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North York Moors National Park Authority
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Bondgate
Helmsley
York
YO62 5BP

NYMNPA

23/08/2022

Date: 23 August 2022
Our ref: 50303/17/JG/JCx/25646191v3
Your ref:

Dear Mr Smith

Application under S.73 of the Town and Country Planning Act 1990 (As Amended) to Vary Conditions 1, 2, 3, 4, 5, 7 and 11 of Planning Permission Ref. NYM/2018/0681/FUL: Lady Cross Plantation Caravan Park, Egton

Lichfields is pleased to submit this application on behalf of our client, Anglo American (Woodsmith) **Ltd ('Anglo American')**. **The application, submitted under Section 73 of the Town and Country Planning Act 1990 (as amended) seeks to vary conditions 1, 2, 3, 4, 5, 7 and 11 attached to planning permission ref. NYM/2018/0681/FL which relates to the Lady Cross Plantation Caravan Park, Egton.**

The application seeks the proposed temporary use of Lady Cross Caravan Park by Anglo American as an accommodation park during the shaft-sinking stages of the Woodsmith Project.

Background Context

Whitby Business Park Construction Village

In 2014, Anglo American (formerly Sirius Minerals) secured an option to provide a construction village on land adjacent Whitby Business Park. Planning permission for this – comprising 1 and storey 2 accommodation for c. 416 construction workers with a supporting park & ride facility – was secured in August 2015 (permission ref. 15/00195/FL).

This same site was allocated as a housing site (Site HA18) in the Scarborough Local Plan (July 2017), with the landowner and Council both pushing for the early delivery of the site for housing. As a consequence of this, the option on the site was relinquished by Anglo American, paving the way for housing to be built following the grant of outline planning permission (ref. 20/00249/FL) in May 2020 and reserved matters approval (ref. 21/01889/RM) in December 2021. It is understood that this site is currently under construction.

In view of the above, Anglo American has to date sourced accommodation from existing local suppliers in a mix of different properties e.g. holiday cottages, hotel rooms, ex care home etc. totalling around 250 beds. It has become clear that further accommodation of a more consistent standard is required and opportunities to supply this need within a sustainable radius of the development sites have been explored. Following initial discussions with the owner of Ladycross Caravan Park, with whom an agreement had been previously reached to allow him to temporarily lease the site to the company if he felt that the Project could have an impact on his business, the 2018 planning permission for lodges was identified as an opportunity for it to be used as an accommodation park for the duration of the shaft sinking works as part of a proposition that effectively brought forward the delivery of the extended caravan park (as approved to be extended) as a National Park tourist accommodation facility.

Ladycross Caravan Park

Planning permission for a reconfigured layout of the caravan park was granted on 4 August 2011 under planning permission ref. NYM/2011/0111/FL. This was granted subject to a number of conditions including:

- Condition 4 - **restricts the use of the permitted caravans and timber lodges for 'holiday purposes only' and that they shall not be used as a person's sole, or main place of residence.**
- Condition 5 - prevents the occupation of the permitted caravans and lodges between 15 January and 1 March.
- Condition 6 - states that the site shall not be used for more than 10 static caravans, with the remaining numbers made up of 42 timber lodges, 124 touring/seasonal caravans, 9 motor homes and 5 camping pods.

There have been three subsequent amendments to the original planning permission (application refs. NYM/2012/0785/FL/FL; NYM2016/0297/FL and NYM/2018/0681/FL) which, in addition to securing various design and layout variations, also removed the seasonal occupational restriction (Condition 5), thus allowing the caravan park to operate year-round. This represents the settled planning status of the caravan park.

More recently, a planning application has been submitted for the future extension of the caravan park. That application (ref. NYM/2022/0568) was validated on 27 July 2022 and currently remains undetermined. If planning permission were to be granted however, its implementation would follow **Anglo American's proposed temporary use of the site as an accommodation park.**

Overview of Proposal

Anglo American would seek the temporary use of the Ladycross Caravan Park as an accommodation park for the duration of the shaft sinking stages of the Woodsmith Project (which is estimated to be a period of 5 years). It would be used 365 days of the year.

In providing the accommodation park, Anglo American would look to install two-person cabins on each of the existing pitches – as well as those which have been permitted but not yet implemented – at the park and provide any necessary supporting infrastructure (access, water, drainage and power). Accordingly, this would act as an enabling form of development resulting in an improved and upgraded caravan park, with better quality accommodation, following its temporary use supporting the Project.

Specifically, the proposals seek to provide:

- Temporary two-person cabins in the place of the 189 pitches that currently already exist or have been permitted within the park. Solar panels will be provided on the roof of each cabin which will provide sufficient power to heat their water supply. Two cabins will be accommodated on some of the larger pitches, including on the lodge footprints.
- A welfare facility, to be provided across six lodge buildings, including a canteen and dining areas, a gym, television room and break-out space. These facilities are intended to encourage workers to **stay on site during their 'on shift' days. Three of the welfare lodges would provide kitchen facilities**, with a temporary adjoining structure providing an enclosed dining area. The welfare area lodge buildings will be re-**purposed as holiday accommodation, following Anglo American's temporary** use of the site, with the temporary structure used to create the enclosed dining area fully removed as part of the reinstatement works;
- A covered bus drop-off / pick-up area adjacent to the northern toilet block. This will facilitate the transportation of workers to/from the Ladycross and Woodsmith sites via the existing site access. Car parking would be provided off-site (outside of the National Park) with no parking, other than for management and servicing (e.g. cleaners) needs on site;
- **Regularisation of the 'as built' layout to the south-west** of the site which has deviated slightly from what was previously permitted under NYM/2018/0681/FL and;
- Retention of the existing private dwelling for continued use by the caravan park operator, alongside four privately owned lodges.

The proposed cabins will be serviced by existing or, where necessary, upgraded utilities that will be retained for future use by the caravan park. As shown, indicatively on drawing ref. SD-10.03 rev. D, the accommodation park would be implemented in phases, with the first temporary cabins provided within the existing touring areas, where there is existing drainage and electricity supply infrastructure in place. Later phases would follow as new / upgraded pitch infrastructure is installed.

Annex 1 includes details as to how the applicant proposes to vary existing conditions – and commit to new ones – in order to facilitate the proposed temporary accommodation park use. These will also ensure that it will operate in a neighbourly and sustainable way, whilst also providing a commitment to **the site's reinstatement as a caravan park following Anglo American's temporary use of it.**

Assessment

The statutory development plan for the North York Moors National Park comprises the North York Moors Local Plan (adopted July 2020), with policy guidance also contained within the Renewable Energy and Design Guide Supplementary Planning Documents.

The National Planning Policy Framework (NPPF) (2021) sets out the overarching policy priorities for the planning system. The NPPF is a material consideration in the assessment of this application.

Principle of Development

Strategic Policy A sets out the requirements for achieving National Park purposes and sustainable development. As part of this, it highlights the importance of new development respecting the National

Park including in terms of; supporting the function and viability of its communities; protecting and enhancing geodiversity and biodiversity; making sustainable use of resources and; preserving the quality of soil, air and water in around the National Park.

Policy UE3 relates to the loss of existing tourism and recreation facilities, noting that this will not be permitted unless it can be demonstrated that the business is no longer viable or that the new use would result in significant improvement to the immediate environment or highway safety which outweighs the loss of the tourism use.

In the first instance, it is important to note that the proposed accommodation park would not give rise to the permanent loss of the caravan park as an existing tourism facility. On the contrary, it will provide a form of enabling development which will allow the improvements secured under NYM/2018/0681/FL to be implemented over a foreshortened period (the original reconfiguration of the park was secured over ten years ago, with cash flow constraints having prevented the scheme from being fully realised). This, in turn, will provide a better range, quality and quantum of tourist accommodation at the park in the long term and ensure that it remains an attractive proposition to new and prospective guests. This is considered to accord with the principles of Policy UE3.

Given that the Ladycross Caravan Park currently only provides a very small proportion of the total supply of caravan pitches within the National Park, there will continue to be a healthy supply of **alternative pitches available during the site's temporary use as an accommodation park.** Furthermore, the proposed scheme will also help reduce pressure on alternative additional tourism accommodation that would otherwise need to be used both within and outside of the National Park by the Woodsmith **Project's contractors.** **Not only would the proposed** scheme help free up any further accommodation that may be required for tourist use, it will bring workers closer to the construction sites and, in turn, significantly reduce the number and length of associated trips on the local road network. Indeed, the use of a shuttle bus will also significantly reduce the number of vehicular trips associated with the caravan park – in peak season - for the duration of the accommodation park use. Again, whilst temporary, this improvement to local highway conditions is also within the spirit of Policy UE3.

Environmental & Amenity Impacts

Policy ENV7 of the Local Plan seeks to protect the natural environment from potential harm and also to ensure that development does not give rise to unacceptable adverse effects that would impact on the health, safety and amenity of the public and users of development.

In line with the principles of Policy ENV7, a Site Management Plan has been prepared which will ensure that the temporary use is implemented in a way which respects that natural environment and which ensures that it will be operated in a neighbourly way. Of particular relevance, the Site Management Plan commits to the following measures:

Table 1 Management Measures

General Site Management	
Provide competent day to day management	<ul style="list-style-type: none"> • Wherever practicable, retain existing Ladycross Plantation Caravan Park staff. • Engage competent and qualified contractors, where necessary. • Ensure policies and procedures are developed and implemented to ensure best practice in site and facilities management. • Provide supervision and review of maintenance and cleaning responsibilities.
Operate and maintain a safe and secure site	<ul style="list-style-type: none"> • Implement appropriately staffed 24/7 security provision, based at the existing site office. • Improve security of site access through provision of widened access road and double security barrier. • Provide separation fencing and separate access/egress point for the privately owned lodges already present. These will remain under the management of current site ownership. • Ensure that clear behavioural policies and guidelines are developed, implemented, and monitored for all site users.
Environmental Management	
Maintain environmental integrity	<ul style="list-style-type: none"> • Comply with the requirements and recommendations of environmental/ecological management plans referenced in the existing Planning Permission for the Lady Cross Plantation Caravan Park (ref. NYM/2018/0681/FL). • Where necessary/relevant, prepare and implement an Ecological Precautionary Method of Working to ensure that risks to ecological features are minimized. • Implement the following environmental controls: <ul style="list-style-type: none"> ○ No vegetation clearance during the bird breeding season, unless subject to a pre-clearance check by a qualified ecologist. ○ No vegetation clearance before obtaining an approved Works Environmental & Approvals Permit (WEAP). ○ Only use approved sources and mixes of seed, replacement trees etc. noting requirements for local provenance and bio-security measures. ○ Arboricultural work to be undertaken by a qualified arborist
Maintain and improve environmental and visual amenity.	<ul style="list-style-type: none"> • Preserve and protect existing vegetation. • Do not permit affixing of signs, washing lines etc. to trees. • Provide appropriately located facilities and walkways to minimize interaction with vegetation. • Upgrade current site lighting to reduce light pollution, in accordance with dark skies and ecological principles. • All accommodation and welfare access lighting to be Passive Infrared Sensor (PIR) operated.

	<ul style="list-style-type: none"> • General site lighting, not essential for safety and security, will be turned off at 23:00.
Implement effective surface water management	<ul style="list-style-type: none"> • Maintain existing surface water drainage system in a manner that controls erosion, silt, and litter. • Where improvements to existing drainage or areas of new drainage are required, this will be carried out in accordance with a Surface Water Management Plan, prepared by suitably qualified professionals.
Minimise fire hazard	<ul style="list-style-type: none"> • Provide and maintain adequate fire control access. • Ban the use of individual BBQ's, fire pits and similar, except in designated and controlled areas. • Ban smoking anywhere other than in designated facilities. • Provide adequate refuse collection facilities, undertake regular inspections for litter and maintain a litter free site.
Logistics Management	
Minimise impact on local road network	<ul style="list-style-type: none"> • Provide park and ride facilities at a location outside the National Park. • Provide minimum on-site car parking (20 spaces) for the use of site operations and management staff and visitors only. No resident vehicles to be permitted on site. • Utilise buses to transport workers to and from the site. Buses to be scheduled in line with shift patterns. • Monitor use and performance of mass transit via bus to and from the site. • Utilise existing Woodsmith delivery management system to consolidate and minimize the number and frequency of deliveries to site. • Maintain a controlled point of access/egress from the site and only allow authorized vehicles to enter.

Design & Visual Impact

Strategic policies C and G of the Local Plan relate to the design of development and ensuring that it respects the local landscape character. In this respect, the accommodation park would be provided completely within the confines of the existing, consented caravan park.

The proposed accommodation cabins will be single storey and positioned on existing / permitted pitches and lodge bases. The individual cabins will be small in scale, with a footprint of c. 21.9 sqm (GEA) each, and it is proposed that they will have a dark pine coloured wrap. Whilst this finish is considered as being effective in ensuring that the will cabins assimilate well into their wooded backdrop, this could be subject to further discussion should officers / Members have an alternative preference.

The welfare facilities will comprise six timber-built lodges, to a specification previously approved under NYM/2018/0681/FL (see Annex 2). This will allow the welfare lodges to be re-purposed for holiday use after cessation of the temporary use by Anglo American. As shown in the accompanying drawings, all other ancillary structures needed to facilitate the accommodation park – including the temporary

structure that will create the dining area for the welfare facility - will be sensitively located such that they are not readily visible from outside of the accommodation park.

As referenced above, a new lighting scheme will be provided as part of the accommodation park, comprising a series of bollard lights that will provide safe access to the worker cabins. The bollard lights will be 1m in height; sensor operated; spaced approximately 20 metres apart (except where there is a vehicle / pedestrian interface) and; will have warm colour temperature (3000k or less), with a zero upward light ratio. Given that the lighting scheme will represent an improvement of what currently exists on site in terms of compatibility with the dark skies initiative (Policy ENV4), it is intended that **the lighting scheme would be retained following Anglo American's departure** from the site.

Transport Statement

Policy CO2 of the Local Plan looks to ensure that adjacent road networks have the capacity to serve new development proposals without detriment to highways safety.

A Transport Statement accompanies this application and demonstrates how the accommodation park would facilitate a net reduction in total vehicle movements through the NYMP and along the C182 to Egton for the duration of its use. It also demonstrates how the site would make use of previously permitted access arrangements and would provide new cycle parking facilities for staff that would be retained for use by the caravan park.

Flood Risk / Drainage Statement

Policy ENV5 of the Local Plan seeks to direct new development away from areas of flood risk and ensure that it does not increase the risk of flooding elsewhere.

The application site is located within Flood Zone 1 (i.e. land having less than 1 in 1,000 annual **probability of river or sea flooding**), where there is a “low” probably of flooding.

Foul and surface water drainage will be managed through existing and, where necessary, upgraded drainage infrastructure that will be retained to support the maximum occupancy of the caravan park as permitted.

On the basis of the above, the proposal will not increase the level of flood risk at the site or to neighbouring sites, in accordance with national policy guidance and Local Plan policy.

Biodiversity Statement

Strategic Policy H of the Local Plan requires development to maintain and, where appropriate, enhance features of ecological value and recognised geodiversity assets.

The proposed accommodation park use would not introduce additional development into areas of the park where pitches have not already been approved. Where necessary, however, an Ecological Precautionary Method of Working will be implemented that will include the following measures:

- No vegetation clearance during the bird breeding season, unless subject to a pre-clearance check by a qualified ecologist.

- No vegetation clearance until appropriate ecological pre-checks have been made and the activity has **been approved by AA's Environmental Manager.**
- No vegetation clearance before an approved Works Environmental & Approvals Permit (WEAP) is obtained.
- Only approved sources and mixes of seed, replacement trees etc to be used, noting requirements for local provenance and bio-security measures and;
- All arboricultural work to be undertaken by a qualified arborist.

Application Submission

This application has been **prepared having regards to the Council's Local Validation Checklist** and pre-application discussions regarding the scope of the submission.

It has been submitted to the North York Moors National Park Authority ('NYMNP') via the Planning Portal (ref. PP-11480937) and comprises the following information:

- 1 Planning Application Forms and Ownership Certificates;
- 2 Covering Letter (this document);
- 3 Planning Drawings (set out in Table 1 at the end of this letter) and;
- 4 Transport Statement, prepared by RHDHV (ref. 40-RHD-LC-8300-EN-MS-00001)

A payment of £234 has been made online via the Planning Portal.

