
From: Samuels, Angela
Sent: 16 April 2021 09:21
To: Rob Smith
Cc: James Cox
Subject: Phase 13 Clarifications

Dear Rob

Please find attached our response to your clarifications letter, alongside a revised version of the Construction Method Statement which reflects an updated construction methodology for the segment temporary laydown area. This revised methodology does not materially affect any of the other plans or reports that were provided as part of the Phase 13 submission. This includes with regard to the CEMP, where the works would continue to be undertaken in accordance with the environmental control measures detailed within it. The attached letter also considers the revised methodology for the segment laydown area against the submitted NVMP and confirms that its findings remain validated.

Whilst we trust this addresses all outstanding queries regarding Phase 13, please do not hesitate to get in touch should you require any further clarifications.

Thank you and best regards

Angela Samuels
Permitting Officer
Woodsmith Project



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NYMNP

16/04/2021



Project Title / Facility Name:

Woodsmith Project

Document Title:

CONSTRUCTION METHOD STATEMENT (NYMNP 94 - PHASE 13) (CMS)

Document Review Status

- 1. Reviewed – Accepted – Work May Proceed
- 2. Reviewed – Accepted As Noted, Work May Proceed, Revise & Resubmit
- 3. Reviewed – Work May Not Proceed, Revise & Resubmit
- 4. For information only
- 5. On Hold – Pending Project Restart & Ramp Up

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Woodsmith Mine Phase 13 Construction Method Statement (CMS)

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Woodsmith Mine Phase 13 Construction Method Statement (CMS)

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Woodsmith Mine Phase 13 Construction Method Statement (CMS)

1 Introduction

1.1 The purpose of this document

This document details the Construction Method Statement (CMS) for Phase 13 Site Works at Woodsmith Mine. This CMS is required to partially discharge condition 94 of the North York Moors National Park Authority (NYMNP) planning permission NYM/2014/0676/MEIA (as subsequently varied by NYM/2017/0505/MEIA) and has been prepared in accordance with good practice.

This CMS details the works to be undertaken during the Phase 13 Site Works at Woodsmith Mine only. Further construction methods statements will be submitted to discharge condition NYMNP 94 for subsequent Phases. The CMS will remain a live document, being reviewed, and updated as required.

1.2 Compliance with Condition NYMNP 94

The wording of planning condition 94, and where the necessary material has been provided within the report, is set out in Table 1.1.

Table 1.1 : Details of NYMNP Planning Condition 94

NYMNP Condition 94	Compliance with Condition 94
Prior to the commencement of each Phase of the development at Dove's Nest Farm or Lady Cross Plantation in accordance with the approved Phasing Plan, a Construction Method Statement will be submitted for that Phase, and approved in writing by the MPA, in consultation with the appropriate Highways Authority. Each approved Statement will be adhered to throughout the construction period. The Statements will provide for:	This CMS is provided for Phase 13 Works at Woodsmith Mine only. Other Phases will have bespoke CMS documents.
(i) The parking of vehicles of site operatives and visitors clear of the highways;	Section 2.5
(ii) Loading and unloading of plant and materials;	Section 2.7
(iii) Storage of plant and materials used in constructing the development;	Section 2.8
(iv) Erection and maintenance of security fencing;	Section 3.3
(v) Wheel washing facilities;	Section 2.9
(vi) An outline construction method for sub-surface works including adherence to the 'rack and pillar' method of mining described in the SEI (14 th February 2015) and the SRK Subsidence Memorandum (15 th May 2013);	This work is not required in Phase 13.
(vii) Buildings and structures associated with the mine and tunnel shafts;	Section 3
(viii) Welfare/office building and security gatehouse;	Section 2.4
(ix) Screening bunds;	This work is not required in Phase 13.
(x) Hardstandings;	Section 3
(xi) Shuttle Bus terminal;	Section 2.5
(xii) Park-and-Ride layby;	Section 2.5
(xiii) Emergency helipad;	This is not required in Phase 13.

NYMNP Condition 94	Compliance with Condition 94
(xiv) Lighting columns;	Section 2.11
(xv) Internal access and haul roads;	This work is not required in Phase 13.
(xvi) Domestic wastewater (foul sewage) treatment plant;	This work is not required in Phase 13.
(xvii) Non-domestic wastewater treatment plant and settlement tanks;	No change to operation of Non-Domestic Wastewater treatment plant and settlement tanks from that discharged in Phase 12.
(xviii) Surface water attenuation ponds, settlement ponds, swales and wetland areas;	Refer to section 3.7
(xix) Temporary spoil and Polyhalite storage areas;	Refer to Section 3.7
(xx) Road widening and provision of right-hand turn areas;	This work is not required in Phase 13.
(xxi) Removal of any temporary structures; and	Refer to Section 3.5
(xxii) Formation spoil mounds and the establishment of vegetation on them	Refer to Section 3.7
The CMS will contain a construction timetable and order of works noting any construction dependencies, refer to any inherent mitigation measures required to address adverse impacts identified in the EIA and cross refer to the CEMP in relation to any additional avoidance or mitigation measures	The CMS relates to the Phase 13 Works at Woodsmith Mine only and all required mitigation has been included in a Construction Environmental Management Plan (CEMP), which is required to discharge condition 93.

