

North Weald Airfield Inland Border Facility

The United Kingdom (UK) has left the European Union (EU) and a transition period is in place until 31 December 2020. This booklet explains the Government's plans to introduce an inland border facility at North Weald Airfield, Essex that will provide customs and transit checks required for hauliers from 1 January 2021. The booklet also details how interested individuals and organisations can submit comments on the proposals.

Background

Her Majesty's Revenue and Customs (HMRC) is progressing plans for use of North Weald Airfield as an inland border facility.

The site is proposed to act as a location for starting and ending transit movements of goods to and from the UK. The proposals include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

HMRC's proposed use of the site will require approval, which the Government is seeking under the requirements of a Special Development Order (SDO).

In September 2019, HMRC secured a temporary approval via a Special Development Order (SDO) for an inland border facility at North Weald Airfield. As the temporary approval expires on 31 December 2020, a new approval is required for the site's use as an inland border facility.

The inland border facility proposals are temporary and are designed to ensure no significant or long-term environmental effects. HMRC, alongside other Government departments, has reviewed the options for use of the site and, based on current planning, expect the site to be needed for up to two years.

HMRC is engaging with community and technical stakeholders. You can view copies of letters which were sent to residents on our website at www.inlandborderfacilities.uk

Inland border facility location

The inland border facility is located within a short drive of Junction 7 of the M11 which holds strategic importance insofar as it offers north-south connectivity to London and the M25, Stansted Airport and Cambridge, and east-west connectivity via the A414 to Harlow and Chelmsford.

How to comment on the proposals

This booklet provides information about the Government's proposals for the North Weald Airfield Inland Border Facility.

If you would like to submit comments about the North Weald Airfield Inland Border Facility proposal, please complete a feedback form and post to: Freepost Inland Border Facilities

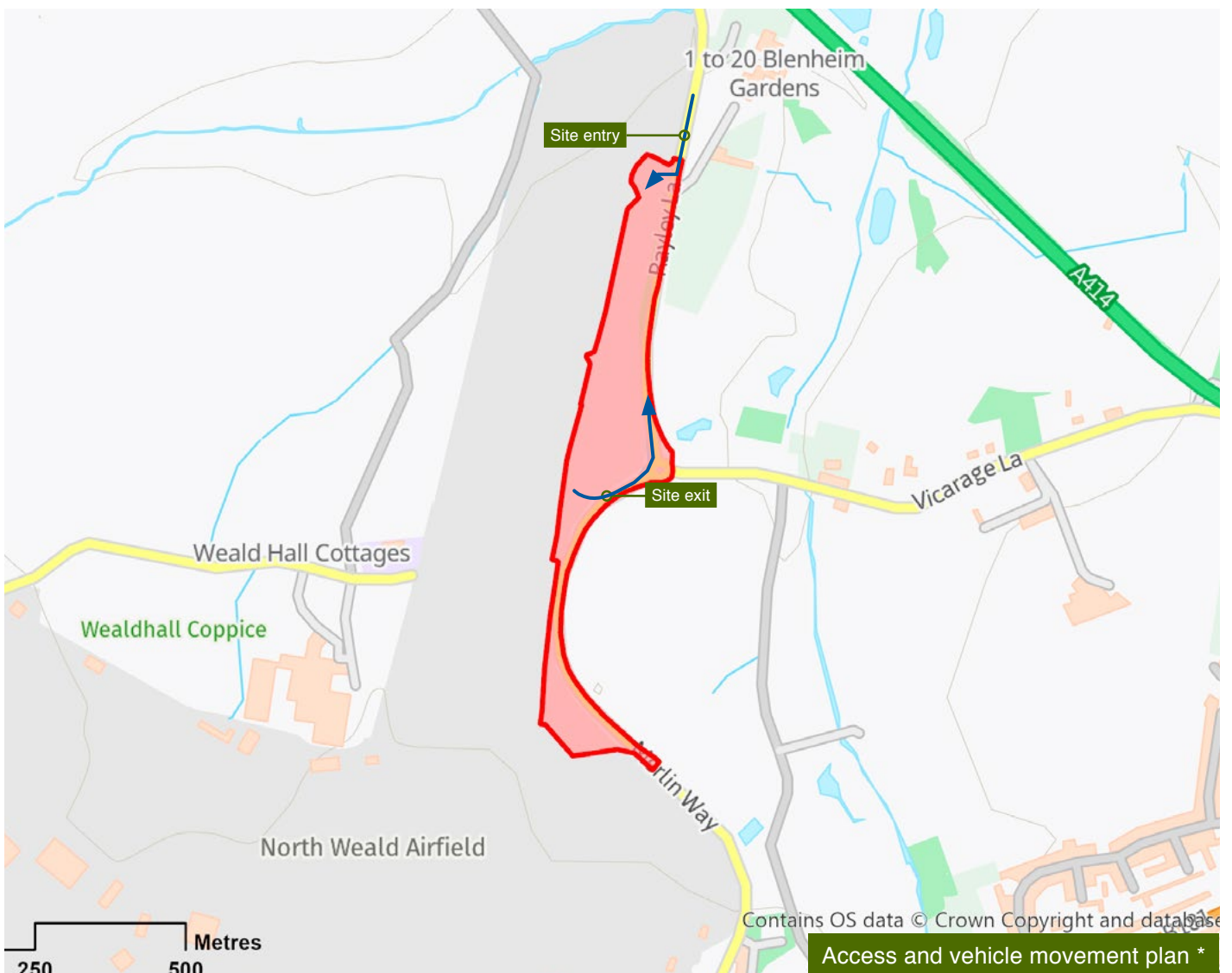
Details about how the inland border facility will operate can also be viewed on our website at www.inlandborderfacilities.uk where you can also provide your comments on the proposals online.