Conclusions

We trust the enclosed application and information is sufficient to enable you to validate and determine the application and we will be in contact with you to confirm this. In the meantime, if you have any questions, please do not hesitate to contact me.

Yours sincerely

James Cox
Associate Director

Copy: Anglo American Woodsmith Limited

Table 1 – Planning Drawings

Drawing Name	Drawing Reference
Proposed Site Plan	SD-10.01 rev. D
Site Access Drawing	SD-10.20 rev. D
Reinstatement Plan	SD-10.04 rev. D
Indicative Phasing Plan	SD-10.03 rev. D
Proposed Kitchen & Dining Welfare Area Floor Plans	SD-20.20 rev. A
Proposed Kitchen & Dining Welfare Area Elevations	SD-30.20 rev. A
Water Utilities Plan	SD-10.05 rev. D
Gas Utilities Plan	SD-10.06 rev. D
Electricity Utilities Plan	SD-10.07 rev. D
Proposed Lighting Plan	SD-10.08 rev. D
Proposed Covered Staff Cycle Store	SD-20.30
Proposed Bin Store	SD-20.31
Proposed sheltered bus pick-up / drop-off area	SD-20.32
Worker Cabin Details (Ecosmart Sleeper 24)	-

Annex 1: **Proposed Revised Conditions**

NYM/2018/0681/FL: Proposed Revised Planning Conditions

- 1 [Except as temporarily authorised under condition 12](#) the development hereby permitted shall not be carried out other than in strict accordance with the following documents:

Document Description	Document No.	Date Received
Email and Timber Lodge plans		8 July 2011
Site Plan as Proposed	058 02 Rev A	22 November 2012
Proposed storage boxes design	033/04	22 November 2012
Email and Timber clad twin unit styles		16 November 2018

or in accordance with any minor variation thereof that may be approved in writing by the Local Planning Authority.

- 2 [Except as temporarily authorised under condition 12](#), the holiday units hereby permitted shall form and remain part of the Ladycross Plantation Caravan Park planning unit managed by the occupiers of the main house on the site.
- 3 [Except as temporarily authorised under condition 12](#), the caravans, timber lodges and timber clad twin units hereby approved shall only be occupied in accordance with the following criteria:
- i the caravans, timber lodges and timber clad twin units are occupied for holiday purposes only;
 - ii the caravans, timber lodges and timber clad twin units shall not be occupied as a person's sole, or main place of residence;
 - iii the site operator shall maintain an up-to-date register of the names of all owners/occupiers of individual caravans, timber lodges and timber clad twin units on the site, and of their main home addresses, and shall make this information available at all reasonable times to the Local Planning Authority.
- 4 [Except as temporarily authorised under condition 12](#), the site shall not be used for more than 10 static caravans and the remaining numbers should be made up from 41 timber lodges/timber clad twin units, 124 touring/seasonal Caravans, nine motor homes and five camping pods. The total number of both touring/seasonal caravans, static caravans, timber lodges and camping pods on site shall not exceed 189.
- 5 [Except as temporarily authorised under condition 12](#), no fences, buildings or ancillary structures, with the exception of the approved storage boxes, shall be erected on the pitches or in the surrounding area without the further granting of planning permission.
- 6 The existing woodland between the boundaries of the site and the development shall be retained and managed by the owners and operators of the caravan site, so as to allow natural regeneration.
- ~~7 [No external lighting shall be installed on the site and within the extension to the site hereby approved until details of lighting have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the details so approved and shall be maintained in that condition in perpetuity.](#)~~

- 7 External lighting shall be installed on site in accordance with plan ref. SD-10.08 rev. C. The lighting shall be installed in accordance with the details so approved and shall be maintained in that condition for the duration of occupation of the site for the permitted temporary and permanent uses.
- 8 The development hereby permitted shall be carried out in accordance with the discussion and recommendations set out in the submitted Badger and Bat Survey Report dated February 2011.
- 9 Only one of the timber lodges hereby approved shall have more than 3 bedrooms, the remainder shall have no more than 3 bedrooms, unless otherwise agreed in writing by the Local Planning Authority.
- 10 The road surfaces within the application site shall be constructed using the "Cell Web" system as described in the information submitted in support of the application NYM/2011/0111/FL received on 3 May 2011.
- 11 Where necessary the position of the lodges/timber twin units may be adjusted by up to 10 metres from the approved location with the written agreement of the Local Planning Authority to accommodate the root protection zones of existing trees and to ensure that none of the trees are damaged. At no point shall the number of units agreed under Condition (64) be exceeded.
- 12 The site shall be used as a temporary worker accommodation park by Anglo American Woodsmith Ltd for a period of no more than five years from the date of first occupation for such purposes as notified in writing to the Local Planning Authority, or until (INSERT DATE FIVE YEARS AND SIX MONTHS FROM DATE OF CONSENT) whichever is the sooner. The temporary worker accommodation park shall be implemented and operated in accordance with the following plans:

Drawing Name	Drawing Reference
Proposed Site Plan	SD-10.01 rev. D
Site Access Drawing	SD-10.20 rev. D
Reinstatement Plan	SD-10.04 rev. D
Indicative Phasing Plan	SD-10.03 rev. D
Proposed Kitchen & Dining Welfare Area Floor Plans	SD-20.20 rev. A
Proposed Kitchen & Dining Welfare Area Elevations	SD-30.20 rev. A
Water Utilities Plan	SD-10.05 rev. D
Gas Utilities Plan	SD-10.06 rev. D
Electricity Utilities Plan	SD-10.07 rev. D
Proposed Lighting Plan	SD-10.08 rev. D
Proposed Covered Staff Cycle Store	SD-20.30
Proposed Bin Store	SD-20.31
Proposed sheltered bus pick-up / drop-off area	SD-20.32

At the expiration of the period authorised by this permission for occupation of the site for temporary worker accommodation, and unless otherwise formally agreed in the writing, the Caravan Park shall be fully reinstated to a condition to allow resumption of the approved tourism and recreation use in



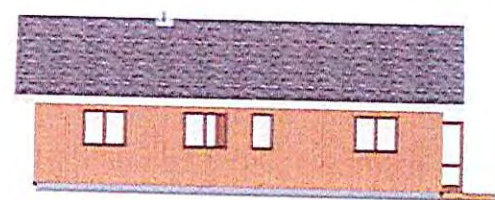
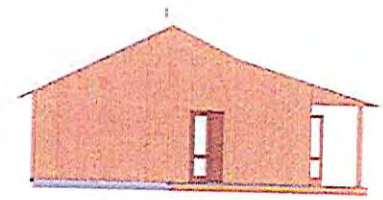
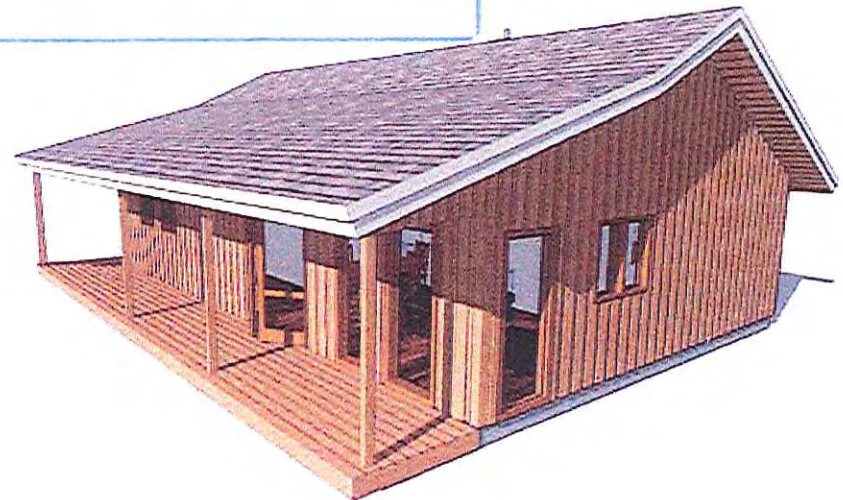
accordance with plan ref. SD-10.04 rev. C and a timetable to be agreed in writing with the Local Planning Authority.



Annex 2: **Previously Approved Lodge Details**

AMENDED

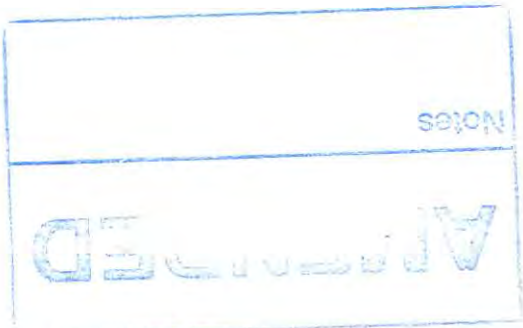
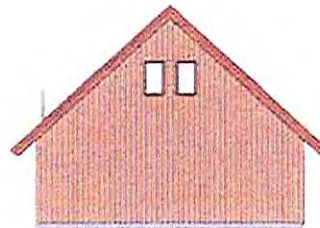
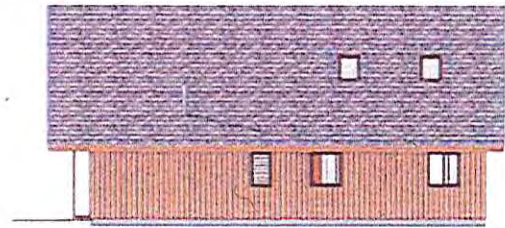
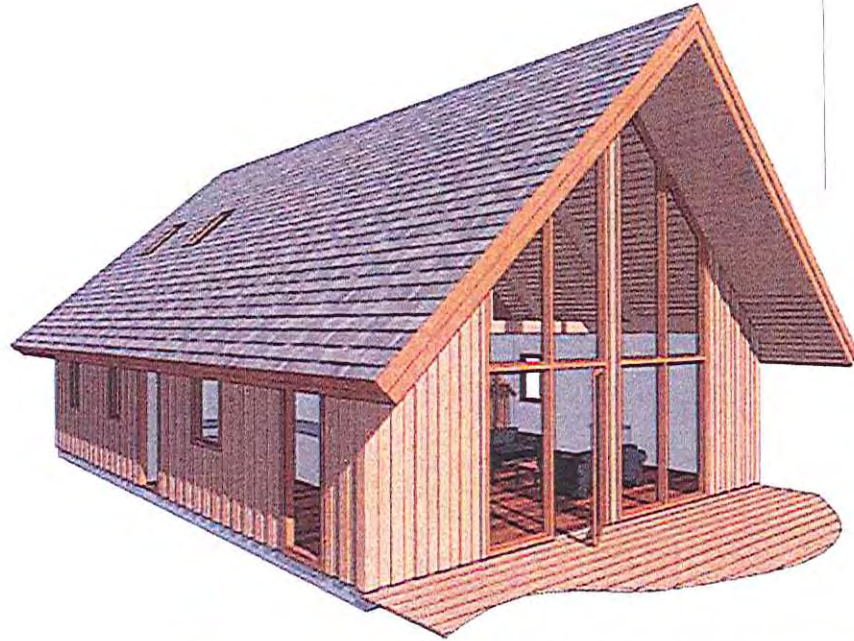
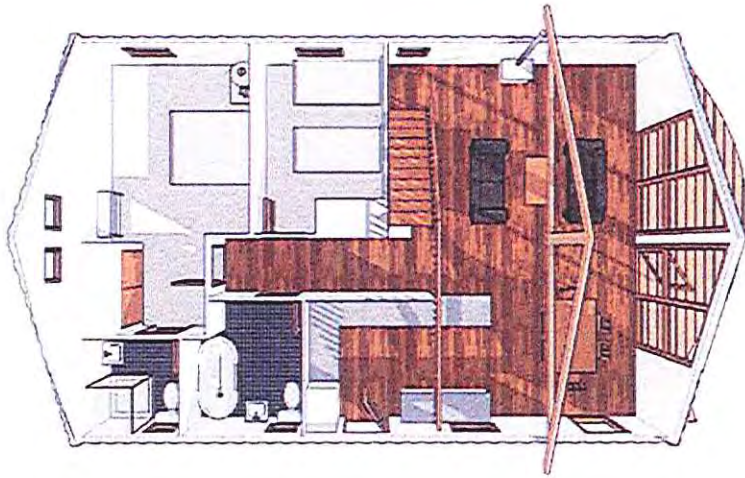
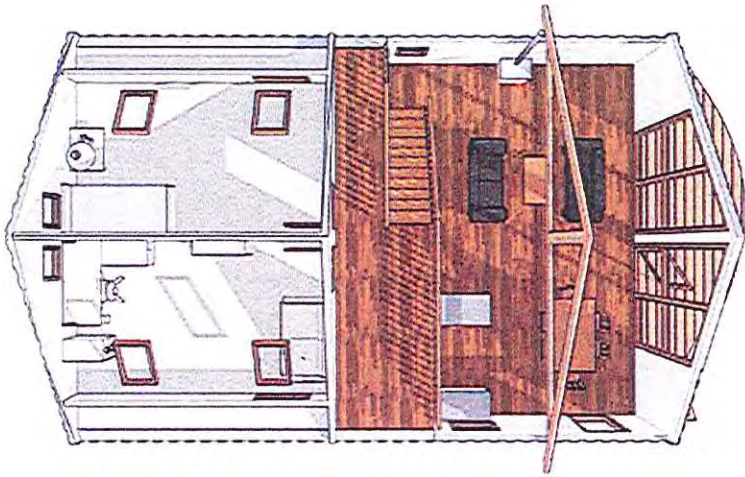
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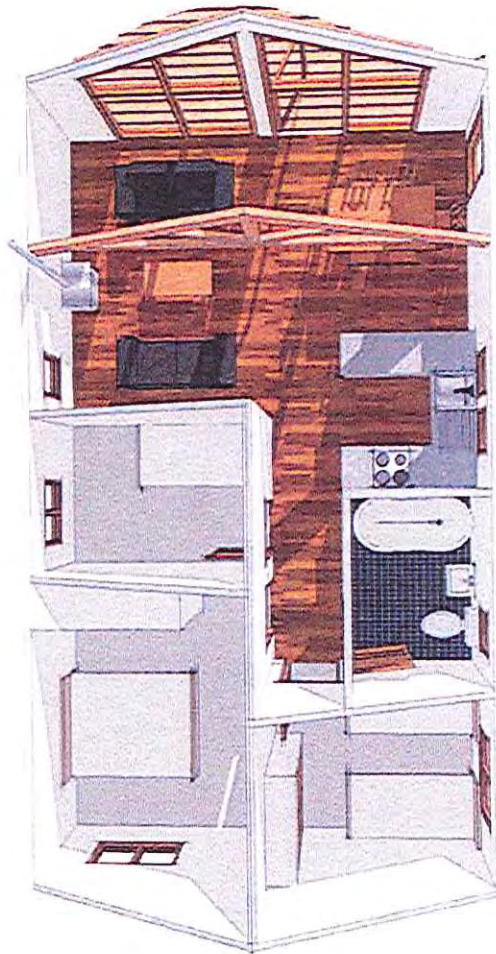


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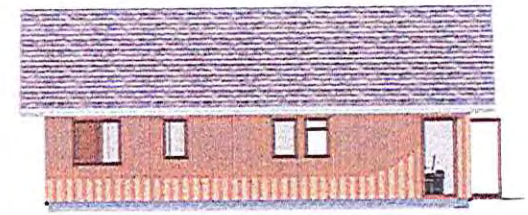
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APPROVED