2 Project Overview and Description of the Works

2.1 Project overview

Anglo American Woodsmith Limited (Anglo American) is developing a new mine surface development south of Whitby in North Yorkshire to access polyhalite mineral. The polyhalite is to be brought to surface at the Wilton International site, Teesside, where it will be processed into a granular fertiliser product and transferred to a Port Handling Facility for storage and export (the port facility is covered by a separate consenting regime). This CMS relates to the Phase 13 Works at Woodsmith Mine only. This document builds on the CMS documents produced for Phases 1-12 and further versions of this live CMS will be produced for subsequent Phases as outlined in Section 1.1.

2.2 CMS overview

The CMS provides an overview of the resource requirements and the plant and materials that are anticipated to be used during the Phase 13 Works. It includes the measures to be taken to ensure that the works are carried out safely and in accordance with the requirements of the planning permission and all relevant statutory obligations.

2.3 Description of the works

The Phase 13 works comprise:

- Establishment and use of temporary laydown area for storage of segments;
- Construction and use of secondary secure storage unit;
- Extension to warehouse facility;

- Installation of Siltbuster chemical store;
- Installation of weatherproof storage shelter in MTS maintenance area;
- Installation of bollard lighting between welfare carpark and security cabin; and
- Extension to welfare building canopy.

These works are further detailed in Section 3.

2.4 Contractor's offices/compounds

All contractors will continue to use the facilities already established in earlier Phases, namely the main site welfare facility established in Phase 3 and extended in Phase 6. Some smaller self-contained facilities may need to be established closer to certain work areas as the site develops in order to provide facilities at a suitable distance of work areas.

During the delivery of segments to the temporary laydown area there will be a need for a small mobile office/hut. It will be used to process delivery documentation in addition to providing shelter for the forklift driver and lifting supervisor/banksman when not attending to deliveries. The unit will be painted either Brown Green (RAL 6008) or Juniper Green (RAL 160 20 10) and will be moved between different areas on the temporary laydown area as required.

2.5 Parking of cars

There are 187 spaces at Cross Butts Park and Ride that came into use in October 2018, as agreed with the NYMNPA and the North Yorkshire County Council Highways department. However, due to the UK Government restrictions regarding social distancing, it is not possible to facilitate these travel planning measures in a 'Covid 19 Secure' way.

Anglo American has agreed with the NYCC that all employees can drive direct to Woodsmith Mine. To accommodate this, the number of parking spaces available at Woodsmith Mine have been increased from approximately 60 to 350 spaces.

Once UK Government restrictions related to social distancing are suspended, the contingency measures in this section will cease and travel planning will revert to those outlined in the previous Phase 12 CTMP (see Phase 12 CTMP, reference 40-RHD-WS-70-CI-PL-0012).

2.6 Mobilisation

All equipment, plant and materials will be delivered to site using the approved traffic routes as per the Phase 13 Construction Traffic Management Plan (Ref: 40-RHD-WS-70-EN-PL-0047)

All HGVs and abnormal loads will drive directly to site and will not stop / wait on the public highway.

Fewer than 10 abnormal loads per month are expected during this Phase. For reference, the precast segments will be transported using HGVs which will not be classified as abnormal loads

2.7 Unloading and loading of materials

The areas for storage have been planned to prevent excessive handling of material and to facilitate loading and unloading. Bulk materials required for the establishment of the temporary laydown area will be delivered directly to that area.

The MTS contractor will manage the delivery and handling of precast concrete segments. The segments will be placed in reverse order of expected use, minimising double handling.

2.8 Storage of plant and materials

Materials will be stored in accordance with the approach established for Phase 2 and implemented throughout all subsequent Phases.

Plant and materials will be stored in designated areas as close to the works as possible. All storage areas will be on hardstanding appropriate to the plant and materials and away from sensitive receptors. COSHH and fuel storage will be as per the Construction Environmental Management Plan (CEMP) submitted for Phase 13 (Ref: 40-RHD-WS-70-EN-PL-0046).

The MTS contractor will require approx. two single stacked shipping containers for storage of materials at the temporary laydown area.

No plant will travel off site other than by specialised plant moving transport.

2.9 Wheel wash

Vehicles exiting the site and on-site plant will use the wheel wash as described in the approved documents for Phase 3.

2.10 Internal access routes

Haul roads and internal access routes within the Phase 13 working area will be demarcated and separated from pedestrians as per previous Phases. Speed limits will be enforced as per the site limits.

2.11 Lighting columns

No permanent lighting columns will be installed in this Phase of Works. Only temporary task lighting will be used, as described in the Phase 13 CEMP (Ref: 40-RHD-WS-70-EN-PL-0046). As detailed in Section 3.8, temporary bollard lighting is also proposed to be installed between the welfare car park and security hut.

The construction of the temporary laydown area will take place between 07:00 – 19:00 Mon-Sat. In the unlikely event that temporary task lighting is required during the construction phase, this will be specified and managed as for other temporary task lighting on site. The number of temporary lighting towers will be kept to a minimum.

In operation, the laydown of segments at the temporary laydown area will occur during daytime working hours (07:00-19:00). Lighting will be operated only when required and will comprise temporary task specific lighting established only in the specific areas being used (and access route as necessary). Up to 20 lighting points may be installed, however, under normal circumstances working zones will require no more than five tower lights to be operated at any one time. All lights will be switched off when not required. The lights will be sensitively positioned and shielded to minimise light emission and kept to the lowest height practical to illuminate only the areas needed for safe working practices. Lights will be mains powered and will be 3000k (or warmer). If in exceptional circumstances as described in section 3.2 in the Phase 13 CMS, lighting is required at the temporary laydown area outside of daytime hours this will be kept to a minimum and care will be taken not to illuminate the surrounding woodland fringes. All lighting will be subject to regular inspection, with the site supervisor having responsibility for daily checks and management of any lighting used.