Why do we need inland border facilities?

Her Majesty's Revenue and Customs (HMRC) and the Department for Transport (DfT) are engaging with interested individuals and organisations to explain the need for inland border facilities at locations across the country. Our dedicated website www.inlandborderfacilities.uk sets out further details of the inland border facilities that will provide customs checks required for hauliers from 1 January 2021.

The current rules on trade, travel, and businesses for the EU and UK continue to apply during the transition period until new rules are brought into effect from 1 January 2021.

The new rules will require additional customs and transit checks. Where there is no space at ports for new border infrastructure, the Government proposes to build new inland border facilities where these checks and other activities will take place.



*Site boundary may be subject to further refinement in due course. Updates will be provided on the project website.



Highways and transport

Traffic management

By providing additional customs clearance capacity, the North Weald Airfield Inland Border Facility will help facilitate the flow of trade and support strategic traffic management in Essex. As part of the proposals, the number of HGVs that can be stationed at the North Weald site at any one time will be limited to 53.

Traffic impacts on the local and Strategic Road Network are being assessed and managed in conjunction with local and national stakeholders. When the site is operational, monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the North Weald Airfield Inland Border Facility may be carried out, if required. Where necessary, mitigation would be implemented through a Traffic Management Plan (TMP).

Traffic modelling

Initial strategic traffic modelling assessments have taken place which indicate there are expected to be no significant impacts as a result of the proposals for the North Weald Inland Border Facility.

An Operational Management Plan (OMP) is being developed which includes contingency measures to protect the local roads and Strategic Road Network in the event of accidents and delays.

Traffic flow & access

Directing vehicles to the inland border facility

Most HGVs travelling to the site will access the site from the north, exiting the M11 at junction 7 onto the A414.

HGVs travelling from south east England, central northern England, the East Midlands and the M40 corridor will exit the M25 at junction 27 onto the M11, before exiting onto the A414 at junction 7.

From Hertfordshire, northern Essex and Suffolk

HGVs travelling from Hertfordshire will travel to the site on the A10 before exiting onto the A414 north of Hoddesdon.

HGVs travelling from northern Essex and Suffolk will access the site from the east, travelling to the site on the A12 then exiting onto the A414 south of Chelmsford.

Prominent road signage

There will be prominent road signage from and to the Dover ports that directs HGV drivers to the inland border facility entrance.

There will also be signs outside the site entrance to advise hauliers about the use of site facilities and providing site contact details.

Entry and exit points at the facility

There will be separate entry and exit points to the site. Egress will be from Merlin Way, approximately 150 metres south-west of the Rayley Lane / Vicarage Lane / Merlin Way roundabout, whilst access will be from Rayley Lane, approximately halfway between this roundabout and the A414 Canes Lane / Rayley Lane roundabout.

