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NYMNP

16/06/2021

**Date:** 16 June 2021

**Our ref:** 50303/04/HS/JCx/16877357v2

**Your ref:** NYM/2017/0505/MEIA

Dear Rob

**North York Moors: Woodsmith Mine - Application to Partially Discharge Conditions 4, 18, 34, 46, 47, 52, 57, 60, 64, 68, 70, 71, 73, 76, 79, 91, 92, 93, 94, & 95 of Planning Permission NYM/2017/0505/MEIA**

On behalf of our client, Anglo American Woodsmith Limited, we are pleased to submit this application for limited and partial approval of Planning Conditions 4, 18, 34, 46, 47, 52, 57, 60, 64, 68, 70, 71, 73, 76, 79, 91, 92, 93, 94 & 95 of Planning Permission NYM/2017/0505/MEIA.

The Project will be delivered in a series of Phases. This application relates solely to the Phase 13a works at the Woodsmith Mine.

## **Background**

*On 19 October 2015, the NYMNP granted planning permission for the “Winning and working of polyhalite by underground methods including the construction of a minehead at Dove's Nest Farm involving access, maintenance and ventilation shafts, the landforming of associated spoil, the construction of buildings, access roads, car parking and helicopter landing site, attenuation ponds, landscaping, restoration and aftercare and associated works. In addition, the construction of an underground tunnel between Doves Nest Farm and land at Wilton that links to the mine below ground, comprising 1 no. shaft at Doves Nest Farm, 3 no. intermediate access shaft sites, each with associated landforming of associated spoil, the construction of buildings, access roads and car parking, landscaping, restoration and aftercare, and the construction of a tunnel portal at Wilton comprising buildings, landforming of spoil and associated works” (Council Reference NYM/2014/0676/MEIA).*

NYM/2014/0676/MEIA was approved subject to 95 planning conditions and a Section 106 Agreement.

On 6 February 2017, the NYMNP granted planning permission for the “Variation of Condition 5 of planning permission NYM/2014/0676/MEIA to allow minor material amendments relating to that part of the development at the Woodsmith Mine site (formerly known as Doves Nest Farm and Haxby Plantation), including; re-design of foreshafts and shaft construction methodology, changes to building layout and shaft access arrangements, revisions to construction and operational shaft platform levels, revisions to location and layout of surface water attenuation ponds, revisions to groundwater management

*arrangements and amendments to internal access arrangements”* (Council Reference NYM/2017/0505/MEIA).

The amended scheme (NYM/2017/0505/MEIA) was approved subject to 98 planning conditions and a deed of variation to the originally approved Section 106 Agreement.

On 19 April 2021, Anglo American (partially) discharged all necessary planning conditions from Planning Permission NYM/2017/0505/MEIA to allow Phase 13 works to be undertaken.

### **Phase 13a Works**

This Phase 13a application seeks to discharge all the necessary planning conditions in relation to the establishment of a shuttle bus pick up / drop down area adjacent to the existing main welfare facility at Woodsmith Mine. This is in anticipation of COVID-19 social distancing restrictions being lifted and Anglo American’s previously agreed travel planning measures being reinstated.

### **Planning Conditions 52, 57, 70, 73 and 95**

Anglo American is committed to implementing the mitigation, monitoring and reporting measures developed in previous phases, throughout Phase 13a for the following conditions:

- NYM-52 Protected Species Management Plans;
- NYM-57 Landscape and Ecological Management Plan;
- NYM-70 Arboricultural Method Statement;
- NYM-73 Woodland Management Plan; and
- NYM-95 Archaeological Written Scheme of Investigation;

Anglo American is not intending to re-submit the documentation for the above conditions as they have already been approved and implemented in full for the duration of previous phases and will continue to be implemented insofar as they relate to Phase 13a.

### **Partial Discharge**

Anglo American acknowledges that limited and partial approval of Planning Conditions 4, 18, 34, 46, 47, 52, 57, 60, 64, 68, 70, 71, 73, 76, 79, 91, 92, 93, 94 & 95 when given, does not constitute permission to undertake works other than those described, including any works at Ladycross Plantation, and that such works remain subject to the approval of other conditions.

This approach has been discussed and agreed with your Planning Team and is consistent with the approach taken on previous phases of the Project.

### **Application Submission**

The application was submitted via the planning portal on 16 June 2021 (reference PP-09939746) and comprises the following documentation:

- Completed application form;
- Application drawings – Please see Appendix 1;
- Supporting Documents – Please see Appendix 1.

The requisite planning application fee of £116 has been paid online by credit card.

**Conclusion**

We trust that this application provides you with the necessary information to be able to partially discharge the above conditions to cover Phase 13a works at Woodsmith Mine. However, should you require any further information, please do not hesitate to contact me.