Night-time operation of the secondary secure storage unit is not anticipated, however some external safety lighting will be required for normal operation during the winter months. The safety lighting will be kept to a safe minimum, 3000k (or warmer), microwave motion sensor controlled designed to be

activated by nothing smaller than humans. Lighting will be directed down towards specific areas to be lit and directed away from nearby residential properties, including Parkdown Bungalow and areas of concern, including Whinny Wood. Lights will be fitted with shields to prevent spillage upwards or towards sensitive areas.

3 Construction Method Statements

3.1 Establishment of temporary laydown area for storage of segments

The MTS tunnel will be constructed by Tunnel Boring Machine (TBM). This will excavate the tunnel and simultaneously line it with rings of precast concrete segments. Six segments are used to construct each ring, and each ring lines 1.5m length of tunnel. The segments are un-coloured concrete.

It is anticipated that the TBM will require approx. 75 segments per day. The segments will be manufactured at a purpose-built facility at the Anglo American Tunnel Portal Site Teesside. If necessary, to maintain supply, some segments may be imported from other manufacturing locations.

Continual supply of concrete segments is critical for the safe and efficient operation of the TBM. Therefore, it is necessary to ensure that a sufficient number of segments is always available at the Woodsmith Mine site. Delivery of segments to the site will be carried out during the Phase 13 works upon completion of the concrete pad to make optimal use of the allowed vehicle movements to site. Segments will be delivered by HGV directly to the temporary laydown area. Although vehicles arriving at the temporary laydown area will not pass through the main site gates, they will be subject to the same controls.

The temporary laydown area will be established at the location defined in the Masterplan (40-ARI-WS-7100-CI-22-01075). This area has been used as additional parking to satisfy Government Guidelines regarding the Covid-19 pandemic. The temporary laydown area is required as soon as possible following the end of its current use to make optimum use of the allowed vehicle movements. No replacement car parking facility will be required during Phase 13 in order to establish the temporary laydown area. When the lifting of COVID-19 restrictions allow for normal travel to site patterns and the car park is no longer required, the temporary laydown area will be established and will be in use until the tunnel driven from Woodsmith Mine has been constructed and lined with segments.

The temporary laydown area has wooden perimeter fencing on the east, west and south (3m high) which was established in an earlier phase of works to provide screening from the B1416. The perimeter fencing will be extended on the east to provide additional screening in line with the development of the temporary laydown area. The additional fencing will be 3m high. The concrete segments will be stored in stacks of 3, approximately 2.1m high and will not be visible above the perimeter fence (Figure 1).

The temporary laydown area is shown in drawing 40-STS-WS-2100-PA-02-30104. It will consist of an approximately 20,000m² stone platform serviced by a concrete access road approx. 7m wide. It will be formed with approximately 500 to 700mm stone (geogrid if required) and 200mm sub-base. The road will have an additional 250mm concrete with two layers of A393 steel mesh reinforcement. The required concrete will be sourced from the on-site concrete batching plant.

The concrete road will be removed when no longer required. This will be detailed in a later phase of works for which conditions will be discharged separately. The method of removal will be in accordance with an updated noise assessment.

The most likely method of concrete removal, including the steel mesh reinforcement, will be using a floor saw to cut the road into smaller sections. Drilling and fixing Hilti-Hit lifting anchors then using a telehandler to lift these sections into roll-on-roll-off-skip for removal for off-site crushing. The steel mesh reinforcement will be separated from the concrete off site at an appropriate licensed facility.

British Standards BS5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open site' will be adhered to and the choice of removal method will be cognisant of this. The precise method will be selected closer to the relevant phase of works. At the time of writing, cutting will be the most likely method of concrete removal. If no longer required for future phases of construction activities, the stone platform will be removed. Stone will be removed from site and supplied to the secondary aggregate market where possible. The crushed concrete will be supplied to the secondary aggregate storage market, and steel mesh will be sent as scrap metal for recycling via our waste contractors. All works to remove the temporary platform will be carried out within the established noise limits and will only be carried out during daytime working hours. Additionally, the removal works will be subject to a future Phase of discharge of conditions, where these works will be assessed cumulatively with other works that will be happening at that time.

Preparatory earthworks will be carried out for the construction of the stone pad and concrete road. Topsoil that has originated from the temporary laydown area will be retained adjacent to the pad for restoration following the same methodology as for all temporary topsoil storage on-site. If there is any surplus granular material following establishment of the laydown area, this will be relocated on an appropriate area on site (Section 3.9).

The construction of the temporary laydown area will include some surface water drainage works. The existing drainage will be retained where possible at the existing laydown area. Where practical, the surface water run-off will be directed to the existing perimeter filter drains, oil interceptor and outfall into the adjacent drainage ditch.

Due to site topography, some of the drainage from the additional laydown area will be directed to a separate surface water drainage system (described in the Phase 12 Scope of Works) which consists of a series of filter drains/swales as detailed on drawing 40-ARI-WS-7100-CI-22-01077. This drainage system will outfall to Pond D prior to discharging to the main site attenuation ponds and eventual treatment in the surface water treatment plant and outfall into Sneaton Thorpe Beck. A small additional oil interceptor will be incorporated into the drainage at the temporary laydown area to provide containment in the event of a spill onto the concrete pad (e.g. hydraulic line rupture). Additional pH attenuating control measures will be established during the construction of the pad, if necessary.