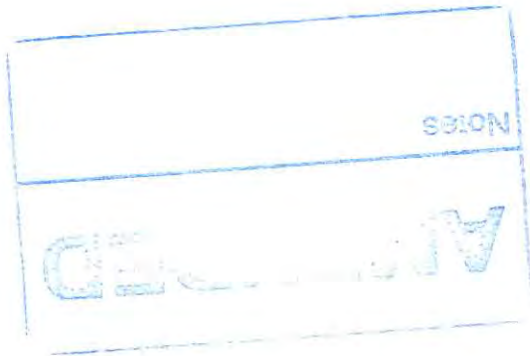
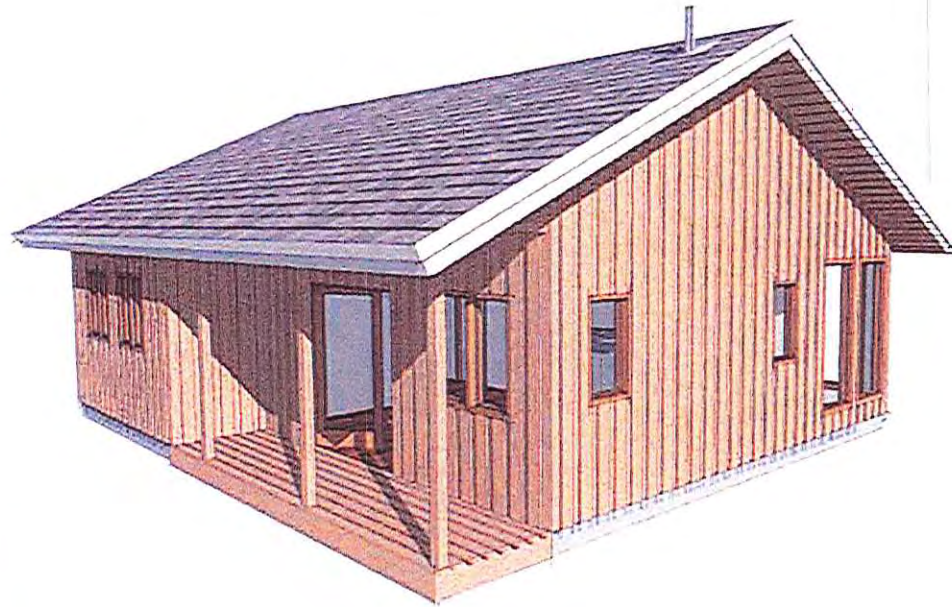
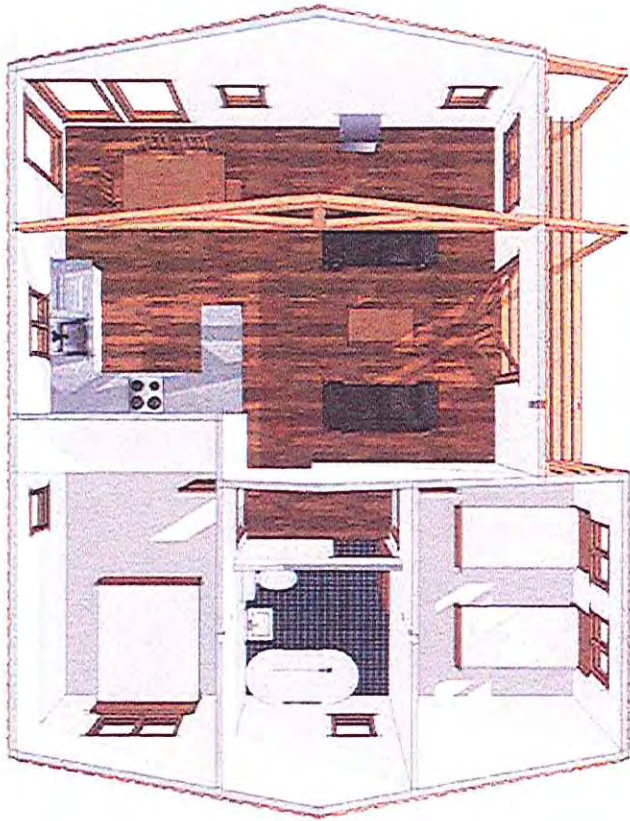
Notes



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Sample Twin Unit Holiday Lodges



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12/10/2018



Please note—all lodges would be clad with wood and have anthracite door and windows frames and have a foot print of 12.2 m x 6.2 m to suit the approved planning permission



NYMNP

23/08/2022

Project Title / Facility Name:

Woodsmith Project

Document Title:

TRANSPORT STATEMENT FOR THE WORKER ACCOMMODATION PARK AT LADYCROSS CARAVAN SITE

Document Review Status

- 1. Reviewed – Accepted – Work May Proceed By: Robert Staniland
- 2. Reviewed – Accepted As Noted, Work May Proceed, Revise & Resubmit On: 23 Aug 2022 08:50
- 3. Reviewed – Work May Not Proceed, Revise & Resubmit
- 4. For information only
- 5. On Hold – Pending Project Restart & Ramp Up

2	22-Aug-2022	Planning	PLA			
1	19-Aug-2022	Planning	PLA			
0	19-Aug-2022	Planning	PLA			
C	19-Aug-2022	Review	IFR			
Rev.	Revision Date (dd mmm yyyy)	Reason For Issue		Prepared by	Verified by	Approved by

Document ID:

40-RHD-LC-8300-EN-MS-00001

REPORT

Ladycross Plantation – Accommodation Transport Statement

Ladycross Accommodation Park - TS

Client: Anglo American Woodsmith Ltd.

Reference: 40-RHD-LC-8300-EN-MS-00001 REV 2

Status: 02/Final

Date: 22 August 2022

HASKONINGDHV UK LTD.

Westpoint
Peterborough Business Park
Lynch Wood
Peterborough
PE2 6FZ
United Kingdom
Industry & Buildings
VAT registration number: 792428892

Document title: Ladycross Plantation –
Accommodation
Transport Statement
Document short title: Accommodation Park - TS
Reference: 40-RHD-LC-8300-EN-MS-00001 REV 2
Status: 02/Final
Date: 22 August 2022
Project name: Woodsmith Project
Project number: PB1110
Author(s): Sam Taylor

Drafted by: Sam Taylor

Checked by: Andrew Ross

Date: 22.08.2022 / ADR

Approved by: Andrew Ross

Date: 22.08.2022 / ADR

Classification

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Table of Contents

1	Introduction	4
1.2	Project Description	4
1.3	Background	4
1.4	Scope	5
1.5	Report Structure	6
2	Policy and Guidance	7
2.2	National Planning Policy	7
2.3	Local Planning Policy	7
2.4	Relevant Guidance	9
3	Existing Situation	10
3.1	The Site	10
3.2	Highway Network	10
3.3	Road Safety	10
4	Proposed Development	12
4.2	Parking Provision	12
4.3	Servicing	13
5	Operational Traffic Generation	14
5.1	Introduction	14
5.2	Employee Vehicle Movements	14
5.3	Accommodation Park Servicing Vehicle Movements	16
5.4	Ladycross Caravan Park – Current Vehicle Movements	17
5.5	Woodsmith Project – Consented Vehicle Movements	18
5.6	Summary of Vehicle Movements	18
6	Construction Traffic Generation	20
7	Summary and Conclusion	22
7.1	Summary	22
7.2	Conclusion	22
	Figures and Appendices	23

Table of Tables

Table 5-1	Bus movements between the accommodation park and Woodsmith Mine	15
Table 5-2	Bus movements between the accommodation park and transfer location	16
Table 5-3	Accommodation Park servicing requirements	17
Table 5-4	Forecast changes in traffic movements	18

Table of Figures

Figure 1	Location Plan
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Appendices

Appendix A	Site Access Drawing
Appendix B	C182 Traffic Survey Results
Appendix C	Site Layout Plan
Appendix D	Swept Path Analysis
Appendix E	TRICS Results

1 Introduction

1.1.1 This Transport Statement (TS) has been prepared on behalf of Anglo American Woodsmith Ltd. (Anglo American) in support of a planning application for the temporary use of the existing Ladycross Caravan Park as an accommodation park.

1.2 Project Description

1.2.1 It is proposed to temporarily utilise the existing Ladycross Caravan Park as an accommodation park to support the shaft-sinking stages of the Woodsmith Project. The location of the proposed accommodation park is shown on **Figure 1** of this TS.

1.2.2 At peak the park could accommodate up to 400 employees. **Section 4** of this TS provides a detailed description of the accommodation park and supporting plans, in brief, works at the accommodation park would comprise of:

- Installation of temporary two-person cabins;
- A welfare facility, to include a:
 - canteen with kitchen and dining areas;
 - gym; and
 - television room and break-out space.
- Parking for all service personnel.
- Access improvements to the junction with the C182.

1.2.3 No onsite parking would be provided for the 400 employees at the accommodation park and instead the employees would be bussed direct from an offsite transfer location. Parking for the 400 employees at the transfer location would be located outside of the North York Moors National Park (NYMNP) at a site in the Teesside direction.

1.3 Background

1.3.1 In 2014 a planning application (reference: NYM/2014/0676/MEIA) was submitted to the North York Moors National Park Authority (NYMNPA) for permission to develop a polyhalite mine and underground Mineral Transport System (MTS), now collectively referred to as the Woodsmith Project.

1.3.2 Planning permission for the Woodsmith Project was subsequently granted in 2015, subject to conditions, as varied in February 2018 by NYM/2017/0505/MEIA.

1.3.3 The planning applications for the Woodsmith Project were supported by a Transport Assessment¹ (herein the 2015 TA) which considered the impact of construction and operational traffic.

1.3.4 The 2015 TA assessed and mitigated for the impact of a peak of 1,825 construction employees travelling to the various parts of the Woodsmith Project. Due to potential

¹ Royal HaskoningDHV (February 2015). Appendix F: Revised York Potash Project (North Yorkshire) Transport Assessment

uncertainties regarding how the works would be progressed, the 2015 TA considered three options for employee movements to the Woodsmith Mine site, these were:

- **Option 1** - employees picked up by private transport (assuming minibuses) and transferred direct to the Woodsmith Mine site.
- **Option 2** - all employees drive (single occupancy, i.e. one employee per vehicle) to a Park and Ride site located off the A171 south of Whitby before being transferred to the Woodsmith Mine site by private bus.
- **Option 3** – all non-local employees drive direct (single occupancy) to a temporary construction village (located off the A171 south of Whitby, opposite Fairfield Way) and transferred direct to the Woodsmith Mine site by private bus. All local employees utilising option 2.

1.3.5 The 2015 TA demonstrated that the worst case demand per link was Option 2 and therefore this option was assessed and mitigated accordingly.

1.3.6 A separate planning application (reference: 15/00195/FL) to provide a temporary construction village (Option 3) was also submitted to and approved by Scarborough Borough Council.

1.3.7 For the initial phases of construction at Woodsmith Mine, Anglo American and its Contractors managed employee vehicle movements through the adoption of a multi-occupancy vehicle strategy. This strategy allowed some employees to drive direct to the various Woodsmith Project sites (either single occupancy or car-sharing), whilst providing scheduled shuttle bus services from pre-arranged locations.

1.3.8 As the numbers of employees based at the Woodsmith Mine site increased, Anglo American supplemented the multi-occupancy vehicle strategy through the provision of a park and ride facility at Whitby Cross Butts (opening October 2018).

1.3.9 To facilitate the future forecast increase in employee numbers for the shaft-sinking stages at Woodsmith Mine, Anglo American have identified that additional accommodation for non-local employees would be required. The existing Ladycross Caravan Park has been identified as a potential location for an accommodation park.

1.3.10 The Ladycross Caravan Park currently has permissions for a total of 189 units comprising of; 124 touring caravans; nine motorhomes; five camping pods; 41 lodges; and 10 static caravans. Planning permission (reference: NYM/2019/0730/FL) has been granted to widen and upgrade the existing access to the Ladycross Caravan Park, a copy of the proposed access improvements are shown in **Appendix A**.

1.4 Scope

1.4.1 For the purpose of assessing the impact of the accommodation park on the highway network, the relevant Planning Practice Guidance is 'Travel Plans, Transport Assessment and Statements' (the Transport PPG) (Department for Levelling Up, Housing and Communities. March 2014).

1.4.2 In accordance with the requirements of the Transport PPG, the scope of this TS includes establishing background traffic conditions (including road safety), the derivation of

construction and operational traffic demand and consideration of parking and servicing of the accommodation park.

1.4.3 The scope of this TS does not include consideration of access to the accommodation park (by vehicles and non-motorised users), noting the following:

- To minimise vehicle movements, the 400 employees would be transported by bus to and from the accommodation park and amenities (outlined in **section 4**) for employees would be provided at the accommodation park. It is therefore considered that offsite trips by the 400 employees would be limited and the design of the accommodation park can be considered to be inherently sustainable by design.
- Prior to occupation of the accommodation park, Anglo American propose to implement the extant planning permission for access improvements (outlined in **section 1.3**) to the Ladycross Caravan Park. No further consideration of access is therefore presented within this TS.

1.4.4 The upgraded access to the accommodation park would also continue to facilitate access (via an existing private internal track) to a residential property and four lodges.

1.5 Report Structure

1.5.1 Following this introduction, this TS is structured as follows:

- **Section 2**, provides a review of the salient transport policy;
- **Section 3**, provides a review of the existing situation (including road safety);
- **Section 4**, describes the proposed development, including parking and servicing provision;
- **Section 5**, examines the proposed and existing site traffic generation for the operational phase of the accommodation park;
- **Section 6**, examines the proposed traffic generation for the construction phase of the accommodation park; and
- **Section 7**, provides a summary and conclusion.

2 Policy and Guidance

2.1.1 This section sets out the policy and guidance framework which has guided and influenced the development of the transport strategy for the construction and operational periods of the accommodation park.

2.2 National Planning Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) contains the Government's strategies for economic, social and environmental planning policies in England and it is designed to be a single, tightly focused document.

2.2.2 Paragraph 111 of the NPPF states that:

“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.2.3 **Section 3** of this TS provides a summary of the existing road safety baseline within the vicinity of the proposed accommodation park, whilst **sections 5** and **6** provide a summary of the forecast changes in operational and construction traffic from the accommodation park.

2.2.4 Paragraph 113 of the NPPF states that:

“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.2.5 In accordance with paragraph 113 of the NPPF, this TS presents the likely impacts of the proposed accommodation park. No travel plan has been provided in support of the accommodation park because, as noted at **section 1.4**, the proposed accommodation park is inherently sustainable by design.

2.3 Local Planning Policy

North York Moors National Park Authority – The Local Plan (2020)

2.3.1 The NYMNP Local Plan was adopted on the 27 July 2020. The Local Plan, together with the North Yorkshire County Council (NYCC) Local Transport Plan, sets out the broader strategic approach to transport and accessibility within the NYMNP.

2.3.2 With respect to transport, under the heading of 'Portrait of the NYMNP' it is identified that:

“Lack of local services combined with a sparse settlement pattern means that there is a high reliance on the private car; similarly, there is much reduced accessibility into the North York Moors without a car. Other than the Esk Valley line running through the National Park there

is no rail network and bus services have declined...

- 2.3.3 The portrait of the NYMNP describes the existing situation, and future vision which in turn informs a series of objectives which provide the foundations on which the policies in the plan are based. Of particular relevance to this application is policy CO2 – Highways. Policy CO2 outlines that:

“New development will only be permitted where:

- 1. It is of a scale which the adjacent road network has the capacity to serve without detriment to highway safety;*
- 2. The external design and layout and associated surfacing works take into account, as appropriate, the needs of all users including cyclists, walkers, horse riders and users of mobility aids; and*
- 3. Highway detailing, road improvements and street furniture are sensitive to the character, heritage, built form and materials of the area, the need to conserve and enhance biodiversity and are the minimum required to achieve safe access.”*

- 2.3.4 In accordance with policy CO2, this TS presents the likely impacts of the proposed accommodation park. No external highway works are proposed as part of the accommodation park.

North Yorkshire Local Transport Plan

- 2.3.5 The North Yorkshire Local Transport Plan (LTP) 2016-2045 was adopted by NYCC in February 2016 and sets out NYCC’s priorities, plans and strategies for managing, maintaining and improving all aspects of the local transport system for the next 30 years.

- 2.3.6 With regard to input to the planning process, the LTP outlines that when considering planning applications the local highway authority (LHA) will:

“... always give priority to considering matters relating to highway safety. This will be linked to other issues such as growth and economic development, the convenience of all road users, reducing journeys by car, and future maintenance of the network...”