Yours sincerely

**James Cox**  
Associate Director



**Appendix 1 : Supporting Documents**

**Table 1: List of Supporting Documents**

<b>Condition No</b>	<b>Description</b>	<b>Document Name / Number</b>	<b>Further Details</b>
N/A	N/A	Listed Plans	<p>40-ARI-WS-7100-CI-22-01083 - Woodsmith Mine Construction Phase 13a Masterplan</p> <p>40-ARI-WS-7100-CI-22-01084 - Woodsmith Mine Construction Phase 13a Planning Phases Comparison General Arrangement</p> <p>40-SMP-WS-7200-EN-31-00001 Woodsmith Mine Shuttle Bus Drop-off / Pick-up Point Layout</p>
<b>4</b>	Phasing Plan	40-ARI-WS-7100-CI-22-01084 - Woodsmith Mine Construction Phase 13a Planning Phases Comparison General Arrangement	40-ARI-WS-7100-CI-22-01083 - Woodsmith Mine Construction Phase 13a Masterplan
<b>18</b>	Noise & Vibration	Phase 13 Woodsmith Mine Noise and Vibration Management Plan - 40-RHD-WS-70-EN-PL-0048	The surfacing of the proposed shuttle bus drop off/pick up area will be undertaken using plant already in use on site, and is therefore unlikely to result in any significant increases in noise levels. During the operation of the drop off/pick up area, buses will be required to reverse and white noise reversing alarms will be used. This would be a periodic, short-lived noise emission which is an essential safety measure. The use of white noise alarms is considered to represent best practice and is considerably less intrusive than beepers. It is therefore expected that these short-lived noise emissions would not materially affect the noise environment beyond the drop-off and pickup area and therefore the conclusions of the Phase 13 NVMP remain applicable.
<b>34</b>	Construction Traffic	Phase 13 Woodsmith Mine Construction Traffic Management	To manage the potential impacts of construction traffic associated with the Phase 13 works at Woodsmith Mine, a

	<p>Management Plan</p>	<p>Plan - 40-RHD-WS-70-EN-PL-0047</p>	<p>Construction Traffic Management Plan (CTMP) (Reference, 40-RHD-WS-70-CI-PL-0047) was submitted to and approved by North York Moors National Park Authority (NYMNP) and North Yorkshire County Council (the local highway authority).</p> <p>Whilst the proposed Phase 13a works will require additional HGV deliveries, the Contractors have confirmed that the demand for deliveries can be accommodated within the daily targets set out in the Phase 13 CTMP. The Phase 13a works are not expected to require any abnormal indivisible load (AIL) deliveries. Should the requirement for AIL deliveries arise however, the routing and timing of these deliveries will be subject to separate agreement with the local highway authorities and police through the established Electronic Service Delivery for Abnormal Loads system (ESDAL) process.</p> <p>The Contractors have confirmed that the total numbers of employees working out of Woodsmith Mine during the Phase 13a works would not exceed those peak levels currently permitted by the Phase 13 CTMP and the recently submitted Phase 14 CTMP (Reference, 40-RHD-WS-70-EN-PL-0050). Objective 2 of planning condition NYMNP-34 requires the CTMP to set out measures to control the number of employees travelling individually to the sites and their mode of travel. To manage the number of employee vehicle movements, the CTMP includes a series of 'travel planning' measures such as car-sharing and providing shuttle bus services from pre-arranged locations to Woodsmith Mine. These travel planning measures are however currently suspended due to the social distancing restrictions (due to Covid-19)</p>
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			<p>but will commence again once social distancing restrictions are removed. The Phase 13 CTMP includes details of contingency measures to manage employee movements to Woodsmith Mine whilst social distancing is required. The Phase 14 CTMP includes details of the proposed travel planning measures that would be adopted once social distancing restrictions are removed.</p> <p>Upon the commencement of the Phase 13a works, should social distancing restrictions be removed, employee movements would be managed in accordance with the controls outlined in the Phase 14 CTMP. However, should social distancing be in place (upon the commencement of Phase 13a) or need to be reintroduced, travel planning measures would revert to those outlined in the Phase 13 CTMP.</p> <p>Following the completion of the Phase 13a works, employee and bus movements to and from the proposed shuttle bus drop off / pick-up facility would be managed by the controls outlined in the most current CTMP. The proposed on-site shuttle bus facility will therefore require no change to the relevant traffic management plans.</p>
<b>46</b>	GW / SW Monitoring Scheme	Phase 13 Works at Woodsmith Mine, North Yorkshire Hydrogeological Risk Assessment – 40-FWS-WS-70-WM-RA-0015	The Phase 13a works will be undertaken above surface. As such, the Phase 13 HRA remains applicable .
<b>46</b>	Hydrogeological Risk Assessment	Phase 13 Works at Woodsmith Mine, North Yorkshire Hydrogeological Risk Assessment – 40-FWS-WS-70-WM-RA-0015	The Phase 13a works will be undertaken above surface. As such, the Phase 13 HRA remains applicable .