The pad and drainage will be designed to minimise disturbance of the local groundwater regime. The concrete pad will require 'cut and fill construction' however, cutting will not be carried out greater than approx. 1m below the ground level to avoid interaction with local groundwater.

Plant and machinery expected to be used for earthworks and civil scope will be:

- 1 x dozer;
- 1 x 30 tonne excavator;
- 1 x 13 tonne excavator;
- 2 x Articulated Dump Trucks (ADTs);
- 1 x 9 tonne forward tipping dumper;

- 1 x roller;
- 1 x concrete pump;
- 2 x 6" pumps; and
- 1 x telehandler.

Plant expected to be used for unloading segments in the temporary laydown area are:

- 1 x 16 tonne forklift telehandler; and
- 1 x 5 tonne forklift telehandler.

List of plant expected to be used in the removal of the concrete road are:

- floor saws;
- drills;
- 1 x telehandler; and
- roll-on-roll-off-skip(s)

The on-site concrete batching plant will be sourced for the necessary material for the construction of the concrete pad.

Stone for the pad will be delivered to site by HGV's with appropriate dust control measures such as dust covers.

Earthwork and civil scope plant have been included in the noise model generated for Phase 13 and was based upon the construction of the previously planned concrete pad. The plant list for the construction has now reduced on the basis of a stone pad and concrete road which is now planned for Phase 13 storage, the original Phase 13 assumptions represent a worst case and will not be exceeded.

Plant used in the removal of the concrete road has not been included in the noise model as this work will not be carried out in Phase 13. Updated noise modelling will be carried out at a later date, also taking into account cumulative activities on site at the time.

3.2 Use of temporary laydown area for storage of segments

Segments will arrive on site via HGVs. These may have flatbed trailers or possibly tipper type trailers if required for reverse logistics. Deliveries will be only permitted between the hours of 07:00 to 19:00.

Segments are likely to be loaded onto flatbed trailer (6 per load), in which case they will be unloaded using a forklift telehandler (max 16 tonne). If reverse logistics are required to remove any material from Woodsmith Mine at the same time, the segments may arrive loaded into specially adapted tipper trucks, in which case the unloading telehandler may need to be different.

Some additional plant may be required for the periodic maintenance of the stone pad. Additional plant may also be required if the stone pad is in need of repair, or in the case of a breakdown of the telehandler, however these will be exceptional circumstances.

During the use of the temporary laydown area, a second smaller telehandler (5 tonne) will be in attendance to be used for smaller tasks instead of the 16 tonne telehandler when possible.

Segments will be unloaded using a forklift telehandler, exemplified in figure 3. Exact plant will be subject to the configuration of the trailers used to transport the segments. Segments will be stored in stacks of three high, dimensions detailed in Figure 1. The total height, including support, will be approx. 2.1m high and the segments will not be visible above the perimeter fence from the B1416.

The temporary storage area will be used to feed the segment stock facility to the MTS shaft headworks (to be established in a future phase), which in turn will supply the TBM. The segment stock facility at the MTS location has not yet been established and the use of the temporary laydown area to supply the segment stock will be described in a later phase of works.

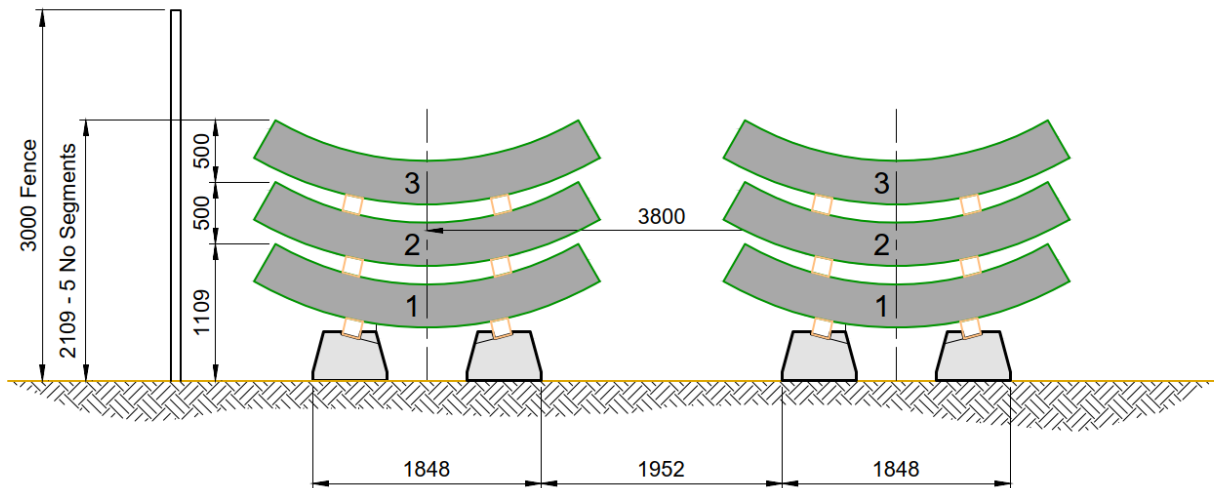


Figure 1: Tunnel Segments and Dimensions (3 segments high)