- 2.3.7 With specific regard to Transport Assessments (TAs) and Travel Plans (TPs), the LTP also notes that:

“TAs and TS are required to assess the impact of development on the highway and transport network surrounding the development whilst Travel Plans identify the developer’s proposals to reduce the amount of traffic associated with the development by encouraging the use of alternative modes of transport to the car”

- 2.3.8 **Section 3** of this TS provides a summary of the existing road safety baseline within the vicinity of the proposed accommodation park, whilst **sections 5** and **6** provide a summary of the forecast changes in operational and construction traffic from the accommodation park. No travel plan has been provided in support of the accommodation park because, as noted at

section 1.4, the proposed accommodation park is inherently sustainable by design.

2.4 Relevant Guidance

Planning Practice Guidance

2.4.1 In March 2014 the Department for Levelling Up, Housing and Communities published the Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessment and Statements'. This transport PPG sets out the key principles when developing a Transport Statement, noting that it should be:

- proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
- brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency [now National Highways] where there may be implications for the strategic road network and other relevant bodies.

2.4.2 The transport PPG key principles have shaped the development of the TS and can be evidenced throughout the document.

3 Existing Situation

3.1 The Site

3.1.1 The site of the existing Ladycross Caravan Park (the location of the proposed accommodation park) is located approximately 2km northeast of the village of Egton and 8.0km west of the town of Whitby. The location of the site is shown in **Figure 1** of this TS.

3.2 Highway Network

3.2.1 Access to the Ladycross Caravan Park is currently provided from a priority junction with the C182, approximately 450m south of the junction with the main A171.

3.2.2 The C182 is a 'C' class road that provides a link south from the A171 to the village of Egton. Within the vicinity of the site, the C182 is provided as a single carriageway road and is subject to the national speed limit. No footways are provided alongside the C182.

3.2.3 An automatic traffic count (ATC) was undertaken to the south of the existing site access for a recently submitted planning application for an extension to the Ladycross Caravan Park. The results of this ATC (provided in **Appendix B** of this TS) show that there were an average of 1,089 vehicle movements per day along the C182 and that average speeds were 45mph.

3.2.4 It should be noted that the ATC is located south of the existing Ladycross Caravan Park site access and therefore the majority of the vehicle movements associated with the site would not be counted. Furthermore, the ATC was undertaken in January when vehicle movements would be lower when compared to summer peaks (as a result of tourist traffic).

3.2.5 The C182 links to the A171 to the north of the site via a priority junction. In 2021 this junction was widened and also upgraded (by Anglo American) to provide a ghost island right turn lane to facilitate safe access for HGV traffic to the Ladycross Plantation MTS site (associated with the construction of the wider Woodsmith Project).

3.2.6 The A171 is a local distributor road running between Whitby and Middlesborough, south of Whitby it continues onto Scarborough. The A171 is subject to the national speed limit and data from the Department for Transport² identifies that on average, the road carries in the region of 6,584 vehicles per day.

3.3 Road Safety

3.3.1 In order to establish whether there are any inherent safety issues on the highway network in the vicinity of the proposed accommodation park, a review of the latest (2017 to 2021) publicly available collision data from www.crashmap.co.uk has been undertaken.

3.3.2 This review identifies that there have been no collisions at the existing access to the Ladycross Caravan Park, or along the C182 towards Egton. Furthermore, no collisions have

² Department for Transport (2019). Road Statistics. Available at: <https://roadtraffic.dft.gov.uk/manualcountpoints/36762> [Accessed August 2022].

been recorded at the junction of the C182 and A171, or in the immediate vicinity.

4 Proposed Development

4.1.1 Anglo American would seek the temporary use of the entirety of Ladycross Caravan Park as an accommodation park for the duration of the shaft-sinking stages of the Woodsmith Project (which is estimated to be a period of five years).

4.1.2 It is proposed that the accommodation park could accommodate a peak of 400 employees and would be used 365 days of the year.

4.1.3 In providing the accommodation park, Anglo American would look to install two-person cabins on each of the existing pitches – as well as those which have been permitted but not yet implemented – at the Ladycross Caravan Park and provide any necessary supporting infrastructure (access, water, drainage and power). A site layout plan is provided within **Appendix C** of this TS.

4.1.4 Specifically, the proposals seek to provide:

- Temporary two-person cabins in the place of the 189 pitches that currently already exist or have been permitted within the NYMNP. Solar panels will be provided on the roof of each cabin which will provide sufficient power to heat their water supply. Two cabins will be accommodated on some of the larger pitches, including on the lodge footprints.
- A welfare facility, to be provided across six lodge buildings, including a canteen with kitchen and dining areas, a gym, television room and break- out space. The welfare facilities are intended to encourage employees to stay at the accommodation park during their rest periods. The welfare area lodge buildings will be re-purposed as holiday accommodation, following Anglo American's temporary use of the site;
- A covered bus drop-off / pick-up area adjacent to the existing toilet block. This will facilitate the transportation of employees to/from the Woodsmith Mine site via the existing site access. Car parking would be provided off-site (outside of the NYMNP) with no parking, other than for management and servicing (e.g. cleaners) needs on site; and
- Regularisation of the 'as built' layout to the south-west of the site which has deviated slightly from what was previously permitted under NYM/2018/0681/FL

4.1.5 The proposed cabins will be serviced by existing or, where necessary, upgraded utilities that will be retained for future use by the caravan park.

4.2 Parking Provision

Car Parking

4.2.1 **Section 1.2** outlines that no parking would be provided at the accommodation park for the 400 employees and they would instead be required to park off site at a location outside of the NYMNP. Onsite parking is therefore limited to that required for the management and servicing of the accommodation park only, e.g. cleaners and caterers. Anglo American therefore propose to implement the extant permission for 20 spaces (as approved under permission reference: NYM/2019/0730/FL).

- 4.2.2 **Section 5.3** outlines that the servicing of the accommodation park could result in the requirement for approximately 27 employees split across multiple shifts. Considering the 27 employees would be split across multiple shift patterns and the potential for employees to car-share, cycle, etc. the provision of up to 20 parking spaces is reasoned to provide sufficient capacity to accommodate demand for onsite parking. The 20 car parking spaces would be retained for future use by the Ladycross Caravan Park.
- 4.2.3 Noting that the proposed parking area is located at the entrance to the site, it is proposed that additional space for persons with disabilities is provided close to the welfare buildings (as shown in **Appendix C**. This would reduce the distance that any employees with disabilities need to travel to access the welfare area.

Cycle Parking

- 4.2.4 Paragraph 4.2.2 outlines that the servicing of the accommodation park could result in the requirement for up to 27 employees (across multiple shifts).
- 4.2.5 To encourage these employees to cycle to work, it is proposed to provide a covered cycle parking shelter. It is proposed that the cycle shelter would be provided close to the main entrance as shown in **Appendix C**. The covered cycle shelter would be retained for future use by the Ladycross Caravan Park.
- 4.2.6 The cycle shelter shall incorporate stands for up to ten bikes to be securely locked, equivalent to 37% of the employees. Provision for up to ten cycles is considered to be sufficient noting that within the Scarborough area, census data³ identifies that approximately 2.5% of journeys to work are made by bicycle.

4.3 Servicing

- 4.3.1 To determine if the internal site layout can be serviced, a swept path analysis exercise has been undertaken using AutoCAD vehicle tracking software (AutoCAD vehicle tracking is a computer programme that simulates the swept path of different types of vehicles).
- 4.3.2 This swept path analysis is presented in **Appendix D** for a range of vehicle types that would service the proposed accommodation park, including a large bus, refuse vehicle and servicing vehicle.

³ Nomis (2011). QS701ew – Method of Travel to Work. Available at: https://www.nomisweb.co.uk/census/2011/QS701EW/view/1946157118?rows=cell&cols=rural_urban [Accessed August 2022].

5 Operational Traffic Generation

5.1 Introduction

5.1.1 This section of the TS considers how traffic movements could change as a consequence of the proposed accommodation park. Consideration of potential construction traffic movements is presented in **section 6**.

5.1.2 To derive the potential changes in traffic movements from the accommodation park, consideration has been given to the following parameters:

- vehicle movements that could be generated by the 400 employees traveling to and from the accommodation park (**section 5.2**);
- vehicle movements that could be generated by the servicing of the accommodation park (**section 5.3**);
- current vehicle movements that are generated by the existing Ladycross Caravan Park that would cease (**section 5.3.1**); and
- vehicle movements that could be saved when compared to the Woodsmith Project consents by the provision of the accommodation park (**section 5.5**).

5.1.3 The following sections consider these four parameters in order to establish the net change in vehicle movements that could be expected as a consequence of the accommodation park.

5.2 Employee Vehicle Movements

5.2.1 At peak occupation the park could accommodate up to 400 employees. These employees would typically be expected to work a notional three shift pattern, with three teams of 133 'on-shift' at Woodsmith Mine and the remaining teams at home. It is forecast that a team would typically work three to four weeks before being rotated.

5.2.2 No parking for the 400 employees would be provided at the accommodation park. Employees would be expected to travel to and from an offsite transfer location outside of the NYMNP (in the direction of Teesside); these trips are referred to herein as 'home trips'.

5.2.3 Once at the offsite transfer location, the employees would be transported by bus to the accommodation park, and at the end of their rotation the employees would be transported back to the transfer location from the accommodation park.

5.2.4 Once accommodated at the accommodation park, the employees would be transported between the accommodation park and Woodsmith Mine each day by bus, these trips are referred to herein as 'work trips'.

5.2.5 The following sections outline the forecast number of vehicle movements associated with these home and work trips.

Work Trips

5.2.6 Once at the accommodation park, the employees would be transported direct between the

accommodation park and Woodsmith Mine each day by bus. Assuming the use of 50 seat buses, and a notional three shift pattern, each shift would require up to three buses (133 employees per shift divided by 50 seats).

- 5.2.7 The buses taking the employees to Woodsmith Mine from the accommodation park would typically be able to bring the employees finishing their shift back to the accommodation park, thereby reducing the overall number of bus movements. However, in order to consider a worst case, **Table 5-1** provides a breakdown of the respective employee and bus movements that would be expected between Woodsmith Mine and the accommodation park (assuming the buses bringing employees to the accommodation park don't take the next shift to Woodsmith Mine).

Table 5-1 *Bus movements between the accommodation park and Woodsmith Mine*

Description of employee movements	Bus movements at the accommodation park
Three empty buses arrive at the accommodation park from their depot	3 buses arrive at the accommodation park
Employees working on the morning shift transported from the accommodation park to Woodsmith Mine	3 buses depart from the accommodation park
Employees working on the night shift transported from Woodsmith Mine to the accommodation park	3 buses arrive at the accommodation park
Empty buses return to depot from the accommodation park	3 buses depart the accommodation park
Three empty buses arrive at the accommodation park from their depot	3 buses arrive at the accommodation park
Employees working on the day shift transported from the accommodation park to Woodsmith Mine	3 buses depart from the accommodation park
Employees working on the morning shift transported from Woodsmith Mine back to the accommodation park	3 buses arrive at the accommodation park
Empty buses return to depot from the accommodation park	3 buses depart the accommodation park
Three empty buses arrive at the accommodation park from their depot	3 buses arrive at the accommodation park
Employees working on the night shift depart from the accommodation park to Woodsmith Mine	3 buses depart from the accommodation park
Employees working on the day shift transported from Woodsmith Mine to the accommodation park	3 buses arrive at the accommodation park
Empty buses return to depot from the accommodation park	3 buses depart from the accommodation park
Total daily bus movements	36

- 5.2.8 It can be observed from **Table 5-1** that on a typical day, there would be a worst case of 36 bus movements between the accommodation park and Woodsmith Mine.

Home Trips

- 5.2.9 During the shift rotation, it is forecast that on any one day, up to 133 employees could arrive to start their shift rotation at Woodsmith Mine and 133 could depart having completed their shift rotation.

- 5.2.10 During the shift rotation, employees would be transported from the transfer location to the accommodation park by bus. Assuming 50 seat buses, this would result in a requirement for three buses for those starting their shift rotation and three for those ending (133 employees per shift divided by 50 seats).
- 5.2.11 **Table 5-2** provides a summary of the forecast bus movements between the accommodation park and transfer location during shift changeover days.

Table 5-2 *Bus movements between the accommodation park and transfer location*

Description of employee movements	Bus movements at the accommodation park
Three empty buses arrive at the accommodation park from their depot	3 buses arrive at the accommodation park
133 employees finishing their shift rotation transported from the accommodation park to the transfer location	3 buses depart from the accommodation park
133 employees starting their shift rotation transported from the transfer location to the accommodation park	3 buses arrive at the accommodation park
Three empty buses return to depot from the accommodation park	3 buses depart the accommodation park
Total daily bus movements	12

- 5.2.12 It is forecast that the types of skills required for the shaft-sinking stages would need to be drawn from outside the local area (i.e. within a 60 minute drive of Woodsmith Mine).
- 5.2.13 The 2015 TA for the Woodsmith Project applied an employee to vehicle ratio of 2.5 employees per vehicle, for employees travelling direct to the MTS shaft sites and Materials Handling Facility and Harbour at Teesside. This ratio was based upon industry best practice which showed that a typical ratio of 3.0 could be achieved on large construction sites.
- 5.2.14 It is considered that it would be appropriate to apply this ratio to the employee home trips, noting the size of the workforce and that to save costs, the employees would be likely to share a hire car, minibus, or taxi between the airport and transfer location.
- 5.2.15 It can therefore be calculated that during the changeover between teams, there would be approximately 54 vehicle movements travelling to the transfer location and 54 vehicle movements travelling from the transfer location (133 employees divided by 2.5).
- 5.2.16 It should be noted that these vehicle movements to the transfer location would only occur during the changeover periods and that the majority of the vehicle movements would not travel through the NYMNP.

5.3 Accommodation Park Servicing Vehicle Movements

- 5.3.1 Anglo American have provided forecasts for the numbers of employees and deliveries that would be required to service the accommodation park based upon experience of operating similar sites.
- 5.3.2 **Table 5-3** provides a summary of the number of staff and delivery movements that could be

expected to service the accommodation park at peak occupation.

Table 5-3 Accommodation park servicing requirements

Functions	Staff numbers per shift	Number of shifts per day	Staff numbers per day	Servicing deliveries (per week)
Catering	6	2	12	7
Cleaning	10	1	10	4
Maintenance	1	1	1	n/a
Management	1	1	1	n/a
Security	1	3	3	n/a
Waste collection	n/a	n/a	n/a	4
Total	19	n/a	27	15

- 5.3.3 It can be observed from **Table 5-3** that there could be a peak of up to 27 staff movements per day to service the accommodation park. Assuming a worst case that all employees drive direct to site this would equate to 54 movements per day.
- 5.3.4 With regard to servicing deliveries, it is identified from **Table 5-3** that there could be a peak of 15 deliveries per week, an average of four to six two-way movements per day. These deliveries would typically be by HGV or van.
- 5.3.5 Servicing of the accommodation park would therefore result in a peak of up to 60 vehicle movements per day.

5.4 Ladycross Caravan Park – Current Vehicle Movements

- 5.4.1 The Ladycross Caravan Park site currently has planning permission for up to 189 units, generating existing traffic movements through the NYMNP.
- 5.4.2 Upon occupation of the accommodation park site by Anglo American, vehicle movements associated with the existing Ladycross Caravan Park will cease. It is therefore necessary to understand the extant number of vehicle movements that could be 'netted off' forecast accommodation park demand.
- 5.4.3 To establish the potential number of vehicle movements that could be generated by existing Ladycross Caravan Park an examination of the industry standard TRICS (Trip rate information computer system) database has been undertaken.
- 5.4.4 The TRICS database has interrogated to find caravan and camping sites with similar characteristics to the Ladycross Caravan Park. A copy of this TRICS analysis is presented in **Appendix E** of this TS.
- 5.4.5 **Appendix E** identifies that for similar types of development, each unit (caravan, camper van, etc.) would generate 2.244 vehicle trips per day (known as the trip rate). Multiplying the total number of consented units (189) by the trip rate, it can be calculated that the existing Ladycross Caravan Park could generate up to 424 vehicle movements a day.
- 5.4.6 It therefore follows that upon occupation of the accommodation park site by Anglo American

there would be a reduction in daily traffic movements along the C182 and within the NYMNP of 424 movements.