Environment

As part of the site-specific proposals for the inland border facility, environmental studies continue to be carried out and relevant bodies, including the Environment Agency, Natural England and Historic England continue to be engaged about the use of the site.

The inland border facility proposals are temporary and are designed to ensure no significant or long-term environmental effects. HMRC, alongside other Government departments, has reviewed the options for use of the site and, based on current planning, expect the site to be needed for up to two years.

Given the temporary nature of the inland border facilities, reinstatement plans will be prepared for approval which can be implemented when any inland border facility activities cease.

As part of the SDO approval, a study of the likely environmental effects will be produced. This study will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise. The report will also consider geology and soils, material assets and waste, population and health, and climate.

Initial air quality modelling has taken place which indicates that the operation of the site will not adversely impact either the Epping Forest Special Area of Conservation (SAC) or the Site of Special Scientific Interest (SSSI).

Biodiversity

Potential scheme impacts on local biodiversity are being assessed through a number of ecological studies. Where impacts are identified, appropriate mitigation will be implemented to ensure no adverse effects on local biodiversity.

The ecological studies being undertaken include an analysis of the habitats on the site and studies of protected species.



Covid-19 readiness

To limit risks from the Covid-19 virus, there will be hot and cold running water, hand cleaning facilities and provision of drinking water.

The site has been designed taking social distancing into consideration, and the latest Government guidelines on Covid-19 will be followed in all circumstances.



How the site will operate

Subject to approval, the site will become operational from 1 January 2021 with HMRC responsible for site activities. The site would be managed by an appointed contractor.

Approximately 60 full time staff are expected to be on site in shift patterns and there will be parking provisions and welfare facilities provided for them. These figure are indicative and exact numbers will be confirmed in due course.

The site will operate 24 hours a day, 7 days a week.

Site staff would include fully trained security personnel, and emergency response staff. Closed circuit television cameras (CCTV) are positioned across the site to monitor site activities.

After entering the site, HGVs will visit the Vehicle Entry Check Point before being directed to a vacant HGV space. From there, the HGVs will undertake customs and transit checks as required. During processing, HGV drivers must remain on the site. Once the checks have been completed, the HGVs will leave the site to continue on their journeys.

Planning and next steps

Approval for the site will be sought under the requirements of a Special Development Order (SDO).

An SDO was laid in Parliament on 3 September 2020 (The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020) and came into force on 24 September.

The legislation provides for the granting of temporary approval to Government departments, to provide facilities in specified local authority areas for the stationing and processing of HGVs entering or exiting the UK. It also allows for the provision of associated temporary facilities and infrastructure.

The legislation specifies that the facilities will cease operation prior to 31 December 2025, although based on current planning the North Weald site is only expected to be needed for up to two years.

The 2020 SDO includes four sections and can be viewed at www.legislation.gov.uk/ukxi/2020/928/schedule/2/made

Next steps

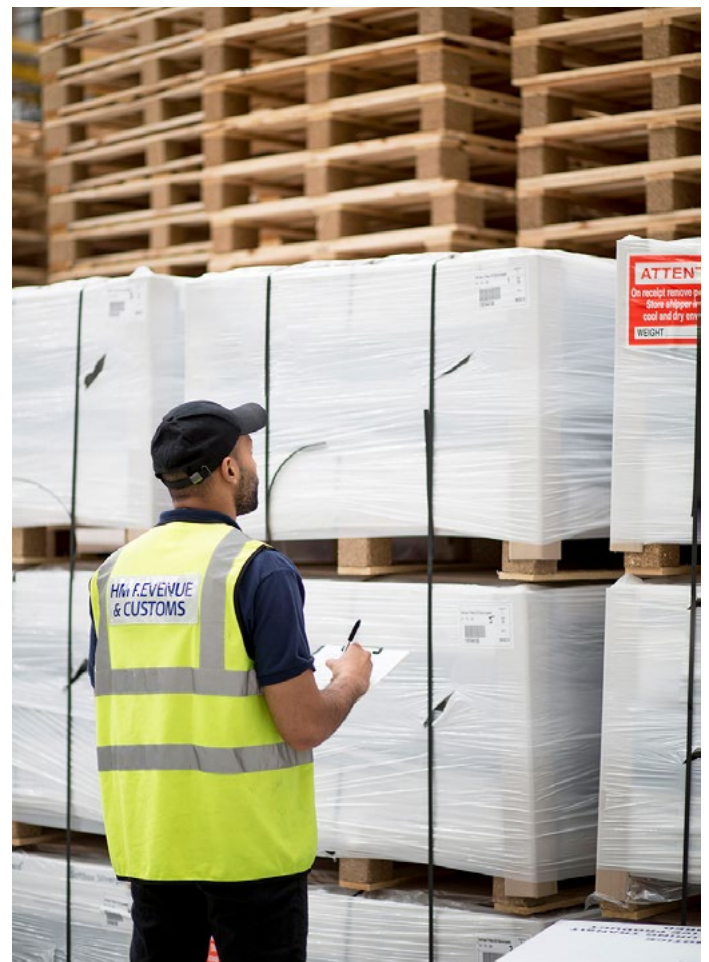
The submission of a site-specific proposal is required under Article 4 (Relevant Approvals) of the 2020 SDO statutory instrument.