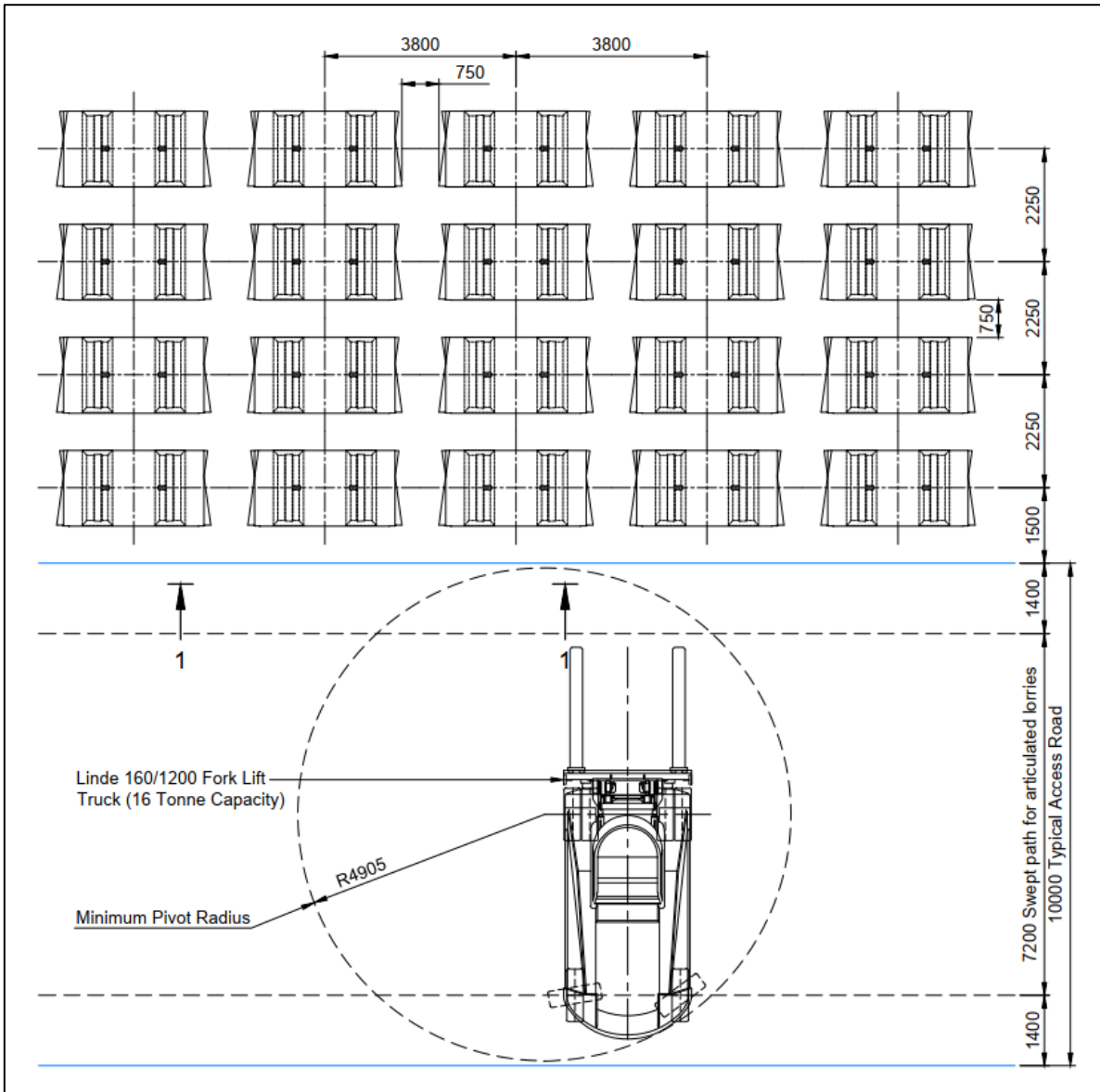


Figure 2: Typical Segment Arrangement



Figure 3: Example Forks for moving segments

3.3 Construction and use of secondary secure storage unit

A Secondary Secure Storage Unit (SSSU) will be established in Phase 13. The storage area is shown in the Masterplan (40-ARI-WS-7100-CI-22-01075).

The SSSU will comprise a small concrete slab surrounded with an approx. 1.6 m high concrete block collision protection bund. The northern and eastern aspects of the collision protection bund will be embanked with topsoil and seeded. Within the bund there will be two 5 tonne units with dimensions approx. 4.5 m x 1.65 m and 3.2 m in height. The units will be temperature-controlled, painted brown green (RAL 6008) or similar colour and have integral secondary containment in case of spillage. Lighting, access control, perimeter fencing and lightning protection will be installed, as per the existing Secure Storage Unit (SSU). Drainage from the SSSU slab will be directed to an existing surface water filter drain.

3.4 Extension to warehouse facility

A second temporary warehouse will be located adjacent to the current temporary warehouse, as shown in the Masterplan (40-ARI-WS-7100-CI-22-01075). The appearance of this building will be similar to that of the existing structure.

Building Foundations

The foundation of the facility will require 0.6-1m of excavation through the existing granular platform for the construction of the reinforced concrete ground beams and levelling for the 200mm thick slab.

Once excavation is completed, the foundation will then be created by installing reinforcement. Shutters will be installed and lifted into position. The concrete will be supplied by the onsite batching plant.

Building Structure

The warehouse exterior and roof will be RAL 140 20 20 single metal sheeted cladding and will be accessed via two roller doors, with three emergency exit doors. The footprint for the building will be approx. 21.4m x 18.288m with eaves height at 6.5m and 7.3m at the ridge. The building gussets and downspout will be of consistent colour as the cladding and allow rainwater to run-off from the buildings downspouts to the existing French drain.