5.5 Woodsmith Project – Consented Vehicle Movements

5.5.1 **Section 1.3** outlines that the 2015 TA submitted in support of the planning application for the Woodsmith Project presented an assessment of a worst case of all employees driving direct to a park and ride site in Whitby before being bussed to Woodsmith Mine. To accommodate this strategy, mitigation measures (such as improving the A171 Mayfield Road junction) were implemented by Anglo American.

5.5.2 The provision of the accommodation park would intercept vehicle movements (associated with the 400 employees) at the transfer location before they reach the NYMNP. As outlined in **section 5.2**, these 400 employees would be expected to generate 108 vehicle movements per day. Without the accommodation park these 108 vehicle movements would have been expected to have passed through the NYMNP towards Whitby (and assessed in the worst-case scenario in the 2015 TA).

5.5.3 It is therefore reasoned that the provision of the accommodation park would reduce the number of vehicle movements (compared to consented levels) through the NYMNP by up to 160.

5.6 Summary of Vehicle Movements

5.6.1 **Table 5-4** presents a summary of the proceeding sections in order to quantify the potential net change in traffic movements in the NYMNP and along the C182 that could be expected as a consequence of the accommodation park.

Table 5-4 Forecast changes in traffic movements

Parameters	Details	Change in daily traffic movements
A. Daily Employee Movements	36 additional bus movements would be forecast between the accommodation park and Woodsmith Mine per day.	+ 36
B. Shift Changeover Employee Movements	12 additional bus movements would be forecast between the accommodation park and transfer location on shift changeover days.	+ 12
C. Accommodation Park Servicing Movements	60 vehicle movements would be forecast per day to service the accommodation park	+ 60
D. Ladycross Caravan Park – Existing Vehicle Movements	424 vehicle movements to and from the existing Ladycross Caravan Park would cease upon occupation of the accommodation park.	- 424
E. Woodsmith Project – Consented Vehicle Movements	108 vehicle movements would potentially be saved through the NYMNP (compared to consented levels) as the private traffic generated by 400 employees would be intercepted at the transfer location.	- 108
Net change through the NYMNP ¹		- 424

Parameters	Details	Change in daily traffic movements
Net change along the C182 ²		- 316
Notes		
1. = parameters $A + B + C - D - E$		
2. = parameters $A + B + C - D$		

- 5.6.2 It can be noted from **Table 5-4** that on a typical day, the proposed accommodation park could result in a net reduction in traffic movements through the NYMNP of up to 424 vehicles per day.
- 5.6.3 When considering the local road network (the C182 from the A171 to Egton), the proposed accommodation park could typically result in a net reduction in vehicle movements of 316 per day.

6 Construction Traffic Generation

6.1.1 It is proposed that construction of the accommodation park would be undertaken in phases. An indicative phasing plan for the proposed accommodation park has been submitted as part of the application for the accommodation park which indicates that:

- Phase 1: Implemented within six months (months 0 – 6), providing a total of 113 cabins and six welfare lodges (an installation rate of ~19 cabins a month);
- Phase 2: Implemented within two months (months 6 – 8), providing a total of 31 cabins (an installation rate of ~16 cabins a month); and
- Phase 3: Implemented within four months (months 8 – 12), providing a total of 36 cabins (an installation rate of ~9 cabins a month).

6.1.2 It can be identified that the most intense period for the installation of cabins would be phase 1 when there would be a requirement to install an average of 19 cabins a month. Each cabin would be of similar dimensions to a shipping container (3.0m width, 7.3m long and 2.5m high) and could therefore be delivered by one HGV. Assuming a conservative 21 day working month, it can be calculated that for the peak phase 1 there would be an average of approximately one cabin delivery per day.

6.1.3 The cabins are supplied as pre-assembled units and require minimal installation, typically, forming a level base and connecting to the services. A small workforce, typically no more than 20 workers is therefore forecast (4 No. electricians, 2 No. plumbers, 10 No. ground/drainage workers, 2 general operatives, 2 No. site supervision/administration). It can therefore be assumed that as a worst case (i.e. no car-sharing) there would be 20 workers vehicle movements per day (40 two-way movements).

6.1.4 It can be noted from **Appendix C** that approximately 17 of the pitches (three in phase 1 and 14 in phase 2) are also grass pitches so would therefore require the formation of a base for these cabins.

6.1.5 To construct a base it is assumed that there would be a requirement for the delivery of concrete to form pads upon which to place the cabin and construct footpaths. Each container would typically require:

- a concrete pad at each corner, resulting in a concrete volume of 0.75m³ (assuming each pad is 0.5m wide by 0.75m deep); and
- a 10m long footpath, resulting in a concrete volume of 3.6m³ (assuming each footpath is 1.2m wide and 0.3m deep).

6.1.6 One delivery of concrete (by a standard concrete mixer) would supply approximately 6m³ of concrete, it can therefore be evidenced that one concrete mixer delivery would provide sufficient concrete for at least one cabin (which would require up to 4.4m³ of concrete).

6.1.7 Adopting a worst case, it could be assumed that on average, each cabin would generate up to two HGV deliveries per day (four two-way HGV movements). It should however be noted that the majority of the cabins would be installed on existing bases and average numbers would therefore be lower.

- 6.1.8 A further two HGV deliveries per day (four two-way HGV movements) would be required for additional ancillary materials for servicing, utility upgrades, welfare lodges and cabin fit outs.
- 6.1.9 During the construction of the accommodation park it is calculated that as a worst case there would typically be no more than 48 two-way vehicle movements per day (of which eight would be HGVs).
- 6.1.10 A peak of 48 two-way movements would be considered to be negligible in the context of background traffic on the C182 and A171 (outlined in **section 3.2**). The numbers would also be significantly less than the existing traffic levels generated by the Ladycross Caravan Park (**section 5.3.3**).

7 Summary and Conclusion

7.1 Summary

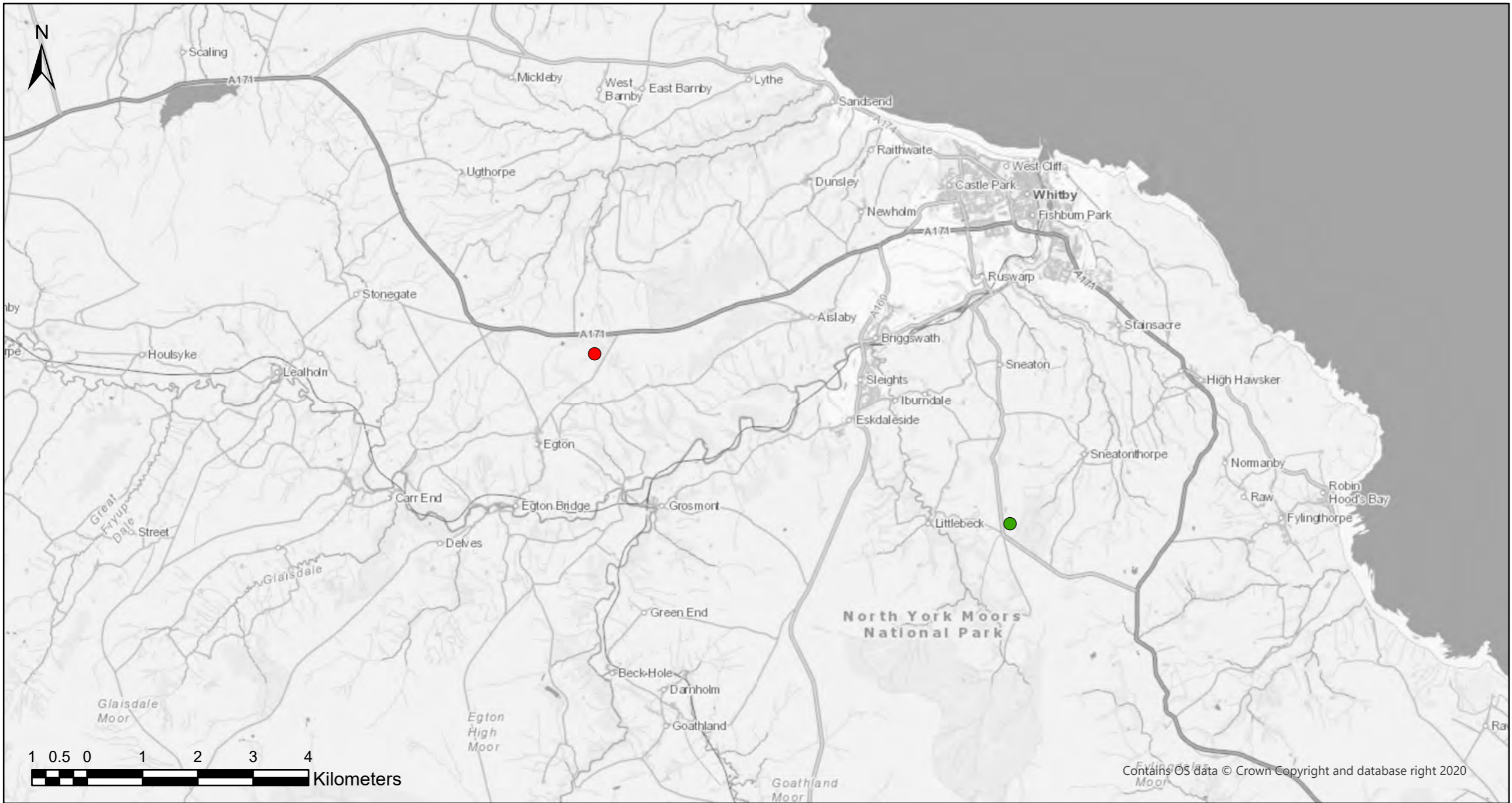
- 7.1.1 This Transport Statement (TS) has been prepared on behalf of Anglo American in support of a planning application for the temporary use of the existing Ladycross Caravan Park as an accommodation park for up to 400 employees.
- 7.1.2 The TS outlines that the design of the accommodation park is inherently sustainable, as no onsite parking would be provided for the 400 employees and they would instead be transported by bus. Furthermore, an extensive provision of amenities for the 400 employees would be provided at the accommodation park reducing the requirement for offsite trips.
- 7.1.3 The TS outlines that the existing Ladycross Caravan Park access will be upgraded as part of the proposed accommodation park and that the existing junction of the C182 and A171 has recently been upgraded by Anglo American to accommodate large vehicles.
- 7.1.4 An analysis of the latest publicly available collision data has demonstrated that there have been no collisions at the access to the Ladycross Caravan Park. No collisions were also recorded along the C182 from the A171 to Egton or at the junction of the C182 and A171.
- 7.1.5 The TS demonstrates that the proposed accommodation park can be serviced by a range of vehicle types and that sufficient car and cycle parking would be provided to accommodate all employees servicing the accommodation park. Following use supporting the accommodation park, the car and cycle parking would be retained for future use by the Ladycross Caravan Park.
- 7.1.6 The TS forecasts that construction of the proposed accommodation park could generate up to 48 vehicle movements per day, which it is considered is negligible in the context of background traffic and existing daily movements to the Ladycross Caravan Park.
- 7.1.7 It is forecast that the proposed accommodation park will generate an additional 48 bus movements and 60 servicing vehicle movements a day. However, the closure of the Ladycross Caravan Park and interception of employee trips by buses could result in a net reduction in traffic movements through the NYMNP of up to 424 vehicles per day. When considering the local road network (the C182 from the A171 to Egton), the proposed accommodation park could result in a net reduction in vehicle movements of 316 per day.

7.2 Conclusion

- 7.2.1 It is demonstrated that the proposed accommodation park would facilitate a net reduction in total vehicle movements through the NYMNP and along the C182 to Egton for the duration of its use.
- 7.2.2 In accordance with NPPF it is therefore demonstrated that the proposed accommodation park would not have a 'severe' impact and should not be refused permission on transport grounds.

Figures and Appendices

Figure 1 Location Plan



- KEY**
- Woodsmith Mine
 - Proposed Accommodation Park

Title
Location Plan

Project
Woodsmith Project

Client
Anglo American Woodsmith Ltd.

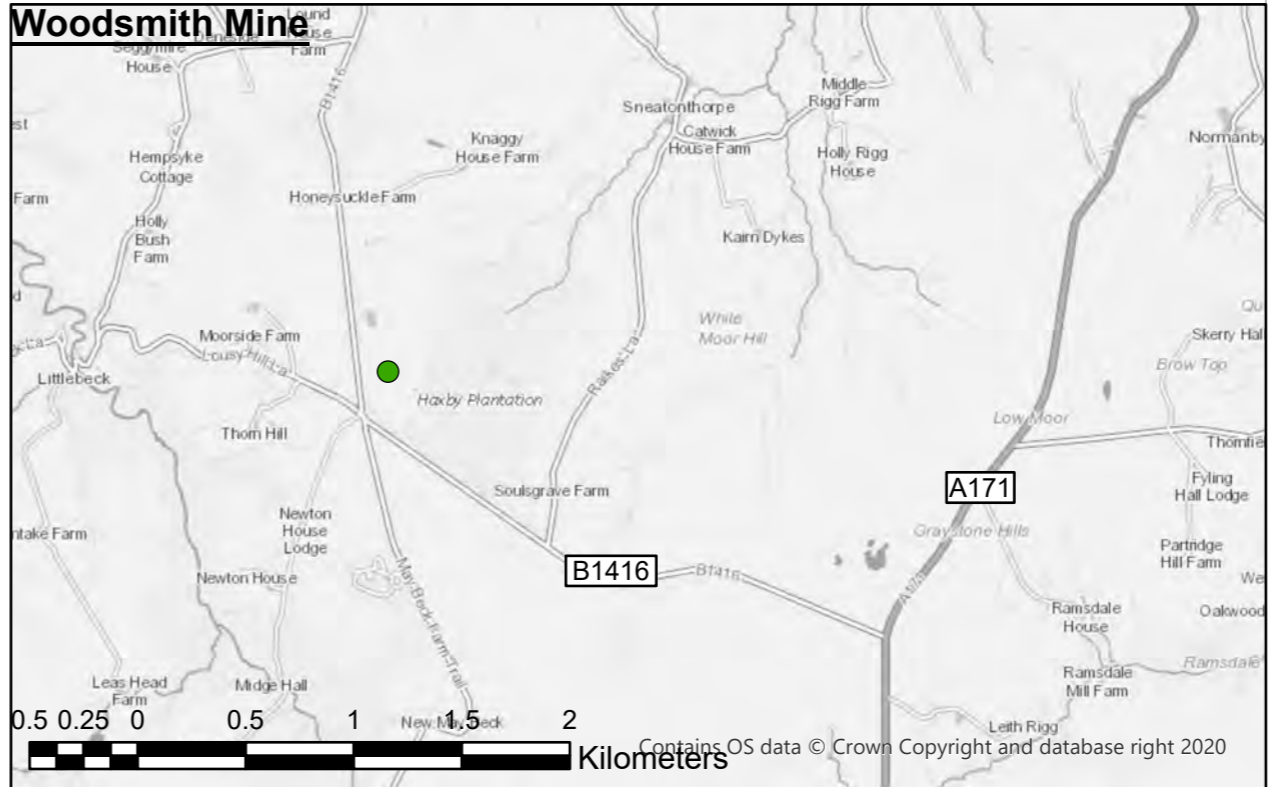
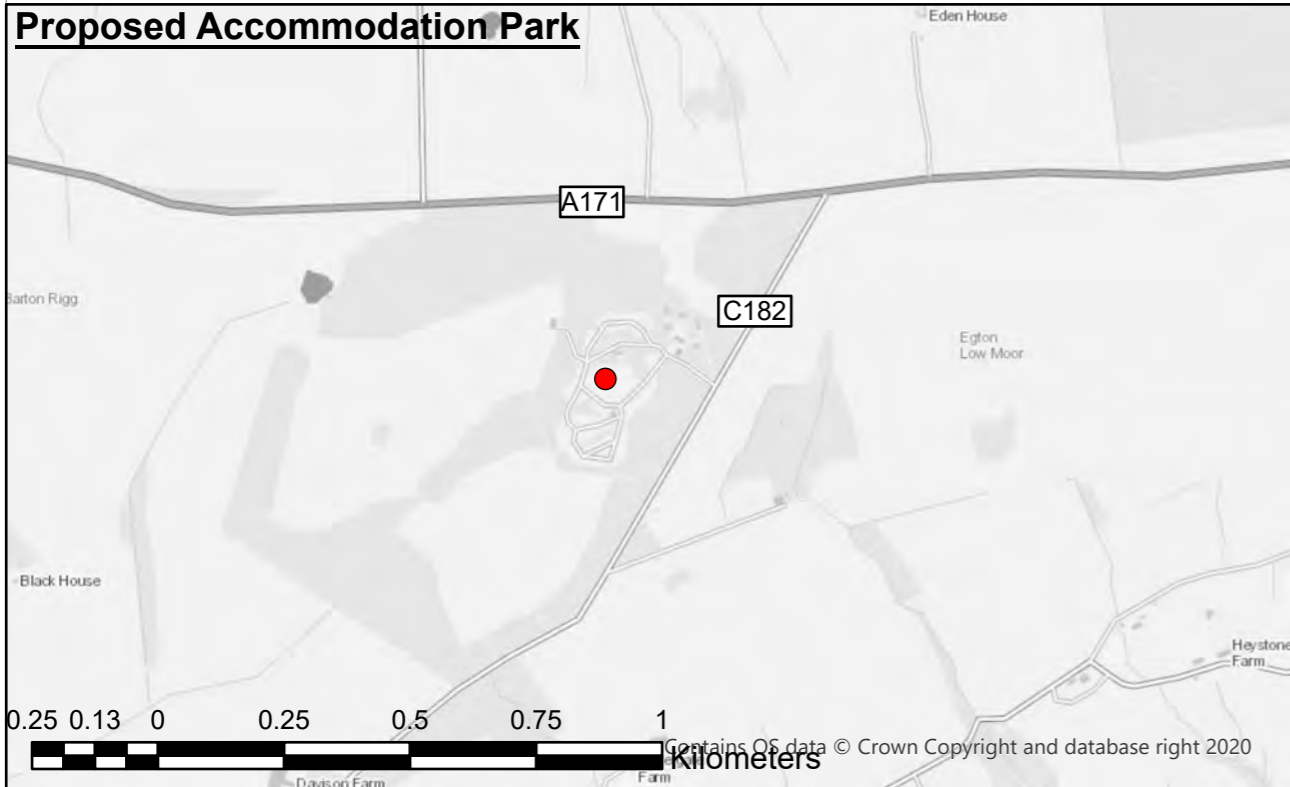
Date
17/08/2022

