An application to vary Environmental Permit number EPR/FB3504FU to extend the currently permitted area to authorise the deposition of waste on land as a recovery activity to stabilise further quarry faces at Skipton Rock Quarry, Skipton, North Yorkshire incorporating minor changes to the existing quarry face stabilisation works and to increase the maximum permitted annual waste input rate

Non technical summary

1. Environmental Permit Number EPR/FB3504FU (the permit) for the permanent deposit of waste on land as a recovery activity in Areas D and E at Skipton Rock Quarry was issued to Tarmac Trading Limited (Tarmac) by the Environment Agency (EA) on 7 May 2019. The boundary the subject of the permit is shown on Figure NTS 1. Waste is being permanently deposited in Areas D and E as part of earthworks to stabilise quarry faces and restore Areas D and E. MJCA is commissioned by Tarmac to prepare an application to vary the permit to provide for an easterly extension to the earthworks to stabilise further quarry faces with some changes necessary to the previously approved restoration scheme in Area E such that the landform created in the easterly extension will integrate with the landform in Area E. The principles of the earthworks in Areas D and E do no change but are extended in an easterly direction. It is also proposed that the maximum permitted annual waste input rate is increased from 250,000 tonnes per annum (tpa) to 300,000 tpa.

2. Planning permission reference NY/2023/0159/FUL was granted by North Yorkshire Council (NYC) on 16 December 2024 for an easterly extension to the earthworks to stabilise further quarry faces with some changes to the previously consented restoration scheme in Area E such that the landform created in the easterly extension will integrate with the landform in Area E. Pre-application discussions with respect to the recovery status of the proposed eastern extension the subject of this variation application have been held with the EA and the EA confirmed their agreement in late 2025 that the activity comprises recovery. This variation application has been prepared with reference to relevant guidance provided by the EA on the GOV.UK website.

3. The area the subject of the permit is centred approximately on National Grid Reference (NGR) SE 0177 5322. The eastern extension is centred approximately on NGR SE 0223 5330. The layout including the location of Area D and Area E and the eastern extension and the existing and proposed permit boundary are shown on Figure NTS 1. Areas D and E and the eastern extension are referred to collectively in this non technical summary as the site. The access to and the setting of the site do not change as a result of the

application to vary the permit to include the eastern extension. The site is located approximately 1.6km north east of the town of Skipton and approximately 500m to the south east of the village of Embsay. The A59 runs in an east west direction approximately 185m to the south of the site at its closest point. The junction of the A65 with the A59 is located to the south west of the site. The site is accessed from the A65 to the west south west of the site. The haul road from the site access with the A65 to the western site boundary is approximately 1.5km long and generally has a paved surface. The site is located in a generally rural setting. The Bolton Abbey Steam Railway runs in an east west direction to the north of the site. The residential property located closest to the site is Holywell House which is an isolated dwelling located approximately 120m south of the southern boundary between the site and the A59.

4. There are several Public Rights of Way (PRoW) within 500m of the site, the closest of which is Footpath 05.37/7/1 which is located approximately 120m east of the site at its closest point. To the south east Footpath 05.37/7/1 becomes Footpath 05.37/33/1 and to the north Footpath 05.37/7/1 becomes Footpath 05.17/10/1 and the Bridleway 05.17/9/1. Footpath 05.23/11/1 is located approximately 460m east of the site beyond Footpath 05.37/7/1. The only other PRoW within 500m of the site is Footpath 05.37/5/1 which is located approximately 530m west south west of the site.

5. Based on information reviewed on Defra's MAGIC website the closest Site of Special Scientific Interest (SSSI) is Holy Well Bridge SSSI which is located approximately 200m to the east of the site. North Pennine Moors SSSI, Special Protection Area (SPA) and Special Area of Conservation (SAC) is located approximately 1.8km north of the site. There are no other SSSIs, SPAs or SACs or any Ramsar Sites, Local Nature Reserves (LNRs) or National Nature Reserves (NNRs) located within 2km of the site.

