance, which can only follow on from a Business Clearance Approval. Business Clearance stakeholders that have been consulted are as follows - Property - National Mining Engineer - Freight Management - NDS - FTN/GSM-R - Operations and Customer Service - Network Development - Investment Projects - Planning.

NOTES:

Business Clearance does not cover Buried Services/ Technical Clearance/Environmental Consultation with Operational Technical Colleagues. Where an easement is found to be partially affected by a proposed disposal, the disposal is to be subject to the existence of the easement for which there will be no appointment for easement rent.

This certificate, in itself, does NOT provide permission for any party to access Network Rail land and does NOT permit any works to be carried out on Network Rail land. Entering Network Rail land without completion of a separate formal contract signed

by Network Rail compromises safety and will be treated as a trespass.

Yours Sincerely



Network Rail Clearance Team



1 Eversholt Street
London
NW1 2DN
DX141520 Euston 7
e-mail: (Strategy Clearance)

Property
Date :01-06-2018
CR/36362 (Certificate number : 44878)

CERTIFICATE OF APPROVAL FOR STAGE 2 (TECHNICAL) CLEARANCE

Promoter reference number: DW/NP
Location/Nearest Station: British Steel Redcar
Territory: London North Eastern
Site Name: Land under Bridge 60A, Bran Sands
Site Description: Section of road under Bridge 60A, Bran Sands, Wilton, Redcar & Cleveland.
Proposed Use: York Potash Processing & Ports Limited have acquired part of ICI Chemicals and Polymers Limited, and as successors in title benefit from the access rights (with or without vehicles) granted until 31st August 2049 by virtue of an agreement with BRB dated 19th April 1993. The 31 year unexpired term is insufficient for the business needs of York Potash Processing & Ports Limited and a new 130 term has been requested. This application is linked to the already approved CR/35549, CR/35504 and CR/355409, all of which concern the opening of new Polyhalite mine at Hecks Wood, nr Eskdaleside, and movement of the mineral via an enclosed overbridge conveyor to Bran Sands, Wilton, where it will be processed prior to export.
National Grid Reference: 456742545 , 523717441
ELR Mileage: DSN2 20.0307
Type of Clearance: Commercial - Easement
Time Frame: Valid for 2 years from date of issue of the certificate.

Approved with the following conditions/ comments from Technical Clearance Advisor.

1. [REDACTED] of Network Operations: The LNE / EM Route has reviewed this Application and is in agreement with the proposals (as indicated on the submitted plan), subject to the Applicant contacting the Asset Protection Project Manager for safety and engineering conditions.

For utilities being installed under a Wayleave, which are subject to an existing National Agreement, the National Agreement under which the proposal is to be implemented should be cited in the site specific documentation.

PART 1 GENERIC CONDITIONS ADDITIONAL TO CONDITIONS WITHIN STANDARD WAYLEAVE AGREEMENT/PERMANENT EASEMENT

Approval in Principle is granted on the basis that the Wayleave or Grant of Easement will include all standard clauses and conditions

1.1 Following approval of a Clearance proposal and prior to the land being used, the promoter is responsible for a detailed services survey to locate the position of both operational and utility services. Any utility services identified should be brought to the attention of the Applicant who should satisfy himself on the accuracy and any omissions. Should the survey identify Network Rail services the promoter should refer to the Asset Protection Project Manager; the APPM will ascertain and specify what measures, including possible re-location and at what cost, need to be put in place, along with any other asset protection measures.

1.2 During the period of works there should be no interference/obstruction of Network Rail facilities.

PART 2 SITE SPECIFIC CONDITIONS FOR INCLUSION IN THE LEGAL DOCUMENTATION

All details and conditions of the new agreement to be as the existing agreement.

The above conditions are general requirements only and are based on the information received with the clearance application. Further safety and engineering conditions will be specified by Network Rails Route Asset Protection Project Manager; Room 2A, George Stephenson House, York YO1 6JT. Please quote our reference DSN2 20.0307/CR36362 in all correspondence.

This approval is the **final step** in gaining an agreement in principle to the proposed use of the footprint of land for a Commercial scheme.

Yours Sincerely


Technical Clearance
Asset Protection