Scale
Varies

Figure
Figure 1

Checked by
ST

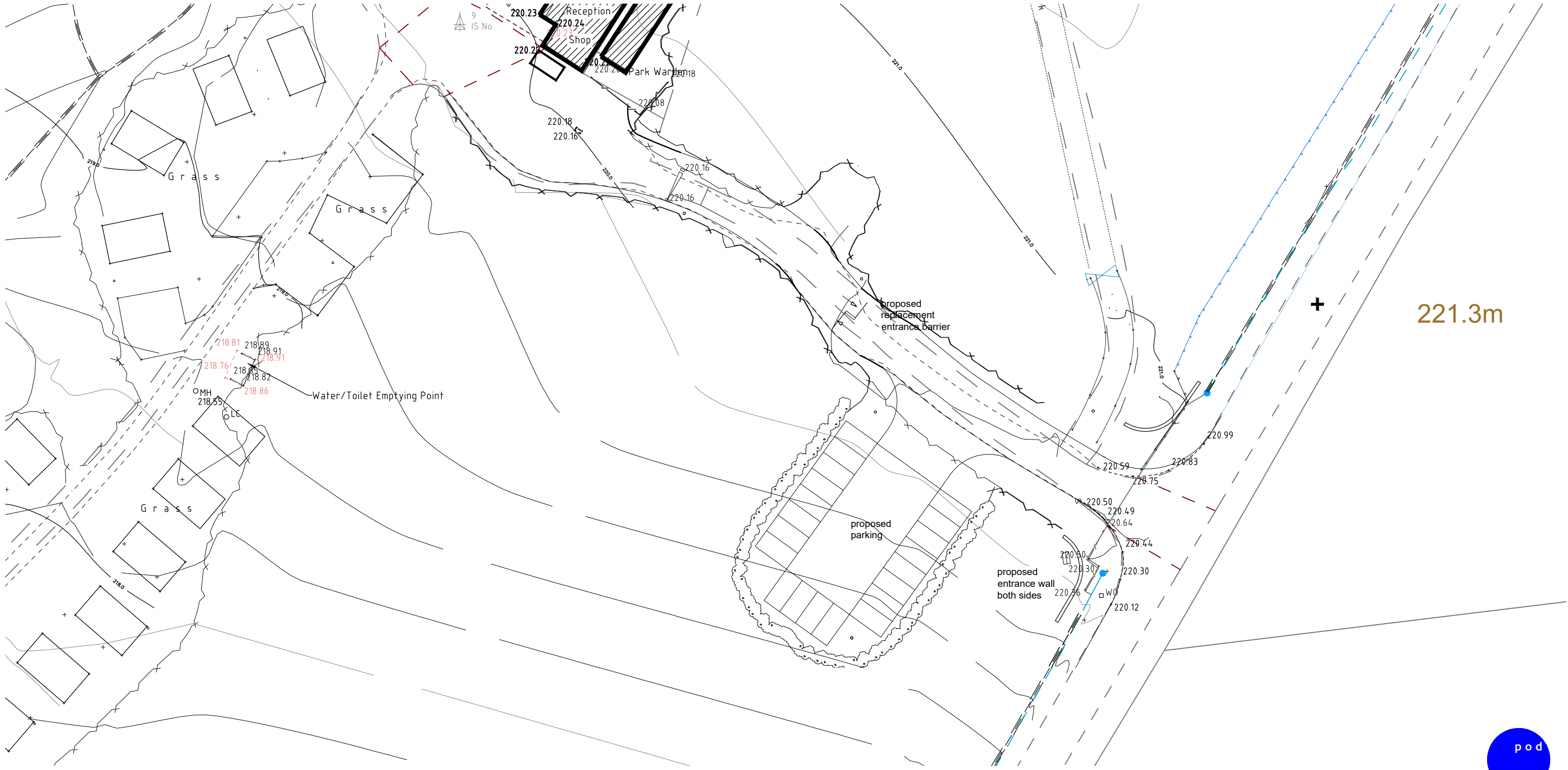
Number
P03



Appendix A Site Access Drawing

Do not scale from this drawing. Only figured dimensions are to be taken from this drawing. The contractor must verify all dimensions on site before commencing any work or shop drawings. If this drawing exceeds the quantities taken in any way, POD NEWCASTLE LTD is to be informed before the work is initiated. Ordnance Survey information is used on POD NEWCASTLE LTD drawings. POD NEWCASTLE LTD is not responsible for the accuracy of dimensions relating to any Ordnance Survey data, or beyond the boundary of the inserted topographic survey data. Work within The Construction (Design and Management) Regulations 2015 is not to start until a Health and Safety Plan has been produced. COPYRIGHT © POD NEWCASTLE LTD. This drawing is Copyright and must not be reproduced in any format or media without written/ verbal consent of POD NEWCASTLE LTD.

REV	BY	DATE	NOTE
X	XX	XX/XX/XX	NOTE



221.3m



TOFFEE FACTORY | NEWCASTLE-UPON-TYNE | NE1 2DF |

PROJECT: Ladycross Accommodation Park

DRAWING TITLE: Site Access Drawing

CLIENT: Litchfields	STATUS: Planning			
SCALE: 1:500	SHEET SIZE: A1	DATE: 08:22	DWN BY: HG	CHECKED BY: CVB

PROJECT NO: 1671-LIC	DRAWING NO: SD-10.20	REVISION:
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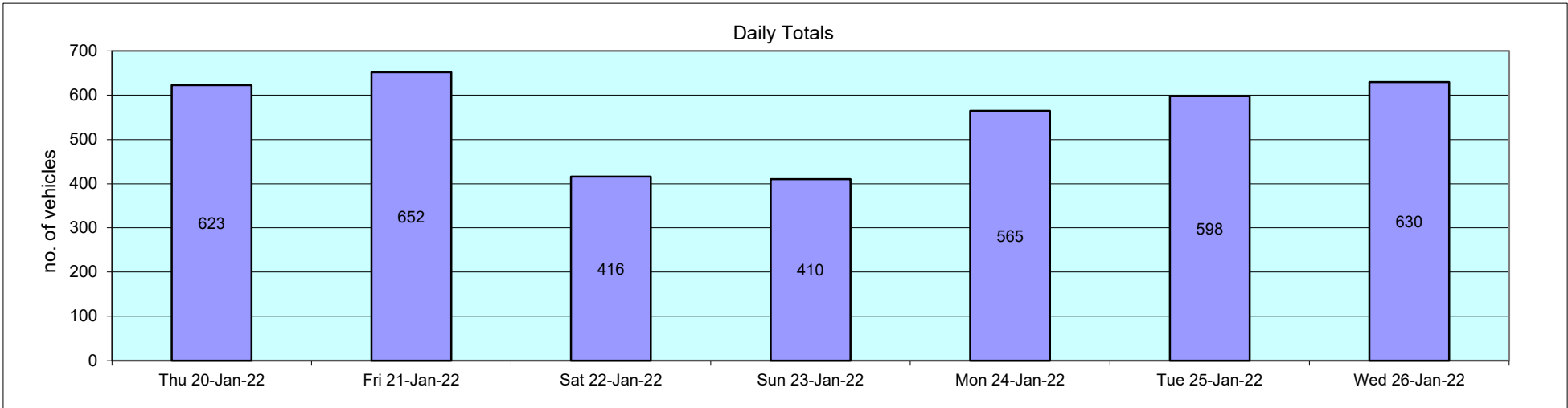


Appendix B C182 Traffic Survey Results

11037 EGTON										
JANUARY 2022										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 11037001	Un-Named Rd, Egton (S of Ladycross Plantation Caravan Park) 54.460292, -0.735448	Channel: Northbound	Thu 20-Jan-22	Wed 26-Jan-22	NSL	3894	614	556	53.6	45.0
		Channel: Southbound	Thu 20-Jan-22	Wed 26-Jan-22		3729	590	533	52.8	44.7

11037 EGTON Site No: 11037001 Location Un-Named Rd, Egton (S of Ladycross Plantation)
 JANUARY 2022 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 20-Jan-22	623	2	499	116	1	2	1	0	1	1	0	0	0	0
Fri 21-Jan-22	652	4	519	118	1	3	4	0	1	0	1	1	0	0
Sat 22-Jan-22	416	7	355	51	0	1	0	0	2	0	0	0	0	0
Sun 23-Jan-22	410	1	363	45	0	0	0	0	0	0	0	1	0	0
Mon 24-Jan-22	565	4	448	103	1	2	3	0	2	2	0	0	0	0
Tue 25-Jan-22	598	2	479	111	1	1	1	0	2	0	0	1	0	0
Wed 26-Jan-22	630	4	508	107	1	2	7	0	1	0	0	0	0	0
Total Vehicles														
[--]	3894	24	3171	651	5	11	16	0	9	3	1	3	0	0



11037 EGTON Site No: 11037001 Location Un-Named Rd, Egton (S of Ladycross Plantation)
 JANUARY 2022 Channel: Northbound

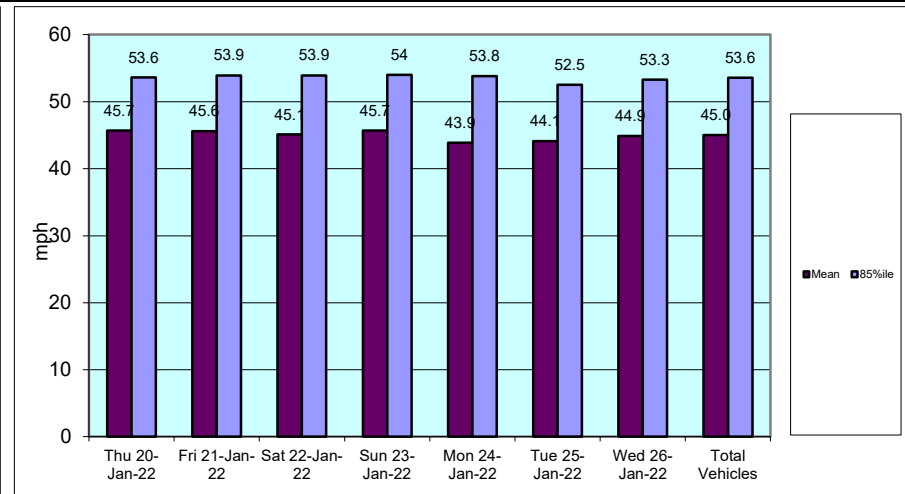
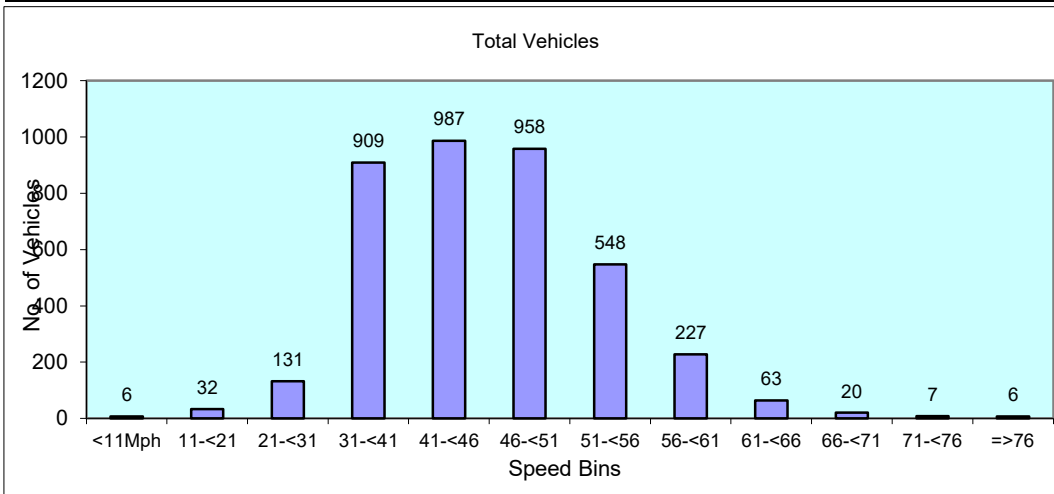
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Daily Totals

Thu 20-Jan-22	623	53.6	45.7	8.3	0	6	13	117	175	173	86	39	8	6	0	0
Fri 21-Jan-22	652	53.9	45.6	8.7	1	2	22	141	152	177	100	39	13	3	1	1
Sat 22-Jan-22	416	53.9	45.1	9.1	1	2	11	110	100	91	66	21	9	2	2	1
Sun 23-Jan-22	410	54	45.7	8.5	1	2	9	84	110	103	64	28	7	1	1	0
Mon 24-Jan-22	565	53.8	43.9	10.2	0	11	42	135	124	125	77	37	9	3	0	2
Tue 25-Jan-22	598	52.5	44.1	8.7	2	4	18	165	160	139	68	32	6	3	1	0
Wed 26-Jan-22	630	53.3	44.9	8.9	1	5	16	157	166	150	87	31	11	2	2	2