A number of separate documents are required as part of the planning submission:

- Site boundary plans
- Site access plans
- Confirmation of site duration use
- A report considering the likely environmental effects and appropriate mitigation proposals
- A Transport Statement
- An Engagement Report
- A Planning Statement (including a description of the proposed development and its intended uses, planning context, application of relevant national and local planning policies, assessment of the relevant planning issues and any other material considerations which are relevant, along with compliance with Human Rights and Equalities Legislation).

Further subsequent details will also be needed to be submitted, following the Article 4 submission, including:

- A Construction Management Plan
- An Operational Management Plan
- A Scheme of Restoration



Stakeholder Engagement

HMRC has been engaging with a range of national and local stakeholders regarding the proposals for North Weald Airfield Inland Border Facility, including with the local community.

You can view copies of letters sent to residents regarding the proposals on our website at: www.inlandborderfacilities.uk

Questions and answers

What is the role of the inland border facility?

The site is proposed to act as a location for starting and ending transit movements of goods to and from the UK. Each location includes parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles entering and exiting the sites. There are also temporary office buildings, staff and driver welfare amenities.

Why this location? Why is a site needed in Essex when most of the traffic is headed for Kent?

North Weald Airfield is located within a short drive of junction 7 of the M11 which holds strategic importance as it offers north-south connectivity to London and the M25, Stansted Airport and Cambridge, and east-west connectivity via the A414 to Harlow and Chelmsford.

Will the operation of the site impact local communities?

The site is not located directly alongside residential properties. HGVs that access the site will also not pass by residential properties. The site manager would be contactable by local residents should there be any adverse impacts.

What is the capacity of the site?

The proposed operations are expected to require up to 53 HGV spaces. These figures are indicative and exact numbers will be confirmed within the proposals.

How have the proposals changed when compared to the 2019 planning permission?

When compared to the 2019 planning permission, the current proposals have evolved in a number of ways, including as follows:

- Provision of an inspection shed, to enable the on-site inspection of HGVs
- The entry and exit points to the site have been reversed. Egress will now be from Merlin Way, approximately 150 metres south-west of the Rayley Lane / Vicarage Lane / Merlin Way roundabout, with access from Rayley Lane, approximately halfway between this roundabout and the A414 Canes Lane / Rayley Lane roundabout
- Additional driver welfare facilities, including air conditioned accommodation with seated waiting area, drinking facilities and toilet facilities

Will the site have an impact on air quality locally?

Initial air quality modelling has taken place which indicates that the operation of the site will not adversely impact either the Epping Forest Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI).

How many staff are expected on site?

Approximately 60 full time staff are expected on site in shift patterns and there will be parking provisions and welfare facilities provided for them onsite. These figures are indicative and exact numbers will be confirmed in due course.

What type of vehicles are expected to use the inland border facility?

The inland border facility will be used by HGVs, cars and vans, including staff vehicles.

Are refrigerated vehicles expected at the inland border facility?

Provision is being made for refrigerated vehicles. No idling will be permitted by refrigerated vehicles as engines of all stationary vehicles must be switched off while on site.

Will vehicles be inspected at the inland border facility?

There will be inspection bays on site and the time required for each HGV check (excluding physical inspection) is expected to be a maximum of two hours. If a physical examination is required, an inspection may take up to eight hours.