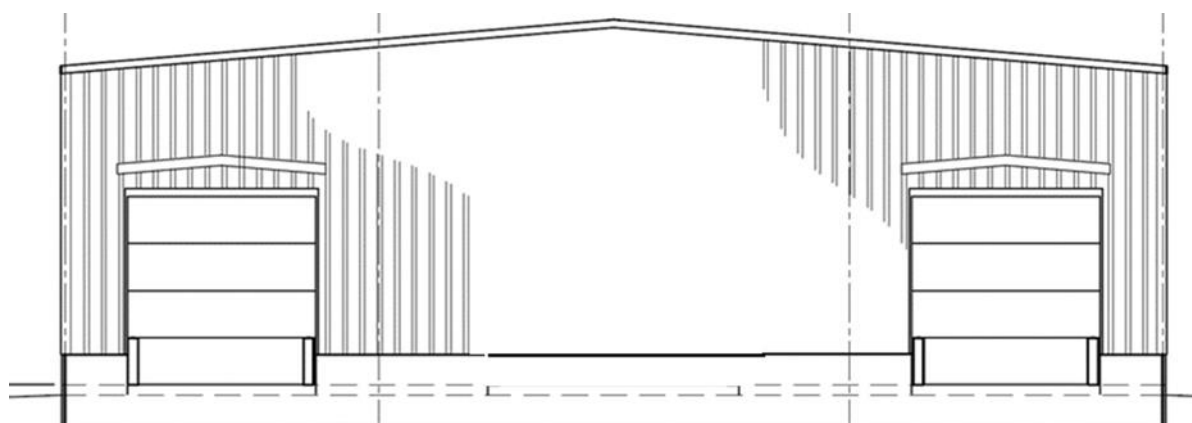


Figure 4: Second Temporary Warehouse

3.5 Installation of Siltbuster Chemical Store

A weather resistant shelter is required to replace the existing scaffold and sheet shelter that is used to store chemicals used in the operation of the siltbuster. All chemicals are contained in intermediate bulk containers (IBCs), which are in turn stored on bunded pallets, with secondary spill containment (see Figure 5). The store will be located adjacent to and screened by the siltbuster building. The existing storage structure, located at the top of the Ponds area, will be removed (See 40-ARI-WS-7100-CI-22-01075).



Figure 5: Example of IBC on a bund pallet

Building Structure

The base will be reinforced concrete slab, which will require excavation of existing ground level to allow the structure finish floor level to be flush with the existing road.

The store exterior and roof will be RAL 140 20 20 Juniper Green. The front facing side will be open to allow for the telehandler to store the IBCs the full width of the store. The footprint for the building will be approximately 5 x 10m with height at 6.2m . The building gussets and downspout will be of consistent colour as the cladding and will allow rainwater run-off from the building to the existing drainage system. No lighting is required for this structure, which will be accessed during daylight hours.

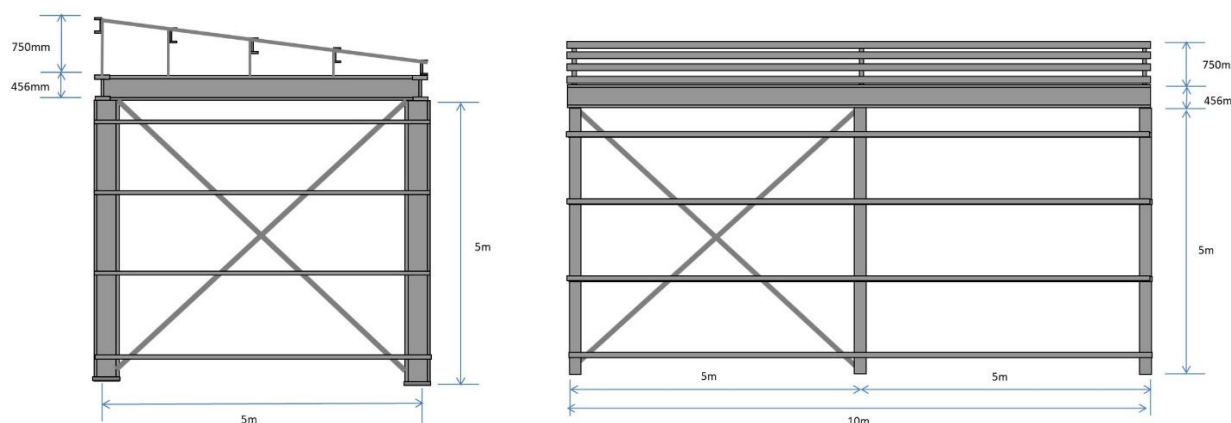


Figure 6: Example of Siltbuster Chemical Store Structure

3.6 Installation of Weatherproof Storage Shelter

The Weatherproof Storage Shelter (referred to as a Zapp Shelter), will be installed in the maintenance area of the MTS platform (see Masterplan 40-ARI-WS-7100-CI-22-01075) and is a temporary structure what will be used to provide additional storage area and provide protection for sensitive materials from the weather. The shelter spans between two containers and is erected using push fit connections and bolted connections. There will be an end wall enclosure at the rear and roller door system at the front, see Figure 7.