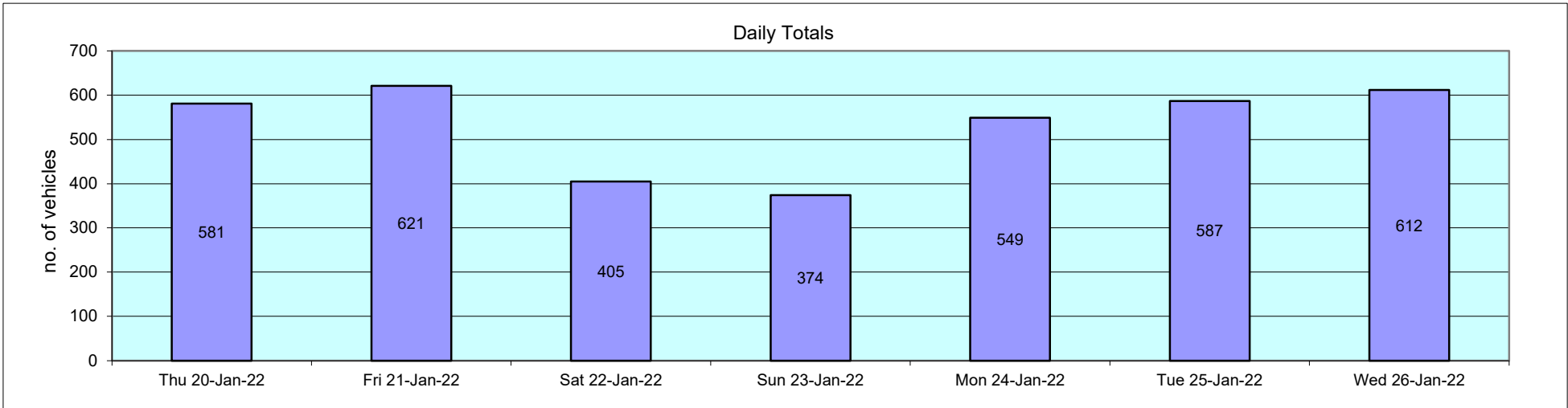
Total Vehicles

[--]	3894	53.6	45.0	8.9	6	32	131	909	987	958	548	227	63	20	7	6
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11037 EGTON Site No: 11037001 Location Un-Named Rd, Egton (S of Ladycross Plantation)
 JANUARY 2022 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 20-Jan-22	581	4	476	90	1	2	5	1	1	0	1	0	0	0
Fri 21-Jan-22	621	2	523	85	1	2	5	0	1	0	2	0	0	0
Sat 22-Jan-22	405	5	359	39	0	1	0	0	1	0	0	0	0	0
Sun 23-Jan-22	374	1	347	26	0	0	0	0	0	0	0	0	0	0
Mon 24-Jan-22	549	4	467	74	0	1	0	0	3	0	0	0	0	0
Tue 25-Jan-22	587	2	491	87	2	0	3	1	1	0	0	0	0	0
Wed 26-Jan-22	612	4	519	81	0	2	4	0	2	0	0	0	0	0
Total Vehicles														
[--]	3729	22	3182	482	4	8	17	2	9	0	3	0	0	0



11037 EGTON Site No: 11037001 Location Un-Named Rd, Egton (S of Ladycross Plantation)
 JANUARY 2022 Channel: Southbound

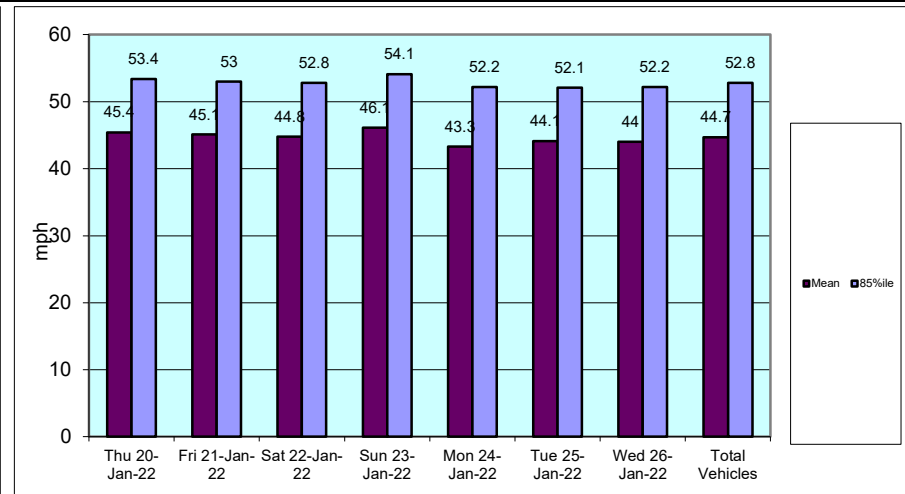
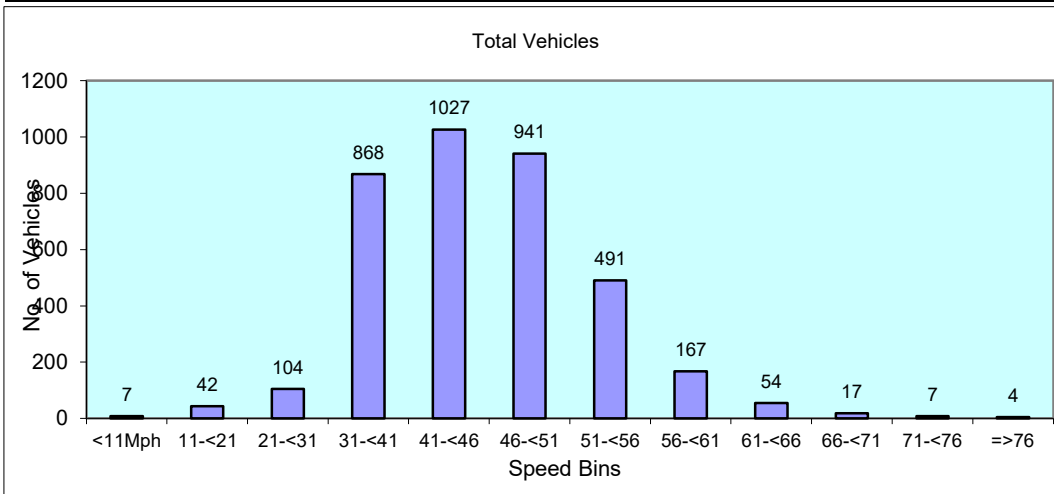
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
-------------	----------------	--------------	------------	------------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

Daily Totals

Thu 20-Jan-22	581	53.4	45.4	8.4	1	6	10	119	156	166	73	37	10	2	1	0
Fri 21-Jan-22	621	53	45.1	8.3	0	4	14	142	166	169	82	30	9	3	2	0
Sat 22-Jan-22	405	52.8	44.8	8.7	0	5	8	94	124	95	49	16	10	2	1	1
Sun 23-Jan-22	374	54.1	46.1	8.4	0	5	2	67	113	93	61	21	9	2	0	1
Mon 24-Jan-22	549	52.2	43.3	9.7	3	7	39	140	120	140	69	22	6	2	0	1
Tue 25-Jan-22	587	52.1	44.1	8.8	1	10	16	143	161	150	77	20	4	3	1	1
Wed 26-Jan-22	612	52.2	44	8.5	2	5	15	163	187	128	80	21	6	3	2	0

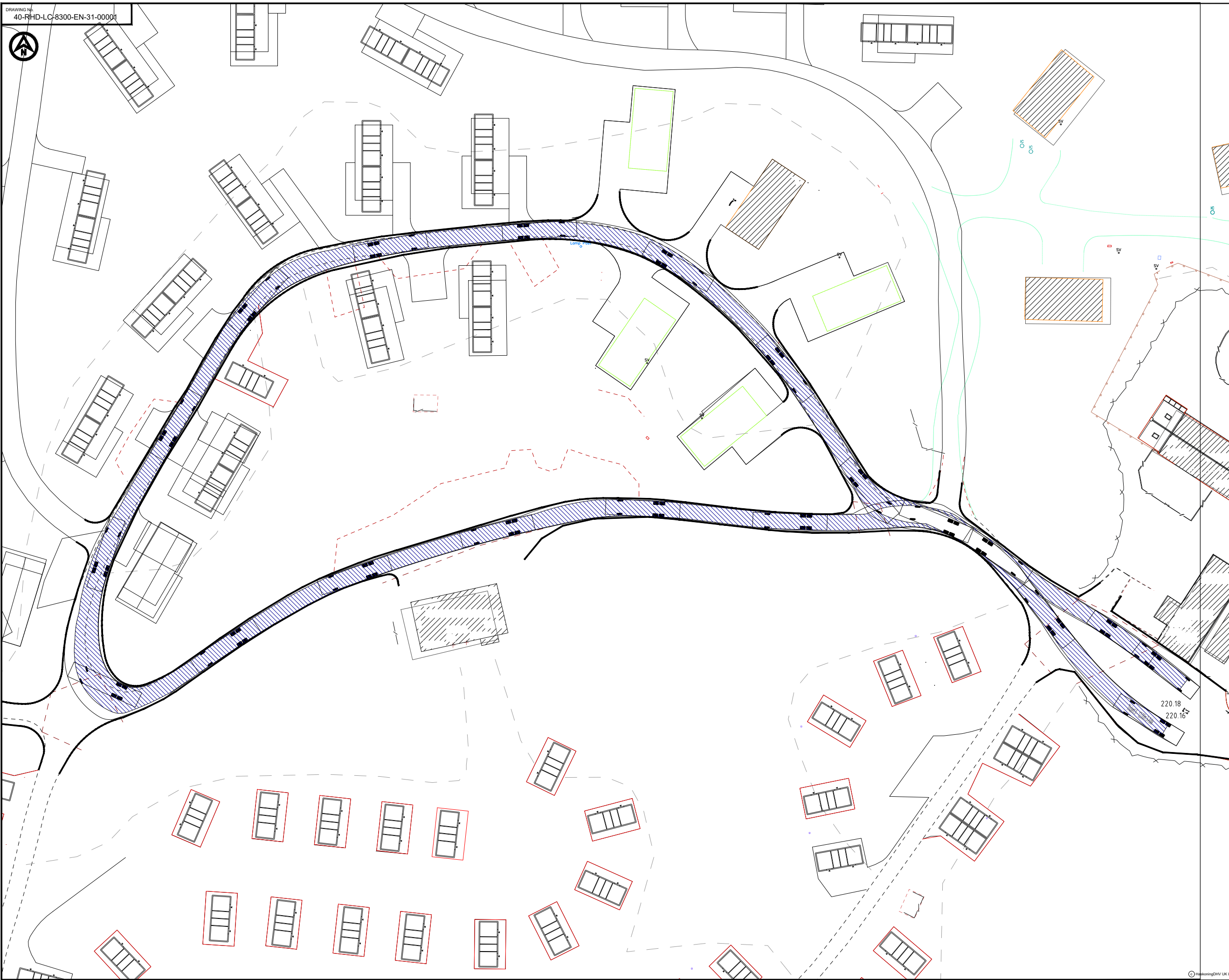
Total Vehicles

[--]	3729	52.8	44.7	8.7	7	42	104	868	1027	941	491	167	54	17	7	4
------	------	------	------	-----	---	----	-----	-----	------	-----	-----	-----	----	----	---	---



Appendix C Site Layout Plan

Appendix D Swept Path Analysis



NOTES
 1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon topographical survey data provided by Anglo American. Royal HaskoningDHV can not guarantee the accuracy of data.

KEY
 — EDGE OF ROAD

VEHICLE TRACKING

Trident II - 12.00m 3-Axle
 Overall Length 11.856m
 Overall Width 2.496m
 Overall Body Height 4.140m
 Min Body Ground Clearance 0.311m
 Track Width 2.363m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

VEHICLE BODY SWEEP PATH (FORWARD)

REV	DATE	DESCRIPTION	BY	CHK	APP
A	08.08.22	FIRST ISSUE	SKT	SKT	ADR

REVISIONS

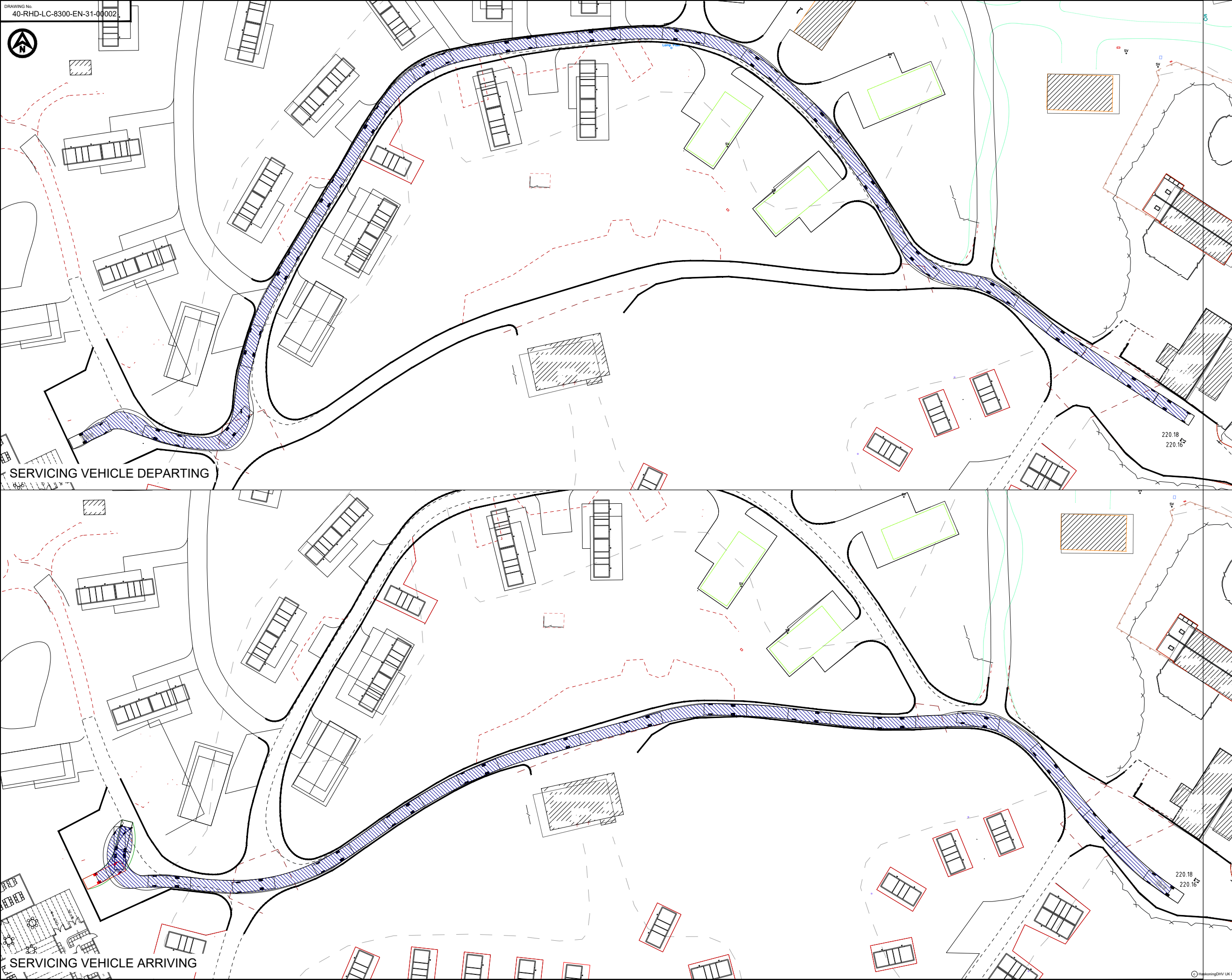
CLIENT
**ANGLO AMERICAN
 WOODSMITH LTD.**

PROJECT
**WOODSMITH PROJECT
 ACCOMMODATION PARK**

TITLE
**BUS ARRIVAL AND DEPARTURE
 SWEEP PATH ANALYSIS**



DRAWN	SKT	CHECKED	SKT	APPROVED	ADR
DATE	08.08.2022	SCALE AT A3	NTS	AUTOCAD REF.	
DRAWING No.	40-RHD-LC-8300-EN-31-00001			REVISION	A



NOTES
 1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon topographical survey data provided by Anglo American. Royal HaskoningDHV can not guarantee the accuracy of data.