<b>46</b>	Remedial Action Plan	Phase 13 Works at Woodsmith Mine, North Yorkshire Hydrogeological Risk Assessment – 40-FWS-WS-70-WM-RA-0015	The Phase 13a works will be undertaken above surface. As such, the Phase 13 HRA remains applicable .
<b>47</b>	Groundwater Management Scheme	Phase 11 Works at Woodsmith Mine, North Yorkshire – Groundwater Management Scheme – 40-FWS-WS-70-WM-PL-0022	The Phase 13a works will be undertaken above surface. As such, the Phase 13 HRA remains applicable .
<b>52</b>	Protected Species Management Plan	Refer to CEMP (Condition 93)	N/A
<b>57</b>	Landscape & Ecological Management Plan	Refer to CEMP (Condition 93)	N/A
<b>60</b>	Surface Water Drainage	Woodsmith Mine – Phase 12 Works – NYMNPAs 60 and 79 Surface Water Drainage Scheme – 40-ARI-WS-7100-CI-RP-01008	<p>The drainage strategy, calculations and surface water management plan described in the Phase 12 Surface Water Drainage Scheme are still applicable for the Phase 13a works. The proposed works do not impact or amend the surface water drainage design that was submitted and approved as part Phase 12 works, with all scope items located within the existing working platform or earthwork areas.</p> <p>The drop off / pickup area is to be constructed in an area of the existing construction platform and will continue to utilise the existing platform drainage system. It will comprise bituminous surfacing overlaid on an area of the existing granular platform. The area will be drained with the provision of gullies which will outfall into the existing below ground drainage system. Accordingly, it does not impact or require any amendments to the surface water drainage strategy in this area.</p>



<b>64</b>	Temporary Fencing	Refer to Construction Method Statement (Condition 94)	Listed plans.
<b>68</b>	Temporary Structures	Refer to Construction Method Statement (Condition 94)	Listed plans.
<b>70</b>	Arboricultural Method Statement	Refer to CEMP (Condition 93)	N/A
<b>71</b>	Hard & Soft Landscaping	40-ARI-WS-7100-CI-22-01085 - Woodsmith Mine Construction Phase 13a Hard & Soft Landscaping Plan	N/A
<b>73</b>	Woodland Management Plan	N/A	No trees are to be removed as part of this phase.
<b>76</b>	Soil Management Plan	Refer to CEMP (Condition 93)	N/A
<b>79</b>	Surface Water Drainage	Woodsmith Mine – Phase 12 Works – NYMNPA 60 and 79 Surface Water Drainage Scheme – 40-ARI-WS-7100-CI-RP-01008	See Condition 60 above
<b>91</b>	Emissions	N/A	During Phase 13 there would be no additional emissions to atmosphere above those previously considered and approved in earlier Phases of work, as the construction vehicle movements and bus movements would be within the consented maximum values previously assessed. As such, the works will be undertaken in accordance with the approved documentation.
<b>92</b>	CVPMP	Phase 7 – Woodsmith Mine Construction Vehicle and Plant Management Plan –	The construction and operation of the proposed shuttle bus drop off/pick up area would be undertaken within the maximum permitted HGV and bus movements secured and managed via the CTMP. As such, the works would be

		40-RHD-WS-70-CI-PL-0012	undertaken in accordance with the previously approved CVPMP.
93	CEMP	Phase 13 – Woodsmith Mine Construction Environmental Management Plan – 40-RHD-WS-70-EN-PL-0046	The proposed shuttle bus drop off/pick up area will include low-level, unobtrusive bollard lighting which was approved as part of Phase 13, and there would be no amendments to the existing drainage within the area. As such, Phase 13a would be carried out in accordance with the approved documentation and there are no additional environmental controls required as part of the proposed works.
94	Construction Method Statement	Phase 13 Construction Method Statement – NYMNP 94 – 40-SMP-WS-7100-PA-MS-00012	<p>The construction of the shuttle bus pick-up / drop-off area would follow the principles of the approved Phase 13 CMS. Its sequence of construction would be as follows:</p> <ol style="list-style-type: none"> <li>1. Installation of new utilities and cables to power low level lighting and turnstyles</li> <li>2. Installation of drainage to tie into existing site drainage (see Conditions 60 &amp; 79)</li> <li>3. Levelling-off of existing stone area to create a level surface</li> <li>4. Backfilling of the area to the rear of the existing batching plant</li> <li>5. Installation of a retaining wall to the western side</li> <li>6. Surface treatment (tarmac) over existing surface</li> <li>7. Installation of kerbs, lighting and pedestrian fencing</li> <li>8. Completion of surface treatment with white lines</li> </ol>

			The construction works would be undertaken over a 2 month period, with associated plant and machinery expected to comprise a 22t excavator; dump trucks; a tarmac laying machine and; a small 8t excavator for the cabling and fencing/barriers. Approximately 20 lorry deliveries of tarmac are anticipated as part of the phase of works.
<b>95</b>	Written Scheme of Investigation	Refer to CEMP (Condition 93)	N/A

**\* As agreed, documents from previous phases (where they remain unchanged in relation to Phase 13a) have not been resubmitted with this application**