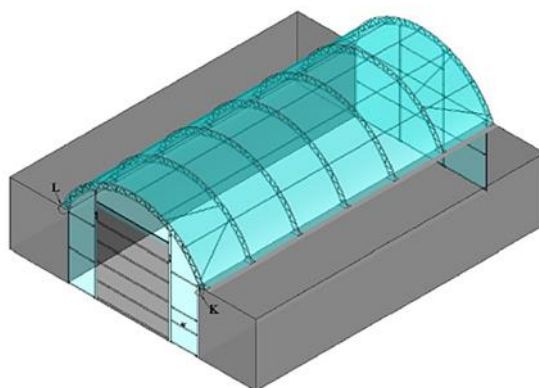


Figure 7: Example of Zapp Shelter

The shelter canopy will be 8m wide and 6m long with a height of 8m from floor level to the top of the arched roof. The exterior colour will be RAL 6007, similar to the MTS temporary Hoist House.

3.7 Welfare Canopy Extension

The canopy located in between the main office and welfare facilities (see Masterplan 40-ARI-WS-7100-CI-22-01075) will be extended approximately 10m. The canopy will match the height and colour of the existing canopy.

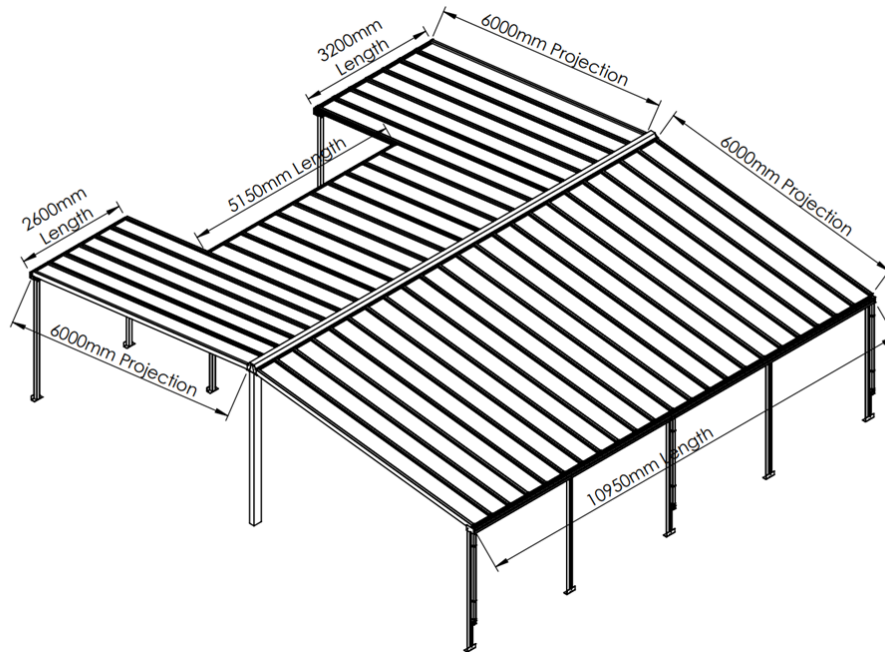


Figure 8: Welfare Canopy Extension Isometric

3.8 Bollard Lighting

On the pathway from the site access gate to the welfare parking low glare lighting will be installed for pedestrians using the footpath during non-daylight hours. The bollards will be installed every 10m and are 1m in height to keep lighting low.



Figure 9: Deco 2.0 Lighting Bollard

3.9 Earthworks and Drainage

This Phase of works will generate small volumes of topsoil and superficial soils from the temporary laydown area for storage of segments and secondary secure storage unit. This material will be stripped and stockpiled on site, in accordance with the Phase 11 Soil Management plan (40-ARI-WS-7100-CI-PL-01000) for use within the site restoration. Swales will be created around any temporary storage mounds to aid drainage.

Any surplus stone platform material generated from the construction of the temporary laydown area for storage of segments will be stockpiled for reuse in platform maintenance elsewhere on site.

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Rob Smith
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15 April 2021

Dear Rob

**NYMNP LETTER DATED 3 FEBRUARY 2021 – ANGLO AMERICAN WOODSMITH
RESPONSE – NYM/2021/0037/CVC WOODSMITH PHASE 13 CONDITIONS DISCHARGE**

This letter sets out the response of Anglo American to a request for clarification from NYMNP, as referenced above. For each issue, the NYMNP's request is presented in blue text with the Anglo American response following in black text.

As part of our response, we enclose a revised copy of the Phase 13 Construction Method Statement ("CMS") (40-SMP-WS-7100-PA-MS-00012). This has been updated in line with the clarifications set out in this letter and provides details of the revised construct of the proposed segment temporary laydown area, which will now comprise a stone pad and concrete road.

1. Segment Temporary Laydown Area

As this area is currently in use for additional temporary car parking, please could you provide more detail on the expected schedule for construction of the temporary pad together with, if relevant, an indication of alternative temporary parking arrangements should that be required.

Please refer to section 3.1 of the revised Construction Method Statement.

Please confirm whether it is intended that the concrete pad be removed when it is no longer required for segment storage, the expected duration it is needed and the general methodology for removing it, including expected disposal arrangements.

Please refer to section 3.1 of the revised Construction Method Statement.

Is there an expectation of the need for use of any other plant or machinery in this area other than a telehandler and temporary lighting? Does the list of modelled plant include that expected to be used in the eventual removal of the pad?

Please refer to section 3.1 of the revised Construction Method Statement.

It would also be helpful if the NVMP indicated which modelled items of plant and machinery relating to this part of the development are applicable to construction of the pad and which for its operation.