KEY
 — EDGE OF ROAD

VEHICLE TRACKING

7.5t Box Van
 Overall Length 8.01m
 Overall Width 2.10m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.084m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

▨ VEHICLE BODY SWEEP PATH (FORWARD)
 ▨ VEHICLE BODY SWEEP PATH (REVERSING)

REV	DATE	DESCRIPTION	BY	CHK	APP	
A	08.08.22	FIRST ISSUE		SKT	SKT	ADR

REVISIONS

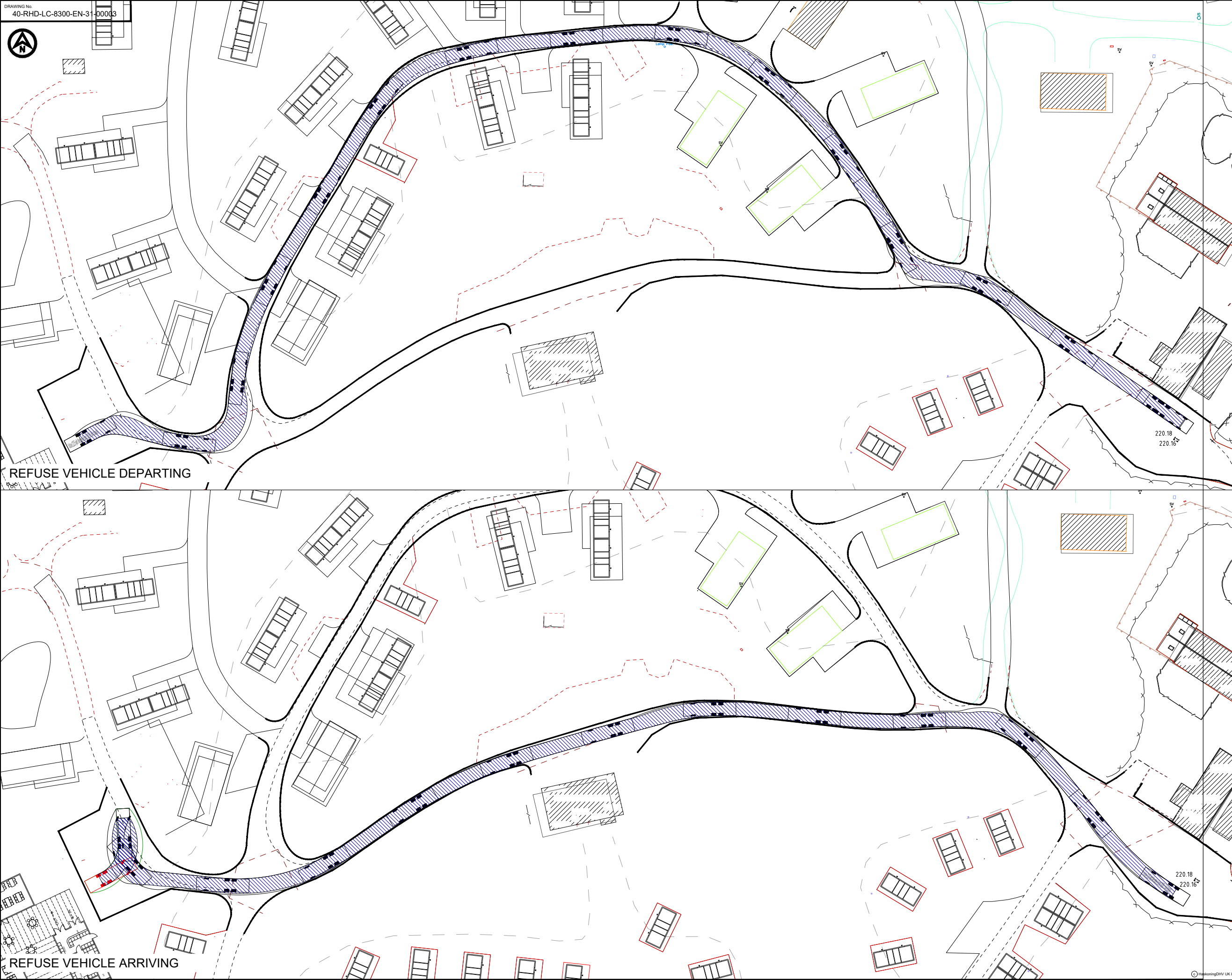
CLIENT
**ANGLO AMERICAN
 WOODSMITH LTD.**

PROJECT
**WOODSMITH PROJECT
 ACCOMMODATION PARK**

TITLE
**SERVICING VEHICLE
 SWEEP PATH ANALYSIS**



DRAWN	SKT	CHECKED	SKT	APPROVED	ADR
DATE	08.08.2022	SCALE AT A3	NTS	AUTOCAD REF.	
DRAWING No.	40-RHD-LC-8300-EN-31-00002				REVISION
					A



NOTES
 1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon topographical survey data provided by Anglo American. Royal HaskoningDHV can not guarantee the accuracy of data.

KEY
 — EDGE OF ROAD

VEHICLE TRACKING

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)
 Overall Length 9.930m
 Overall Width 2.490m
 Overall Body Height 3.745m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock to lock time 4.03s
 Wall to Wall Turning Radius 9.100m

▨ VEHICLE BODY SWEEP PATH (FORWARD)
 ▨ VEHICLE BODY SWEEP PATH (REVERSING)

REFUSE VEHICLE DEPARTING

REFUSE VEHICLE ARRIVING

REV	DATE	DESCRIPTION	BY	CHK	APP
A	08.08.22	FIRST ISSUE	SKT	SKT	ADR

REVISIONS

CLIENT
**ANGLO AMERICAN
 WOODSMITH LTD.**

PROJECT
**WOODSMITH PROJECT
 ACCOMMODATION PARK**

TITLE
**REFUSE VEHICLE
 SWEEP PATH ANALYSIS**



DRAWN	SKT	CHECKED	SKT	APPROVED	ADR
DATE	08.08.2022	SCALE AT A3	NTS	AUTOCAD REF.	
DRAWING No.	40-RHD-LC-8300-EN-31-00003				REVISION
					A

Appendix E TRICS Results

Calculation Reference: AUDIT-703105-220809-0820

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of units
Actual Range:	86 to 600 (units:)
Range Selected by User:	80 to 600 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/07/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Wednesday	1 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Free Standing (PPS6 Out of Town)	6
----------------------------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	1
Out of Town	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

n/a	6 days
-----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	3 days
1,001 to 5,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	3 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-J-05 STATION ROAD MORETON	CAMPING/CARAVAN	DORSET
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units:	122	
	Survey date: FRIDAY	11/07/08	Survey Type: MANUAL
2	DS-03-J-01 MAIN ROAD THULSTON ELVASTON	CARAVAN PARK	DERBYSHIRE
	Free Standing (PPS6 Out of Town) Village Total Number of units:	152	
	Survey date: FRIDAY	29/07/11	Survey Type: MANUAL
3	HC-03-J-03 BROCKENHURST ROAD BROCKENHURST	CARAVAN & CAMPING	HAMPSHIRE
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units:	600	
	Survey date: WEDNESDAY	23/08/00	Survey Type: MANUAL
4	PS-03-J-01 HAY ROAD NEAR BRECON	CAMPING/CARAVAN	POWYS
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units:	115	
	Survey date: FRIDAY	19/07/02	Survey Type: MANUAL
5	VG-03-J-01 FONTYGARY ROAD NEAR BARRY RHOOSE	CARAVAN PARK	VALE OF GLAMORGAN
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units:	494	
	Survey date: MONDAY	22/07/02	Survey Type: MANUAL
6	WM-03-J-01 MILL LANE NEAR COVENTRY ASTON CANTLOW	CARAVAN PARK	WEST MIDLANDS
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units:	86	
	Survey date: MONDAY	08/06/09	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	262	0.010	6	262	0.026	6	262	0.036
08:00 - 09:00	6	262	0.034	6	262	0.050	6	262	0.084
09:00 - 10:00	6	262	0.050	6	262	0.096	6	262	0.146
10:00 - 11:00	6	262	0.054	6	262	0.119	6	262	0.173
11:00 - 12:00	6	262	0.068	6	262	0.120	6	262	0.188
12:00 - 13:00	6	262	0.075	6	262	0.098	6	262	0.173
13:00 - 14:00	6	262	0.078	6	262	0.073	6	262	0.151
14:00 - 15:00	6	262	0.083	6	262	0.074	6	262	0.157
15:00 - 16:00	6	262	0.091	6	262	0.068	6	262	0.159
16:00 - 17:00	6	262	0.102	6	262	0.056	6	262	0.158
17:00 - 18:00	6	262	0.134	6	262	0.062	6	262	0.196
18:00 - 19:00	6	262	0.113	6	262	0.080	6	262	0.193
19:00 - 20:00	3	120	0.117	3	120	0.083	3	120	0.200
20:00 - 21:00	3	120	0.097	3	120	0.042	3	120	0.139
21:00 - 22:00	2	137	0.058	2	137	0.033	2	137	0.091
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.164			1.080			2.244

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 86 - 600 (units:)
 Survey date range: 01/01/00 - 17/07/21
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

OGVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	262	0.000	6	262	0.000	6	262	0.000
08:00 - 09:00	6	262	0.000	6	262	0.000	6	262	0.000
09:00 - 10:00	6	262	0.001	6	262	0.001	6	262	0.002
10:00 - 11:00	6	262	0.002	6	262	0.001	6	262	0.003
11:00 - 12:00	6	262	0.001	6	262	0.001	6	262	0.002
12:00 - 13:00	6	262	0.000	6	262	0.001	6	262	0.001
13:00 - 14:00	6	262	0.002	6	262	0.001	6	262	0.003
14:00 - 15:00	6	262	0.000	6	262	0.001	6	262	0.001
15:00 - 16:00	6	262	0.000	6	262	0.000	6	262	0.000
16:00 - 17:00	6	262	0.001	6	262	0.001	6	262	0.002
17:00 - 18:00	6	262	0.001	6	262	0.001	6	262	0.002
18:00 - 19:00	6	262	0.001	6	262	0.000	6	262	0.001
19:00 - 20:00	3	120	0.003	3	120	0.000	3	120	0.003
20:00 - 21:00	3	120	0.000	3	120	0.000	3	120	0.000
21:00 - 22:00	2	137	0.000	2	137	0.000	2	137	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.008			0.020

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Dark Pine texture wrap applied



NYMNPA

23/08/2022



Dark Pine texture wrap applied

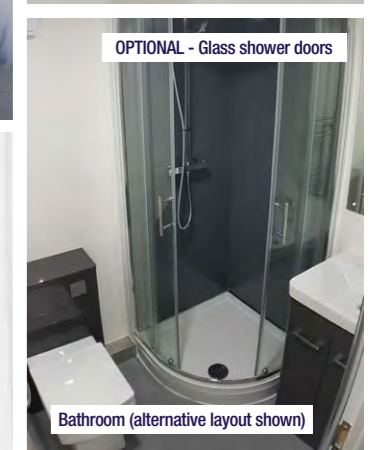
Ecosmart Sleeper 24




W 3048
L 7319
H 2486
 Dimensions (mm)

Inside

- | | | | |
|---|--|---|---|
| <p>Technical</p> <ul style="list-style-type: none"> ○ Consumer units with electrical certificate ○ 230 volt - 16 amp inlet ○ 110mm waste outlet ○ 15mm water inlet ○ All plumbing WRAS approved ○ Instant hot water (Optional 50 litre water heater) | <p>Bathrooms</p> <ul style="list-style-type: none"> ○ Shower head ○ Shower tray with curtain and thermostatically controlled mixer ○ Sink, mixer tap and mirror ○ High level window ○ Ventilation extractor ○ Towel rail ○ Low flush WC & toilet roll holder ○ Coat hooks ○ LED lights with PIR sensor or pull cord ○ Heavy non-slip duty vinyl floor | <p>Bedrooms</p> <ul style="list-style-type: none"> ○ Heavy duty bed 1900mm x 750mm ○ Desk ○ Bedside table ○ One cup kettle ○ Wardrobe & storage ○ 1kw heater ○ LED lighting ○ Bedside reading light ○ USB and electric sockets ○ Smoke & CO detector | <p>Outside</p> <p>Walls & Roof: 105mm wall: Steel – 25mm spray foam - 50mm mineral wool fitted between CLS – 12.5mm plasterboard.</p> <p>Floor: 18mm OSB finished with polyfloor vinyl, underdrawn with galvanised steel sheets with 50mm insulation.</p> <p>Doors: High security door with deadlock mechanism, closer and external light.</p> <p>Window: UVPC double glazed and blinds.</p> |
|---|--|---|---|



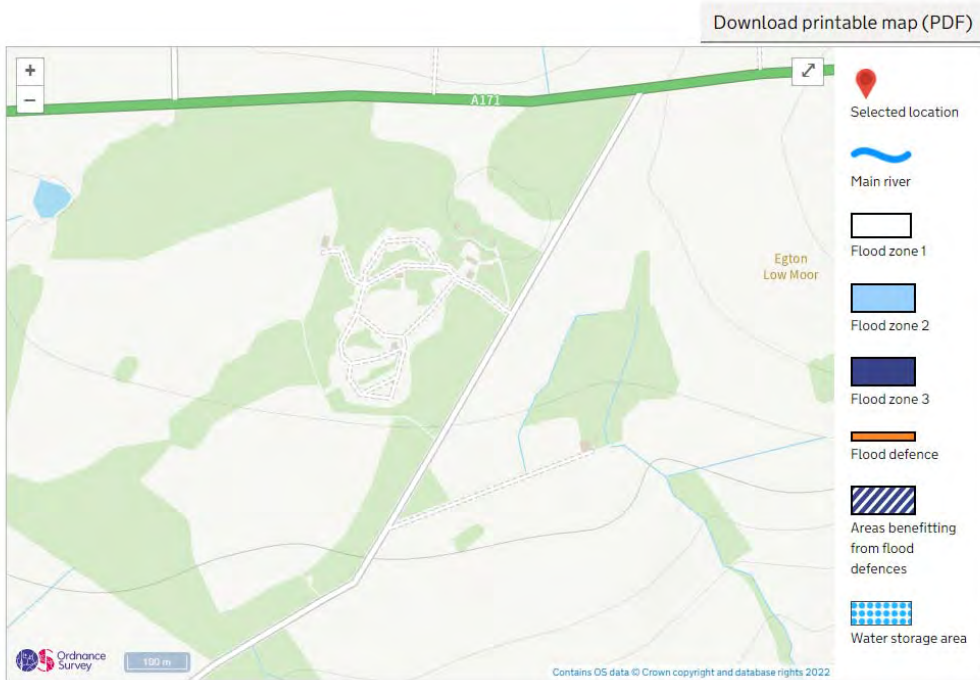
Flood Risk Statement

Our ref 50303/21/JG/JCx
Date 5 September 2022
To North York Moors National Park Authority
From Lichfields

Subject Ladycross Accommodation Park

- 1.1 This note comprises a Flood Risk Statement to accompany a planning application seeking the proposed temporary use of Lady Cross Caravan Park by Anglo American as an accommodation park during the shaft-sinking stages of the Woodsmith Project.
- 1.2 That application is submitted under S.73 of the Town and Country Planning Act 1990 as a variation of planning permission Ref. NYM/2018/0681/FUL:
- 1.3 The entirety of the application site is located within Flood Zone 1 (i.e. land having less than 1 in 1,000 annual probability of river or sea flooding), where there is a “low” probability of flooding. An extract from the relevant Flood Risk Plan from the Environment Agency is provided at Figure 1 below:

Figure 1 EA Flood Risk Map



- 1.4 Further information regarding the flood risk context of the wider site is set out within the Flood Risk Assessment and Drainage Statement that has been submitted in respect of application NYM/2022/0568 and which relates to the same locality.

- 1.5 The National Planning Policy Framework (“NPPF”) states that in flood zone 1, a Flood Risk Assessment should accompany all proposals involving sites of 1 hectare or more. The Planning Practice Guidance states that the flood risk assessment should be proportionate to the anticipated degree of flood risk and make optimum use of information already available (para 021 ID: 7-021-20220825 rev. 25.08.2022). This is reflected in the scope of information provided in this statement.
- 1.6 As described in the Covering Letter which accompanies the submission, the proposed accommodation park scheme would be provided completely within the confines of the existing, consented caravan park. To this end, individual worker cabins would be installed on either existing or previously permitted pitches and, similarly, the welfare facilities would be provided on existing or previously approved hardstanding areas. The extent of existing or previously approved hardstanding will not, therefore, materially increase as a result of the proposed development.
- 1.7 As also set out in the Covering Letter, foul and surface water drainage will be managed through existing and, where necessary, upgraded drainage infrastructure. This will ensure that there is no increase in flood risk from surface water run off resulting from the proposed development.
- 1.8 Given that the site falls entirely within a low flood risk area; the temporary nature of the proposed use and the fact that it would be delivered on existing or previously permitted hardstanding areas, it can be concluded that development will be safe from the risk of flooding and will not increase the level of flood risk at the site or to surrounding properties.
- 1.9 On the basis of the above, the scheme complies with Policy ENV5 and the NPPF.