Will goods be unloaded at the inland border facility?

There are examination facilities on site, and it is anticipated that some goods that are brought to the site will need a physical examination.

Will there be any hazardous materials brought on to the inland border facility?

An Operational Management Plan (OMP) will be developed for the inland border facility which will explain how the site will be managed and operated safely, including in relation to any hazardous materials.

What impact will the site have on the operation of the airfield?

The inland border facility only comprises small part of the airfield located at its north eastern edge. As the inland border facility is located away from other operational uses on the airfield there will be no adverse impacts. Engagement in ongoing with the airfield's management, and relevant stakeholders.

Further information

The Government announced its plans for new border infrastructure on 12 June 2020. You can view details of this announcement and follow the relevant links to find out more about the transition period and the Government's plans for new border infrastructure via the web page below:

www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period

Privacy statement

The following is to explain your rights and give you the information you are entitled to under the General Data Protection Regulation 2016 and Data Protection Act 2018.

1. Data controllers and processors

Her Majesty's Revenue and Customs (HMRC) and Department for Transport (DfT) are the data controllers. Data Protection Officers can be contacted at:

- DfT: dataprotectionofficer@dft.gov.uk
- HMRC: advice.dpa@hmrc.gov.uk

2. Why we are collecting the data

Your personal data is being collected to support the Inland Border Facilities Special Development Order (SDO) planning submissions.

To support site specific planning proposals for new inland border facilities from the 1 January 2021, stakeholder engagement is required. To ensure that proposals have been considered and informed by the engagement process, Article 4(2)(j) of the Town and Country Planning (Border Facilities and Infrastructure)(EU Exit) England Special Development Order 2020 requires that a report summarising the engagement with stakeholders is submitted to the Secretary of State as part of the approval process.

As part of this stakeholder engagement process you are being invited to participate via a contact form and website equivalent. Although we are not specifically asking for your personal data as part of this you may provide your name and contact details so we can contact you. You do not have to give us any personal information to participate in the stakeholder engagement process but any personal data you do provide will be used for this purpose only.

3. Legal basis for processing the data

The data protection legislation sets out when we are lawfully allowed to process your data. The lawful basis that applies to this processing is that it is necessary for the performance of a task carried out in the public interest in accordance with Article 6(1)(e).

4. With whom we will be sharing the data

Ministry of Housing, Communities and Local Government (MHCLG), Department for Environment, Food & Rural Affairs (Defra), Department for Business, Energy & Industrial Strategy (BEIS), Border Protocol Delivery Group (BPDG) and any external department consultants are the data handlers.

5. For how long we will keep the personal data, or criteria used to determine the retention period.

Your personal data will be held for three months following the completion of the dissertation and then securely destroyed.

6. Your rights, e.g. access, rectification, erasure

The data we are collecting is your personal data, and you have rights that affect what happens to it. You have the right to:

- a. know that we are using your personal data
- b. see what data we have about you
- c. ask to have your data corrected, and to ask how we check the information we hold is accurate
- d. complain to the ICO (see below)

7. Sending data overseas

The feedback form is being hosted by Survey Monkey which has data centres in the US, Ireland, and Canada. HMRC and DfT have taken all necessary precautions to ensure that your rights in terms of data protection will not be compromised by this.

8. Automated decision making

We will not use your data for any automated decision making.

9. Storage, security and data management

Following the close of the stakeholder engagement process, your personal data will be moved from Survey Monkey to a secure Government IT system.

10. Complaints and more information

When we ask you for information, we will keep to the law, including the Data Protection Act 2018 and General Data Protection Regulation. If you are unhappy with the way HMRC and DfT have acted, you can make a complaint:

- <https://www.gov.uk/government/organisations/department-for-transport/about/complaints-procedure>
- <https://www.gov.uk/complain-about-hmrc>

If you are not happy with how we are using your personal data, you should first contact dataprotectionofficer@dft.gov.uk or advice.dpa@hmrc.gov.uk

If you are still not happy, or for independent advice about data protection, privacy and data sharing, you can contact:

The Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire. SK9 5AF

Telephone: 0303 123 1113 or 01625 545 745

<https://ico.org.uk>



HM Revenue
& Customs

North Weald Airfield Inland Border Facility, Essex