A member of the Anglo American plc group

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The modelled activities were detailed in in Appendix C of the NVMP, and below are these details categorised as requested:

Segment Storage	1 x Telehandler moving from Segment Storage to MTS, 15mins/hr daytime only
Segment storage construction	2 x Dozer (max), 50% on-time daytime only, 109.5dBA 1 x 30T excavator, 50% on-time daytime only, 105dBA 4 x ADTS, 15mins/hr daytime only daytime only, 108dBA 1 x 13T Tracked Excavator (drainage), 50% on-time daytime only, 103dBA 1 x 9T Forward tipping dumper (drainage), 50% on-time daytime only, 101dBA 2 x Roller, 50% on-time daytime only, 107.8dBA 1 x Concrete Pump, 50% on-time daytime only, 111.6dBA 1 x 360 Excavator, 50% on-time daytime only, 105dBA 1 x 9T Forward Tipping Dumper, 50% on-time daytime only, 101dBA
Other site construction on plant	2 x Lighting Tower Generators, operational between (1500hrs to 0900hrs), 85dBA 1 x Telehandler, 50% on-time daytime only, 98.5dBA 2 x 6" pumps, 24hr operation, 80.5dBA 1 x ADTS from Laydown area to Bund F Tipping Area, 15mins/hr daytime only, based on 2 Dumper trips per hour daytime 1 x Dump truck tipping at Bund F, 107dB(A) (measured on site), 60secs/hr

The updated CMS means that the revised activities for the Segment Temporary Laydown Area will now be less than were initially anticipated. For example, there will be one not two dozers; two not four ADTs; and one not two rollers in use. Therefore, the modelling study was conservative for this phase of works, and the noise effects will be less than were set out in the NVMP. The NVMP details an assessment approach with predictions for the Phase 13 Works cumulative with continuing Phase 9, Phase 11 and Phase 12 works. Noise levels due to construction activities in the Phase 13 Works were not predicted to exceed the agreed construction noise limits at any of the identified noise-sensitive receptors during the daytime, evening or night-time periods. Given the revised CMS which will involve fewer items of plant than were modelled, the approach is conservative and noise effects will be acceptable.

Regarding the operational phase of the temporary Segment Temporary Laydown Area, and the transfer of segments to the MTS area of the site, the revised CMS now details that one additional 5 tonne forklift telehandler will be utilised. However, the modelling study assumed all construction activities would be undertaken concurrently, including the ensuing use of the Segment Temporary Laydown Area facility, and in fact the construction activities discussed above will no longer be taking place during these transfer operations. As set out in the NVMP, this was a conservative approach to demonstrate a robust assessment and allow for any variation in activities, and so the conclusion that no relevant construction noise limit will be breached remains valid.

With regard to temporary lighting, it is understood that mobile lighting towers would be used but it would be helpful if this could be confirmed and an indication provided of the maximum number expected to be required.

Please refer to section 2.11 of the revised Construction Method Statement.

2. Construction Traffic Management Plan

Table 3-1 includes information on measures for the management of employee traffic. In due course it would be helpful if this were updated to include additional measures referred to in the email from Matt Parsons of 18 January, as reproduced below, together with any additional or revised measures agreed via the Traffic Management Liaison Group:

A range of measures have been implemented to identify, manage and mitigate any impacts associated with the increase in employee vehicle movements associated with the temporary suspension of the Park and Ride. These will be reinforced and strengthened in the next phase of construction and include the following:

- *Collect the vehicle details of each employee driving to the site and maintain in a single register. All employees driving to site to be issued with a temporary parking permit.*
- *Integrate the expected responsible driving standards and behaviours into the new starter Site Induction.*
- *Frequent Toolbox Talks (TBT) delivered to specific work teams. Topics covered in sessions include responsible driving (e.g., being courteous and driving at an appropriate speed), routing, littering, and driving to local conditions and circumstances.*
- *TBTs are supplemented with posters, leaflets and signage, which is regularly reviewed and updated.*
- *Implement regular monitoring activities of driving standards, behaviours and traffic routing across the local road network.*
- *The logistics and community relations teams work closely together to identify issues and locations of concern and communicate to local stakeholders how these are being addressed.*
- *All traffic related complaints are investigated quickly, with internal disciplinary protocols implemented as required.*

This detail has been included in section 3.2.2 of the Phase 13 Construction Traffic Management Plan

3. Construction Method Statement

Paragraph 2.11 indicates that safety lighting will be required for the secondary secure storage unit and will be kept to a minimum and directed away from residential property. It would be helpful if more detail of proposed lighting to be used in this location were provided. It is also noted that this Unit would be located in an area of the site relatively close to bat mitigation measures and it would be helpful if the CMS could set out this constraint and how it will be addressed.

Please refer to section 2.11 of the revised Construction Method Statement.

Paragraph 3.8 provides some information about proposed bollard lighting between the welfare facility and security gate. Please could the proposed spacing of the units be clarified? It is also not clear whether these units are intended to be permanent fixtures. Although not stated in the submission it appears that the bollard units proposed to be used are supplied with a 4000k led unit. It is requested that units with lower colour temperature (3000k or less) and with a zero upward light ratio are used.

Please refer to section 3.8 of the revised Construction Method Statement. The bollard lighting will be in place for the duration of construction activities and will be of the same specification as those previously approved and in operation on site.



We trust that this response addresses these points of clarification raised by the NYMNP and that the relevant conditions relating to Phase 13 can now be partially discharged. If you have any further questions, however, please contact the undersigned.

Yours sincerely

A handwritten signature in blue ink, appearing to read "R. Staniland".

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