6. Based on information on the DEFRA MAGIC website there are no Scheduled Monuments within 500m of the site and two listed buildings located within 500m of the site, both of which are Grade II Listed and the closest of which is a milestone located approximately 280m south-south west of the site.

7. The earthworks to stabilise the quarry faces and the restoration of Areas D and E necessitates the importation of approximately 455,200m^3 of inert restoration materials. Prior to the further face stabilisation works, mineral extraction will need to take place in the eastern extension area in order not to sterilise permitted limestone reserves.

Approximately 500,000 tonnes of limestone will be extracted and the earthworks to stabilise the further quarry faces and restore Area E and the eastern extension area will necessitate the importation of approximately 430,000m^3 of inert restoration materials. The site will be restored to a combination of grassland, scrub and tree planting.

8. Based on published geological information the site predominantly is excavated into limestone of the Carboniferous Chatburn Limestone Formation (formerly the Haw Bank Limestone). The overlying superficial deposits which were present will have been excavated during quarrying activities. The limestone is classified by the EA as a Secondary A aquifer and the site is not located in a groundwater source protection zone (SPZ). The superficial deposits in the vicinity of the site where present are classified as a Secondary undifferentiated aquifer.

9. To the north of the site Haw Beck flows generally in a westerly direction between the site and the Bolton Abbey Steam Railway. Haw Beck flows parallel to the railway for approximately 1km before flowing under the railway to the south of Embsay shortly after its confluence with Embsay Brook.

10. Based on information presented on the GOV.UK website the site is located in Flood Zone 1 which is defined as land having an annual probability of flooding of less than 1 in 1000.

11. The surface water abstraction nearest to the site is from Haw Beck approximately 140m north west of the site at its closest point. The operator is Tarmac Trading Limited and the use description is process water. There are further surface water abstractions located in Eller Beck approximately 2.6km downstream of the site.

12. There is a groundwater abstraction located at the quarry. The licence holder is Tarmac Trading Limited and groundwater is abstracted for quarry dewatering and under the licence water may also be used as process water and for dust suppression and general or process washing. Based on information provided by the EA there are no other licensed groundwater abstractions within 2km of the site. Based on information provided by North Yorkshire Council there may be a Private Water Supply located in the vicinity of High Skibeden Farm located approximately 500m south of the site.

13. Based on the results of the Hydrogeological Risk Assessment (HRA) included with the application it is considered that there is no significant risk from the proposed deposition of inert waste to groundwater and surface water quality in the vicinity of the site. Based on

the environmental setting and the inert nature of the materials that will be deposited at the site active long-term site management will not be necessary in order to prevent long term groundwater pollution. A programme of environmental monitoring will be carried out to confirm the results of the HRA. The results of the monitoring will be reported to the EA on a regular basis.

14. The application is supported by a qualitative Environmental Risk Assessment (ERA) for accidents, odour, noise and fugitive emissions. The ERA assesses the potential impacts to the surrounding environment from the proposed activities at the site. It is concluded in the ERA that the that the proposed changes will not increase significantly the potential for nuisance impact on the surrounding environment. A Dust and Emissions Management Plan (DEMP) is included with the application and identifies the operations at the site which may have the potential to have an impact on air quality as a result of emissions of particulate matter, presents the details of the operational controls which are implemented to minimise emissions and describes the monitoring which will be carried out to confirm the effectiveness of the management controls.

15. The inert waste types that are and will be accepted at the site will be specified in the varied permit and will not change from those waste types accepted in Area D and Area E. Waste acceptance procedures are and will be in place to minimise the risk that unacceptable waste materials will be accepted at the site including procedures for the rejection of non-conforming loads. The operations at the site are and will be the subject of the Environmental Management System (EMS) operated by Tarmac.

16. Tarmac is committed to ensuring that members of its staff are technically competent to undertake waste operations and uses the Chartered Institution of Wastes Management/Waste Management Industry Training and Advisory Board (CIWM/WAMITAB) scheme for these purposes. The training standards set out in the CIWM/WAMITAB scheme, as relevant to the operation of a facility for the deposit of waste on land and waste operations in general, are adopted for training purposes.